



Maryland Transportation Authority

Maryland Transportation Authority
Board Meeting

Thursday, May 28, 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

MAY 28, 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, May 26, 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 April 30, 2026</u> | Chair | 5 min. |
| 2. <u>Approval</u> – <u>Closed Session Meeting Minutes of April 30, 2026</u> | Chair | 5 min. |
| 3. <u>Approval</u> – <u>Open Session Meeting Minutes of May 12, 2026</u> | Chair | 5 min. |
| 4. <u>Approval</u> – <u>Closed Session Meeting Minutes of May 12, 2026</u> | Chair | 5 min. |
| 5. <u>Approval</u> – <u>Contract Awards</u> <ul style="list-style-type: none">• MT-00211593 – Facility-wide Hazmat Disposal and Abatement Services• CC-00211584 – Road Rake Model 200T Roadway Litter Collector | Jeffrey Davis | 10 min. |
| 6. <u>Update</u> – <u>All Open Contracts</u> – Procurement Update on All Contracts | Jeffrey Davis | 5 min. |
| 7. <u>Approval</u> – <u>Disposition</u> – Disposition MD24 and MD924 Park and Ride (MC #26-7052) | Sheila Rivers | 5 min. |
| 8. <u>Approval</u> – <u>Investment Committee Report</u> – Quarterly Update on the Investment of MDTA's funds | Kevin Cullity | 10 min. |
| 9. <u>Update</u> – <u>3rd Quarter Operating Budget Comparison</u> – Review of Actual vs. Projected Spending for the Fiscal Year 2026 Operating Budget | Jeffrey Brown | 10 min. |
| 10. <u>Update</u> – <u>3rd Quarter Capital Budget Comparison</u> – Review of Actual vs. Projected Spending for the Fiscal Year 2026 Capital Budget | Jennifer Stump | 10 min. |

**MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING
MAY 28, 2026 9:00 AM**

**AGENDA
PAGE 2**

- | | | |
|--|----------------|---------|
| 11. Update – <u>Consolidated Transportation Program (CTP) Process/Additions</u> | Jennifer Stump | 10 min. |
| 12. Update – <u>Quarterly Update on Traffic and Revenue</u> – Update on the Actual Performance of Traffic and Revenue Compared to the Forecast through March 31, 2026 | Walter Laun | 5 min. |
| 13. Update – <u>MDTA Annual Report</u> – Report Out on Calendar Year 2025 MDTA Annual Report | Bradley Tanner | 10 min. |
| 14. Update – <u>Executive Director’s Report</u> – Verbal | Bruce Gartner | 10 min. |

Vote to go into Closed Session

CLOSED SESSION – Expected Time 10:45 AM

- | | | |
|-----------------------------------|-------------------|---------|
| 15. To Discuss Pending Litigation | Megan Mohan, Esq. | 20 min. |
|-----------------------------------|-------------------|---------|

Vote to Return to Open Session

Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, APRIL 30, 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 via phone
Jeffrey S. Rosen
Samuel D. Snead via phone
John F. von Paris
Frank S. Waesche III

STAFF ATTENDING:

Lt. Col. Ronce Alford
Gregory Brown
Percy Dangerfield
Jeffrey P. Davis
Lt. Col. Timothy Eikenberg
Bruce Gartner
David Goldsborough
Natalie Henson
Megan Mohan, Esq.
Mary O'Keeffe
Bradley Ryon
Col. Joseph Scott
Bradley Tanner

OTHERS ATTENDING:

Mario J. Gangemi, Former Board Member
Mrs. Gangemi, Mario J. Gangemi's Mother
Hayes Gartner, Baltimore Banner

At 9:03 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.

Prior to the beginning of the agenda, Executive Director Bruce Gartner acknowledged former Member Mario J. Gangemi for the work he accomplished during his tenure at the MDTA. Former Member Gangemi was on the Board from 2017 until 2026 and had served as the Capital Committee Chair since 2022. His engineering background was a tremendous asset and he was a visible presence at police ceremonies and as an invited guest speaker at several employee trainings. During his tenure he oversaw the completion of the Nice/Middleton Bridge; advancing of the \$1.1 billion Express Toll Lanes North-Bound (ETL

NB) Extension Program; Conversion of MDTA facilities to all electronic tolling; Eastbound and Westbound Bay Bridge system preservation projects; and advancing of the Tier 1 and Tier 2 Bay Crossing Study NEPA.

APPROVAL – OPEN SESSION MEETING MINUTES OF MARCH 26, 2025

Upon motion by Member William H. Cox, Jr. and seconded by Member Dontae Carroll, the open session meeting minutes of the MDTA Board meeting held on March 26, 2026, were unanimously approved.

APPROVAL – BOARD COMMITTEE ASSIGNMENTS

Upon motion by Member Jeffrey S. Rosen and seconded by Member Maricela Cordova, the members unanimously approved the adding of the new Board Member to the Board Committee Assignments.

APPROVAL – CONTRACT AWARDS

- **MR-3042-0000 – On-Call Upgrade and Replacement of Metal Traffic Barriers and Attenuators**

Mr. Jeffrey Davis requested contingent approval from the MDTA Board to execute Contract No. MR-3042-0000 – On-Call Upgrade and Replace Metal Traffic Barriers and Attenuators with L.S. Lee, Inc. in a not to exceed amount of \$6,000,000.00.

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

Mr. Davis further explained that L.S. Lee, Inc. is the current incumbent and is in good standing with the Maryland Department of Assessments and Taxation. They have successfully performed this type of work with both the MDTA and MDOT State Highway Administration. Since this contract exceeds MDTA's delegation, it will be presented at the next available Board of Public Works (BPW) meeting for approval.

Upon motion by Member William H. Cox, Jr. and seconded by Member Maricela Cordova, the Members unanimously gave contingent approval for Contract No. MR-3042-0000 – On-Call Upgrade and Replace Metal Traffic Barriers and Attenuators.

UPDATE – MDTA POLICE PUBLIC SECURITY

Col. Joseph Scott began his report by updating the MDTA Board on the progress of MDTA Police division. In 2025, the department operated under the Seven Pillars initiative, covering traffic safety, recruitment, wellness, policy revision, van technology, community trust and legitimacy, and training and education. In 2026, the department is building on that foundation with a new focus acronym: ACT (Accountability, Communication, and Transparency).

Col. Scott further reported that the MDTA Police division currently has 55 sworn vacancies and 23 professional staff vacancies. An active academy class includes 22 MDTA police recruits and 7 allied agency officers, with a scheduled graduation date of September 16, 2026.

Col. Scott broke down first quarter performance including traffic stops increased by 10%, Driving Under the Influence (DUI) arrests up by 54%, and serious crimes decreased by 22%. He also stated that an area of concern is traffic collisions, which are up 20%. Detachment commanders and the traffic safety section have been deployed to identify causation and target problem areas with focused resources.

UPDATE – LEGISLATIVE SESSION

Mr. Bradley Ryon updated the MDTA Board on the Maryland Legislative Session that was adjourned on April 13, 2026. He gave updates on the bills that passed that will affect the MDTA as well as some bills that did not make it through.

UPDATE – LEGISLATIVE REPORTS SUBMITTED TO THE LEGISLATURE

Mr. Bradley Ryon updated the MDTA Board regarding the reconstruction of the Francis Scott Key Bridge, as mandated by the 2025 legislative session budget committees.

Mr. Ryon reported on legislative compliance the submission of the Joint Chairman's Report (JCR), update on reconstruction progress, early work packages, and explanation of the federal reimbursement process to ensure budgetary transparency.

UPDATE – EXECUTIVE DIRECTOR'S REPORT

Mr. Bruce Gartner began his report by welcoming Member Frank S. Waesche III to the MDTA Board. Member Waesche is a graduate of Clemson University with over 40 years of experience in both the public and private sectors and previously served as the Director of the Office of Engineering for the Maryland Transit Administration, where he oversaw an annual budget of \$250 million. His expertise in design-build procurement and construction management will serve the MDTA well on the Capital Committee.

Mr. Gartner also recognized MDTA safety and community initiatives highlighting the agency's participation in National Work Zone Awareness Week including a Unity Ride and a Safety Fair.

Mr. Gartner announced that an industry forum will be scheduled for May to provide information on the procurement process and encourage global competition to ensure a safe and efficient rebuild.

He concluded his remarks by inviting the Board to the Annual Employee Awards in late May, which features a skills competition for maintenance and vehicle recovery staff to demonstrate their proficiency in challenging driving courses.

VOTE TO GO INTO CLOSED SESSION

At 9:49 a.m., a motion was made by Member Dontae Carroll and seconded by Member Maricela Cordova, 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)(15) to discuss the MDTA's Cyber Security including discussions regarding security assessments and deployment of information technology and network security related to detecting and investigating possible criminal activity; Section 3-305(b)(10) and (12) to receive an update on deployment of police staff and resources and other security measures and to discuss a pending investigative proceeding involving possible criminal conduct; and Section 3-305(b)(8) to receive a status update on all litigation currently pending against the MDTA.

In attendance for the Closed Session were Chair Kathryn Thomson; Members Carroll, Cordova, Cox, Penny-Ardinger via phone, Rosen, Snead via phone, von Paris, and Waesche; Bruce Gartner; Percy Dangerfield; David Goldsborough; Colonel Joseph Scott; James Harkness; Megan Mohan, Esq.; Natalie Henson; and Melodie Mabanta, Esq.

VOTE TO ADJOURN CLOSED SESSION

At 11:33 a.m., a motion was made by Member John von Paris and seconded by Member Dontae Carroll, which was unanimously approved, to adjourn the Closed Session and return to Open Session. There were no actions taken in Closed Session that require ratification.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member William H. Cox, Jr. and seconded by Member Jeffrey S. Rosen, the Members unanimously voted to adjourn the meeting at 11:37 a.m.

The next MDTA Board Meeting will be held on Thursday, May 28, 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
BOARD MEETING

TUESDAY, MAY 12, 2026
11:00 A.M.

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

OPEN SESSION

Kathryn Thomson, Chair

MEMBERS ATTENDING: Dontae Carroll
 William H. Cox, Jr.
 Cynthia D. Penny-Ardinger
 Jeffrey S. Rosen
 John F. von Paris

STAFF ATTENDING: Bruce Gartner
 Pilar Helm
 Natalie Henson
 Megan Mohan, Esq.
 Timothy Sheets

OTHERS ATTENDING: N/A

At 11:02 a.m. Chair Kathryn Thomson called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held virtually and was livestreamed on the MDTA Board Meeting web page.

VOTE TO GO INTO CLOSED SESSION

At 11:03 a.m., a motion was made by Member Dontae William H. Cox, Jr. and seconded by Member Cynthia D. Penny-Ardinger, 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 litigation currently pending against the MDTA.

In attendance for the Closed Session were Chair Kathryn Thomson; Members Carroll, Cox, Penny-Ardinger, Rosen, and von Paris; Samantha Biddle; Bruce Gartner; Megan Mohan, Esq.; Natalie Henson; Pilar Helm; Melissa Byroade, Esq.; Christopher Fontaine, Esq.; Howard Feldman, Esq.; Leonard Howie III, Esq.; Scott Partridge, Esq., and Robert Scott, Esq.

VOTE TO ADJOURN CLOSED SESSION

At 11:57 a.m., a motion was made by Member William H. Cox, Jr. and seconded by Member John F. von Paris, which was unanimously approved, to adjourn the Closed Session and return to Open Session.

RATIFICATION OF ACTION TAKEN IN CLOSED SESSION

Upon motion by Member Jeffrey S. Rosen and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously ratified their approval of the settlement terms in the Matter of Grace Ocean Private Limited and Synergy Marine noting that the Attorney General's Office will be announcing details regarding the settlement at a later time.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member Dontae Carroll and seconded by Member Jeffrey S. Rosen, the Members unanimously voted to adjourn the meeting at 11:59 a.m.

The next MDTA Board Meeting will be held on Thursday, May 28, 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 4

**CLOSED SESSION
MINUTES**

VERBAL

TAB 5



Board Members:

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: Contract MT-00211593, Facility Wide Hazmat Disposal & Abatement Services
DATE: May 28, 2026

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract MT-00211593.

SUMMARY

This contract provides periodic decontamination, abatement and or disposal of biological/medical/infectious hazards, hazardous materials, hazardous wastes (including universal wastes), unidentified wastes, regulated wastes and non-regulated/industrial wastes for MDTA's facilities. A Contract will be awarded in the Not-to-Exceed amount of \$2,000,000.00 to the lowest responsive and responsible bidder, Kalyani Environmental Solutions LLC, a Maryland Certified Small Business. As this contract exceeds MDTA's delegation, this will be presented at the next available BPW meeting for approval.

RECOMMENDATION

To provide approval from the MDTA Board to execute Contract MT-00211593, Facility Wide Hazmat Disposal & Abatement Services.

ATTACHMENT

- Authority Project Summary



AUTHORITY PROJECT SUMMARY

Contract No. MT-00211593 - MDTA FACILITY WIDE HAZARDOUS MATERIALS DISPOSAL & ABATEMENT SERVICES

PIN NUMBER N/A
CONTRACT NUMBER MT-00211593
CONTRACT TITLE MDTA FACILITY WIDE HAZARDOUS MATERIALS DISPOSAL & ABATEMENT SERVICES

PROJECT SUMMARY The purpose of the project is to periodic decontamination, abatement and or disposal of biological/medical/infectious hazards, hazardous materials, hazardous wastes (including universal wastes), unidentified wastes, regulated wastes and non-regulated/industrial wastes for Maryland Transportation Authority's (MDTA) facilities.

SCHEDULE		MBE PARTICIPATION	ADVERTISED GOAL (%)	PROPOSED GOAL (%)
ADVERTISEMENT DATE	2/27/2026	OVERALL MBE	4.00%	4.00%
ANTICIPATED NTP DATE		VSBE	1.00%	1.00%
DURATION/TERM	Three (3) Years w/one 2-Year Renewal Option			
		BID PROTEST	YES	NO TRUE

BID RESULTS	BID AMOUNT(S)	Incumbent
Kalyani Environmental	\$ 1,967,550.00	N/A
Modulus, LLC	\$ 2,854,581.92	N/A
Bay Associates Environmental	\$ 3,299,799.10	N/A



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: CC-00211584 – Road Rake Model 200T Roadway Litter Collector
DATE: May 28, 2026

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract CC-00211584.

SUMMARY

This contract is for the provision of three (3) Road Rake Roadway Litter Collection Machines. They will be used in the maintenance of MDTA roadways to remove debris and other road hazards, such as wood, mufflers, retreads, animal carcasses and other large debris. These Road Rake machines are unique in that they can safely operate at low speeds while maintaining traffic flow and have a large-capacity hopper with a hydraulic dumping mechanism. These features increase efficiency by enabling longer collection runs and reducing the frequency of returns to debris disposal locations.

This procurement is being pursued as a Sole Source procurement due to the specialized design and operational capabilities of the Road Rake equipment, which are not readily available from other manufacturers. The equipment's ability to collect large roadway debris while minimizing lane closures and worker exposure to live traffic is critical to maintaining safe working conditions for personnel and the traveling public.

RECOMMENDATION

To provide approval from the MDTA Board to execute Contract CC-00211584 – Road Rake Model 200T Roadway Litter Collector.

ATTACHMENT(

- Authority Project Summary



AUTHORITY PROJECT SUMMARY
CC-00211584 – Road Rake Model 200T Roadway Litter Collector

PIN NUMBER TBD
CONTRACT NUMBER CC-00211584
CONTRACT TITLE Road Rake Model 200T Roadway Litter Collector

PROJECT SUMMARY This contract is for the provision of three (3) Road Rake Roadway Litter Collection Machines. They will be used in the maintenance of MDTA roadways to remove debris and other road hazards, such as wood, mufflers, retreads, animal carcasses and other large debris. These Road Rake machines are unique in that they can safely operate at low speeds while maintaining traffic flow and have a large-capacity hopper with a hydraulic dumping mechanism. These features increase efficiency by enabling longer collection runs and reducing the frequency of returns to debris disposal locations.

This procurement is being pursued as a Sole Source (SS) procurement due to the specialized design and operational capabilities of the Road Rake equipment, which are not readily available from other manufacturers. The equipment's ability to collect large roadway debris while minimizing lane closures and worker exposure to live traffic is critical to maintaining safe working conditions for personnel and the traveling public.

SCHEDULE		MBE PARTICIPATION		ADVERTISED	PROPOSED
		OVERALL MBE		GOAL (%)	GOAL (%)
ADVERTISEMENT DATE	3/17/2026			0.00%	0.00%
ANTICIPATED NTP DATE	7/22/2026	AFRICAN AMERICAN		0.00%	0.00%
DURATION (CALENDER DAYS)	127	ASIAN AMERICAN		0.00%	0.00%
		VSBE		0.00%	0.00%
		BID RESULTS		BID AMOUNT	% VARIANCE
	(\$)			(\$)	TO EE
ENGINEER'S ESTIMATE (EE)	\$285,000.00	H. Barber & Sons, Inc.		\$280,836.00	-1.46%
		BID PROTEST		YES	NO
				<input type="checkbox"/>	<input checked="" type="checkbox"/>

TAB 6



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: Open Contracts Report for May 28, 2026
DATE: May 28, 2026

PURPOSE OF MEMORANDUM

To present the Open Contracts Report for May 28, 2026

SUMMARY

The report summarizes the number of open Memorandum of Understanding Agreements and Architectural and Engineering, Construction, Maintenance, Services, and Information Technology Contracts currently held by MDTA.

ATTACHMENT

- Open Contract Report

Type of Contract	# of Contracts	Amount of Contracts
MOU	29	\$ 26,642,433.09
A/E	68	\$ 775,700,000.00
Construction	52	\$ 2,669,325,449.46
MT	37	\$ 52,874,616.79
Services	16	\$ 39,288,516.54
IT	33	\$ 90,302,130.28

Total Contracts	Total Amount of Contracts
235	\$ 3,654,133,146.16

\$ 2,218,064,503.24	<i>Paid (Vouchered) Amount Spent</i>
\$ 985,044,019.20	<i>Obligated (PO Balance Remaining) - Amount Committed = Remaining Balance on PO Issued (PO Issued less Paid)</i>
\$ 451,024,623.72	<i>Open (Contract Balance) = BPO Remaining Balance (Unobligated Contract Authority Available) (BPO original Amount less PO Issued)</i>

\$ 3,654,133,146.16 *Total Amount of Contracts*

TAB 7



MEMORANDUM

TO: MDTA Board
FROM: Director of Planning and Program Development Melissa Williams
(MDTA's Modal Clearance Representative)
SUBJECT: Disposition- MD24 and MD924 Park & Ride (MC #26-7052)
DATE: May 28, 2026

PURPOSE OF MEMORANDUM

Seek recommended approval from the Maryland Transportation Authority to dispose of the subject property (Parcel A and Parcel B) and to convey the property to MDOT SHA for a nominal fee of \$1.00. This item was presented to the Capital Committee at the May 7, 2026, meeting and was recommended for approval by the full MDTA Board.

SUMMARY

The former Woodsdale Development LLC (Parcel A) is located at 3502 Woodsdale Road, Abingdon, MD 21009 in Harford County and contains 3.613 acres, plus or minus. The former Michael F. Scheurman and Sheila L. Scheurman (Parcel B) is located at 3520 Woodsdale Road, Abingdon, MD 21009 in Harford County and contains 0.086 acres, plus or minus. The property was purchased for the I-95 ETL Section 200 Project. The project is completed and there are no additional needs for the property.

ANALYSIS

The recommended course of action would be to seek the approval of the BPW to dispose of the subject property.

ATTACHMENTS

- Declaration of Extra Land Memorandum (DELM)
- Salient Fact Sheet
- Aerial Map
- Location Map
- Plat 62538



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: Executive Director Bruce Gartner
FROM: Director of Planning and Program Development Melissa Williams
(MDTA's Modal Clearance Representative)
SUBJECT: Declaration of Extra Land Memorandum (DELM)
Disposition – MD24 and MD924 Park & Ride (MC #26-7052)
DATE: May 28, 2026

PURPOSE OF MEMORANDUM

Per MDOT Policy DOT 654.1, the Maryland Transportation Authority (MDTA) shall determine the real property which is extra to its needs by a memorandum from the Executive Director (or designee). This memorandum referred to as the Declaration of Extra Land Memorandum (DELM), designates the end of the MDTA Internal Clearance. MDOT will review the DELM and determine if the property is "excess to the needs of the MDTA." The DELM is required for all proposed MDTA dispositions, and the property must be deemed "excess to the needs of the MDTA" before MDTA owned real estate can proceed through the Modal Clearance Process.

By virtue of this DELM and the supporting documentation, I am hereby requesting your approval to deem the subject property as being "excess to the needs of the MDTA."

SUMMARY

MDTA is requesting to dispose of the subject property (Parcel A and Parcel B) and to convey the property to MDOT SHA for a nominal fee of \$1.00. The former Woodsdale Development LLC (Parcel A) is located at 3502 Woodsdale Road, Abingdon, MD 21009 in Harford County and contains 3.613 acres, plus or minus. The former Michael F. Scheurman and Sheila L. Scheurman (Parcel B) is located at 3520 Woodsdale Road, Abingdon, MD 21009 in Harford County and contains 0.086 acres, plus or minus.

The property was purchased as part of the I-95 Section 200 NB Extension Project. The project is complete and there are no additional needs for the property. A request was made to the other divisions within MDTA to determine if there were any current or future

needs for the subject property. It was determined and confirmed that there were no needs for this property.

ANALYSIS

The recommended course of action would be to seek the approval of the BPW to dispose of the subject property.

NEXT STEP

Following your approval, delegated to you by the MDTA Board, the property will then proceed through the modal clearance process.

RECOMMENDATION

APPROVED:

Bruce Gartner, Executive Director

Date

DISAPPROVED:

Bruce Gartner, Executive Director

Date

ATTACHMENTS

- Salient Fact Sheet
- Aerial Map
- Location Map
- Plat 62538

Salient Fact Sheet
Disposition
Maryland Transportation Authority
Division of Planning and Program
Development

Date of Preparation: February 5, 2026

Refer to: MC # 26-7052

Property Name: MD24 and MD924 Park & Ride

Property Item #: N/A

Internal Clearance Date: TBD

Modal Plat No: 62538

Dated: July 21, 2025

Location: Formerly Woodsdale Development LLC (Parcel A)- 3502 Woodsdale Road, Abingdon, MD 21009

SDAT Property Tax Information:

County: Harford	Tax Map #: 0061	Parcel: 0602
Grid:	Block:	Account #

Location: Formerly Michael F. Scheurman & Sheila L. Scheurman (Parcel B)- 3520 Woodsdale Road, Abingdon, MD 21009

SDAT Property Tax Information:

County: Harford	Tax Map #: 0061	Parcel: 0525
Grid:	Block:	Account #

Type of Transaction: Disposition

Acreage: Formerly Woodsdale Development LLC- 3.613 acres, plus or minus (157,432 sq. ft.)
Formerly Michael F. Scheurman & Sheila L. Scheurman- 0.086 acres, plus or minus (3766 sq. ft.)

Improved: N/A

Description of Improvements: N/A

Appraised As Of: N/A **Appraised Value:** N/A

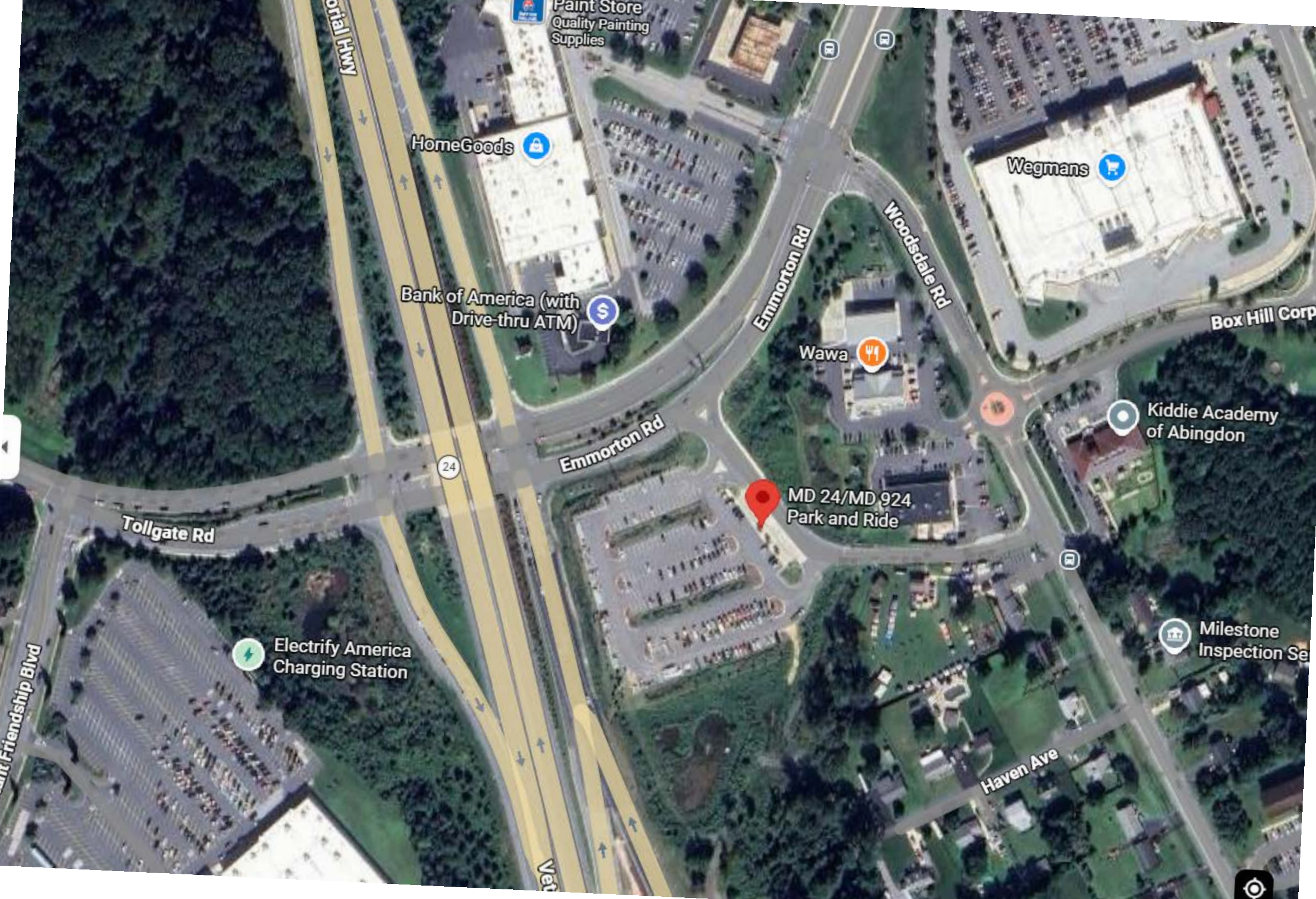
Additional Notes/Info: The Maryland Transportation Authority plans to convey Parcel A and B to State Highway Administration for a nominal fee of \$1.00.

The following information is provided subject to appraisal and is in no way warranted:

Assumed Zoning: N/A
Utilities Available: N/A
Estimated Market Value: N/A

Prepared by:

Bethany Topper
Real Property Specialist III, Division of Planning and Program Development
Maryland Department of Transportation (MDTA) Phone: 410.537.7898
2310 Broening Highway Fax: 410.537.7899
Baltimore, MD 21224 email: bhoward@mdta.state.md.us



Paint Store
Quality Painting
Supplies

HomeGoods

Bank of America (with
Drive-thru ATM)

Wawa

Wegmans

Kiddie Academy
of Abingdon

Milestone
Inspection Se

Electrify America
Charging Station

MD 24/MD 924
Park and Ride

orial Hwy

Emmorton Rd

Wooddale Rd

Box Hill Corp

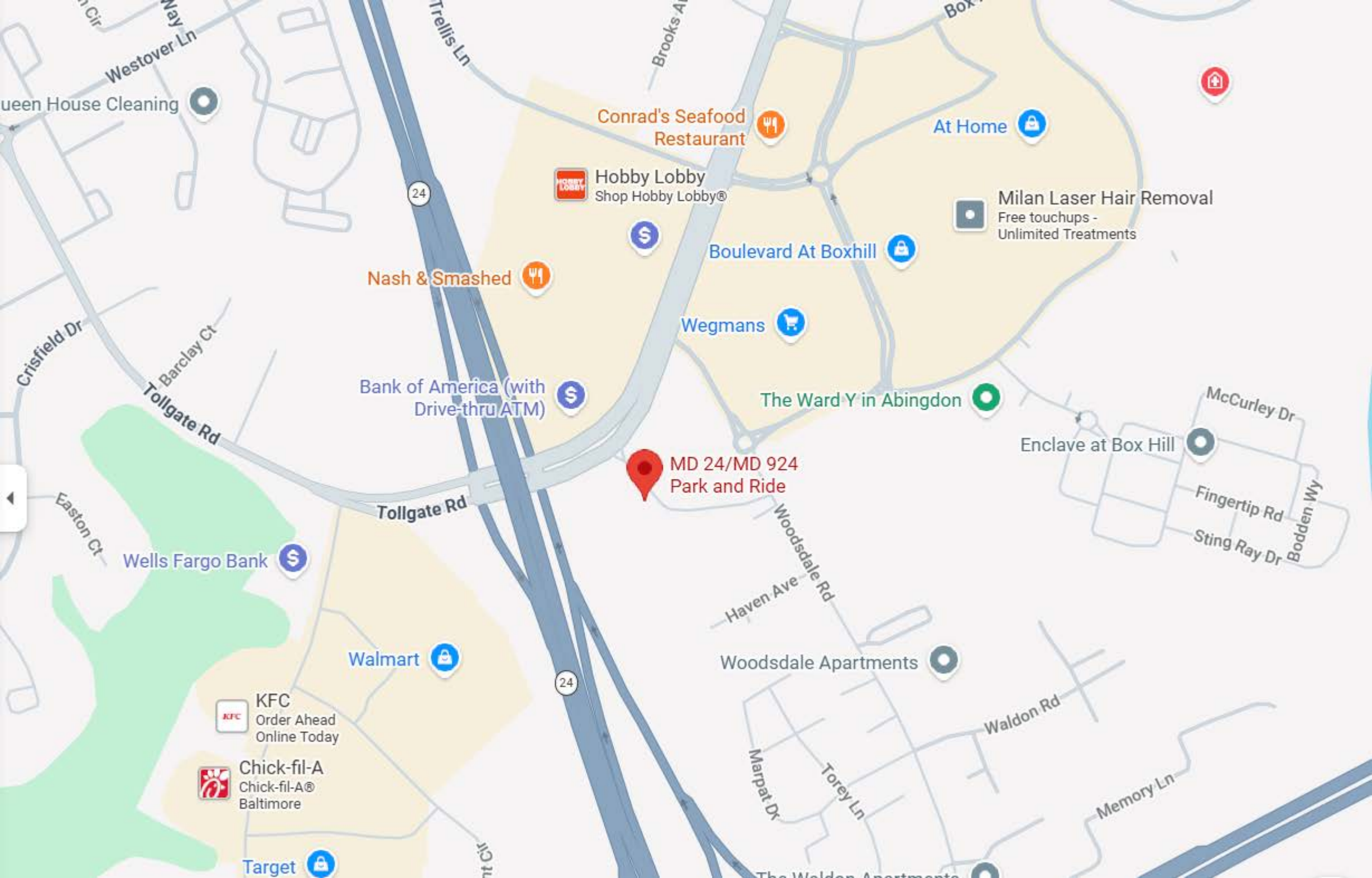
Tollgate Rd

Emmorton Rd

Haven Ave

ant Friendship Blvd

Yet



MD 24/MD 924
Park and Ride

Conrad's Seafood
Restaurant

Hobby Lobby
Shop Hobby Lobby®

Nash & Smashed

Bank of America (with
Drive-thru ATM)

Boulevard At Boxhill

Wegmans

The Ward Y in Abingdon

Enclave at Box Hill

Woodsdale Apartments

KFC
Order Ahead
Online Today

Chick-fil-A
Chick-fil-A®
Baltimore

Target

At Home

Milan Laser Hair Removal
Free touchups -
Unlimited Treatments

Wells Fargo Bank

Walmart

Waldon Rd

Memory Ln

Haven Ave

Marpat Dr

Torey Ln

The Walden Apartments

McCurley Dr

Fingertip Rd

Sting Ray Dr

Bodden Wy

Trellis Ln

Brooks A

Westover Ln

Crisfield Dr

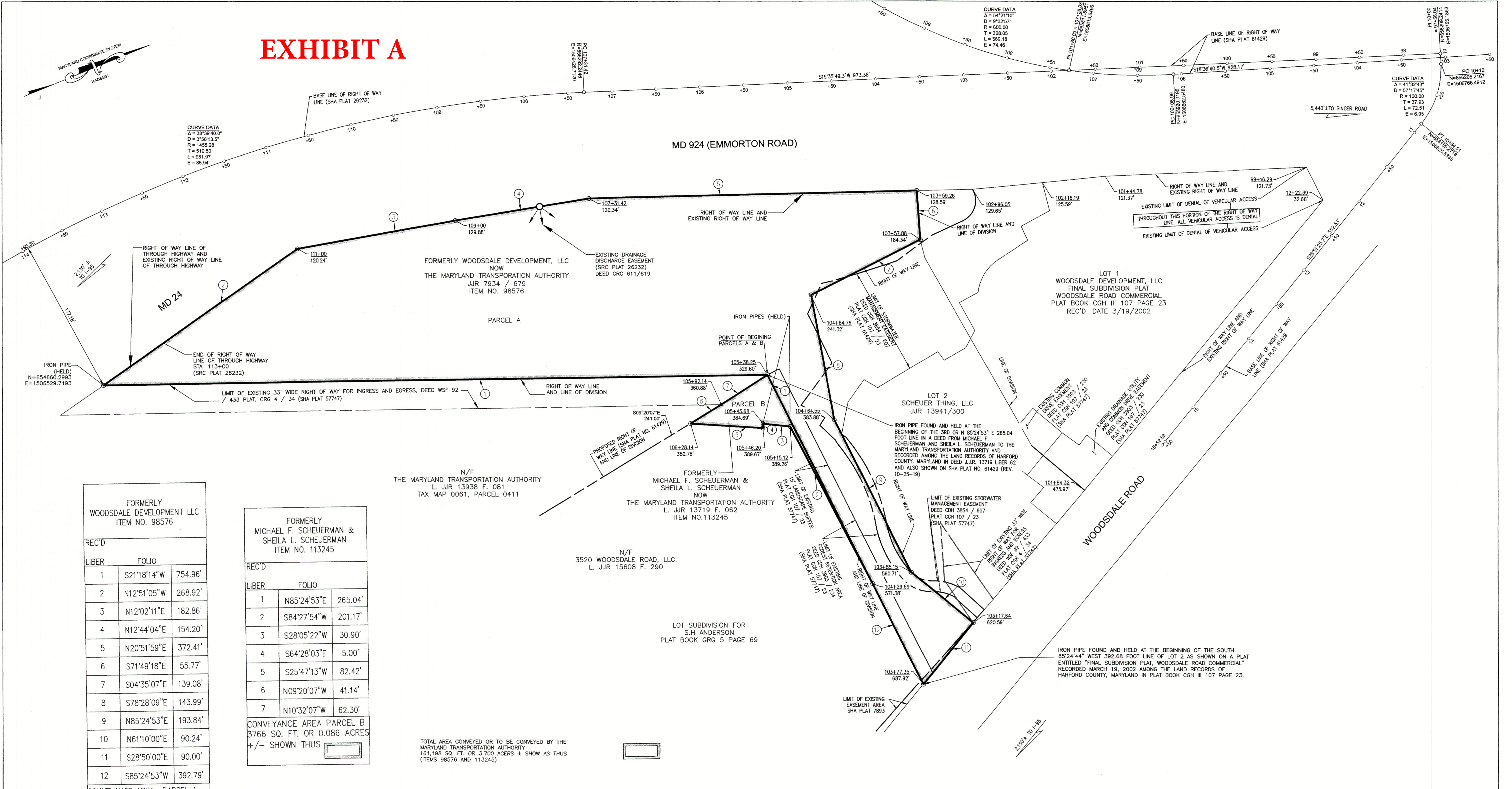
Barclay Ct

Tollgate Rd

Easton Ct

JR Cir

EXHIBIT A



FORMERLY WOODSDALE DEVELOPMENT LLC ITEM NO. 98576		
REC'D	LIBER	FOLIO
1	S21°18'14"W	754.96'
2	N12°51'05"W	268.92'
3	N12°02'11"E	182.86'
4	N12°44'04"E	154.20'
5	N20°51'59"E	372.41'
6	S71°49'18"E	55.77'
7	S04°35'07"E	139.08'
8	S78°28'09"E	143.99'
9	N85°24'53"E	193.84'
10	N61°10'00"E	90.24'
11	S28°50'00"E	90.00'
12	S85°24'53"W	392.79'

CONVEYANCE AREA PARCEL A
157,432 SQ. FT. OR 3.613 ACRES
+/-

FORMERLY MICHAEL F. SCHEUERMAN & SHEILA L. SCHEUERMAN ITEM NO. 113245		
REC'D	LIBER	FOLIO
1	N85°24'53"E	265.04'
2	S84°27'54"W	201.17'
3	S28°05'22"W	30.90'
4	S64°28'03"E	5.00'
5	S25°47'13"W	82.42'
6	N09°20'07"W	41.14'
7	N10°32'07"W	62.30'

CONVEYANCE AREA PARCEL B
3766 SQ. FT. OR 0.086 ACRES
+/- SHOWN THUS

TOTAL AREA CONVEYED OR TO BE CONVEYED BY THE MARYLAND TRANSPORTATION AUTHORITY
161,198 SQ. FT. OR 3.700 ACERS ± SHOW AS THUS
(ITEMS 98576 AND 113245)

SURVEYOR'S CERTIFICATION
THE RIGHT OF WAY LINES AND LINES OF DIVISION SHOWN HEREON WERE ESTABLISHED FROM DEEDS AND PLATS OF RECORD AND FIELD SURVEYS. THE UNDERSIGNED WAS IN RESPONSIBLE CHARGE OF THE PREPARATION OF THIS PLAT AND THE SURVEYING WORK REFLECTED ON IT. THIS PLAT WAS DEVELOPED IN COMPLIANCE WITH THE REQUIREMENTS SET FORTH IN COMAR REGULATION 09.13.06.
Charles F. Young DATE **7/8/25**
CHARLES F. YOUNG
MARYLAND PROFESSIONAL LAND SURVEYOR
MARYLAND REGISTRATION NO. 10932 EXP. DATE 6-17-2026



LEGEND OF PROPOSED EASEMENTS

- TEMPORARY CONSTRUCTION EASEMENT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAT.
- PERPETUAL EASEMENT FOR SPECIAL PURPOSE AS INDICATED ON THIS PLAT.
- PERPETUAL EASEMENT FOR SPECIAL PURPOSE AS INDICATED ON THIS PLAT.
- PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER FROM OR INTO AN EXISTING WATERWAY OR NATURAL DRAINAGE COURSE.
- PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER UPON EXISTING GROUND.

A PORTION OF THIS RIGHT OF WAY IS FOR AN EXPRESSWAY AND NO ACCESS EITHER VEHICULAR, PEDESTRIAN, AND/OR ANIMAL WILL BE PERMITTED ACROSS THE LINES DESIGNATED "RIGHT OF WAY LINE OF THROUGH HIGHWAY" EXCEPT BY MEANS OF SUCH PUBLIC ROAD CONNECTIONS AS ARE AUTHORIZED BY LAW.

SCALE: 1" = 50'

SENT TO RECORD OFFICE _____ 20____

APPROVED BY: _____ NO. DATE REVISION

BOOKS	PART OF PLATS
32060 TRAV	
7892 (REV. 11-21-49)	
7893 (REV. 11-21-49)	
26231 (REV. 3-07-62)	
48501 (REV. 4-10-06)	
55375 (REV. 4-10-06)	
57747 (REV. 10-25-19)	

COORDINATES AND BEARINGS SHOWN HEREON ARE IN REFERENCE TO THE MARYLAND STATE PLANE COORDINATE SYSTEM, AS DEFINED BY THE NORTH AMERICAN DATUM OF 1983, ADJUSTED IN 1991 (NAD83/91) AND ARE BASED ON THE FOLLOWING STATE HIGHWAY ADMINISTRATION PLATS & SURVEYS DIVISION CONTROL STATIONS:

DESIGNATION	NORTH	EAST	BOOK/PAGE	POINT DESCRIPTION
ETL-7	653618.1275	1506653.9790	32060/79	GPS DISK
JV6943	652903.1325	1507135.9827	32060/77	SHA DISK IN CONC. MON.

MARYLAND TRANSPORTATION AUTHORITY
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
STATE ROADS COMMISSION

RIGHT OF WAY PROJECT: I-95 ETL; SECTION 200-MD 24 AND MD 924 PARK AND RIDE
MA232M8U

RIGHT OF WAY PROJECT NO. _____
ISSUED July 21 2025 FEDERAL AID PROJECT NO. _____
SCALE: 1" = 50'

CONVEYANCE PLAT No. 62538

TAB 8



Board Members:

MEMORANDUM

TO: MDTA Board
FROM: Director of Treasury and Debt Kevin Cullity
SUBJECT: Investment Strategy and Benchmarks
DATE: May 28, 2026

PURPOSE OF MEMORANDUM

- Complete the required quarterly review of the MDTA's investment strategy and associated benchmarks for the period ending March 31, 2026.

Investment returns and portfolio composition were discussed in greater detail during the recent Finance and Administration Committee meeting. The committee members support a continuation of the investment strategies for all accounts.

KEY POINTS

- No changes in strategy or benchmarks are recommended.
- Investments conformed to Investment Policy limitations.
- Portfolio structuring by account adhered to board approved strategy.
 - Strategy should remain consistent, despite short-term return volatility associated with the interest rate environment.
 - 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.
 - The longer duration strategies employed in certain reserves generate higher return volatility with expected higher average annual returns over multiyear periods.

INVESTMENT STRATEGY

The Trust Agreement and Investment Policy prescribe a Matched Funding investment strategy for specific purpose accounts including Operating, Debt Service, and Capital/Construction.

Longer term strategies are permitted by the Trust Agreement for certain reserves that do not have cash flow needs. The Investment Policy's investment objectives include longer-term total return considerations for reserves. Given that the unencumbered cash balance will be held long-term, a long-term approach is prudent and supported by the Finance and Administration Committee.

The agency employs either a Matched Funding or Total Return Duration Targeted approach for certain categories of accounts.

- Of the \$738.3 million portfolio at the end of March 2026, \$330.2 million of Match Funded accounts were invested in short-term securities with maturities of less than one year that precede or coincided with projected outflows. (Capital, Operating, Debt Service)
- The remaining \$408.1 million is managed for Total Return, representing long-term unrestricted reserves held in the General and M&O Reserve accounts.
 - Unrestricted reserves are managed for Total Return, with consideration of the volatility/return tradeoff associated with longer-term structures.
 - Longer duration portfolios benefit from higher average annual returns over multiyear periods and exhibit greater return volatility relative to shorter-term maturity structures.
 - Management does not attempt to time market rate changes; Duration Targeted portfolios maintain consistent structures.

The General account is benchmarked to a composite index of 1-5-year bullet agency indices. Investment maturities are generally staggered from three-months to five-years, with an Effective Duration¹ target of approximately 3.0.

The smaller M&O Reserve, representing approximately 6% of assets under management, is benchmarked to a composite of 1–13-year Treasury Strip indices that approximates effective duration of a laddered portfolio of 6-month to 15-year securities. The 7.5-year average maturity structure has an associated Effective Duration of approximately 7.0.

The strategies for the General account and M&O Reserve have remained consistent for many years.

¹ Effective or Option Adjusted Duration – measure used to determine bond or portfolio price sensitivity to interest rate changes.

RECOMMENDATION

- Approve a continuation of the investment strategies and benchmarks for the current quarter.

TAB 9



Board Members:

MEMORANDUM

TO: MDTA Board
FROM: Director of Budget Jeffrey Brown
SUBJECT: FY 2026 Amended Operating Budget vs. Actual Spending Review
DATE: May 28, 2026

PURPOSE

The purpose of the memorandum is to report on third quarter FY 2026 spending compared to the FY 2026 Amended Operating Budget.

KEY TAKEAWAY

As of March 31, 2025, 66% of the budget was spent compared to a target of 75%. All Object Codes were at or below budget spending levels except for Object 13. The seasonality of the expenses, the timing of invoices, and the cost pressures in IT and insurance impacted third quarter performance.

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 71% spend rate.
- Communications (**Object 03 - \$4.4M Budget**) is below budget with a 27% spend rate primarily driven by the State Radio Invoice.
 - State Paid Telecomm (**State Radio Invoice - (Object 0305 - \$2.0M Budget)**) is below budget with a 0% spend rate because the invoice has not yet been issued.
- Travel (**Object 4 - \$571K Budget**) is below budget with a 40% spend rate. Seasonality (heavier spending in 3rd and 4th quarters) accounts for the underspend.

FY 2026 Operating Budget vs. Actual Spending Review
Page Two

- Fuel and Utilities (**Object 06 - \$5.3M Budget**) is on budget with a 68% spend rate.
- Motor Vehicle Operations & Maintenance (**Object 07 - \$21.8M Budget**) is below budget with a 58% spend rate.
 - Vehicles Gas & Oil (**Object 0702 - \$4.0M Budget**) is below budget with a 30% spend rate
 - Vehicles Maintenance & Repair (**Object 0703 - \$2.7M Budget**) is below budget with a 53% spend rate. This activity does not occur smoothly throughout the year.
 - Purchase Other Land Vehicles (**Object 0730 - \$1.8M Budget**) is below budget with a 41% spend rate.
 - Gas & Oil Other Land Vehicles (**Object 0731 - \$1.0M Budget**) is below budget with a 52% spend rate.
 - Large Vehicle Maintenance & Repair (**Object 0732 - \$2.5M Budget**) is above budget with an 84% spend rate. This activity does not occur smoothly throughout the year.
- Contractual Services (**Object 08 - \$151.5M Budget**) is below budget with a 56% spend rate.
 - Advertising (**0801 - \$3.3M Budget**) is below budget with a 20% spend rate. Promotional activity is typically heavier in the 3rd and 4th quarters.
 - Engineers (**0807 - \$35.9M Budget**) are below budget with a 44% spend rate as activity is heavier in the 3rd and 4th quarters.
 - Equipment Repairs & Maintenance (**0809 - \$2.1M Budget**) is above budget with a 91% spend rate. One-time Rubrik charges (backup services) drive this performance, however this line item is expected to be on budget for the year.
 - Building/Road Repairs & Maintenance (**0812 - \$16.2M Budget**) is below budget with a 43% spend rate. Activity is heavier in the 3rd and 4th quarters.
 - Janitorial Services (**0813 - \$1.9M Budget**) are below budget with a 53% spend rate.
 - Education & Training (**0819 - \$1.3M Budget**) is below budget with a 46% spend rate.
 - Medical Care (**0820 - \$595K Budget**) is below budget with a 38% spend rate. There is a reduced need for pre-hiring physicals due to the hiring freeze.
 - Management Studies (**0821 - \$6.9M Budget**) is below budget with a 36% spend rate due to the timing of activity.
 - Security Services (**0823 - \$1.2M Budget**) is below budget with a 51% spend rate. Potential savings are likely in this line item due to a grant.
 - IT Services (**0841 through 0869 - \$13.7M Budget**) is above budget with a 100% spend rate.
 - Central Process Services (**0841 - \$900K Budget**) is below budget with a 46% spend rate

FY 2026 Operating Budget vs. Actual Spending Review
Page Three

- Telecomm **(0849 - \$614K Budget)** is below budget with a 36% spend rate.
- Application Software Maintenance **(0862 - \$1.5M Budget)** is over budget with a 262% spend rate due to charges for body worn cameras. Internal discussions are underway about whether the expenses are eligible to be capitalized.
- System Software Maintenance **(0864 - \$1.0M Budget)** is above budget with an 188% 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 an 82% spend rate due to the timing of OpenGov (budgeting) and Salesforce (Human resources) software charges. This line item is expected to be on budget.
- E-ZPass® Service Center Costs **(0873 - \$45.5M Budget)** are slightly below budget with a 61% spend rate.
- Other Contractual Services **(0899 - \$4.3M Budget)** are below budget with a 43% spend rate primarily due to MSP overhead charges.
- Supplies & Materials **(Object 09- \$11.2M Budget)** are below budget with a 53% spend rate.
 - Roadway Maintenance **(0905 - \$761K Budget)** is below budget with a 41% spend rate. Activity is higher in the 3rd and 4th quarters.
 - Salt **(0906 - \$1.7M Budget)** is on budget with a 65% spend rate. Significant costs were incurred due to the 1st quarter winter storms. There is a potential risk to the budget as additional costs are expected to be realized by the end of the year.
 - Uniforms **(0912 - \$1.3M Budget)** are very close to budget with a 62% spend rate.
 - Ammunition **(0934 - \$755K Budget)** is below budget with a 28% spend rate. This cost is driven by when the orders are received.
 - Transponders **(0951 - \$4.1M Budget)** expense is below budget with a 55% spend rate.
- Replacement Equipment **(Object 10 - \$2.0M Budget)** is very close to budget with a 64% spend rate.
 - Microcomputers **(Object 1033 - \$1.0M Budget)** are above budget with an 82% spend rate.
 - Other Replacement Equipment **(Object 1099 - \$541K Budget)** is below budget with a 36% spend rate. This depends upon when orders are received.

FY 2026 Operating Budget vs. Actual Spending Review
Page Four

- Additional Equipment (**Object 11 - \$2.6M Budget**) is below budget with a 44% a spend rate mostly due to the timing of orders.
- Fixed Costs (**Object 13 - \$12.9M Budget**) are above budget with a 126% spend rate.
 - Insurance (**Object 1302 - \$907K Budget**) is below budget with a 0% spend rate. The invoice for this charge was not received as of the end of the third quarter.
 - Insurance - non STO (**Object 1309 - \$11.6M Budget**) is above budget with a 106% spend rate. This is due to higher premiums associated with market rates coupled with an increase in the insurance policy limit.
 - Bad Debt (**Object 1320 - \$50K Budget**) is above budget with a 7,281% spending rate. This is due to uncollectible damage expense that occurred at the Bay Bridge in 2016.

ATTACHMENT

- Budget vs Actual by Object 3rd Qtr. FY 2026

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Nine Months Ending Tuesday, March 31, 2026

	Budget	YTD		% Spent
		Expense	Balance	
OBJECT 01 Salaries and Wages				
0101 REGULAR EARNINGS	\$152,589,257	\$81,395,789	\$71,193,468	53.34%
0102 ADDITIONAL ASSISTANCE	194,092		194,092	0.00%
0104 OVERTIME EARNINGS	6,107,621	5,525,802	581,819	90.47%
0104 OVERTIME EARNINGS - SNOW	1,279,686	1,974,546	(694,860)	154.30%
0105 SHIFT DIFFERENTIAL	983,391	47,990	935,401	4.88%
0110 MISCELLANEOUS P/R ADJUSTMENTS	259,750	515,686	(255,936)	198.53%
0111 ACCRUED LEAVE PAYMENTS	192,471	900,545	(708,074)	467.89%
0112 RECLASSIFICATIONS	403,865		403,865	0.00%
0151 SOCIAL SECURITY CONTRIBUTIONS	10,936,678	259,500	10,677,178	2.37%
0152 HEALTH INSURANCE	21,801,255	795,617	21,005,638	3.65%
0154 RETIREE'S HLTH INSURANCE PREM	13,019,894	131,558	12,888,336	1.01%
0156 VSP PAYMENTS		333,900	(333,900)	0.00%
0161 EMPLOYEES RETIREMENT SYSTEM	19,650,180	576,846	19,073,334	2.94%
0165 STATE POLICE RETIREMENT SYSTEM	5,204,476	2,282,619	2,921,857	43.86%
0169 LAW ENFORCEMNT OFF PENSION SYS	23,925,977		23,925,977	0.00%
0171 BURDEN EXPENSE		81,373,792	(81,373,792)	0.00%
0172 DEFERRED COMPENSATION MATCH	358,077	2,400	355,677	0.67%
0174 UNEMPLOYMENT COMPENSATION	222,105	9,430	212,676	4.25%
0175 WORKERS COMPENSATION	3,633,039		3,633,039	0.00%
0189 TURNOVER	(12,922,298)		(12,922,298)	0.00%
0199 OTHER FRINGE BENE - CLOTH ALLOW	859,111	411,200	447,911	47.86%
Total Object 01	248,698,628	176,537,220	72,161,408	70.98%
Object 02 Technical and Special Fees				
0202 PER DIEM PAYMENTS	125,000	65,000	60,000	52.00%
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	65,400	1,182,578	5.24%
Object 03 Communications				
0301 POSTAGE	51,600	29,957	21,643	58.06%
0302 TELEPHONE	880,904	190,946	689,958	21.68%
0303 TELECOMMUNICATIONS	803,730	580,391	223,339	72.21%
0305 STATE PAID TELECOMMUNICATIONS	2,000,000		2,000,000	0.00%
0306 CELL PHONE EXPENDITURES	663,181	395,535	267,646	59.64%
Total Object 03	4,399,415	1,196,829	3,202,586	27.20%
Object 04 Travel				
0401 IN STATE/ROUTINE OPERTN TRAVEL	51,377	13,396	37,981	26.07%
0402 INSTATE/CONF/SEMNR/TRNG TRAVEL	95,098	25,585	69,513	26.90%
0403 OUTSTATE/ROUTINE OPERTN TRAVEL	63,393	23,477	39,916	37.03%
0404 OUTSTATE/CONF/SEMNR/TRNG TRAVL	360,978	164,582	196,396	45.59%
Total Object 04	570,846	227,040	343,806	39.77%
Object 06 Fuel and Utilities				
0603 FUEL-OIL #2	149,300	110,893	38,407	74.28%
0606 FUEL-NATURAL GAS/PROPANE	486,434	276,945	209,489	56.93%
0620 UTILITIES-ELECTRICITY	4,248,405	2,938,687	1,309,718	69.17%
0621 UTILITIES-WATER/SEWAGE	416,703	270,409	146,294	64.89%
Total Object 06	5,300,842	3,596,934	1,703,908	67.86%
Object 07 Motor Vehicle Operations and Maintenance				
0701 PURCH VEH-CAR,LIGHT TRUCK	9,110,000	6,605,520	2,504,480	72.51%
0702 VEHICLE GAS & OIL	4,025,750	1,213,954	2,811,797	30.15%
0702 VEHICLE GAS & OIL-SNOW		59	(59)	0.00%
0703 VEHICLE MAINTENANCE & REPAIR	2,721,700	1,441,893	1,279,807	52.98%
0703 VEHICLE MAINTENANCE & REPAIR-SNOW		7,908	(7,908)	0.00%
0704 INSURANCE	407,863		407,863	0.00%
0721 VEHICLE GAS & OIL - WATERCRAFT	49,347	14,042	35,305	28.46%
0722 VEHICLE MAINT & REPAIR - WATERCRAFT	111,431	37,281	74,150	33.46%
0724 BOAT SLIP RENTAL/LAUNCHING FEES	4,200	500	3,700	11.90%
0730 PURCH VEH-OTHER LAND VEH - DUMP, TRACT	1,816,000	741,855	1,074,145	40.85%
0731 GAS & OIL - OTHER LAND VEHICLES	1,000,000	522,558	477,442	52.26%
0732 LG VEHICLE MAINT & REPAIR	2,500,000	2,026,090	473,910	81.04%
0732 LG VEHICLE MAINT & REPAIR-SNOW		69,542	(69,542)	0.00%
0741 ELECTRICITY USAGE FOR VEHICLES		30	(30)	0.00%

MDTA OPERATING FUND
 Bgt vs. Actual by Obj and RC Detail
 Summary of All Units
 For the Nine Months Ending Tuesday, March 31, 2026

	Budget	YTD		% Spent
		Expense	Balance	
0789 COMMUTER CHARGE	(5,000)	(16,336)	11,336	326.72%
0799 OTHER MOTOR VEHICLE CHARGES	50,000	8,175	41,825	16.35%
Total Object 07	21,791,291	12,673,070	9,118,221	58.16%
Object 08 Contractual Services				
0801 ADVERTISING/LEGAL PUBLICATION	3,278,691	640,477	2,638,214	19.53%
0802 APPLICATIONS SOFTWARE MAINTENANCE	100,000	38,943	61,057	38.94%
0804 PRINTING/REPRODUCTION	33,250	5,962	27,288	17.93%
0807 ENGINEERS	3,150,000	1,354,023	1,795,977	42.98%
0807 ENGINEERS - Environmental (MA0967)	4,000,000	1,465,942	2,534,058	36.65%
0807 ENGINEERS - Highways (MA0983)	235,000	77,502	157,498	32.98%
0807 ENGINEERS - Architectural (MA2395)	400,000	135,541	264,459	33.89%
0807 ENGINEERS - ITS/Electrical (MA2226)	1,180,000	337,644	842,356	28.61%
0807 ENGINEERS - Structural (MA2055)	1,825,000	561,178	1,263,822	30.75%
0807 ENGINEERS - Traffic (MA2181)	1,700,000	803,489	896,511	47.26%
0807 ENGINEERS - Asset Mgmt (MA2869)	800,000	424,394	375,606	53.05%
0807 ENGINEERS - On-Call (All MR)	6,700,000	4,152,690	2,547,310	61.98%
0807 ENGINEERS - Annual Inspections (MA2471)	15,950,000	6,604,360	9,345,640	41.41%
0808 EQUIPMENT RENTAL	544,018	315,797	228,220	58.05%
0809 EQUIPMENT REPAIRS & MAINT	2,123,609	1,923,646	199,963	90.58%
0810 EXTERMINATION	17,413	3,509	13,904	20.15%
0812 BUILDING/ROAD REPAIRS & MAINT	16,176,962	3,339,994	12,836,968	20.65%
0812 BUILDING/ROAD REPAIRS & MAINT - On-Call		3,633,222	(3,633,222)	0.00%
0813 JANITORIAL SERVICES	1,944,667	1,027,309	917,358	52.83%
0814 GROUNDS MAINTENANCE	86,700	15,074	71,626	17.39%
0815 LAUNDRY	3,400	1,027	2,373	30.21%
0817 LEGAL SERVICES	477,850	129,340	348,510	27.07%
0819 EDUCATION/TRAINING CONTRACTS	1,328,188	617,440	710,748	46.49%
0820 MEDICAL CARE	594,720	226,936	367,784	38.16%
0821 MGMT STUDIES AND CONSULTANTS	6,947,572	2,496,927	4,450,645	35.94%
0823 SECURITY SERVICES	1,241,976	636,261	605,715	51.23%
0824 LABORATORY SERVICES	44,278	23,513	20,766	53.10%
0825 VETERINARIAN	31,565	16,289	15,276	51.60%
0826 FREIGHT AND DELIVERY	17,841	3,839	14,002	21.52%
0827 TRASH AND GARBAGE REMOVAL	474,648	482,903	(8,255)	101.74%
0828 OFFICE ASSISTANCE	62,000	6,478	55,522	10.45%
0829 FISCAL SERVICES	15,715,250	10,303,801	5,411,449	65.57%
0841 DP CENTRAL PROCESS SVC	900,000	415,121	484,879	46.12%
0843 DP COMMUNICATIONS CONTROLLERS SVC	400,000	279,543	120,457	69.89%
0849 TELECOMM LINES, MODEMS & CONTROLLERS	613,538	220,957	392,581	36.01%
0854 COMPUTER MAINTENANCE CONTRACTS	100,000	111,553	(11,553)	111.55%
0858 SOFTWARE LICENSES	123,750	248,613	(124,863)	200.90%
0861 APPL SOFTWARE ACQUISITION	50,000	82,866	(32,866)	165.73%
0862 APPL SOFTWARE MAINTENANCE	1,501,000	3,934,175	(2,433,175)	262.10%
0864 SYSTEMS SOFTWARE MAINTENANCE	1,000,000	1,881,869	(881,869)	188.19%
0865 OUTSIDE SVCS-SYS ANALYSIS&DSGN	8,000,000	5,753,248	2,246,752	71.92%
0866 OUTSIDE SVCS-PROGRAMMING	500,000	353,945	146,055	70.79%
0869 OUTSIDE SVCS-COMPUTER USAGE	550,000	450,898	99,102	81.98%
0872 IT OUTSIDE SVCS - CONSULTING SVC	6,000		6,000	0.00%
0873 OUTSIDE SVC - E-Z PASS SVC CENTER	45,500,000	27,857,018	17,642,982	61.22%
0874 OFFICE OF ATTORNEY GENERAL FEE	44,265		44,265	0.00%
0875 RETIREMENT AGENCY ADMIN FEE	232,588		232,588	0.00%
0876 STATEWIDE DOIT SERVICES	125,000	8,880	116,120	7.10%
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	1,855,711	2,454,992	43.05%
Total Object 08	151,531,519	85,295,455	66,236,064	56.29%
Object 09 Supplies and Materials				
0901 AGRICULTURE	53,090	16,011	37,079	30.16%
0902 OFFICE SUPPLIES	446,169	196,838	249,332	44.12%
0903 ELECTRICAL MATERIALS	492,291	130,170	362,121	26.44%
0904 BUILDING & HOUSEHOLD SUPPLIES	488,712	295,147	193,565	60.39%
0905 ROADWAY MAINT MATERIALS	761,477	312,299	449,178	41.01%
0906 SALT/SNOW MELTING MATERIALS	1,661,500	1,076,887	584,613	64.81%
0908 HOUSEKEEPING SUPPLIES	74,266	37,645	36,621	50.69%
0909 MEDICAL SUPPLIES	44,807	25,411	19,396	56.71%
0912 WEARING APPAREL-UNIFORMS EMPL	1,293,258	806,544	486,713	62.37%
0915 LIBRARY SUPPLIES	29,975	25,957	4,018	86.59%

MDTA OPERATING FUND
 Bgt vs. Actual by Obj and RC Detail
 Summary of All Units
 For the Nine Months Ending Tuesday, March 31, 2026

	Budget	YTD		% Spent
		Expense	Balance	
0917 SMALL TOOLS	348,519	185,700	162,819	53.28%
0918 VETERINARY SUPPLIES	29,381	8,657	20,724	29.47%
0920 FOOD	194,784	101,930	92,854	52.33%
0926 DATA PROCESSING SUPPLIES	32,435	20,197	12,238	62.27%
0934 AMMO GUNS FIRING RANGE SUPPLIES	754,811	213,055	541,756	28.23%
0951 E-ZPASS TRANSPONDERS	4,115,000	2,264,673	1,850,327	55.03%
0999 OTHER SUPPLIES AND MATERIALS	369,319	176,267	193,052	47.73%
Total Object 09	11,189,794	5,893,387	5,296,407	52.67%
Object 10 Replacement Equipment				
1002 REPL AUDIO-VISUAL EQUIP		343	(343)	0.00%
1009 REPL HUMAN ENVIRONMENTAL EQUIP		4,088	(4,088)	0.00%
1013 REPL MAINTENANCE & BUILDING EQUIP	296,600	152,922	143,678	51.56%
1015 REPL OFFICE EQUIPMENT	106,357	56,953	49,404	53.55%
1019 REPL RADIOS & ELECTRONIC EQUIPMENT	66,000	50,132	15,868	75.96%
1033 REPL DP EQUIP-MICROCOMPUTER	1,005,200	828,943	176,257	82.47%
1036 REPL DP EQUIP-PERIPHERALS	14,400		14,400	0.00%
1099 OTHER REPLACEMENT EQUIPMENT	541,266	196,649	344,617	36.33%
Total Object 10	2,029,823	1,290,029	739,794	63.55%
Object 11 Additional Equipment				
1102 ADDT'L AUDIO-VISUAL EQUIP	6,500	852	5,648	13.11%
1103 ADDT'L CLEANING EQUIPMENT	10,000		10,000	0.00%
1109 ADDT'L HUMAN ENVIRONMENTAL EQUIP	1,000	13,418	(12,418)	1341.82%
1113 ADDT'L MAINTENANCE & BUILDING EQUIP	253,000	77,812	175,188	30.76%
1115 ADDT'L OFFICE EQUIPMENT	238,590	90,713	147,877	38.02%
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		887	(887)	0.00%
1199 OTHER ADDITIONAL EQUIPMENT	1,378,962	932,336	446,626	67.61%
Total Object 11	2,573,052	1,121,121	1,451,931	43.57%
Object 13 Fixed Charges				
1301 RENT		230,862	(230,862)	0.00%
1302 INSURANCE COVERAGE PAID TO STO	907,813		907,813	0.00%
1303 RENT PAID TO DGS	1,100		1,100	0.00%
1304 SUBSCRIPTIONS	29,020	19,934	9,086	68.69%
1305 ASSOCIATION DUES	283,857	71,495	212,362	25.19%
1308 LICENSES	9,720	2,465	7,255	25.36%
1309 INSURANCE (NON STO PAYMENTS)	11,596,368	12,275,428	(679,060)	105.86%
1320 BAD DEBT EXPENSE	50,000	3,640,736	(3,590,736)	7281.47%
Total Object 13	12,877,878	16,240,919	(3,363,041)	126.11%
Total All Objects	462,211,066	304,137,405	158,073,661	65.80%

TAB 10



MEMORANDUM

TO: MDTA Board
FROM: Acting Capital Program Manager Jennifer Stump
SUBJECT: Third Quarter Review of FY 2026 Capital Budget vs. Actual Spending
DATE: May 28, 2026

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to update the MDTA Board on the status of actual FY 2026 capital spending against the FY 2026 capital budget in the FY 2026-2031 Draft Consolidated Transportation Program (CTP). This information was presented to the MDTA Finance and Administration Committee on May 14, 2026.

SUMMARY

As of March 31, 2026, 44.5% of the FY 2026 budget was spent as compared to the targeted spending level of 75%. The total budget for FY 2026 is \$1.1 billion. The actual spending through the third quarter was \$512.9 million.

ANALYSIS

Twenty-eight of the 102 projects budgeted in FY 2026 were within the acceptable spending limits of 50% to 100% (plus or minus 25% of the 75% target). Due to normal lags in invoicing, generally two months, a plus or minus 25% threshold was determined to be reasonable.

The Key Bridge Rebuild was at a 36.2% spend rate while the remaining projects in the CTP were at a cumulative spend rate of 56.5%.

Actual spending through the third quarter for ten projects with FY 2026 budgets over \$10 million was \$412 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 03/31/2026 (\$ Million)	FY 2026 3rd Qtr Spend Rate	FY 2026 Budget Remaining (\$ Million)
Key Bridge Rebuild	\$685.0	\$247.9	36%	\$437.1
I-95 ETL NB Transition - MD 24 Interchange Reconstruction	\$78.7	\$60.7	77%	\$18.0
I-95 ETL NBE MD 24 to Bynum Run	\$31.0	\$19.2	62%	\$11.9
Rehab Decks of EB Span - Phase I Deck Widening & Replacement of Deck Truss Spans	\$30.0	\$29.8	99%	\$0.2
Envelope Repair and Switchgear Replacements at BHT Vent Buildings	\$22.0	\$13.1	60%	\$8.9
I-695 Ramps to I-95 Northbound Express Toll Lanes	\$21.1	\$0.5	2%	\$20.6
I-95/Belvidere Road Interchange	\$15.9	\$10.9	69%	\$4.9
Cleaning and Painting of the Hatem Bridge	\$15.5	\$10.4	67%	\$5.1
10-Year Equipment Budget - FY 2018 through FY 2027	\$14.5	\$10.9	75%	\$3.6
FMT Facility-wide Zone Paint Program	\$11.8	\$8.6	73%	\$3.3
Total	\$925.5	\$412.0	44.5%	\$513.5

TAB 11



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: Acting Capital Program Manager Jennifer Stump
SUBJECT: Consolidated Transportation Program (CTP) Process/Additions
DATE: May 28, 2026

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to provide the MDTA Board with an overview of the MDTA Consolidated Transportation Program (CTP) Process and an update on the additions to the capital program. This information was presented to the Capital Committee on May 7, 2026, and to the MDTA Finance & Administration Committee on May 14, 2026.

SUMMARY

Every year the Maryland Transportation Authority (MDTA) releases the CTP, presenting MDTA's ongoing and new capital projects for a six-year period (the current year, the upcoming budget year, and the four succeeding planning years) for all MDTA facilities.

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

The CTP is separated into three parts, (1) Construction Program - Major projects, (2) Development and Evaluation (D&E) Program - Major projects, and (3) System Preservation - Minor Projects. Major capital projects are listed individually; minor projects are grouped and shown by category of work (e.g., environmental, highway preservation, safety improvements).

The Construction Program – Major Projects and System Preservation – Minor Projects programs include ongoing projects, and those projects scheduled to begin construction within the six-year period.

The D&E Program contains those major projects which are being prepared for possible future addition to the Construction Program. Projects are moved from the D&E Program to the Construction Program as funds and resources become available, based on the merits of the projects.

PROJECT SELECTION

MDTA's capital projects originate from a variety of sources.

- Long Range Capital Needs (LRCN) – includes planned rehabilitation or replacement projects based on life cycle. The expected useful life of a component does not provide an exact rehabilitation or replacement date but gives an idea of when the MDTA should begin planning and budgeting to address it.
- Inspection findings - used in tandem with life cycle estimates to confirm rehabilitation or replacement is necessary as scheduled or to expedite a project when it is needed ahead of schedule.
- Regulatory compliance - includes projects for EPA-mandated storm water management.
- Increased capacity needs - based on traffic forecast recommendations.
- Local Priority Letters/Legislative Requests - established each year as counties and Baltimore City are asked to submit a list of priorities for the state transportation system. Generally, these priority letters include the concurrence signatures of the legislative delegation representing that county.

Once identified, projects are prioritized based on customer needs for safety and security, or increased capacity through improvements, or system preservation.

Funding availability to budget for identified projects is based on the MDTA's six-year financial forecast, which considers estimates of traffic and revenue (prepared annually), the operating budget and capital budget, debt service payments, the potential need for future bond sales and toll increases, and compliance with financial standards (Trust Agreement covenant, debt service coverage, unrestricted cash balance).

The FY 2027-2032 Draft CTP, to be presented for approval at a future meeting, includes eleven new projects, which are detailed in Attachment A.

ATTACHMENT

- Attachment A - New Projects Added to the FY 2027-2032 MDTA Capital Program

New Projects Added to the FY 2027-2032 MDTA Capital Program

Maryland I-Star

Multi-Area (Pin 2687)

\$4,000,000 (Engineering)

The system will process toll transactions and track their progression through various stages of transaction life cycle, managing customer accounts and associated service and operations, inventory management and revenue reporting. The system will monitor transactions in near real-time. The goal of this solution is to enable prompt follow-ups and decision-making, while providing a reliable and scalable single source of truth for all reporting and forecasting needs. This scope of services will cover the initial study and requirements gathering to support development of the systematic solution.

Network Hardware Replacement

Multi-Area (Pin 2688)

\$2,000,000 (Construction)

Replacement of network hardware that services the MDOT/MDTA network backbone, as well as ancillary network hardware at various MDTA facilities.

Dynac Maintenance Contract FY27-32

Multi-Area (Pin 2689)

\$703,585 (Construction)

New 2027 full-service software maintenance and service plan is for Kapsch's DYNAC® Traffic Control System (TCS). The primary purpose of the DYNAC® TCS is to function as a Supervisory Control and Data Acquisition (SCADA) system to manage tunnel ventilation fans, pumps, lighting systems, hydrocarbons sensors, carbon monoxide sensors, camera, ultrasonic sensors, traffic control gates, signs, and lane use signals (LUS) for the BHT, FMT, the ICC Deckover, the NMB, and JFK in the future. This plan includes 24-hour, 7-days per week support through a dedicated Kapsch technical support number and e-mail address. This is the capital portion of the contract.

Maximo MAS9 Implementation

Multi-Area (Pin 2690)

\$1,500,000 (Construction)

Implement Maximo MAS9 to replace the current Maximo 7.6.1.3. Maximo 7.6 is no longer supported by IBM. Moving to the current version (MAS9) is required in order to continue to receive system fixes and security updates.

10-Year Equipment Budget - FY 2028 through FY 2037

Multi-Area (Pin 2598)

\$82,473,650 (Construction)

Replacement and purchase of heavy equipment vehicles used by the Division of Operations to maintain MDTA facilities. Includes, but is not limited to, dump trucks, sweepers, excavators, loader, and tow trucks. While the total equipment budget reflects 10 years, \$49,810,000 will be in the 6-year Draft CTP FY 2027-2032.

Dispatch Console Replacement

Multi-Area (Pin 2694)

\$9,200,006 (Construction)

Replacement of existing dispatch consoles reaching end of service life. The existing systems have been in service by AOC dispatchers for over 10 years and will no longer be supported by Motorola. The Scope of Services to replace existing systems will be for the most modern and advanced system available by Motorola which is the Command Central AXS Dispatch console. This system will benefit and provide our agency with the latest, state-of-the-art technology, communication enhancements and user-friendly equipment while increasing accuracy, efficiency and productivity. These enhancements will allow our dispatchers to provide crucial, time sensitive information to law enforcement and maintenance personnel keeping them and the traveling public safe.

Resurfacing ICC Asphalt Pavement

InterCounty Connector (Pin 2624)

\$200,000 (Engineering)

This project is to conduct pavement evaluation and rehabilitation of Intercounty Connector (ICC), from Shady Grove Road to MD 182. This is the first systematic and comprehensive pavement rehabilitation contract for ICC since the completion of its initial construction in 2011. Besides pavement rehab, the project will also include traffic barrier evaluation and upgrade to the latest MASH requirements, as well as minor drainage rehabilitation.

Deck Replacement and Miscellaneous Structural Repairs of Bridge BCW602021, Moravia Road Over US-40

I-95 Fort McHenry Tunnel (Pin 2691)

\$300,000 (Engineering)

Rehabilitation of Bridge BCW602021, Moravia Road Over US-40, with deck replacement and miscellaneous structural repairs. This project is a result of inspection findings of normal deterioration.

Retrofitting Access Openings for FMT Box Girder Bridges

I-95 Fort McHenry Tunnel (Pin 2692)

\$350,000 (Engineering)

This project is to install additional access holes for select FMT box girder bridges for ease of maintenance and inspection.

Rehabilitate and Re-line Sump Pump Drainage at FMT

I-95 Fort McHenry Tunnel (Pin 2617)

\$300,000 (Engineering)

Rehabilitate and Re-line Sump Pump Drainage at FMT. Address the issue of deterioration of the steel casing.

Bay Bridge Replacement

US 50/301 William Preston Lane Jr. Memorial (Bay) Bridge (PIN 2696)

\$18,000,000 (Engineering & Right of Way)

Replace the William Preson Lane Jr. Memorial (Bay) Bridge.

TAB 12



MEMORANDUM

TO: MDTA Board
FROM: Acting Director of Revenue Walter Laun
SUBJECT: Third Quarter Fiscal Year 2026 Traffic and Revenue Performance
DATE: May 28, 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 and posted was below forecast by \$9.0 million for the period ending March 31, 2026, YTD.
 - E-ZPass revenue collected was above forecast by \$1.3 million for the period ending March 31, 2026, YTD.
- Video Toll and Civil Penalty Fee payments totaling \$20.1 million were received from the Central Collections Unit (CCU) in March 2026 but did not post to accounts due to a system update. Taking this timing difference into account, actual revenue would have been \$11.2 million over forecast.

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.

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	41.2	0.4	0.9%	41.3	(0.1)	-0.3%	\$ 192.4	\$ 204.8	\$12.4	6.5%	\$ 201.0	\$ 3.8	1.9%
Qtr. 2	38.4	39.9	1.5	3.8%	39.5	0.3	0.8%	187.8	193.9	6.0	3.2%	193.3	0.6	0.3%
Qtr. 3	36.5	35.3	(1.2)	-3.3%	36.5	(1.1)	-3.1%	192.9	172.6	(20.4)	-10.6%	186.0	(13.4)	-7.2%
YTD Totals	115.7	116.4	0.6	0.6%	117.3	(0.9)	-0.8%	\$ 573.1	\$ 571.2	\$ (1.9)	-0.3%	\$ 580.2	\$ (9.0)	-1.5%

*Note: Numbers may not sum due to rounding

As shown in the table above, for the period ended March 31, 2026, YTD systemwide transactions totaled 116.4 million and corresponding toll and administrative revenue totaled \$571.2 million. This represents an increase of 0.6 million transactions, or 0.6%, compared to the same period last year. YTD revenue decreased by \$1.9 million, or 0.3%, compared to the same period last year. The increase in transactions was attributed primarily to the completion of the I-95 Express Toll Lanes (ETL) Northbound Extension (for the first and second quarter) and a catch up in processing delayed transactions by New York. The increase in transactions was slightly offset by the delay in processing CCU Video Toll payments during March 2026. The delay in processing CCU Video and Civil Penalty Fee payments also contributed to the decrease in revenue compared to the prior year.

For the period ending March 31, 2026, YTD actual revenue was below forecast by \$9.0 million. E-ZPass and Pay-by-Plate revenues were above forecast by \$1.4 million and \$0.3 million, respectively. Video Toll and Administrative revenues were below forecast by \$10.7 million. The underperformance is primarily attributed to the delay in processing CCU Video Toll and Civil Penalty Fee payments totaling \$20.1 million. Had these payments been processed timely, actual revenue would have exceeded forecast by \$11.2 million as of March 31, 2026.

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

Attachment A
Summary of Revenue
FY2026 Forecasted and Actual Revenue Comparison
July 1, 2025 to March 31, 2026

	E-ZPass®	Video, Administrative ¹ & Pay-By- Plate	Total
Forecast Revenue	\$459,439,967	\$120,772,017	\$580,211,984
Actual Revenue	460,831,101	110,396,771	571,227,872
Difference	\$1,391,134	(\$10,375,246)	(\$8,984,112)

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 March 31, 2026

Toll Revenue Forecast:	\$580,211,984
Actual Revenue:	
<i>E-ZPass</i>	460,831,101
Pay-By-Plate	4,498,733
Video Toll	51,368,010
Adminstrative Toll	54,530,028
Total Actual Revenue	571,227,872
Actual Revenue less Forecasted Revenue	(8,984,112)

Timing Difference Estimates:

FY2026 Transaction Timing Differences

Posted Less Days than Forecasted: Central Collections
Unit, as of Mar 31, 2026

All Facilities: Video Toll CCU Payments	4,622,965
All Facilities: Civil Penalty Fee CCU Payments	15,515,175
Total Posted Less Days than Forecasted, Total	20,138,140
Total Timing Difference Estimates	20,138,140
Adjusted Revenue less Forecasted Revenue	11,154,028

Attachment C

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

Adjusted Actual Revenue less Forecasted Revenue	\$ 11,154,028
Forecast Assumption Differences:	
<i>E-ZPass</i> Daily Average Traffic Higher than Forecasted (FY2026) - ongoing	1,391,134
<i>Pay-By-Plate</i> Usage Higher than Forecasted (FY2026) - ongoing	301,937
<i>Video Toll</i> Collections Lower than Forecasted (FY2026) - one-time	(1,163,323)
<i>Administrative Toll Revenue</i> Higher than Forecasted (FY2026) - one-time [CPFs +\$9.8M; E-ZPass Acct Fees +\$0.4M; Unused Trips +\$0.2M]	10,624,280
Total Forecast Assumption Differences	\$ 11,154,028
Unreconciled/Analyzed Difference	\$ (0)

Third Quarter Fiscal Year 2026 Traffic and Revenue Performance
Page Five

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

Legacy Facilities											
		July	August	September	October	November	December	January	February	March	Total
		E-ZPass	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
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	\$ 396,448,428
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	\$ 1,992,170
Video, Pay-By-Plate & Other	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	\$ 101,580,491
	Actual	11,596,494	11,732,853	11,216,611	11,125,089	10,503,585	9,761,638	8,462,101	12,056,617	7,839,482	\$ 94,294,469
	Difference	380,307	1,085,419	389,685	493,635	(303,263)	(1,117,231)	(2,142,064)	1,687,037	(7,759,547)	\$ (7,286,022)
Total	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	\$ 496,036,749
	Actual	61,338,173	58,154,650	56,793,978	56,400,927	56,190,411	53,775,879	44,944,459	49,772,354	53,372,065	\$ 490,742,897
	Difference	\$ 4,513,611	\$ 1,115,090	\$ (1,020,340)	\$ 92,596	\$ 896,943	\$ (172,899)	\$ (6,112,533)	\$ 660,769	\$ (5,267,087)	\$ (5,293,852)

Intercounty Connector											
		July	August	September	October	November	December	January	February	March	Total
		E-ZPass	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
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	\$ 48,148,329
Difference	(472,152)		268,215	(109,099)	304,758	110,390	284,812	(152,749)	(459,705)	57,655	\$ (167,875)
Video, Pay-By-Plate & Other	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	\$ 18,442,078
	Actual	1,995,436	1,697,236	1,658,374	1,748,953	1,587,919	1,581,050	1,389,457	1,734,660	1,931,591	\$ 15,324,675
	Difference	118,281	(197,497)	(271,922)	(92,569)	(368,135)	(430,790)	(398,629)	(150,731)	(1,325,411)	\$ (3,117,403)
Total	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	\$ 66,758,282
	Actual	7,628,355	7,329,648	7,369,392	7,668,679	7,069,213	6,799,912	5,903,711	5,921,971	7,782,121	\$ 63,473,003
	Difference	\$ (353,871)	\$ 70,718	\$ (381,021)	\$ 212,189	\$ (257,745)	\$ (145,979)	\$ (551,378)	\$ (610,437)	\$ (1,267,755)	\$ (3,285,278)

I-95 Express Toll Lanes											
		July	August	September	October	November	December	January	February	March	Total
		E-ZPass	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
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	\$ 16,234,345
Difference	(1,633)		(138,206)	12,699	73,443	(35,103)	(52,371)	(194,950)	(163,841)	66,803	\$ (433,160)
Video, Pay-By-Plate & Other	Forecast	98,383	95,555	95,703	93,128	84,562	81,799	68,166	59,292	72,860	\$ 749,448
	Actual	106,635	95,229	95,168	96,580	83,582	84,001	76,567	61,338	78,527	\$ 777,627
	Difference	8,252	(326)	(535)	3,452	(980)	2,202	8,401	2,046	5,667	\$ 28,179
Total	Forecast	2,069,860	2,217,723	2,016,993	2,049,987	1,995,742	1,929,766	1,676,978	1,555,251	1,904,653	\$ 17,416,953
	Actual	2,076,478	2,079,191	2,029,157	2,126,882	1,959,658	1,879,597	1,490,429	1,393,456	1,977,122	\$ 17,011,971
	Difference	\$ 6,618	\$ (138,532)	\$ 12,164	\$ 76,895	\$ (36,084)	\$ (50,169)	\$ (186,549)	\$ (161,795)	\$ 72,469	\$ (404,982)

All Facilities											
		July	August	September	October	November	December	January	February	March	Total
	Forecast	\$ 66,876,649	\$66,516,213	\$ 67,581,725	\$ 65,814,808	\$64,616,168	\$62,824,434	\$ 59,189,059	\$57,199,245	\$69,593,682	\$ 580,211,984
	Actual	71,043,007	67,563,489	66,192,528	66,196,488	65,219,283	62,455,387	52,338,600	57,087,782	63,131,308	\$ 571,227,872
	Difference	\$ 4,166,358	\$ 1,047,276	\$ (1,389,197)	\$ 381,680	\$ 603,115	\$ (369,047)	\$ (6,850,460)	\$ (111,463)	\$ (6,462,373)	\$ (8,984,112)

Third 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	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	\$ 394,456,258
	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	\$ 48,316,204
	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	\$ 16,667,505
	Total	53,684,925	53,878,491	54,728,800	53,248,705	51,768,704	49,851,926	46,728,643	44,884,982	50,664,791	\$ 459,439,967
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	\$ 396,448,428
	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	\$ 48,148,329
	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	\$ 16,234,345
	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	460,831,101
Difference	\$ 3,659,518	\$ 159,680	\$ (1,506,425)	\$ (22,839)	\$ 1,275,493	\$ 1,176,773	\$ (4,318,168)	\$ (1,649,815)	\$ 2,616,918	\$ 1,391,134	

Video, Pay-By-Plate & Other											
	July	August	September	October	November	December	January	February	March	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	\$ 101,580,491
	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	\$ 18,442,078
	ETL	98,383	95,555	95,703	93,128	84,562	81,799	68,166	59,292	72,860	\$ 749,448
	Total	13,191,724	12,637,722	12,852,924	12,566,104	12,847,464	12,972,508	12,460,417	12,314,263	18,928,891	\$ 120,772,017
Actual	Legacy	\$ 11,596,494	\$ 11,732,853	\$ 11,216,611	\$ 11,125,089	\$ 10,503,585	\$ 9,761,638	\$ 8,462,101	\$ 12,056,617	\$ 7,839,482	\$ 94,294,469
	ICC	1,995,436	1,697,236	1,658,374	1,748,953	1,587,919	1,581,050	1,389,457	1,734,660	1,931,591	\$ 15,324,675
	ETL	106,635	95,229	95,168	96,580	83,582	84,001	76,567	61,338	78,527	\$ 777,627
	Total	13,698,564	13,525,318	12,970,153	12,970,623	12,175,086	11,426,688	9,928,125	13,852,614	9,849,600	110,396,771
Difference	\$ 506,840	\$ 887,596	\$ 117,228	\$ 404,519	\$ (672,379)	\$ (1,545,820)	\$ (2,532,292)	\$ 1,538,352	\$ (9,079,291)	\$ (10,375,246)	

All Revenue										
	July	August	September	October	November	December	January	February	March	Total
Forecast	\$ 66,876,649	\$ 66,516,213	\$ 67,581,725	\$ 65,814,808	\$ 64,616,168	\$ 62,824,434	\$ 59,189,059	\$ 57,199,245	\$ 69,593,682	\$ 580,211,984
Actual	71,043,007	67,563,489	66,192,528	66,196,488	65,219,283	62,455,387	52,338,600	57,087,782	63,131,308	\$ 571,227,872
Difference	\$ 4,166,358	\$ 1,047,276	\$ (1,389,197)	\$ 381,680	\$ 603,115	\$ (369,047)	\$ (6,850,460)	\$ (111,463)	\$ (6,462,373)	\$ (8,984,112)

TAB 13



Board Members:

MEMORANDUM

TO: MDTA Board
FROM: Director of Communications & Marketing Bradley Tanner
SUBJECT: MDTA Annual Report
DATE: May 28, 2026

PURPOSE OF MEMORANDUM

To update the MDTA Board on the 2025 Annual Report.

SUMMARY

The Office of Communications & Marketing has been diligently working on an MDTA Annual Report for calendar year 2025. The Annual Report transitioned to a more truncated “Annual Highlights” in 2020. However, last year it was decided to put in a long-term effort to bring back the Annual Report to publicize all the great MDTA accomplishments. The Annual Report will be distributed digitally within MDTA, found on both the intranet and publicly available on the internet. Printed copies will be made available for the MDTA Board, leadership and found at MDTA facilities.

ANALYSIS

The Annual Report centers on five “stories” from 2025 that showcase the Key Bridge Rebuild Project, Eastbound Bay Bridge Deck Replacement Project, MDTA Police Community Partnerships Academy, MDTA’s fight against text message smishing scams, and canned food and clothing drives at the Nice/Middleton Bridge. The report also includes a timeline of major milestones from throughout the year. Additionally, there are sections for facts & figures and kudos that MDTA employees have received from real customers.

ATTACHMENTS

2025 Annual Report



BUILDING TODAY TO SUSTAIN TOMORROW

Maryland Transportation Authority
2025 Annual Report



Maryland
Transportation
Authority





I-95 Express Toll Lanes

MDTA MISSION, VISION AND VALUES

MDOT MISSION:

The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, exceptional and inclusive transportation solutions in order to connect our customers to life's opportunities.

MDTA MISSION:

Talented people ensuring Maryland's iconic bridges, tunnels and roadways are the customer's trusted and preferred choice for safe mobility, connection and E-Z passage today and tomorrow.

MDTA VISION:

One team connecting our customers to what matters most.

MDTA VALUES:

MDTA is ONE TEAM working together to:

- Appreciate Maryland's DIVERSITY and bring our services to all communities
- Promote INTEGRITY through accountability, transparency, governance and communication
- Foster INNOVATION to revolutionize transportation operations
- Ensure the SAFETY of our employees, customers, facilities and systems
- Provide exceptional CUSTOMER EXPERIENCE

MDTA GOALS:

- Prioritize people in all we do
- Expand our reputation as a national leader
- Demonstrate financially sound and fiscally responsible decision making
- Ensure the safety and security of our employees, customers and facilities

WELCOME

SECRETARY OF TRANSPORTATION AND MDTA CHAIR KATHRYN “KATIE” THOMSON

I am pleased to present the Maryland Transportation Authority's (MDTA) 2025 Annual Report, highlighting the accomplishments of the agency's hard-working team. Since being appointed as Maryland's Transportation Secretary and MDTA Chair, I have witnessed firsthand the MDTA's commitment to ensuring Marylanders get to where they need to go safely and reliably.

The theme of this year's report is "Building Today to Sustain Tomorrow." The key projects represented throughout these pages are a few examples of how the MDTA's dedicated team is working to meet today's needs while supporting long-term economic stewardship, growth and sustainability.

Some of our most notable successes include advancing the Francis Scott Key Bridge Rebuild with the start of pre-construction work and demolition of the remaining structure, approving an MDTA Recommended Preferred Alternative for the Chesapeake Bay Crossing Study: Tier 2 National Environmental Policy Act, completing a significant portion of work on phase one of the Eastbound Bay Bridge Deck Replacement Project and completing phase one of a three-phase project on I-895 near the Baltimore Harbor Tunnel to remove the last toll booths on MDTA's system.



I hope you enjoy reading about these achievements that are just a snapshot of the outstanding efforts the almost 1,700 employees across the agency perform every day.

On behalf of the Moore/Miller Administration, MDTA's board members and leadership, I extend thanks to the team for their dedication. I also want to take the opportunity to thank former Secretary and Chair Paul Wiedefeld and former Acting Secretary and Chair Samantha Biddle for their leadership during the past year. Their tireless work and expertise allowed the MDTA to deliver essential projects to help make travel throughout Maryland easier.

I look forward to building upon the MDTA's results in the year ahead, as we continue to deliver the state's top transportation priority of advancing infrastructure to better connect all Marylanders to opportunities and each other – now and into the future.

MDTA EXECUTIVE DIRECTOR BRUCE GARTNER

In January 2024, I was truly honored to have been selected as executive director a second time to lead the MDTA's customer-driven, talented staff who consistently show up to connect all Marylanders to life's opportunities and each other.

Despite the challenges faced during the past year, the MDTA remained committed to delivering initiatives through teamwork and perseverance as evident in successes outlined throughout this report.

At the forefront of Marylander's minds is the Key Bridge Rebuild. I am pleased to report that the team has accomplished more in one year than most projects of this magnitude have in seven years. I look forward to continued progress as we reconnect, revitalize and rebuild this vital link.

It's been a busy and productive year on other fronts as well, as we celebrated facility anniversaries, reached major project milestones, expanded safety initiatives, assisted motorists and E-ZPass customers and increased outreach and engagement efforts – meeting the public where they live, work and gather.

Every MDTA employee plays a significant role in ensuring our transportation system is safe, well maintained and reliable. With strong support from the Governor, Chair and Board members, the MDTA will build on our past success, prioritizing today's efforts that will improve the customer experience, improve the safety of our system and drive our state's economy into tomorrow.





BUILDING TODAY



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TO SUSTAIN TOMORROW

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THE MARYLAND TRANSPORTATION AUTHORITY BOARD

The Maryland Transportation Authority Board serves as the policy setting, decision-making and governing body responsible for all actions taken by the agency. Maryland's Secretary of Transportation presides as the MDTA's Chair. In addition to the Chair, the Board consists of eight citizens appointed by the Governor with the consent of the Maryland Senate.

Per statute, the Board's composition reflects the diversity of the population and includes expertise in structural engineering, transportation planning, land-use planning and finance. Board appointments are for staggered four-year terms that may not extend beyond three consecutive terms.

GOVERNING BODY



Dontae Carroll
Charles County, Appointed 2017



Maricela Cordova
Montgomery County,
Appointed 2025



William H. Cox, Jr.
Harford County, Appointed 2016



Mario J. Gangemi, P.E.
Cecil County, Appointed 2017



John F. Von Paris
Baltimore County, Appointed 2016



Cynthia D. Penny-Ardinger
Howard County, Appointed 2019



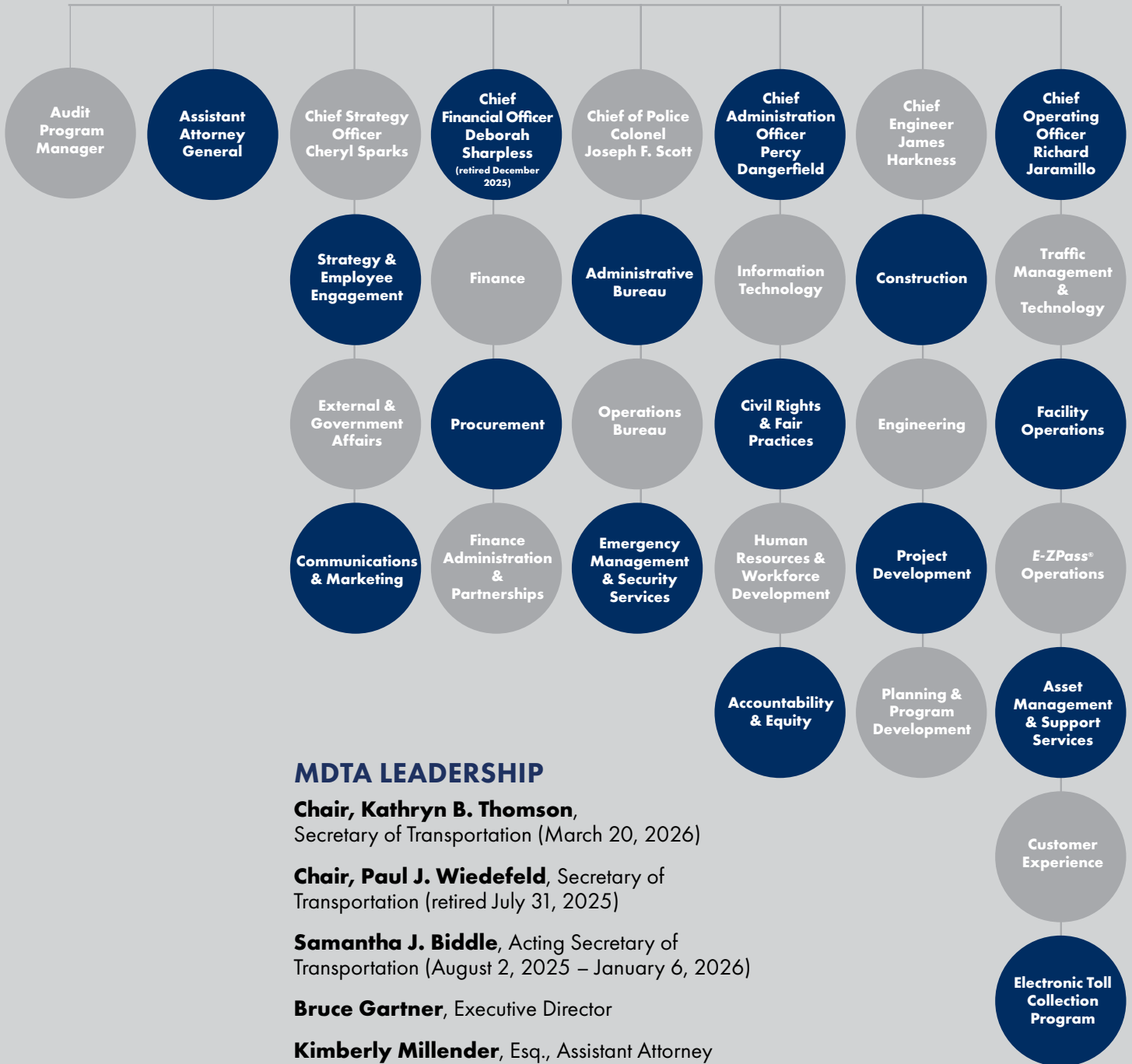
Jeffrey S. Rosen
Baltimore County, Appointed 2019



Samuel D. Sned, MCP, MA
Anne Arundel County,
Appointed 2023

Chair and Board Members of the Maryland Transportation Authority

Executive Director



MDTA LEADERSHIP

Chair, Kathryn B. Thomson,
Secretary of Transportation (March 20, 2026)

Chair, Paul J. Wiedefeld, Secretary of
Transportation (retired July 31, 2025)

Samantha J. Biddle, Acting Secretary of
Transportation (August 2, 2025 – January 6, 2026)

Bruce Gartner, Executive Director

Kimberly Millender, Esq., Assistant Attorney
General (retired September 2025)

FACILITIES

THOMAS J. HATEM MEMORIAL BRIDGE (US 40)

The oldest of the MDTA's facilities, this 1.4-mile, four-lane bridge opened in 1940. It spans the Susquehanna River on US 40 between Havre de Grace and Perryville in northeast Maryland. Tolls are collected in the eastbound direction only. The Hatem Bridge was the first of the MDTA's legacy facilities to begin highway-speed all-electronic tolling in October 2019.

FY 2025 TRAFFIC VOLUME: 9.7 MILLION VEHICLES*





JOHN F. KENNEDY MEMORIAL HIGHWAY (I-95)

Opened in 1963, the John F. Kennedy Memorial Highway is a 50-mile section of I-95 from the northern Baltimore City line to Delaware. Tolls are collected in the northbound direction only. The facility includes the Millard E. Tydings Memorial Bridge over the Susquehanna River in northeast Maryland. The Maryland House and Chesapeake House travel plazas are located on I-95 in Harford and Cecil counties and serve millions of customers annually. Eight miles of I-95 Express Toll Lanes (ETL) opened on the JFK Highway between I-895 and White Marsh in December 2014, and the northbound extension from MD 43 to MD 152 opened to traffic in December 2024. With the ETL, motorists have the choice to pay a toll at highway speeds, to travel in relatively free-flowing lanes or use the non-tolled general-purpose lanes.

FY 2025 TRAFFIC VOLUME: 30.8 MILLION VEHICLES*



FORT MCHENRY TUNNEL (I-95, I-395)

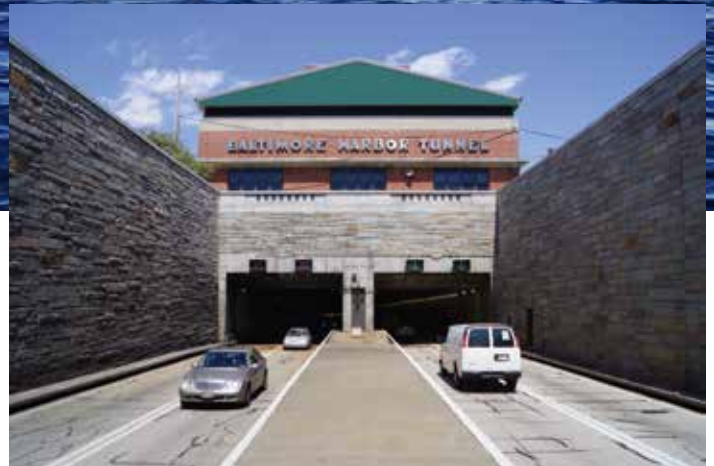
The largest underwater highway tunnel, as well as the widest vehicular tunnel ever built by the immersed tube method, the Fort McHenry Tunnel opened to traffic in 1985. The eight-lane tunnel is nearly 1.4-miles long and connects the Locust Point and Canton areas of Baltimore, crossing under the Patapsco River, just south of historic Fort McHenry. The tunnel is a vital link in I-95, the East Coast’s most important interstate route. Including the tunnel and approach roadways, the facility is approximately 10.3 miles in length. In 2023, highway-speed all-electronic tolling began at the Fort McHenry Tunnel.

FY 2025 TRAFFIC VOLUME: 50.4 MILLION VEHICLES



FRANCIS SCOTT KEY BRIDGE (I-695)

The original outer crossing of the Baltimore Harbor opened in 1977 as the final link in the I-695 (Baltimore Beltway). In March 2024, a cargo ship struck the bridge, causing the bridge to collapse. The MDTA is rebuilding the Key Bridge to reconnect the Baltimore Beltway and restore a vital transportation link. The new bridge will be Maryland's first highway cable-stayed bridge, which will consist of two lanes in each direction and have a minimum vertical clearance of 230 feet to support larger vessels.



BALTIMORE HARBOR TUNNEL (I-895)

The 1.4-mile, four-lane tunnel opened in 1957. Designated as I-895, the tunnel crosses under the Patapsco River and connects major north/south highways and many arterial routes in Baltimore's industrial sections. Including the tunnel and approach roadways, the total facility is approximately 18.3 miles long. The Harbor Tunnel is the final MDTA facility to implement highway-speed all-electronic tolling, with conversion in September 2025.

FY 2025 TRAFFIC VOLUME: 30.7 MILLION VEHICLES



WILLIAM PRESTON LANE JR. MEMORIAL (BAY) BRIDGE (US 50/301)

The Bay Bridge crosses the Chesapeake Bay along US 50/301. Dual spans provide a direct connection between Maryland's Eastern Shore and metro Baltimore, Annapolis and Washington, DC. At 4.35 miles (eastbound) and 4.33 miles (westbound), the spans are among the world's longest and most scenic over-water structures. The original span opened in 1952 and provides a two-lane roadway for eastbound traffic. The parallel structure opened in 1973 and provides three lanes for westbound travelers. During periods of heavy traffic, one lane of the westbound bridge is "reversed" to carry eastbound travelers. In May 2020, the Bay Bridge became the third of the MDTA's legacy facilities to begin highway-speed all-electronic tolling.

FY 2025 TRAFFIC VOLUME: 27.6 MILLION VEHICLES *

GOVERNOR HARRY W. NICE MEMORIAL/SENATOR THOMAS "MAC" MIDDLETON BRIDGE (US 301)

The original 1.9-mile, two-lane bridge spanning the Potomac River from Newburg, Maryland, to Dahlgren, Virginia, opened in 1940. President Franklin D. Roosevelt participated in the facility's groundbreaking in 1939. Construction of a new Potomac River Crossing to replace the Nice/Middleton Bridge began in 2020 and, in October 2022, the new 1.7-mile bridge opened to traffic. The new bridge was built north of and parallel to the original bridge, and includes two 12-foot lanes in each direction with two-foot shoulders, a center median and features to accommodate bicyclists. Tolls are collected in the southbound direction only.

FY 2025 TRAFFIC VOLUME: 6.6 MILLION VEHICLES*

***NOTE: Tolls are collected in one direction**



INTERCOUNTY CONNECTOR (ICC)/MD 200

The ICC links I-270/I-370 in Montgomery County and US 1 in Prince George's County, and is Maryland's first all-electronic, variably priced toll facility. The first segment between I-370 at Shady Grove and MD 97 in Rockville/Olney opened in February 2011; the second segment to I-95 opened in November 2011; and the ICC was completed to US 1 in Laurel in November 2014. A faster, more reliable drive for motorists, the ICC also helps reduce congestion on I-495 (Capital Beltway).

FY 2025 TRIPS: 22.6 MILLION



FRANCIS SCOTT KEY BRIDGE REBUILD



Reporters getting footage of pre-construction activities.

A YEAR IN REVIEW: ADVANCING THE FRANCIS SCOTT KEY BRIDGE REBUILD

Calendar year 2025 spelled progress as the Francis Scott Key Bridge Rebuild team made significant strides along the Patapsco River, advancing from early pre-construction activities to driving massive steel test piles and removing the old bridge decks and columns. Crews have been engaged on location, in the community, and behind the scenes working in collaboration with federal partners to ensure progress is being made every day. From the early pre-construction days during the frigid winter months, to the long hot summer days during demolition, the team never wavered in the mission to reconnect, revitalize, and reimagine a new Key Bridge.

PRE-CONSTRUCTION ACTIVITIES

Pre-construction activities began in January and involved rigorous research, detailed surveying, calculations, and sampling. The work provides engineers with critical data to inform and refine the bridge's design.

MDTA crews and Kiewit Infrastructure Corporation contractors conducted extensive geotechnical investigations. MDTA Chief Engineer Jim Harkness said they collected soil samples from as deep as 200 feet beneath the surface of the water

and land. He said understanding the subsurface conditions is essential to designing strong bridge foundations.

"Each of those 100 locations yields information about the soil type, density and properties, as well as the depth at which those soils are located," Harkness said. "And all of that data comes together to inform our bridge foundation design."

Crews surveyed and mapped the area, collecting topographic data, right-of-way boundaries and subsurface utility mapping to support construction planning.

Engineers conducted wind tunnel testing on a model of the bridge to study its response to a variety of wind loads. They also used a model of the bridge foundation for scour testing, which simulated how water moves around the bridge's foundation and piles to understand impacts on the riverbed. In addition, crews completed more than 1,000 property inspections to establish baseline conditions ahead of major construction work.

"The inspections allow us to understand the condition of those properties prior to doing any real construction activity out at the site," Harkness said. "We were able to document that for future use and make sure that we are being good neighbors during construction."

MDTA crews also installed noise and vibration monitoring devices to regularly track sound levels throughout construction.

NEW BRIDGE DESIGN REVEAL



Rendering of new Key Bridge.

In early February, Governor Wes Moore announced the new design concept for the Key Bridge Rebuild, which will be Maryland's first highway cable-stayed bridge. The state-of-the-art design includes a 230-foot minimum clearance and will accommodate larger ships bound for the Port of Baltimore. Safety is paramount, and the design features pier protection fenders the size of an NFL football field.

"The Key Bridge Rebuild is about more than restoring a critical piece of infrastructure; it's about ensuring the mobility of Marylanders and investing in our state's future," said MDTA Executive Director Bruce Gartner. "Governor Moore's directives have laid a strong foundation, and we are committed to reconnect, revitalize and reimagine the Key Bridge."

KEY BRIDGE REBUILD INTERNSHIP

In June, the MDTA welcomed the inaugural group of Key Bridge Rebuild interns. The MDTA partnered with the Maryland Higher Education Commission to launch the program, reflecting the MDTA's commitment to rebuild the Key Bridge while developing the future workforce in the engineering and infrastructure development fields.

Nine students spent their summer with the project team, getting a front-row seat to major Key Bridge pre-construction operations. They also visited other MDTA facilities and explored engineering, environmental and business fields.

"It really is a great opportunity for MDTA to work directly with college-aged students who are coming out of school with fresh ideas, and for interns to get involved in a project of this scale where they can learn across disciplines and be part of something that will be a lasting landmark for Baltimore City," said MDTA Deputy Director of Major Projects Jason Stolicny.



Concrete removed from former Key Bridge.

DEMOLITION BEGINS

This first phase of removing the former Key Bridge started in July with mechanical demolition that used heavy machinery, including excavators and cranes, to carefully dismantle portions of the existing structure. Crews started by removing the bridge deck over the river on the bridge's south side.

"We're going to section the concrete up into manageable pieces," Harkness said. "We will lift them off one piece at a time, then bring those pieces down and actually rubblize the concrete."

Concrete removed from the bridge is being used for onsite temporary access roads, and the structural steel was recycled at permitted facilities.

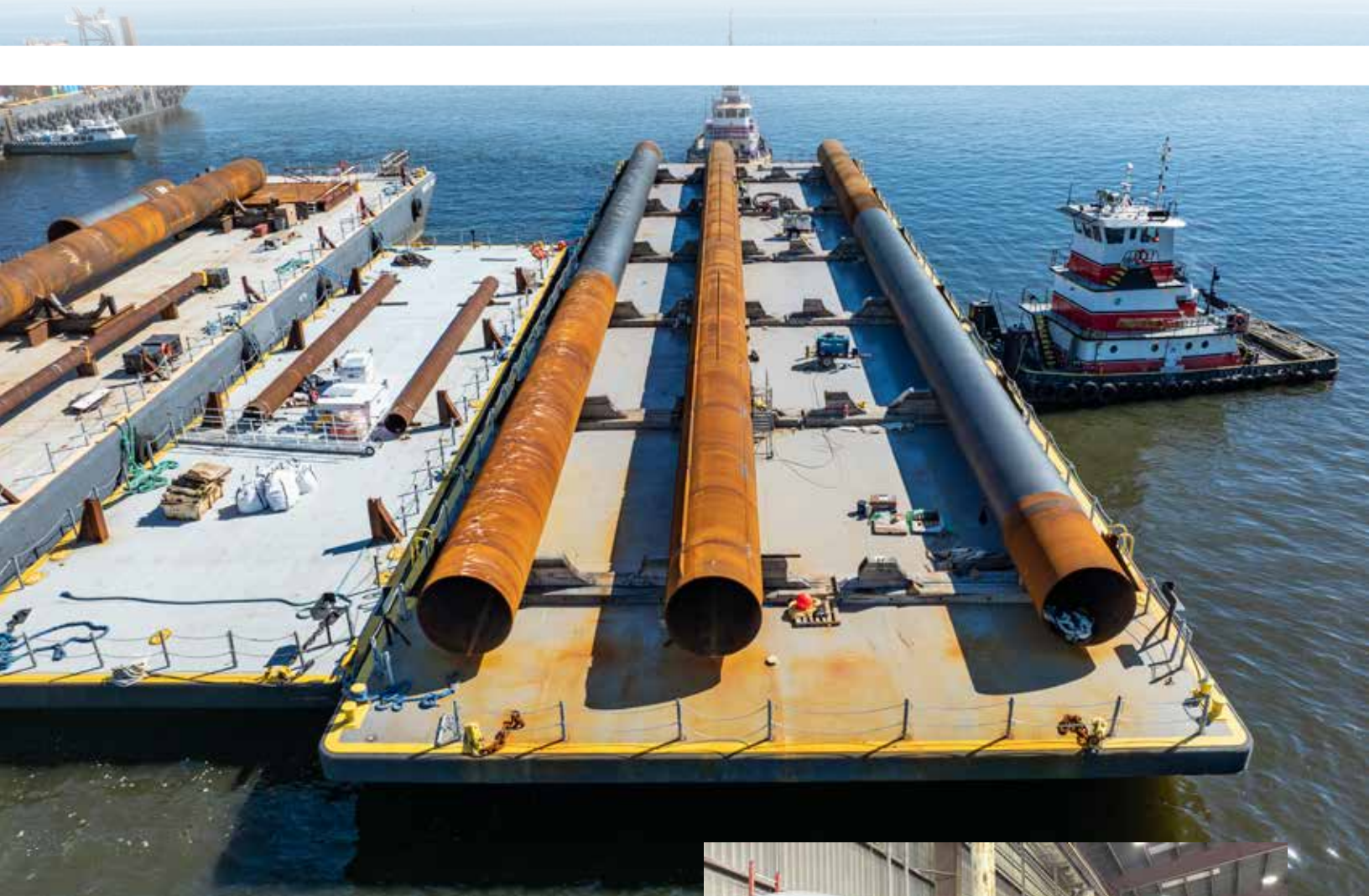
This phase targets portions of the existing structure that interfere with the new bridge's alignment, which will sit slightly east and downriver of the original structure.

Also in July, Governor Moore, along with Maryland transportation leaders and elected officials, visited the demolition site. The Governor and MDTA engineers answered questions from the media following a tour around the bridge site.

In October, crews completed the demolition and removal of all concrete from the existing bridge deck. In November, they removed a large portion of the structural steel, called girders, on the north and south sides of the bridge. They also started demolishing the existing bridge columns.

"We're going to section the concrete up into manageable pieces. We will lift them off one piece at a time, then bring those pieces down and actually rubblize the concrete."

—MDTA CHIEF ENGINEER JIM HARKNESS



Massive steel test piles.

THE FIRST TEST PILES ARRIVE IN BALTIMORE

In the spring, fabrication began on hundreds of steel piles for the test pile program. The fabrication is taking place at special facilities in Texas and Louisiana that can accommodate the large pile size of eight feet in diameter, 220 feet long, and 1.5 to 2 inches thick. The steel piles are used for the bridge's cable-stayed spans and pier protection.

In August, massive, American-made steel pieces arrived in Baltimore to start creating the load test frame. The frame weighs about 550,000 pounds and goes on top of the piles for load testing.

Six steel test piles arrived by barge to the Key Bridge construction site in late September. Crews first installed a bubble curtain around each pile. The curtain consists of several perforated rings that release compressed air as the pile is driven. This system helps protect marine life in the river.

Next, crews lifted each test pile into position with the Weeks 533 Crane, the largest rotating crane-barge on the East Coast. The crane operator then placed each pile into a template and stabilized it with a vibratory hammer.



Test pile fabrication.

TEST PILE DRIVING BEGINS

Crews drove the first test piles into the riverbed in early October, using a hydraulic impact hammer, which weighs 145 tons and is more than 50-feet-tall.

"They are pulling water out of the river and they are discharging it back and they are utilizing that water to cool the hammer," said MDTA Deputy Director of Project Development Jason Stolicny.

Bridge projects with deep foundations like the Key Bridge Rebuild use various types of testing. Engineers first conducted dynamic testing on the piles using strain gauges and accelerometers. Each time the yellow impact hammer strikes, the sensors collect real-time data.

The devices measure how much load the pile can handle, how the pile holds up under pressure, and how the driving equipment performs. The data collected can also be used to adjust the driving depth and pile length.

In late October, six more steel test piles arrived at the project site so engineers could continue driving. By late November, crews had driven all 12 test piles into the river.



Rendering of new Key Bridge.

DESIGN MILESTONE

In November, project engineers reached 70% on the new bridge design. At that point the MDTA Board was able to update their financial forecast to include the updated cost range and schedule estimates for the bridge project.

“The Key Bridge Rebuild achieved 70% design in 14 months compared to other projects that have averaged seven years, while also progressing construction,” said MDTA Executive Director Bruce Gartner. “Typical transportation projects of this magnitude take years of planning before even beginning design and pre-construction activities – something that Maryland and MDTA has compressed down to months.”

The updated cost estimate range and schedule are tied to a robust pier protection system, designed to comply with federal guidelines and modern construction standards.

“Every element of the design has been engineered with the highest safety standards,” Harkness said. “There will be six piers that will have a rigid fender constructed around the foundation of the piers to meet and exceed the current standards for federal requirements.”

STATIC LOAD TESTING BEGINS

In late November, the static load testing process kicked off. Static load testing is done to ensure a strong foundation for the new Key Bridge. Crews lifted a metal load test frame, weighing about 550,000 pounds on top of the test piles. The load test frame applies 10 million pounds of pressure on the main axial pile. During this process, crews set the load test frame on four reaction piles and test one pile at a time.

“That information will inform our geotechnical engineers as to whether the pile is performing as we have assumed in the design,” said MDTA Director of Project Development Brian Wolfe. “It will confirm that we’ve got the load that we need to move ahead with the design and begin installing the piles.”

LOOKING AHEAD TO 2026

The Key Bridge Rebuild team is achieving significant milestones with each passing month. The MDTA looks forward to completing demolition on land in early 2026 and moving into the construction phase of the rebuild.

“We are working day and night to expedite the delivery of a new bridge and we understand the impact the loss of the Key Bridge has had on the Baltimore region – including longer commute times,” Gartner said. “We’re in this together and we ask for your patience while we safely reconnect our communities.”

“The Key Bridge Rebuild achieved 70% design in 14 months compared to other projects that have averaged seven years, while also progressing construction.”

—MDTA EXECUTIVE DIRECTOR BRUCE GARTNER

EASTBOUND BAY BRIDGE DECK REPLACEMENT PROJECT





Crews moving precast deck panels into place.

The MDTA began major construction of the Eastbound Bay Bridge Deck Replacement Project in late fall of 2023. The project’s goal is to extend the service life of the existing eastbound bridge deck and improve overall ride quality and safety.

The project is being performed in multiple phases during the next several years. Phase 1 work was completed in 2025 and included: utility relocations, stormwater management, replacing portions of the bridge deck on the Eastern Shore side of the bridge with precast deck panels, replacing the connections between the panels and truss strengthening east of the suspension span.

Other Phase 1 work that has been added and will continue through fall 2027 includes truss strengthening west of the suspension spans and suspension span barrier wall replacement. Crews performed work during off-peak hours to minimize traffic impacts.

MDTA’s 2015 Bay Bridge Life Cycle Cost Analysis identified this initial section – known as a deck truss section – as the first in a series of projects to maintain safe and working order conditions for the 73-year-old span. The timing of future phases and other projects will depend on available funding and bridge conditions.

BY THE NUMBERS:

156

DECK PANELS REPLACED
(SPRING 2024 – SUMMER 2025)

133

PERMANENT LINK SLABS REPLACED

72

TRUSS MEMBERS REHABILITATED

584

STEEL PLATES INSTALLED

Approximately 117

TONS OF STEEL USED

31,000 +

HIGH-STRENGTH BOLTS USED

256 +

GUSSET PLATE LOCATIONS

9,112

TRUSS GUSSET PLATE RIVETS REPLACED



FEBRUARY

MIL



JANUARY



APRIL

JANUARY

- ▶ Announced start of pre-construction activities on the Key Bridge Rebuild Project
- ▶ Launched Key Bridge Rebuild Facebook page

FEBRUARY

- ▶ Unveiled new Key Bridge design
- ▶ Marked MDTA Police 59th officer candidate class graduation

MARCH

- ▶ Observed Key Bridge collapse commemoration event

APRIL

- ▶ Hosted National Work Zone Safety Awareness Event along I-695 at Bear Creek in Sparrows Point featuring Lt. Governor Aruna Miller
- ▶ Held Go Orange Day (employee engagement event)

MAY:

- ▶ Kicked off robust educational and safety efforts informing customers of best times to safely travel over the Bay Bridge
- ▶ Hosted MDTA Police fallen heroes ceremony

JUNE

- ▶ Began Key Bridge Rebuild Summer Internship Program

2025 MAJOR ESTONES

Maryland
Transportation
Authority



AUGUST

OCTOBER



DECEMBER

JULY

- ▶ Began demolition of remnant Key Bridge structures
- ▶ Opened first new ramp of the reconfigured I-95 and MD 24 interchange as part of the I-95 Northbound ETL Extension Project

AUGUST

- ▶ Celebrated Thomas J. Hatem Memorial Bridge's 85th anniversary (Above image of first customer to cross the bridge on August 28, 1940)
- ▶ Participated in Police National Night Out

SEPTEMBER

- ▶ Began Key Bridge Rebuild test pile program
- ▶ Added pavement markings on northbound and southbound I-95 at the Fort McHenry Tunnel to improve driver behavior

OCTOBER

- ▶ Began collecting tolls via new toll gantries on I-895, marking the final facility to be converted to all-electronic tolling via overhead gantries
- ▶ Launched Key Bridge Rebuild new website and newsletter
- ▶ Held MDTA Townhall

NOVEMBER

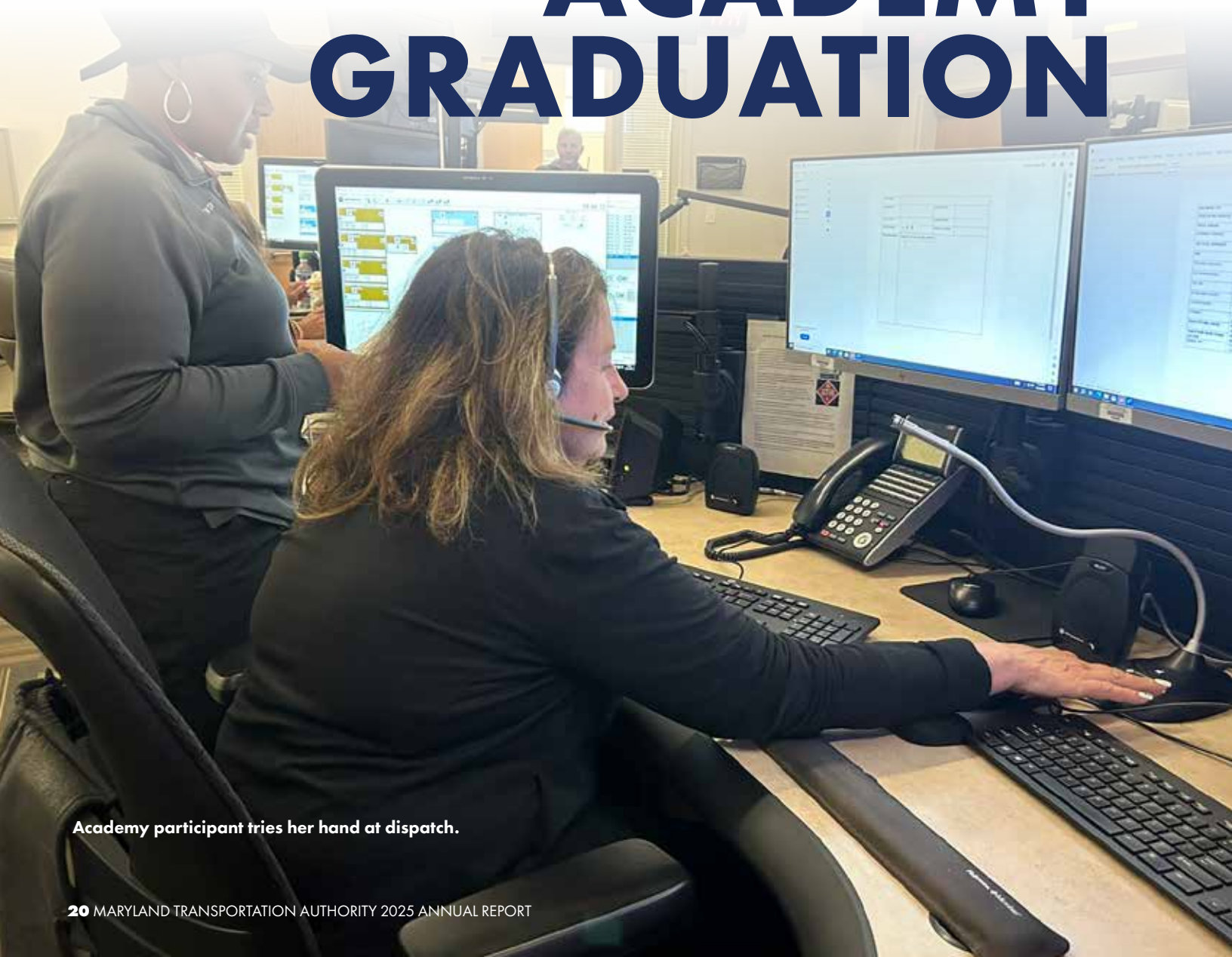
- ▶ Celebrated the Fort McHenry Tunnel 40th Anniversary
- ▶ Achieved 70% design of the new Key Bridge and updated the cost & schedule

DECEMBER

- ▶ Celebrated the Police Officer Candidate Class 60 graduation
- ▶ Announced the Recommended Preferred Alternative for the Chesapeake Bay Crossing Study: Tier 2 National Environmental Policy Act
- ▶ Held a Key Bridge Rebuild virtual community update



MDTA POLICE CELEBRATE SECOND COMMUNITY PARTNERSHIPS ACADEMY GRADUATION



Academy participant tries her hand at dispatch.

Laura Vandervort is a self-proclaimed crime junkie. When she's not busy supporting the Maryland Transportation Authority's (MDTA) DriveEzMD Customer Service Centers, you can likely find her watching the latest episode of "Chicago P.D." That's why a flyer for the MDTA Police Community Partnerships Academy caught her eye.

"I didn't know what to expect," she said. "But I saw the flyer and thought, 'Wow, this sounds interesting!' How often do you get insight behind the scenes?"

Vandervort joined fellow employees and community members at MDTA Police Headquarters for this eight-week program that gave participants a closer look at the police department providing law enforcement services at toll facilities, BWI Thurgood Marshall Airport and the Port of Baltimore. The most recent session began in early May and concluded in late June.

"We don't hold back," said Police Chief Colonel Joseph F. Scott. "We do everything we can to make this an exciting and engaging experience so participants have fun and walk away with a better understanding of what our officers do."

The program incorporates a variety of teaching methods and guest instructors from across the police department, including hands-on experiences whenever possible. Students donned a headset and tried to keep up with radio traffic at the Police Metro Dispatch Center, participated in a tour of the airfield at BWI Thurgood Marshall Airport and completed virtual reality training exercises at the Police Training Academy.



MDTA Police K-9 Unit.

Specialized Police units like the Crisis Negotiation Team, the Special Response Team, the Criminal Investigations Unit and the K-9 Unit all shared their unique equipment and experiences. Investigators from the Police Collision Reconstruction Unit explained the complicated steps of a fatal crash investigation and walked the class through real cases.

In the final class before graduation, participants put on a duty belt with training equipment and completed realistic scenarios in a controlled environment. With officers acting as role players and coaches guiding students throughout the

MDTA POLICE

MADE 895

DUI ARRESTS

MORE THAN 17,000

COMMERCIAL VEHICLE INSPECTIONS

ANSWERED 236,160

DISPATCH SERVICE CENTER CALLS

experience, the class responded to mock calls for service and conducted mock traffic stops.

But for Vandervort the scenarios, flashy equipment and case stories weren't the best part. "You could tell that every officer and instructor wanted to be there, and that made it great," she said. "The coordination, hard work and dedication they put into the academy to ensure students had a great experience and were engaged were remarkable."

Organizers are already planning the next session of the Police Community Partnerships Academy, with a schedule to be determined soon. If you're interested in learning more about the program, contact MDTA Police Lieutenant Brady McCormick at bmccormick@mdta.state.md.us for more information.

MARYLAND TRANSPORTATION AUTHORITY POLICE

The Maryland Transportation Authority (MDTA) Police is nationally accredited and is the eighth largest law enforcement agency in the State of Maryland with more than 500 sworn and civilian professionals. The Police are responsible for law enforcement at the bridge and tunnel thruways, highways, the Baltimore Washington International/Thurgood Marshall Airport and the Port of Baltimore.

MISSION STATEMENT:

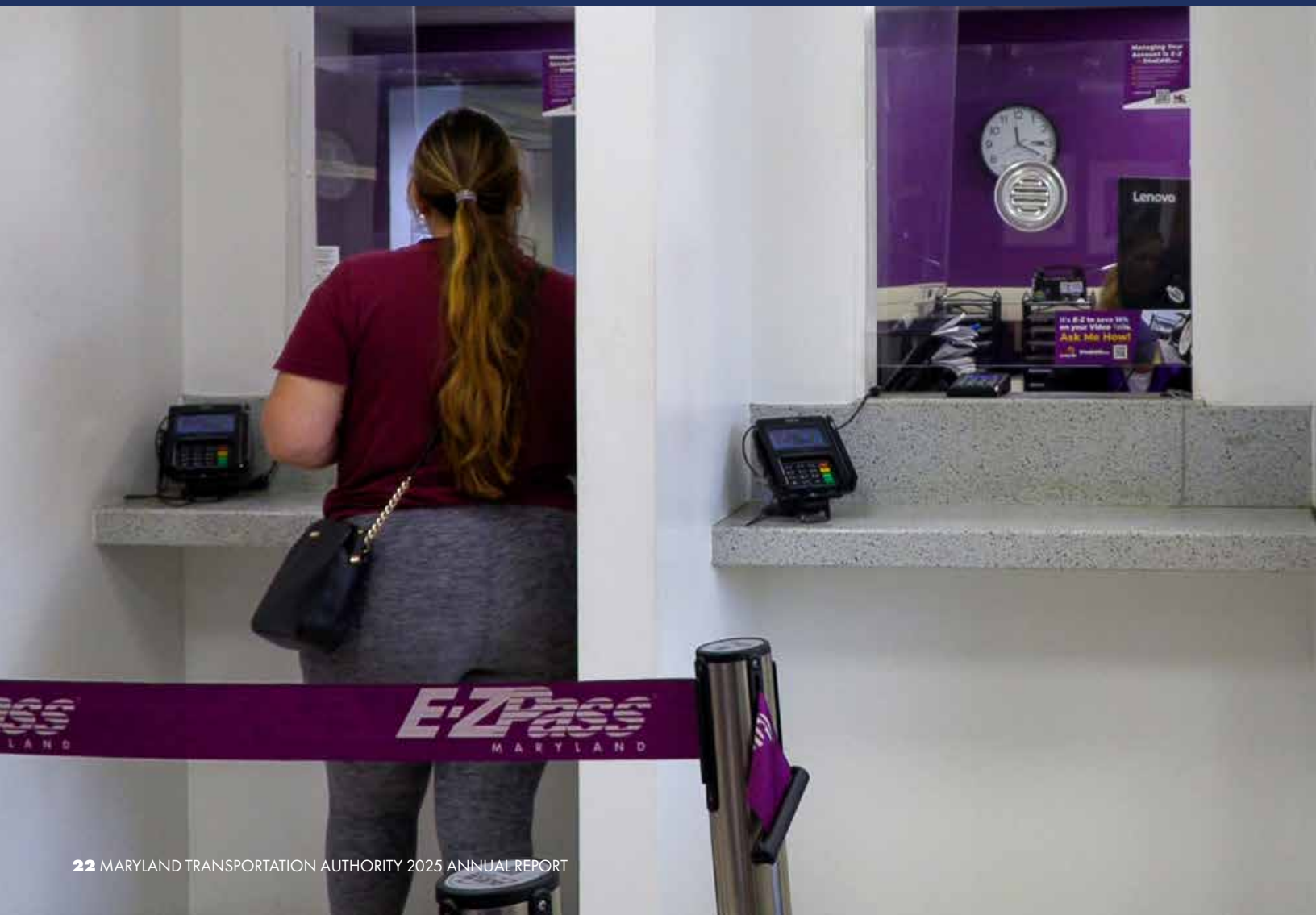
The Maryland Transportation Authority (MDTA) Police provide Safety, Security and Service in partnership with the community to all who use and work on facilities and other vital transportation assets located throughout Maryland.

Core Values:

- Dedication
- Integrity
- Mindfulness
- Pride
- Service

A COMMUNITY UNITED

THE MDTA'S FIGHT AGAINST SMISHING SCAMS





DriveEzMD Customer Service Center.

As 2025 unfolded, the MDTA faced a significant challenge with a surge in ongoing smishing scams targeting toll customers. Reports flooded in about fraudulent messages claiming to be from DriveEzMD or E-ZPass, warning residents of unpaid tolls and urging them to click on malicious links. On average, the DriveEzMD customer call center received more than 500 calls a day about the smishing texts.

Recognizing the urgent threat, the MDTA initiated a public-awareness campaign to educate customers about smishing. They emphasized that DriveEzMD would never request payment via text and encouraged recipients to report suspicious messages.

The campaign included information shared through social media, email blasts, local news, community outreach events and on the DriveEzMD website, highlighting how scammers exploit fear and urgency.

“Spreading awareness was a collective effort,” noted Director of E-ZPass Operations Heather Koeberle, as community engagement and customer education became key to the MDTA’s approach. Workshops and information sessions were held, empowering citizens to remain vigilant.

During the year, the MDTA saw a decline in scam reports, fostering greater trust within the community. A serious challenge was utilized as an opportunity for growth and resilience. The MDTA’s efforts served as a reminder of the importance of community action in the face of digital threats, reinforcing their commitment to keeping Maryland’s tolling system safe.

Complaints regarding smishing scams have decreased from a height of nearly 750 a day to a mere 37 in late 2025. While the numbers demonstrate a decrease, the smishing attacks are an ever-present threat to Marylanders.

Reporting smishing texts to both DriveEzMD and federal agencies will help target the originators of these scams. Detailed information on how to report smishing messages can be found at driveezmd.com/smishing_scam/.

DRIVEEzMD

140,254,692

TOTAL TRANSACTIONS PROCESSED

2,441,193

REGISTERED ACCOUNTS

6.9%

INCREASE IN REGISTERED ACCOUNTS

OUTREACH TEAM ATTENDED

118 EVENTS

AND ENGAGED WITH MORE THAN

5,000

PEOPLE



A smishing scam is a social engineering attack using fake text messages to trick people into downloading malware, sharing sensitive information or sending money to cybercriminals.

NICE/MIDDLETON BRIDGE STAFF IS 'GOOD NEIGHBOR' TO LOCAL FAMILIES IN NEED





Nice/Middleton Bridge volunteers sorting through donations.

In fall and winter 2025, Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge (Nice/Middleton Bridge) civilian staff and police personnel, in coordination with Maryland State Police, continued their annual tradition of collecting, donating and distributing holiday meals and toys to Charles County community members in need.

Bridge staff voluntarily contributed their personal time and money to purchase food and provisions and assemble Thanksgiving and Christmas meal baskets, which included whole turkeys, for seven local families. Throughout the end of the year, employees also supplied and collected dry- and canned-good donations from county residents and made weekly deliveries to the Aqualand food pantry and to the Holy Ghost Catholic Church’s/Wayside Food Bank that serves southern Charles County.

“Our team is passionate about making a positive impact on our community, especially those experiencing hardships,” said James “Jim” Davies IV, Nice/Middleton Bridge Administrator. “Through the charitable actions of our employees, we were able to help make the holidays a little nicer for local Aqualand families and neighbors in Newburg.”

Donations amounted to several hundred pounds of food, including more than 50 boxes each of pasta and stuffing, three cases each of corn, peas, green beans and other vegetables, various snacks, breakfast items and non-perishable items.

Administrator Davies expressed his gratitude to those who contributed, especially team members whose dedication and commitment to service made these efforts possible, including First Sergeant and Detachment Commander Monica Tompkins, Corporal Terrill Lawrence, Corporal Jean Philius, Officer Larry Perkins, Officer Patrick Hart, Executive Administrative Assistant Lisa Slack, Environmental Technical III Tammy King, SAT III Karen Proctor, SAT III Imelda Holton and DriveEzMD Customer Service Center staff who sold more than 20 challenge coins to support toy collection efforts.

The Nice/Middleton Bridge team has been providing this service for many years. In addition to food items, staff has purchased or collected Christmas gifts for families, including bicycles, toys, games and clothes. In 2025, auto shop staff assembled 18 bikes for local children, and staff collected \$200 and 50 toys to supplement the Toys for Tots campaign.

“We plan on continuing our efforts for years to come and are exploring options to include Easter and other holidays,” Davies remarked.

If you wish to contribute in 2026, you can contact Administrator Davies, Lisa Slack or First Sergeant Tompkins at 410-537-6800 or 410-537-6806.

BY THE NUMBERS

OFFICE OF ENVIRONMENT, SAFETY & RISK MANAGEMENT PLANTED

6,003
TREES

3,575
SHRUBS

44,833
HERBACEOUS PLANTS

MDTA FACILITIES OVERVIEW

8
TOLL FACILITIES

2
TUNNELS

4
TOLLED BRIDGES

2
TURNPIKES

775
HIGHWAY MILES

COMMUNITY OUTREACH AND ENGAGEMENT

Staff attended more than
100 POP-UP EVENTS
at more than
30 LOCATIONS

Staff attended
**35 COMMUNITY,
VIRTUAL MEETINGS,
OPEN HOUSES OR
INDUSTRY EVENTS**

COURTESY PATROLS

Logged

27,081 ASSISTS

Changed

5,592 FLAT TIRES

Assisted drivers of

5,795 DISABLED VEHICLES

Gas

1,162

Flats

5,592

Crashes

3,428

Debris

2,496

Unattended

1,958

Vehicles towed off the roadway

286

Vehicles in roadway

5,988

Vehicle miles driven

1,301,529

OUTREACH COLLATERAL

75

PRINTED MATERIAL/E-COLLATERAL PIECES

71

EMAIL BLASTS

285

EMAIL CORRESPONDENCE

PROCUREMENT

Awarded 69 contracts totaling

\$488,054,116.49

SOCIAL MEDIA

The MDTA continues to provide customers with current information about our roadways and projects on our social media channels.

2,853

POSTS

21,712,350

IMPRESSIONS

KUDOS

ZACH TODD, E-ZPASS OPERATIONS

Customer Quote: "Your representative showed exceptional patience, professionalism and kindness. He took the time to carefully review my account, explain my options and guide me through the process step by step. His compassion and understanding turned a very difficult experience into one that left me feeling supported and respected."

ALISON SMITH, E-ZPASS OPERATIONS

Customer Quote: "She was very knowledgeable, understanding and exercised the utmost patience and respect in dealing with this matter. I am so thankful to have had the opportunity to discuss and resolve this situation with her."

JACK LOOSER, VRU

When someone had a flat tire with their three-year-old in the car, he stopped to help, changed the tire quickly, and turned a stressful situation into one of gratitude.

OFFICER AILEEN PRATT, ICC DETACHMENT

Officer Pratt went above and beyond after a crash on MD 200, offering compassion and support during a very distressing time. She kindly drove the couple home on her own time after they were left stranded. Her professionalism and care made a lasting impact.

MARIA MARTIN CSC, FMT

A customer shared how Maria's friendly attitude and clear communication made a big difference during both of her visits. Her professionalism and patience truly stood out. Great job, Maria!

MATT BLAGMON, JFK ERT

Customer Quote: "He was kind and extremely helpful, he was able to get us a tow and connected us with a tow to get us off the highway, and eventually home! He was very patient with 3 hysterical ladies, just trying to get home to NJ."

NANCY ROBLES, JFK CSC

Customer Quote: "I wish to give a definite thumbs up for Nancy. She was extremely helpful, personable and extremely bubbly. She is a credit to the MDTA!"

RICHARD HERSHEY, ICC ERT

Kudos to Richard for going above and beyond to assist a stranded couple near mile marker 90.1 just off the Tydings Memorial Bridge after they suffered a blown tire on their way to catch an Amtrak train. In the rain and without hesitation, Richard quickly helped them change their tire and get safely back on the road.





Maryland
Transportation
Authority



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mdta.maryland.gov

TAB 14

VERBAL

TAB 15

CLOSED SESSION

VERBAL