



Maryland Transportation Authority

BOARD MEETING

THURSDAY, OCTOBER 27, 2022

MARYLAND TRANSPORTATION AUTHORITY
2310 BROENING HIGHWAY
BALTIMORE, MD 21224

IN-PERSON AND LIVESTREAM



MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

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

OCTOBER 27, 2022 9:00 AM

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

NOTES:

- This is an In-Person Open Meeting being conducted via livestreaming.
- The public is welcomed to watch the meeting at the link above.
- *If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to nhenson@mdta.state.md.us no later than 5:00 p.m. on Tuesday, October 25. You **MUST** pre-register and attend the meeting in person in order to comment.* Once pre-registered, all pertinent information will be emailed to you.

AGENDA

OPEN SESSION – 9:00 AM

Call Meeting to Order

- | | | |
|---|------------------------------------|---------|
| 1. <u>Approval</u> – <u>Open Session Meeting Minutes of September 29, 2022</u> | R. Earl Lewis
(Acting Chairman) | 5 min. |
| 2. <u>Resolutions</u> – <u>Years of Service Recognition</u> – Recognition for Two Retired Employees | Will Pines | 10 min. |
| 3. <u>Approval</u> – <u>Canton Railroad</u> - Approval of the Canton Railroad Board of Directors and Appointment of Proxy for Annual Meeting of Stockholders of the Canton Development Company | Will Pines | 10 min. |
| 4. <u>Approval</u> – <u>Contract Awards</u> <ul style="list-style-type: none">• BB-3017-0000 – Eastbound Bay Bridge Deck Replacement, Phase 1, Package 1 | Tekeste Amare | 5 min. |
| 5. <u>Approval</u> – <u>Conveyance</u> – Heat Center (MC # 22-7046) - Disposition | John Wedemeyer | 5 min. |
| 6. <u>Approval</u> – <u>Land Swap</u> – Allied (CAPSA) 3510 Hawkins Point Road (MC # 22-7047) | John Wedemeyer | 5 min. |
| 7. <u>Approval</u> – <u>MD 155 Bridge over I-95 Dedication to SP4 Ronald A. Spudis</u> – Requested by Senator Cassilly | Melissa Williams | 5 min. |
| 8. <u>Update</u> – <u>CTP Process/Additions</u> | Jeanne Marriott | 10 min. |
| 9. <u>Update</u> – <u>Annual Update on Facility Condition Inspections</u> | Lillian Sidrak | 10 min. |
| 10. <u>Update</u> – <u>Fiscal Year 2022 Independent Auditor's Service Organization Control (SOC) 1 and SOC 2 Reports</u> | Deborah Sharpless | 10 min. |
| 11. <u>Update</u> – <u>Fiscal Year 2021 Single Audit Report</u> | Deborah Sharpless | 5 min. |
| 12. <u>Update</u> – <u>Executive Director's Report</u> – Verbal | William Pines | 10 min. |

**MDTA BOARD MEETING
OCTOBER 27, 2022 9:00 AM**

**AGENDA
PAGE 2**

Vote to go into Closed Session

CLOSED SESSION – Expected Time 10:30 AM

- | | | |
|---|---------------------|---------|
| 13. To Discuss Public Security | Col. Kevin Anderson | 15 min. |
| 14. To Discuss Pending Litigation – Update on Status of Pending
Litigation Matters | Kim Millender, Esq. | 15 min. |

Vote to Return to Open Session

Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, SEPTEMBER 29, 2022
9:00 A.M.

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

OPEN SESSION

Sean Powell, Chairman

MEMBERS ATTENDING:

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

STAFF ATTENDING:

Col. Kevin Anderson
Jeffrey Brown
Percy Dangerfield
Donna DiCerbo
David Goldsborough
Chantelle Green
James Harkness
Natalie Henson
Jeanne Marriott
Selena McKissick
Kelly Melhem
Kimberly Millender, Esq.
Mary O'Keeffe
Tia Rattini
Joseph Sagal
Deb Sharpless
Paul Trentalance

At 9:00 a.m. Acting Chairman Sean Powell called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held in-person at 2310 Broening Highway, Baltimore MD and was livestreamed on the MDTA Board Meeting web page.

APPROVAL – OPEN SESSION MEETING MINUTES OF AUGUST 25, 2022

Upon motion by Member William H. Cox, Jr. and seconded by Member Mario J. Gangemi, the open session meeting minutes of the MDTA Board meeting held on August 25, 2022 were unanimously approved.

APPROVAL – CLOSED SESSION MEETING MINUTES OF AUGUST 25, 2022

Upon motion by Member Mario J. Gangemi and seconded by Member William C. Ensor, III, the closed session meeting minutes of the MDTA Board meeting held on August 25, 2022 were unanimously approved.

APPROVAL – CONTRACT AWARDS

- **MR-3021-0000 – Building Systems Repairs On-Call**

Ms. Donna DiCerbo requested contingent approval from the MDTA Board to execute Contract No. MR-3021-0000 – Building Systems Repairs On-Call with Nichols Contracting, Inc. in the bid amount of \$6,753,385.00.

Ms. DiCerbo explained that the scope of this project includes providing all labor, equipment, materials, etc. necessary to perform miscellaneous building systems repairs, upgrades, replacements, and new construction as directed by the MDTA Project Manager in an on-call or task-based manner. This work may be required on any portion (facility and all appurtenances) of any of the MDTA's facilities. Work could include HVAC, BAS, electrical, mechanical, utilities, plumbing, light fixtures, security system, fire alarm system, data/telephone/IT systems, elevator system, hazardous materials removal, etc.

She further explained that a single offer was received on this contract, and it was determined by the Procurement Officer that the Offeror's pricing was fair and reasonable.

Mr. James Harkness, Chief Engineer, explained that this is the first time that MDTA has put together a contract for the building systems (HVAC, elevators, etc.) and that may have played a part in why only one bid was received. He stated that for future contracts of this nature that they are open to making changes in scope if necessary.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Mario J. Gangemi, the Members unanimously gave contingent approval to execute Contract No. MR-3021-0000 – Building Systems Repairs On-Call.

UPDATE – FISCAL YEAR (FY) 2022 4TH QUARTER OPERATING BUDGET COMPARISON

Mr. Jeffrey Brown updated the MDTA Board on actual versus projected year-to-date spending against the 4th Quarter Fiscal Year (FY) 2022 Operating Budget. As of June 30, 2022, 90% of the budget was spent compared to a target of 100%. Except for Object 13, all other Objects are below the targeted spending level. The primary drivers for the reduced spending are personnel vacancies and order delays.

UPDATE – FISCAL YEAR (FY) 2022 4TH QUARTER CAPITAL BUDGET COMPARISON

Ms. Jeanne Marriott updated the MDTA Board on the 4th Quarter Fiscal Year (FY) 2022 Capital Budget Comparisons. As of June 30, 2022, 82.3% of the FY 2022 budget was spent as compared to the targeted spending level of 100%. The total budget for FY 2022 was \$602.9 million. The actual spending through the fourth quarter was \$496.2 million.

UPDATE – QUARTERLY UPDATE ON TRAFFIC AND REVENUE

Ms. Deb Sharpless gave an update to the MDTA Board on Fiscal Year (FY) 2022 Traffic and Revenue (T&R) performance through June 30, 2022.

Ms. Sharpless explained that FY 2022 revenue underperformance aligned with expectations and will not impact the MDTA's ability to maintain its financial standards, including significantly exceeding its 2.0x debt service coverage policy. She also explained that the key contributors to underperformance are not expected to impact MDTA's future T&R forecasts, except known revenue reductions from the Customer Assistance Plan.

UPDATE – MAJOR PROJECTS UPDATE

Mr. Jim Harkness updated the MDTA Board on the status of Major Projects in the Capital Program. Mr. Harkness explained that as of September 15, 2022, there are eleven major projects in the Capital Program. Seven of the projects are under construction, one is in procurement, and three are in design. This update includes projects funded for construction in the current CTP and includes five projects valued in excess of \$100 million. There are three projects from the \$1.1 billion I-95 ETL Northbound Expansion program.

UPDATE – DIVISION OF INFORMATION TECHNOLOGY (DOIT) MAJOR PROJECTS UPDATE

Mr. David Goldsborough updated the MDTA Board on the Division of Information Technology (DoIT) major projects. As of September 29, 2022, the DoIT maintains an active portfolio of 17 projects with 2 projects previously on hold being moved into active status. Since the previous update, DoIT has completed the rollout of the web-based scheduling system for the MDTA stop-in centers. Additionally, post-go-live support of the third generation tolling system

(3G) continues and will stay in place until a transition can be made to the new Program Manager position currently in recruitment. DoIT still has not received the final report from the State of Maryland Department of Information Technology for the cybersecurity readiness engagement completed in May 2022.

Mr. Goldsborough also went over some of the significant initiatives that DoIT continues to work on, including the following:

- Cybersecurity measures – “simple” word passwords will be restricted now. Examples include welcome, Baltimore, ravens, etc.
- Post-go-live support of 3G.
- E-forms platform.
- We are onboarding a consultant to move forward with the spatial implementation within Maximo to support our asset management initiative.
- RFID re-tagging for inventory tracking is on pace for completion in December 2022.
- We have onboarded our new Cloud Services Manager position.
- The Assistant Director of our PMO has moved on to become the CIO for the Maryland State Treasurer’s Office. Active recruitment is underway for a replacement.

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

Mr. Percy Dangerfield and Ms. Tia Rattini updated the MDTA Board on MDTA’s progress toward achieving the legislatively mandated socioeconomic program goals for the 4th Quarter of Fiscal Year (FY) 2022, which covers the performance period of July 1, 2021 to June 30, 2022 (Q4 FY 2022).

These programs include the following:

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

In addition, they reported that the Q3 FY 2022 data has been revised to reflect a decrease in total contract awards and MBE/VSBE subcontractor awards, which has increased our total MBE participation and slightly decreased our total VSBE participation.

Ms. Rattini also gave an overview of Maryland’s Small Business Reserve (SBR) Program including the criteria and process for becoming certified as an SBR.

UPDATE – AUDIT COMMITTEE

Member Cynthia D. Penny-Ardinger presented an update on the Audit Committee meeting that took place on September 8, 2022. The Audit Committee Members were given an update on the Fiscal Year 2023 Audit Plan which is currently on track to complete twelve audits with one audit currently completed and one audit currently in process.

Two internal audit reports were presented (see below) and the Committee was satisfied with the results of these audits.

- Procurement Compliance and Performance Audit
- Promotional Activities Audit.

In addition, Member Penny-Ardinger stated that the Committee had discussed and hoped that in the future there could be an evaluation of MDTA customer satisfaction.

UPDATE – EXECUTIVE DIRECTOR

Ms. Mary O’Keeffe, MDTA Chief of Staff, gave the Executive Director Update. Ms. O’Keeffe spoke on the following topics: Consolidated Transportation Program (CTP) Tour Meetings; Chesapeake Bay Crossing Study (BCS) Tier 2 NEPA; the meaningful work that the MDTA Asset Control and Damage Recover Unit (ACDR) has been doing; the September 21st Police Promotional Ceremony; the 4th round of the “Mind of the Leader” Program; the September 24th Susquehanna River Running Festival; and the request from Senator Cassilly, with the support of Delegates Lisanti, Johnson, and McComas, to dedicate the MD 155 bridge over I-95 (Level Road) to SP/4 Ronald Anthony Spudis, a Harford County resident who was killed in action in Vietnam on December 11, 1971. Ms. O’Keeffe informed the MDTA Board that this proposal will be brought to the October Board Meeting for their approval.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member W. Lee Gaines, Jr. and seconded by Member Dontae Carroll, the Members unanimously voted to adjourn the meeting at 10:10 a.m.

The next MDTA Board Meeting will be held on Thursday, October 27, 2022 at 9:00 a.m. at MDTA, 2310 Broening Highway, Baltimore MD and will be livestreamed on the MDTA Board webpage.

APPROVED AND CONCURRED IN:

R. Earl Lewis, Jr., Chairman

TAB 2

Troy E. Palmer, Sr.
DOT Executive IV

WHEREAS, Troy E. Palmer, Sr. began his career with the Maryland Transportation Authority as an MDTA Motor Carrier Inspector I on July 17, 1991, and an MDTA Vehicle Recovery Technician I on July 1, 1998, and

WHEREAS, Mr. Palmer transitioned into the safety field and was promoted to Safety Management Representative I, and progressed to Safety Management Representative II on December 13, 2000, and to Safety Management Representative III on September 13, 2001, and

WHEREAS, He continued to build on his knowledge and skills, and Mr. Palmer was promoted to OSHA Compliance Officer III on July 1, 2007, to OSHA Compliance Officer Lead on September 28, 2012, and to OSHA Compliance Officer Supervisor on October 2, 2013, and

WHEREAS, With determination and leadership, Mr. Palmer was promoted to a DOT Executive IV on November 3, 2021, a position held until retirement, and

WHEREAS, He is an invaluable member of the team, and his coworkers expressed the fact that his dedication, expertise, teamwork, and laugh will be missed, now

THEREFORE BE IT RESOLVED, On the occasion of Troy Palmer's retirement from his distinguished career of exemplary service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to Mr. Palmer their most sincere appreciation for his excellence and commitment, and

BE IT FURTHER RESOLVED, That this Resolution be entered into the minutes of the MDTA Board meeting of October 27, 2022, and a copy, appropriately framed, be presented to Mr. Palmer as an expression of the MDTA Board's appreciation and esteem.

Sergeant Rodney C. Winmond
MDTA Police

WHEREAS, Sergeant Rodney C. Winmond began his career with the Maryland Transportation Authority Police as an MDTA Police Officer I on May 10, 2000, and

WHEREAS, Due to his knowledge and determination, he was promoted to MDTA Police Officer II on May 10, 2001, to MDTA Police Corporal on July 15, 2009, and to MDTA Police Sergeant on June 8, 2011, a position held until retirement, and

WHEREAS, His coworkers conveyed their gratitude with a Letter of Appreciation for his commitment, dedication and professionalism during the repair work and daytime closures at the William Preston Lane Jr. Memorial Bridge, noting he is an invaluable member of the team and his expertise and teamwork will be missed, now

THEREFORE BE IT RESOLVED, On the occasion of Sergeant Winmond's retirement from his distinguished career of exemplary service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to Sergeant Winmond their most sincere appreciation for his excellence and commitment, and

BE IT FURTHER RESOLVED, That this Resolution be entered into the minutes of the MDTA Board meeting of October 27, 2022, and a copy, appropriately framed, be presented to Sergeant Winmond as an expression of the MDTA Board's appreciation and esteem.

TAB 3



Board Members:

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

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
PRESENTED BY: Chief Financial Officer Deb Sharpless
SUBJECT: Canton Development Corporation Board of Directors
DATE: October 27, 2022

PURPOSE OF MEMORANDUM

The purpose of this agenda item is to seek approval from the Maryland Transportation Authority (MDTA) Board of the proposed Canton Development Corporation, Inc. (Canton) Board of Directors and designation of the Chief Financial Officer or designee as proxy to attend the Annual Meeting of stockholders of Canton on November 16, 2022 to vote to approve the election of the Canton Board of Directors.

SUMMARY

MDTA is the sole stockholder of Canton. The day-to-day operations of Canton are managed by Mr. John Magness, the President and CEO, with the oversight of a Board of Directors. Per the By-Laws of Canton, the stockholders are to gather annually and elect the members of the Board of Directors.

Mr. Magness has provided MDTA with proper notice of the upcoming Annual Meeting of stockholders to be held on November 16, 2022. Per the By-Laws, the only matter in which the stockholders have authority to vote on is the election of the members to Canton's Board of Directors. Additionally, the By-Laws of Canton permit the stockholders to be represented by a proxy.

ANALYSIS

As the sole stockholder of Canton, the MDTA must vote on the election of Members of the Canton's Board of Directors at Canton's Annual Meeting. Prior to 2020, the Canton Board, consisted of six Directors, including a MDTA Board Member who serves in an *ex officio* capacity. The Directors serve three-year terms and the terms are staggered, resulting in the election of two Directors each year. In 2020, the MDTA Board approved an additional Director due to the outstanding qualifications of the individuals interested in serving as Directors.

The term for three Directors are expiring. At present, the MDTA recommends the reappointment of Mr. Stephen Kauffman. Mr. John Magnus, Mr. William Hellman (Canton Chairman), and Mr. William Cox (Canton *ex officio* Director) strongly endorse this reappointment. Information regarding Mr. Kauffman's qualifications is included in the attachments.

REQUESTED ACTION

Approve the candidate nominated for reappointment to the Canton Board of Directors and appoint the Chief Financial Officer or designee, as proxy, to attend the November 16, 2022 Annual Meeting of the stockholders of Canton.

ATTACHMENTS

- Attachment I: Letter from John Magness regarding the November 16, 2022 Meeting
- Attachment II: List of Directors and Summary of Qualification of the Nominated Director of Canton

Attachment I



September 21, 2022

William Pines
Executive Director
Maryland Transportation Authority
2310 Broening Highway
Baltimore, MD 21224

Dear Mr. Pines:

The Board of Directors of the Canton Development Company (CDC) and its subsidiaries, Canton Railroad Company and Freestate Logistic Services, Inc. will be holding its Annual Stockholder's Meeting on Wednesday, November 16, 2022 at 9:30 a.m., at 1841 S. Newkirk Street, Baltimore, Maryland 21224.

Attached is the current list of Board Members with their appointment dates and term expiration dates. Ms. JoAnne Zawitoski's, Mr. Benjamin Sunderland's, and Mr. Stephen Kauffman's term expire this year.

Sincerely,

A handwritten signature in blue ink, appearing to read "John C. Magness", is written over the typed name.

John C. Magness
President & CEO

Attachment

cc. Deborah Sharpless, MDTA
William K. Hellmann, Chairman
Diane I. Abate, Corporate Secretary
David W. Bordner, Controller

Attachment II

Canton Development Company
Canton Railroad Company
Freestate Logistic Services, Inc.

Board of Director	Action	Originally Appointed	Term Expiration
William K. Hellmann, Chairman	n/a	2017	2023
J. Robert Huber, Sr.	n/a	2019	2023
William H. Cox, Jr. (<i>ex officio</i>)	n/a	2017	2024
Lorrie A. Schenning	n/a	2018	2024
JoAnne Zawitoski	term ends	1999	2022
Benjamin Sunderland	term ends	2016	2022
Stephen P. Kauffman	reappointment	2019	2022

STEPHEN P. KAUFFMAN (*Reappointment*) – Nominated to serve on the Canton Board of Directors September 2019. Resides in Columbia, MD. Partner, Skeen & Kauffman, LLP. Bar membership include Maryland Court of Appeals, United States (U.S.) District Court (Maryland, District of Columbia, and Illinois), Court of Appeals (4th Circuit), U.S. Supreme Court, U.S. Tax Court, and U.S. Court of Federal Claims. Certified Public Accountant, Maryland. Real Estate Broker, Maryland. Adjunct Professor University of Maryland School of Law, Loyola College, and College of Notre Dame of Maryland. Lecturer Borra CPA Review.

TAB 4



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., Chairman

Board Members:
Dontae Carroll
William H. Cox, Jr.
William C. Ensor, III
W. Lee Gaines, Jr.
Mario J. Gangemi, P.E.
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
John F. von Paris

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Deputy Director of Engineering, Tekeste Amare, P.E.
SUBJECT: Contract No. BB-3017-0000 – Eastbound William Preston Lane, Jr. Memorial (Bay) Bridge Replacement, Phase 1, Package 1
DATE: October 27, 2022

PURPOSE OF MEMORANDUM

To seek contingent approval to execute Contract No. BB-3017-0000 – Eastbound William Preston Lane, Jr. Memorial (Bay) Bridge Deck Replacement, Phase 1, Package 1 for a Guaranteed Maximum Price (GMP) of \$139,992,490.80.

SUMMARY

The Maryland Transportation Authority (MDTA) issued a Request for Proposals (RFP) to provide the services of a qualified contractor for a Construction Management at Risk (CMAR) contract as defined in the Code of Maryland Regulations (COMAR) 21.05.10 to be procured using the “Competitive Sealed Proposals” (CSPs) procurement method as defined in COMAR 21.05.03. CMAR is a contracting method that involves the Contractor in the Design or Pre-Construction phase and Construction phases of a project. The intent is to form a partnership with MDTA, the designer, and the contractor.

MDTA advertised the RFP on September 6, 2019 and on April 29, 2020, five (5) Technical Proposals and five (5) Financial Proposals were received. After performing due diligence and considering price and the evaluation factors set forth in the RFP, MDTA awarded Contract BB-2726-0000 for pre-construction phase services to Corman McLean JV (now Kokosing McLean JV) on June 2, 2021. Kokosing McLean JV (KMJV) has been working with MDTA and consultant designers by providing input on the design of the deck replacement work.

If the contractor is awarded this Construction Services Contract, their role will be to construct the project within the GMP. The contract includes the following construction scope of services on the Eastbound William Preston Lane, Jr. Memorial Bridge (Bay Bridge):

- A. Deck replacement for deck truss Spans T14-T22. The anticipated replacement length is about 4,700 LF, covering approximately 163,000 SF of deck area, and including:
 - a. Deck floor system replacement with a 4'-0" widening,
 - b. MASH TL-4 barrier upgrade,

- c. Truss strengthening at selected members,
 - d. Pin and hanger structural steel retrofits, and
 - e. Signal gantry replacement.
- B. Utility relocations.
- C. Off-site storm water management work.

Upon substantial completion of the design, final plans and IFB were provided to the Contractor and Independent Cost Estimator. The Independent Cost Estimator (ICE) is an independent party procured by the MDTA to prepare a series of detailed estimates. These estimates were performed independent of the Contractor and the MDTA's design team and was used as a basis for cost comparison to the GMP. The Engineers Estimate developed by the ICE for this contract was \$150,450,011.

The GMP is the total itemized dollar amount for the Cost of Construction of the project for a sufficient plans, specifications, and estimates package. It shall include all permitting, construction, labor, equipment and materials, and all incidentals necessary to complete the construction of this project. The GMP amount that will be incorporated into the Construction contract will be agreed to between MDTA and the contractor. The GMP from KMJV was received for a total amount of \$139,992,490.80.

ANALYSIS

MDTA performed detailed comparisons between the GMP and the ICE. The GMP submitted by Kokosing McLean JV for the total amount of \$139,992,490.80 is 7% less than the ICE.

The MBE goal established for the project is 14% with no subgoals and a VSBE goal is 1%. Kokosing McLean JV has proposed an MBE goal of 14.02% and VSBE goal of 2%.

KMJV has demonstrated its capability to perform this complex and large project in its technical proposal. The JV provided valuable feedback during its current work for MDTA on the preconstruction services of the CMAR contract.

The two partners in KMJV (Kokosing and McLean Contractors) have long history of work in Maryland and for MDTA. Jointly, both companies have positive performance in the ongoing construction of the new Nice/Middleton Bridge. Recent projects completed for MDTA include the Bay Bridge Staging Dock construction by Corman Marine Construction (Kokosing) and the I-895 over Patapsco Flats Bridge Superstructure Replacement by McLean Contracting Company.

RECOMMENDATION

For the MDTA Board to provide contingent approval to execute Contract No. BB-3017-0000 – Eastbound William Preston Lane, Jr. Memorial (Bay) Bridge Deck Replacement, Phase 1, Package 1 for a GMP of \$139,992,490.80.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY BOARD PROJECT SUMMARY

BB-3017-0000 Eastbound William Preston Lane, Jr. Memorial (Bay) Bridge Deck Replacement, Phase 1, Package 1

PIN NUMBER

2317

CONTRACT NUMBER

BB-3017-0000

CONTRACT TITLE

Eastbound William Preston Lane, Jr. Memorial (Bay) Bridge Deck Replacement, Phase 1, Package 1

PROJECT SUMMARY

Construction services of this project include the deck floor system replacement & up to 4'-0" widening for deck truss Spans T14-T22, MASH TL-4 barrier upgrade, truss strengthening at selected members, pin and hanger structural steel retrofits and signal gantry replacement. The scope also includes utility relocations and off-site storm water management work. (See attachment for definitions related to CMAR Procurement).

SCHEDULE

ADVERTISEMENT DATE

9/6/2019

ANTICIPATED NOTICE TO PROCEED DATE

Nov-22

DURATION (CALENDER DAYS)

790

MBE PARTICIPATION

OVERALL MBE

(\$)

**Advertised
GOAL (%)**

**Proposed
GOAL (%)**

14.00%

14.02%

AFRICAN AMERICAN

-

-

ASIAN AMERICAN

-

-

HISPANIC AMERICAN

-

-

WOMEN

-

-

VSBE

1.00%

2.00%

ENGINEER'S ESTIMATE (EE)

\$150,450,011.00

BID RESULTS

BID AMOUNT (\$)

% VARIANCE TO EE

BID PROTEST

YES ☐

NO ☒

Kokosing / McLean JV

\$139,992,490.80

-7%

\$0.00

-100%

\$0.00

-100%

\$0.00

-100%

\$0.00

-100%

FUNDING SOURCE

100.00% TOLL REVENUE

TAB 5



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., Chairman

Board Members:

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

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Planning and Program Development Melissa Williams
(MDTA's Modal Clearance Representative)
SUBJECT: Conveyance – Heat Center (MC # 22-7046)
DATE: October 27, 2022

PURPOSE OF MEMORANDUM

Seek recommended approval from the Maryland Transportation Authority Board for the conveyance of property located at Route 22 at Technology Drive, Aberdeen, Harford County, Maryland. These items were presented to the Capital Committee at the October 6, 2022, meeting and recommended for approval by the full MDTA Board.

SUMMARY

MDTA plans to convey Parcel 1-A containing 14,196 sq. ft. or 0.326 acres, plus or minus, Parcel 1-B containing 37,970 sq. ft. or 0.872 acres, plus or minus, and Parcel 2 containing 13,688 sq. ft. or 0.314 acres, plus or minus. MDTA is requesting to convey fee simple of Parcel 1 –A to the City of Aberdeen under a 2001 unrecorded agreement between MDTA and City of Aberdeen to construct a water tower. The remainder of the property, Parcel 1-B & Parcel 2, will be convey fee simple to Harford County. Harford County 2014 lease will be terminated. The lease did not contain any consideration.

No consideration will be obtained from either fee simple conveyances.

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 surplus and dispose of the property.

ATTACHMENTS

- Salient Fact Sheet
- Conveyance Plat 62108



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., Chairman

Board Members:

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

William Pines, PE, Executive Director

TO: William Pines PE, Executive Director

FROM: Melissa Williams, Director
(MDTA's Modal Clearance Representative)

SUBJECT: **Conveyance – Heat Center**
(MC #22-7046)

DATE: October 27, 2022

PURPOSE OF MEMORANDUM
(Declaration of Extra Land 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 plans to convey Parcel 1-A containing 14,196 sq. ft. or 0.326 acres, plus or minus, Parcel 1-B containing 37,970 sq. ft. or 0.872 acres, plus or minus, and Parcel 2 containing 13,688 sq. ft. or 0.314 acres, plus or minus. MDTA is requesting to convey fee simple of Parcel 1 –A to the City of Aberdeen under a 2001 unrecorded agreement between MDTA and City of Aberdeen to construct a water tower. The remainder of the property, Parcel 1-B & Parcel 2, will be convey fee simple to Harford County. Harford County 2014 lease will be terminated. The lease did not contain any consideration.

No consideration will be obtained from either fee simple conveyances with the condition that the County will maintain Park and Ride provisions on Parcel 1-B.

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 surplus and dispose of the property.

RECOMMENDATION(S)

APPROVED:

William Pines PE, Executive Director

Date

DISAPPROVED:

William Pines PE, Executive Director

Date

ATTACHMENTS

- Salient Fact Sheet
- Conveyance Plat 62108

NEXT STEP:

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

Salient Fact Sheet
Conveyance of Real Property
Maryland Transportation Authority
Division of Planning and Program Development

Date of Preparation: September 9, 2022 **Refer to MC#:** 22-7046

Property Name: Heat Center

Property Item/Reference # N/A **Internal Clearance:** September 30, 2022

Plat No: 62108 **Dated:** September 15, 2022

Location: Route 22 at Technology Drive, Aberdeen, Harford County

SDAT Property Tax Information: Parcels A-1 & B- District 02 Acct # 060167

County:	Harford	Tax Map #:	0051	Parcel:	0745
Grid:	0002D	Block:		Lot	

SDAT Property Tax Information: Parcels 2- District 02 Acct # 056321

County:	Harford	Tax Map #:	0051	Parcel:	0647
Grid:	0002D	Block:		Lot	

Type of Transaction: Conveyance

Acreage: Parcel 1-A 14,196 Sq. Ft. or 0.326 acres of land +/-
Parcel 1-B 37,970 Sq. Ft. or 0.872 acres of land +/-
Parcel 2 13,688 Sq. Ft. or 0.314 acres of land +/-

Improved: Park & Ride Facility

Description of Improvements: The Park & Ride facility is maintained by Harford County under a 2014 Lease Agreement approved by the BPW on June 18, 2014. No annual consideration is involved.

Consideration: \$0

Federal Approval: N/A

Additional Notes/Info: MDTA is requesting to convey fee simple of Parcel 1 –A to to the City of Aberdeen under a 2001 unrecorded agreement between MDTA and City of Aberdeen. The remainder of the property, Parcel 1-B & Parcel 2, will be convey fee simple to Harford County. Harford County 2014 lease will be terminated.


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


Assumed Zoning: Agricultural
Utilities Available: Yes
Estimated Market Value: TBD


Prepared by:

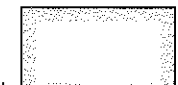
Bethany Howard, Real Property Specialist III
Division of Planning and Program Development
Maryland Department of Transportation MDTA
2310 Broening Highway
Baltimore, MD 21224

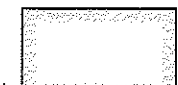
Phone: 410.537.7898
Fax: 410.537.7899
email: bhoward@mdta.state.md.us

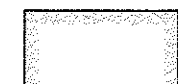
FORMERLY LEONARD E. McGRADY CGH 1468/356 (PARCEL 1-A)		
REC'D LIBER FOLIO		
1	N 72°07'27" W	196.05'
2	R = 2287.44' CHD. N 34°32'48" E	L=107.07' 107.06'
3	S 53°09'37" E	189.44'
4	S 36°29'43" W	43.26'
CONVEYANCE AREA 14,196 SQ. FT. OR 0.326 ACRES± SHOWN THUS: 		

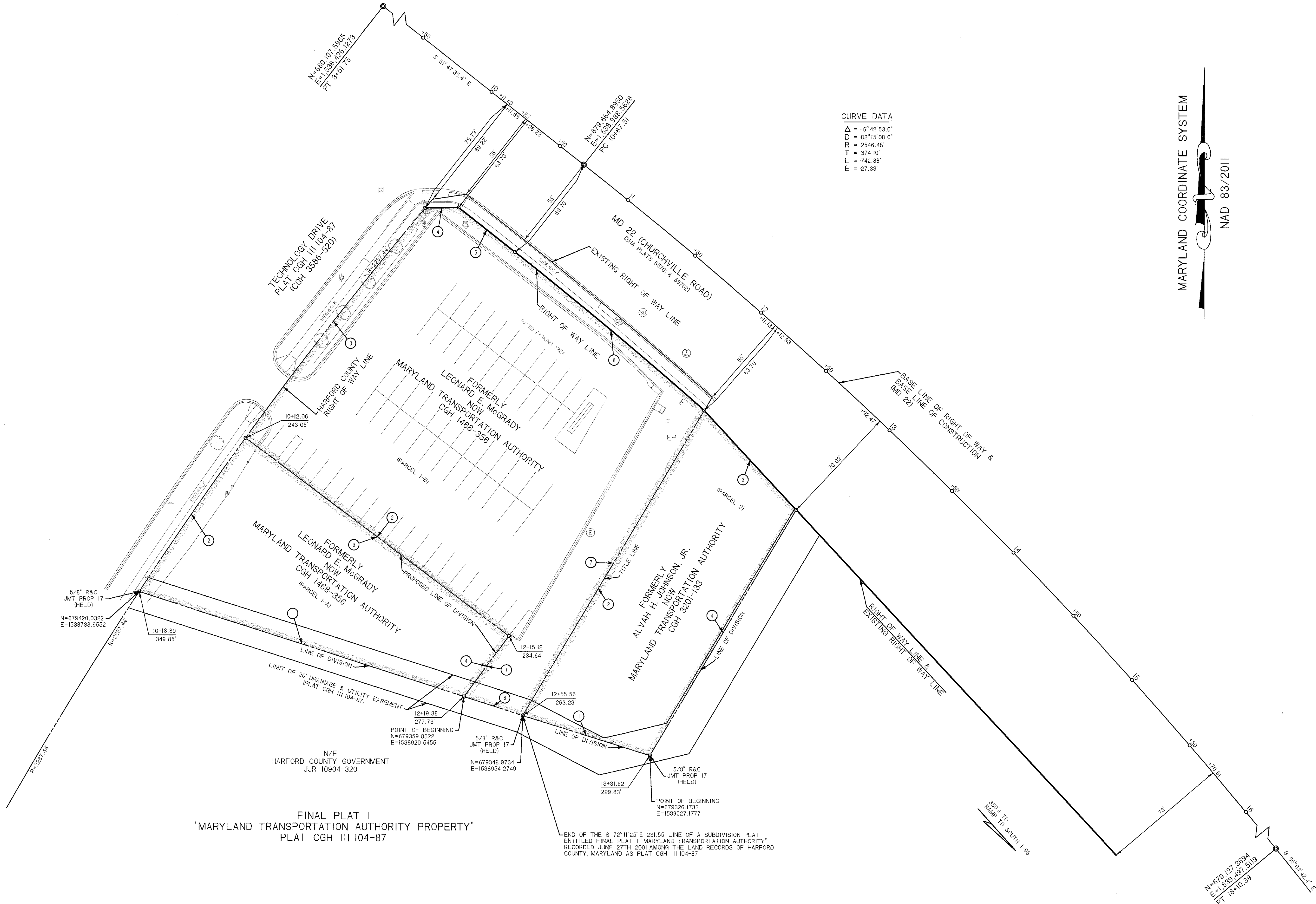
FORMERLY LEONARD E. McGRADY CGH 1468/356 (PARCEL 1-B)		
REC'D LIBER FOLIO		
1	N 36°29'43" E	43.26'
2	N 53°09'37" W	189.44'
3	R = 2287.44' CHD. N 37°58'58" E	L=167.30' 167.26'
4	N 89°00'48" E	19.12'
5	S 51°47'35" E	41.28'
6	R = 2482.78' CHD. S 50°09'30" E	L=141.69' 141.67'
7	S 30°37'33" W	203.49'
8	N 72°07'27" W	35.44'
CONVEYANCE AREA 37,970 SQ. FT. OR 0.872 ACRES± SHOWN THUS: 		

FORMERLY ALVAH H. JOHNSON, JR. CGH 3201/133 (PARCEL 2)		
REC'D LIBER FOLIO		
1	N 72°37'59" W	76.38'
2	N 30°37'33" E	203.49'
3	S 42°58'17" E	77.80'
4	S 30°43'36" W	164.00'
CONVEYANCE AREA 13,688 SQ. FT. OR 0.314 ACRES± SHOWN THUS: 		

(PARCEL 1-A)
AREA CONVEYED OR TO BE CONVEYED BY THE
MARYLAND TRANSPORTATION AUTHORITY
14,196 SQ. FT. OR 0.326 ACRES± SHOWN THUS: 

(PARCEL 1-B)
AREA CONVEYED OR TO BE CONVEYED BY THE
MARYLAND TRANSPORTATION AUTHORITY
37,970 SQ. FT. OR 0.872 ACRES± SHOWN THUS: 

(PARCEL 2)
AREA CONVEYED OR TO BE CONVEYED BY THE
MARYLAND TRANSPORTATION AUTHORITY
13,688 SQ. FT. OR 0.314 ACRES± SHOWN THUS: 



CURVE DATA
Δ = 16°42'53.0"
D = 02°15'00.0"
R = 2546.48
T = 374.10'
L = 742.88'
E = 27.33'

MARYLAND COORDINATE SYSTEM

NAD 83/2011

FINAL PLAT I
"MARYLAND TRANSPORTATION AUTHORITY PROPERTY"
PLAT CGH III 104-87

COORDINATES AND BEARINGS SHOWN HEREON ARE IN REFERENCE TO THE MARYLAND COORDINATE SYSTEM, AS DEFINED BY THE NORTH AMERICAN DATUM OF 1983, ADJUSTED IN 2011 (NAD83/2011) AND ARE BASED ON THE FOLLOWING SMARTNET CONTROL STATIONS:			
DESIGNATION	NORTH	EAST	DESCRIPTION
MD8R	682404.8025	1500518.7325	ALUMINUM MAST
LOYR	684448.6757	1597774.5323	ALUMINUM MAST

BOOKS	PART OF PLATS	LOCATED IN
25258 M&B	55701 (rev. 07/26/2004) 55702	HARFORD COUNTY
PREPARED BY: JMT		ADDRESS: 40 WIGHT AVENUE HUNT VALLEY, MD 21030
CONSTRUCTION PROJECT:		
CONSTRUCTION PROJECT NO:		

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

RIGHT OF WAY PROJECT: MD 22 AT TECHNOLOGY DRIVE CONVEYANCES
RIGHT OF WAY PROJECT NO.: MA232M8Y
ISSUED September 15, 2022 FEDERAL AID PROJECT NO.:
Matthew A. Silvers SCALE: 1" = 30'
CHIEF, PLATS & SURVEYS DIVISION
CONVEYANCE PLAT No. 62108

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.
ERIC COOPER
PROFESSIONAL LAND SURVEYOR
MD REG. NO. 21311
EXP. DATE 06/25/2024
DATE 9/13/22



LEGEND OF PROPOSED EASEMENTS	
	TEMPORARY CONSTRUCTION EASEMENT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAT.
	REVERTIBLE EASEMENT FOR SUPPORTING SLOPES.
	PERPETUAL EASEMENT FOR SPECIAL PURPOSE AS INDICATED ON THIS PLAT.
	PERPETUAL EASEMENT FOR DRAINAGE FACILITY AS INDICATED BY NOTATION 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.

30' 0 30' 60'	
SCALE: 1" = 30'	
SENT TO RECORD OFFICE	20
APPROVED BY:	
STATE ROADS COMMISSION CHAIRMAN	20

NO.	DATE	REVISION
1		
2		
3		
4		

TAB 6



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., Chairman

Board Members:

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

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Planning and Program Development Melissa Williams
(MDTA's Modal Clearance Representative)
SUBJECT: Land Swap- Allied (CAPSA) - 3510 Hawkins Point (MC # 22-7047)
DATE: October 27, 2022

PURPOSE OF MEMORANDUM

Seek recommended approval from the Maryland Transportation Authority Board for the land swap of property located at 3510 Hawkins Point, Baltimore, Maryland 21226. These items were presented to the Capital Committee at the October 6, 2022, meeting and recommended for approval by the full MDTA Board.

SUMMARY

In 2018, SHA conveyed Hawkins Point Road parcel (Ward -25 Section – 09 Block – 7005 Lot – 17) to the MDTA for the use of a transportation purpose or other public purposes. MDTA is now planning to build a new MDTA Police Academy at that location. During planning efforts, it has been proposed to swap land with Allied Contractors, Inc. (CAPSA) in order to facilitate MDTA design issues for the future Police Academy. This would be beneficial to both MDTA and Allied (CAPSA).

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 surplus and dispose of the property.

ATTACHMENTS

- Salient Fact Sheet
- Location and Aerial Maps
- Conveyance Plat 62090



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., Chairman

Board Members:

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

William Pines, PE, Executive Director

TO: William Pines PE, Executive Director

FROM: Melissa Williams, Director
(MDTA's Modal Clearance Representative)

SUBJECT: **Land Swap – Allied (CAPSA)**
3510 Hawkins Point
(MC #22-7047)

DATE: October 27, 2022

PURPOSE OF MEMORANDUM
(Declaration of Extra Land 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

In 2018, SHA conveyed Hawkins Point Road parcel (Ward -25 Section – 09 Block – 7005 Lot – 17) to the MDTA for the use of a transportation purpose or other public purposes. MDTA is now planning to build a new MDTA Police Academy at that location. During planning efforts, it has been proposed to swap land with Allied Contractors, Inc. (CAPSA) in order to facilitate MDTA design issues for the future Police Academy. This would be beneficial to both MDTA and Allied (CAPSA).

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 surplus and dispose of the property, contingent on agreement with Allied (CAPSA) to complete the land swap.

RECOMMENDATION(S)

APPROVED:

William Pines PE, Executive Director

Date

DISAPPROVED:

William Pines PE, Executive Director

Date

ATTACHMENTS

- Salient Fact Sheet
- Location and Aerial Maps
- Conveyance Plat 62090

NEXT STEP:

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

Salient Fact Sheet
Conveyance of Real Property
Maryland Transportation Authority
Division of Planning and Program Development

Date of Preparation: September 9, 2022 **Refer to MC#:** 22-7047
Property Name: 3510 Hawkins Point Road
Property Item/Reference # 94830 **Internal Clearance:** September 30, 2022
Plat No: 62090 **Dated:** July 20, 2022

Location: 3510 Hawkins Point Road, Baltimore, Maryland 21226

SDAT Property Tax Information:

County:	Baltimore City	Tax Map #:	0025	Parcel:	0000
Grid:	0000	Block:	7005	Lot	17

Type of Transaction: Land Swap/Conveyance
Acreage: Containing a total of 5,363 Sq. Ft. or 0.123 acres of land +/-
Improved: No
Description of Improvements: N/A
Consideration: Land Swap: MDTA parcel for Allied (CAPSA) parcel
Federal Approval: N/A

Additional Notes/Info: MDTA is requesting to dispose/swap the subject property for a parcel of equal size and value from Courtland and St. Paul Street Associates, Inc. (CAPSA), formerly The Warwick Supply and Equipment Co., Inc. and doing business as Allied Contractors, Inc. This swap will help facilitate MDTA design issues for the future MDTA Police Academy off of Hawkins Point Road.

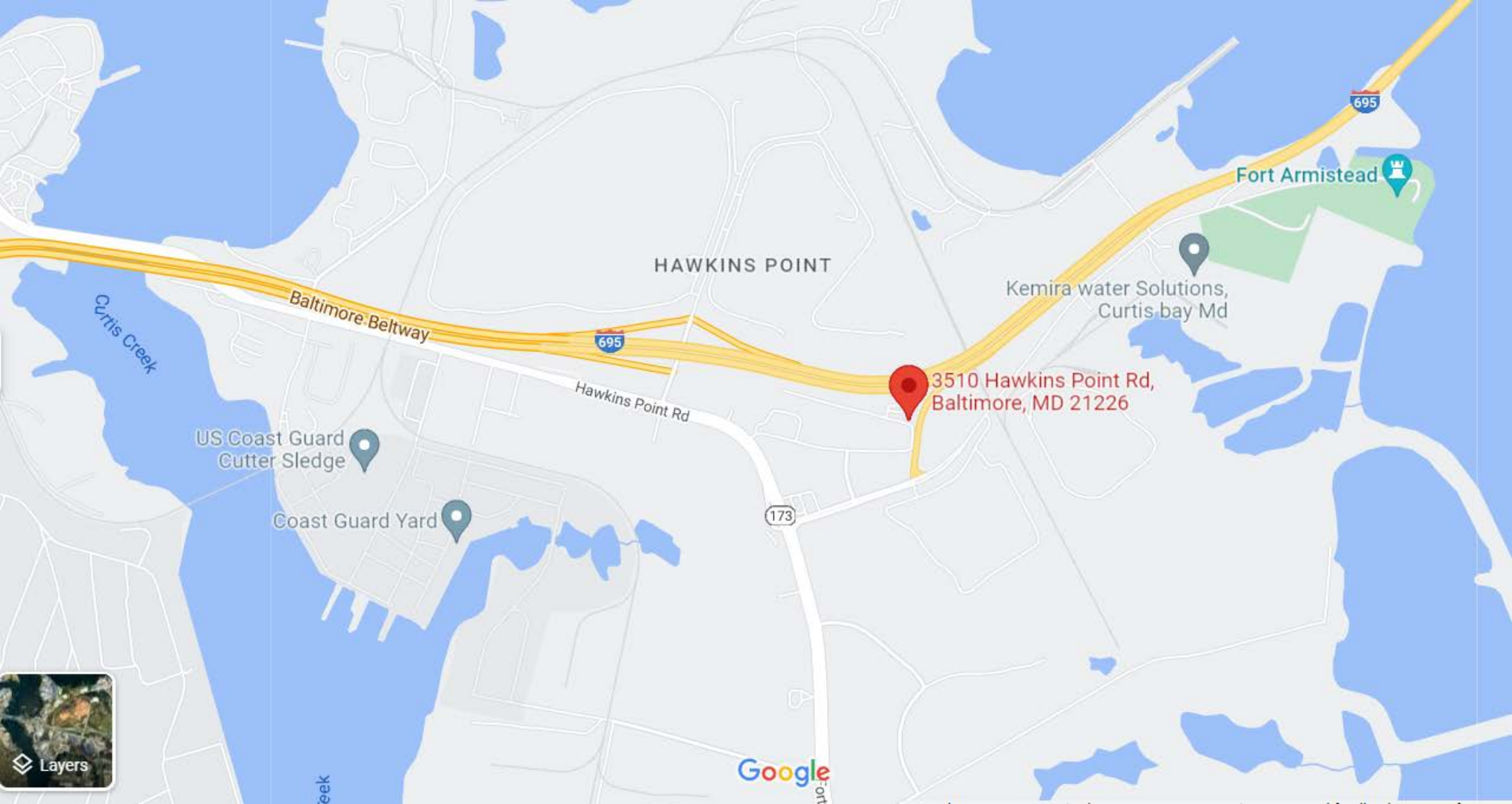
The following information is provided subject to Appraisal and is in no way warranted:

Assumed Zoning: I-2
Utilities Available: Yes
Estimated Market Value: TBD

Prepared by:

Bethany Howard, Real Property Specialist III
Division of Planning and Program Development
Maryland Department of Transportation MDTA
2310 Broening Highway
Baltimore, MD 21224

Phone: 410.537.7898
Fax: 410.537.7899
email: bhoward@mdta.state.md.us



HAWKINS POINT

Baltimore Beltway

695

695

Fort Armistead

Kemira water Solutions,
Curtis bay Md

3510 Hawkins Point Rd,
Baltimore, MD 21226

Hawkins Point Rd

173

US Coast Guard
Cutter Sledge

Coast Guard Yard

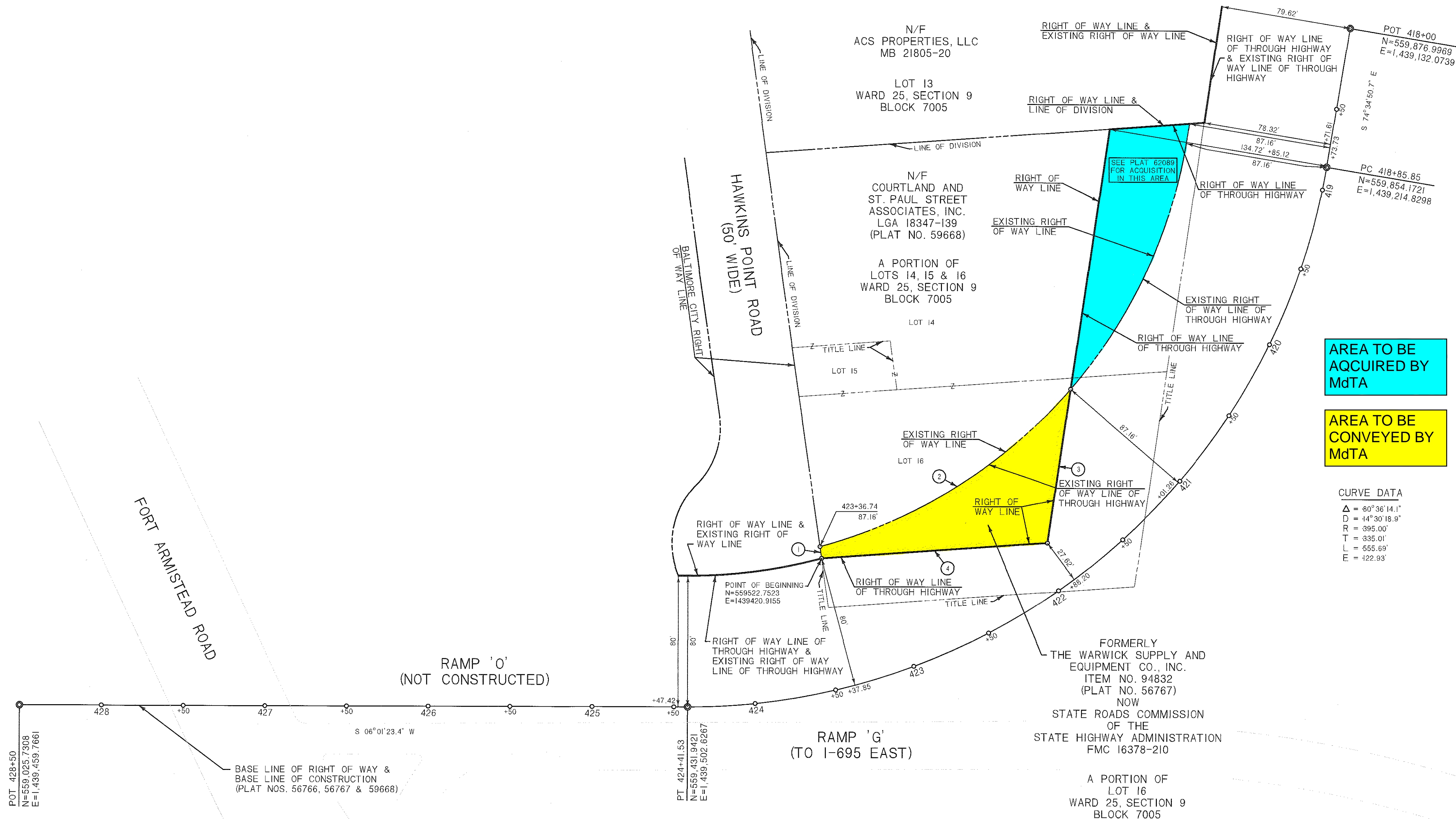
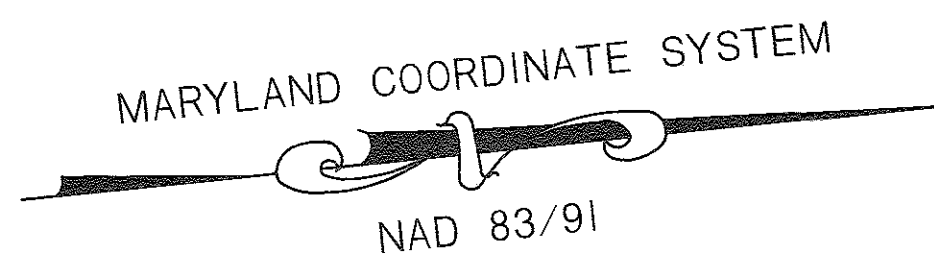
Curtis Creek



Layers

Google





AREA TO BE
ACQUIRED BY
MdTA

AREA TO BE
CONVEYED BY
MdTA

CURVE DATA
Δ = 80°36'14.1"
D = 14°30'18.9"
R = 395.00'
T = 335.01'
L = 555.69'
E = 122.93'

FORMERLY THE WARWICK SUPPLY AND EQUIPMENT CO., INC. ITEM NO. 94832		
REC'D	LIBER FOLIO	
1	S 87°52'27" W	7.21'
2	R = 307.84' L=183.52'	
	CHD. N 26°15'21" W	180.82'
3	S 75°37'07" E	94.88'
4	S 01°56'53" W	138.41'
CONVEYANCE AREA 5,363 SQ. FT. OR 0.123 ACRES± SHOWN THUS:		

AREA CONVEYED OR TO BE CONVEYED BY THE
MARYLAND TRANSPORTATION AUTHORITY
5,363 SQ. FT. OR 0.123 ACRES± SHOWN THUS:

COORDINATES AND BEARINGS SHOWN HEREON ARE IN REFERENCE TO THE MARYLAND COORDINATE SYSTEM,
AS DEFINED BY THE NORTH AMERICAN DATUM OF 1983, ADJUSTED IN 1991 (NAD83/91) AND ARE BASED ON THE
SURVEY CONTROL STATION:
DESIGNATION NORTH EAST PID
7329 559,431.9680 1,439,944.2260 A18115

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

RIGHT OF WAY PROJECT: HAWKINS POINT ROAD
PROPERTY CONVEYANCE

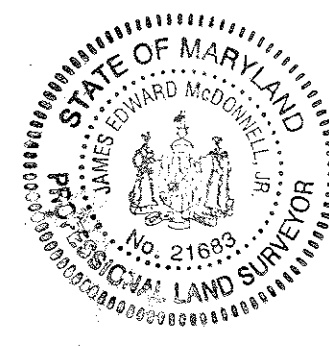
RIGHT OF WAY PROJECT NO. MA232M8V
ISSUED July 20, 2022 FEDERAL AID PROJECT NO.

for *Matthew A. Silvas* CHIEF, PLATS & SURVEYS DIVISION SCALE: 1" = 40'

CONVEYANCE PLAT No. 62090

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.

JAMES E. McDONNELL, JR.
PROFESSIONAL LAND SURVEYOR MD REG. NO. 21683
EXP. DATE 12/17/2022
DATE 7/18/22



- LEGEND OF PROPOSED EASEMENTS
- TEMPORARY CONSTRUCTION EASEMENT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAT.
 - REVERTIBLE EASEMENT FOR SUPPORTING SLOPES.
 - PERPETUAL EASEMENT FOR SPECIAL PURPOSE AS INDICATED ON THIS PLAT.
 - PERPETUAL EASEMENT FOR DRAINAGE FACILITY AS INDICATED BY NOTATION 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.

THIS IS A CONTROLLED ACCESS ARTERIAL HIGHWAY AND NO
ACCESS, EITHER VEHICULAR, PEDESTRIAN 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.

40' 0 40' 80'
SCALE: 1" = 40'

SENT TO RECORD OFFICE 20
APPROVED BY: STATE ROADS COMMISSION CHAIRMAN 20

NO.	DATE	REVISION
1		
2		
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4		

BOOKS	PART OF PLATS	LOCATED IN
17357 M&B	56766 56767 (REV. 01-05-06) 59668 (REV. 08-13-14)	BALTIMORE CITY
		PREPARED BY: JOHNSON, MIRMIRAN & THOMPSON
		ADDRESS: 40 WIGHT AVENUE, HUNT VALLEY, MD 21030
		CONSTRUCTION PROJECT:
		CONSTRUCTION PROJECT NO.:

TAB 7



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr, Chairman

Board Members:

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

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Planning and Program Development Melissa Williams
SUBJECT: MDTA Facility Dedication Request for MDTA MD 155 Bridge over I-95
DATE: October 27, 2022

PURPOSE

To provide background information and seek MDTA Board approval, pursuant to MDTA Board Policy A-MDT-STDR-0101, regarding the request by District 34 Senator Bob Cassilly, with support of District 34 Delegates Maryann Lisanti, Steve Johnson, and Susan McComas to dedicate the MDTA MD 155 bridge over I-95 to SP/4 Ronald Anthony Spudis.

SUMMARY

SP/4 Ronald Anthony Spudis was born and raised in Harford County, Maryland. He joined the Army after graduating from John Carroll High School in 1968 and was deployed to Vietnam. He was killed in action in Vietnam on December 11, 1971. For his heroism in action he was awarded the Silver Star for Valor, Bronze Star, Air Medal, Purple Heart, and the Vietnam Gallantry Cross. He is buried in Harford Memorial Gardens.

RECOMMENDATION

MDTA Staff recommend approval of the request by District 34 Senator Bob Cassilly with support of District 34 Delegates Maryann Lisanti, Steve Johnson, and Susan McComas to dedicate the MDTA MD 155 bridge over I-95 to SP/4 Ronald Anthony Spudis.

ATTACHMENTS

- Spudis Dedication Request
- Spudis Dedication Request Graphic



BARRY GLASSMAN

HARFORD COUNTY EXECUTIVE

December 16, 2021

The Honorable Robert Cassilly
Senator, District 34
401 James Senate Office Building
11 Bladen Street
Annapolis, MD 21401

RE: Request for Proposed Memorial Dedication in Honor of SP/4 Ronald Anthony Spudis

Dear Senator Cassilly:

I am writing to express my support of the dedication of the MD Route 155 Bridge, at the crossover of I-95 near Havre de Grace, in honor of decorated Vietnam War veteran and lifelong Harford County resident Ronald A. Spudis, SP/4, United States Army, who made the ultimate sacrifice in defense of his Country.

During a firefight against a numerically superior enemy force, SP/4 Spudis, a Havre de Grace native and graduate of John Carroll High School in Bel Air, selflessly placed himself in harm's way so as to save the lives of his fellow soldiers, at the cost of his own, by continuing to engage the enemy and thus allowing time for his colleagues to re-position and return fire.

SP/4 Spudis' actions in defense of his Country earned him multiple commendations including the Silver Star, Bronze Star, Air Medal, Vietnam Gallantry Cross, and Purple Heart. His contributions to his Country and colleagues clearly support our State's recognition of his service through the dedication of this bridge in his Honor.

Thank you for your consideration.

Sincerely,

Barry Glassman
County Executive

MARYLAND'S NEW CENTER OF OPPORTUNITY

410.638.3350 | TTY Maryland Relay 711 | www.harfordcountymd.gov

220 South Main Street, Bel Air, Maryland 21014

THIS DOCUMENT IS AVAILABLE IN ALTERNATIVE FORMAT UPON REQUEST



COUNTY COUNCIL OF HARFORD COUNTY

Patrick S. Vincenti, President
212 S. Bond Street Bel Air, Maryland 21014

December 14, 2021

Honorable Robert G. Cassilly
Senator, Maryland State Senate
James Senate Office Building
11 Bladen Street, Room 401
Annapolis, Maryland 21401

RE: Dedication of MD Route 155 Bridge over I-95 in name of SP4 Ronald Spudis

Dear Senator Cassilly:

It is my distinct honor and pleasure as the President of the Harford County Council, to submit this letter of support for the dedication of the MD Route 155 Bridge over Interstate 95 in the name of SP4 Ronald Spudis. Mr. Smith was a decorated Vietnam War veteran who served as an infantryman in the 1st Platoon, D Company, 1st Battalion, 7th Cavalry, 1st Cavalry Division.

Mr. Spudis was hit with enemy fire several times during a battle on December 11, 1971 but continued to return fire to protect other members of his point team. He later succumbed to his injuries enroute to the hospital.

The actions taken that day display true patriotism as Mr. Spudis put his own life at risk to save his fellow comrades and I wholeheartedly express my support for the above referenced bridge to be dedicated in his honor.

Sincerely,

A handwritten signature in blue ink, reading "Patrick S. Vincenti".

Patrick S. Vincenti
President, Harford County Council

PSV/skh

STEVE JOHNSON
Legislative District 34A
Harford County

Health and Government Operations
Committee

Subcommittees

Government Operations
and Estates and Trusts

Public Health and Minority Disparities



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

Annapolis Office
The Maryland House of Delegates
6 Bladen Street, Room 215
Annapolis, Maryland 21401
410-841-3280 • 301-858-3280
800-492-7122 Ext. 3280
Steve.Johnson@house.state.md.us

December 14, 2021

To Whom It May Concern:

As the State Delegate in Maryland District 34A, I am writing in strong support for the attached application to dedicate the bridge structure at the Rt. 155 bridge over 1-95 near Havre de Grace, to SP/4 Ronald Spudis, who was a lifelong Harford County Resident.

Mr. Spudis was born and raised in Harford County, graduating from John Carroll High School in 1968. He joined the Army after graduation and was deployed to Vietnam. He was killed in action in Vietnam on December 11, 1971, and for his heroism in action was awarded the Silver Star for valor, Bronze Star, Air Medal, Purple Heart, and the Vietnam Gallantry Cross.

On behalf of the family of Mr. Spudis and myself; thank you for your consideration and attention to this application.

A handwritten signature in cursive script that reads "Steve Johnson".

Delegate Steve Johnson
Maryland District 34A

SUSAN K. McCOMAS
Legislative District 34B
Harford County

Judiciary Committee

Subcommittees

Family Law

Public Safety

Rules and Executive
Nominations Committee

Joint Committees

Administrative, Executive,
and Legislative Review

Legislative Ethics

Past Presidents

Women Legislators of Maryland



The Maryland House of Delegates
ANNAPOLIS, MARYLAND 21401

Annapolis Office
The Maryland House of Delegates
6 Bladen Street, Room 323
Annapolis, Maryland 21401
410-841-3272 • 301-858-3272
800-492-7122 Ext. 3272
Fax 410-841-3202 • 301-858-3102
Susan.McComas@house.state.md.us

District Office
P. O. Box 1204
9 West Courtland Street
Suite 100
Bel Air, Maryland 21014
410-836-9449 • 410-838-5187
Fax 410-838-5768

Maryland Transportation Commission
% Mr. Ian Beam
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

December 20, 2021

Dear Mr. Beam:

As a member of the District 34 Delegation, I am in total support for recognition of the heroic efforts and ultimate sacrifice that SP4 Ronald A. Spudis sustained on December 11, 1971, fifty years ago. The circumstances of his bravery and death deserve to be publicly recognized.

As an indirect fire infantryman assigned to 1st Platoon, D Company, 1st Battalion, 7th Cavalry, 1st Cavalry Division, he was part of a five-man point team from 1st Platoon advancing ahead of company-sized combat patrol in the vicinity of Xuan Loc in Long Khanh Province, RVN. Spudis carried the radio as the team attempted to surprise and engage the enemy who they thought was just a noisy squad of NVA soldiers chopping wood. The team did not know that this was a full enemy company in a bunker complex. The enemy opened fire with an American M16 rifle. This tactic caused confusion and threw the point team off balance.

SP4 Spudis was hit multiple times, including in the chest and knee. Despite his injuries, he dropped to his other knee and returned fire. His actions saved lives by allowing the point team members to take cover behind an embankment. After a fire fight there was a lull in the combat, Spudis raised his arm and was rescued by Sgt. Travis Cabbage, the point team NCOIC, and was placed on a poncho and carried to a medivac LZ. While in flight to the hospital he died.

He is a true son of Harford County, born in January 21, 1950, to parents Albert and Jean Spudis, a graduate of John Carroll High School in 1968, and joined the military right of school.

and deployed to Vietnam. Among the numerous awards, he received the Silver Star for Valor, Bronze Star, Air Medal, Purple Heart, and the Vietnam Gallantry Cross.

Please accept my letter of support for the memorial dedication for SP/4 Ronald Anthony Spudis marker on Route 155 over I-95 near Havre de Grace.

Sincerely yours,


Susan K. McComas

Delegate 34 B
Harford County



CITY OF HAVRE DE GRACE

OFFICE OF THE MAYOR

William T. Martin

December 9, 2021

Mr. Ian Beam
Maryland Transportation Commission
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

Re: Bridge Dedication - Rt. 155 bridge over 1-95.

Mr. Beam,

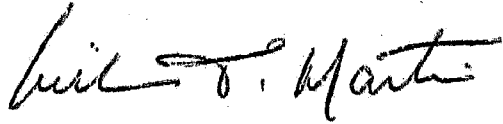
The City of Havre de Grace supports dedicating the Rt 155 bridge over 1-95 in honor of SP/4 Ronald Spudis.

Mr. Spudis, a son of Havre de Grace, served our nation with distinction and courage and was awarded the Silver Star, Bronze Star, and Purple Heart.

On December 11, 1971, SP4 Spudis was part of a five-man point team from 1st Platoon advancing ahead of company-sized combat patrol in the vicinity of Xuan Loc in Long Khanh Province, RVN. Spudis carried the radio as the team attempted to surprise and engage what they believed was a noisy squad of NVA soldiers chopping wood. The team did not know that the enemy was a full company in a bunker complex, a unit of 1st Battalion, 33rd NVA Regiment. The enemy opened fire with an American M16 rifle. This tactic initially caused confusion and threw the point team off-balance. Spudis was hit multiple times, including in the chest and knee. He dropped to his other knee and returned fire. His actions saved lives by allowing the point team members to take cover behind an embankment. The rest of the 1st Platoon moved up and began recon by fire, trying to pinpoint enemy concealed in the vast bunker complex. When a lull in the fire occurred, Spudis raised his left arm to signal his location on the ground. SGT Travis Cabbage, the point team NCOIC, raced forward, scooped up Spudis, and pulled him back. Spudis was put on a poncho and carried to a medevac LZ which the Second and Third Platoons had secured. He was alive and talking while three aidmen struggled to save his life. Spudis still had a very weak pulse as he was hoisted up to the medivac helicopter. However, despite the best efforts of all involved, he expired en route to the hospital.

It would be an honor to have the Rt 155 bridge over 1-95 be dedicated to SP/4 Ronald Spudis.

Sincerely,

A handwritten signature in cursive script, reading "William T. Martin". The signature is written in dark ink and is positioned above the printed name.

William T. Martin
Mayor, City of Havre de Grace



JOSEPH L. DAVIS POST NO. 47
THE AMERICAN LEGION
HARFORD COUNTY, DEPARTMENT OF MARYLAND
501 Saint John Street
Havre de Grace, Maryland 21078



December 24, 2021

Senator Bob Cassilly
District 34 Harford County
1015 South Main Street
Bel Air, Maryland 21014

Subject: Endorsement of Memorial Dedication of the I-95 Bridge Overpass Located on Route 155

Dear Senator Cassilly,

It is a great honor for the Joseph L. Davis, Post No. 47, The American Legion to join you in recognizing SP4 Ronald Anthony Spudis by naming the I-95/Route 155 overpass in his honor.

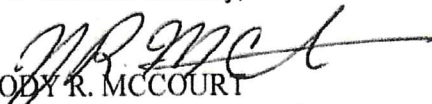
SP4 Spudis paid the ultimate price for freedom in the Vietnam War December 11, 1971. For his heroism, SP4 Spudis posthumously received the Silver Star for valor, Bronze Star, Air Medal, Purple Heart, and the Vietnam Gallantry Cross.

Skip Williams, a fellow soldier, tells the story. "Ron was the point man for 1st Platoon, Company. D, 1 Battalion, 7th Cavalry, 3rd Brigade, 1st Cavalry Division and lead the team across the stream. The North Vietnamese Army initiated an ambush with an M16 briefly causing confusion from a 20+ bunker complex. Ron was hit, but went to his knees returning fire providing time for others to seek cover. Ron suffered a mortal wound. Not a December 11th has gone by that I have not wept for his passing. A fine American son, soldier, and friend."

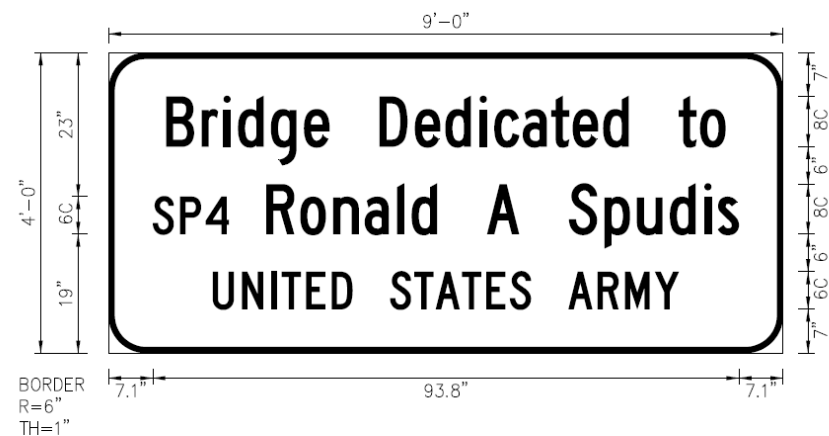
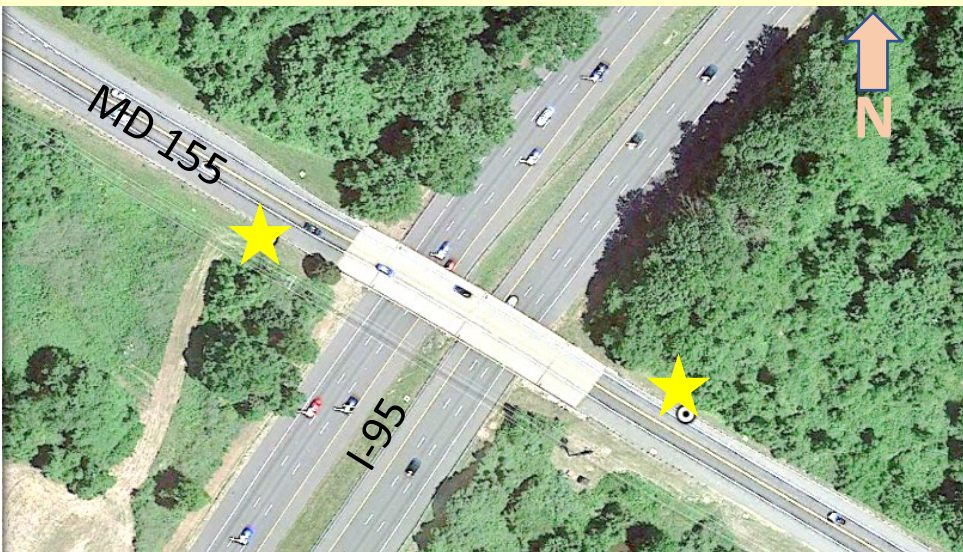
SP4 Spudis was a lifelong Harford County resident, born in Havre de Grace and part of the first class to graduate from John Carroll High School in 1968. He was remembered as a quiet soul who would have your back and enjoyed running track with friends. Ron joined the military out of high school and deployed to Vietnam with the 1st Cavalry Division.

In honor of SP4 Ron Spudis, we request that you dedicate the bypass for all of us in Harford county that want to continue to remember the sacrifices that SP4 Spudis made for his country.

For God and Country,


JODY R. MCCOURT
Commander
Joseph L. Davis Post No. 47
The American Legion
Department of Maryland

MD 155 Bridge Over I-95 Dedication to SP4 Ronald A. Spudis



SHEET ALUMINUM SIGN
LEGEND & BORDER: WHITE
BACKGROUND: BROWN



Eastbound MD 155 approaching I-95



Westbound MD 155 approaching I-95

TAB 8



**Maryland
Transportation
Authority**

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., Chairman

Board Members:
Dontae Carroll
William H. Cox, Jr.
William C. Ensor, III
W. Lee Gaines, Jr.
Mario J. Gangemi, P.E.
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
John F. von Paris

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Capital Committee
FROM: Capital Program Manager Jeanne Marriott
SUBJECT: Consolidated Transportation Program (CTP) Process/Additions
DATE: October 27, 2022

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 MDTA Capital Committee on October 6, 2022.

SUMMARY

The Fiscal Year (FY) 2023-2028 Final CTP, to be presented for approval in November, includes four new projects.

MD 695 Ramps to I-95 Northbound Express Toll Lanes

I-95 John F. Kennedy Memorial Highway (Pin 2582)

\$5,425,000 (Engineering only)

This project will begin design work for adding ramps from eastbound and westbound MD 695 to the I-95 Northbound Express Toll Lanes. The ramps will allow travelers on I-695 to travel north via the ETL lanes. The new ramps will provide relief for the existing northbound ramps to I-95 that can experience congestion at the merge point onto I-95. Stream restoration works within the existing interchange are part of this project.

Replace Dynamic Messaging Signs (DMS) and Toll Rate Signs (TRS) at Various Facilities

Multi-Area (Pin 2584)

\$300,000 (Engineering only)

Dynamic messaging signs (DMS) and toll rate signs (TRS) are approaching end of life and need to be replaced. This project will replace old with newer technology signs and provide additional signs for new locations.

Replace Closed Circuit Televisions (CCTVs) at Various Facilities

Multi-Area (Pin 2585)

\$150,000 (Engineering only)

Closed circuit televisions (CCTVs) installed at various MDTA facilities are approaching end of life and need to be replaced. This project will replace old with newer technology CCTVs and provide additional CCTVs for new locations.

BHT Lane Use Signals (LUS) Extension

Baltimore Harbor Tunnel (Pin 2587)

\$400,000 (Engineering only)

Extended Lane Use Signals (LUS) are needed to provide advance notification regarding lane usage to safely transition motorists to the newly installed gates for lane closure at the Baltimore Harbor Tunnel. The project will also investigate other Intelligent Transportation Systems (ITS) devices like Dynamic Messaging Signs (DMS) if necessary for additional support. The gates and the LUS will work as a system and help with bore closures at the Tunnel. Funding is requested for Preliminary Engineering only.

Today's CTP Process overview is the Lunch and Learn presented to MDTA employees in September 2022, "Maryland's Consolidated Transportation Program (CTP) - What it means for MDTA."

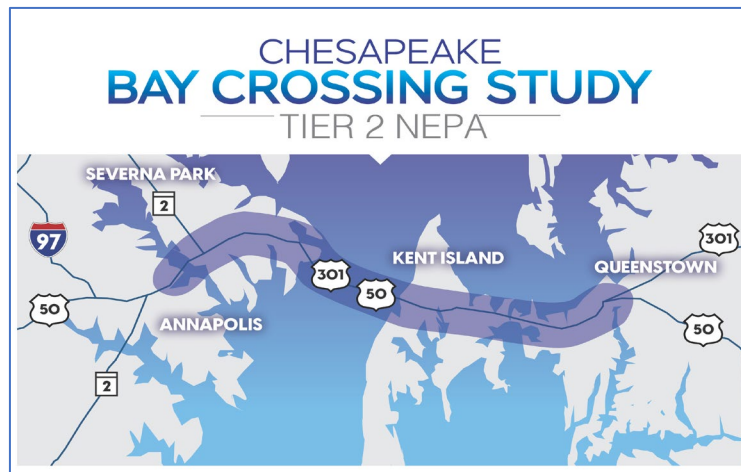
ATTACHMENT

- Attachment – Maryland's Consolidated Transportation Program (CTP) - What it means for MDTA

Maryland's Consolidated Transportation Program (CTP)

What it means for MDTA

*Lunch and Learn
September 2022*



Consolidated Transportation Program (CTP)

The CTP is Maryland's six-year capital budget for transportation projects. The Capital Program includes major and minor projects for the Maryland Department of Transportation (MDOT) business units and authorities.

- Secretary's Office (MDOT TSO)
- Maryland Aviation Administration (MDOT MAA)
- Maryland Port Administration (MDOT MPA)
- Motor Vehicle Administration (MDOT MVA)
- State Highway Administration (MDOT SHA)
- Maryland Transit Administration (MDOT MTA)
- Maryland Transportation Authority (MDTA)
- Washington Metropolitan Area Transit Authority (WMATA)



State Report on Transportation (SRT)

- Maryland Transportation Plan (MTP)
 - 20-year plan
 - Updated every five years
- Consolidated Transportation Program (CTP)
 - 6-year plan
 - Updated twice per year – Draft and Final
- Attainment Report (AR) on Transportation System Performance
 - Updated annually



MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM
DRAFT FY2023–FY2028
2023 State Report on Transportation



DEPARTMENT OF TRANSPORTATION

Larry Hogan
Governor

Boyd K. Rutherford
Lt. Governor



MDTA Consolidated Transportation Program (CTP)

- The portion of the State Report on Transportation prepared by MDTA
- 6-year forecast, updated annually (includes Draft and Final CTP)
 - Current budget year – FY 2023
 - Budget request year – FY 2024
 - Four successive planning years – FY 2025 thru FY 2028
- The CTP specifically identifies and describes major capital projects programmed for the six-year period. Anticipated minor capital projects scheduled for construction during the current and budget request years are specifically identified, with estimated total program levels included for each of the successive planning years.

What is a capital project?

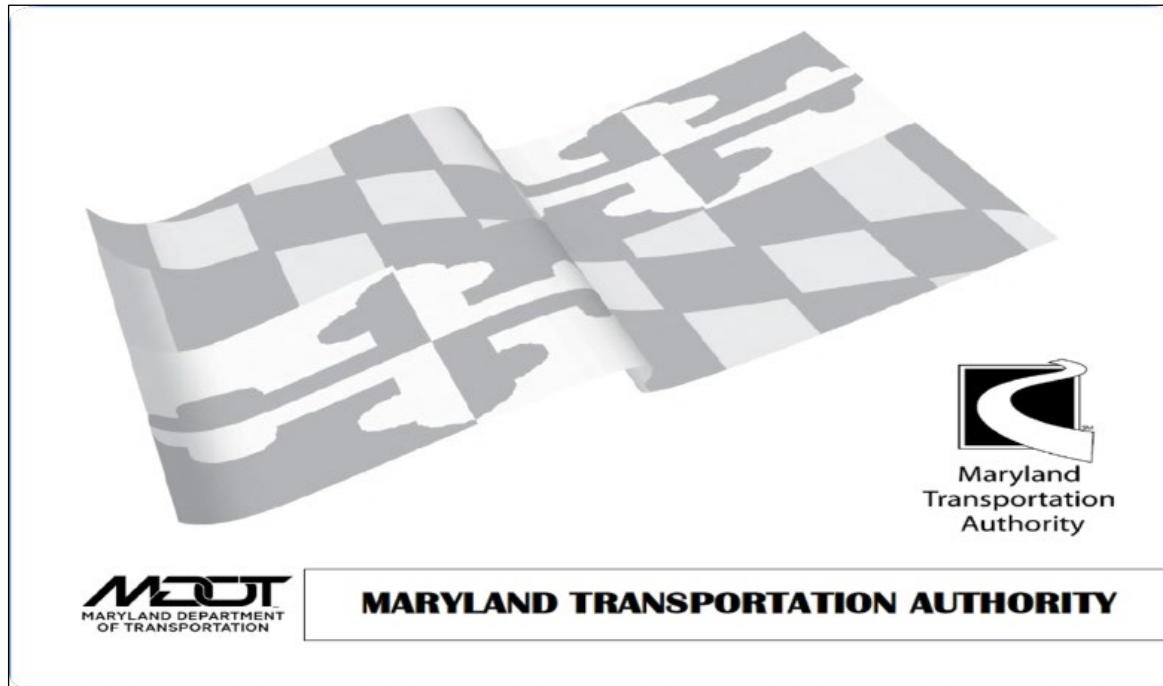
- A capital project is any project in which funds are expended for construction, reconstruction, or rehabilitation of a transportation facility owned by the MDTA. Examples include:
 - Real property acquisitions,
 - Site development and improvements,
 - Construction of a new facility, and
 - Renovation of an existing facility.
- A capital project must have a life of at least 7 years and cost \$100,000 or more.

Capital Projects in the CTP

The CTP is separated into three parts

- Construction Program – Major Projects
 - Includes ongoing projects and those projects which are scheduled to begin construction within the six-year period
 - Total Estimated Cost (TEC) for the project over \$10 million
- System Preservation – Minor Projects
 - Includes ongoing projects and those projects which are scheduled to begin construction within the six-year period
- Development and Evaluation (D&E) Program – Major Projects
 - Major projects being prepared for future addition to the Construction Program
 - Projects are added to the Construction program as funds become available, based on the merits of the projects, and as workload allows.

CTP Process



- Each year the Maryland Department of Transportation (MDOT) issues the Consolidated Transportation Program (CTP) report which is Maryland's six-year capital budget for transportation projects.
- The MDTA portion of the CTP presents its ongoing and new capital projects for a six-year period for its facilities.
- The CTP is updated twice a year and brought to the Board Members for approval in June as the **Draft CTP** and in November as the **Final CTP**.

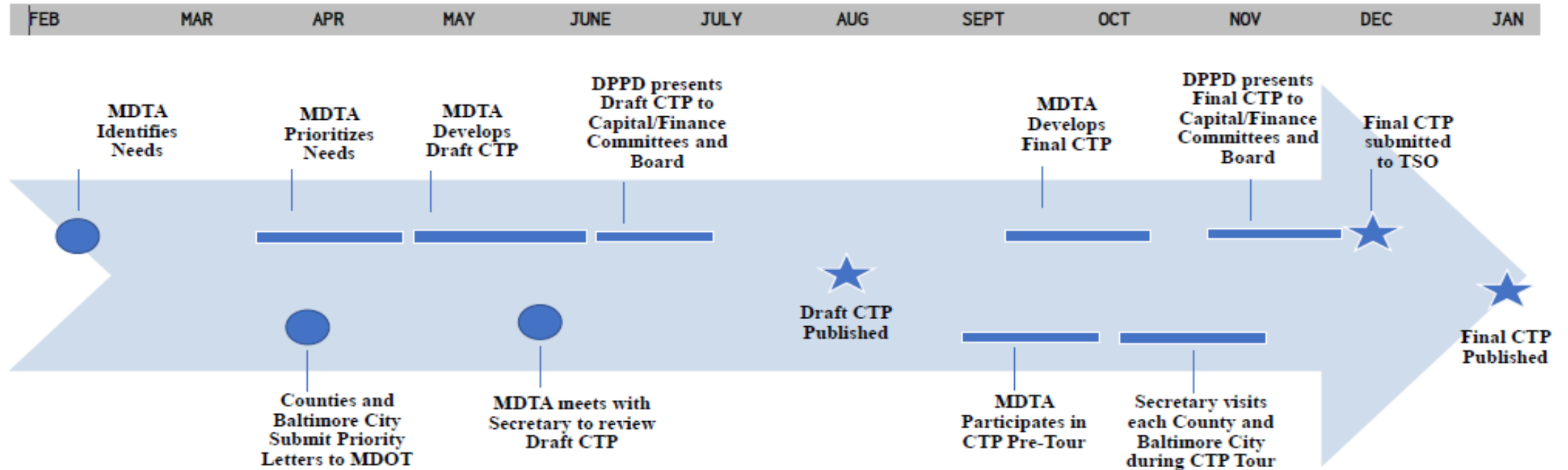
CTP Process (continued)

- After approval by the Board Members in June, the Draft CTP is presented as part of the MDOT CTP Tour to State and local elected officials and citizens throughout the State of Maryland for review and comment.
- On or before April 1st, Maryland counties and Baltimore City provide priority letters to inform MDOT, including the MDTA, which transportation projects are most important to their local communities. The letters are endorsed by County Commissioners, Council members, and/or the County Executive as appropriate.

CTP Process (continued)

- During the CTP Tour from September 15 to November 15, the Secretary of Transportation visits each of the counties and Baltimore City to present the Draft CTP. These meetings provide the local legislators and the public an opportunity to communicate their priorities and concerns in person. Representatives from each of the MDOT business units are also available to answer questions at the CTP Tour meetings.
- The Draft CTP is revised and submitted for MDTA Board approval in November as the Final CTP. The Final CTP is part of the Governor's budget presented to the Maryland General Assembly in January. This process is required by statute and applies to MDTA as well as the other MDOT business units.

CTP Development Timeline



Key Milestones

- April - Deadline for capital program changes to be included in Draft CTP.
- May - Submit Draft CTP to Finance for affordability test.
- June - Present Draft CTP at Committee and Board meetings.
- June - After Authority approval, submit Draft CTP to TSO.
- September - Deadline for changes to be included in Final CTP.
- October - Submit Final CTP to Finance for affordability test.
- November - Present Final CTP at Committee and Board meetings.
- November - After Authority approval, submit Final CTP to TSO.

New Projects

New projects originate from five sources.

- Long-Range Capital Needs
- Inspection Findings
- Regulatory Compliance
- Increased Capacity Needs
- Local Priority Letters/Legislative Requests

Long-Range Capital Needs

Planned rehabilitation or replacement based on life cycle

- Annual review of facility components useful life
 - Estimate costs
 - Establish priorities
 - Determine timelines – the useful life of a facility or material such as pavement or paint can't be an exact expiration but gives an idea of when the Authority needs to begin planning to address it
- Stakeholders
 - Office of Engineering and Construction
 - Operations
 - Planning and Program Development
 - MDTA Police
 - Information Technology (DoIT)

Inspection Findings

Condition of facility/site/equipment

- Inspection information is used in tandem with life cycle estimates to confirm that replacement or rehabilitation is necessary ‘on schedule’ or to expedite a project when the facility replacement or rehabilitation is needed in advance of useful life estimate.
- On-Call contracts are a critical part of the program approach to system preservation. They enable inspection results to be addressed with smaller scale repairs that can prevent a facility or component from degrading to the point of needing replacement via a larger, more expensive design-bid-build project.

Other New Project Considerations

- Regulatory Compliance
 - Storm Water Management (TMDL) Projects
- Increased Capacity Needs
 - Traffic Forecasts
- Local Priority Letters/Legislative Requests
 - Local priorities are established through the priority letters received each year from the counties and Baltimore City. Priority letters are submitted to MDOT that align with the goals and objectives defined in the Maryland Transportation Plan (MTP).
 - Legislative Requests

Funding Phases

- Planning – Once a proposal is funded for project planning, detailed studies and analyses are conducted to evaluate the need for the project, to establish the scope and location of proposed transportation facilities and to obtain environmental approvals.
- Engineering – Engineering projects involve detailed environmental studies and preliminary and final design. Having been through a detailed analysis based on the information from the Project Planning phase, these projects are candidates for future addition to the Construction Program.
- Right-of-Way – This funding is to provide the necessary land for the project or to protect corridors for future projects.
- Construction – This last stage includes the costs of building the designed facility or completing the rehabilitation project.

Project Information Forms (PIF's)

The Maryland Transportation Code requires that the CTP include a report that identifies each major capital project. Specified information about each major project in the development or construction phase is required, including,

- Amount of funds requested for the six-year period;
- Total estimated cost of the project;
- Explanation of significant changes in cost, scope, design, or schedule; and
- Purpose and need summary statement that includes a general description, why the project is necessary, how it satisfies State goals, and the location.

The information is provided in a Project Information Form (PIF) for each major capital project. The PIF's are included in the published Draft and Final CTP.

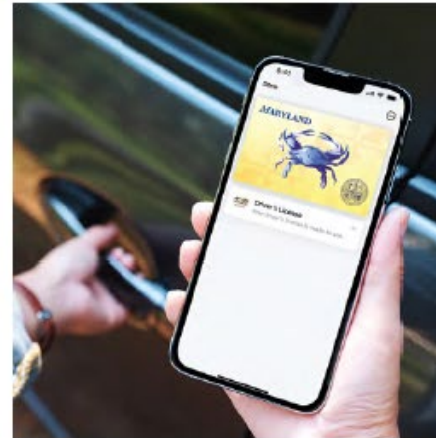
MARYLAND LEGISLATURE

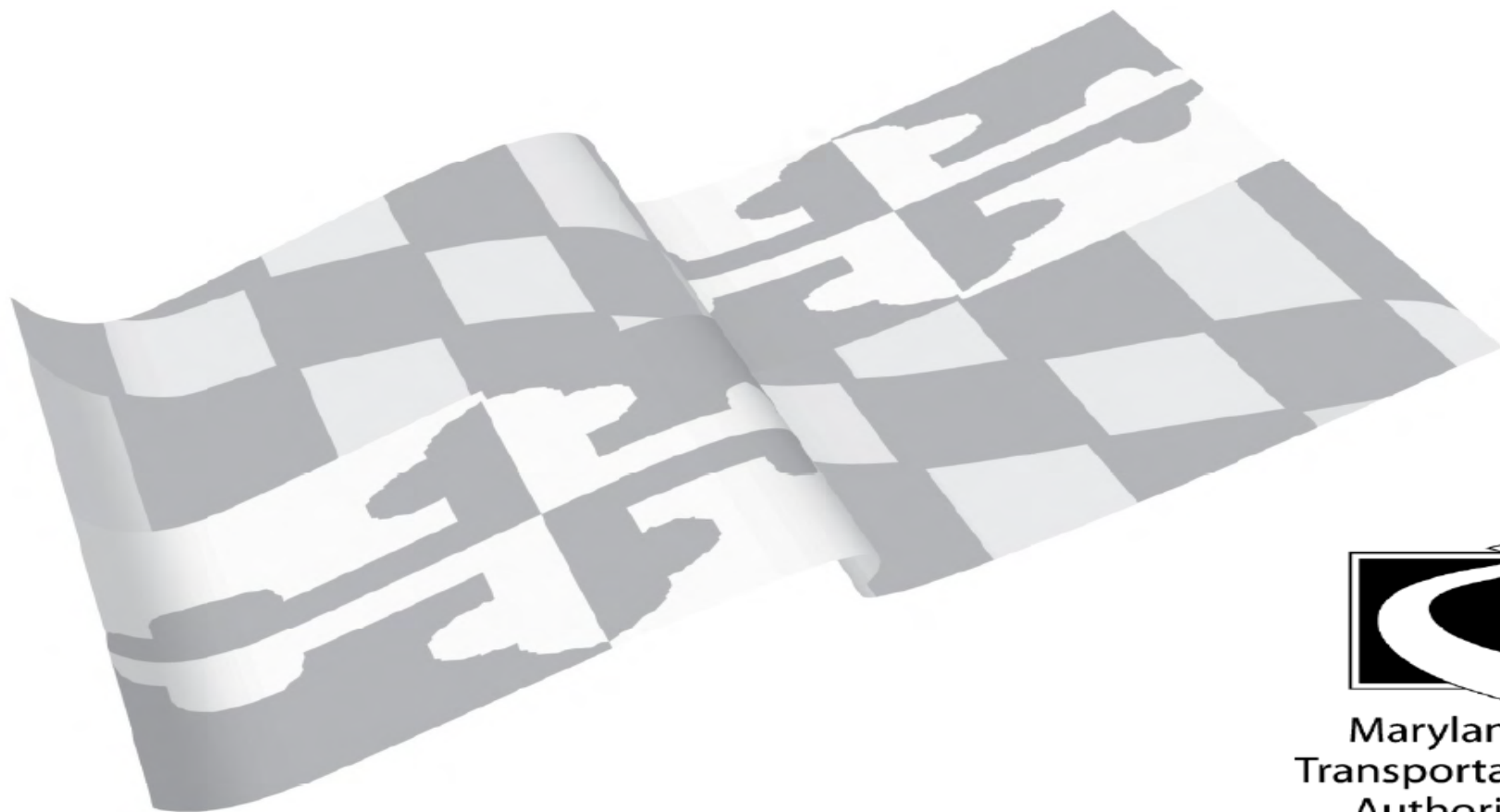
MARYLAND CODE
TRANSPORTATION
2020 EDITION

WEST HARTFORD
LEGAL PUBLISHING

MARYLAND CONSOLIDATED TRANSPORTATION PROGRAM

DRAFT FY2023–FY2028 2023 State Report on Transportation





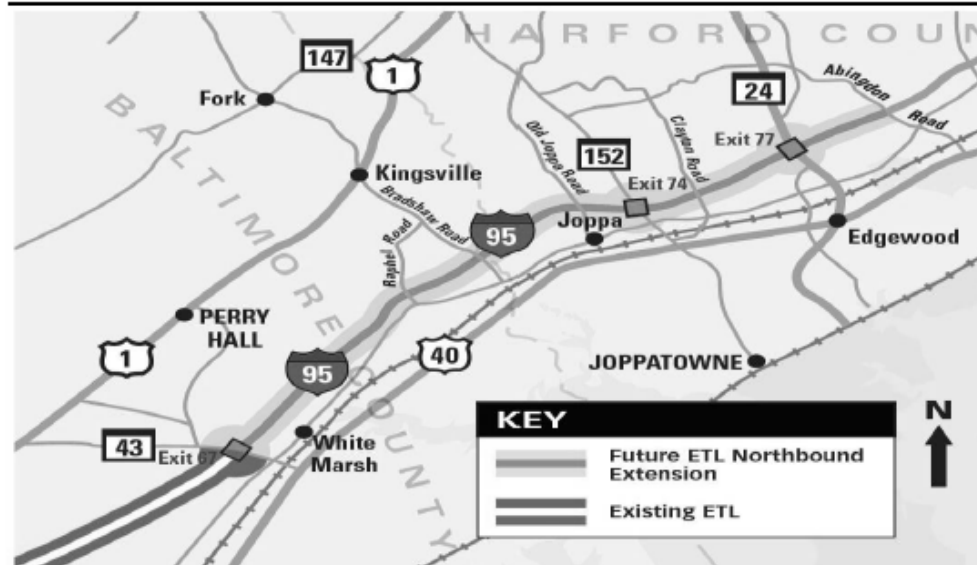
Maryland
Transportation
Authority

MDOT
MARYLAND DEPARTMENT
OF TRANSPORTATION

MARYLAND TRANSPORTATION AUTHORITY

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL PROGRAM SUMMARY
(\$ MILLIONS)**

	<u>FY 2023</u>	<u>FY 2024</u>	<u>FY 2025</u>	<u>FY 2026</u>	<u>FY 2027</u>	<u>FY 2028</u>	<u>SIX - YEAR TOTAL</u>
<u>Major Construction Program</u>	472.4	443.8	307.6	142.5	94.6	55.8	1,516.7
System Preservation	102.7	182.6	131.9	30.3	13.2	2.0	462.7
Expansion/Efficiency	350.9	250.5	172.2	112.0	81.4	53.8	1,020.9
Environment	16.2	6.8	1.5	-	-	-	24.5
Administration	2.5	3.8	2.0	0.2	-	-	8.5
<u>Major Development & Evaluation Program</u>	5.7	9.6	8.3	4.6	-	-	28.0
Expansion/Efficiency	5.7	9.6	8.3	4.6	-	-	28.0
<u>Minor Program</u>	78.0	90.7	198.6	254.4	229.0	237.7	1,088.4
System Preservation	65.6	83.4	152.7	174.6	145.1	152.2	773.7
Expansion/Efficiency	6.6	4.4	45.6	79.8	83.8	85.5	305.8
Safety & Security	0.3	0.2	-	-	-	-	0.5
Environment	2.0	2.0	0.2	-	-	-	4.2
Administration	3.4	0.7	0.0	-	-	-	4.2
<u>Capital Salaries, Wages & Other Costs</u>	-	-	-	-	-	-	-
TOTAL	556.0	544.1	514.5	401.4	323.6	293.5	2,633.1
Toll Funds	556.0	544.1	514.5	401.4	323.6	293.5	2,633.1



PROJECT: I-95 John F. Kennedy Memorial Highway - Express Toll Lanes (ETL) Northern Extension

DESCRIPTION: The two-lane Express Toll Lane extension to MD 24 includes I-95 safety improvements from Cowenton Road to MD 24; the reconstruction of the MD 24 and MD 152 interchanges; the replacement of four bridges over I-95 (Bradshaw Road, Old Joppa Road, Clayton Road, and Raphael Road); the construction of five noise walls; and environmental mitigation.

PURPOSE & NEED SUMMARY STATEMENT: Traffic operations on northbound I-95 beyond the current MD 43 Express Toll Lanes terminus experience routine congestion during peak hours. The improvements will address capacity concerns, improve safety, and allow for better incident management and maintenance activities. The construction of additional noise walls will address the community's requests about quality of life.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

<input type="checkbox"/> Safe, Secure, and Resilient	<input checked="" type="checkbox"/> Quality & Efficiency
<input type="checkbox"/> Maintain & Modernize	<input type="checkbox"/> Environmental Protection
<input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion	<input type="checkbox"/> Fiscal Responsibility
<input type="checkbox"/> Better Transportation Choices & Connections	

EXPLANATION: Extending the northbound Express Toll Lanes and associated improvements will provide congestion relief and address safety concerns.

SMART GROWTH STATUS:	<input type="checkbox"/> Project Not Location Specific	<input checked="" type="checkbox"/> Not Subject to PFA Law
<input type="checkbox"/> Project Inside PFA	<input type="checkbox"/> Grandfathered	
<input type="checkbox"/> Project Outside PFA	<input type="checkbox"/> Exception Will Be Required	
<input type="checkbox"/> PFA Status Yet to Be Determined	<input type="checkbox"/> Exception Granted	

STATUS: Engineering and construction are underway.

POTENTIAL FUNDING SOURCE:											
				<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER				
PHASE	TOTAL ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR	PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	90,284	76,909	7,131	6,947	3,618	1,606	1,204	0	0	13,375	0
Right-of-way	8,571	7,471	4,723	1,000	100	0	0	0	0	1,100	0
Utility	369	319	319	50	0	0	0	0	0	50	0
Construction	971,080	177,000	93,813	206,802	187,458	135,116	107,998	81,433	53,818	772,626	21,454
Total	1,070,304	261,699	105,987	214,800	191,176	136,722	109,202	81,433	53,818	787,151	21,454
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	1,070,304	261,699	105,987	214,800	191,176	136,722	109,202	81,433	53,818	787,151	21,454
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



PROJECT: I-95 John F. Kennedy Memorial Highway - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge

DESCRIPTION: Perform structural rehabilitation at the Tydings Bridge on I-95 over the Susquehanna River including retrofitting ten wind shear devices and miscellaneous steel repairs as needed.

PURPOSE & NEED SUMMARY STATEMENT: Annual inspections revealed the need to retrofit the wind shear devices and to perform miscellaneous steel repairs.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|--|---|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input type="checkbox"/> Quality & Efficiency |
| <input checked="" type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input type="checkbox"/> Better Transportation Choices & Connections | |

- SMART GROWTH STATUS:**
- | | |
|--|--|
| <input type="checkbox"/> Project Not Location Specific | <input checked="" type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

EXPLANATION: This project addresses existing wear and extends the useful life of steel bridge components.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:											
						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	670	670	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	10,327	6,678	6,315	3,522	127	0	0	0	0	3,649	0
Total	10,997	7,349	6,315	3,522	127	0	0	0	0	3,649	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	10,997	7,349	6,315	3,522	127	0	0	0	0	3,649	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to Construction Program.

**PROJECT:** I-95 Fort McHenry Tunnel - Convert to Cashless Tolling

DESCRIPTION: Remove the existing toll booths and plaza elements, construct gantry structures, and reconstruct the plaza roadway to convert to cashless tolling; construct underground infrastructure, utilities, stormwater management, signing and marking, and commercial inspection area.

PURPOSE & NEED SUMMARY STATEMENT: Cashless tolling provides toll collection at highway speeds through the electronic methods of E-ZPass and video tolling. The advantages of converting to cashless tolling include reduced travel time; increased safety/reduced crashes; alignment with national practice; improved customer convenience; reduced emissions; and reduction in toll collection and maintenance costs. Cashless tolling has been used successfully at the MDTA's MD 200 Intercounty Connector (ICC) and the I-95 Express Toll Lanes (ETL).

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input checked="" type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

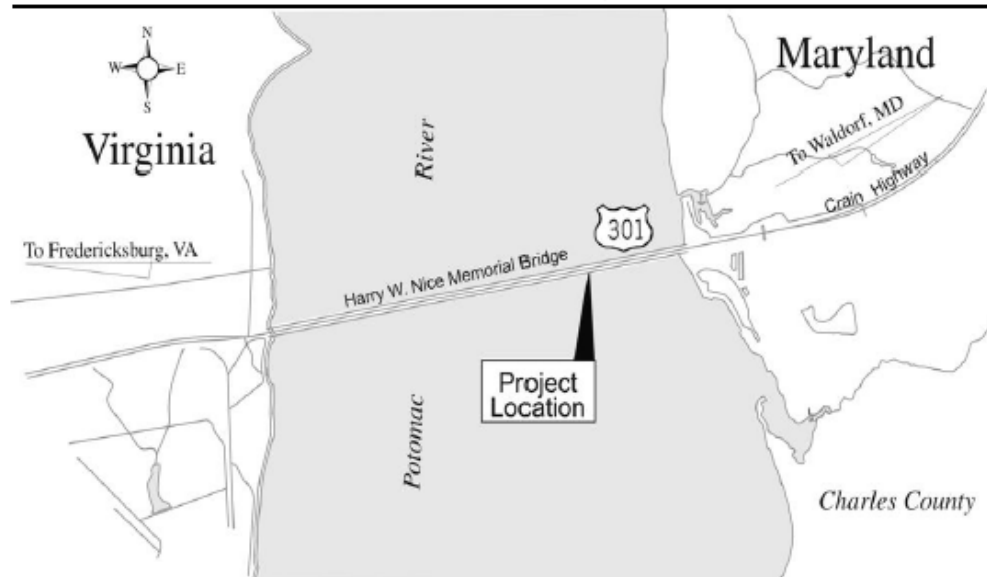
- SMART GROWTH STATUS:**
- | | |
|--|--|
| <input type="checkbox"/> Project Not Location Specific | <input checked="" type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

EXPLANATION: Changing to cashless tolling at the Fort McHenry Tunnel provides toll collection at highway speeds through the electronic methods of E-ZPass, Pay-By-Plate, and Video Tolling.

STATUS: Engineering is complete. Construction is underway.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL					PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED	EXPENDED	PREVIOUS	CURRENT	BUDGET						
	COST	THRU	YEAR	YEAR	YEAR	FOR PLANNING PURPOSES ONLY					
	(\$000)	CLOSE YEAR	2022	2023	2024	...2025...	...2026...	...2027...	...2028...		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	2,497	2,497	104	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	20,305	5,598	5,500	10,237	4,471	0	0	0	0	14,708	0
Total	22,802	8,095	5,604	10,237	4,471	0	0	0	0	14,708	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	22,802	8,095	5,604	10,237	4,471	0	0	0	0	14,708	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.



PROJECT: US 301 Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge - Replace Nice/Middleton Bridge

DESCRIPTION: Replace the current bridge with a new 4-lane bridge.

PURPOSE & NEED SUMMARY STATEMENT: The existing bridge does not meet current standards, i.e., narrow lanes, lack of shoulders, and steep grades with lack of truck climbing lanes. The existing bridge is reaching capacity during peak periods. Traffic is projected to increase by 45 percent on weekdays and 33 percent on weekends by 2025.

STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Safe, Secure, and Resilient | <input checked="" type="checkbox"/> Quality & Efficiency |
| <input type="checkbox"/> Maintain & Modernize | <input type="checkbox"/> Environmental Protection |
| <input type="checkbox"/> Economic Opportunity & Reduce Congestion | <input type="checkbox"/> Fiscal Responsibility |
| <input checked="" type="checkbox"/> Better Transportation Choices & Connections | |

- SMART GROWTH STATUS:**
- | | |
|--|--|
| <input type="checkbox"/> Project Not Location Specific | <input checked="" type="checkbox"/> Not Subject to PFA Law |
| <input type="checkbox"/> Project Inside PFA | <input type="checkbox"/> Grandfathered |
| <input type="checkbox"/> Project Outside PFA | <input type="checkbox"/> Exception Will Be Required |
| <input type="checkbox"/> PFA Status Yet to Be Determined | <input type="checkbox"/> Exception Granted |

EXPLANATION: The new 4-lane bridge will be safer and relieve congestion.

STATUS: Planning and engineering are complete. Right-of-way acquisition and construction are underway.

POTENTIAL FUNDING SOURCE:						<input type="checkbox"/> SPECIAL	<input type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input checked="" type="checkbox"/> OTHER		
PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				FOR PLANNING PURPOSES ONLY					
						...2025...	...2026...	...2027...	...2028...		
Planning	5,295	5,295	0	0	0	0	0	0	0	0	
Engineering	34,662	34,662	0	0	0	0	0	0	0	0	
Right-of-way	4,907	2,907	1,000	2,000	0	0	0	0	0	2,000	
Utility	0	0	0	0	0	0	0	0	0	0	
Construction	590,923	431,294	209,706	114,240	30,363	15,026	0	0	0	159,629	
Total	635,787	474,158	210,706	116,240	30,363	15,026	0	0	0	161,629	
Federal-Aid	0	0	0	0	0	0	0	0	0	0	
TOLL	635,787	474,158	210,706	116,240	30,363	15,026	0	0	0	161,629	
Other	0	0	0	0	0	0	0	0	0	0	

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: None.

CHESAPEAKE BAY CROSSING STUDY

TIER 2 NEPA



PROJECT: US 50/301 Bay Bridge - Tier 2 NEPA Study

DESCRIPTION: The Bay Crossing Study Tier 2 NEPA is the second stage of the two-tiered federally required National Environmental Policy Act (NEPA) process. The Bay Crossing Study Tier 1 NEPA was approved by FHWA in April 2022, identifying Corridor 7, the corridor containing the existing Bay Bridge, as the Selected Corridor Alternative. Tier 2 studies specific alignment, crossing type and potential number of lanes needed within the 2-mile wide, 22-mile long corridor from Severn River Bridge to the US 50/301 split. Tier 2 involves significant public engagement and participation. Project delivery method options will be determined.

PURPOSE & NEED SUMMARY STATEMENT: The Bay Crossing Study Tier 2 NEPA is the next step in the strategy to address congestion and future traffic demand crossing the Chesapeake Bay. It must be completed before final design and construction could potentially begin if a build alignment alternative is selected.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☒ Not Subject to PFA Law
☐ Project Inside PFA ☐ Grandfathered
☐ Project Outside PFA ☐ Exception Will Be Required
☐ PFA Status Yet to Be Determined ☐ Exception Granted

STATUS: Planning is underway.

POTENTIAL FUNDING SOURCE:

☐ SPECIAL ☐ FEDERAL ☐ GENERAL ☒ OTHER

PHASE	TOTAL		PREVIOUS YEAR 2022	CURRENT YEAR 2023	BUDGET YEAR 2024	PLANNING FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPENDED THRU CLOSE YEAR				...2025...	...2026...	...2027...	...2028...		
Planning	28,000	0	0	5,650	9,550	8,250	4,550	0	0	28,000	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Utility	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	28,000	0	0	5,650	9,550	8,250	4,550	0	0	28,000	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0
TOLL	28,000	0	0	5,650	9,550	8,250	4,550	0	0	28,000	0
Other	0	0	0	0	0	0	0	0	0	0	0

SIGNIFICANT CHANGE FROM FY 2022 - 27 CTP: Added to D&E Program.

MINOR PROJECTS PROGRAM
(Dollars in Thousands)

MARYLAND TRANSPORTATION AUTHORITY - LINE 29

PROJECT ID	PROJECT NAME	FACILITY CODE	TOTAL PROGRAMMED COST	STATUS
<u>ITS/Elec Preservation & Improvements</u>				
2484	JFK Substation and Electrical Equipment Replacement	KH - KENNEDY HIGHWAY	\$ 4,040	Completed
<u>Safety & Capacity Improvements</u>				
2358	Upgrade Fire Alarm and Security Systems	MA - MULTI-AREA	\$ 4,521	Completed
2504	Bay Bridge Queue Detection System	BB - BAY BRIDGE	\$ 2,346	Under Construction
<u>Signage</u>				
2507	On-Call Signs, Sign Lights, and Sign Structures	MA - MULTI-AREA	\$ 3,050	Under Construction
<u>Structural Preservation</u>				
2436	Replace I-95 Kennedy Highway Bridge over CSXT (Engineering only)	KH - KENNEDY HIGHWAY	\$ 2,165	Design Underway
2459	Rehabilitate Maintenance Access Facilities of EB and WB Spans of the Bay Bridge	BB - BAY BRIDGE	\$ 6,197	Completed
2466	Clean and Paint Bridges on BHT Thruway and JFK Highway	MA - MULTI-AREA	\$ 2,632	Completed
2512	Cleaning and Painting of the Hatem Bridge (Engineering only)	HB - HATEM BRIDGE	\$ 740	Design Underway
2527	Replace Bridges on I-895 over I-695 (Engineering only)	HT - HARBOR TUNNEL	\$ 1,900	Design Underway
MDTAPRJ000199	Maintenance and Repairs of the I-695 Curtis Creek Drawbridges at FSK	KB - F.S.KEY BRIDGE	\$ 1,190	Under Construction
<u>Tunnel Preservation</u>				
2506	BHT In-Tunnel Fiber Improvements	HT - HARBOR TUNNEL	\$ 1,804	Under Construction
2529	Rehabilitate BHT Tunnel Lighting System (Engineering only)	HT - HARBOR TUNNEL	\$ 646	Design Underway

Financing the Capital Program

- MDTA
 - Toll revenues
- Other MDOT agencies - Transportation Trust Fund
 - Motor fuel taxes
 - Vehicle titling taxes
 - Transit fares
 - Other
- Funding availability is based on the MDTA's six-year financial forecast
 - Estimates of traffic and revenue
 - Operating and capital budget
 - Debt service payments
 - Potential need for future bond sales and toll increases
 - Compliance with financial standards (Trust Agreement rate covenant, debt service coverage, unrestricted cash balance)
- Only those projects that the MDTA can afford to complete are included in the CTP

Capital Management and Programming System (CMAPS)

- The MDTA Capital Program is inclusive of all MDTA facilities and responsibilities throughout Maryland.
- In order to maintain the capital project budgets in alignment with the CTP budget, we use the Capital Management and Programming System (CMAPS).
- It is imperative that the project budgets are accurately portrayed, and project expenditures are tracked regularly so MDTA can properly commit funding and accurately report spending and progress on our capital projects.
- As Finance pays invoices for projects, the data is uploaded into CMAPS as Expenditures.
- Capital programmers routinely compare each project's fiscal year expenditures to date against the fiscal year budget for the project. When the expenditures exceed the budgets, we work with the Project Managers to submit a Change Request in CMAPS to increase the project's budget to cover current and expected expenditures for the rest of the fiscal year. The project managers also estimate future spending and allocate funds in futures years within and sometimes beyond the six year CTP.
- Each change request (a change in the current planned budget) or funding request (a request to fund a phase in a project) goes through an Approval Process wherein MDTA Division Leaders review and approve or deny the request.
- Once full approval is given, the Capital Programmers commit the funds to the project.

CTP Approval

The following changes require approval of the Authority Board.

- Additions or deletions of major projects
- Additions or deletions of all minor projects
- Changes in estimated cost of a major project
- Changes in scope of a major project
- Changes in scheduled fiscal year start of a major project
- Changes to the programmed levels of expenditure for non-construction phases of major projects
- Changes in the programmed levels of expenditures for minor projects

CTP Approval (continued)

- The Draft and Final CTP's require approval by the Authority Board.
- Documents are presented, first at the Capital and Finance Committee meetings for recommendation for approval, and then at the Board meeting for full approval.
 - Memorandum
 - CTP Comparison Tables
 - Changes
 - Where are the Projects?
 - What are the Categories of Projects?



Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Porter, Jr., Chairman

Board Members:
Dontae Carroll Mario J. Gangemi, P.E.
William H. Cox, Jr. Cynthia D. Penny-Ardinger
William C. Ensor, III Jeffrey S. Rosen
W. Lee Gaines, Jr. John F. von Paris

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Capital Program Manager Jeanne Marriott
SUBJECT: Draft FY 2023-2028 Consolidated Transportation Program (CTP)
DATE: June 23, 2022

PURPOSE OF MEMORANDUM

The purpose of this presentation is to seek your recommendation for approval of the proposed Draft FY 2023-2028 CTP. An earlier version of the Draft CTP was recommended for approval by the Capital Committee on June 2, 2022, and by the Finance Committee on June 7, 2022. The CTP presented for full Board approval includes two changes. The Tier 2 NEPA for the Bay Crossing Study has been added and the budget and cash flow for the ETC-3G project have been updated.

SUMMARY

The six-year FY 2023-2028 budget in the proposed CTP is \$2.6 billion. The proposed CTP reflects a net increase in the six-year FY 2023-2028 budget of \$24.6 million (Attachment #1 – Line 6). The net FY 2023-2028 increase is the result of the following:

- Increase in the six-year CTP budget by \$17.0 million for the Nice/Middleton Bridge (Attachment #1 – Line 1).
- Increase in the six-year CTP budget by \$24.4 million for the I-95 ETL Northern Extension (Attachment #1 – Line 2).
- Increase in the six-year CTP budget by \$86.5 million for all projects except Nice/Middleton Bridge, I-95 ETL Northern Extension, and reserves (Attachment #1 – Line 3).
- Decrease in the Allocated and Unallocated Reserves by \$103.2 million (Attachment #1 – Line 4).

FY 2022 expenditures are projected to be \$548.6 million vs. \$573.2 million in the Final FY 2022-2027 CTP (Attachment #1 – Line 6). FY 2022 underspending is projected to be \$24.6 million and has been rolled over into the Draft FY 2023-2028 CTP.

Highlights of project and reserve changes incorporated in the proposed Draft FY 2023-2028 CTP are shown in Attachment #2.

Draft FY 2023-2028 Consolidated Transportation Program (CTP) Page Two

Added New Projects

Added three system preservation projects and two enhancement projects for an increase of \$28.4 million in the FY 2023-2028 period.

Modified Budgets to Reflect Bids Received

Adjusted two projects to reflect bids received that were lower than Engineer's Estimates for a net decrease of \$745 thousand.

Added Construction Phase

The construction phase of two projects was funded for a total of \$19.4 million transferred from the reserves as design reached 60% level and cost estimates were developed on fully developed scopes.

Modified Budgets to Reflect Completed Projects

Four projects were completed with no budget change in the FY 2023-2028 period.

Modified Active Projects Due to Cost Changes and Cash Flow Adjustments

Adjusted cash flows and funded changes in engineering and/or construction budgets for fifty-one projects for a net budget increase of \$76.3 million.

Reserve Changes

The allocated reserves decreased by \$103.2 million, and the unallocated reserves remained the same at \$25.0 million.

ATTACHMENTS

- Attachment #1 – CTP Comparison Tables - Draft FY 2023-2028 CTP v Final FY 2022-2027 CTP
- Attachment #2 – Changes from Final FY 2022-2027 CTP to Draft FY 2023-2028 CTP
- Attachment #3 – Where are the Projects?
- Attachment #4 – What are the Categories of Projects?

CTP Comparison Tables - Draft FY 2023-2028 CTP v Final FY 2022-2027 CTP																
Line									Total	Total					Total	
		2022	2023	2024	2025	2026	2027	2028	2022-2027	2023-2028	2029	2030	2031	2032	2023-2032	
1	Nice/Middleton Bridge	Final 22-27	\$227,706	\$97,849	\$26,648	\$20,132	\$0	\$0	\$0	\$372,335	\$144,629	\$0	\$0	\$0	\$0	\$144,629
		Draft 23-28	\$210,706	\$116,240	\$30,363	\$15,026	\$0	\$0	\$0	\$372,335	\$161,629	\$0	\$0	\$0	\$0	\$161,629
		Change	(\$17,000)	\$18,391	\$3,715	(\$5,106)	\$0	\$0	\$0	\$0	\$17,000	\$0	\$0	\$0	\$0	\$17,000
2	I-95 ETL Northern Extension (Including Reserves)	Final 22-27	\$128,400	\$223,106	\$181,975	\$118,051	\$106,366	\$81,427	\$51,815	\$839,325	\$762,740	\$22,278	\$0	\$0	\$0	\$785,018
		Draft 23-28	\$105,987	\$214,800	\$191,176	\$136,722	\$109,202	\$81,433	\$53,818	\$839,320	\$787,151	\$21,454	\$0	\$0	\$0	\$808,605
		Change	(\$22,413)	(\$8,306)	\$9,201	\$18,671	\$2,836	\$6	\$2,003	(\$5)	\$24,411	(\$824)	\$0	\$0	\$0	\$23,587
3	Remainder of CTP (Excluding Reserves)	Final 22-27	\$217,135	\$249,462	\$239,892	\$125,746	\$50,387	\$21,162	\$0	\$903,784	\$686,649	\$0	\$0	\$0	\$0	\$686,649
		Draft 23-28	\$231,899	\$215,628	\$283,356	\$191,812	\$61,426	\$18,888	\$2,003	\$1,003,009	\$773,113	\$0	\$0	\$0	\$0	\$773,113
		Change	\$14,764	(\$33,834)	\$43,464	\$66,066	\$11,039	(\$2,274)	\$2,003	\$99,225	\$86,464	\$0	\$0	\$0	\$0	\$86,464
4	Allocated and Unallocated Reserves	Final 22-27	\$0	\$28,648	\$104,644	\$159,769	\$206,475	\$201,247	\$313,625	\$700,783	\$1,014,408	\$318,450	\$323,275	\$328,100	\$332,925	\$2,317,158
		Draft 23-28	\$0	\$9,334	\$39,172	\$170,895	\$230,821	\$223,298	\$237,660	\$673,520	\$911,180	\$318,450	\$323,275	\$328,100	\$332,925	\$2,213,930
		Change	\$0	(\$19,314)	(\$65,472)	\$11,126	\$24,346	\$22,051	(\$75,965)	(\$27,263)	(\$103,228)	\$0	\$0	\$0	\$0	(\$103,228)
5	Remainder of CTP (3+4) (Including Reserves)	Final 22-27	\$217,135	\$278,110	\$344,536	\$285,515	\$256,862	\$222,409	\$313,625	\$1,604,567	\$1,701,057	\$318,450	\$323,275	\$328,100	\$332,925	\$3,003,807
		Draft 23-28	\$231,899	\$224,962	\$322,528	\$362,707	\$292,247	\$242,186	\$239,663	\$1,676,529	\$1,684,293	\$318,450	\$323,275	\$328,100	\$332,925	\$2,987,043
		Change	\$14,764	(\$53,148)	(\$22,008)	\$77,192	\$35,385	\$19,777	(\$73,962)	\$71,962	(\$16,764)	\$0	\$0	\$0	\$0	(\$16,764)
6	Total (1+2+5)	Final 22-27	\$573,241	\$599,065	\$553,159	\$423,698	\$363,228	\$303,836	\$365,440	\$2,816,227	\$2,608,426	\$340,728	\$323,275	\$328,100	\$332,925	\$3,933,454
		Draft 23-28	\$548,592	\$556,002	\$544,067	\$514,455	\$401,449	\$323,619	\$293,481	\$2,888,184	\$2,633,073	\$339,904	\$323,275	\$328,100	\$332,925	\$3,957,277
		\$ Change	(\$24,649)	(\$43,063)	(\$9,092)	\$90,757	\$38,221	\$19,783	(\$71,959)	\$71,957	\$24,647	(\$824)	\$0	\$0	\$0	\$23,823
		% Change	-4%	-7%	-2%	21%	11%	7%	-20%	3%	1%	0%	0%	0%	0%	1%
Cumulative Change			(\$24,649)	(\$67,712)	(\$76,804)	\$13,963	\$52,174	\$71,967	(\$2)	\$71,957	\$24,647	(\$826)	(\$826)	(\$826)	(\$826)	(\$826)

Changes from Final 2022-2027 CTP to Draft FY 2023-2028 CTP

New Projects Added (\$000)					
Facility	Project Name	TEC Change	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	
BB	2586 - Bay Crossing Study - Tier 2 NEPA (Planning only)	28,000	28,000	28,000	
MA	2583 - Generator Replacement at Various Facilities (Engineering only)	240	240	199	
FT	2580 - Fort McHenry Tunnel Box Girder Preservation (Engineering only)	150	150	125	
FT	0217 - Fort McHenry Tunnel Facility-wide Zone Paint Program (Engineering only)	100	100	50	
HT	2578 - Baltimore Harbor Tunnel Northbound Over Height Vehicle Detection System (OHVDS) Improvements (Engineering only)	48	48	0	
Total - New Projects Added (5)		28,538	28,538	28,374	

Projects Modified to Reflect Bids Received (\$000)					
Facility	Project Name	TEC Change	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	
FT	2513 - Structural Rehabilitation of Various Bridges on I-95	(602)	(602)	3,106	
KB	2521 - MDTA Police Training Academy	(143)	(143)	667	
Total - Projects Modified to Reflect Bids Received (2)		(745)	(745)	3,773	

Projects Modified to Add Construction Phase (\$000)					
Facility	Project Name	TEC Change	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	
MA	0228 - On-Call Electrical/Intelligent Transportation Systems (Engineering only)	13,440	13,440	13,440	
MA	2551 - Environmental On-Call Phase IV	6,000	6,000	6,000	
Total - Projects Modified to Add Construction Phase (2)		19,440	19,440	19,440	

Projects Completed (\$000)					
Facility	Project Name	TEC Change	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	
FT	2543 - Replace Superstructure of Moravia Road Ramp Bridge to I-95 Southbound	875	875	0	
MA	2418 - On-Call Electrical and Intelligent Transportation Systems - #3	150	150	0	
MA	2411 - On-Call Facility/Building Repairs	98	98	0	
FT	2269 - Replace Fort McHenry Tunnel Lighting Systems	40	40	0	
Total - Projects Completed (4)		1,163	1,163	0	

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000)					
Facility	Project Name	TEC Change	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	Notes
MA	2235 - Program Management Services for System Preservation (Engineering Only)	10,000	10,000	10,000	Ongoing program, moved funding from reserves for FY23 and FY24.
MA	2538 - On-Call Structural Repairs & Miscellaneous Modifications	(961)	(961)	5,556	Decreased CO for revised estimate.
BB	2369 - Deck Rehabilitation and Miscellaneous Modifications to Bay Bridge Westbound Span	6,208	6,208	4,121	Increased CO for changes EWA #9 and EWA #10 including contract adjustment, Construction Management Inspection (CMI) and Engineering costs.
KH	2477 - I-95/Behvidere Road Interchange	4,483	4,483	3,541	Increased CO to adjust for prices received and increased PE to fund the remaining PE activities including payment of stipends to the three non-selected proposers.
MA	2147 - Replace Electronic Toll Collection and Operating System - 3rd Generation	(242)	7,855	3,341	Increased PE and decreased CO for revised estimate.
FT	0200 - Rehabilitate Fort McHenry Tunnel Area-Wide Lighting	2,465	2,465	2,910	Increased CO for revised scope.
FT	2251 - Rehabilitate Fort McHenry Tunnel Vent Fans	2,851	2,851	1,760	Increased CO for extra work.
KH	0202 - I-95 Southbound Hard Shoulder Running (Engineering only)	2,508	2,508	1,127	Increased PE to advance engineering from 15% design to Plans, Specification & Estimate (PSE).
MA	2498 - On-Call Electrical/Intelligent Transportation Systems	586	586	1,088	Increased CO for supplemental agreement.
MA	2546 - Purchase Card Information System (PCARD)	900	900	1,047	Increased CO to purchase additional OpenText licenses necessary to put the reimplemented system into production.
HT	2423 - Replacement of Concrete Median Barrier along I-895	639	639	639	Increased CO for Redline Revisions, additional CMI, and additional work.
MA	2496 - On-Call Drainage and Stormwater Best Management Practices (BMP) Remediation III	3,120	3,120	610	Increased CO for additional work.
HT	2437 - Mill and Overlay Bridge Decks	316	316	539	Increased CO to cover additional CMI due to weather sensitive construction activities that were unable to be completed as scheduled.
KH	2428 - Deck Replacement on I-95 Kennedy Highway Bridge over Little Northeast Creek	400	400	178	Increased CO for additional CMI due to bridge deck joints that required concrete repair work.
MA	2483 - Small Drainage Rehabilitation	278	278	155	Increased CO for additional CMI due to delays in accessing three out of twenty locations.
HT	2380 - Repair Slopes and Drainage	200	200	43	Increased CO for extra work.
HB	2273 - Convert Hatem Bridge to All Electronic Tolling (AET) and Rehabilitate Approach Roadways	3,324	3,324	0	Increased CO for CMI and Phase V due to Redline Revisions.
MA	2479 - On-Call Structural Repairs & Miscellaneous Modifications	1,418	1,418	0	Increased CO for supplemental agreement.
BB	2412 - Bay Bridge Priority Structural Repairs and Miscellaneous Modifications	992	992	0	Increased CO for additional CMI.
MA	2480 - On-Call Structural Repairs & Miscellaneous Modifications	675	675	0	Increased CO for supplemental agreement for additional work.
ICC	2482 - Intercounty Connector (ICC) Fiber Optic Utility Tracer Wire	430	430	0	Increased CO for supplemental agreement for item overruns with time extension plus extended CMI.
KB	2304 - Convert Key Bridge to All Electronic Tolling (AET)	391	391	0	Increased CO for additional CMI and Phase V for Redline Revisions.
HT	2447 - Replace Baltimore Harbor Tunnel 15KV Feeders	385	385	0	Increased CO for additional CMI due to extended time.
HT	2263 - Replace Baltimore Harbor Tunnel Vent Fans	334	334	0	Additional CO for kVAR (kiloVolt Amps Reactive) cabinets which will help preserve the switchgear.
HT	2487 - Baltimore Harbor Tunnel AET Conversion with Frankfort Avenue Interchange Modifications (Engineering only)	281	281	0	Increased PE to initiate engineering activities including selection of the project delivery method.
KB	2319 - Building Renovations at Key Bridge Campus	200	200	0	Increased CO for Phase 5 services.
HT	2506 - Baltimore Harbor Tunnel In-Tunnel Fiber Improvements	200	200	0	Increased PE for extended duration due to limited availability of tunnel bore closures.
HT	2439 - Administration Building Roof Replacement and Envelope Rehabilitation	150	150	0	Increased CO for Phase 5 services.
KH	2484 - I-95 Kennedy Highway Substation and Electrical Equipment Replacement	100	100	0	Increased CO for additional CMI during weekend electrical outages.
KH	2544 - Tydings Bridge Interim High Speed AET Conversion	65	65	0	Increased PE for Intelligent Transportation Systems design.

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000) - continued					
Facility	Project Name	TEC Change	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	Notes
FT	2414 - I-95 Moravia Road to Tunnel - Phases 1 & 2 Northbound/Phase 2 Southbound	52	52	0	Increased CO for higher than anticipated CSX invoices.
MA	0231 - On-Call Signs, Sign Lights, and Sign Structures	(275)	(275)	(724)	Increased PE for extended bid analysis and justification preparation and decreased CO due to the change in the capital/operating funds split.
MA	2549 - On-Call Miscellaneous Paving Repair	(2,278)	(2,278)	(798)	Decreased CO due to less than anticipated capital tasks.
FT	2508 - Bridge Deck Rehabilitation and Miscellaneous Repairs to Fort McHenry Tunnel South	498	498	(888)	Increased PE and CO for additional support services throughout the contract to safely detour traffic on multiple ramps throughout the multiple construction phases.
KH	2509 - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	1,031	1,031	(1,230)	Increased CO for additional work.
MA	2471 - 10-Year Equipment Budget - FY 2018 through FY 2027	(3,342)	(3,342)	(3,342)	Decreased CO due to revised estimate.
BB	2476 - Bay Bridge Crossover Automated Lane Closure System	1,534	1,534	(4,319)	Increased CO for additional CMI.
BB	2516 - William Preston Lane Jr. Memorial Bridge AET Conversion	2,818	2,818	(4,681)	Increased CO for additional CMI.
KH	Various - I-95 Express Toll Lanes Northbound Extension	0	(5)	24,411	Cash flow adjustment.
NB	1024 - Replace Nice/Middleton Bridge	0	0	17,000	Cash flow adjustment.
BB	2317 - Rehabilitate Decks of Eastbound Span - Phase I Deck Widening & Replacement of Deck Truss	0	0	5,472	Cash flow adjustment.
FT	2458 - Rehabilitate Tunnel 13 KV Cable, Conduit, and Concrete Wall	0	0	4,253	Cash flow adjustment.
FT	2517 - Convert to Cashless Tolling at the Fort McHenry Tunnel	0	0	3,987	Cash flow adjustment.
BB	2329 - Replace 5KV Feeder and Add Redundant Cable to Eastbound & Westbound Spans	0	0	1,416	Cash flow adjustment.
MA	2502 - MDTA Enterprise Budget Planning and Management System (Software)	0	0	289	Cash flow adjustment.
MA	2433 - Update Phone System to NECSV9500	0	0	248	Cash flow adjustment.
MA	2545 - Civil Rights Compliance Information Management System (PRISM)	0	0	200	Cash flow adjustment.
ICC	2563 - Replace Intercounty Connector (ICC) Deck Over Lighting (Engineering only)	0	0	50	Cash flow adjustment.
KB	0199 - Maintenance and Repairs of the I-695 Curtis Creek Drawbridges	0	0	(49)	Cash flow adjustment.
HT	2306 - Envelope Repair and Switchgear Replacements at Baltimore Harbor Tunnel Vent Buildings	0	0	(100)	Cash flow adjustment.
MA	2489 - Drainage Rehabilitation - Phase III - Outfalls	0	0	(193)	Cash flow adjustment.
ICC	1982 - Intercounty Connector (ICC)/MD 200	0	0	(1,369)	Cash flow adjustment.
Total - Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (52)		42,731	50,823	76,288	

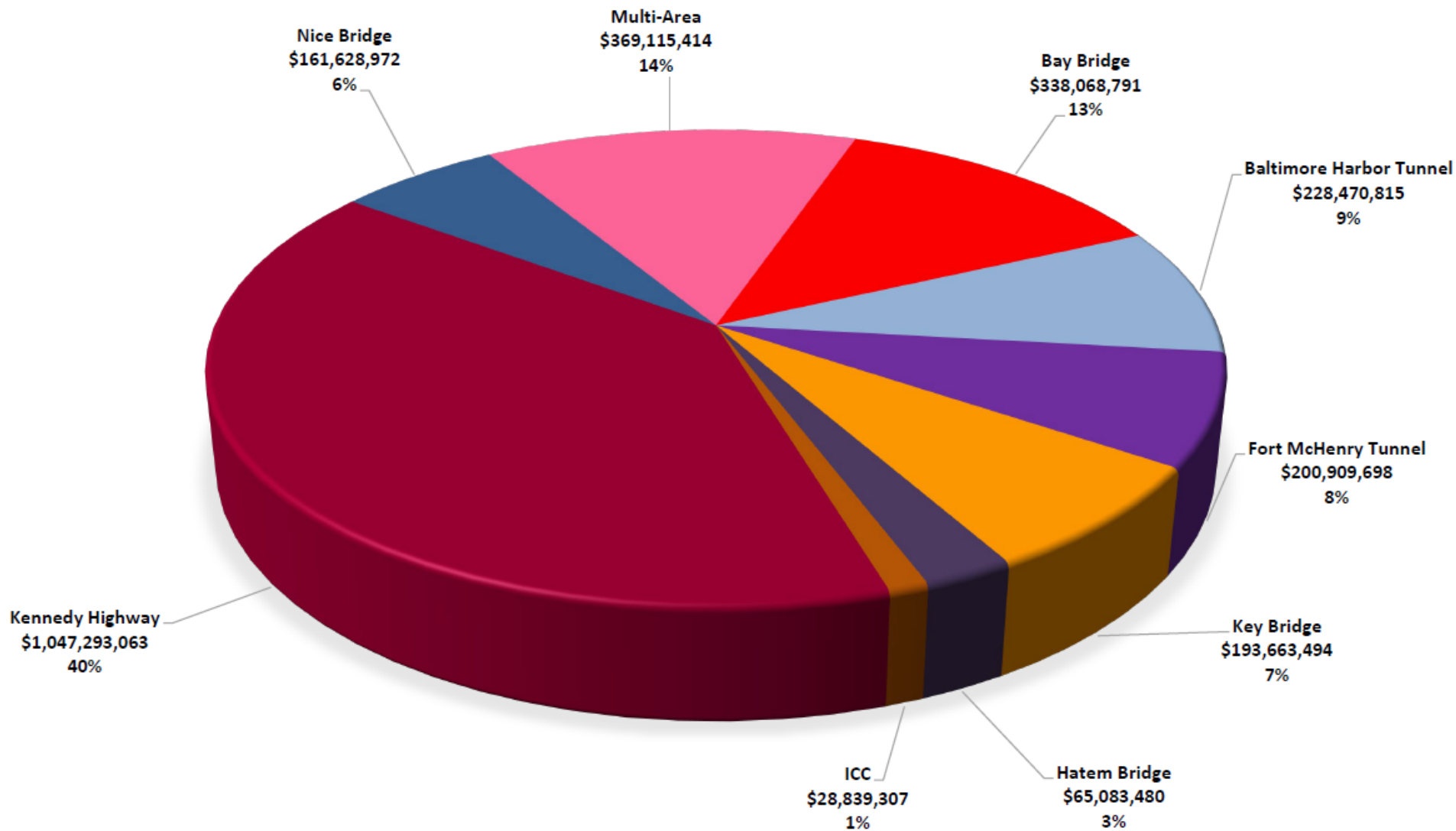
Reserve Changes (\$000)			
	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	
Allocated Reserve - Enhancement Projects	(26,058)	59,437	
Allocated Reserve - System Preservation Projects	9,795	(162,665)	
Unallocated Reserve	(11,000)	0	
Total - Reserve Changes	(27,263)	(103,228)	

Changes from Final FY 2022-2027 CTP to Draft FY 2023-2028 CTP (\$000)			
	FY 2022-2027 Budget Change	FY 2023-2028 Budget Change	
Budget Changes - Projects	99,220	127,875	
Budget Changes - Reserves	(27,263)	(103,228)	
Net Changes	71,957	24,647	

FY 2023-2028 Draft Consolidated Transportation Program

Where are the Projects?

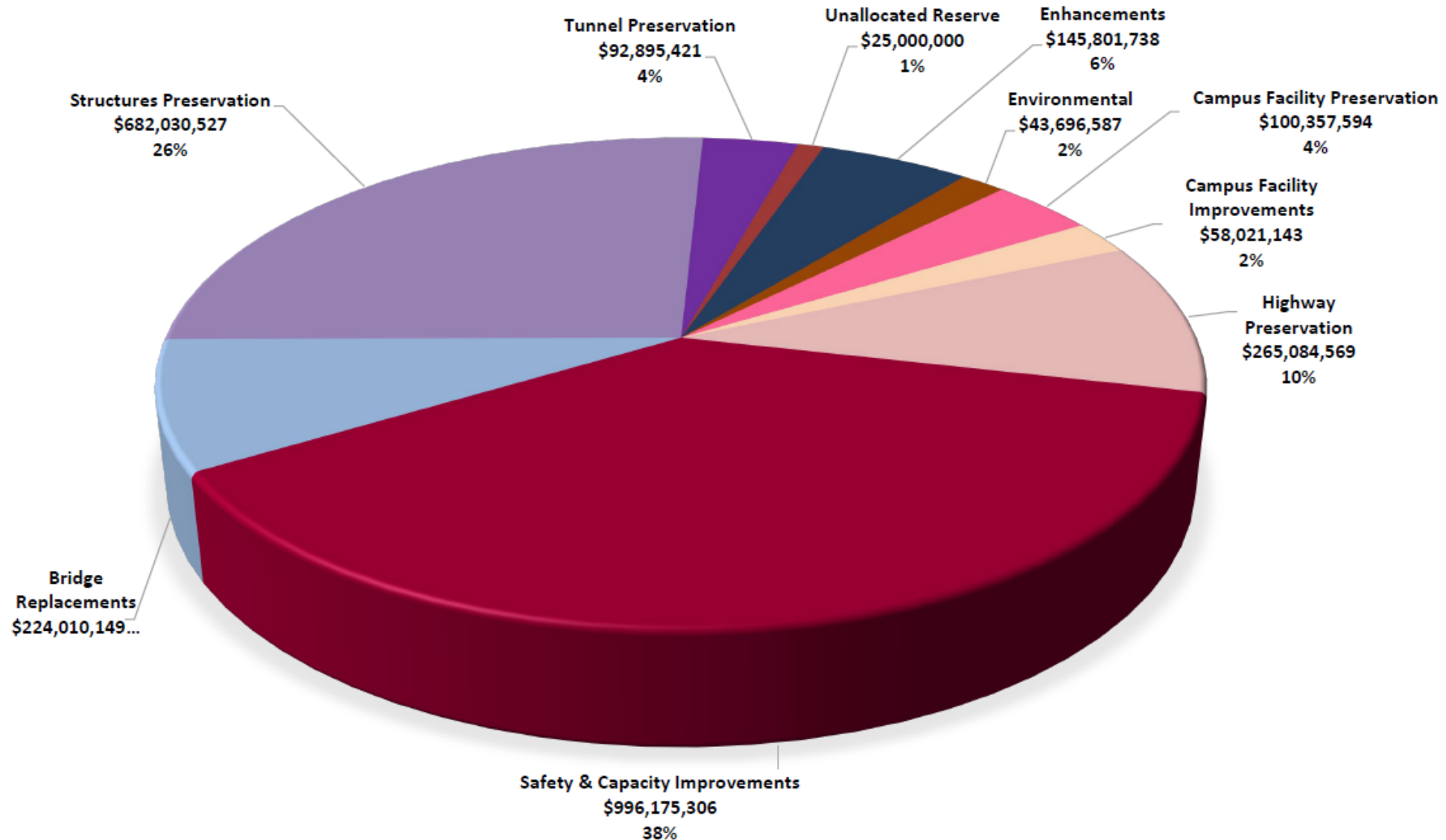
FY 2023-2028 CTP = \$2.6 Billion



FY 2023-2028 Draft Consolidated Transportation Program

What are the Categories of Projects?

FY 2023-2028 CTP = \$2.6 Billion



Summary

The responsibility of the Division of Planning and Program Development is to develop and continuously assess the short and long-term capital planning and programming needs that will assure the safe and efficient movement of people and goods traveling through the facilities owned, operated, and financed by the MDTA.

TAB 9



**Maryland
Transportation
Authority**

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports Jr., Chairman

Board Members:

Dontae Carroll
William H. Cox, Jr.
William C. Ensor, III
W. Lee Gaines, Jr.

Mario J. Gangemi, P.E.
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
John von Paris

William Pines, PE., Executive Director

MEMORANDUM

TO: MDTA Board
PRESENTED BY: Structures Inspection Program Manager Lillian Sidrak, PE
SUBJECT: Fiscal Year (FY) 2022 Updates on the Annual Facilities Inspections
DATE: October 27, 2022

PURPOSE

The purpose of the memorandum is to inform the MDTA Board of the Fiscal Year (FY) 2022 Updates on the Annual Facilities Inspections Program.

SUMMARY

This information contains the MDTA Annual Report on Inspection findings for FY 2022.

ATTACHMENT

- 2022 Updates on the Annual Facilities Inspections Presentation

2022 Updates on the Annual Facilities Inspections



Canton Viaduct/Holabird Avenue Bridge Reconstruction

Lillian Sidrak, P.E.
Structures Inspection
Program Manager

Office of Engineering and
Construction

October 27, 2022



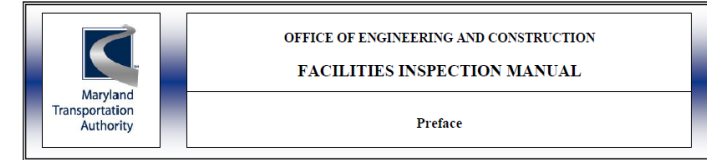
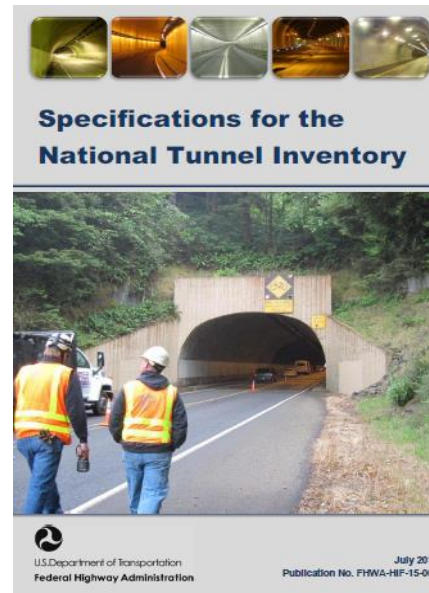
Structures Inspection Program

- Purpose

- MDTA's Bridge and Tunnel Inspection Program determines whether facilities are maintained in good repair, working order and condition
- Performed with a mission to provide safe facilities that keep traffic moving and instill public confidence
- Fulfil requirements

- Requirements

- FHWA's requirements NBIS and NTIS (by law)
- MDTA Trust Agreement Requirements
- MDTA OEC's requirements and 5th Edition of the Facility Inspection Manual



Preface – Edition 5

Edition 5 of the Maryland Transportation Authority's *Facilities Inspection Manual* is intended for use starting with the 2021 Inspection Cycle. This edition incorporates Edition 4 Rev(01) and all revisions thereto.

This Manual has been developed in an effort to provide guidance on structure inspections and reporting for the Authority's facilities and is intended to provide a uniform standard for performing inspections and reporting findings, as well as aid in the tracking of facility conditions.

The information contained in this Manual is considered correct at the time of publication, but the Manual is a "living" document that will be continuously improved to stay up-to-date with evolving inspection standards, practices and technologies.

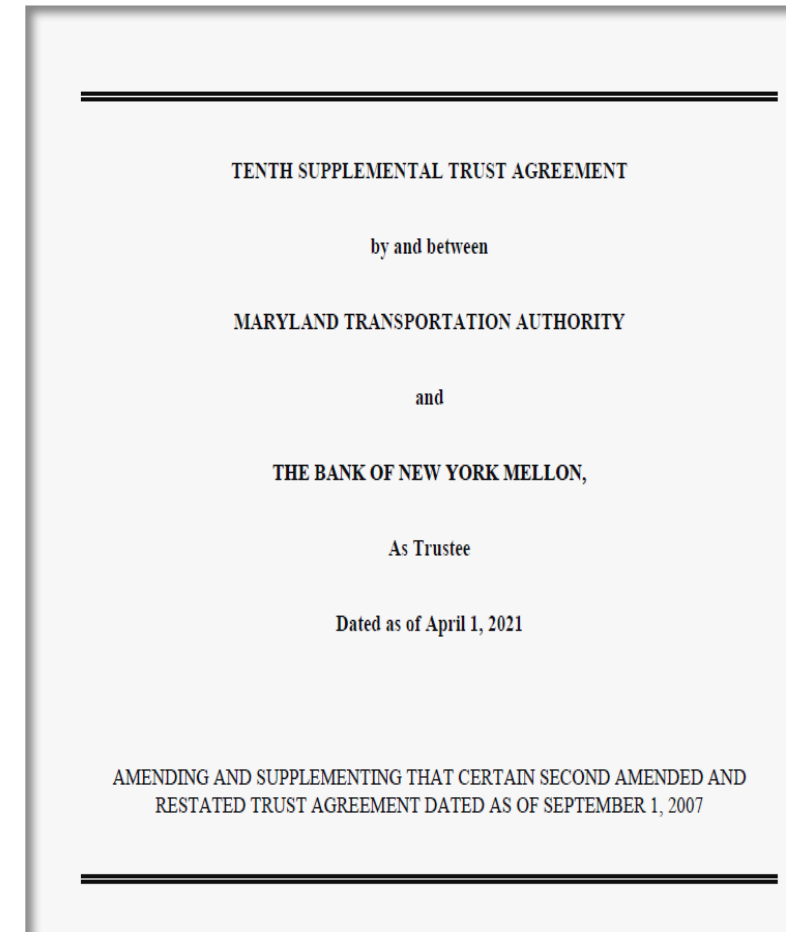
Every effort has been made in the development of this Manual to include guidance on the condition inspection of MDTA's facilities; however, no document can anticipate and give complete guidance on every possible situation. For this reason, the success of MDTA's inspection program relies on the diligence and discretion of the inspectors performing their duties to ensure the safety of the traveling public.

Comments and suggestions for improvements to this Manual are welcomed. Please forward these comments, using the form on the next page as a cover, to MDTA's Inspection Manager.



MDTA's Trust Agreement

- Article C, Section 5.01 of the Tenth Supplemental Trust Agreement dated April 7, 2021, by and between the MDTA and the Bank of New York Mellon, (“the Trustee”):
- The Authority covenants that it will cause independent engineers or engineering firms or corporations having a favorable reputation for skill and experience in such work to complete an inspection of the Transportation Facilities Projects periodically in accordance with industry standards, and to submit to the Authority a report or reports setting forth their findings as to whether the Transportation Facilities Projects have been maintained in *good repair, working order and condition*.
- Promptly after the receipt of such reports by the Authority, copies thereof shall be filed with the Trustee and made available upon request for review to the owner of any Bond issued hereunder



Maryland
Transportation
Authority

2022 Inspections – Inspections Completed

Hands-On Inspections (HOI)

- All Workhorse Bridges
- Small Bridges (Culverts)

Risk-Based Interim Inspections (RBI)

- Signature Bridges
- Tunnels
- High Mast Lighting Structures
- Remaining Toll Plazas
- Underground SW Structures
- Noisewalls & Retaining Walls
- Camera Poles and Low Level Lights

Underwater Inspections (UWI)

- Nice Bridge
- Tydings Bridge

Visual Inspections (VI)

- Roadway & Traffic Safety Features



New Clayton Road Bridge

2022 Inspections – Providing Information & Data

Information (Data) Type

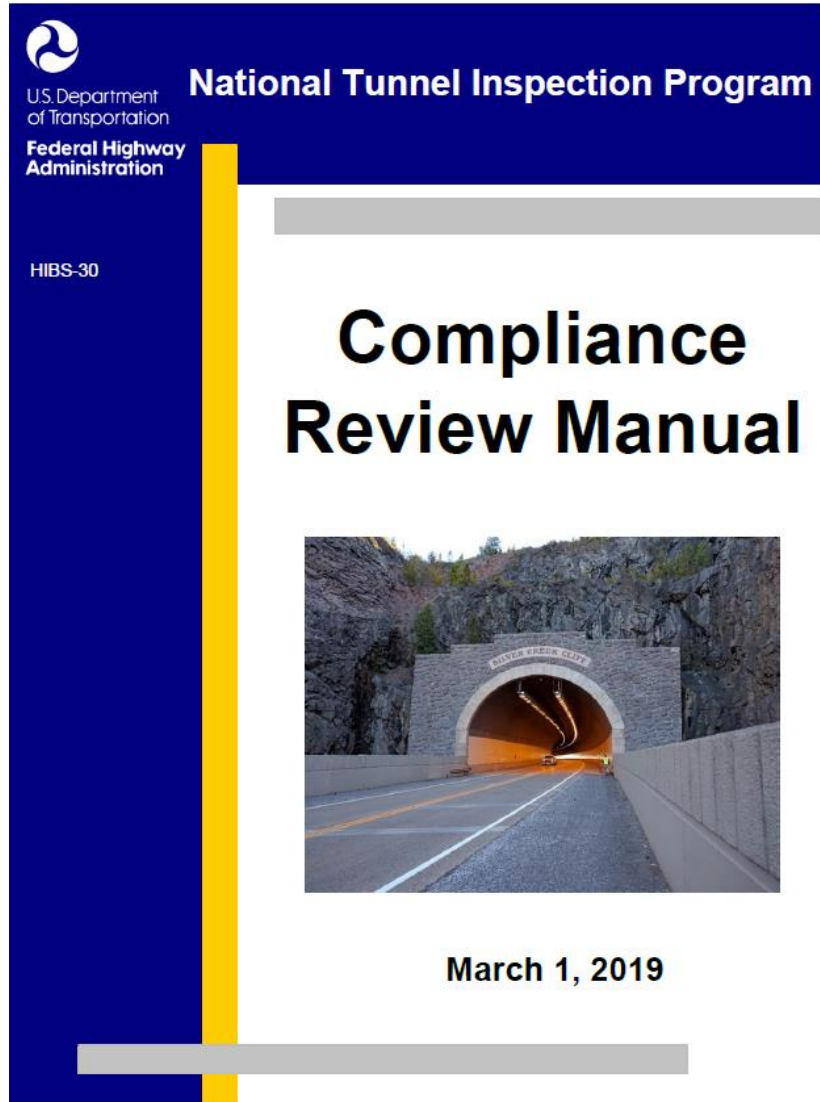
- Annual Bridge and Tunnel Inspection Data
- Annual Executive Summary Reports
- Structures Asset Data
- Transportation Asset Management Plan
- Annual MFR, Attainment Report, Insurance Renewal Cost, etc.
- Bridge Load Rating Data, Bridge Vertical Clearance Data
- Other Structures data/info

Provided To

- Federal Highway Administration (FHWA) through MDOT SHA
- Trustee
- MDOT Asset Management Work Group
- FHWA through MDOT SHA
- Multiple MDTA Divisions, Performance Measure Drivers, etc.
- MDOT SHA MCD Maryland-One Hauling Permit Program
- As requested

2022 Inspections – Providing Information & Data

FHWA visits MDTA Inspections and Operations



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Maryland
Transportation
Authority

2022 Inspections – Providing Information & Data

Compliance Audit– Performed by the Federal Highway Administration verifying regulations, coding, functional systems, team leader credentials, and reporting are in accordance with the National Tunnel Inspection Standards

Audit Level: Intermediate & In-depth Audit on the Baltimore Harbor Tunnel Performed by the FHWA Tunnel Cadre of Virginia, Pennsylvania, and Maryland; accompanied by MDTA Program Manager and BHT Operations

Metrics Audited: Audit performed on 11 of 15 metrics with opening of reports, field visits, and ASIR document reporting demonstration, and team leader credentials

Scoring System

- Compliant – Highest Rated
- Substantially Compliant – Satisfactory Rating with minor improvements
- Non-Compliant – Low Rating - Major Improvements required affecting program
- Conditionally Compliant – Lowest Rating – Corrective Actions Taken By FHWA

MDTA Results

Compliant In All Metrics 1 thru 15

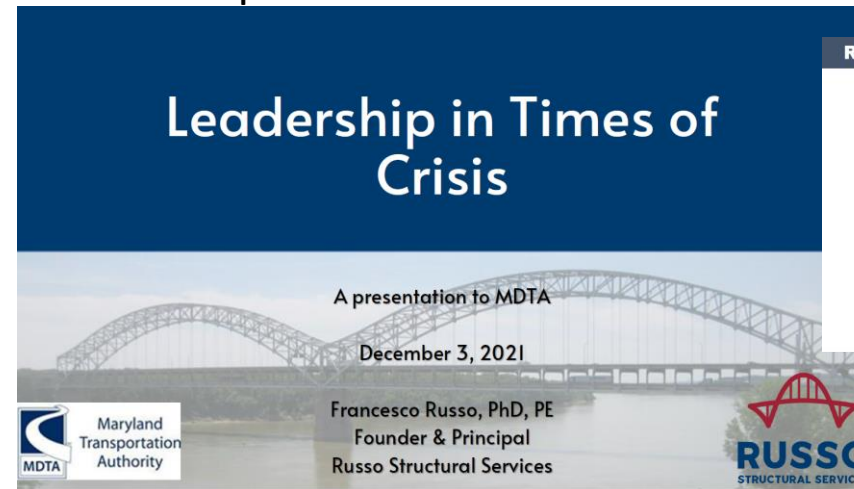
2022 Inspections

Providing Trainings and Presentation

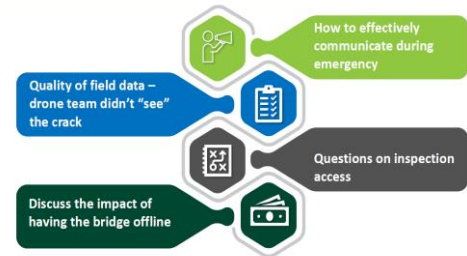
- New Inspection contracts AE 3071 thru AE 3075 received Notice to Proceed, December 2021
- Completed a detailed audit and background checks of all Team Leaders' licenses and certifications.
- Completed the Biennial Inspection Team Leaders' Training – In person and Virtually for over 100 Team Leaders – *How are we doing?/ Listen to the Experts*
- Provided direction and guidance to consultant inspection project managers at every third week of the month.
- Solicit feedback as improvements are made to the Inspection Program from utilizing advanced technology to modifying condition reports in ASIR

2022 Team Leader Kick-Off Meeting

Expert Fatigue and Fracture Specialist Advises Team Leaders



ROUNDTABLE CONCLUSIONS



Is it really corrosion? – Train with a Paint Expert



ASIR Corrosion /Paint Inspection

Presented to: Inspections Team Leader Kick-off Meeting
Date: December 3, 2021
By: Christopher Farschon, PE

GPI

Engineering | Design | Planning | Construction Management

Emergency Inspections –Examples and Lessons Learned

- Frank Russo, PhD, PE
Russo Structural Services
 - ◊ Sherman Minton Emergency Rehabilitation – 2011
 - ◊ Eggners Ferry Emergency Bridge Replacement – 2012
 - ◊ Delaware River Bridge Emergency Repair – 2017
 - ◊ Brent Spence Bridge Emergency Repair – 2020
 - ◊ Hernando De Soto Emergency Repair – 2021

2022 Inspection Updates

Inspection Findings – Hands-On Inspections

Workhorse Bridges – Overall in Satisfactory Condition

- Canton Viaduct and Holabird Avenue Ramp constructions have been completed. A full hands-on inspection was completed in January 2022.
- Clayton Road Bridge – newly constructed. A full hands-on inspection was completed in May 2022.
- Typical defects on all facility bridges include minor spalls, cracks, and steel corrosion. Numerous facilities have ongoing construction work.

Small Structures (Culverts) - Overall in Satisfactory Condition

- Conveyance of stream flow – investigated along with structural conditions
- Typical defects on all facilities include minor invert corrosion, debris blocking stream flow, minor channel erosion.

2022 Inspection Updates

Inspection Findings – Risk Based Inspections

Tydings Bridge – Overall in Satisfactory Condition

- Minor typical concrete deterioration at bridge deck and substructure
- Minor corrosion on Bridge Superstructure
- New Bearing Blocks and wind shear devices and new paint system
Current Rehabilitation Contract is near completion

Hatem Bridge – Overall in Satisfactory Condition

- Minor surface cracking on the bridge deck
- Minor to moderate corrosion on steel superstructure elements
- Isolated areas of minor to moderate cracks and spalls in the concrete substructure

2022 Inspection Updates

Inspection Findings – Risk Based Inspections

Key Bridge – Overall in Satisfactory Condition

- Minor concrete cracks and delamination at bridge deck
- Localized section loss at steel superstructure elements
- Minor typical concrete deterioration at bridge substructure

K-Truss Bridge – Overall in Satisfactory Condition

- Minor spalls and cracking on the bridge deck
- Isolated corrosion areas of at superstructure elements
- Minor to moderate concrete deterioration at bridge substructure

2022 Inspection Updates

Inspection Findings – Risk Based Inspections

WPL Memorial Bridge– Overall in Satisfactory Condition

- Moderate parapet and deck spalling throughout
- Minor corrosion in superstructure steel elements
- Moderate spalling and cracking of concrete substructure

Numerous Ongoing Task Orders were underway as well as over four Ongoing Construction Contracts including catwalk replacements, electrical & ITS replacements, steel and concrete repairs, gantry replacements, bridge railing retrofits, deck concrete work, and substructure rehabilitation

Harry W. Nice Bridge– Overall in Fair Condition

- Moderate parapet and deck spalling throughout
- Minor cracking and corrosion in superstructure steel elements
- Moderate spalling and cracking of concrete substructure
- Moderate local scour at a main channel pier

Ongoing Task Orders were underway as the new bridge is completing deck construction for the opening of the bridge to traffic.

2022 Inspection Updates

Inspection Findings – Risk Based Inspections

Baltimore Harbor Tunnel – Overall in Satisfactory Condition

- Minor surface cracks at roadway wearing surface
- Missing and/or impacted ceiling tiles
- Typical concrete deterioration at the underside of the roadway and tunnel walls
- New pumps and fans have been installed. Task orders for repairs were ongoing.
- Electrical system – fair condition and is slated to be replaced.

Fort McHenry Tunnel – Overall in Satisfactory Condition

- Tunnel roadway surfaces exhibit minor isolated areas of cracking
- Missing tunnel wall tiles at isolated locations
- Fans operational and currently under rehabilitation
- Structural, Mechanical and Electrical repairs were being performed at both tunnels during the time of inspection.

2022 Inspection Updates

Inspection Findings – Risk Based Inspections

Sign Structures and AET Gantries – Overall in Good Condition

- New sign structures along JFK North in Cecil County to the Delaware Line were inspected
- New Toll Gantries along the FMT, TJH, FSK and WPL facilities were inspected – numerous sign structures have been decommissioned.
- New Gantries on the WPL Bridge have been installed and will be inspected upon acceptance.
- Typical defects found include loose hardware

Low Level Lights (LLL) and Camera Poles – Overall in Good Condition

- New LED lighting was implemented on the JFK Rest Areas and FSK facilities
- Typical defects include loose hardware, broken breakaway boxes, and some poles required removal

2022 Inspection Updates

Inspection Findings – Risk Based Inspections

High Mast Lights (HML) – Overall in Good Condition

- Majority of Fort McHenry Tunnel Facilities HMLs Replaced
- Typical defects include some loose hardware and non-functional luminaires

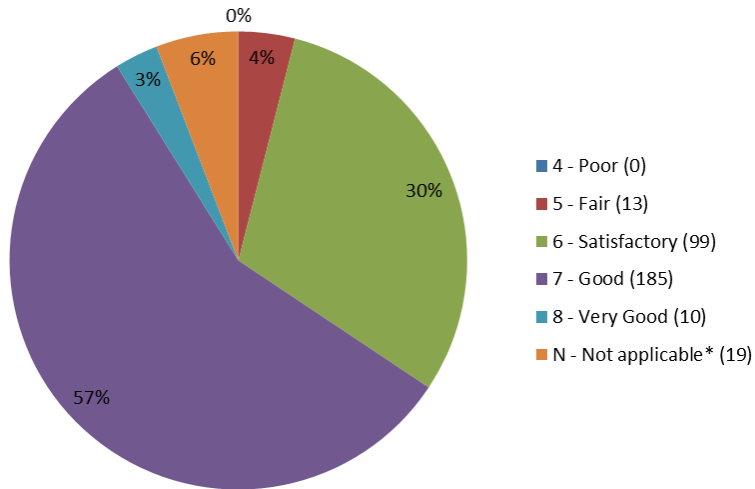
Toll Plaza, Scales – Overall in Satisfactory Condition

- AET Implemented at FSK, WPL and TJH Facilities, FMT portion has been removed
JFK removed and replaced at Perryville with a new gantry.
- Some loose hardware, minor spalls and some steel corrosion found at the weigh scales

2022 Inspection Updates

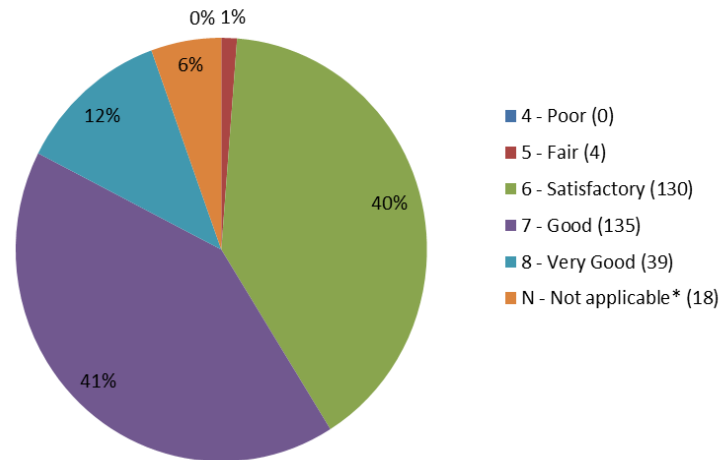
Condition Ratings

Deck Condition



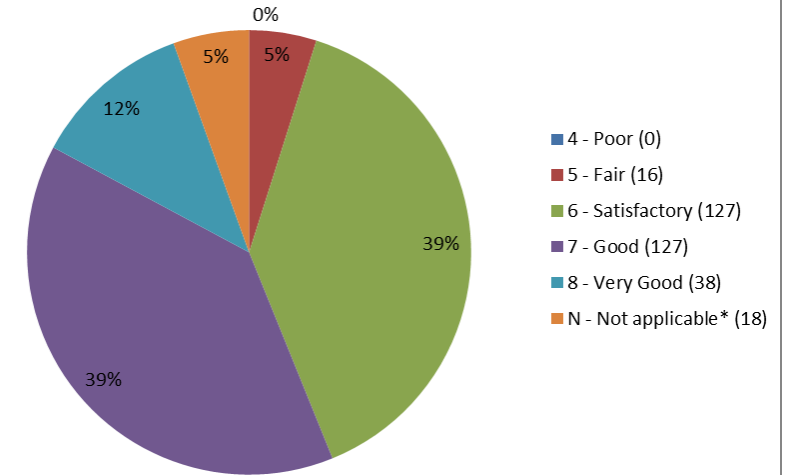
* Note: These ratings are Not Applicable for culverts that do not include the respective components (deck, superstructure and substructure).

Substructure Condition



* Note: These ratings are Not Applicable for culverts that do not include the respective components (deck, superstructure and substructure).

Superstructure Condition



Thank you!



TAB 10



**Maryland
Transportation
Authority**

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., Chairman

Board Members:

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

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Financial Officer Deborah Sharpless
SUBJECT: Fiscal Year (FY) 2022 Independent Auditors' Service Audit Organization Control (SOC) 1 and SOC 2 Reports
DATE: October 27, 2022

PURPOSE

To present the results of the Fiscal Year (FY) 2022 Service Organization Control (SOC) Reports (SOC 1 Type 2 and SOC 2 Type 2) conducted for the Maryland *E-ZPass*® System. The audits were conducted by the Maryland Transportation Authority's independent auditor, SB & Company, LLC (SB& Co.). SB & Co. presented the report findings contained in the attached presentation to the Finance Committee on October 11, 2022.

SUMMARY

For the FY 2022 audit period, unmodified opinions were issued for the SOC 1 and SOC 2 audits.

ATTACHMENT

- PowerPoint Presentation – SOC 1/SOC 2 Communications with Governance



SB & Company, LLC
Knowledge · Quality · Client Service

SOC 1/SOC 2 Communications with Governance

October 27, 2022



ACTIVATE RESULTS



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Contact Information



SOC 1 Type 2 Results – Overview

- Audit period from July 1, 2021 through June 30, 2022
- First full year of Transcore and Kapsch after change from Conduent
 - Review of 11 Control Objectives described and asserted by Transcore
 - Review of 5 Control Objectives described and asserted by Kapsch
- Unmodified opinions issued



SOC 2 Type 2 Results – Overview

- Audit period from July 1, 2021 through June 30, 2022
- First full year of Transcore
- No findings
- Unmodified opinion



SOC 1 vs. SOC 2– Overview

- SOC 1 audit is focused on specific internal controls related to financial reporting. Each audit is unique to the controls tested for that entity.
- SOC 2 audit is focused on information and IT security identified by any of 5 trust services categories: security, confidentiality, information privacy, processing integrity and availability.
- SOC 1 audits ensure that a service organization has done its due diligence when it comes to the effects their service has on their customer's financial reporting.
- SOC 2 audits ensure that a service organization's people, infrastructure, software, data-handling, and procedures are prepared to handle their customer's information and data and protect it accordingly.
- Type 1 reports are as of a specific date; Type 2 reports are for a period of time



SOC 1 Type 2 – Summary of Results-2022 (Transcore & Kapsch)

Control Objective & Type	Result of Test(s)
Physical Access	
Physical Access/Environmental Controls	Exceptions identified.
IT Controls	
Application and System Software Changes	No issues identified.
Logical Access	Exceptions identified.
Data and Program Backup	No issues identified.
Job Scheduling	No issues identified.
Accounting & Processing	
Video Toll Processing	No issues identified.
Toll Transaction Processing	No issues identified.
Cash Receipt Processing	No issues identified.
Refund/Adjustment Processing	No issues identified.
Customer Account Creation Processing	No issues identified.
Operations	
Customer Account Maintenance Processing	No issues identified.
Transponder Inventory Management	Exceptions identified.
Account Replenishment	No issues identified.



SOC 1 Type 2 Results – 2022

Overview

- Findings summary- Transcore:
 - Inventory management- For 2 of the 4 monthly inventory counts for all transponder types, the number of transponders selected and counted was not clear and the count was not reconciled to Integrity
 - Physical access- The access was reviewed but were not printed for evidence. Going forward, TransCore will save the reviews with the date, keep them on file and send the results to MDTA.
 - Security awareness training- For 4 of the 10 users tested, the Security Awareness Training Acknowledgment Form was not signed.
 - Access to Integrity application- For 3 of the 8 new hires reviewed, a supervisor/ manager was not specified, and manager approval was not provided.



SOC 1 Type 2 Results – 2022

Overview

- Findings summary- Kapsch:
 - Access- One of the accounts tested was the default administrator account provided by the vendor. This account was disabled during the audit by Kapsch.
 - Passwords- The minimum password length and the failed log in attempts did not meet the minimum requirements established in the Kapsch IT Security Policy.
 - Change management- developers had access and deployed changes to the production environment (developers should not have access to production environment).
 - Human resource documentation- missing job descriptions, evidence of employee acknowledgement of company policies, and evidence of employee completion of security awareness training.



Questions & Answers





Engagement Team Contact Information



William Seymour, CPA
Engagement Partner

Office: 410-584-1404

Cell: 410-220-4401

Fax: 410-584-0061

Email: wseymour@sbandcompany.com

Executive Assistant: Susan Teneza

Office: 410-584-9303

Email: steneza@sbandcompany.com



Tiana Wynn, CPA
Audit Partner

Office: 410-584-2203

Cell: 443-416-6903

Fax: 410-584-0061

Email: twynn@sbandcompany.com

Executive Assistant: Susan Teneza

Office: 410-584-9303

Email: steneza@sbandcompany.com



Baltimore Office:
10200 Grand Central
Avenue, Suite 250
Hunt Valley, MD 21030
410.584.0060

Philadelphia Office:
1500 Market Street
Suite 1200, East Tower
Philadelphia, PA 19102
215.665.5749

Washington, DC Office:
1200 G Street., NW
Suite 821
Washington, DC 20005
202.803.2335

Richmond Office:
6802 Paragon Place
Suite 410
Richmond, VA 23230
804.441.6000

South Florida Office:
4000 Hollywood
Boulevard
Suite 555-S
Hollywood, FL 33021
954.843.3477

K n o w l e d g e · Q u a l i t y · C l i e n t S e r v i c e

TAB 11



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., Chairman

Board Members:

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

William Pines, PE, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Financial Officer Deborah Sharpless
SUBJECT: Independent Auditors' Report on Compliance for Major Federal Awards (Single Audit)
DATE: October 27, 2022

PURPOSE

To advise the Maryland Transportation Authority (MDTA) Board of the results of the Independent Auditors' Report on Compliance for Major Federal Awards (Single Audit).

ANALYSIS

On September 25, 2022, CliftonLarsonAllen (CLA) issued its report on the MDTA's compliance with the types of compliance requirements required for federal awards. The report indicated that in the auditors' opinion, the MDTA complied, in all material respects, with the types of compliance requirements that could have a direct and material effect on the major federal program for the fiscal year ended June 30, 2021. However, the audit disclosed a deficiency as it relates to the tracking equipment purchased and disposed of with federal funds. The results of the audit, including the MDTA's response are attached.

ATTACHMENT

- Summary of Single Audit Finding

Summary of Single Audit Finding

CLA Audit Finding	
Condition:	MDTA management was unable to provide an equipment rollforward that identified previously purchased equipment using Equitable Sharing Program (ESP) funds, nor any related disposals, since the inception of the program. As a result, we were unable to obtain a complete and accurate listing of equipment purchased with ESP funds and therefore, could not perform the required inventory observations.
Cause:	Management does not have a process in place to separately track equipment purchased or disposed of that were purchased with federal funds or to ensure compliance with the requirements for tangible property as outlined in the <i>Equitable Sharing Guide</i> (Guide), Section VI.
Effect:	MDTA is not in compliance with the requirements for tangible property as outlined in the <i>Guide</i> , Section VI.
Recommendation:	<p>MDTA management develop and implement a process to separately track equipment purchased or disposed of that were purchased with federal funds and to ensure compliance with the requirements for tangible property as outlined in the <i>Guide</i>, Section VI.</p> <p>Additionally, it is recommended that MDTA management review prior year records and other necessary supporting documentation in order to create a complete and accurate listing of equipment purchased and disposed of using ESP funds.</p>

MDTA Response
The MDTA concurs with the finding. In accordance with the Maryland Department of General Services' <i>Inventory Control Manual</i> , the MDTA maintains records of all equipment purchased on a consolidated basis regardless of the funding source. Going forward, the MDTA will separately identify and track equipment purchased with federal funds as required under the Equitable Sharing Program. The MDTA will develop procedures to address the finding by June 30, 2023.

TAB 12

VERBAL

TAB 13

CLOSED SESSION

VERBAL

TAB 14

CLOSED SESSION

VERBAL