



Maryland Transportation Authority

BOARD MEETING

THURSDAY, DECEMBER 19, 2024

MARYLAND TRANSPORTATION AUTHORITY
EXPRESS TOLL LANES PROJECT OFFICE
8019 CORPORATE DRIVE, SUITE F
NOTTINGHAM, MD 21236

IN-PERSON AND LIVESTREAM



**MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING**

MDTA Express Toll Lanes Project Office
8019 Corporate Drive, Suite F * Nottingham, MD 21236
Large Conference Room

DECEMBER 19, 2024 9:00 AM

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

NOTES:

- This is an In-Person Open Meeting being conducted via livestreaming.
- The public is welcome to watch the meeting at the link above.
- *If you wish to comment on an agenda item, please email your name, affiliation, and the agenda item to nhenson@mdta.state.md.us no later than 5:00 p.m. on December 17. You **MUST** pre-register and attend the meeting in person to comment.* Once pre-registered, all pertinent information will be emailed to you.

AGENDA

OPEN SESSION – 9:00 AM

Call Meeting to Order

- | | | |
|--|--------------------|---------|
| 1. <u>Approval</u> – <u>Open Session Meeting Minutes of November 21, 2024</u> | Chairman | 5 min. |
| 2. <u>Approval</u> – <u>Contract Awards</u> | Jeff Davis | 10 min. |
| • 2022-02B Construction Management and Inspection Services
– Small Business Reserve (SBR) | | |
| • 2024-03 Planning, Engineering, Construction Management and
Program Support Services for the Francis Scott Key Bridge Reconstruction | | |
| 3. <u>Update</u> – <u>All Open Contracts</u> – Verbal | Jeff Davis | 5 min. |
| 4. <u>Approval</u> – <u>Draft Legislative Initiative</u> – Emergency Toll Setting Process | Mary O’Keeffe | 10 min. |
| 5. <u>Approval</u> – <u>Quarterly Review of Investment Strategy and Benchmarks</u> | Allen Garman | 10 min. |
| 6. <u>Update</u> – <u>1st Quarter Operating Budget Comparison</u> – Review of Actual vs. Projected Fiscal Year 2025 Operating Budget Spending | Jeffrey Brown | 10 min. |
| 7. <u>Update</u> – <u>1st Quarter Capital Budget Comparison</u> – Review of Actual vs. Projected Fiscal Year 2025 Capital Budget Spending | Jennifer Stump | 10 min. |
| 8. <u>Update</u> – <u>Quarterly Update on Traffic and Revenue</u> – Update on the Actual Performance of Traffic and Revenue Compared to the Forecast through September 30, 2024 | Deb Sharpless | 10 min. |
| 9. <u>Update</u> – <u>Major Projects</u> – Quarterly Update on Major Projects | James Harkness | 15 min. |
| 10. <u>Update</u> – <u>Information Technology Major Projects</u> – Quarterly Update on Information Technology Major Projects | David Goldsborough | 10 min. |
| 11. <u>Update</u> – <u>Civil Rights Fair Practice’s Socioeconomic Programs</u> – Quarterly Update on Socioeconomic Programs | Tia Rattini | 10 min. |
| 12. <u>Update</u> – <u>Audit Committee Update</u> – Verbal | Member Ardinger | 5 min. |
| 13. <u>Update</u> – <u>Executive Director’s Report</u> – Verbal | Bruce Gartner | 10 min. |

Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

WEDNESDAY, NOVEMBER 21, 2024
9:00 A.M.

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

OPEN SESSION

Paul J. Wiedefeld, Chairman

MEMBERS ATTENDING:

Dontae Carroll
William H. Cox, Jr.
W. Lee Gaines, Jr.
Mario J. Gangemi
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead – via Telephone
John F. von Paris

STAFF ATTENDING:

Lt. Col. Ronce Alford
Jeffrey Brown
Allen Garman
Bruce Gartner
Chantelle Green
James Harkness
Natalie Henson
Christopher Imms
Kimberly Millender, Esq.
Mary O’Keeffe
John Sales
Col. Joseph Scott
Cheryl Sparks
Jennifer Stump
Bradley Tanner
Eric Willison

At 9:00 a.m. Chairman Paul J. Wiedefeld called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held in-person at MDTA Headquarters, 2310 Broening Highway, Baltimore MD 21224 and was livestreamed on the MDTA Board Meeting web page.

APPROVAL – OPEN SESSION MEETING MINUTES OF OCTOBER 23, 2024

Upon motion by Member William H. Cox, Jr. and seconded by Member W. Lee Gaines, Jr., the open session meeting minutes of the MDTA Board meeting held on October 23, 2024 were unanimously approved.

APPROVAL – CLOSED SESSION MEETING MINUTES OF OCTOBER 23, 2024

Upon motion by Member Mario J. Gangemi and seconded by Member Jeffrey S. Rosen, the closed session meeting minutes of the MDTA Board meeting held on October 23, 2024 were unanimously approved.

APPROVAL – MODIFICATION OF THE CONTINGENT FEE PROVISION IN ASSISTANT COUNSEL CONTRACT WITH THE OFFICE OF THE ATTORNEY GENERAL FOR LITIGATION SERVICES FOR THE FRANCIS SCOTT KEY BRIDGE DISASTER

Ms. Kimberly Millender requested MDTA Board approval of the Attorney General’s modification of the contingent fee provision in the contract for Assistant Counsel to allow a potential bonus to be paid for achieving specific litigation outcomes.

Ms. Millender explained that the MDTA Board, on May 13, 2024, approved the Attorney General’s hiring of external law firms on a contingent fee basis to serve as Assistant Counsel for the Francis Scott Key Bridge litigation, specifically for purposes of pursuing MDTA’s and the State’s claims. Since the prior BPW and MDTA Board approval, the Attorney General and Assistant Counsel have negotiated a modification in the contingent fee arrangement. The revised agreement changes the contingent fee arrangement by adding the potential for the firms to earn an additional incremental payment at the conclusion of the case for achieving specific, confidential litigation outcomes. The additional payment, if any, would be 5% or 10% of the total amount of contingent fees otherwise due and payable under the Contract.

Ms. Millender further explained that approval of the change in contingent fee formula requires approval of the MDTA Board as part of its fiduciary responsibilities for monies pledged and received under the MDTA Trust Agreement. The Board of Public Works approved this change at its meeting on October 30, 2024.

Upon motion by Member Mario J. Gangemi and seconded by Member Dontae Carroll, the Members unanimously approved the Attorney General’s modification of the contingent fee provision in the contract for Assistant Counsel to allow a potential bonus to be paid for achieving specific litigation outcomes.

****** Member William H. Cox, Jr. recused himself and left the room prior to the presentation of the next agenda item. ******

APPROVAL – CANTON RAILROAD

Ms. Deborah Sharpless requested 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 stockholders meeting on November 27, 2024, to vote to approve the election of the Canton Board of Directors and Chairman.

Ms. Sharpless explained that the MDTA is the sole stockholder of Canton. The day-to-day operations of Canton are managed by Mr. Paul Barnes, 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. Barnes has provided MDTA with proper notice of the upcoming Annual Meeting of stockholders to be held on November 27, 2024. 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.

Ms. Sharpless further explained that 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 and the selection of the Chairman. The Canton Board, generally, comprises 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. At times, a seventh Director has been approved when an individual with outstanding qualifications and interest is identified.

The MDTA recommends the reappointment of William Cox and Lorrie Schenning. Information regarding their qualifications is included in the attachments. Additionally, the MDTA recommends Director Kaufman continue his roles and responsibilities as Chairman.

Upon motion by Member John von Paris and seconded by Member W. Lee Gaines, Jr., the Members unanimously approved 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 stockholders meeting on November 27, 2024, to vote to approve the election of the Canton Board of Directors and Chairman.

****** Member William H. Cox, Jr. returned to the room for the remainder of the meeting. ******

UPDATE – EXPRESS TOLL LANES AND ZONES

Mr. Bruce Gartner updated the Maryland Transportation Authority (MDTA) Board and public with an update on the I-95 Express Toll Lane (ETL) toll rates, including the pricing periods, time-of-day pricing mileage rates, and toll zones.

Mr. Gartner explained that the ETL is a variably priced toll facility. As such the toll incurred by customers is based on the time-of-day mileage rates, toll zone distance, and pricing period. The MDTA Board approved the toll rate ranges on June 29, 2023, after completing the toll setting process outlined in the Annotated Code of Maryland (Statute) and Code of Maryland Regulations (COMAR). The toll rate ranges approved by the MDTA Board mirrored the Section 100 toll rate ranges. COMAR requires the Executive Director to set or adjust the (1) time-of-day pricing mileage rates within the Board approved toll rate ranges; (2) pricing periods; and (3) toll zones. COMAR further requires public notification on MDTA's official website within 10 days prior to the effective date.

He further explained that the key takeaways are: 1) the ETL time-of-day pricing mileage rates and pricing periods will remain the same (no changes) and 2) the existing ETL northbound toll zone between I-95/I-895 and MD43 will be reduced from 7.0 miles to 6.5 miles.

APPROVAL – DEBT POLICY

Mr. Allen Garman requested MDTA Board's approval of the amended Debt Policy incorporating the legislatively enacted debt limit increase.

Mr. Garman explained that following the annual review by internal staff and an external municipal advisory firm, there is one recommended update to the policy incorporating the legislatively increased bonding limit.

He further explained that on April 9, 2024, the General Assembly enacted legislation that amended the Transportation Article 4-101, increasing the MDTA's bonding limit to \$4 billion from \$3 billion. The most recently adopted financial forecast demonstrated a bonding limit need within the 6-year program period. With debt outstanding of \$2.1 billion, there was no immediate need for a Debt Policy revision, so the policy incorporation was scheduled for the normal annual review this month.

Upon motion by Member Dontae Carroll and seconded by Member W. Lee Gaines, Jr., the amended MDTA Debt Policy was unanimously approved.

UPDATE – TRAFFIC AND REVENUE FORECAST UPDATE

Ms. Chantelle Green briefed the MDTA Board on the annual update to the Traffic and Revenue (T&R) forecasts for all facilities.

Ms. Green explained that each fall, an update to the ten-year traffic and revenue forecast is prepared by independent consultants. The MDTA selected CDM Smith through a competitive process to provide the T&R forecast. The forecast is built on historical data from the MDTA's facilities and national, regional, and State socioeconomic data, such as population, employment, unemployment, real income per capita, real gross domestic product, inflation, and fuel prices. The forecast also accounts for, among other things, video toll collection and enforcement, traffic impacts associated with the FSK Bridge, and near-term T&R growth trends.

Ms. Green then provided the following key takeaways.

- The current T&R forecast (FY 2024-2030) decreases by \$46 million, or 1%, compared to the June 2024 the Francis Scott Key (FSK) T&R Forecast Update.
 - The decline in revenue is mostly attributable to a reduction in the MDTA's assumed Notices-of-Toll-Due (NOTD) collection rate and the re-benchmarking of traffic across all MDTA facilities to align with prior year actuals. These reductions are partially offset by revised construction-related diversion impacts resulting from the FSK Bridge Collapse and a modest increase in the assumed civil penalty collection rate.
- Intercounty Connector and I-95 Express Toll Lanes (ETL) in-lane revenue decreases by \$0.1 million, or 0.02%, throughout the forecast period.
 - ICC revenue is projected to increase in FY 2025 and taper down in the succeeding fiscal years due to re-benchmarking which includes a reduction in the average toll collected following a more comprehensive analysis of the vehicle class distribution and trip length on the facility.
 - I-95 ETL revenue reduction reflects FY 2024 trends as well as reduction in the tolled distance on Section 100 of the northbound ETL.
- Administrative toll revenue increases by \$27 million in response to a 10% reduction in the assumed video toll collection rate. By reducing the share of customers that pay at the NOTD level, there is an assumed larger pool of customers that may pay a civil penalty at the citation level.

APPROVAL – FISCAL YEAR 2026 PRELIMINARY OPERATING BUDGET

Mr. Jeffrey Brown requested MDTA Board approval of the Preliminary Fiscal Year (FY) 2026 Operating Budget.

Mr. Brown explained that the proposed FY 2026 Preliminary Operating Budget of \$450.0 million, represents a \$15.9 million, or 3.7%, increase versus the FY 2025 Final Budget. Overall, the key drivers of the increase are mandated personnel expenses, insurance premiums, E-ZPass[®] service center costs, engineering costs, collective bargaining vehicle purchases, and additional road repairs. These costs are partially offset by reduced information technology (IT) costs.

He further explained that to better understand the budgetary changes and their associated drivers, the changes have been analyzed by mandated and discretionary expenses.

The mandated changes increased the budget by \$6.1 million and are as follows: 1) Base Salaries – (excludes MSP) increase due to on time step increases and reclasses for sworn and civilian employees totaling \$3.2 million; 2) Maryland State Police costs increase, primarily due to salaries and retirement costs totaling \$1.1 million; 3) Worker's Compensation, as provided by the Department of Budget and Management (DBM), increases \$0.8 million; 4) Employee & Law Enforcement Officers Pension System retirement costs increase by \$0.8 million; 5) Overtime increases by \$0.4 million; 6) Deferred Compensation increases by \$0.4 million; 7) Social Security increases \$0.2 million; 8) Health Insurance decreases by \$0.1 million; 9) Unemployment Insurance decreases by \$0.2 million due to rate changes provided by DBM; and 10) Other – (other fringe benefits, accrued leave, etc.) decrease \$0.5 million.

The operating budget includes \$12.9 million in additional discretionary spending. The key variances are as follows: 1) Engineers account for a \$1.7 million increase - this increase represents additional compliance costs, project costs, and updated market rates (labor and overhead); 2) Insurance premiums increase by \$1.6 million due to market cost pressures for property and liability insurance; 3) Vehicle Purchases & Vehicle Maintenance increase by \$2.3 million due to ongoing replacement activity and the purchase of collective bargaining vehicles; 4) *E-ZPass*® Service Center Costs increased of \$1.0 million - the increase aligns with the projected increase in transactions; 5) Building & Road Repair Maintenance increases \$0.8 million to align with FY 2024 activity and ongoing maintenance such as sludge removal, drawbridge maintenance; 6) Large Vehicle Purchases & Large Vehicle Maintenance increase by \$1.2 million due to replacement needs for heavy duty vehicles such as tractors, utility trailer, safety equipment, concrete mixers, etc.; 8) IT-related expenses for Equipment Repairs & Maintenance, Outside Services, and Software Maintenance increase by \$1.6 million. The Equipment Repairs & Maintenance increase is the result of a triennial payment for the backup and recovery system that is due in FY 2026. A combination of increasing IT contract rates and a triennial payment for VM Ware account for the increase in the other two subobject codes; 9) Electric Utilities increase by \$0.3 million to align with FY 2024 actual costs; 10) Additional Equipment increases by \$0.3 million due to Intelligent Transportation Services; and 11) the remaining \$2.1 million increase is spread across multiple line items such as advertising, radios, janitorial services, transponders, etc.

The key variances for the \$3.1 million reduction in operating budget spending are as follows: 1) Application Software Maintenance decreases by \$0.7 million as due to reduced needs; 2) Microcomputers & Building Repairs & Maintenance decrease \$0.7 million - MDTA is up to date on organizational needs due to prior year purchases; 3) IT-related expenses (Outside Services, Data Services, Electronic Equipment) decrease \$0.6 million due to reduced needs; 4) Fiscal Services - Credit Card fees decrease \$0.2 million due to a reduction in interchange rates/fees; and 5) Other reductions that totaling \$0.9 million across multiple line items include Management Studies, Snow Removal, and other expenses.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Cynthia D. Penny-Ardinger, the Preliminary Fiscal Year (FY) 2026 Operating Budget was unanimously approved.

APPROVAL – FINAL FISCAL YEAR 2025 – 2030 CONSOLIDATED TRANSPORTATION PROGRAM (CTP)

Ms. Jennifer Stump requested MDTA Board approval for the proposed Final Fiscal Year (FY) 2025-2030 Consolidated Transportation Program (CTP). She explained that the six-year FY 2025-2030 budget in the proposed CTP is \$5.1 billion.

The proposed CTP reflects a net increase in the six-year FY 2025-2030 budget of \$93.9 million. The net FY 2025-2030 increase is the result of the following:

- Decrease in the six-year CTP budget by \$391 thousand for the Francis Scott Key Bridge
- Decrease in the six-year CTP budget by \$16.9 million for the Nice/Middleton Bridge
- Decrease in the six-year CTP budget by \$1.9 million for the I-95 ETL Northern Extension

- Increase in the six-year CTP budget by \$214.6 million for all projects except Key Bridge, Nice/Middleton Bridge, I-95 ETL Northern Extension, and Reserves
- Decrease in the Allocated and Unallocated Reserves by \$101.5 million

FY 2024 expenditures were \$407.4 million vs. \$434.4 million in the Draft FY 2025-2030 CTP. FY 2024 underspending was \$27.0 million and has been rolled over into the Final FY 2025-2030 CTP.

Upon motion by Member William H. Cox, Jr. and seconded by Member Dontae Carroll, the Final Fiscal Year 2025 – 2030 Consolidated Transportation Program was unanimously approved.

APPROVAL – FISCAL YEAR (FY) 2024 – 2029 FINANCIAL FORECAST

Ms. Chantelle Green requested MDTA Board approval of the Fiscal Year (FY) 2025-2030 Financial Forecast.

Ms. Green explained that notwithstanding the estimated reduction in toll revenue throughout the forecast period, the MDTA remains in compliance with its financial goals and legal standards through FY 2027. Despite the loss of the Francis Scott Key (FSK) Bridge: 1) the MDTA has sufficient cashflow and capital reserves in FY 2025 to support additional expenses associated with the FSK Bridge Replacement without going to the bond market and 2) it is estimated that the MDTA will recapture 44 percent of the passenger and commercial vehicle traffic from the FSK Bridge at the two other Harbor Crossings. She further explained that based on the current forecast estimates, beginning in FY 2028, a systemwide toll increase will be necessary to maintain 2.0 times debt service coverage throughout the remainder of the FY 2025-2030 forecast period. Tolls were last increased in FY 2014 followed by a reduction of tolls in FY 2016.

Upon motion by Member John F. von Paris and seconded by Member W. Lee Gaines, Jr., the Fiscal Year 2025-2030 Financial Forecast was unanimously approved.

UPDATE – BI-ANNUAL REVIEW OF REVENUE SUFFICIENCY

Ms. Chantelle Green presented to the MDTA Board the Bi-Annual Review of Revenue Sufficiency update. The MDTA Board Operating Policy requires a bi-annual review of revenue sufficiency to determine if current rate and fee levels are appropriate based on levels of expected spending. The most recent financial forecast shows that current toll rates, fees, and discounts provide enough revenue through FY 2027 to meet forecasted spending and meet all legal and policy requirements.

UPDATE - EXECUTIVE DIRECTOR'S REPORT

Mr. Bruce Gartner updated the Board on the following items: 10-year anniversary of the ICC fully opening; upcoming 10-year anniversary of the ETLs; the IBTTA Annual Conference; the November 10 Bay Bridge Run; the November 22 Strategic Plan Huddle; and the Chesapeake Bay Crossing Study: Tier 2 NEPA.

Mr. Gartner also presented the Employee of the Quarter award to Christopher Imms.

Mr. Imms started with the MDTA on January 17, 2018 and shares 24/7/365 on-call responsibilities to communicate emergency messages to the media and MDTA's customers. Upon receiving notification on March 26 regarding the collapse of the Francis Scott Key Bridge, his reaction was immediate and decisive. He quickly identified the media staging area that would serve as the site and backdrop for multiple press conferences and hundreds of media reports in the days following the collapse

In addition, Mr. Imms led the front-line communications efforts as media from across the country arrived at our facility. He coordinated with MDTA Operations, MDTA Police, and MDTA leadership to establish safety and security parameters for the media while helping our media customers report on the story that swiftly gained international interest. He was MDTA's on-site and direct voice with dozens of reporters and videographers and a conduit for media's questions, concerns, and interests with MDTA and at times the Unified Command leadership.

He also supported the media staging site as Governor Moore, Secretary Wiedefeld and several emergency responders and elected officials held press conferences that first day. He never missed a beat, his initiative never wavered, and he never faltered in advising and supporting his team and leadership. He acted with immediacy, resolve, decisiveness and professionalism and lent his helping hands, mind and heart wherever needed; remained approachable, helpful and provided constant and consistent information to throngs of media.

As a side note, Mr. Imms has also been managing the numerous Key-Bridge-related PIA requests in addition to his Public Information Officer (PIO) duties and is a member of the Livestream Team that helps with our Committee and Board meetings.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member Mario J. Gangemi and seconded by Member Jeffrey S. Rosen the Members unanimously voted to adjourn the meeting at 9:53 a.m.

The next MDTA Board Meeting will be held on Thursday, December 19, 2024 at 9:00 a.m. at MDTA ETL White Marsh Project Office, 8019 Corporate Drive, Suite F, Nottingham MD and will be livestreamed on the MDTA Board webpage.

APPROVED AND CONCURRED IN:

Paul J. Wiedefeld, Chairman

TAB 2



MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement Jeffrey Davis, NIGP-CPP
SUBJECT: MDTA 2022-02B, SBR Construction Management & Inspection (CMI) Services
DATE: December 19, 2024

PURPOSE

To seek contingent approval to execute Contract No. MDTA 2022-02B, SBR Construction Management & Inspection (CMI) Services.

SUMMARY

The Consultants shall provide professional CMI services for construction projects on an on-call and on-site basis, as directed by the MDTA.

The work encompasses all of the MDTA's facilities and services shall include, but not be limited to constructability reviews, conduct pre-construction conferences, monitor and document contractor performance, conduct detailed inspections of all construction work including erosion and sediment control, contract compliance, environmental project/program monitoring as required, review of contractor safety program and inspection, maintenance of traffic, schedule and conduct progress meetings, conduct detailed materials inspections and testing, contract utility coordination and locating of existing facility utilities as needed, monitor project critical path method (CPM) and cash flow schedules, review and process progress and final payments utilizing Maryland Construction Management System (MCMS), (e-MCMS), or other construction management software approved by the MDTA, provide construction phase review services such as reviewing shop drawings and responding to Request for Information (RFI's), provide on-site program management support as needed, and assist the MDTA compliance program officers with monitoring and enforcement of the Minority Business Enterprise (MBE) goals.

RECOMMENDATION

To provide contingent approval to execute Contract No. MDTA 2022-02B, SBR Construction Management & Inspection (CMI) Services.

ATTACHMENT

- Project Summary



AUTHORITY BOARD PROJECT SUMMARY

Contract No. MDTA 2022-02B SBR CONSTRUCTION MANAGEMENT & INSPECTION (CMI) SERVICES

PIN NUMBER N/A
CONTRACT NUMBER MDTA 2022-02B
CONTRACT TITLE SBR CONSTRUCTION MANAGEMENT & INSPECTION (CMI) SERVICES

PROJECT SUMMARY The Consultants shall provide professional CMI services for construction projects on an on-call and on-site basis, as directed by the MDTA.

The work encompasses all of the MDTA’s facilities and services shall include, but not be limited to constructability reviews, conduct pre-construction conferences, monitor and document contractor performance, conduct detailed inspections of all construction work including erosion and sediment control, contract compliance, environmental project/program monitoring as required, review of contractor safety program and inspection, maintenance of traffic, schedule and conduct progress meetings, conduct detailed materials inspections and testing, contract utility coordination and locating of existing facility utilities as needed, monitor project critical path method (CPM) and cash flow schedules, review and process progress and final payments utilizing Maryland Construction Management System (MCMS), (e-MCMS), or other construction management software approved by the MDTA, provide construction phase review services such as reviewing shop drawings and responding to Request for Information (RFI’s), provide on-site program management support as needed, and assist the MDTA compliance program officers with monitoring and enforcement of the Minority Business Enterprise (MBE) goals.

SCHEDULE		PROPOSER		CONTRACT AMOUNT
ADVERTISEMENT DATE	August 28, 2023	O'Connell & Lawrence (O'CL)	AE 3127	\$3,000,000.00
ANTICIPATED NTP DATE	January 28, 2025	iCivil, Incorporated	AE 3129	\$3,000,000.00
DURATION/TERM	FIVE (5) YEARS			

PROTEST	YES	NO ✓	MBE PARTICIPATION	
			O'CL AE-3127 PROPOSED GOAL (%)	iCivil AE-3129 PROPOSED GOAL (%)
MBE PARTICIPATION - OVERALL				
OVERALL MBE	25.00%	25.00%	27.00%	
AFRICAN AMERICAN	7.00%	11.00%	7.00%	
ASIAN AMERICAN	-			
HISPANIC AMERICAN	-			
WOMEN OWNED	10.00%	14.00%	20.00%	
OTHER				
VSBE	1.00%	3.00%	2.00%	



MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement Jeffrey Davis, NIGP-CPP
SUBJECT: MDTA 2024-02, Planning, Engineering, Construction Management and Program Support Services for Francis Scott Key (FSK) Bridge Reconstruction
DATE: December 19, 2024

PURPOSE

To seek contingent approval to execute Contract No. MDTA 2024-02, Planning, Engineering, Construction Management, and Program Support Services for Francis Scott Key (FSK) Bridge Reconstruction.

SUMMARY

The requested services are for a General Engineering Consultant (GEC). The GEC will be responsible for planning, engineering, construction management, and program support services to rebuild the collapsed FSK bridge. The GEC will act as MDTA's engineer and representative in the rebuild effort. The GEC will function under the control of MDTA staff and will supervise or liaise with the selected Progressive-Design-Build contractor. The services include the domains of transportation planning, project planning, land surveying, public involvement, forestry and landscape architecture, environmental sciences, project management, and engineering. The engineering disciplines include areas of highway, construction, water resources, environmental, structural, structural inspection, coastal, traffic, transportation, electrical, intelligent transportation systems, geotechnical, pavement, materials, utility, etc. In addition, the services include coordinating within and outside MDTA, on-site staffing, project scoping, contract administration, financial evaluation, project quality management, documentation management and controls, public outreach, reviewing conformance with the governing laws, risk management, tracking cost and expenses, etc.

RECOMMENDATION

To provide contingent approval to execute Contract No. MDTA 2024-02, Planning, Engineering, Construction Management and Program Support Services for Francis Scott Key (FSK) Bridge Reconstruction.

ATTACHMENT

- Project Summary



AUTHORITY BOARD PROJECT SUMMARY

Contract No. MDTA 2024-02 PLANNING, ENGINEERING, CONSTRUCTION MANAGEMENT AND PROGRAM SUPPORT SERVICES FOR FRANCIS SCOTT KEY (FSK) BRIDGE RECONSTRUCTION

PIN NUMBER N/A
CONTRACT NUMBER MDTA 2024-02
CONTRACT TITLE PLANNING, ENGINEERING, CONSTRUCTION MANAGEMENT AND PROGRAM SUPPORT SERVICES FOR FSK BRIDGE RECONSTRUCTION

PROJECT SUMMARY The requested services are for a General Engineering Consultant (GEC). The GEC will be responsible for planning, engineering, construction management, and program support services to rebuild the collapsed FSK bridge. The GEC will act as MDTA's engineer and representative in the rebuild effort. The GEC will function under the control of MDTA staff, and will supervise or liaise with the selected Progressive-Design-Build contractor. The services include the domains of transportation planning, project planning, land surveying, public involvement, forestry and landscape architecture, environmental sciences, project management, and engineering. The engineering disciplines include areas of highway, construction, water resources, environmental, structural, structural inspection, coastal, traffic, transportation, electrical, intelligent transportation systems, geotechnical, pavement, materials, utility, etc. In addition, the services include coordinating within and outside MDTA, on-site staffing, project scoping, contract administration, financial evaluation, project quality management, documentation management and controls, public outreach, reviewing conformance with the governing laws, risk management, tracking cost and expenses, etc.

SCHEDULE		PROPOSERS	CONTRACT NUMBER	CONTRACT AMOUNT
ADVERTISEMENT DATE	July 19, 2024	Bridging Maryland	AE-3132-0000	\$75,000,000.00
ANTICIPATED NTP DATE	January 30, 2025	FSK Gateway Partners	N/A	N/A
DURATION/TERM	Five (5) years	GM2	N/A	N/A

PROTEST YES NO
 ✓

DBE PARTICIPATION

	Bridging Maryland	
	ADVERTISED GOAL	PROPOSED GOAL
	(%)	(%)
DBE PARTICIPATION OVERALL DBE	31.50%	31.50%

TAB 3

VERBAL

TAB 4



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, Chairman

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of External and Government Relations Mary O’Keeffe
DATE: December 19, 2024
SUBJECT: Legislative Concept – MDTA Emergency Toll Setting Process

PURPOSE

To obtain approval from the Maryland Transportation Authority (MDTA) Board for a 2025 legislative concept to increase the duration of the MDTA’s emergency toll-rate setting status determination to not exceed 300 days.

SUMMARY

Maryland Annotated Code, Transportation Article, §4–312 establishes the toll setting process for the MDTA. As currently written, if the MDTA determines that an emergency status exists, it can adopt temporary adjustments to tolls, fees, mileage rate ranges, pricing periods, toll zones, or other charges that can take effect immediately on adoption by the MDTA Board or on the effective date established by the MDTA Board. In current law, an emergency status determination may not exceed 180 days. When the emergency status expires, the temporary adjustments end. If the MDTA adopts any temporary adjustments under emergency status to tolls, fees, mileage rate ranges, pricing periods, toll zones, or other charges, the MDTA must provide notice to the public on its official website and commence public notification and comment procedures immediately.

This legislative concept seeks to increase the duration of the MDTA’s emergency status determination to not exceed 300 days.

If approved by the Board, this concept will be submitted during the 2025 Maryland General Assembly Legislative Session by the Governor’s Office as a Department of Transportation departmental bill.

ANALYSIS

The proposed legislation is needed because the current duration of an emergency status determination of not exceeding 180 days does not provide sufficient time for MDTA staff to fulfill the requirements of the toll setting process as provided for in statute.

Below are the approximate timeframes associated with a standard toll setting process:

- Development of proposal – 3 months
- Prepare hearing material and notifications – 2 months
- Conduct hearings with public comment period – 3 months
- Hold second public comment period – 1 month
- Prepare final proposal for MDTA Board vote – 1 month

An increase in the duration of the emergency toll adjustment authority to 300 days would provide the needed time to complete a toll adjustment analysis, develop a toll adjustment proposal, prepare public hearing materials, schedule the public hearings, and allow for adequate public comment period in accordance with the existing statute.

RECOMMENDATION

Approval of the legislative concept that would increase the duration of the MDTA's emergency toll-rate setting status determination to not exceed 300 days.

ATTACHMENT

- Copy of Legislative Bill Language

Bill No.: _____
Requested: _____
Committee: _____

Drafted by: Departmental
Typed by: Lynn
Stored – 10/17/24
Proofread by _____
Checked by _____

By: **Leave Blank (By Request – Departmental – Transportation)**

A BILL ENTITLED

1 AN ACT concerning

2 **Maryland Transportation Authority – Tolls, Fees, and Other Charges**
3 **– Temporary Adjustments**

4 FOR the purpose of increasing the maximum duration of an emergency status
5 determination authorizing the temporary adjustment of tolls, fees, or other charges
6 by the Maryland Transportation Authority; and generally relating to temporary
7 adjustment of tolls, fees, and other charges by the Maryland Transportation
8 Authority.

9 BY repealing and reenacting, with amendments,
10 Article – Transportation
11 Section 4–312(a)
12 Annotated Code of Maryland
13 (2020 Replacement Volume and 2024 Supplement)

14 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
15 That the Laws of Maryland read as follows:

16 **Article – Transportation**

17 4–312.

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.
[Brackets] indicate matter deleted from existing law.



1 (a) (1) Notwithstanding the provisions of Section 3, § 20 and Section 4, § 16 of
2 Chapter 608 of the Acts of the General Assembly of 1976, tolls may continue to be charged
3 on the John F. Kennedy Memorial Highway and any project constructed under the
4 provisions of Section 3 (Bridge, Tunnel, and Motorway Revenue Bonds) of Chapter 608 of
5 the Acts of the General Assembly of 1976.

6 (2) As to all or any part of any transportation facilities project, the
7 Authority may:

8 (i) Fix, revise, charge, and collect rentals, rates, fees, tolls, and other
9 charges and revenues for its use or for its services; and

10 (ii) Contract with any person who desires its use for any purpose and
11 fix the terms, conditions, rentals, rates, fees, tolls, or other charges or revenues for this use.

12 (3) (i) Before the Authority adopts an increase in tolls, fees, or other
13 charges on any part of a fixed toll transportation facilities project or adopts an increase in
14 mileage rate ranges, pricing periods, toll zones, fees, or other charges on a variably priced
15 toll transportation facilities project, the Authority shall provide an opportunity for public
16 review and comment on the proposed increase at one or more meetings held at a time and
17 place of convenience to the public in each county in which the increase is proposed to be
18 implemented.

19 (ii) At least 10 working days before the start of the first meeting
20 under subparagraph (i) of this paragraph, the Authority shall provide to the public on the
21 Authority's official website the proposed increase in tolls, fees, mileage rate ranges, pricing
22 periods, toll zones, or other charges and information and studies used in its analysis to
23 justify the proposed increase.

24 (iii) For a period of at least 10 working days after the last scheduled
25 meeting for public review and comment under subparagraph (i) of this paragraph, the
26 Authority shall provide the public with an opportunity to submit additional written
27 comments on the proposal.

28 (iv) Within 10 days after the close of the written comment period
29 under subparagraph (iii) of this paragraph, the Authority shall provide to the public on its
30 official website and to the members of the Authority a summary and analysis of the
31 comments received from the public on the proposal.

1 (4) Before the Authority votes on any proposal to increase tolls, fees, or
2 other charges on any part of a fixed toll transportation facilities project or votes on an
3 increase in mileage rate ranges, pricing periods, toll zones, fees, or other charges on any
4 part of a variably priced toll transportation facilities project, the Authority shall:

5 (i) Provide in writing to all of the members of the Authority and, on
6 request, to the public any recommendation of the Authority regarding the proposal;

7 (ii) For a period of at least 10 working days after making any
8 recommendation on the proposal, provide an opportunity for public review and written
9 comment on the recommendation;

10 (iii) Provide to the public on its official website:

11 1. Any recommendation of the Authority regarding the
12 proposal; and

13 2. The time, place, and date of the meeting at which the
14 Authority will vote on the proposal; and

15 (iv) Provide to each member of the Authority and provide to the
16 public on its official website a summary and analysis of any public comments received
17 under item (ii) of this paragraph by the Authority regarding the Authority's
18 recommendation.

19 (5) (i) At any meeting in which a recommendation to increase tolls, fees,
20 or other charges on a fixed toll transportation facilities project or a recommendation to
21 increase mileage rate ranges, pricing periods, toll zones, fees, or other charges on a variably
22 priced transportation facilities project is scheduled for consideration, the Authority shall
23 provide the public a reasonable amount of time to comment on the recommendation before
24 the Authority votes on the recommendation.

25 (ii) If the Authority amends its recommendation after receiving
26 public comment at the meeting under subparagraph (i) of this paragraph and then votes on
27 the amended recommendation at that meeting, the Authority is not required to provide an
28 additional opportunity for public comment under paragraph (4) of this subsection.

1 (6) (i) If the Authority determines that it must increase tolls, fees,
2 mileage rate ranges, pricing periods, toll zones, or other charges within a time period or in
3 a manner that will not permit compliance with paragraphs (3) and (4) of this subsection to
4 remain in compliance with the provisions of any trust agreement, escrow deposit
5 agreement, or resolution that provides for the payment of bonds issued by the Authority,
6 or to ensure that unforeseen circumstances do not adversely affect the continuity of
7 operations at one or more transportation facilities projects, the Authority shall determine
8 that an emergency status exists.

9 (ii) If the Authority determines that an emergency status exists
10 under subparagraph (i) of this paragraph, the Authority shall adopt temporary adjustments
11 to tolls, fees, mileage rate ranges, pricing periods, toll zones, or other charges that shall
12 take effect immediately on adoption by the Authority or on the effective date established
13 by the Authority.

14 (iii) If the Authority adopts any temporary adjustments to tolls, fees,
15 mileage rate ranges, pricing periods, toll zones, or other charges under subparagraph (ii) of
16 this paragraph, the Authority shall:

17 1. Provide notice to the public on the Authority's official
18 website of any temporary adjustment adopted under subparagraph (ii) of this paragraph;
19 and

20 2. Commence the public notice and comment procedures
21 under paragraphs (3) and (4) of this subsection immediately.

22 (iv) An emergency status determination may not exceed **[180] 300**
23 days and may be subject to one or more additional conditions imposed by the Authority.

24 (v) When the emergency status expires, the temporary adjustments
25 adopted under subparagraph (ii) of this paragraph shall end.

26 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect
27 October 1, 2025.

TAB 5



MEMORANDUM

TO: MDTA Board
FROM: Deputy Director Finance Allen W. Garman
SUBJECT: Investment Strategy and Benchmarks
DATE: December 19, 2024

PURPOSE OF MEMORANDUM

To complete the required quarterly review of the MDTA's investment strategy and benchmarks for the period ended September 30, 2024. This item, as well as investment returns and portfolio composition were discussed in greater detail at the December Finance and Administration Committee meeting and the Committee Members support a continuation of the current investment strategies for all accounts.

KEY POINTS

- For the trailing twelve-month period ended September 30, investments conformed to Investment Policy limitations.
- The longer duration strategies employed in certain reserves generate higher return volatility with expected higher average annual returns over multi-year periods.
- Portfolio structuring by account adhered to Board approved strategy and should remain consistent, despite short-term return volatility associated with the interest rate environment.
- No changes in strategy or benchmarks are recommended.

INVESTMENT STRATEGY

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

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

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

- Of the \$1.1 billion portfolio at the end of September, \$696 million of Match Funded accounts were invested in short-term securities with maturities of less than one year that precede or coincide with projected outflows. (Capital, Operating, Debt Service)
 - Certain investments that would normally fall under the Match Funded approach have been invested in some combination of money market mutual funds, the Maryland Local Government Investment Pool, and short-term investments with maturities preceding capital spending.
 - This strategy is in response to the inverted yield curve, increasing earnings and subjecting the accounts to minimal reinvestment risk during the short spending periods.
- The remaining \$416 million is managed for Total Return, representing long-term unrestricted reserves held in the General and M&O Reserve accounts.
 - Unrestricted reserves are managed for Total Return, with consideration of the volatility/return tradeoff associated with longer-term structures.
 - Longer duration portfolios benefit from higher average annual returns over multiyear periods and exhibit greater return volatility relative to shorter-term maturity structures.
 - Duration Targeted portfolios maintain a consistent structure and management does not attempt to time market rate changes.

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

The smaller M&O Reserve, representing approximately 5% of assets under management, is benchmarked to a composite of 1–13-year Treasury Strip indices that approximates effective duration of a laddered portfolio of 6-month to 15-year securities. The 7.5-year average maturity structure has an associated effective duration of approximately 7.0.

The General account strategy has not changed in many years and the smaller M&O Reserve's recommended strategy has been consistent since 2020.

RECOMMENDATION

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

TAB 6



MEMORANDUM

TO: MDTA Board
FROM: Director of Budget Jeffrey Brown
SUBJECT: Fiscal Year 2025 Operating Budget vs. Actual Spending Review
DATE: December 19, 2024

PURPOSE

The purpose of the memorandum is to report on the first quarter Fiscal Year (FY) 2025 spending compared to the FY 2025 Final Operating Budget.

KEY TAKEAWAY

As of September 30, 2024, 12% of the budget was spent compared to a target of 22%. Except for personnel expenses, all Object Codes were below budget. This is a typical spending pattern for the first quarter of the fiscal year.

SUMMARY

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

- Salaries & Wages/Technical & Special Fees (**Object 01 & 02 - \$234.8M Budget**) are at targeted spending levels with a 20% spend rate.
- Communications (**Object 03 - \$4.3M Budget**) is below budget with a 6% spend rate due to the State Radio Invoice (**Subobject 0305 - \$2.0M Budget**) that has not been paid.
- Travel (**Object 4 - \$639K Budget**) is below budget with a 10% spend rate. This is due to the normal seasonality of travel with more activity in the 3rd and 4th quarters.
- Fuel and Utilities (**Object 06 - \$5.0M Budget**) is slightly below budget with a 15% spend rate primarily due to the underspending in fuel oil and natural gas.

- Motor vehicle operations and maintenance (**Object 07 - \$19.1M Budget**) is close to budget with an 15% spend rate.
 - Vehicle Purchases (**Object 0701 - \$9.3M Budget**) is close to budget with a 13% spend rate. The level of spending in this line item is dependent upon when motor vehicle orders are delivered.
 - Vehicles Gas & Oil (**Object 0702 - \$4.0M Budget**) is below budget with a 9% spend rate due to the easing of gas prices compared to budget assumptions.
 - All other major sub-objects are within budget guidelines.

- Contractual Services (**Object 08 - \$145.9M Budget**) are below budget with a less than 1% spend rate. This is mostly due to three FY 2024 fiscal year end accruals associated with Advertising (0801), Building & Road Repair Maintenance (0812), and *E-ZPass*[®] Service Center Costs (0873) that were not paid as of September 30.
 - Advertising (**0801 - \$3.1M Budget**) is at a negative 7% due to the fiscal year end accrual of advertising services. These expenses were paid during the second quarter of the fiscal year and the accrual was subsequently relieved.
 - Engineers (**0807 - \$34.8M Budget**) is below budget with a 2% spend rate. This is due to the normal seasonality of engineering with more activity occurring in the 3rd and 4th quarters.
 - Building/Road Repairs & Maintenance (**0812 - \$15.5M Budget**) is below budget at a negative 12% spend rate, mostly due to a fiscal year end accounting entry associated with the FSK Bridge collapse. Consistent with accounting rules, insurance proceeds associated with salvage and debris costs were netted against FSK-related salvage and debris expenses resulting in a negative balance.
 - Education & Training (**0819 - \$1.3M Budget**) is below budget with a 12% spend rate. This is due to the normal seasonality of education/training courses with more activity occurring in the 3rd and 4th quarters.
 - Medical Care (**0820 - \$532K Budget**) is below budget with a 12% spend rate.
 - Management Studies (**0821 - \$6.2M Budget**) is below budget with a 7% spend rate. The expense is dependent upon when the studies occur.
 - IT-related costs (**Objects 0841 to 0869 - \$13.9M Budget**) are below budget at a 5% spend rate. These costs are dependent upon when invoices are received.
 - *E-ZPass*[®] Service Center Costs (**0873 - \$44.0M Budget**) is below budget with a negative 10% spend rate. These expenses were paid during the second quarter of the fiscal year and the accrual was subsequently relieved.
 - Other Contractual Services (**0899 - \$4.4M Budget**) is below budget with a 6% spend rate due to seasonality of expenses.

- Supplies & Materials (**Object 09- \$10.6M Budget**) is below budget with a 10% spend rate.
 - Roadway Maintenance (**0905 - \$665K Budget**) is below budget with an 11% spend rate due to the timing of activities.
 - Salt (**0906 - \$1.9M Budget**) is at a 0% spend rate.
 - Ammunition (**0934 - \$594K Budget**) is slightly below budget with a 14% spend rate.

- Transponders (**0951 - \$4.0M Budget**) is below budget with a 10% spend rate. This is expected to be on budget for the full year.
- Replacement Equipment (**Object 10 - \$2.7M Budget**) is below budget with a 15% spend rate, primarily driven by Object 1099 – Other Replacement Equipment.
 - Other Replacement Equipment (**Object 1099 - \$529K Budget**) is below budget with a 1% spend due to the timing of when orders are received.
- Additional Equipment (**Object 11 - \$1.2M Budget**) is below budget with a 13% spend rate mostly due to the timing of orders.
- Fixed Costs (**Object 13 - \$9.8M Budget**) is below budget with a 2% spend rate.
 - Insurance (**1309 - \$8.5M Budget**) is under budget with a 0% spend rate as no invoices were received as of September 30. The invoices for both property and liability insurance are expected to be processed in the 2nd quarter. The increase for the liability and property insurance will exceed the budget by approximately \$2.4 million.

ATTACHMENT

- Budget vs Actual by Object 1st Qtr. FY 2025

MDTA OPERATING FUND
 Bgt vs. Actual by Obj and RC Detail
 Summary of All Units
 For the Three Months Ending Monday, September 30, 2024

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
OBJECT 01 Salaries and Wages					
0101 REGULAR EARNINGS	\$8,121,520	\$144,727,005	\$23,770,122	\$120,956,883	16.42%
0102 ADDITIONAL ASSISTANCE		144,964		144,964	0.00%
0104 OVERTIME EARNINGS	465,331	6,862,807	1,397,999	5,464,809	20.37%
0105 SHIFT DIFFERENTIAL		1,036,191	5,075	1,031,116	0.49%
0110 MISCELLANEOUS P/R ADJUSTMENTS	13,646	186,409	29,537	156,872	15.85%
0111 ACCRUED LEAVE PAYMENTS	66,147	217,927	215,931	1,996	99.08%
0112 RECLASSIFICATIONS		403,865		403,865	0.00%
0151 SOCIAL SECURITY CONTRIBUTIONS		10,375,642	9,869	10,365,773	0.10%
0152 HEALTH INSURANCE		20,404,594	58,529	20,346,065	0.29%
0154 RETIREE'S HLTH INSURANCE PREM		12,487,606	31,108	12,456,497	0.25%
0161 EMPLOYEES RETIREMENT SYSTEM		18,070,076	7,391	18,062,685	0.04%
0165 STATE POLICE RETIREMENT SYSTEM		3,879,976	265,484	3,614,492	6.84%
0169 LAW ENFORCEMNT OFF PENSION SYS		22,876,047		22,876,047	0.00%
0171 BURDEN EXPENSE	7,894,914		22,005,458	(22,005,458)	0.00%
0172 DEFERRED COMPENSATION MATCH			2,175	(2,175)	0.00%
0174 UNEMPLOYMENT COMPENSATION		405,238	629	404,609	0.16%
0175 WORKERS COMPENSATION		3,010,078		3,010,078	0.00%
0189 TURNOVER		(12,663,613)		(12,663,613)	0.00%
0199 OTHER FRINGE BENE - CLOTH ALLOW		918,711	165,075	753,636	17.97%
Total Object 01	16,561,558	233,343,523	47,964,382	185,379,141	20.56%
Object 02 Technical and Special Fees					
0202 PER DIEM PAYMENTS	6,000	150,000	13,500	136,500	9.00%
0211 EMPLOYEE AWARDS		1,000		1,000	0.00%
0220 SPECIAL PAYMENTS PAYROLL		1,328,934		1,328,934	0.00%
Total Object 02	6,000	1,479,934	13,500	1,466,434	0.91%
Object 03 Communications					
0301 POSTAGE	2,916	83,227	3,437	79,790	4.13%
0302 TELEPHONE	8,347	873,771	63,444	810,327	7.26%
0303 TELECOMMUNICATIONS	18,486	775,272	150,769	624,503	19.45%
0305 STATE PAID TELECOMMUNICATIONS		2,001,477		2,001,477	0.00%
0306 CELL PHONE EXPENDITURES	38,942	580,690	61,383	519,306	10.57%
Total Object 03	68,691	4,314,437	279,032	4,035,404	6.47%
Object 04 Travel					
0401 IN STATE/ROUTINE OPERTN TRAVEL	3,410	63,193	5,628	57,565	8.91%
0402 INSTATE/CONF/SEMNR/TRNG TRAVEL	10,532	105,110	11,734	93,376	11.16%
0403 OUTSTATE/ROUTINE OPERTN TRAVEL	200	63,064	(112)	63,176	(0.18%)
0404 OUTSTATE/CONF/SEMNR/TRNG TRAVL	28,098	407,878	46,853	361,025	11.49%
Total Object 04	42,240	639,245	64,102	575,143	10.03%
Object 06 Fuel and Utilities					
0603 FUEL-OIL #2		147,200	11,160	136,040	7.58%
0606 FUEL-NATURAL GAS/PROPANE	3,344	427,009	9,424	417,585	2.21%
0620 UTILITIES-ELECTRICITY	303,731	3,951,804	665,723	3,286,081	16.85%
0621 UTILITIES-WATER/SEWAGE	28,169	431,203	53,573	377,630	12.42%
Total Object 06	335,244	4,957,216	739,880	4,217,336	14.93%
Object 07 Motor Vehicle Operations and Maintenance					
0701 PURCH VEH-CAR,LIGHT TRUCK	717,826	9,327,990	1,246,304	8,081,686	13.36%
0702 VEHICLE GAS & OIL	270,064	4,025,750	371,516	3,654,234	9.23%
0703 VEHICLE MAINTENANCE & REPAIR	157,387	2,028,957	513,497	1,515,460	25.31%
0704 INSURANCE		347,163		347,163	0.00%
0721 VEHICLE GAS & OIL - WATERCRAFT	1,941	47,814	2,193	45,621	4.59%
0722 VEHICLE MAINT & REPAIR - WATERCRAFT	5,862	64,503	9,219	55,284	14.29%
0724 BOAT SLIP RENTAL/LAUNCHING FEES		4,000		4,000	0.00%
0730 PURCH VEH-OTHER LAND VEH - DUMP, TRACTOR		194,000	100	193,900	0.05%

MDTA OPERATING FUND
 Bgt vs. Actual by Obj and RC Detail
 Summary of All Units
 For the Three Months Ending Monday, September 30, 2024

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
0731 GAS & OIL - OTHER LAND VEHICLES	114,309	1,000,000	156,694	843,306	15.67%
0732 LG VEHICLE MAINT & REPAIR	221,458	2,050,000	542,850	1,507,150	26.48%
0789 COMMUTER CHARGE	(869)	(5,000)	(1,934)	(3,066)	38.68%
0799 OTHER MOTOR VEHICLE CHARGES		50,000		50,000	0.00%
Total Object 07	1,487,977	19,135,177	2,840,439	16,294,738	14.84%
Object 08 Contractual Services					
0801 ADVERTISING/LEGAL PUBLICATION	17,760	3,064,703	(212,717)	3,277,420	(6.94%)
0802 APPLICATIONS SOFTWARE MAINTENANCE		100,000	6,578	93,422	6.58%
0804 PRINTING/REPRODUCTION	(1,402)	46,200	928	45,272	2.01%
0807 ENGINEERS	176,748	2,850,000	134,482	2,715,518	4.72%
0807 ENGINEERS - Environmental (MA0967)	100,975	3,865,000	133,460	3,731,540	3.45%
0807 ENGINEERS - Highways (MA0983)		210,000		210,000	0.00%
0807 ENGINEERS - Architectural (MA2395)	50,091	585,000	28,383	556,617	4.85%
0807 ENGINEERS - ITS/Electrical (MA2226)	68,448	1,100,000	64,448	1,035,552	5.86%
0807 ENGINEERS - Structural (MA2055)	49,767	1,600,000	103,159	1,496,841	6.45%
0807 ENGINEERS - Traffic (MA2181)	32,910	1,700,000	3,406	1,696,594	0.20%
0807 ENGINEERS - Asset Mgmt (MA2869)		800,000		800,000	0.00%
0807 ENGINEERS - On-Call (All MR)	577,884	6,415,000	204,020	6,210,980	3.18%
0807 ENGINEERS - Annual Inspections (MA2471)	144,168	15,650,000	144,168	15,505,832	0.92%
0808 EQUIPMENT RENTAL	68,120	501,677	130,667	371,010	26.05%
0809 EQUIPMENT REPAIRS & MAINT	1,893	1,356,693	1,893	1,354,800	0.14%
0810 EXTERMINATION	443	16,839	1,834	15,006	10.89%
0812 BUILDING/ROAD REPAIRS & MAINT	(24,306,672)	15,468,899	(2,514,705)	17,983,604	(16.26%)
0812 BUILDING/ROAD REPAIRS & MAINT - On-Call	775,279		738,917	(738,917)	0.00%
0813 JANITORIAL SERVICES	97,946	1,797,960	248,291	1,549,669	13.81%
0814 GROUNDS MAINTENANCE	10,350	45,000	14,174	30,826	31.50%
0815 LAUNDRY	77	3,344	164	3,180	4.91%
0816 CONTRACTUAL SERVICES - HOUSEKEEPING		50		50	0.00%
0817 LEGAL SERVICES	250	226,300	15,425	210,875	6.82%
0819 EDUCATION/TRAINING CONTRACTS	39,507	1,337,238	161,784	1,175,453	12.10%
0820 MEDICAL CARE	21,296	531,720	64,360	467,360	12.10%
0821 MGMT STUDIES AND CONSULTANTS	282,705	6,173,622	404,290	5,769,332	6.55%
0823 SECURITY SERVICES	68,329	1,216,976	146,875	1,070,101	12.07%
0824 LABORATORY SERVICES	1,890	45,578	5,450	40,128	11.96%
0825 VETERINARIAN		31,565	1,352	30,213	4.28%
0826 FREIGHT AND DELIVERY	7	18,613	557	18,056	2.99%
0827 TRASH AND GARBAGE REMOVAL	64,658	463,606	114,431	349,175	24.68%
0828 OFFICE ASSISTANCE		61,387		61,387	0.00%
0829 FISCAL SERVICES	4,243,357	15,930,250	3,310,203	12,620,047	20.78%
0841 DP CENTRAL PROCESS SVC	70,998	1,100,000	142,828	957,172	12.98%
0843 DP COMMUNICATIONS CONTROLLERS SVC	34,943	500,000	34,943	465,057	6.99%
0849 TELECOMM LINES, MODEMS & CONTROLLER:	15,187	596,601	18,162	578,439	3.04%
0854 COMPUTER MAINTENANCE CONTRACTS	292	185,000	3,792	181,208	2.05%
0858 SOFTWARE LICENSES	6,535	154,194	24,038	130,156	15.59%
0862 APPL SOFTWARE MAINTENANCE	13,689	2,226,200	271,669	1,954,531	12.20%
0864 SYSTEMS SOFTWARE MAINTENANCE		500,000	6,592	493,408	1.32%
0865 OUTSIDE SVCS-SYS ANALYSIS&DSGN	178,050	7,465,000	224,612	7,240,388	3.01%
0866 OUTSIDE SVCS-PROGRAMMING		415,000	3,213	411,787	0.77%
0869 OUTSIDE SVCS-COMPUTER USAGE		775,000	13,416	761,584	1.73%
0873 OUTSIDE SVC - E-Z PASS SVC CENTER	443,646	44,000,000	(4,566,420)	48,566,420	(10.38%)
0874 OFFICE OF ATTORNEY GENERAL FEE		43,411		43,411	0.00%
0875 RETIREMENT AGENCY ADMIN FEE		233,463	225,361	8,102	96.53%
0876 STATEWIDE DOIT SERVICES		60,962		60,962	0.00%
0894 STATEWIDE PERSONNEL SYS ALLOC		40,535		40,535	0.00%
0897 STATE ENTERPRISE BUDGET SYSTEM		12,110		12,110	0.00%
0899 OTHER CONTRACTUAL SVC-NON DP	13,922	4,400,908	249,826	4,151,082	5.68%
Total Object 08	(16,635,954)	145,921,604	108,309	145,813,295	0.07%

SUMMARY

MDTA OPERATING FUND
 Bgt vs. Actual by Obj and RC Detail
 Summary of All Units
 For the Three Months Ending Monday, September 30, 2024

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
Object 09 Supplies and Materials					
0901 AGRICULTURE	3,709	38,189	15,734	22,455	41.20%
0902 OFFICE SUPPLIES	22,756	418,854	70,281	348,573	16.78%
0903 ELECTRICAL MATERIALS	11,302	412,635	28,813	383,822	6.98%
0904 BUILDING & HOUSEHOLD SUPPLIES	43,494	388,518	102,590	285,928	26.41%
0905 ROADWAY MAINT MATERIALS	24,600	664,618	75,076	589,542	11.30%
0906 SALT/SNOW MELTING MATERIALS		1,859,664		1,859,664	0.00%
0908 HOUSEKEEPING SUPPLIES	3,937	70,317	10,501	59,816	14.93%
0909 MEDICAL SUPPLIES	1,705	36,910	4,593	32,317	12.44%
0912 WEARING APPAREL-UNIFORMS EMPL	104,873	1,187,018	222,633	964,385	18.76%
0915 LIBRARY SUPPLIES		29,675		29,675	0.00%
0917 SMALL TOOLS	22,297	282,950	53,167	229,783	18.79%
0918 VETERINARY SUPPLIES	1,305	73,500	2,891	70,609	3.93%
0920 FOOD	2,561	189,695	7,858	181,837	4.14%
0926 DATA PROCESSING SUPPLIES	7,884	39,746	11,382	28,364	28.64%
0934 AMMO GUNS FIRING RANGE SUPPLIES	84,507	593,768	84,507	509,262	14.23%
0951 E-ZPASS TRANSPONDERS	262,900	3,960,000	400,920	3,559,080	10.12%
0999 OTHER SUPPLIES AND MATERIALS	8,372	334,860	17,344	317,516	5.18%
Total Object 09	606,202	10,580,917	1,108,289	9,472,628	10.47%
Object 10 Replacement Equipment					
1002 REPL AUDIO-VISUAL EQUIP	4,178		4,178	(4,178)	0.00%
1013 REPL MAINTENANCE & BUILDING EQUIP	51,976	401,500	77,825	323,675	19.38%
1015 REPL OFFICE EQUIPMENT	11,094	85,407	34,257	51,150	40.11%
1019 REPL RADIOS & ELECTRONIC EQUIPMENT		241,000		241,000	0.00%
1031 REPL DP EQUIP-MAINFRAME		80,000		80,000	0.00%
1033 REPL DP EQUIP-MICROCOMPUTER	96,056	1,373,080	277,103	1,095,977	20.18%
1099 OTHER REPLACEMENT EQUIPMENT	2,877	528,900	2,877	526,023	0.54%
Total Object 10	166,181	2,709,887	396,240	2,313,647	14.62%
Object 11 Additional Equipment					
1102 ADDT'L AUDIO-VISUAL EQUIP		9,500		9,500	0.00%
1103 ADDT'L CLEANING EQUIPMENT		10,000		10,000	0.00%
1109 ADDT'L HUMAN ENVIRONMENTAL EQUIP	699	1,000	1,697	(697)	169.71%
1113 ADDT'L MAINTENANCE & BUILDING EQUIP	1,199	139,715	144,535	(4,820)	103.45%
1115 ADDT'L OFFICE EQUIPMENT	539	49,700	1,561	48,140	3.14%
1119 ADDT'L RADIOS & ELECTRONIC EQUIPMENT		475,000		475,000	0.00%
1133 ADDT'L DP EQUIP-MICROCOMPUTER		40,000		40,000	0.00%
1199 OTHER ADDITIONAL EQUIPMENT	3,168	459,835	9,432	450,403	2.05%
Total Object 11	5,605	1,184,750	157,225	1,027,525	13.27%
Object 13 Fixed Charges					
1302 INSURANCE COVERAGE PAID TO STO		838,110		838,110	0.00%
1303 RENT PAID TO DGS		1,100		1,100	0.00%
1304 SUBSCRIPTIONS	(29)	26,675	1,323	25,352	4.96%
1305 ASSOCIATION DUES	1,626	372,272	5,778	366,494	1.55%
1308 LICENSES	1,175	7,800	1,739	6,061	22.29%
1309 INSURANCE (NON STO PAYMENTS)		8,500,000		8,500,000	0.00%
1320 BAD DEBT EXPENSE		50,000	149,145	(99,145)	298.29%
Total Object 13	2,772	9,795,957	157,985	9,637,972	1.61%
Total All Objects	2,646,516	434,062,646	53,829,384	380,233,262	12.40%

TAB 7



MEMORANDUM

TO: MDTA Board
FROM: Assistant Capital Program Manager Jennifer Stump
SUBJECT: First Quarter Review of Fiscal Year 2025 Capital Budget vs. Actual Spending
DATE: December 19, 2024

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to update the MDTA Board on the status of actual Fiscal Year (FY) 2025 capital spending against the FY 2025 capital budget in the FY 2025-2030 Draft Consolidated Transportation Program (CTP). This information was also presented at the MDTA Finance and Administration Committee on December 5, 2024.

KEY TAKEAWAYS

As of September 30, 2024, 9.6% of the FY 2025 budget was spent as compared to the targeted spending level of 25%. The total budget for FY 2025 is \$809.8 million. The actual spending through the first quarter was \$77.5 million. The first quarter percentage is low because there are outstanding accruals for work completed in FY 2024.

ANALYSIS

Eighty-six of the 91 projects budgeted in FY 2025 were within the acceptable spending limits of 0% to 50% (plus or minus 25% of the 25% target). Due to normal lags in invoicing, generally two months, a plus or minus 25% threshold was determined to be reasonable.

The actual spending through the first quarter for ten projects with the highest FY 2025 budgets was \$52.9 million. The ten projects are detailed in Attachment A.

RISKS AND OPPORTUNITIES

Extended procurements have resulted in delayed Notice to Proceed on several projects which could impact overall FY 2025 spending. However, since the Draft CTP was approved, thirty-two projects have increased spending expected in FY 2025.

ATTACHMENT

- Attachment A – FY 2025 Capital Program Spending – Ten Projects with highest FY 2025 Budgets

**FY 2025 Capital Program Spending
Compared to Draft FY 2025-2030 CTP Budget
Ten Projects with highest FY 2025 Budgets**

Project Name	FY 2025 Budget Draft FY25-30 CTP (\$ Million)	FY 2025 Actual thru 09/30/2024 (\$ Million)	FY 2025 1st Qtr Spend Rate	FY 2025 Budget Remaining (\$ Million)
Key Bridge Rebuild	\$204.9	\$0.2	0%	\$204.7
Rehabilitate Decks of Eastbound Span - Phase I	\$114.1	\$16.0	14%	\$98.1
I-95 ETL Northbound Extension - MD 152 Interchange Reconstruction	\$50.2	\$0.3	1%	\$49.9
I-95 ETL Northbound Extension - Express Toll Lanes to MD 152	\$47.8	\$11.6	24%	\$36.2
I-95 Express Toll Lanes Northbound Transition - MD 152 Interchange Reconstruction	\$39.4	\$7.4	19%	\$32.0
I-95/Belvidere Road Interchange	\$33.9	\$0.2	1%	\$33.7
I-95 ETL NBE MD 24 to Bynum Run	\$27.0	\$0.1	0%	\$27.0
Cleaning and Painting of the Hatem Bridge	\$26.4	\$7.6	29%	\$18.8
Envelope Repair and Switchgear Replacements at BHT Vent Buildings	\$24.9	\$5.7	23%	\$19.1
I-695 Subgrade Improvements at Bear Creek	\$23.9	\$3.9	16%	\$20.0
Total	\$592.4	\$52.9	9%	\$539.5

TAB 8



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, Chairman

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Financial Officer Deborah Sharpless
SUBJECT: First Quarter Fiscal Year 2025 Traffic and Revenue Performance
DATE: December 19, 2024

PURPOSE OF MEMORANDUM

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

KEY TAKEAWAY

Actual revenue was below forecast by \$5.2 million during the first quarter of the fiscal year primarily due to the monthly forecasted allocation of *E-ZPass*[®] and video toll collections during the month of September. The variance in the actual to forecasted revenue associated with the monthly allocation is expected to smooth out as the year progresses.

ANALYSIS

This quarterly review looks at traffic and toll revenue trends and compares actual system-wide experience with traffic and toll revenue forecasts. CDM Smith continues to track and evaluate the performance of traffic at the lane level (Attachment Figure 1) and traffic and revenue collected on a cash basis.

FY 2025 Actuals compared to FY 2024 Actuals and FY 2025 Forecast vs FY2025 Actuals

Combined Facilities (including Administrative Revenue)														
TRANSACTIONS (in Millions)								REVENUE (in Millions)						
	FY24	FY25			FY24			FY24	FY25			FY25		
	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff	Actual	Actual	Diff	% Change	Forecast	Diff	% Diff
Qtr. 1	41.5	40.8	(0.7)	-1.6%	41.9	(1.1)	-2.6%	\$ 202.0	\$ 192.4	\$ (9.7)	-4.8%	\$ 197.6	\$ (5.2)	-2.6%
YTD Totals	41.5	40.8	(0.7)	-1.6%	41.9	(1.1)	-2.6%	\$ 202.0	\$ 192.4	\$ (9.7)	-4.8%	\$ 197.6	\$ (5.2)	-2.6%

*Note: Numbers may not sum due to rounding

As shown in the Table above, for the period ended September 30, 2024, year-to-date (YTD) systemwide transactions totaled 40.8 million and corresponding collected revenue totaled \$192.4 million. This represents a decrease of 0.7 million transactions, or 1.6%, compared to the same period last year. YTD revenue decreased by \$9.7 million, or 4.8%, compared to the same period last year. The decrease is due, in part, to the loss of revenue resulting from the allision of the M/V DALI with the Francis Scott Key Bridge and reduced FY 2025 first quarter video toll collections compared to the first quarter of FY 2024. Video toll collections likely increased in FY 2024 because of the courtesy and warning letters that were sent to customers regarding the resumption of Motor Vehicle Administration flagging.

For the period ended September 30, 2024, actual revenue was below forecast by \$5.2 million. This is mainly due to the allocation of *E-ZPass* and video toll transactions during the month of September. The variance in the actual to forecasted revenue associated with the monthly allocation is expected to smooth out as the year progresses.

ATTACHMENTS

- Attachment A: Summary of Revenue
- Attachment B: Comparison of Official Forecast to Actual Toll Revenue Performance
- Attachment C: Analysis of Actual Toll Revenue Performance & Financial Forecast Differences
- Attachment D: FY 2023 Forecast vs Actual Revenue – by Facility
- Attachment E: FY 2023 Forecast vs. Actual Revenue – By Payment Method

Attachment A
Summary of Revenue
FY2025 Forecasted and Actual Revenue Comparison

	E-ZPass®	Video, Administrative ¹ & Pay-By-Plate	Total
Forecast Revenue	\$161,936,292	\$35,636,248	\$197,572,540
<i>less</i> Actual Revenue	157,238,920	35,131,874	192,370,794
Difference	(\$4,697,372)	(\$504,374)	(\$5,201,745)

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

Attachment B
Comparison of Official Forecast to Actual Toll Revenue Performance

Jul 1, 2024 to Sep 30, 2024

Toll Revenue Forecast:		\$197,572,540
Actual Revenue:		
<i>E-ZPass</i>	157,238,920	82%
Pay-By-Plate	1,395,451	1%
Video Toll	18,065,973	9%
Administrative Toll	15,670,450	8%
Total Actual Revenue		192,370,794
Actual Revenue less Forecasted Revenue		(5,201,745)

Attachment C

Analysis of Actual Toll Revenue Performance & Financial Forecast Differences

Jul 1, 2024 to Sep 30, 2024

Adjusted Difference (Forecast less Adjusted Actual Revenue) \$ (5,201,745)

Forecast Assumption Differences:

E-ZPass Daily Average Traffic Lower than Forecasted (FY2025) - ongoing (4,697,372)

Pay-By-Plate Usage Higher than Forecasted (FY2025) - ongoing 71,607

Video Toll Collections Lower than Forecasted (FY2024) - ongoing (1,213,553)

Administrative Toll Revenue Higher than Forecasted (FY2024) - ongoing (CPFs +\$0.4M; Post +\$0.1M) 637,572

Total Forecast Assumption Differences \$ (5,201,745)

Attachment D
FY 2025 Forecast vs. Actual Revenue – By Facility

Legacy Facilities					
		July	August	September	Total
Video, Pay-By- Plate & Other	E-ZPass	Forecast \$ 45,185,963	\$ 47,209,783	\$ 47,544,611	\$ 139,940,357
		Actual 45,185,701	47,210,281	43,459,857	135,855,839
	Difference	(262)	498	(4,084,754)	(4,084,518)
Video, Pay-By- Plate & Other		Forecast 9,665,417	11,195,365	9,881,085	\$ 30,741,867
		Actual 9,666,514	11,210,815	9,315,973	\$ 30,193,302
	Difference	1,098	15,450	(565,112)	\$ (548,565)
Total		Forecast 54,851,380	58,405,148	57,425,696	\$ 170,682,224
		Actual 54,852,215	58,421,096	52,775,830	\$ 166,049,141
	Difference	\$ 835	\$ 15,948	\$ (4,649,866)	\$ (4,633,083)

Intercounty Connector					
		July	August	September	Total
Video, Pay-By- Plate & Other	E-ZPass	Forecast \$ 7,141,613	\$ 5,308,453	\$ 5,742,164	\$ 18,192,229
		Actual 7,141,323	5,307,957	5,443,634	\$ 17,892,914
	Difference	(290)	(496)	(298,529)	\$ (299,314)
Video, Pay-By- Plate & Other		Forecast 1,474,311	1,786,284	1,429,404	\$ 4,689,999
		Actual 1,474,518	1,789,079	1,500,774	\$ 4,764,371
	Difference	207	2,795	71,370	\$ 74,372
Total		Forecast 8,615,924	7,094,736	7,171,568	\$ 22,882,228
		Actual 8,615,841	7,097,036	6,944,408	\$ 22,657,286
	Difference	\$ (83)	\$ 2,300	\$ (227,159)	\$ (224,942)

I-95 Express Toll Lanes					
		July	August	September	Total
Video, Pay-By- Plate & Other	E-ZPass	Forecast \$ 1,172,540	\$ 1,217,021	\$ 1,414,144	\$ 3,803,706
		Actual 1,172,541	1,217,028	1,100,597	\$ 3,490,166
	Difference	1	7	(313,548)	\$ (313,540)
Video, Pay-By- Plate & Other		Forecast 57,407	62,459	84,516	\$ 204,382
		Actual 57,407	62,607	54,188	\$ 174,201
	Difference	-	148	(30,329)	\$ (30,181)
Total		Forecast 1,229,947	1,279,480	1,498,661	\$ 4,008,088
		Actual 1,229,948	1,279,635	1,154,784	\$ 3,664,367
	Difference	\$ 1	\$ 155	\$ (343,876)	\$ (343,720)

All Facilities					
		July	August	September	Total
		Forecast \$ 64,697,251	\$ 66,779,364	\$ 66,095,925	\$ 197,572,540
		Actual 64,698,004	66,797,767	60,875,023	\$ 192,370,794
	Difference	\$ 754	\$ 18,403	\$ (5,220,902)	\$ (5,201,745)

Attachment E
 FY 2025 Forecast vs. Actual Revenue – By Payment Method

E-ZPass					
		July	August	September	Total
Forecast	Legacy	45,185,963	47,209,783	47,544,611	\$ 139,940,357
	ICC	7,141,613	5,308,453	5,742,164	\$ 18,192,229
	ETL	1,172,540	1,217,021	1,414,144	\$ 3,803,706
	Total	53,500,116	53,735,257	54,700,919	\$ 161,936,292
Actual	Legacy	45,185,701	47,210,281	43,459,857	\$ 135,855,839
	ICC	7,141,323	5,307,957	5,443,634	\$ 17,892,914
	ETL	1,172,541	1,217,028	1,100,597	\$ 3,490,166
	Total	53,499,565	53,735,267	50,004,088	157,238,920
Difference		\$ (551)	\$ 10	\$ (4,696,831)	\$ (4,697,372)

Video, Pay-By-Plate & Other					
		July	August	September	Total
Forecast	Legacy	9,665,417	11,195,365	9,881,085	\$ 30,741,867
	ICC	1,474,311	1,786,284	1,429,404	\$ 4,689,999
	ETL	57,407	62,459	84,516	\$ 204,382
	Total	11,197,135	13,044,108	11,395,005	\$ 35,636,248
Actual	Legacy	\$ 9,666,514	\$ 11,210,815	\$ 9,315,973	\$ 30,193,302
	ICC	1,474,518	1,789,079	1,500,774	\$ 4,764,371
	ETL	57,407	62,607	54,188	\$ 174,201
	Total	11,198,439	13,062,500	10,870,934	35,131,874
Difference		\$ 1,305	\$ 18,393	\$ (524,071)	\$ (504,374)

All Revenue					
		July	August	September	Total
Forecast	\$	64,697,251	\$ 66,779,364	\$ 66,095,925	\$ 197,572,540
Actual		64,698,004	66,797,767	60,875,023	\$ 192,370,794
Difference		\$ 754	\$ 18,403	\$ (5,220,902)	\$ (5,201,745)

TAB 9



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, Chairman

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Engineer James Harkness, P.E., PTOE
SUBJECT: Quarterly Update on Major Capital Projects valued over \$40 Million
DATE: December 19, 2024

PURPOSE OF MEMORANDUM

The purpose of the memorandum is to update the MDTA Board on the status of the major projects in the Capital Program.

SUMMARY

As of December 12, 2024, there are thirteen major projects in the Capital Program. Eleven of the projects are under construction and two are under design. This update includes projects funded for construction in the current Consolidated Transportation Program and includes five projects valued in excess of \$100 million. There are four projects from the \$1.1 billion I-95 ETL Northbound Expansion program.

ATTACHMENT

- MDTA Major Capital Projects (>\$40 million) – December 2024 Update

MDTA Major Capital Projects (>\$40 Million) - December 2024 Update

Pin	Contract No.	Description	AD	NTP	Current Budget (Thousands \$)	Anticipated Construction Completion	Construction (C), Procurement (P) or Design (D)
2147	MA-2257	Replace Electronic Toll Collection - 3rd Gen	8/1/16	3/6/18	139,353	Summer 2025	C
2453	KH-3009	I-95 ETL Northbound Extension - Express Toll Lanes to MD 152	8/17/20	5/3/21	237,455	Spring 2025	C
2491	KH-3019	I-95 ETL Northbound Extension - MD 152 Interchange Reconstruction	5/7/21	2/28/22	245,586	Winter 2025	C
2477	KH-3024	I-95/Belvidere Road Interchange	5/18/20	2/25/22	81,529	Summer 2026	C
2317	BB-2726 BB-3017 BB-3018	Eastbound Bay Bridge Deck Replacment - Phase 1	9/6/19	1/9/23	307,780	Spring 2026	C
2306	HT-2709	Envelope and Switchgear Replacements at BHT Ventilation Buildings	1/10/22	2/20/23	80,675	Winter 2027	C
2512	HB-3001	Cleaning and Painting of the Hatem Bridge	8/3/23	1/16/24	65,936	Summer 2026	C
2450	KB-3005	I-695 Subgrade Improvements at Bear Creek	6/6/23	3/25/24	43,983	Fall 2025	C
2655	KB-4903	Francis Scott Key (FSK) Bridge Replacement - Phase 1	5/31/24	9/16/24	94,000	Fall 2025	C
2492	KH-3020	I-95 ETL Northbound Extension - MD 24 to Bynum Run	2/23/24	11/4/24	66,268	Winter 2028	C
2493	KH-3021	I-95 ETL Northbound Extension - MD 24 Interchange	6/27/24	11/20/24	286,919	Winter 2028	C
2582	KH-3046	I-95/I-695 Interchange Express Toll Lanes Ramps MB & MH	2/20/25	10/1/25	79,000	Fall 2027	D
2500	KH-3025	JFK Maintenance Facility at Raphel Road - Phase 1	4/16/25	9/7/25	53,000	Winter 2028	D

* Budget or schedule change

TAB 10



MEMORANDUM

TO: MDTA Board
FROM: Director of Information Technology David Goldsborough
SUBJECT: Quarterly Information Technology Update
DATE: December 19, 2024

PURPOSE OF MEMORANDUM

The purpose of this memorandum is to provide a quarterly update to the MDTA Board on MDTA’s Division of Information Technology (DoIT).

SUMMARY

As of December 26, 2024, the DoIT maintains an active portfolio of 21 projects and continued support of the third-generation tolling system (3G) program. Some of the significant initiatives that DoIT continues to work on include the following:

Project Name	Brief Description	Go-live	Notes
HR Central Conversion	Moving HRC to the new Salesforce lightning platform	3/1/2025	On schedule
Scheduling System enhancements	EZ Pass appointment scheduling system	6/1/2025	On schedule
Maximo Spatial	Implementation of Maximo spatial for asset management	6/30/2025	Revised schedule
Dynamics SL Upgrade	Upgrade from version 2015 to 2018	Early second QTR 2025	On schedule
HRIS	Moving the HRIS system to the cloud	9/2024	On schedule
Data Center Enhancements Project	Replace power and cooling units in the ICC and JFK data centers.	4/1/2025	Revised schedule
Clearing House tracking for Health and Safety (OESRM)	Tracking of driver information for MDTA drivers that hold a CDL.	1/1/2025	On schedule
Police BWC	MDTAP Police body worn cameras	5/30/2025	On schedule
Maximo 9 upgrade	Major upgrade for Maximo to IBM’s new architecture	11/30/2025	Planning

TAB 11



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul J. Wiedefeld, Chairman

Board Members:

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Administrative Officer Percy E. Dangerfield, Ph.D.
Director of Civil Rights and Fair Practices Tia Rattini
PREPARED BY: Compliance Officer Nicholas Lloyd
SUBJECT: Quarterly Update: Socio-economic Programs Status
DATE: December 19, 2024

PURPOSE OF MEMORANDUM

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

SUMMARY

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

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

The following socio-economic programs' performance information presented is based on Quarter 1 of 2025, which covers the performance period of July 1, 2024, to September 30, 2024¹. This performance period will be referenced as Q1 FY 2025.

¹ The achieved goals reported for the MBE, SBR, and VSBE programs in this document are specific to contract awards and payments. This data does not include Purchasing Credit Card (P-Card) information and may vary from data submitted for the Governor's Office of Small Minority and Women Business Affairs (GOSBA) quarterly reporting.

Disadvantaged Business Enterprise (DBE) Program

The Francis Scott Key Bridge (FSK) Progressive Design/Build Phase 1 contract for the progressive design phase of the FSK Bridge rebuild was executed on September 16, 2024.

CRFP has been monitoring the Francis Scott Key Bridge (FSK) debris removal, disposal, and cleanup of the bridge collapse. Skanska USA Civil Southeast, Inc. mobilized on March 26, 2024. This contract was executed as of April 23, 2024.

CRFP monitors the Nice-Middleton Bridge Project's federally funded contracts to ensure compliance with nondiscrimination and affirmative action requirements. The responsibilities include oversight of the Disadvantaged Business Enterprise (DBE) Program, the Contractor's Equal Employment Opportunity (EEO)/Workforce Affirmative Action plans, On-the-Job Training (OJT) programs, and Contractor Labor Compliance. The unit also provides management, supervision, and direction to the third-party civil rights compliance monitors assigned to the Project by the General Engineering Consultant for the Nice-Middleton Bridge Replacement Project.

The Nice-Middleton Bridge Project will construct a new 4-lane crossing of US-301 over the Potomac River to replace the existing bridge, which is over 80 years old. The Project also includes minor roadway work on each side of the Potomac River, improvements to the campus infrastructure, and demolition of the existing bridge. The Nice-Middleton Bridge Project comprises five (5) contracts along with the Francis Scott Key Debris Removal contracts have an estimated value of \$651 million.

The five (5) contracts included in the Nice-Middleton Bridge Project were identified for federal financial assistance via a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. DBE firms' utilization is monitored monthly and reported to the Federal Highway Administration (FHWA) semi-annually. DBE firms' utilization is calculated by dividing the total dollars paid to DBE subcontractors by the total dollars expended for this Project.

Table 1 depicts total DBE payments by Contract for the Francis Scott Key Bridge (FSK) Progressive Design/Build Phase 1 Project. The FSK Bridge Debris Removal, Disposal and Clean-up of the FSK Bridge collapse. The Nice-Middleton Bridge Projects and the I-95 Interchange at Belvidere Road and the Francis Scott Key Bridge Collapse debris removal and cleanup through September 30, 2024. Each contract has a contract-specific commitment to a DBE goal. Table 1 depicts each Contract's DBE utilization in payments project-to-date.

Minority Business Enterprise (MBE) Program

CRFP's Compliance Officers monitor State-funded projects to ensure compliance with Maryland's Minority Business Enterprise (MBE) Program. The MBE Program intends to increase procurement opportunities for socially and economically disadvantaged small business owners within the State contracting marketplace. Maryland's MBE Program requires State agencies to structure their procurements in a manner that allows 29 percent of the agency's total

annual expenditures on procurement contracts to be paid directly or indirectly to certified MBE firms as prime contractors or subcontractors.

Table 2 depicts total MBE participation by Contracting Areas for Q1 FY 2025. MBE firms received \$12.4 million (17.12%) of the \$72.7 million in total contract awards during this period. These amounts represent contract awards in only one (1) Procurement Category, Construction, out of the six (6) Procurement Categories: Construction, Architectural & Engineering (A&E), Maintenance, Information Technology (IT), Services, and Supplies and Equipment.

Table 3 depicts MBE awards by Minority Business Enterprise (MBE) classification and procurement category for Q1 FY 2025. During this period, African American firms received \$0 million (0%) of the \$0 million Prime contract awards. Asian American firms received \$0 million (0%). Women-owned firms received \$12.4 million (17.27%). Hispanic American firms received \$0 million (0%). MBE participation for Q1 FY 2025 is calculated by dividing the total MBE contract award dollars by the total contract award dollars.

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

The Certified Small Businesses (CSBs)/Small Business Reserve (SBR) Program is administered by the Division of Procurement (DOP). CRFP is responsible for reviewing and analyzing State-funded procurements to ensure Maryland's SBR Program compliance. Maryland's SBR Program allows small businesses to participate as prime contractors on State-funded contracts by establishing a unique marketplace where small businesses compete against other small businesses instead of larger, more established companies. The SBR program is a race and gender-neutral program. Minority status is not a criterion for participation in the SBR Program. (See Md. Code Ann., State Fin. & Proc. Art. §14-501.)

On January 6, 2021, Governor Hogan signed Executive Order 01.01.2021.01 to increase small business participation in State procurements. The Executive Order enhances the SBR Program by directing all procurements between \$50,000 and \$500,000 to the SBR Program unless the procurement meets defined exemptions. The State has established a 15% SBR utilization goal. Effective September 2024 the SBR goal was increased to 20% and the SBR awards now include Direct Vouchers and P-Card purchases.

The CSB/SBR firms' participation goal for Q1 FY 2025 is calculated by dividing the total CSB/SBR designated and non-designated awards by the total procurement awards. Utilization is calculated by dividing the total CSB/SBR-designated and non-designated payments by the total payments to all prime vendors.

Table 4 depicts Certified Small Businesses/Small Business Reserve Program utilization for Q1 FY 2025 for Awards. SBR-designated firms received \$48 thousand of the \$74 million in procurement awards during this period. Non-SBR-designated awards for this quarter were over \$141 thousand. MDTA's CSB/SBR awards totaled over \$190 thousand (0.26%) for all SBR awards (designated and non-designated).

Veteran-Owned Small Business Enterprise (VSBE) Program

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

Table 5 depicts VSBE contract participation by contracting area for Q1 FY 2025. During this period, VSBE firms received \$721 thousand (0.99%) of the over \$72.7 million in contracts awarded by the MDTA. VSBE participation for Q1 FY 2025 is calculated by dividing the total contract award dollars to VSBE firms by all contract awards.

Major Initiatives

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

- *PRISM Contract Compliance System*: PRISM is a contract compliance system that supports payment and contract compliance, performance management functionality, and compliance workflow automation for the whole performance management contracting cycle from pre-solicitation to contract closeout. PRISM includes the following capabilities: vendor registration, vendor management, contract management, labor management, outreach management, and dashboard and reporting. The following is an update on the status of PRISM implementation:
 - Final User Acceptance meetings for implementation have been completed in August 2024.
 - State Contracts are currently running parallel in PRISM and iFMIS. CRFP will cease the use of iFMIS for contract compliance by the end of 2nd Quarter FY 2025.
- *In-person Outreach Events*: Civil Rights and Fair Practices held their third 2024 in-person event titled "Doing Business with the MDTA," on Thursday, September 19, 2024.
 - *The following outreach events have been scheduled for 2025:*
 - *Tuesday, March 25, 2025*
 - *Tuesday, June 17, 2025*
 - *Wednesday, September 17, 2025*
- *Training with the Office of Engineering and Construction (OEC)*: CRFP coordinated with OEC to host training sessions for MDTA Project Managers and Project Engineers. These training sessions foster relationships between the CRFP and OEC teams and

increase Project Managers' and Project Engineers' awareness and understanding of the MBE, DBE, and VSBE programs and regulatory requirements. Training sessions with Project Managers and Contract Managers in the Construction Unit were completed in December 2022, March 2023, and June 2023.

- CRFP will begin scheduling OEC, IT, Service, and Maintenance contract training with project managers in February 2025.
- *Credit card purchases made with MBE, DBE, VSBE, and SBR vendors:* CRFP is working with the Purchasing Card Program Administrator and the IT Solutions Administrator to develop a way to identify automatically, and track credit card transactions made with MBE, DBE, VSBE, and SBR vendors in the purchasing card system. This option would make compiling and reporting this data more manageable and efficient. This functionality within the purchasing card system would also help CRFP to identify the frequency with which cardholders make purchases using MBE, DBE, VSBE, and SBR vendors – thereby uncovering opportunities for additional training or recognition. CRFP is also working with the DOP to update the "Strive for Five" form to reference MBE and VSBE vendors.
 - Civil Rights and Fair Practices had several meetings with Finance, Procurement, and IT to discuss implementing an interface to the P-Card system from MDOT's MBE Directory and eMaryland Marketplace Advantage (eMMA) that would enable our P-Card system to identify MBEs/VSBE that are utilized on credit card purchases. The P-Card form (Strive for Five) will be updated to remind P-Card users to look for DBEs/MBEs/VSBEs/SBRs that can be utilized when making purchases. We have also met with the Division of Communications (DOC) to have our Small Procurement Training Sessions recorded so that they are available for MDTA staff.
 - CRFP and IT had a Project meeting on May 30th to discuss the interface between MDTA's Maximo System and MDOT-TSO's Office of Minority Business Enterprise MBE Directory Data to identify MBE/DBE firms on credit card purchases. We also discussed the need for an MOU with MDOT. MDTA has sent the MOU to TSO for their review.
- *Identifying additional opportunities for MBE/DBE/VSBE participation:* Evaluating the extra work authorization (EWA) and supplemental agreement (SA) process to ensure maximization of goal attainment is considered with all additional work. We are working internally with our Office of Engineering and Construction to identify these opportunities. In addition, we are reviewing the feasibility of expanding third tier subcontracting more broadly and reducing the standard requirement that Primes self-perform 50% of the contract. Lastly, we will review our task order/open-end contracts to see if we can repackage tasks into contracts with more defined work items more likely to achieve the contract goals.
- *Outstanding MBE/DBE/VSBE Subcontracting Partner Award:* The MDTA is developing the Outstanding Subcontracting Partner Award as an annual recognition of completed projects with subcontracting goals (or subgoals, if applicable) that achieve the highest MBE, DBE, or VSBE participation. The main purpose of this award is to celebrate success, share lessons learned of best practices, and honor all project

stakeholders. This award is for the successful use of certified MBE, DBE, or VSBE firms on an MDTA construction, architectural/engineering. See Table 6 of Corrective Strategies for meeting DBE/MBE/SBR goals. CRFP and the Executive Officer have met several times in October and November discussing the criteria for the award program.

ATTACHMENTS

- Table 1: Francis Scott Key Bridge Progressive Design/Build Phase 1, Nice-Middleton Bridge Project, I-95 Interchange at Belvidere Road and the Francis Scott Key Bridge Debris Removal Projects Disadvantaged Business Enterprise (DBE) Program Utilization
- Table 2: Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category
- Table 3: Minority Business Enterprise (MBE) Program Contract Awards by MBE Classification and Procurement Category
- Table 4: Certified Small Businesses (CSBs)/Small Business Reserve (SBR) Program Awards
- Table 5: Veteran-Owned Small Business Enterprise (VSBE) Contract Awards by Procurement Category
- Table 6: Corrective Strategies

ATTACHMENTS

QUARTERLY UPDATE: SOCIO-ECONOMIC PROGRAMS STATUS

Table 1: The Francis Scott Key Bridge Progressive Design/Build Phase 1, The Francis Scott Key Bridge Debris Removal, the Nice-Middleton Bridge Project, and the I-95 Interchange at Belvidere Road Projects Disadvantaged Business Enterprise (DBE) Program Utilization

Disadvantage Business Enterprise Program Utilization Project-To-Date (Period Ending September 30, 2024)					
Contract Number & Contract Value	Contract Description	Committed DBE Goal (%)	Total Payments (\$ to Primes	Total (%) Payments Paid to DBEs	Total Payments to DBEs
KB-4903-0000 NTP 9/16/2024 \$73,000,000.00	Progressive Design/Build Phase 1 of Francis Scott Key Bridge (FSK) Rebuild	26.53%	\$0.00	0.00%	\$0.00
KB-4213-0000 NTP 03/26/2024 \$50,285,000.00	Debris Removal, Disposal and Cleanup of Francis Scott Key Bridge (FSK) Collapse	3.00%	\$66,330,000.00	2.58%	\$1,713,244.83
KH-3024-0000 NTP 02/25/22 \$65,620,692.85	I-95 Interchange at Belvidere Road	23.00%	\$13,672,828.20	16.09%	\$2,199,335.16
NB-0543-0000 NTP 03/17/20 \$462,957,000.00	Bridge Replacement	16.14%	\$455,323,873.44	17.66%	\$80,406,375.10
NB-3003-0000 NTP 08/28/20 \$28,472,230.19	Campus Improvements	23.86%	\$27,209,875.33	25.84%	\$7,031,654.24
AE-3049-0000 NTP 11/14/18 \$15,000,000.00	Construction Management Inspection Services	26.45%	\$9,870,097.23	27.03%	\$2,668,199.06
AE-3050-0000 NTP 11/14/18 \$15,000,000.00	Construction Management Inspection Services	26.60%	\$9,593,040.33	25.24%	\$2,420,907.68
AE-3051-0000 NTP 11/14/18 \$15,000,000.00	Construction Management Inspection Services	26.00%	\$8,046,708.39	22.92%	\$1,844,375.53

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

Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category FY2025 Quarter 1 Report			
State MBE Program Participation Goal	29%		
MDTA-MBE Program Contract Utilization	17.12%		
Procurement Category	MBE %	MBE Subcontract Awards	Prime Contract Awards
Construction	17.27%	\$ 12,454,687.00	\$ 72,137,038.00
A&E	0.00%	\$ -	\$ -
Maintenance	0.00%	\$ -	\$ -
IT	0.00%	\$ -	\$ 538,672.00
Services	0.00%	\$ -	\$ -
Supplies/Equipment	0.00%	\$ -	\$ 71,638.00
Total	17.12%	\$12,454,687.00	\$72,747,348.00

Table 3: Minority Business Enterprise (MBE) Program Contract Awards by MBE Classification and Procurement Category

Minority Business Enterprise (MBE) Program Contract Awards by Minority Business Enterprise (MBE) Classification and Procurement Category FY2025 Quarter 1 Report													
Procurement Category	African American (%)	African American (\$)	Hispanic American (%)	Hispanic American (\$)	Asian American (%)	Asian American (\$)	Women (%)	Women (\$)	Native American (%)	Native American (\$)	Disabled (%)	Disabled (\$)	Total Award (\$)
Construction	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	17.27%	\$ 12,454,687.00	0.00%	\$ -	0.00%	\$ -	\$ 12,454,687.00
A&E	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	\$ -
Maintenance	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	\$ -
IT	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	\$ -
Services	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	\$ -
Supplies/Equipment	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	\$ -
Total Participation	0.00%	\$ -	0.00%	\$ -	0.00%	\$ -	17.12%	\$ 12,454,687.00	0.00%	\$ -	0.00%	\$ -	\$ 12,454,687.00

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

Certified Small Businesses (CSB)/Small Business Reserve (SBR) Program Awards FY2025 Quarter 1							
CSB/SBR State Participation Goal		20%					
MDTA CSB/SBR Awards		0.26%					
Contract Awards	Total Number of Contracts Awarded (#)	Total \$ All Procurement Contracts Awarded	Total # Non-Designated Contracts Awarded to CSBs (SBRs)	Total \$ Non-Designated Contracts Awarded to CSBs (SBRs)	Total # Designated Contracts Awarded to CSBs (SBRs)	Total \$ Designated Contracts Awarded to CSBs (SBRs)	Percentage of CSB (SBRs) Participation
BPO/PO Awards	4	\$72,747,348	1	\$71,638	1	\$48,310	
Direct Voucher Awards	234	\$761,374	4	\$27,753			
P-Card	1,032	\$602,893	8	\$42,567			
Total	1,270	\$74,111,615	13	\$141,958	1	\$48,310	0.26%
Total Awards							\$190,268.00

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

Veteran-Owned Small Business Enterprise (VSBE) Program Contract Awards FY2025 Quarter 1			
VSBE Participation Goal	3.00%		
MDTA - VSBE Contract Awards	0.99%		
Procurement Category	VSBE %	VSBE Awards \$	Total Awards \$
Construction	1.00%	\$721,370.00	\$72,137,038.00
A&E	0.00%	\$0.00	\$0.00
Maintenance	0.00%	\$0.00	\$0.00
IT	0.00%	\$0.00	\$538,672.00
Services	0.00%	\$0.00	\$0.00
Supplies/Equipment	0.00%	\$0.00	\$71,638.00
Total	0.99%	\$721,370.00	\$72,747,348.00

Table 6: Corrective Strategies

Corrective Strategies for Meeting Goals				
Goal Category	Goal Percentage	Reason for Not Meeting Goal	Strategy to Address Issue	Positive Outcome of Implementing Strategy
DBE A/E Contracts (AE-3050 and AE-3051)	26%	Prime had challenges with identifying willing and available staff because of project location.	Working with OEC to see if other MDTA work can be completed using these contracts.	Increase goal attainment on contract.
MBE Awards	29%	Sole source and single element of work contracts with no MBE goal. On-call and specialized requirements	Educating/working closely with OEC to look at all possible subcontracting opportunities. Working with DBEs/MBEs/VSBEs to become Certified/Registered on eMMA/keep profiles updated/ expansion of services.	Better able to identify subcontracting opportunities which would increase the goal. On-going monitoring to determine impact to overall goal. Increased knowledge of program participation and availability.
CSB/SBR	20%	Outreach efforts. Current iFMIS database doesn't track SBR information eMMA SBR profiles are missing pertinent information (i.e., email addresses) SBR's respond that they are interested in bidding and meet the qualifications to be a Prime, but they don't bid.	Implementing new Compliance System – PRISM. CRFP Quarterly Outreach events – inform vendors on programs, requirements, register on eMMA and keep profiles updated to increase the pool of potential SBR Primes	Ongoing tracking to determine increase in SBR bidders and SBR awards.

TAB 12

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TAB 13

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