Maryland Transportation Authority

BOARD MEETING

THURSDAY, FEBRUARY 27, 2025

MARYLAND TRANSPORTATION AUTHORITY
2310 BROENING HIGHWAY
2ND FLOOR TRAINING ROOM
BALTIMORE, MD 21224

IN-PERSON AND LIVESTREAM

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

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

FEBRUARY 27, 2025 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 February 25. 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.	**Approval** – Open Session Meeting Minutes of January 30, 2025	Chairman	2 min.
2.	**Approval** – Closed Session Meeting Minutes of January 30, 2025	Chairman	2 min.
3.	**Approval** – Contract Awards • MDTA 2023-02 – Comprehensive Project Planning and Miscellaneous Consulting Services • MT-0211372 – On-Call Plumbing Services – Southern Region • MT-0211314 – HVAC and ATC Maintenance and Repairs – Northern MDTA Facilities • J01B5600016 – VMWARE Software Licenses	Jeff Davis	10 min.
4.	**Update** – All Open Contracts	Jeff Davis	5 min.
5.	**Approval** – Former 1325 G. Street Associates LLLP–MC#24-7051 – Declaration Restrictive Covenants	John Wedemeyer	5 min.
6.	**Update** – ESG Report	Deb Sharpless	10 min.
7.	**Approval** – Investment Committee Report – Quarterly Update on the Investment of MDTA's funds	Allen Garman	5 min.
8.	**Update** – 2nd Quarter Operating Budget Comparison – Review of Actual vs. Projected Spending for the Fiscal Year 2025 Operating Budget	Jeffrey Brown	10 min.
9.	**Update** – 2nd Quarter Capital Budget Comparison – Review of Actual vs. Projected Spending for the Fiscal Year 2025 Capital Budget	Jennifer Stump	10 min.
10.	**Update** – Quarterly Update on Traffic and Revenue – Update on the Actual Performance of Traffic and Revenue Compared to the Forecast through December 31, 2024	Deb Sharpless	10 min.

AGENDA

11. **Update** – Legislative Reports Submitted to the Legislature		
• Buffered Bicycle/Pedestrian Lanes	Carl Chamberlin	10 min.
12. **Update** – Legislative Session – Verbal	Brad Ryon	5 min.
13. **Update** – Audit Committee Update – Verbal	Member Ardinger	5 min.
14. **Update** – Executive Director's Report – Verbal	Bruce Gartner	10 min.

Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, JANUARY 30, 2025
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 – Via Telephone
Samuel D. Snead
John F. von Paris

STAFF ATTENDING:
Lt. Col. Ronce Alford
Tekeste Amare
Jeffrey Brown
Manny Crew
Percy Dangerfield
Jeffrey Davis
Tonya Dorsey
Allen Garman
Bruce Gartner
James Harkness
Natalie Henson
Richard Jaramillo
Kimberly Millender, Esq.
Mary O'Keeffe
Ruel Sabellano
Col. Joseph Scott
Deb Sharpless
Lillian Sidrak
Cheryl Sparks
Bradley Tanner
Ishtiaque Tunio
Eric Willison

OTHERS ATTENDING:
Samantha Biddle, MDOT/TSO

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 DECEMBER 19, 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 December 19, 2024 were unanimously approved.

APPROVAL – CONTRACT AWARD

- **MDTA 2024-03 – Construction Management and Inspection Services (CMI) for the Francis Scott Key (FSK) Bridge Reconstruction**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute three contracts under Solicitation No. MDTA 2024-03 – Construction Management and Inspection Services (CMI) for the Francis Scott Key (FSK) Bridge Reconstruction with the following three proposers in the amount of $20,000,000.00 per contract for a total of $60,000,000.00.

Contract #	Proposer
AE-3133	Greenman-Pedersen/Gannett Fleming (GPI/GF JV)
AE-3134	Michael Baker International/STV (MBI/STV JV)
AE-3135	AECOM Technical Services, Inc.

Mr. Davis explained that the services to be performed under these three contracts are CMI Services for the Maryland Transportation Authority (MDTA). The consultant shall provide professional Construction Management Services related to supplementing and supporting the construction phase of the MDTA Consolidated Transportation Program. The Consultants shall perform services in the following general areas: services shall include, but not be limited to; constructability reviews, conducting detailed inspections of all construction work including erosion and sediment control contract compliance, maintenance of traffic, detailed materials testing, critical path method cash flow schedules, document control and assisting the MDTA's DBE compliance officers with monitoring and enforcement of Disadvantaged Business Enterprise (DBE) goals.

Upon motion by Member Mario J. Gangemi and seconded by Member Dontae Carroll, the Members unanimously gave approval of Contract No. MDTA 2024-03 – Construction Management and Inspection Services (CMI) for the Francis Scott Key (FSK) Bridge Reconstruction.

APPROVAL – COLLECTIVE BARGAINING AGREEMENT WITH FRATERNAL ORDER OF POLICE (FOP) LODGE #34 FOR FISCAL YEAR (FY) 2026

Mr. Percy Dangerfield and Ms. Tonya Dorsey requested MDTA Board approval for the Collective Bargaining Agreement with Fraternal Order of Police (FOP) Lodge #34 for Fiscal Yar (FY) 2026.

They explained that on December 30, 2024, the State and the FOP reached a tentative agreement through collective bargaining. The final agreed upon package that was ratified on Friday, January 24, 2025 by the FOP is a one (1) year agreement, effective July 1, 2025, through June 30, 2026.

The following details the agreed upon proposals with significant economic impact:

- A 1% cost-of-living adjustment (COLA) in Fiscal Year 2026;
- A one-step increase for all bargaining unit members effective January 1, 2026; and
- On Call Pay was established to incentivize officers to become members of specialized units and to compensate those who are already members of specialized units. Eligible employees will receive On Call pay of $2 per hour for each hour worked.

When fully implemented, the agreement provides an additional $1.3 million in salaries and benefits to bargaining unit members. There is an estimated cost of $399,000 to cover On Call Pay. If the 1% COLA and one-step increment are applied to the command staff, it will result in an additional estimated $1.4 million in salaries and benefits.

Upon motion by Member William H. Cox, Jr. and seconded by Member John F. von Paris, the Collective Bargaining Agreement with Fraternal Order of Police (FOP) Lodge #34 for Fiscal Yar (FY) 2026 was unanimously approved.

UPDATE – MDTA POLICE PUBLIC SECURITY

Colonel Joseph Scott updated the MDTA Board on MDTA Police activities including recruitment efforts, upcoming Graduation of Academy Class 59, and past and upcoming community engagement events.

UPDATE – INDEPENDENT AUDITORS' REPORT ON THE FISCAL YEAR 2024 FINANCIAL STATEMENTS

Ms. Deb Sharpless reported to the MDTA Board the Independent Auditors' Report on the Fiscal Year (FY) 2024 Financial Statements that CliftonLarsonAllen, LLP, MDTA's independent auditor, completed. For the FY 2024 financial statements audit period, an unmodified (favorable) opinion was issued by CliftonLarsonAllen, LLP.

UPDATE – LEGISLATIVE REPORT SUBMITTED TO THE LEGISLATURE

- **Collection of Outstanding Tolls from Out-of-State Motorists**

Ms. Deb Sharpless provided a summary of the Joint Chairmen's Report (JCR) issued by the MDTA regarding Collection of Outstanding Tolls from Out-of-State Motorists.

Ms. Sharpless explained that during the 2024 Legislative Session, budgetary language was adopted that required the MDTA to prepare a JCR that addresses the collection of outstanding tolls from out-of-state motorists. The budget language stated that the Senate Budget and Taxation Committee and House Appropriations Committee are interested in MDTA's efforts to collect outstanding tolls incurred at Maryland's toll facilities by out-of-state motorists. Unlike the in-state collection process supported by enforcement mechanisms, including the ability to suspend vehicle registrations through the Motor Vehicle Administration (MVA), no such recourse exists for out-of-state drivers. The Committees requested details on the (1) amount of uncollected tolls outstanding; (2) geographic breakdown by state; and (3) age ranges of uncollected tolls. Additionally, the JCR

asks the MDTA to specifically address establishing reciprocity agreements with other states and the feasibility of utilizing collections agencies.

Ms. Sharpless further explained that within the report, the MDTA acknowledged out-of-state reciprocity agreements and collection contracts are good tools to encourage payment and provided the financial data requested. The MDTA also acknowledged its focus has been on strategies to increase registered accounts such as expanding *E-ZPass* and other similar interoperability programs across the country. The MDTA also demonstrated the value it has received from prioritizing registered account strategies and highlighted other strategies underway, including out-of-state reciprocity and collections contracts.

UPDATE – LEGISLATIVE SESSION

Ms. Mary O'Keefe gave an update to the MDTA Board regarding the bills that have been filed that will have an impact to the MDTA and the number of legislative casework/inquiries that her office has received thus far.

UPDATE - EXECUTIVE DIRECTOR'S REPORT

Mr. Bruce Gartner updated the MDTA Board on the following: January 8 BBRAG Meeting; January 25 Informational Open House for I-895 at Frankfurst Avenue Interchange Improvements Project; January 8 launch of Official Key Bridge Rebuild Facebook page; upcoming February 3 Key Bridge Rebuild related diverse subcontractor and supplier networking event with the Maryland Legislative Black Caucus; and the mid-January widespread smishing attack aimed at *E-ZPass* customers.

Mr. Gartner concluded his report by recognizing the MDTA Employee of the Quarter. He stated that our Employee of the Quarter for 2024, Quarter 4 started with MDTA on July 30, 2008. The employee was nominated for exemplary customer service and leadership in response to the FSK Bridge Collapse. This employee coordinated their Structures Engineering team of in-house and consultant personnel to provide timely and complete information requested by a multitude of internal and external customers. They did this on top of providing technical support for needs related to the Key Bridge and oversight of other structural assets managing multiple programs, projects and task orders. And they did all of this with courtesy, respect and professionalism.

The Employee of the Quarter established the "ignite PE Study Group" to offer engineers within MDTA that are interested in obtaining their Professional Engineering (PE) license the opportunity to work together to solve problems, brainstorm, and collectively share information. This employee continually offers these sessions at a time that works for staff and has taken the effort to craft a detailed curriculum syllabus based on a 9-month review cycle allowing candidates to join the group by attending sections relevant to their engineering discipline. Since they started this support system, there are a few new PE's in OEC! He then congratulated Ruel Sabellano, the 2024 Employee of the 4th Quarter.

****** Member Jeffrey S. Rosen left the meeting prior to going into Closed Session. ******

VOTE TO GO INTO CLOSED SESSION

At 10:15 a.m., upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members voted unanimously to move into Closed Session under the Maryland Open Meetings Act, the MDTA Board met in Closed Session under the General Provisions Article Section 3-305(b)(1) to discuss the

compensation of one or more specific individuals of the MDTA Police command staff; Section 3-305(b)(10) and (12) to receive an update on deployment of police staff and resources and other security measures: to discuss a pending investigative proceeding involving possible criminal conduct; and Section 3-305(b)(8) to receive a status update on all litigation currently pending against the MDTA.

In attendance for the Closed Session were Chairman Paul J. Wiedefeld; Members Carroll, Cox, Gaines, Gangemi, Penny-Ardinger, Snead, and von Paris; Bruce Gartner; Kimberly Millender, Esq.; Percy Dangerfield; Tonya Dorsey, Jeffrey Brown; Col. Joseph Scott; and Natalie Henson.

VOTE TO ADJOURN CLOSED SESSION

At 10:41 a.m., a motion was made by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., which was unanimously approved, to adjourn the Closed Session and return to Open Session.

RATIFICATION TAKEN IN CLOSED SESSION

Upon motion by Member William H. Cox, Jr. and seconded by Member W. Lee Gaines, Jr., the Members unanimously ratified their approval of extending the same compensation benefits to the members of the MDTA Police command staff that will be granted to union members in the Collective Bargaining Agreement with Fraternal Order of Police (FOP) Lodge #34 for Fiscal Yar (FY) 2026.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member Cynthia D. Penny-Ardinger and seconded by Member Dontae Carroll, the Members unanimously voted to adjourn the meeting at 10:45 a.m.

The next MDTA Board Meeting will be held on Thursday, February 27, 2025 at 9:00 a.m. at MDTA Headquarters, 2310 Broening Highway, Baltimore MD 21224 and will be livestreamed on the MDTA Board webpage.

APPROVED AND CONCURRED IN

_____

Paul J. Wiedefeld, Chairman

TAB 2

CLOSED SESSION MINUTES

VERBAL

TAB 3

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: MDTA 2023-02 Comprehensive Project Planning and Miscellaneous Consulting Services for the MDTA
DATE: February 27, 2025

PURPOSE

To seek approval from the MDTA Board to execute Contract No. MDTA 2023-02 Comprehensive Project Planning and Miscellaneous Consulting Services for the MDTA.

SUMMARY

The services to be performed under this contract will include project planning, environmental services, design services, miscellaneous consulting services including revenue and expense forecasting, toll analyses and studies pertaining to operating toll systems as directed by MDTA.

MDTA advertised with the intent to award contracts to the three highest technically ranked firms in the amounts $9 Million, $6.5 Million and $5 Million, for a total of $20.5 Million for a five (5) year period.

We anticipate presenting this Contract at the March 19, 2025 BPW meeting.

RECOMMENDATION

To provide approval to execute Contract No. MDTA 2023-02 Comprehensive Project Planning and Miscellaneous Consulting Services for the MDTA.

ATTACHMENT

- Project Summary

Maryland Transportation Authority

AUTHORITY BOARD PROJECT SUMMARY

Contract No. MDTA 2023-02 COMPREHENSIVE PROJECT PLANNING AND MISCELLANEOUS CONSULTING SERVICES FOR THE MDTA

PIN NUMBER N/A
CONTRACT NUMBER MDTA 2023-02
CONTRACT TITLE COMPREHENSIVE PROJECT PLANNING AND MISCELLANEOUS CONSULTING SERVICES

PROJECT SUMMARY

The services to be performed under this contract will include; project planning, environmental services, design services, miscellaneous consulting services including revenue and expense forecasting, toll analyses and studies pertaining to operating toll systems as directed by MDTA.

SCHEDULE

ADVERTISEMENT DATE June 26, 2024
ANTICIPATED NTP DATE March 28, 2025
DURATION/TERM Five (5) years

PROPOSERS	CONTRACT NUMBER	CONTRACT AMOUNT
Rummel, Klepper & Kahl, LLP (RK&K)	AE-3136	$9,000,000.00
Jacobs Engineering Group Inc. (Jacobs)	AE-3137	$6,500,000.00
Wallace Montgomery/WSP USA, Inc. (WM/WSP)	AE-3138	$5,000,000.00
AECOM Technical Services, Inc. (AECOM)	N/A	N/A
Johnson, Mirmiran & Thompson, Inc. and Gannett Fleming, Inc. (JMT/GF)	N/A	N/A
McCormick Taylor, Inc. (MT)	N/A	N/A
	Total	$20,500,000.00

INCUMBENT	YES	NO	BID PROTEST	YES	NO
	☑ Check	☐ Check		☐ Check	☑ Check

(RK&K, Jacobs, WM)

	DBE PARTICIPATION			
	ADVERTISED GOAL (%)	RKK PROPOSED GOAL (%)	Jacobs PROPOSED GOAL (%)	WM/WSP PROPOSED GOAL (%)
DBE PARTICIPATION				
OVERALL DBE	28.00	28.00	28.00	28.00

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: MT-00211372, On-Call Plumbing Services – Southern Region
DATE: February 27, 2025

PURPOSE

To request MDTA Board approval to execute Contract No. MT-00211372, On-Call Plumbing Services - Southern Region.

SUMMARY

The purpose of the project is to retain the services of a qualified Contractor to provide on-call repairs and preventative maintenance tasks on plumbing equipment and systems. The Provider shall furnish all labor, materials, supplies, equipment, supervision, services and related incidentals for these services.

MDTA received four (4) bids.

We anticipate presenting this Contract at the March 19, 2025 BPW meeting.

RECOMMENDATION

To provide approval to execute Contract No. MT-00211372, On-Call Plumbing Services - Southern Region.

ATTACHMENT

- Project Summary

Maryland Transportation Authority

AUTHORITY BOARD PROJECT SUMMARY

Contract No. MT-00211372 - On-Call Plumbing Services - Southern Region

PIN NUMBER	N/A
CONTRACT NUMBER	MT-00211372
CONTRACT TITLE	On-Call Plumbing Services - Southern Region

PROJECT SUMMARY

The purpose of the project is to retain the services of a qualified Contractor to provide on-call repairs and preventative maintenance tasks on plumbing equipment and systems. The Provider shall furnish all labor, materials, supplies, equipment, supervision, services and related incidentals for these services.

SCHEDULE

ADVERTISEMENT DATE	10/22/2024
ANTICIPATED NTP DATE	4/1/2025
DURATION/TERM	Three (3) Years w/one 2-Year Renewal Option

MBE PARTICIPATION (N/A)

MBE PARTICIPATION - OVERALL	**ADVERTISED GOAL (%)**	**PROPOSED GOAL (%)**
OVERALL MBE	0.00%	0.00%
VSBE	0.00%	0.00%

	YES	**NO**
INCUMBENT	☑ Check	☐ Check
BID PROTEST	☐ Check	☑ Check

BID RESULTS	**BID AMOUNT(S)**
Langenfelder	**$ 529,800.00**
Patapsco Mechanical	$ 768,960.00
RSC Electrical & Mechanical	$ 819,000.00
Flottron	$ 895,500.00

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: MT-00211314, HVAC and ATC Maintenance and Repairs for Northern MDTA Facilities
DATE: February 27, 2025

PURPOSE

To seek contingent approval from the MDTA Board to execute Contract No. MT-00211314 HVAC and ATC Maintenance and Repairs for Northern MDTA Facilities.

SUMMARY

The purpose of the project is to retain the services of a qualified Contractor to provide HVAC, ATC, and Monthly Water Treatment Services for JFK and TJH Facilities (Northern Region). The Provider shall furnish all labor, materials, supplies, equipment, supervision, services and related incidentals for these services.

MDTA received five (5) bids. One (1) bid was rejected for being nonresponsive.

We anticipate presenting this Contract at the April 23, 2025 BPW meeting.

RECOMMENDATION

To provide contingent approval to execute MT-00211314 HVAC and ATC Maintenance and Repairs for Northern MDTA Facilities.

ATTACHMENT

- Project Summary

Maryland Transportation Authority

AUTHORITY BOARD PROJECT SUMMARY

Contract No. MT-00211314 - HVAC And ATC Maintenance and Repairs for Northern MDTA Facilities

PIN NUMBER	N/A
CONTRACT NUMBER	MT-00211314
CONTRACT TITLE	HVAC and ATC Maintenance and Repairs for Northern MDTA Facilities

PROJECT SUMMARY

The purpose of the project is to retain the services of a qualified Contractor to provide HVAC, ATC and Monthly Water Treatment Services for JFK and TJH Facilities (Northern Region). The Provider shall furnish all labor, materials, supplies, equipment, supervision, services and related incidentals for these services.

SCHEDULE		**MBE PARTICIPATION - OVERALL**	**MBE PARTICIPATION (N/A) ADVERTISED GOAL (%)**	**PROPOSED GOAL (%)**
ADVERTISEMENT DATE	11/6/2024	**OVERALL MBE**	14.00%	14.00%
ANTICIPATED NTP DATE	6/8/2025	**VSBE**	1.00%	1.00%
DURATION/TERM	Three (3) Years w/one 2-Year Renewal Option			

INCUMBENT	**YES**	**NO**	**BID PROTEST**	**YES**	**NO**
	☑ Check	☐ Check		☐ Check	☑ Check

BID RESULTS	**BID AMOUNT(S)**
Denver Elek	**$ 2,155,660.60**
EASI	$ 2,393,426.00
Ainsworth	$ 2,673,372.00
American Air LLC	$ 3,612,730.00

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: J01PB5600016, VMware Licenses
DATE: February 27, 2025

PURPOSE

To seek MDTA Board approval to execute Contract No. J01PB5600016, VMware Licenses.

SUMMARY

This contract is for the provision of VMware Licenses. VMware is a suite of virtualization products that MDTA uses in its Data Centers, allowing us to run multiple virtual servers on a single physical server. The physical components of the server are better managed by VMware which allows us to operate our Data Centers more efficiently and experience much smaller maintenance windows.

We anticipate presenting this Contract at the April 23, 2025 BPW meeting.

RECOMMENDATION

To provide approval to execute Contract No. J01PB5600016, VMware Licenses.

ATTACHMENT

- Project Summary

AUTHORITY BOARD PROJECT SUMMARY

J01PB5600016 - VMware Licenses

PIN NUMBER	N/A
CONTRACT NUMBER	J01B5600016
CONTRACT TITLE	VMware Licenses

PROJECT SUMMARY

This contract is for the provision of VMware Licenses. VMware is a suite of virtualization products that MDTA uses in its Data Centers, allowing us to run multiple virtual servers on a single physical server. The physical components of the server are better managed by VMware which allows us to operate our Data Centers more efficiently and experience much smaller maintenance windows.

SCHEDULE	
ADVERTISEMENT DATE	10/23/2024
ANTICIPATED NTP DATE	4/23/2025
DURATION (CALENDER DAYS)	730

	($)
ENGINEER'S ESTIMATE (EE)	$1,200,000.00

INCUMBENT	**YES**	**NO**
	☑ Check	☐ Check

MBE PARTICIPATION	**ADVERTISED GOAL (%)**	**PROPOSED GOAL (%)**
OVERALL MBE	0.00%	0.00%
AFRICAN AMERICAN	0.00%	0.00%
ASIAN AMERICAN	0.00%	0.00%
VSBE	0.00%	0.00%

BID RESULTS	**BID AMOUNT ($)**	**% VARIANCE TO EE**
Applied Technology Services, Inc.	$741,912.00	-38.17%
Advanced Computer Concepts, Inc.	$747,920.52	-37.67%
MVS, Inc.	$755,126.00	-37.07%
Oakland Consulting Group, Inc.	$757,638.00	-36.86%
Knots Technology Solutions, LLC	$758,592.00	-36.78%
En-Net Services, LLC	$766,859.04	-36.10%
CAS Severn, Inc.	$777,460.00	-35.21%

BID PROTEST	**YES**	**NO**
	☐ Check	☑ Check

TAB 4

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: Open Contracts Report for February 27, 2025
DATE: February 27, 2025

PURPOSE

To update the MDTA Board on the quarterly Open Contracts Report for February 27, 2025.

SUMMARY

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

ATTACHMENT

- Open Contract Report 2-27-25

Open Contract Report - February 27, 2025

Type of Contract	# of Contracts	Amount of Contracts
MOU	23	$ 23,817,466.93
A/E	63	$ 696,500,000.00
Construction	39	$ 1,398,753,861.97
MT	25	$ 21,977,695.86
Services	20	$ 40,051,640.77
IT	29	$ 149,589,234.00

Total Contracts	Total Amount of Contracts
199	$ 2,330,689,899.53

$ 1,034,343,530.00	*Paid (Vouchered) Amount Spent*
$ 655,919,880.20	*Obligated (PO Balance Remaining) - Amount Committed = Remaining Balance on PO Issued (PO Issued less Paid)*
$ 640,426,489.09	*Open (Contract Balance) = BPO Remaining Balance (Unobligated Contract Authority Available) (BPO original Amount less PO Issued)*

$ 2,330,689,899.29 *Total Amount of Contracts*

TAB 5

MEMORANDUM

TO: MDTA Board
FROM: Director of Planning and Program Development Melissa Williams (MDTA's Modal Clearance Representative)
SUBJECT: Restrictive Covenants on a Conservation Area - Former 1325 G Street Associates LLLP (MC #24-7051)
DATE: February 27, 2025

PURPOSE OF MEMORANDUM

Seek recommended approval from the Maryland Transportation Authority (MDTA) Board to place restrictive covenants on a conservation area to remain substantially in its natural condition forever. This item was presented to the Capital Committee at the November 6, 2024 meeting and was recommended for approval by the full MDTA Board.

SUMMARY

A Covenant area for Wetland 6j containing 7.464 acres, plus or minus, was acquired by MDTA as part of the MD200 Intercounty Connector project.

As compensatory mitigation under Federal and State law for Department of the Army Permit No. CENAB-OP-RMS (MD SHA & MTA/INTERCOUNTY CONNECTOR 05-6011-1 ("Permit") issued by the U.S. Army Corps of Engineers, Baltimore District ("Corps" or "Baltimore District," to include any successor agency), and certification(s) and/or permit(s) issued by the Maryland Department of the Environment ("MDE," to include any successor agency), and in recognition of the continuing benefit to the permitted property, and for the protection of waters of the United States and scenic, resource, environmental, and general property values, Declarant has agreed to execute and record this Declaration of Restrictive Covenants ("Declaration") placing certain restrictive covenants on a Conservation Area within the Property, in order that the Conservation Area shall remain substantially in its natural condition forever.

ANALYSIS

The recommended course of action would be to seek the approval of the BPW to place restrictive covenants on the conservation area.

ATTACHMENTS

- MC #24-7051-Former 1325 G Street Associates LLLP - DELM
- Salient Fact Sheet
- Location Map
- Aerial Map
- Plat 58727
- Tax Map
- USACE Permit

TO: Bruce Gartner, Executive Director

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

SUBJECT: Restrictive Covenants on a Conservation Area
Former 1325 G Street Associates LLLP
(MC #24-7051)

DATE: February 27, 2025

PURPOSE OF MEMORANDUM
(Declaration of Extra Land Memorandum)

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

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

SUMMARY

MDTA acquired a Covenant area for Wetland 6j containing 7.464 acres, plus or minus, as part of the MD200 Intercounty Connector project. MDTA plans to place restrictive covenants on a conservation area to remain substantially in its natural condition forever.

As compensatory mitigation under Federal and State law for Department of the Army Permit No. CENAB-OP-RMS (MD SHA & MTA/INTERCOUNTY CONNECTOR 05-6011-1 ("Permit") issued by the U.S. Army Corps of Engineers, Baltimore District ("Corps" or "Baltimore District," to include any successor agency), and certification(s) and/or permit(s) issued by the Maryland Department of the Environment ("MDE," to include any successor agency), and in recognition of the continuing benefit to the permitted property, and for the protection of waters of the United States and scenic, resource, environmental, and general property values, Declarant has agreed to execute and record this Declaration of Restrictive Covenants ("Declaration") placing certain restrictive covenants on a Conservation Area within the Property, in order that the Conservation Area shall remain substantially in its natural condition forever.

A request was made to the other divisions within MDTA to determine if there were any current or future needs for the subject property. It was determined and confirmed that there were no needs for this property.

ANALYSIS

The recommended course of action would be to seek the approval of the BPW to place restrictive covenants on the conservation area.

RECOMMENDATION(S)

APPROVED:

_____
Bruce Gartner, Executive Director

_____
Date

DISAPPROVED:

_____
Bruce Gartner, Executive Director

_____
Date

ATTACHMENTS

- Salient Fact Sheet
- Aerial Map
- Location Map
- Plat 58727
- Tax Map
- USACE Permit

NEXT STEP:

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

Salient Fact Sheet

Declaration of Restrictive Covenant
Maryland Transportation Authority
Division of Planning and Program Development

Date of Preparation: July 31, 2024 **Refer to: MC** # 24-7051

Property Name: Former 1325 G Street Associates LLLP

Property Item # 95471 **Internal Clearance Date:** August 21, 2024

Modal Plat No: 58727 **Dated:** 2/3/2011

Location: Virginia Manor Rd – Konterra Drive, Prince George's County, Maryland

SDAT Property Tax Information:

County:	Prince George's County	***Tax Map #:***	0009	***Parcel:***	0131
Grid:	00A2	***Block:***	N/A	***Account #***	0014357

Type of Transaction: Declaration of Restrictive Covenant

Acreage: 7.464 acres, plus or minus

Improved: N/A

Description of Improvements: N/A

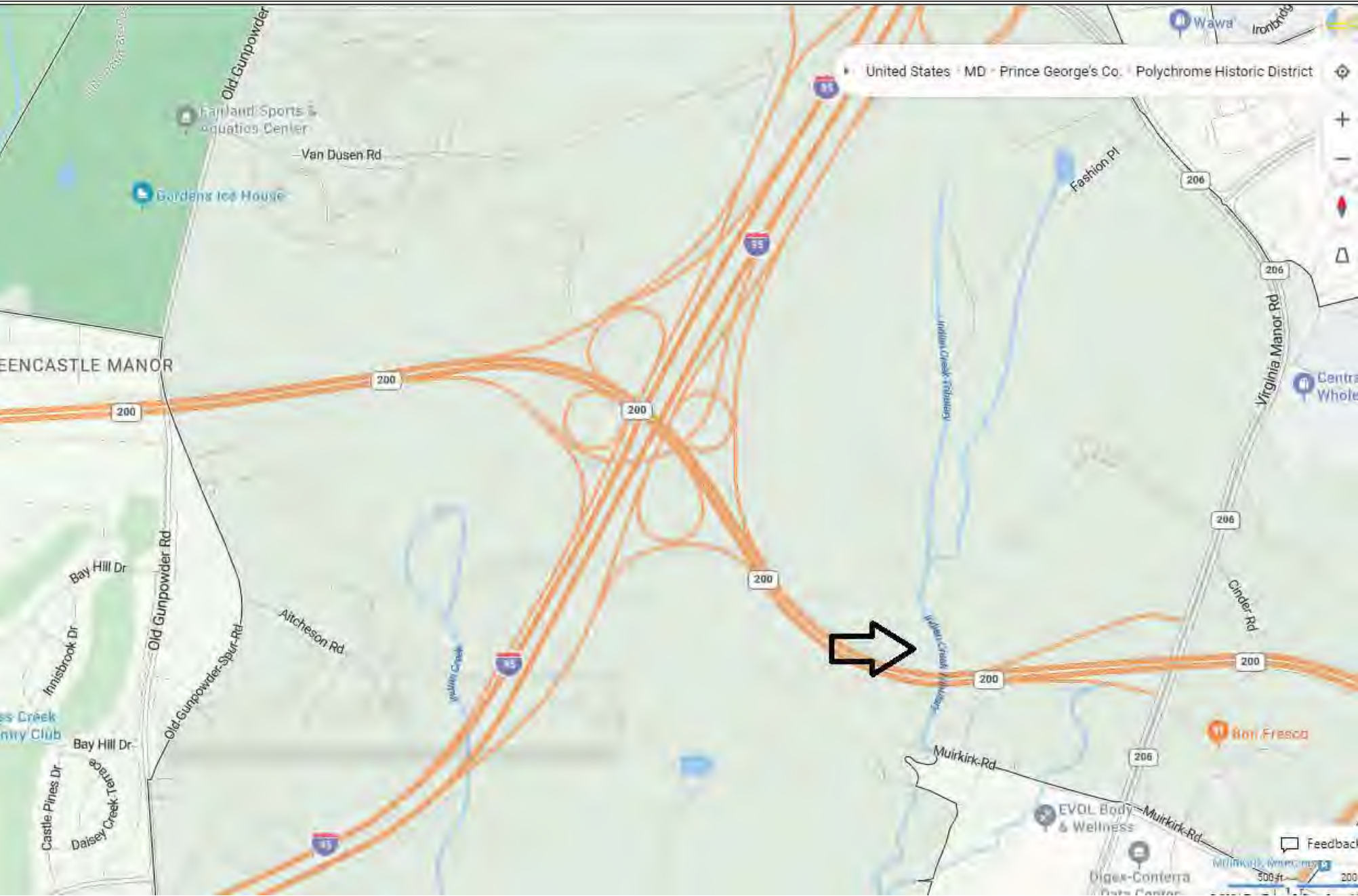
Appraised As Of: N/A **Appraised Value:** N/A

Additional Notes/Info: As compensatory mitigation under Federal and State law for Department of the Army Permit No. CENAB-OP-RMS (MD SHA & MTA/INTERCOUNTY CONNECTOR 05-6011-1 ("Permit") issued by the U.S. Army Corps of Engineers, Baltimore District ("Corps" or "Baltimore District," to include any successor agency), and certification(s) and/or permit(s) issued by the Maryland Department of the Environment ("MDE," to include any successor agency), and in recognition of the continuing benefit to the permitted property, and for the protection of waters of the United States and scenic, resource, environmental, and general property values, Declarant has agreed to execute and record this Declaration of Restrictive Covenants ("Declaration") placing certain restrictive covenants on a Conservation Area within the Property, in order that the Conservation Area shall remain substantially in its natural condition forever. A Covenant area for Wetland 6j containing 7.464 acres, plus or minus, was acquired as part of the MD200 Intercounty Connector project.

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

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

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


United States · MD · Prince George's Co. · Polychrome Historic District
Old Gunpowder
Fairland Sports & Aquatics Center
Van Dusen Rd
Gardens Ice House
Fashion Pl
206
Virginia Manor Rd
EENCASTLE MANOR
200
95
Indian Creek Tributary
Bay Hill Dr
Old Gunpowder Rd
Innisbrook Dr
Aitcheson Rd
Old Gunpowder-Spur-Rd
Cinder Rd
Bay Hill Dr
Castle Pines Dr
Daisey Creek Terrace
Muirkirk Rd
EVOL Body & Wellness
Bon Fresco
Feedback
500 ft


95
200
95
200
95
200
Contee Main
Settling Pond
Maryland State Route 200
200
Howard University
Beltsville Research...
Encore Recycl

X=1340745
Y=510991

Y=510991

MARYLAND COORDINATE SYSTEM
NAD 83 / 91

1325 G STREET ASSOCIATES LLLP

1325 G STREET ASSOCIATES LLLP
ITEM NO.95471
PARCEL 2
EXTRA LAND

1325 G STREET ASSOCIATES LLLP

1325 G STREET ASSOCIATES LLLP
ITEM NO.95471
PARCEL 'E'

970+57.69
706.72'

970+97.5
750.20'

972+44.21
830.19'

972+74.36
816.66'

975+47.68
832.98'

977+68.17
823.88'

971+05.86
618.95'

971+71.21
592.51'

PERPETUAL EASEMENT
FOR SPECIAL PURPOSE

973+54
317'

978+51.03
557.07'

974+45
290'

980+44.78
472.55'

962+40.35
437.63'

980+85.05
404.82'

POINT OF
BEGINNING

LINE OF DIVISION
S 72°19'27" E 28.36'

POINT AT THE END OF THE THIRD OR SOUTH 67° 17' 30" EAST 216.40 FOOT LINE AS DESCRIBED IN A DEED DATED SEPTEMBER 8 1947, AS CONVEYED FROM LUCY JANE ELLIOTT TO HENRY A. ABELL ET UX AND RECORDED AMONG THE LAND RECORDS OF PRINCE GEORGE'S COUNTY, MARYLAND IN LIBER 961 AT PAGE 79.

972+04.66
217.27'

RIGHT OF WAY LINE
RIGHT OF WAY LINE
OF THROUGH HIGHWAY

P.C. 970+17.97
N=510,448.2746
E=1,340,762.1009

I-95

CURVE DATA
Δ = 46°08'45.1"
D = 04°05'33.2"
R = 1400.00'
T = 625.46'
L = 1176.43'
E = 133.36

970
+50
973
+50
974
+45
+50
975
+50
976
+50
977
+50
978
+50
979
+50
+86.21
980
+91.84
+50
981
+50
982
+17
+50
981

BASE LINE OF RIGHT OF WAY (ICC)

977+33
147'

RIGHT OF
WAY LINE
RIGHT OF WAY LINE
OF THROUGH HIGHWAY

980+47
149'

981+53
145'

979+98.34
137.54'

115.73'
125.80'

P.T. 981+94.40
N=510,063.0605
E=1,341,837.2949

P.O.T. 982+56.85 (BK)=
P.O.T. 980+00.00 (AHD)
N=510,067.8101
E=1,341,899.5673

110'

P.C. 1008+12.83
N=510,281.7286
E=1,344,704.2576

N 85°38'18.2" E

INTERCOUNTY CONNECTOR (ICC)

FORMERLY
HELEN L. ABELL
NOW SHA
LIBER 28986 FOLIO 524

LINE OF DIVISION

PERPETUAL EASEMENT
FOR SPECIAL PURPOSE

APPROXIMATE LOCATION
OF FUTURE WSSC UTILITY LINES

N 16°04'58" E
LINE OF DIVISION

FORMERLY
SUNETH PERRERA ET AL
NOW SHA
LIBER 30224 FOLIO 231

980+93.27
113.18'

RIGHT OF
WAY LINE
RIGHT OF WAY LINE
OF THROUGH HIGHWAY

982+25.23
110.18'

U.S ROUTE 1

NOTE 'A'
SHA WILL PROVIDE WSSC WITH A STANDARD SHA UTILITY PERMIT ("PERMIT") FOR THE PURPOSE OF CONSTRUCTING SEWER UTILITIES WITHIN THE AREA DESIGNATED AS "APPROXIMATE LOCATION OF FUTURE WSSC UTILITY LINES". THE PERMIT WILL BE ISSUED PURSUANT TO PLANS APPROVED BY SHA, WHICH PLANS SHALL COMPLY WITH ALL FEDERAL AND STATE REGULATIONS AND GUIDELINES, INCLUDING SHA'S UTILITY POLICY.

LOCAL CONTROL STATIONS

IC2-23 (BK-25453 PG-14 & 87)
NORTH 512,476.5298
EAST 1,333,381.0521
ELEVATION 275.16 (NAVD88)
COMBINED SCALE FACTOR 1.00005751

IC3-24 (BK-25453 PG-13 & 86)
NORTH 512,463.7338
EAST 1,334,244.8090
ELEVATION 328.68 (NAVD88)
COMBINED SCALE FACTOR 1.00005893

1325 G STREET ASSOCIATES LLLP ITEM No. 95471 PARCEL 2		
REC'D 7/1/2011		
LIBER 32805	FOLIO 178	
1	N 72°19'27" W	87.98'
2	S 33°17'32" W	363.68'
3	S 30°44'55" W	24.44'
4	N 72°55'15" W	231.24'
5	N 64°27'27" W	255.97'
6	N 26°18'28" E	120.00'
7	N 00°00'45" W	144.00'
8	N 00°04'20" E	210.51'
9	N 15°39'44" W	45.53'
10	N 25°03'18" E	91.35'
11	N 65°03'18" E	47.48'
12	S 89°48'36" E	82.31'
13	N 71°37'15" E	20.82'
14	S 70°29'33" E	113.28'
15	S 66°42'27" E	90.38'
16	S 02°26'18" W	269.97'
17	S 74°58'36" E	330.65'
18	S 21°01'21" E	70.70'
EXTRA LAND AREA 325,120 SQ. FT. OR 7.464 ACRES± SHOWN THUS:		

1325 G STREET ASSOCIATES LLLP ITEM No. 95471 PARCEL 'E'		
REC'D 7/1/2011		
LIBER 32805	FOLIO 178	
1	N 72°19'27" W	87.98'
2	S 33°17'32" W	363.68'
3	S 30°44'55" W	24.44'
4	N 72°55'15" W	231.24'
5	N 64°27'27" W	255.97'
6	N 26°18'28" E	120.00'
7	N 00°00'45" W	144.00'
8	N 00°04'20" E	210.51'
9	N 15°39'44" W	45.53'
10	N 25°03'18" E	91.35'
11	N 65°03'18" E	47.48'
12	S 89°48'36" E	82.31'
13	N 71°37'15" E	20.82'
14	S 70°29'33" E	113.28'
15	S 66°42'27" E	90.38'
16	S 02°26'18" W	269.97'
17	S 74°58'36" E	330.65'
18	S 21°01'21" E	70.70'
PERPETUAL EASEMENT AREA 325,120 SQ. FT. OR 7.464 ACRES± SHOWN THUS: EASEMENT BEING RESERVED FOR SPECIAL PURPOSES PURSUANT TO DEED		

THIS DOCUMENT HAS BEEN PREPARED FROM DATED STATE HIGHWAY ADMINISTRATION PLATS AND OTHER DOCUMENTS AND IS NOT THE RESULT OF A FIELD RUN BOUNDARY SURVEY PERFORMED UNDER MY SUPERVISION. THIS PLAT WAS DEVELOPED TO THE BEST OF MY PROFESSIONAL KNOWLEDGE AND JUDGEMENT.

MATTHEW A. TILMES
PROFESSIONAL LAND SURVEYOR MD. REG. NO. 21156
Matthew A. Tilmes DATE 2/2/2011

STATE OF MARYLAND
MATTHEW ARON TILMES
No. 21156
PROFESSIONAL LAND SURVEYOR

LEGEND
- REVERTIBLE EASEMENT FOR SUPPORTING SLOPES.
- REVERTIBLE EASEMENT OR RIGHT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON PLAT.
- PERPETUAL EASEMENT FOR SPECIAL PURPOSE AS INDICATED ON THIS PLAT.
- PERPETUAL EASEMENT FOR DRAINAGE FACILITY AS INDICATED BY NOTATION ON THIS PLAT. (ARROW INDICATES GENERAL DRAINAGE PATTERN.)
- PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER FROM OR INTO EXISTING WATERWAY OR NATURAL DRAINAGE COURSE.
- PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER UPON EXISTING GROUND.
- APPROXIMATE GENERAL DRAINAGE FLOW PATTERN. (NOT TO SCALE-FOR EXPLANATORY PURPOSE ONLY)

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

SENT TO RECORD OFFICE July 1, 20 11

APPROVED BY CHAIRMAN _____ 20 _____

BOOKS	REVISIONS	PART OF PLATS
		REPLACES PART OF PLAT 58294
		58289
		57927
		57857
		57070
		57059

LOCATED IN PRINCE GEORGE'S COUNTY

PREPARED BY URS CORPORATION
Matthew C Ford
PLAT ENGINEER

CONSTRUCTION PROJECT: ICC – FROM WEST OF U.S. 29 TO EAST OF I-95

CONSTRUCTION PROJECT NO: AT3765C360

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

RIGHT OF WAY PROJECT : ICC – FROM WEST OF U.S. 29 TO EAST OF I-95

RIGHT OF WAY PROJECT NO. AT376001804
FEDERAL AID PROJECT NO.

ISSUED February 3 20 11

SCALE 1" = 50'

CHIEF, PLATS AND SURVEYS DIVISION

PLAT No. 58727

X=1340745 COMPED BY: _____ CHECKED BY: _____ SERVER \DIRECTORY \FN.DGN _____
Y=509941 DRAWN BY: _____ SERVER \ DIRECTORY \FN.ICS _____

X=1342467
Y=509941

EXHIBIT A

New Search

Prince George's County

District: **01** Account Number: **0014357**

DEPARTMENT OF THE ARMY PERMIT

Application Name and Permit Number: CENAB-OP-RMS(MD SHA & MTA/INTERCOUNTY CONNECTOR)05-60011-1

Issuing Office:

U.S. Army Engineer District, Baltimore
Corps of Engineers
P.O. Box 1715
Baltimore, MD 21203

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description: To discharge fill that will permanently impact 43,705 linear feet of jurisdictional perennial, intermittent, and ephemeral streams, 44.5 acres of jurisdictional wetlands, and 1.8 acres of jurisdictional ponds; and to discharge fill that will temporarily impact 671 linear feet of jurisdictional streams and 3.01 acres of jurisdictional wetlands for the purpose of constructing the Intercounty Connector. The Selected Alternative consists of Corridor 1 with Rock Creek Option C with Olde Mill Run Grade Separation, Northwest Branch Option A with Layhill Road interchange, and a terminus at US Route 1. The project extends approximately 18 miles from existing I-370 near the Shady Grove Metro Station to US Route 1, and includes approximately two miles of widening on I-95. The project consists of a controlled-access highway with electronic toll collection. Interchanges are to be constructed at MD 355, Shady Grove Metro Access/Shady Grove Road, MD 97, MD 182, MD 650, US 29/Briggs Chaney Road, I-95, and Virginia Manor Road. An at-grade, signalized intersection is to be constructed at US Route 1. There will be three lanes of traffic in each direction between I-370 and I-95. East of I-95, there will be two lanes in each direction. The median width will vary from 26 to 50 feet, with the majority of the corridor having a 36-foot median width. A 50-foot median width will be used in the North Branch Rock Creek and Paint Branch watersheds to provide sufficient room for construction of filtration structures in the median. A 26-foot median is being used through the Winters Run community to minimize impacts to residences along both sides of the highway. In addition, 7.5 miles of hiker/biker path will be constructed along portions of the highway.

All work is to be completed in accordance with the attached plan(s).

Project Location: In the drainage basins of Muddy Branch, Rock Creek, North Branch Rock Creek, Northwest Branch, Paint Branch, Little Paint Branch, Bear Branch, and Indian Creek, in Montgomery and Prince George's Counties, MD.

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on December 31, 2014. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.

2. You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.

3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.

(PERMITTEE) (DATE)

(PERMITTEE) (DATE)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

Janet M. Vine
Chief, Regulatory Branch

Date

When the structures or work authorized by this permit are still in existence at the time the property is transferred, the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the liabilities associated with compliance with its terms and conditions, have the transferee sign and date below.

(TRANSFEREE) (DATE)

SPECIAL CONDITIONS

Conditions Pertaining to Avoidance and Minimization

1. To the extent practicable, the Permittee shall further avoid and minimize impacts to jurisdictional wetlands and streams in the development of final design plans and during construction. This permit conveys authorization to impact wetlands and streams within the limit of disturbance as shown on the attached permit drawings, titled "ICC Corridor 1" dated 1 May 2006, by SHA, with the caveat that temporary and permanent stream impacts are limited to no more than 25 feet from the ends of culverts and rip-rapped pipe outlets. The limit of disturbance includes the total project area extending to 25 feet beyond the grading limits, and 25 feet beyond each parapet of any proposed bridge. This area could be disturbed for ditches, silt fence, construction equipment access roads, haul roads, noise walls, bike paths, etc. Because this area will be extensively altered, it has been included in the quantification of permanent impacts, and requires mitigation. Jurisdictional wetlands and streams within the right-of-way bump-outs designated on the attached permit drawings for erosion and sediment control and/or stormwater management facilities are also authorized herein as permanent impacts. Jurisdictional resources beneath bridge decks, that will be needed for an equipment access road, are considered to be impacted and have been quantified in the permit as a temporary wetland/stream impact that is to be restored in place rather than offset through mitigation. The mitigation package provides sufficient compensatory mitigation to offset all the impacts that have been characterized as permanent. The Permittee may submit documentation showing restoration of impacted areas within the limit of disturbance and, if approved, may deduct those amounts from the permitted impacts that have to be mitigated. The Permittee may also submit documentation showing impact areas that have been successfully avoided or reduced and, if approved, may deduct those amounts from the permitted impacts that have to be mitigated. Should the need for authorization of any additional jurisdictional wetland and stream impacts be identified as the design and construction progresses, the Permittee shall request Corps authorization for the additional impacts. Any request for authorization of additional jurisdictional wetland and stream impacts not authorized herein, shall be returned incomplete unless accompanied by documentation to demonstrate that there is no practicable alternative.

2. Culverts will be designed to accommodate deer passage at the following locations:

Station 152 (tributary to Mill Creek),
Station 174 (tributary to Mill Creek),
Station 277 (the 42-inch gas lines crossed by Rock Creek Option C), and
Station 312 (tributary to North Branch Rock Creek).

All culverts lengths designed for deer passage will be as short as possible, but in no case shall they exceed 280 feet in length (high headwalls or other measures will be needed to satisfy this specification at some locations). Because these culverts are being constructed specifically to accommodate deer passage, the interior dimensions will be 12-foot by 12-foot or larger. Upon completion, there shall be a minimum of 6 inches of earth on the culvert floor. If located in a

floodplain, they shall be set at an elevation that will result in no more than a two-foot thickness of natural sediment deposition to allow for a minimum clearance of 10 feet. There shall be no riprap in either the bottom of the culvert or on the approaches to the culvert that would make the culvert inaccessible by deer, unless the riprap is buried. The deer cells will not be used to convey the base flow of the stream. The deer can be conveyed through the dry cell of a two-cell culvert, provided it meets the above specifications. If other than a rectangular shape is used, the cross section of the alternative-shaped culvert shall be large enough that a 12-foot by 12-foot square could fit inside it.

Chain-link wildlife exclusion fencing shall be used to funnel deer and other wildlife to the wildlife crossings. The top of the chain-link fencing shall be a minimum of 8 feet above the ground elevation, and the fence mesh shall penetrate the ground to a depth of one foot. A three-foot high fence, constructed of 0.25" x 0.25" square wire mesh hardware cloth material shall be attached to the outside of the chain-link fencing where the fencing is adjacent to forested areas, stream valleys and SWM ponds, and buried to a depth of at least 6 inches, to form an impenetrable barrier to reptiles and amphibians. The wildlife exclusion fencing shall extend along the highway approximately one-half mile in each direction from each wildlife passage culvert or bridge, except where noise barriers or retaining walls are present and sufficient to exclude wildlife from the highway. Interchanges will be fenced to the best extent practicable.

The culvert at Station 174 shall accommodate flood flows, deer passage, and pedestrian passage. High headwalls will be employed at Station 174 to limit the maximum length of the pedestrian culvert to 195 feet. The Permittee will design and construct measures to maintain groundwater seepage at Station 174. The Permittee, through coordination with M-NCPPC, will consider establishing vernal pools in the vicinity.

Culverts at the following locations shall be designed to accommodate small mammal passage through the culverts:

In the I-370 interchange, at all crossings of the tributary of Mill Creek connecting wetland 1AF to wetland 1AG,
Station 301 (tributary to North Branch Rock Creek),
Station 360 (tributary to North Branch Rock Creek),
Station 655 (tributary to Northwest Branch), and
Station 978 (tributary to Indian Creek).

The objective is to have a non-submerged area within the culvert for small mammals to maneuver through the culvert on a natural bottom. This objective could be met by constructing a two-foot wide "shelf" alongside the waterway, which would not be submerged during normal base flow conditions. Alternatively, a second culvert cell, with natural bottom material, could be constructed alongside, or in proximity to, the culvert that carries the primary stream flow. To promote amphibian passage, the substrate inside culverts will be kept moist by natural means.

3. Culverts conveying the stream base flow, and required by MDE to pass aquatic life, will be

depressed per MDE's requirements so that a natural substrate will accumulate in the culvert. The Permittee shall design culverts to address the specific geomorphic characteristics of the stream to avoid downstream scour and channel degradation, and to maintain ecological functions such as aquatic habitat, flood attenuation, sediment transport, and stream channel stability.

4. Bridges will be constructed at the major stream crossings listed below. No bridge piers will be constructed in any stream. The bridges will be constructed to the dimensions discussed below. All references below to a prohibition on the discharge of permanent fill in wetlands and floodplains are not intended to prohibit the construction of bridge piers in wetlands and floodplains. All vertical dimensions referenced below will be permitted to vary by as much as plus or minus two feet without further coordination with the Corps.

a. On Rock Creek Option C, the bridge over Rock Creek shall be constructed such that the profile grade line (PGL) at centerline Station 239+50 is 54 feet above the elevation of the floodplain floor immediately below, and shall be an arch design. The length of the bridge shall be approximately 300 feet.

b. The bridge over North Branch Rock Creek shall be constructed such that the PGL at centerline Station 318+80 is 28 feet above the elevation of the floodplain floor immediately below, shall be approximately 285 feet long, and shall minimize permanent fill being placed on the floor of the 100-year floodplain, or in wetland 1W, as shown on the attached permit drawings.

c. The bridge over the Tributary to North Branch Rock Creek shall be constructed such that the PGL at centerline Station 328+05 is 16 feet above the elevation of the floodplain floor immediately below, and shall be approximately 135 feet long (measured along the highway centerline) or approximately 84 feet measured perpendicularly between the abutment faces. This will require a relocation of the stream beneath the structure. Retaining walls or wing walls will be needed to ensure that the structure and fill are no closer than 20 feet to any streambank, and will be constructed to limit the encroachment of fill material into wetlands 1Z , 1ZA, or 1W as shown on the attached permit drawings. If riprap is required to be placed on the floodplain floor, it shall be buried so as not to impede wildlife passage. An example of what the Corps would find acceptable in this regard can be observed at the bridge on Norbeck Road Extended over Bryant's Nursery Tributary. During design, the need for channel stability measures will be investigated for the portion of the tributary between the ICC and the confluence with North Branch Rock Creek. If channel stability measures are needed, a permit modification will be coordinated with this office.

d. The westernmost bridge over Northwest Branch shall be constructed such that the PGL at centerline Station 532+30 and the PGL at centerline Station 535+00 are 44 feet and 39 feet, respectively, above the elevation of the floodplain floor immediately below. The bridge shall be approximately 575 feet long, and shall result in no permanent fill in wetland 2R, and no permanent fill in the channel of the tributary that enters the floodplain on the west side of the stream, south of the highway.

e. The bridge over Bonifant Road and Northwest Branch shall be constructed such that the PGL at centerline Station 560+00 is 46 feet above the elevation of the floodplain floor immediately below, shall be approximately 885 feet long, and shall result in no permanent fill within 30 feet of the top of the streambank.

f. The easternmost bridge over Northwest Branch shall be constructed such that the PGL at centerline Station 594+00 is 48 feet above the elevation of the floodplain floor immediately below, shall be approximately 1140 feet long, and, utilizing retaining walls, shall result in no permanent fill within 30 feet of the top of the streambank of Northwest Branch or the Rolling Stone Tributary, and shall avoid discharge of permanent fill in the stream channel of the tributary coming from Mills Avenue. This requirement shall not apply to fill associated with potential wetland or stream restoration efforts in this area to correct significant head cuts eroding into the floodplain.

g. The bridge over Good Hope Tributary shall be constructed such that the PGL at centerline Station 690+50 is 66 feet above the elevation of the floodplain floor immediately below, shall be approximately 590 feet long, and, utilizing retaining walls, shall result in no permanent fill within 30 feet of the top of either streambank. This profile is designed to comply with Special Condition #15 below, which prohibits directing the discharge of runoff into Good Hope and Gum Springs Tributaries. If the Permittee should determine, and the Corps approve, an alternative means of ensuring that the highway runoff can be collected, treated, and discharged to the Paint Branch mainstem, with no runoff directed to the Good Hope or Gum Springs Tributaries, the vertical under clearance (from the bottom of superstructure steel to floodplain floor) could be as low as 45 feet, in which case the bridge length shall be sufficient to maintain a bottom opening on the ground of 380 feet, measured between the toes of fill, directly beneath the highway centerline.

h. The bridge over Gum Springs Tributary and Paint Branch mainstem shall be constructed such that the PGL at centerline Station 742+00 and the PGL at centerline Station 749+00 are 43 feet and 38 feet, respectively, above the elevation of the floodplain floor immediately below. The bridge shall be approximately 1280 feet long to result in the toe of fill for the east abutment being placed generally at the 100-year floodplain limit, as shown on the attached permit drawings. Also, retaining walls will be utilized, if necessary, to limit the impact at wetland 3M to 0.05 acres of permanent fill, and to avoid highway embankment being placed permanently in the stream channel of tributary 3M, which is the stream located to the rear of the homes on Creek Side Dr.

i. The bridge over Little Paint Branch shall be constructed such that the PGL at centerline Station 880+00 is 40 feet above the elevation of the floodplain floor immediately below, shall be approximately 530 feet long, and shall result in no permanent fill within 30 feet of the top of any streambank.

5. There will be no grubbing of vegetation that grows beneath the proposed bridges over Rock Creek, North Branch Rock Creek, Northwest Branch, Good Hope Tributary, Gum Springs

Tributary, Paint Branch Mainstem, or Little Paint Branch except, in consultation with the Corps, the minimum needed to construct project components such as foundations, haul roads, slope protection, and utilities.

6. If riprap is determined necessary on the floodplain floor under any bridges, the riprap will be buried with material that is easily traversable by wildlife, preferably soil. Likewise, the use of slope protection under bridges will be minimized to retain as much of the natural terrain as possible for wildlife movement, and to minimize the disturbance of earthwork in the vicinity of streams.

7. If riprap is needed in a stream channel for energy dissipation at either end of a stream culvert, or to protect a buried utility, riprap and stream substrate material shall be placed together, to establish a stream invert that will not impede fish passage during low flows.

8. Prior to making a decision to place fill in the following areas, the Permittee shall evaluate, and the Corps shall approve, whether it is practicable to avoid stream channels (or, to relocate, if it is not possible to avoid) in the following areas where streams are expected to be impacted by the highway construction:

Ramp B Station 200-216 Right (Plate 2)
Station 434-442 Left (Plate 15)
Station 601 to 624 Left (Plate 20)

As part of evaluating these streams, consideration will be given to whether a relocated channel would receive sufficient overland flow or groundwater contribution to sustain a stream ecosystem. If a stream is to be relocated, the Corps will be provided plans for approval, prior to proceeding.

9. Although this authorization approves the discharge of fill in wetland 3C located south of the Montgomery County DPWT maintenance depot (Sta. 673), the Permittee shall design and construct measures to maintain groundwater seepage at this location.

10. The new in-stream sediment basin that is being provided immediately upstream of the I-95 interchange to replace the existing facility will be constructed so that most of the pond is situated to one side of the current location of the stream channel. The objective is to facilitate relocation of the stream around the basin at some point in the future, by others, when it is no longer needed. This new basin shall be functional before the 35-foot high dam (in the southwest quadrant of the I-95 interchange) is modified.

11. The limit of fill shall be no closer to wetland 8C than is shown on the attached permit drawings (Plate numbers 33 and 36), and shall be accomplished either by using a retaining wall (as shown) or alternative measure that has been reviewed and approved by this office. Protection of Aitcheson Bog is critical. Special precautions shall be undertaken, consistent with MDE requirements, to control erosion during any modification of the 35-foot high earthen dam in the

southwest quadrant of the I-95 interchange, including ensuring that the sediment behind the dewatered dam is contained so as not to exceed MDE water quality standards during storm events. Prior to proceeding to remove the dam, the Corps shall be consulted regarding the Permittee's proposed removal method and sequence, to determine whether the operation could result in a discharge of fill, necessitating further authorization from this office.

12. Using a permanent deed restriction or conservation easement, the Permittee will protect approximately 19.9 acres encompassing wetland 6J and a 100-foot upland buffer around wetland 6J, north of the ICC, in order to protect the habitat of the state-endangered rough-leaved aster and halberd-leaved greenbrier. The instrument will prohibit any cutting, clearing, grading, draining, dumping, filling, and construction within this wetland and any forested portion of the 100-foot buffer, with the exception of construction of stormwater management pond outfalls. However, construction of stormwater management ponds shall be permitted on lands within the 100-foot buffer that are not forested on the date of this permit issuance. Treated stormwater may be directed to wetland 6J, provided suitable velocity dissipation is provided in accordance with MDE requirements. The draft instrument must be submitted to this office for approval prior to recordation, and a copy of the recorded instrument provided to this office.

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Conditions on Stormwater Management

Many of the following conditions 13 through 20 impose requirements that are more stringent than the MDE 2000 Maryland Stormwater Design Manual. The Permittee has offered, and the Corps has accepted, these measures, and relied on them in making a determination that the project will not result in significant degradation of waters of the U.S. Therefore, any material changes in these conditions, or failure to implement and enforce these requirements, will be grounds for modifying, suspending, or revoking this permit. Following construction, the Permittee, or the designated owner of the stormwater facilities, shall be responsible for incorporating these stormwater facilities into their inspection and maintenance program for stormwater management facilities.

13. In the Indian Creek watershed and the portions of Little Paint Branch in Prince George's County, the overbank flood protection volume will be managed for the 10-year storm, as per MDE's 2000 Maryland Stormwater Design Manual.

14. To manage runoff that is being discharged to any Use III stream (i.e., Paint Branch mainstem or North Branch Rock Creek drainage basin), the runoff from the first 1.5 inches of rainfall will be treated in sand filtration basins located beneath the median or the shoulders. Elsewhere on the project, the runoff from the first 1.5 inches of rainfall will be managed in accordance with the MDE 2000 Maryland Stormwater Design Manual. Within parkland, underground detention basins will be used to treat the channel protection volume (i.e., the runoff from the one-year, 24-hour storm, which in Montgomery County equates to 2.6 inches of rainfall) to minimize encroachment into parkland. Underground detention basins will also be used outside parklands

to manage discharge to the Paint Branch mainstem. Everywhere else, the channel protection volume may be managed in surface detention ponds. In Use III and Use IV watersheds, channel protection volume designs will not exceed 12-hour storage. Where both filtration and underground management are being used, the system will operate within the following parameters. The runoff from the first 1.5 inches of rainfall will be directed to sand filters. Beneath the sand filters will be a drainage system for collecting the filtered water and conveying it to the underground detention chambers. Inlets will be provided at the road surface to collect the rainfall that exceeds the capacity of the filtration structures (i.e., rainfall in excess of the first 1.5 inches). The surface inlets will direct their unfiltered water also to the underground detention chambers, which will have the capacity to manage the runoff from the first 2.6 inches of rainfall. The water that is collected beneath the sand filters will be the first flush, and during summer months, this water will be warmer than the runoff that will accumulate later in the storm event (which will be coming from the inlets). The two inputs into the underground detention chambers shall be designed so that, as the chamber fills to capacity, the cooler water coming from the inlets will not flush-out the warmer water coming from the sand filters.

15. The outfall from the stormwater management structures in the Paint Branch watershed will be directed either to Northwest Branch or the Paint Branch mainstem. Directing the stormwater to outlet into Good Hope or Gum Springs Tributaries is prohibited. Stormwater runoff from all bridge decks in the Paint Branch watershed will be captured and managed for quality and quantity prior to discharging the runoff.

16. The sediment pond outfall at Station 782 shall not have an outlet ditch or pipe through the existing wetland that is downslope of the pond.

17. The Permittee agrees that no ancillary facilities such as park-and-ride lots, maintenance depots, or any other facility that adds impervious surface to the watershed of the Paint Branch Special Protection Area (SPA) will be added to this construction project without first undergoing coordination with the public, environmental resource agencies, and permit agencies regarding the natural environmental impacts of the proposal and the proposal for managing the stormwater runoff. This coordination will address the manner in which runoff from such additional impervious surfaces will be managed to comply with the more stringent stormwater requirements imposed for this project in the Paint Branch SPA.

18. The runoff from the first one-inch of rainfall from the existing stormwater management facility at the Montgomery County DPW&T Maintenance Depot shall be redirected to the Northwest Branch watershed.

19. Infiltration practices (structural and non-structural) will be employed in the Paint Branch watershed to treat the computed recharge volume, in accordance with MDE's 2000 Maryland Stormwater Management Regulations. The design of infiltration structures shall be based on field infiltration tests rather than sieve analysis. To preclude sediment from entering the infiltration structures during construction, they shall either be sealed with plastic, or their construction deferred until the contributory drainage area is stabilized. Infiltration basins shall not be used as

sediment traps. Infiltration basins shall not be put into service until all of the contributing drainage area is stabilized. In the Paint Branch watershed, infiltration structures will be constructed at the base of the highway slopes adjacent to the eastbound lanes between the Good Hope and Gum Springs bridges. Infiltration in the Paint Branch watershed may also be supplemented using bottomless inlets and/or manholes.

20. Except as shown on the attached permit drawings, no stormwater management pond or erosion and sediment control basin shall be constructed in any wetland. Where the drawings show a right-of-way bump-out for a stormwater management pond or erosion and sediment control basin in the vicinity of a stream, the pond or basin shall be constructed in a manner that does not impound the stream (except at the location authorized by Condition #10 above if necessary, and stream WMM at Southbound I-95 Station 900 Left). For any stormwater management pond constructed in the vicinity of a stream, the pond shall be located a sufficient distance from the stream to maintain a 15-foot wide cleared area beyond the toe of any berms surrounding the pond, plus an additional 30-foot wide, or larger, vegetated buffer along the stream. Stormwater pond outfalls may be constructed across the 30-foot vegetated buffer area.

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Conditions on Construction Activities

21. The Permittee shall comply with all conditions of the Section 401 Water Quality Certification issued by MDE. The terms and conditions of the Water Quality Certification are conditions of this permit.

22. This permit does not include authorization of any jurisdictional wetland and stream impacts that may be required in order to construct, or to provide access to, mitigation or environmental stewardship sites, including wetland creation, stream restoration, stormwater retrofit sites, fish passage projects, reforestation projects, or any other components of the project that are outside the limits of the proposed improvements shown on the attached permit drawings. A request for Corps authorization of any additional impacts required for mitigation or environmental stewardship sites shall be submitted by the Permittee, as such impacts become known.

23. This authorization does not include any impacts for utility relocations/installations or stream channel improvements outside the limits of disturbance shown on the permit drawings. A request for Corps authorization of any additional aquatic impacts required for such work shall be submitted by the Permittee, as such impacts become known.

24. Because all jurisdictional wetlands and streams within the limit of disturbance have been included in the authorized impacts, temporary stream crossings, temporary stream diversions, temporary stream relocations, and utility installations affecting jurisdictional wetlands and streams within the limit of disturbance are authorized herein. However, requests for authorization of impacts for such features that are outside the permitted limit of disturbance must be submitted to the Corps for approval. Construction work within stream channels shall deploy a

stream diversion device to limit turbidity increases. Earthen materials shall not be used in the deployment of temporary stream diversions, stream crossings, or cofferdams, due to the potential for washout during storm events. Any temporary stream crossings will be completely removed when no longer needed and the streambanks restored by planting native woody vegetation.

25. Any temporary crossings of wetlands (i.e., crossings that will not remain permanently), such as wetland crossings required for temporary haul roads, temporary access roads, and utility installations, will be accomplished in a manner that will achieve the following objectives:

a. Where temporary aggregate is placed in a wetland, the objective is to ensure that the aggregate does not become embedded in the soil and can be completely removed when the temporary road is no longer needed. A physical separation of the existing wetland soil and the discharged aggregate shall be provided, in accordance with MDE requirements. The discharge of aggregates can be avoided altogether by using timber mats where the soil is too wet or too soft to support construction equipment.

b. When the temporary crossing is located where it could be subjected to flood flows, any temporary earthen road material will be stabilized, and any other appropriate measures taken consistent with MDE requirements, to ensure the road will withstand expected flood flows and be controlled to prevent any erosion into wetlands and streams.

c. When the temporary crossing is no longer needed, the objective is to restore any impacted wetlands to a functioning wetland consistent with the Corps' 1987 Wetland Delineation Manual. The temporary fill material will be removed, the compacted topsoil will be scarified, the wetland planted with native plantings or reseeded with a wetland seed mix, and any exposed soil will be mulched. The Permittee will ensure that sufficient wetland hydrology is re-established.

26. Every effort shall be made to avoid disturbance to riparian vegetation, particularly within 30 feet of stream banks. Any pre-existing vegetation that is grubbed within a temporarily-disturbed area within 30 feet of a stream bank, will be replanted with native riparian vegetation after the removal of the temporary disturbance, with the exception of utility corridors.

27. Temporary stream crossings are hereby authorized, within the limit of disturbance shown on the attached permit drawings, for the purpose of constructing either an access road for construction equipment or a haul road. There shall be no more than one temporary stream crossing constructed on any stream at each bridge or culvert location. At the following streams, temporary stream crossings associated with this authorization shall be accomplished using bridges that completely span the stream (i.e., no piers in the stream), and no other type of temporary crossing shall be permitted:

Rock Creek, Sta 240
North Branch Rock Creek, Sta 319
Tributary to North Branch Rock Creek, Sta 328
Northwest Branch, all three crossings, excluding the channel at Sta 599

Good Hope Tributary, Sta 690
Gum Springs Tributary, Sta 740
Paint Branch Mainstem, Sta 748
Little Paint Branch, Sta 880

In the floodplain of Northwest Branch, between Sta 593 and 601, there are numerous shallow channels that convey water only when the floodplain is inundated. These channels shall be piped under any temporary road that might be constructed across this floodplain.

28. To reduce fish mortality, the Permittee shall relocate fish prior to dewatering work areas, and release the fish downstream.

29. No stockpiling or storage of equipment, materials, or structural steel; no staging areas; and no installation of ancillary facilities such as concrete or asphalt plants or construction trailers shall be permitted within any wetland or stream. No construction materials, aggregates, or earth shall be stockpiled or stored in a manner that would affect wetlands or streams, and such stockpiles shall have erosion and sediment controls approved by MDE.

30. No concrete trucks shall be washed off in a manner that would allow the cement-laden wash water to enter a stream or wetland.

31. In order to preclude accidental encroachment into wetlands that are beyond the permitted limit of disturbance (LOD), orange plastic fencing and signage shall be installed along the LOD adjacent to the following wetlands. The LOD will be established as per special condition #1. The installation of fencing shall be accomplished immediately after stakeout of the LOD and prior to installation of erosion and sediment controls. The following specific locations will require orange plastic fencing (station numbers are approximate, but the entire edge of the wetland that is adjacent to the LOD shall be protected):

Station 105 Right, wetland RP7
Station 113 Left, wetland 1AF
Ramp F Station 803 Right, wetland 1AG
Station 152 Left and Right, wetland 1D
Station 173 Left, wetland 1FA
Station 175 Right, wetland 1H
Station 277 Left, wetland 1MD
Station 277 Right, wetland 1Q
Station 283 Left, wetland 1MDA
MD 115 Station 15 Right, wetland 1MDA
Station 313 Right, wetland 1T
Station 320 Left, wetland 1W
Station 327 Left, wetland 1ZA
Station 328 Right, wetland 1Z
Station 361 to 366 Left, wetland 1DD

MD 97 Station 197 to 202 Left, wetland 1EE
Station 419 Left, wetland 4A5
Station 420 Right, wetland 4A5
Station 534 Left, wetland 2R
Station 559 Right, wetland 2X
Station 577 Left, Wetland 2BB
Station 595 Left, wetland 2DD
Station 600 Left, wetland 2HH
Station 600 Right, wetland 2HH
Station 743 Left, wetland 3K
Station 743 Right, wetland 3K
Station 746 Right, wetland 3MA
Station 750 Left, wetland 3M
Station 749 Right, wetland 3M
Station 756 Right, wetland 3O
Station 774 Right, wetland 3P
US 29 interchange Ramp ES Station 202-205 Right, wetland 3QA
US 29 interchange Ramp SW Station 83 Right, wetland 3QD
Station 864 Right, wetland 3TA
Station 881 Left and Right, wetland 3X
I-95 interchange Ramp I-A, from Ramp Station 6 to SB I-95 Sta 771, wetland 8C
SB I-95 Sta 757 Left, wetland 8C
I-95 Ramp NB-CD, Station 616 Left, wetland 8D
Station 978 Left and Right, wetland 6J

32. Where utility lines pass through or along the boundaries of wetland areas, measures must be taken to prevent the porous bedding and backfill material from acting as a French drain that would drain the wetland. Examples of acceptable measures would be clay collars or trench plugs installed, at a minimum, every 100 feet, with a collar located at the entrance point and exit point of the utility lines into and out of the wetland area.

33. The Permittee shall pay careful attention to any cut slopes or ditching adjacent to wetlands that are to remain. The objective is to ensure that the cut face does not result in the draining of the wetland. An example of an appropriate measure for preventing a wetland from being drained in such circumstances is to construct a bentonite-filled trench along the top of cut, and at a minimum along the extent of the wetland.

34. Disposal areas for excess excavation will not impact wetlands or streams without prior authorization from the Corps. The Permittee shall track the disposal of all excess excavation to ensure that there is no unauthorized discharge of fill in regulated wetlands or streams. If the Permittee proposes to discharge fill at locations outside the permitted project limits, it is the Permittee's responsibility to ensure that all required federal, state, and local permits have been acquired for the disposal operation. If the disposal operation requires a modification to this permit, a request for permit modification will be submitted to the Corps, at

least 30 days in advance of the Permittee's target date for disposal. Such request shall include an alternatives analysis if the proposed impact to regulated wetlands and streams is more than minimal. Any costs to acquire the disposal site shall not be a consideration in the Corps' review of the request. No disposal may begin until any necessary Corps authorization has been received.

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Conditions on Erosion and Sediment Control - The Permittee has offered, and the Corps accepted, the following conditions 35 through 39, and relied on them in making a determination that the project will not result in significant degradation of waters of the U.S. as a result of construction activities. Therefore, any material changes in these conditions, or failure to implement and enforce these requirements, will be grounds for modifying, suspending, or revoking this permit. The measures described in permit conditions 35 through 39 will be monitored for compliance by the contractor's quality assurance staff, the Independent Environmental Monitor, and the Permittee's project environmental management staff during the construction of the project.

35. SHA will utilize their new erosion and sediment control program on this project. The new program incorporates the following features:

a. An incentive/disincentive program to encourage compliance with the erosion and sediment control plan. This program will involve random, surprise inspections of the contractor's erosion and sediment control devices. Periodic incentives will be provided for maintaining an average rating of 85 with no D or F ratings.

b. A rating of D or F will result in shutdown of all earthwork activities except erosion and sediment control maintenance, and will result in assessment of a financial penalty on the contractor.

c. The contractor will have 72 hours to upgrade his sediment control if a C rating is reported. Failure to upgrade to a B rating within 72 hours will result in a D rating, requiring shutdown of all earthwork activities except erosion and sediment control maintenance.

d. Ratings of C and lower will be reported to the principals of the contracting company. Two F ratings will result in dismissal of the contractor's erosion and sediment control manager and construction manager for a period of 6 months. Both positions must be filled by people who have received SHA certification in erosion and sediment control.

e. SHA will contribute to the cost of re-setting and maintaining erosion and sediment control features in the case of a "severe storm event" that exceeds a designated rainfall threshold.

f. The erosion and sediment control measures will be monitored and maintained during weekends and holidays.

36. In the Paint Branch watershed (i.e., between MD 650 and Old Columbia Pike) and the North Branch Rock Creek watershed (i.e., from MD 115 to MD 97), the Permittee shall employ redundant controls where the sediment is generated, as well as redundant controls at the locations where sediment-laden runoff is contained and treated before being discharged.

37. No flocculants will be used in sediment ponds until the health effects of such flocculants on aquatic and terrestrial fauna have been determined by the Permittee, and approved for use by MDE.

38. Super silt fence will be employed near streams and wetlands. Erosion and sediment controls shall be applied to haul roads and construction access roads, in accordance with MDE standards.

39. The Permittee shall evaluate opportunities to convert sediment pond locations, which are no longer needed, to permanent vernal pools, particularly within parklands, and will coordinate this effort with M-NCPPC.

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Conditions on Compensatory Mitigation

40. Compensatory mitigation for impacts to streams and wetlands shall be constructed using the locations designated in the Compensatory Mitigation Package attached to this permit, which was agreed to by the Interagency Working Group and which provides sufficient improvements to mitigate the authorized impacts. If any new sites are subsequently determined necessary or preferable, the Permittee shall obtain approval of the new site(s) from the Corps and MDE after consultation with the Interagency Working Group. Stream impacts are being mitigated at a 1:1 ratio, with the exception of the restoration in Northwest Branch mainstem which, due to the magnitude of the restoration effort, will offset 3 linear feet of impact for every one linear foot within the restored reach. Fish passage projects are considered to offset 500 linear feet of stream impact. Forested and scrub shrub wetlands are being mitigated at a 2:1 ratio, and emergent and wash pond wetlands are being mitigated at a 1:1 ratio. In addition, five water quality improvements are being constructed.

41. Within 180 days of permit issuance, the Permittee shall submit a Compensatory Mitigation and Monitoring Plan (CMMP) for Corps approval which shall designate a schedule for design and construction of the approved compensatory mitigation sites. The Plan shall discuss the design goals and performance standards for the compensatory mitigation wetland or stream sites, including proposed ecological functions, opportunities to re-connect streams to their floodplains or to expand floodplains, proposed vegetative community and areal coverage, proposed manipulations of earthwork, proposed sources of hydrology and consecutive days and depth of saturation, proposed soil amendments, any proposed buffers, proposed habitat features, control of browsing by deer, voles, and beaver, invasive species control, signage, and proposed construction access points. The Corps shall be provided final design plans for each of the approved compensatory mitigation sites for review and approval prior to commencing construction. With

the exception of post-construction monitoring, all compensatory mitigation shall be completed by the time that the highway construction is complete.

42. Wetland mitigation projects will be monitored in accordance with the most recent guidelines developed by the Permittee with the Corps and MDE, and the CMMP developed in accordance with Condition #41. The Permittee shall monitor the wetland creation and stream restoration sites for a period of five consecutive growing seasons, and submit monitoring reports annually to the Corps. The reports shall contain the information required by the "New SHA Mitigation Monitoring Protocols for Wetland and Stream Restoration (effective 2006 monitoring season)." Year #1 of the 5-year monitoring period shall commence with the first spring season following completion of construction and planting of the wetland mitigation site. If wetland creation or restoration is not considered successful by the Corps within five years, the reasons for the failure shall be determined by the Permittee and any areas not successfully established shall be remediated, or the Permittee shall locate an alternative site, in consultation with the Corps, and construct the required replacement wetland acreage. Monitoring reports shall be submitted annually to the Corps by 31 December of each year, for five years. If there is any doubt by the Corps that adequate wetland hydrology has been established to satisfy the hydrology performance criterion, the Corps may direct the installation of groundwater monitoring wells. If any remediation was needed during the initial five-year monitoring period, the Corps may require that monitoring and reporting be extended as much as five additional years beyond the date of the last remediation, depending upon the nature of the remediation.

43. With the exception of mitigation constructed on M-NCPPC property, wetland mitigation sites shall be protected in perpetuity with a conservation easement or deed restriction. The instrument shall be in the form of a covenant running with the land and recorded with the deed, conveyance, or transfer. All prospective purchasers of all, or portions, of the wetland mitigation site shall receive notice of the instrument, and the prohibitions shall be referred to in every deed, conveyance, or transfer of all, or portions, of the mitigation site. The covenant shall include prohibitions against cutting, mowing, clearing, grading, draining, construction of roads or structures, dumping, filling, and erecting billboards or commercial signs, on the mitigation site as displayed on the plat map which describes the property being conveyed, granted, or transferred, except as required to establish and maintain the mitigation site as authorized by the U.S. Army Corps of Engineers or other Federal agency having authority to do so. The draft instrument must be submitted to this office for review and approval prior to final recordation in the land records of the appropriate county. Following review and approval of the draft instrument, the Permittee shall record the final instrument, and shall submit a copy of the fully executed and recorded instrument, with liber and folio number stamped thereon, to the Baltimore District, as part of the annual monitoring report following the second growing season.

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Conditions on Monitoring Project Impacts

44. The Permittee shall provide an Independent Environmental Monitor who shall report directly to MDE and the Corps, notifying them and the Permittee of any reported or observed violations or non-compliance.

45. The Permittee shall provide a qualified, professionally certified, multi-disciplinary, Environmental Management Team, independent from the construction contractors, to review the design and construction for compliance with all permit conditions, to conduct Quality Assurance and performance ratings, and to track the completion of compensatory mitigation and monitor its success. An Environmental Manager shall ensure that the Permittee has requested Corps approval for any changes involving impacts to regulated aquatic resources and shall keep records of the impact totals, ensuring that appropriate mitigation is constructed for all impacts. The Environmental Manager will make recommendations throughout construction for further avoidance and minimization of impacts. The Environmental Manager will notify the Corps, the resource agencies, and the Independent Environmental Monitor by email of all violations of, and non-compliance with, this permit. The Environmental Manager will make recommendations for bringing the project into compliance with permit conditions, and provide the Corps and resource agencies copies of all reports dealing with resolution of violations and non-compliance. The Environmental Manager will conduct agency coordination meetings throughout design and construction. These meetings will occur on a monthly basis, until such time as it is determined that less frequent meetings are appropriate.

46. Prior to the construction closeout meeting, a project inspection shall be conducted of the wetlands listed in permit condition #31 above, and the wash pond wetlands (systems 8CA and 10E) by the Permittee with the permit agencies. This inspection shall assess the condition of the remaining portion of those wetlands which were partially impacted (i.e., the portion shown as outside the limit of disturbance), as well as any temporarily-impacted wetlands, to determine whether they continue to function as wetlands. Particular attention shall be given to wetlands that are adjacent to cut slopes or ditches, for example, the following wetlands:

Station 283 Left, wetland 1MDA
MD 115 Station 15 Right, wetland 1MDA
Station 420 Right, wetland 4A5
Station 756 Right, wetland 3O
US 29 interchange Ramp ES Station 202-205 Right, wetland 3QA

If the inspection reveals that the wetlands beyond the limit of disturbance have ceased to satisfy any of the three parameters for determining wetland jurisdiction, as per the Corps' 1987 Wetland Delineation Manual, the Permittee shall be obligated to either restore these wetlands or provide additional mitigation at the approved ratios. This site visit will also be used to verify the successful restoration of any temporarily-impacted wetlands. If restoration efforts have failed, subsequent monitoring will be required for three years, or remediation may be undertaken to restore the wetland. If remediation efforts fail, or if the Permittee chooses not to remediate, the

Permittee shall mitigate for the lost resource. In addition, this site visit will be used to verify any wetlands that were authorized to be impacted but were subsequently avoided, in order to deduct these from the mitigation obligation.

Compensatory Mitigation Package

Site ID	Watershed/ County	Potential Restoration Units[1]	Compensatory Mitigation Concept – Aquatic Resources	Number and Type of Parcel (Public or Private)
Stream Restoration Sites				
IC-59	Indian Creek/ Prince George's	1,100	IC-59 and IC-62 are located on the mainstem of Indian Creek just upstream and downstream of the Powder Mill Road crossing. The concept for IC-59 and IC-62 includes stream restoration efforts (gabion removal, berm removal, bank stabilization, floodplain creation, fish blockage removal, riparian buffer enhancement, and habitat enhancement).	IC-59 (5-private, 1-public) IC-62 (1-public)
IC-62	Indian Creek/ Prince George's	1,900		
NW-160	Northwest Branch/ Montgomery	11,000	This site includes the mainstem of Northwest Branch from Bonifant Road downstream to Indian Springs Golf Course. A portion of Rolling Stone tributary that joins Northwest Branch within the project site would also be included. The concept for NWB includes the following stream restoration efforts: floodplain creation to provide energy dissipation of erosive flood flows, reduce erosive shear stresses, reduce channel incision, and increase infiltration and groundwater recharge; bank stabilization to provide energy dissipation of erosive flood flows, reduce erosive shear stresses, and reduce bank erosion and instream sedimentation; enhancing the riparian buffer; installation of woody debris and other types of instream cover and gravel channel material to enhance the benthic and fish habitats and communities.	1-private 1-public
PB-12B	Paint Branch/ Montgomery	4,500	PB-12B is located on Hollywood Branch and flows southeasterly from where the stream goes under Laurie Drive to the confluence with Paint Branch in the Fairview Estates community. The concept for PB-12B includes stream restoration efforts (bank stabilization, floodplain creation, utility conflict resolution, fish blockage removal, and riparian buffer enhancement).	1-public
PB-119	Paint Branch/Prince George's	1,000	Site PB-119 is located on the mainstem of Good Hope tributary to Paint Branch. The limits for this site extend from approximately 300 feet upstream to 700 feet downstream of the Good Hope Road crossing of this stream. The concept for PB-119 includes the following stream restoration efforts: floodplain creation to provide energy dissipation of erosive flood flows, reduce erosive shear stresses, reduce channel incision, bank stabilization to provide energy dissipation of erosive flood flows, reduce erosive shear stresses, and reduce bank erosion and instream sedimentation; and installation of woody debris and other types of instream cover and gravel channel material to enhance the benthic and fish habitats and communities.	1-public
PB-8	Paint Branch/ Montgomery	1200	PB-8 is located in the Left Fork subwatershed of the Upper Paint Branch watershed. PB-8 is made up of two reaches. The western reach is located entirely within Upper Paint Branch Park. The concept for PB-8 includes stream restoration efforts (bank stabilization, floodplain creation, riparian buffer enhancement, fish blockage removal, and habitat enhancement).	PB-8 (5-private, 2-public)

Compensatory Mitigation Package

Site ID	Watershed/ County	Potential Restoration Units[1]	Compensatory Mitigation Concept – Aquatic Resources	Number and Type of Parcel (Public or Private)
Fish Passage Sites				
PB-93A	Paint Branch/Prince George's	500	This is a fish passage site located at an exposed sewer line between US 1 and the College Park Airport. The blockage can be seen from the footbridge located approximately 1,000 feet upstream of the confluence of Paint Branch with Indian Creek. The drop at this site is about 1.5 feet and at lower flows is a complete blockage to upstream fish passage.	1-public
RC-131	Rock Creek/ Montgomery	500	RC-131 is located east of the intersection of Beach Drive and Pinehurst Parkway on the mainstem of Rock Creek within Rock Creek Park. The blockage is an exposed utility crossing that has a vertical drop of approximately one foot causing a depth of flow of approximately two inches at normal flow.	1-public
RC-131A	Rock Creek/ Montgomery	500	RC-131A is located east of Beach Drive in the Candy Cane Park section of Rock Creek Park. This is a partial fish blockage caused by a concrete sewer encasement that is exposed at lower flow conditions. In addition to restoring fish passage over the blockage, other improvements slated for this site include streambank stabilization and riparian buffer improvement to improve stream habitat.	1-public
Wetland Creation Sites				
MR-5	Monocacy River/ Montgomery	19	This site is an active cow pasture located at the intersection of Bethesda Church Road and Clarksburg Road within the floodplain of Bennett Creek.	1-private
SC-2	Seneca Creek/ Montgomery	21	This site is located at the corner of Huntmaster Road and Brink Road within the floodplain of Goshen Branch. This site is also located across from the existing Hawkins wetlands creation site. The created wetlands could be hydrologically connected to the emergent wetlands on site and provide a riparian buffer to the stream.	1-public
NW-128	Northwest Branch/ Montgomery	3	NW-128 is currently a ball field located in Northwest Branch Recreational Park. The site would be excavated 2'-3' to tap into groundwater or divert flows from Northwest Branch into the site. The ball field would be converted to a wetland/floodplain condition by removing the fill from the site.	1-public
PB-1	Paint Branch/ Montgomery	12	PB-1 is located on the south side of Spencerville Road and east of Peach Orchard Road along a tributary to Paint Branch. The site begins as a farm pond located on the south side of the stream. The concept for this site is to create forested wetlands on the south side of the stream by excavating less than five feet to hydrologically connect to the stream and existing groundwater. The north side of the stream could be reforested with a mix of wetland and upland tree species. The pond would be removed as part of this concept to reduce thermal impacts to the stream.	1-private
SC-19	Seneca Creek/ Montgomery	19	This site is located east and west of Woodfield Road at the Great Seneca crossing. This site is situated in the floodplain of Great Seneca Creek and receives both surface water input and bank overflows that could support the hydrology of a created wetland.	1-private

Compensatory Mitigation Package

Site ID	Watershed/ County	Potential Restoration Units[1]	Compensatory Mitigation Concept – Aquatic Resources	Number and Type of Parcel (Public or Private)
SC-21	Seneca Creek/ Montgomery	6	This site is located on the north side of Brink Road at the Great Seneca Creek crossing along the east bank of the stream. The hydrology for the created wetland would be supported by groundwater and the hydric soils that are mapped within the stream valley. Wildcat Branch, a tributary to Great Seneca Creek, is located just upstream of this site and is classified as Class III trout waters.	1-public
NW-69	Northwest Branch/ Montgomery	3	NW-69 is located on the north side of Batchellors Forest Road across from Trotters Glen Golf Course in the headwaters of Batchellors Run. The concept for NW-69 includes the following efforts: grading and planting to create a forested wetland and spraying to eradicate multiflora rose. The concept for this site is to extend the existing wetland along the east side of the stream and plant the site with forested wetland species such as sycamore, spicebush and arrow-wood.	1-private
Water Quality Mitigation Sites				
PB-33	Paint Branch/ Montgomery	80	This site is located in the Great Hope Manor community, adjacent to the Right Fork at Good Hope Road and Good Hope Drive The concept includes cleaning up debris, adding infiltration trench and /or bioretention cells to the extent possible, retrofit of the existing riser to provide extended detention, expansion of the existing SWM pond next to the community center to provide extended detetention and stabilization of an	1-private
PB-43	Paint Branch/ Montgomery	40	Unvegetated outfall channel east of Timberlake Drive and Seibel Drive. The concept includes retrofitting existing outfall channel with grass swale, biofilter, or infiltration trench.	1-private
PB-46A	Paint Branch/ Montgomery	22	Existing dry pond at west end of Perrywood Road. The concept is to convert a dry extended detention pond to attenuate flows without raising temperatures, including planting the riparian buffer and pond. Pond may need to expand into adjacent parkland to capture runoff for entire drainage area.	1-private
PB-114A	Paint Branch/ Montgomery	70	Degraded stream channel at the south end of Eastway Drive in Peachwood Park. The concept includes evaluating alternatives previously developed by MCDEP and MWCOG to plan and construct an off-line extended detention facility to address one of the few remaining uncontrolled drainage areas contributing to Good Hope Tributary.	1-private
PB-49	Paint Branch/ Montgomery	134	Uncontrolled runoff from tributary north of Rainbow Drive, east of Wembrough Street and west of Langside Street. The concept includes constructing a new dry extended detention pond to attenuate flows without raising temperatures and planting the riparian buffer and pond.	1-public

TAB 6

MEMORANDUM

TO: MDTA Board
FROM: Chief Financial Officer, Deborah Sharpless, CPA
SUBJECT: Environmental, Social, and Governance (ESG) Report
DATE: February 27, 2025

PURPOSE

The purpose of this agenda item is to present to the MDTA Board the MDTA's inaugural Environmental, Social, and Governance (ESG) Report.

SUMMARY

The MDTA's ESG Report will serve as an annual disclosure to provide internal and external stakeholders a holistic, enterprise-wide understanding of the agency's societal and environmental impacts, risks, and opportunities. As financial markets and credit rating agencies are increasing the use of ESG criteria to assess the value and creditworthiness of public agencies, the ESG Report is a critical disclosure to provide a clear and organized picture of social and environmental performance. The report structure and content are tailored to a multi-stakeholder audience and address key focus areas of credit rating agencies. The ESG Report complements the MDTA's legacy of strong financial health and good governance. Prepared over the course of 2024, the inaugural ESG Report summarizes the agency's practices and performance across departments.

ANALYSIS

The MDTA developed its inaugural ESG Report by compiling content and data from across the agency's departments and leaders. The report development process entailed the following steps:

- **Research and Prioritization:** Analyzed MDTA credit rating reports, ESG frameworks, MDTA peer reporting, and industry research to identify and prioritize ESG topics and associated content and metrics to be included in the report.
- **Stakeholder Input and Content Development:** Conducted interviews with MDTA department leaders and subject matter experts to understand enterprise-wide practices, performance, and data availability. Developed ESG Report content and conducted a series of drafts and detailed reviews with MDTA department leaders and subject matter experts.

- **Senior Reviews:** Reviewed pre-final draft with and incorporated feedback from senior leadership, including MDTA's Executive Director, all MDTA Chiefs, MDTA Communications, the Attorney General's Offices, and TSO.
- **Gap Analysis:** Aggregated key learnings from the ESG Report development process to identify areas for future improvement and 2025 ESG priorities.

The structure and format of MDTA's ESG Report is aligned to meet credit rating criteria and ensure that MDTA's ESG performance is correctly evaluated as part of the agency's overall creditworthiness. MDTA has historically received a high ESG score, which has supported the agency's strong credit ratings. However, MDTA should continue to advance ESG performance and reporting to ensure it meets evolving expectations.

In addition to credit rating agencies and financial markets, MDTA's ESG Report supports the agency's communication and engagement with a variety of internal and external stakeholders. Disclosing MDTA's ESG performance in a single document streamlines financial and external stakeholder's understanding of the agency's commitments, purpose, and impact. The ESG Report development process also helps MDTA's leaders and subject matter experts deepen collaboration between departments and topic areas.

Across all ESG topics, financial markets are most keenly focused on climate change risks and opportunities. As such, in 2025, MDTA plans to advance the agency's analysis and management of climate change impacts and greenhouse gas emissions. In addition to climate change, MDTA will continue to enhance data aggregation across ESG topics to enhance reporting, governance, and management.

ATTACHMENT

- MDTA 2024 Environmental, Social, and Governance Report

Maryland Transportation Authority

2024

ESG

ENVIRONMENTAL, SOCIAL, AND GOVERNANCE REPORT

Table of Contents

Letter from MDTA's Executive Director

Bruce W. Gartner, Executive Director

I am pleased to introduce the Maryland Transportation Authority's inaugural Environmental, Social, and Governance (ESG) Report for 2024. This report marks a significant milestone in the MDTA's ongoing commitment to transparency, responsibility, and environmental stewardship, and provides a comprehensive overview of our organizational impacts and opportunities.

While management of ESG issues is integrated throughout MDTA's operations – from the responsibilities of the Executive Director and Chief Officers to the work that all our employees perform each day – in this report we clearly articulate how the MDTA is addressing critical ESG impacts including organizational governance, climate change, and interactions with our customers, communities, and suppliers. With that aim, in addition to describing how the MDTA is managing these issues, the ESG Report reflects on what we have accomplished in 2024 and highlights areas in which we aim to grow in the coming years.

Further, in providing transparency about our ESG practices to our stakeholders, this report works towards the MDTA's vision of being one team connecting our customers to what matters most, and demonstrates how we are working together to live our values – diversity, integrity, innovation, safety, and customer experience. The development of this report has been a collaborative effort, involving MDTA team members from every part of the agency. This process has not only enhanced our reporting capabilities but also strengthened collaboration within our agency.

Looking ahead, we recognize the importance of continuously advancing our ESG performance. In developing our first ESG report, we have set a foundation for our ESG efforts and uncovered areas where we can enhance the value and utility of our reporting to stakeholders. To that end, we strive to continuously mature our data and reporting capabilities in coming years. We also recognize that climate change continues to be a growing issue for society and our stakeholders. As such, in 2025, we will conduct a deeper analysis of climate change impacts and greenhouse gas emissions across our operations.

As we advance our ESG efforts, we will maintain our strong organizational governance, continue to provide top-tier infrastructure, and foster greater understanding and engagement with our customers and communities. Thank you for your continued support as we strive to make a positive impact for all.

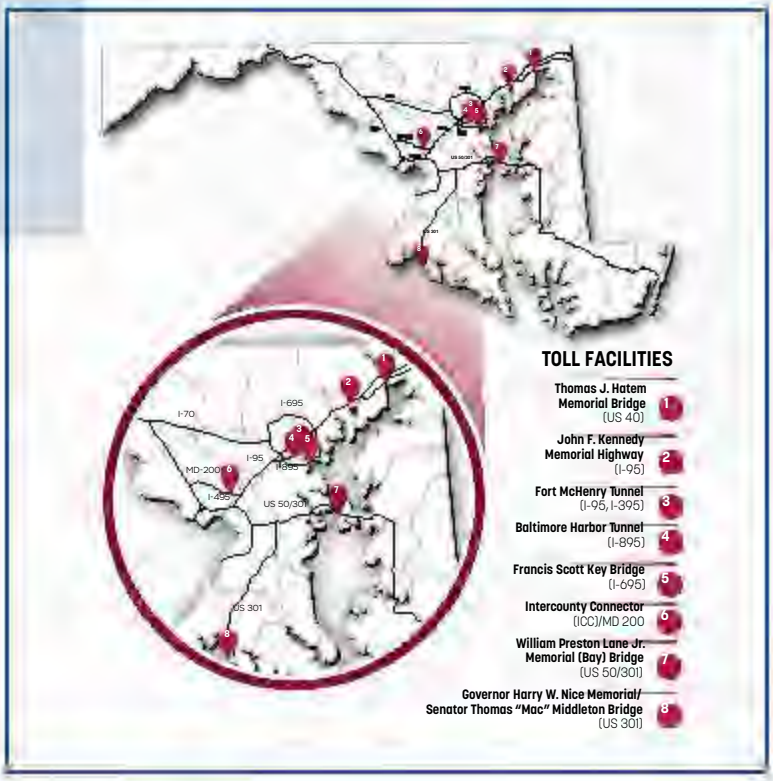
Sincerely,

Bruce W. Gartner
Executive Director

ABOUT:

The Maryland Transportation Authority

The Maryland Transportation Authority (MDTA) was established in 1971 by the Maryland General Assembly to finance, construct, operate, and improve the State's toll facilities, as well as to finance new revenue-producing transportation projects. The MDTA acts on behalf of, but is separate from, the Maryland Department of Transportation (MDOT). The MDTA helps support MDOT's mission to be a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation. The MDTA's eight toll facilities — four bridges, two tunnels, and two turnpikes — connect Marylanders and visitors to State and regional opportunities.



The MDTA is a self-sufficient non-budgeted State agency that traditionally receives no funding from the State's General Fund or the Transportation Trust Fund. Rather, it is financed by toll revenues, and such revenues are reinvested in the operation and maintenance of the toll facilities. The MDTA's Trust Agreement between the MDTA and its Trustee is for the benefit of bondholders and outlines how these funds may be used.

The MDTA's finances are accounted for as a proprietary-type enterprise fund using the accrual basis of accounting, similar to a private business entity. More than 80% of the MDTA's revenues originate from toll revenue and related fees collected at its eight toll facilities. Revenues from all facilities are pooled to fund operations, capital projects, and debt service on revenue bonds issued by the MDTA to help fund its capital program.

MDOT MISSION STATEMENT:

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

MDTA MISSION:

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

MDTA VISION:

One team connecting our customers to what matters most.

MDTA VALUES:

MDTA is **ONE TEAM** working together to:

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

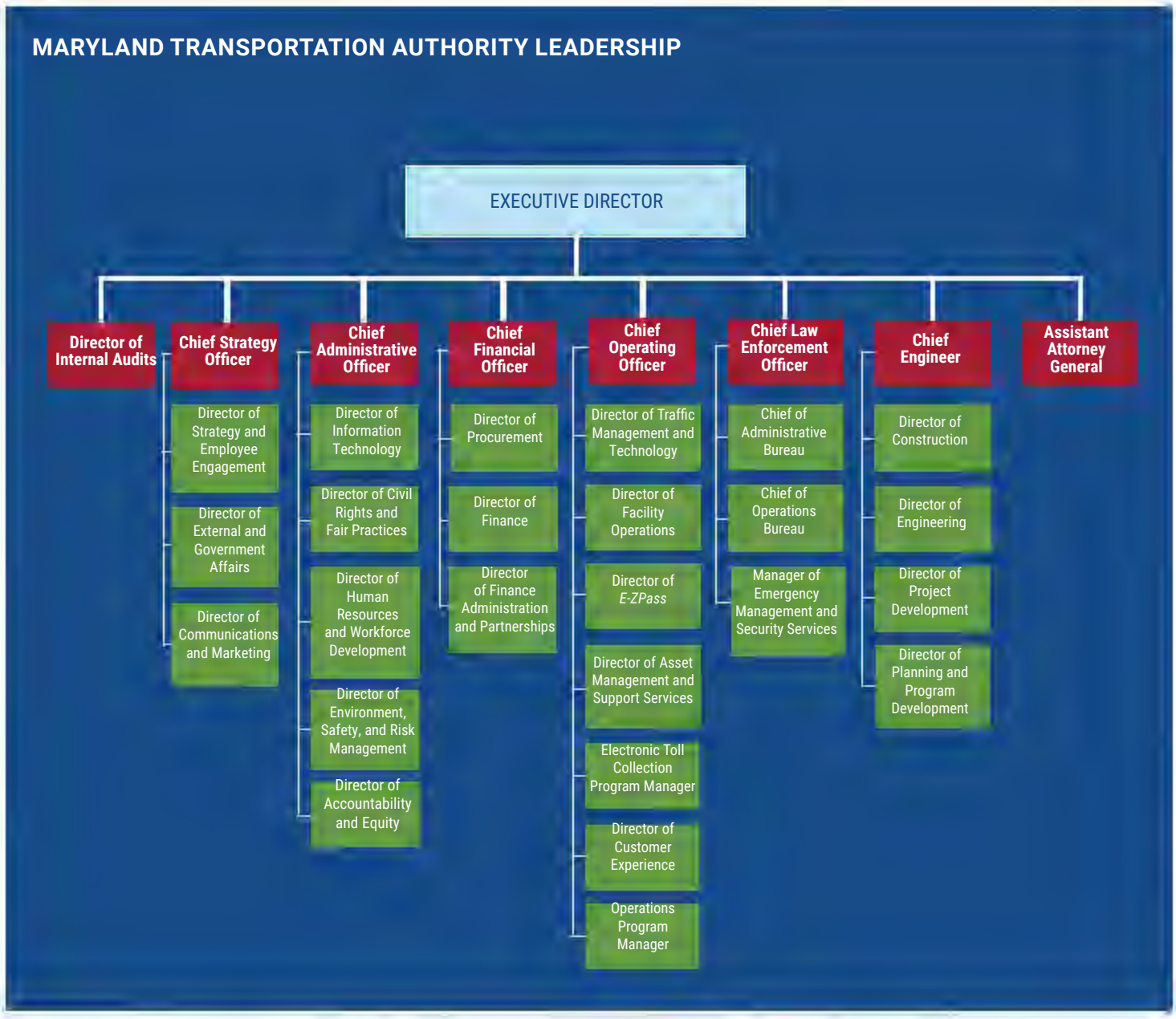
MDTA GOALS AND OBJECTIVES:

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

Organizational Structure

The MDTA's Board serves as the policy-setting, decision-making, and governing body responsible for all actions taken by the MDTA. Maryland's Secretary of Transportation presides as the MDTA's Chairman.

The day-to-day operations of the MDTA are led by the Executive Director, who is appointed by the Board. The Executive Director is supported by six Chief Officers, Division and Office Directors, and Managers.



For names and contact information of the MDTA's executives, please visit the **Agency's website**.

Governing Body

The MDTA was established in 1971 by the Maryland General Assembly through legislation codified in the Annotated Code of Maryland, Transportation Article, Title 4. Per statute, the MDTA's board consists of eight Members plus the Chairman, who are all appointed by the Governor with the advice and consent of the Maryland Senate. The Board's composition reflects the racial, gender, and geographic diversity of the population of the State and includes expertise in structural engineering, transportation planning, land use planning, and finance. Each Member serves a four-year term, and term expirations are staggered. Board Members are eligible for reappointment to the MDTA, with a limit of three consecutive terms.

The Board has independent rate-setting powers and follows the agency's formalized process for rate adjustments, which includes public review and comment. The Board has adopted Financial Management policies that set standards for financial operations, including key aspects of financial planning, issuing debt, reviewing revenue, and investment management.The Board meets monthly to discuss and approve policy and operations activity, and it consists of two standing committees that meet regularly. Each committee comprises four Board members.

The Capital Committee has oversight of major capital planning projects and allocations. This includes project communications and outreach and major information technology projects.

The Finance and Administration Committee oversees the MDTA's financial and administrative activities including:

- Debt financings
- Operating budget
- Capital budget
- Financial forecast
- Civil rights and fair practices
- Socioeconomic program administration and compliance
- General information technology issues
- Environment and risk management
- Asset control and damage recovery
- Additional matters of general administration

Each Committee meets monthly, and meetings are held in accordance with the Open Meetings Act. More information on the MDTA's Board meetings is on the **website**.

TRUST AGREEMENT

The MDTA is legally required to operate within the parameters under the Second Amended and Restated Trust Agreement dated September 1, 2007, by and between MDTA and The Bank of New York Mellon, as trustee, as amended and supplemented from time to time (the "**Trust Agreement**").

MDTA's Sustainability Approach

The MDTA is committed to sustainable development, environmental compliance, stewardship, and continuous improvement in environmental performance. The MDTA's Environmental Policy Statement **on its website** provides further details on its commitment to sustainability.

The MDTA's Chief Financial Officer (CFO) has ultimate oversight over environmental, social, and governance (ESG) matters. The MDTA's CFO partners closely with the MDTA's Executive Director and Chief Officers, who oversee specific ESG topics that fall under their organizational domains. Working together, the CFO and Chief Officers collaborate across departments to develop and implement programs and practices to continuously improve the MDTA's sustainability and ESG practices.

THE MDTA'S ESG TOPICS AND DEFINITIONS

In 2024, the MDTA conducted an in-depth analysis of ESG topics relevant to public transportation agencies to inform development of our inaugural ESG report. The topics included in this report are informed by that analysis and have been reviewed and approved by MDTA leadership. The MDTA will continue to evaluate opportunities and trends to mature its ESG program and reporting over time.

MDTA BY THE NUMBERS

View MDTA's financial statements and annual reports **here**.

$9.35B
Value of Assets[1]

710.2
Miles of Roadway & Bridge Deck[2]

9
Number of Toll Facilities[3]

$628.0M
Operating Budget & Debt Service[4]

1,697
Total Employees

$935.9M
Investments Managed[5]

[1]Current and noncurrent assets as of June 30, 2024.
[2]Lane miles.
[3]JFK Memorial Highway and the I-95 Express Toll Lanes are accounted for as two separate facilities in MDTA's financial reporting.
[4]Fiscal year 2024 operating budget and debt service ($485.1M Operating budget approved by the MDTA Board; $142.9M annual debt service).
[5]Fair value as of June 30, 2024.

ESG TOPIC DEFINITIONS

CATEGORY	TOPIC	DEFINITION
GOVERNANCE	Cybersecurity, Privacy and Digitization	The protection of data and information, often involving protection against hackers or cyber criminals. Privacy involves an individual's right to manage their personal information, and security is the protection of this information.
	Ethics and Compliance	The framework for ensuring an organization conforms to applicable laws, policies, and procedures, both at the legal and organization level, and that an organization and its employees act and make choices with integrity.
	Long-term Monitoring and Maintenance	The long-term protection, mitigation, and enhancement measures of existing infrastructure.
ENVIRONMENTAL	Air Pollutants	The physical, chemical, biological, radioactive (including source material, special nuclear material, and byproduct material) substances or matter that are emitted into or otherwise enters the ambient air. For the MDTA, the main source is likely construction activities and roadways.
	Biodiversity and Ecosystems	The variety of ecosystems (natural capital) and species in a particular habitat. Ecosystems are essential to human well-being because they deliver services that sustain our economies and societies. For the MDTA, this includes biodiversity and ecosystems in vegetated areas near roads, facilities, and the organization's effect on these.
	Climate Resilience and Adaptation	The ability to make changes in processes, practices, and structures to moderate potential damages from hazards and stresses, including risks associated with climate change (both physical and transition). For the MDTA, this means maintaining resiliency to the impacts of extreme weather events and climate change as well as transition risks.
	Energy and Renewables	The measurement of energy consumption and implementation of initiatives to increase energy efficiency and decrease the use of fossil fuels. The energy resources derived from fossil fuels – such as coal and oil and gas – are non-renewable. The energy resources derived from natural sources that are replenished at a higher rate than they are consumed are renewable. For the MDTA, this means energy and renewables associated with the agency's fleet and operations.
	Environmental Justice	The concept that everyone, regardless of race, color, national origin, or income, has the right to the same environmental protections and benefits, as well as meaningful involvement in the environmental policies that shape their communities. For the MDTA, this involves identifying and addressing any disproportionate adverse effects of the agency's programs, policies, and activities on minority and low-income populations.
	Greenhouse Gas Emissions	The gases in the earth's atmosphere originating from human activities that trap heat and raise the temperature of the planet's surface. The MDTA's emissions mainly come from operations, services, and construction of roadways.
	Land Use and Natural Resources	The concept of how land and resources are managed and utilized, including critical dependencies and impacts for the MDTA's operations, construction, and users. For the MDTA, this involves the agency's land use and management practices.
	Noise, Light, and Vibration Pollution	The propagation of unwanted or excessive sound/light and/or physical oscillations with the potential to negatively affect human health and activity or animal life. For the MDTA, this involves the noise, light, and/or vibration pollution coming from construction activities and roadways.
	Waste and Circularity	The circular economy is a system where materials never become waste and nature is regenerated, decoupling economic activity from the consumption of finite resources. For the MDTA, this involves strategies and policies aimed at minimizing waste and maximizing resource efficiency.
	Water	The quantities of water withdrawn, used, and discharged; practices to conserve water; consideration of water sources that could be impacted by withdrawal or discharge; and potential water quality concerns. For the MDTA, this likely means water management and use in operations and construction.
SOCIAL	Accessibility	The ability of individuals to access and utilize products and services. For the MDTA, this involves the accessibility of roadways and facilities for those who need to use the MDTA's infrastructure.
	Customer and Community Engagement	The MDTA's customers and community are one and the same; as a public agency, the MDTA seeks to serve its community. As a result, engagement with users of toll roads and facilities, as well as initiatives undertaken for the purpose of improving customer welfare, also serve to engage the MDTA's community.
	Diversity, Equity, and Inclusion (DEI)	The policies and programs that promote the representation and participation of different groups of individuals. DEI encompasses people of different ages, races, ethnicities, abilities, disabilities, genders, religions, cultures, and sexual orientations. It also includes people with diverse backgrounds, experiences, skills, and expertise. For the MDTA, this means maintaining fair working practices that promote diversity, equity, and inclusion.
	Employee Engagement, Development, and Wellbeing	The practices in place to provide consultation and engagement with employees to understand their opinions on critical issues, enhance employee development, increase employee satisfaction, and influence retention rates and overall productivity.
	Employee Health and Safety	The policies and measures in place to ensure harm prevention, including the promotion of physical health, mental, and emotional well-being of employees and contractors. This includes reporting on injury rates and work-related fatalities.
	Public Safety	The policies and measures in place to prioritize and maintain customer and community health, safety, and well-being. This includes consideration for the wellness of external stakeholders at all stages of the project lifecycle. For the MDTA, this involves ensuring the safety of roads and facilities for travelers, as well as the safety of construction and other activities for customers and surrounding communities.
	Sustainable Supply Chain	The procurement of contractors and vendors, materials, goods, utilities, and services with positive environmental or social benefits. For the MDTA, this involves review and auditing of a supply chain to ensure vendors, contractors, and subcontractors are socially conscious, environmentally sustainable, and follow good governance/compliance measures.

Governance

As part of its commitment to ethical decision-making, the MDTA actively promotes a governance framework that ensures ethical behavior, accountability, compliance, and effective oversight. The agency upholds the highest ethical standards in managing its operations, complying with all applicable federal and State regulations to safeguard the interests of its stakeholders.

Ethics and Compliance

The MDTA's culture works to create policies, systems, and procedures that enable its employees to act and make choices with integrity, operate with strong ethical standards, and comply with State and local laws. The MDTA is committed to upholding the highest ethical standards. Our commitment begins with the agency's leaders, who foster a culture of ethics and ensure that this is deeply integrated in everything we do. The agency's core tenets include the following:

- Seek to always act with honesty, integrity, and respect.
- Promote diversity, equality, and inclusion.
- Work to provide high-quality services that have a positive impact on all Maryland communities.
- Put the safety of employees, community, and contractors first.
- Encourage consistent and clear communication, both internally within the MDTA and externally with communities.

MANAGEMENT OF ETHICS AND COMPLIANCE

All employees of the MDTA are required to abide by State Ethics Laws and the Employee Code of Conduct. The Employee Code of Conduct outlines the key expectations and standards by which all MDTA employees must abide. The agency encourages all employees to report all potential ethical issues or violations. The Office of Legislative Audits has established a dedicated hotline at 1.877.372.8311 for reporting concerns.

Long-term Monitoring and Maintenance

Long-term monitoring and maintenance are of critical importance to the MDTA, because the MDTA's role involves the management of road and transportation infrastructure that is expected to remain in place for decades.

The MDTA works closely with MDOT to establish long-term monitoring and maintenance priorities, which are currently outlined in the **2040 Maryland Transportation Plan (MTP)**. The MDTA seeks to implement a balanced program that incorporates system preservation, expansion, and hybrid projects, and is currently executing on a draft six-year capital program for 2025 to 2030. The 2024 to 2029 program details spending of $3.06 billion on preservation and improvement projects ranging from minor renovations to large-scale construction projects designed to secure, preserve, and enhance MDTA facilities for years to come.

Independent engineers or engineering firms or corporations with the appropriate skill and experience inspect MDTA's bridges, tunnels, roadways, lighting, and signage periodically in accordance with industry standards, after which reports with detailed findings are submitted to the MDTA. In 2023, all facilities were found to be maintained in good repair, working order, and condition. The MDTA inspected 326 bridges in accordance with the National Bridge Inspection Standards (NBIS), and all bridges allow for legally loaded vehicles, emergency vehicles, and school buses to traverse safely.

MANAGEMENT OF LONG-TERM MONITORING AND MAINTENANCE

The MDTA's Facilities Inspection Program is responsible for ensuring that the MDTA's eight facilities are in good repair, working order, and condition. Through the program, the MDTA performs facility inspections following requirements set forth by the Federal Highway Administration (FHWA) through the NBIS, National Tunnel Inspection Standards (NTIS), the MDTA's Trust Agreement (latest amendment), and industry standards.

Facility inspections include:

- All bridges
- Tunnels
- Underground stormwater management structures
- Waterfront structures
- Roadway pavement
- Retaining walls
- Noise walls
- Traffic safety features
- Sign structures
- Toll gantries
- Water/communication towers
- High-mast and low-level lights
- CCTV camera poles
- Toll plazas
- Weigh scales

The following types of inspection are performed at various intervals for different types of assets throughout the facilities. Note that month intervals are shown for assets reported to FHWA:

Biennial Inspection (Routine Inspection): The biennial inspection is a hands-on inspection for all components of workhorse and complex bridge structures, as well as tunnels. It is performed in accordance with federal regulations every 24 months. The MDTA reports asset data such as overall condition of each structure to the FHWA each calendar year. Each year the FHWA uses all bridge and tunnel data to perform a compliance review in accordance with metrics unique to each asset.

Quadrennial Inspection: The quadrennial inspection is a hands-on inspection performed every four years to determine the overall condition of all non-bridge assets.

Risk Based Interim (RBI) Inspection: RBI inspections are voluntary inspections performed on any asset outside of the routine or quadrennial inspection interval, and as requested by the Structures Department. The MDTA uses these inspections when deficiencies are found during routine inspections and require repair through design. These deficiencies are forwarded to the Construction Department within a one-year timeframe or sooner. The MDTA elects to revisit these deficiencies during RBIs to monitor them while design is ongoing. RBI inspections are not required by the FHWA, and therefore are not reported; however, results are included in the MDTA's Annual Executive Summary report.

Visual Inspection: Visual inspections are performed on roadway pavement and traffic safety annually, consisting of a combined visual and hands-on inspection. For all other assets, a visual inspection is performed via visiting each asset to confirm its overall condition rating or NBIS rating, reported the previous fiscal year. Visual inspections are used on all MDTA facilities and reported in the MDTA's annual Executive Summary report.

Emergency Inspection (Damage Inspection): Emergency inspections are performed to investigate and determine a course of action for conditions that affect either the integrity of a structure or public safety. Emergency inspections are not reported to the FHWA unless the results of the emergency inspection reveal a critical finding that is detrimental to the overall strength and/or capacity of the structure. A critical finding may also be a complex safety issue that can affect the traveling public in the immediate and short term and may require analysis and/or design. For tunnels, the MDTA directly reports to the FHWA. For bridge assets, the MDTA reports findings to the State Highway Administration who in turn, reports to the FHWA.

Special Inspection: Special inspections consist of visual and hands-on inspection of more significance than Priority 1 defects that often require monitoring, until remediation occurs. Special inspections may also result after an emergency inspection is performed whether or not a critical finding was found. A custom monitoring schedule for each special inspection is established by the Structures Department to ensure appropriate monitoring throughout the remediation process. Any data collected during a special inspection are reported to the FHWA after each interval until repaired or deemed not necessary.

In-Depth Mechanical/Electrical Inspection (applicable to the Curtis Creek Bridge and to Tunnels): An in-depth inspection is an inspection during which the mechanical and electrical parts of the movable portion of a bridge are dismantled, closely inspected, and reported on. In-depth inspections are performed every 72 months on the Curtis Creek Bridge and, as needed, post replacement and/or remediation of machinery parts within the tunnel vent buildings. In-depth inspection data are reported to the FHWA the following calendar year.

Underwater Inspection: This inspection is performed to evaluate and document the condition of structural elements located beneath the water surface that are not accessible by conventional inspection techniques. Underwater inspections are performed on a 48-month interval for all workhorse, complex bridge, and waterfront structures. Underwater inspections may also be assigned after a severe storm or flood event occurs on any structure deemed scour critical. Data for bridge assets are reported to the FHWA the following calendar year.

SUMMARY OF INSPECTION CYCLES FOR MDTA ASSETS

TYPE OF FACILITY/ STRUCTURE	FREQUENCY
Bridges including Mechanical/ Electrical Components	24 months
Signature Bridges	24 months
Underwater Inspections	48 months
In-depth Inspections Mechanical/ Electrical	72 months As needed for Tunnels
Tunnels	24 months
Retaining Walls	Quadrennial
Noise Walls	Quadrennial
Small Structures/Culverts (not qualified as a bridge structure)	Quadrennial
Roadway/Traffic Safety Features	Annual (Visual)
Camera Poles and Low-Level Lights	Quadrennial
High Mast Lights	Quadrennial
Sign Structures	Quadrennial
Toll Plazas and Weigh Scales	Quadrennial
Waterfront Structures	Quadrennial

INDEPENDENT AND NATIONALLY CERTIFIED TEAM LEADER CREDENTIALS

The MDTA relies on the skills and expertise of independent consultant firms to perform annual facility inspections. The MDTA's approved team leaders exceed the current FHWA regulation on nationally certified team leaders, in that all team leaders approved for MDTA inspections must possess an active Professional Engineering License in the State of Maryland and have five or more years of experience in complex bridges and tunnels and four years with a Professional Engineer for workhorse bridges. For complex bridges and tunnels, each team leader must submit a resume of experience depicting at least five years of inspecting and reporting on similar complex assets.

Prior to the start of each Fiscal Year, the Inspection Program Team engages in annual background check and credential reviews. In addition to years of experience and licensure, the program requires each team leader to take the mandatory National Highway Institute (NHI) courses and refresher courses established in the latest revision to the Facility Inspection Manual. Proof of courses taken via a certificate must be provided. An approval form issued and signed by the MDTA Inspection Program Manager is provided when all requirements are met, prior to the start of any fiscal year.

Currently, the MDTA has approved more than 113 Nationally Certified Bridge Team Leaders and more than 50 Nationally Certified Tunnel Team Leaders.

ANNUAL FACILITY INSPECTION TEAM LEADER TRAININGS

At the start of every fiscal year, the MDTA presents a training for all team leaders to attend. This meeting covers a wide variety of topics that are important for the upcoming year, including:

- Ensuring safety of the inspections team
- Reviewing findings from the previous fiscal year inspection reports that require attention
- Delivering consistency across inspections
- Discussing the latest trends in inspection
- Emerging inspection technologies
- Implementation of lessons learned via new policy directives
- Discussions on new regulations related to bridges and tunnels, recent National Cooperative Highway Research Program (NCHRP) reports, and various State methods of inspection and reporting

Throughout the meeting, important details to inspect are presented, and discussions are initiated via open dialogues between the MDTA, team leaders, and joint-venture project managers.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) METRICS FOR COMPLIANCE - BRIDGES

Bridges and tunnels have compliance matrices that are audited annually by the FHWA Maryland Engineer's Office in the surrounding states of Maryland. A random sampling of both MDTA and State Highway Administration bridges is selected by the FHWA for audit. Per the revisions to the latest NBIS reporting standards, and Federal Regulations adopted in June 2022, a new compliance manual involving 25 metrics was developed and issued in May 2023.

FHWA assessments are conducted at varying levels of depth, including cursory, intermediate (requiring proof via documentation), or in-depth (requiring proof via documentation, field reviews, other State reviews, and more). Assessment levels are determined by the FHWA and may vary by metric. Assessment results are categorized as Compliant (all metrics comply with all Federal Regulations), Substantially Compliant (all Federal Regulations are satisfied, but supporting information may lack clarity or details), or Non-Compliant (there may be missing information, or a lack of supporting information, or there is a breach of Federal Regulations). The MDTA has never been Non-Compliant.

The MDTA was audited on several bridges reported during the 2023 inspection fiscal year. The audit involved was at an intermediate level, and the MDTA was found to be compliant in all metrics but Substantially Compliant in two. The MDTA and FHWA agreed on a short improvement plan that would fill the identified gaps, and review of the draft improvement plan in early August resulted in nearly 100% compliance. The MDTA is expecting formal results from the FHWA in March 2025.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) METRICS FOR COMPLIANCE – TUNNELS

Like the compliance matrices shown for Bridges, the FHWA administration performs audits on Tunnel Programs in accordance with the NTIS. In 2019, the NTIS adopted a list of 15 compliance metrics for tunnels.

Both FHWA assessment levels and compliance results are the same for bridges and for tunnels. In 2022 and 2023, the MDTA was issued an audit at an intermediate level on all 15 matrices. In addition, neighboring FHWA Division Engineers from Pennsylvania and Virginia along with Maryland, conducted a multi-day field review. The MDTA was found Compliant in all metrics and Substantially Compliant in four. Undertaking an improvement plan for each matrix, new directives were issued into the Facility Inspection Manual to close any gaps, enhancements were made concurrently to the reporting of tunnel inspection functional systems, and conditions were reported. Similar to the compliance results for Bridges, the MDTA expects final results from the FHWA in March 2025.

LEAD AND ASBESTOS MANAGEMENT

The agency's Office of the Environment, Safety and Risk Management has asbestos and lead paint management programs that develop and update site-specific lead and asbestos management plans. This includes coordinating medical monitoring, training and equipment needs as well as ensuring inclusion of lead or asbestos management requirements into facility maintenance, construction, renovation, and/or demolition plans. Additionally, the agency maintains programs for its fuel oil storage tanks (above and underground) as well as for managing hazardous waste generated during routine operations.

Cybersecurity, Privacy, and Digitization

Digitization – automating processes, like the use of *E-ZPass* – is an important part of the MDTA's modernization plan. However, increasing digitization also requires improved cybersecurity to protect digital systems and networks from attacks that can cause damage to or theft of hardware, software, or data, in addition to disruption of MDTA services.

MANAGEMENT OF CYBERSECURITY, PRIVACY, AND DIGITIZATION

Maintaining strong cybersecurity, privacy, and customer data protection as well as responsibly managing technology supports the success and security of the MDTA in an increasingly digital world. Information security for the MDTA applies to all aspects of MDTA's operations, customers, and employees. The MDTA has already modernized its systems and advanced automation in its operations eight years ago. It is currently conducting readiness analyses for additional modernization, which includes modernizing both of the agency's two data centers to replace uninterruptible power supply units and cooling units.

The MDTA conducts full penetration testing every two years, and constantly monitors threats. Qualsys scans are run on all websites for vulnerabilities. If vulnerabilities are identified, they are addressed immediately. The MDTA has established a robust Business Continuity and Disaster Recovery plan that outlines the process for identifying, addressing, and recovering from a potential data breach.

The MDTA's processes and systems fully align with State and federal regulations on digitization, privacy, and cybersecurity. Information security for the MDTA applies to all aspects (both internal and external) of its operations and employees.

Environment

As part of its commitment to sustainability and environmental responsibility, the MDTA actively monitors and manages its impact on the environment. The MDTA prioritizes energy efficiency, emissions reduction, and conservation efforts across its operations. Ongoing initiatives align with best practices and regulatory standards, ensuring a positive environmental footprint for the communities it serves.

The MDTA strives to be an environmental steward, not just adhering to environmental laws, regulations, and policies, but aspiring to go beyond compliance and move the agency toward sustainability. The MDTA manages its environmental efforts with cooperation and participation from each of the agency's offices and divisions.

The MDTA documents and tracks the organization's environmental performance through the agency's Environmental Management System (EMS). As a core component of the EMS, the MDTA implements an environmental statement, which is currently being refined to reflect the MDTA's structure and priorities and expected to be approved in 2025. The policy statement affirms the MDTA's commitment to sustainable development; climate resiliency; environmental compliance; stewardship; continuous improvement in environmental performance; and effective interaction with employees, other government agencies, and the community.

Third-party environmental compliance audits are performed to assist in the monitoring and measurement of the MDTA's pursuit of ongoing compliance with federal, State, and local environmental requirements, including facility-specific permits, plans, certifications, controls (engineered and administrative), and authorizations. The audits serve as a diagnostic tool within the MDTA's EMS program to assess compliance and identify opportunities for improvement for MDTA staff and practices. Three environmental compliance audits are conducted annually, and each audit evaluates up to three media area/topics. A three-year look-back period is incorporated into each multimedia compliance audit performed.

Pollution and Waste

AIR POLLUTANTS

Burning of fossil fuels for transportation not only contributes to greenhouse gas (GHG) emissions, but also to other types of air pollution that contribute to poor air quality, such as particulate matter (PM), nitrogen oxides (NOx), and volatile organic compounds (VOCs). According to the United States Environmental Protection Agency (EPA), the transportation sector is responsible for approximately 45% of NOx,10% of VOCs, and 10% of PM emissions in the United States.[1]

These pollutants have been shown to cause adverse health effects, including higher rates of asthma onset and aggravation, cardiovascular disease, and impaired lung development in children, among other populations. As such, the MDTA ensures the proper management of all air emissions in its construction and operation activities.

[1] https://www.epa.gov/transportation-air-pollution-and-climate-change/smog-soot-and-other-air-pollution-transportation

Management of Air Pollution

The MDTA tracks and monitors the emission of air pollutants across all construction activities and operations. The agency operates in compliance with all applicable federal and State pollution regulations, including:

- Standards of Performance for New Stationary Sources (40 CFR 60)
- National Emission Standards for Hazardous Air Pollutants for Asbestos (40 CFR 61)
- National Emission Standards for Hazardous Air Pollutants for Source Categories (40 CFR 63)
- State and Federal Title V Operating Permits (40 CFR 70 and 71)
- Protection of Stratospheric Ozone (40 CFR 82)
- Control of Emissions from New and In-Use Non-Road Compression- Ignition Engines (40 CFR 89)
- Permits and Registrations (COMAR § 26.11.01; § 26.11.02; §26.11.06; § 26.11.15)
- Toxic Air Pollutants (COMAR § 26.11.15)
- Small Fuel Burning Equipment (COMAR § 26.11.02; § 26.11.09)
- Motor Vehicle Fuel Dispensing (COMAR § 26.11.02; § 26.11.13)
- Gasoline and Volatile Organic Compound Storage and Handling (COMAR § 26.11.13)
- Mobile Sources (COMAR§ 26.11.20)
- Clean Air Act, Section 608: National Recycling and Emissions Reduction Program

NOISE, LIGHT, AND VIBRATION POLLUTION

Construction and maintenance of transportation roadways and vehicles that travel on them contribute to noise, light, and vibration pollution, which can impact the health and well-being of surrounding communities and the environment. As such, the MDTA strives to minimize noise, light, and vibration pollution across construction activities and throughout its operations. The MDTA follows all federal and State regulations on noise, and regularly studies and implements projects to address noise pollution.

Management of Noise, Light, and Vibration Pollution

The MDTA tracks and monitors noise levels to ensure all construction activities comply with regulations. Where necessary, the MDTA conducts community outreach to build awareness around the reasons for elevated noise, the type of construction, and expected duration.

Noise barriers are an important design feature on roadway projects located near neighborhoods, communities, and places of interest. While a noise barrier's primary function is to reduce the undesirable noise generated by automobile traffic, they also are typically designed to be visually appealing and offer landscaping opportunities that also provide aesthetic benefits to the community. Noise barriers also provide safety benefits as they act as a physical barrier preventing people and wildlife from easily accessing the roadways. The MDTA currently maintains approximately 93,000 linear feet of noise barriers.

WASTE AND CIRCULARITY

The MDTA works to minimize waste by implementing waste reduction programs and implement circularity principles that keep materials and products in circulation. These initiatives also aim to reduce reliance on single-use products and materials and reuse and recycle resources, all in an effort to reduce waste as much as possible.

Management of MDTA's Waste

Materials and waste management initiatives allow the MDTA to control the materials used on a daily basis and limit environmental impacts. From recycling programs and solid-waste management, to storing equipment and handling hazardous materials properly, the day-to-day actions and processes of MDTA employees help ensure the organization operates in an environmentally responsible manner.

In accordance with the Maryland Recycling Act, the MDTA enables employees to recycle items such as paper products, glass and plastic bottles, aluminum and bi-metal cans, and cardboard. During recent years, the MDTA has strived to achieve the minimum recycling rate range of 15% to 30% of all waste collected. For 2023, the MDTA's recycling rate was 23.2%. By collecting these materials for recycling, the MDTA contributes to natural resource conservation and a reduction in waste to landfills.

The All-StAR (**All St**ate **A**gencies **R**ecycle) Recycling Program is a Maryland government agency recycling initiative. Each agency designates a Recycling Coordinator to manage their various sites throughout Maryland. The Agency Coordinator provides technical support to encourage recycling within their facility locations and to submit annual online reports detailing each facility's recycling and waste data. The MDTA's Office of the Environment, Safety and Risk Management serves as the agency's Recycling Coordinator, managing and reporting data from both operations and construction activities. The MDTA is required to submit annual online All-StAR reports detailing each facility's recycling and waste data.

YEAR-OVER-YEAR RECYCLING RATES

YEAR	MDTA RECYCLING RATE
2023	23.2%
2022	23.8%
2021	21.7%
2020	22.7%
2019	25.5%

In addition, MDTA roadway and automotive maintenance employees practice recycling and ensure non-recyclable materials are disposed of properly. Practices include:

- Recycling items collected during roadside maintenance, such as landscaping trimmings, rubber tires, and scrap metal.
- Recycling materials generated by automotive maintenance, such as used oil, sludge, and non-hazardous antifreeze.
- Identification and proper disposal of hazardous waste, including "household hazardous waste" that cannot be discarded as general refuse.
- Ensuring no trash or debris is maintained or stored outside of properly marked dumpsters.
- Equipping external trash-collection containers with lids to prevent rainwater from picking up residue or debris and contaminating stormwater.

2023 CONSTRUCTION RECYCLING DATA

MATERIAL	TONS
Recycled steel/metal	10,036.53
Recycled concrete	19,652.09
Recycled asphalt	47,912.65
Other recycled demo material	1,504.69
Solid waste (landfilled)	661.66

Waste and Circularity Community Outreach

Since 2011, the MDTA has hosted an Earth Day fair, featuring information booths that educate employees on how they can contribute to environmental improvement in their communities. Each fair includes captivating presentations, diverse exhibitors, and a celebration of the agency's annual recycling contest winners. Awards are given to the facility with the highest overall recycling rate and the most improved recycling rate.

The Earth Day fair is just one of the MDTA's exciting outreach activities. Throughout the years, the agency has held environmentally focused staff outings to locations throughout the community, including Green Street Academy Charter School, Patapsco Wastewater Treatment Plant, Alpha Ridge Landfill, Maryland Agricultural Resource Council, and Poplar Island.

The MDTA also promotes community involvement through litter clean-up events. In April 2024, the MDTA held a stream clean-up of a key MDTA mitigation site. Additional community involvement includes a recycled and reused art contest, in which employees create art pieces using only repurposed materials. These artworks are judged by fellow employees based on overall appeal, creativity, and the variety of repurposed materials used.

Climate Change

ENERGY AND RENEWABLES

Burning of fossil fuels is the single greatest contributor to climate change. Although fossil fuels make up most of the energy consumed in transportation and electricity generation, use of renewable energy is growing quickly. The MDTA is doing its part to address climate change, working to reduce its fuel and energy use and developing plans to increase renewables and biofuels in its energy mix.

Management of Fuel, Energy, and Renewables

The MDTA understands that every effort—even small ones—can have a significant impact on reducing energy and saving money. Current efforts include the following:

- Retrofitted 8,680 fluorescent fixtures with light-emitting diode (LED) fixtures at the Fort McHenry Tunnel (I-95, I-395).
- Installed a simplified version of an Energy Management Control System to reduce electrical energy consumption and demand.
- Eliminated the use of potentially dangerous personal space heaters following an assessment of employee needs.
- Evaluating converting parking lot and other high intensity discharge light fixtures with LED fixtures. This conversion, where feasible, could result in wattage reductions from 400 to 100-watt units in some areas and a lamp life of 100,000 hours versus the current fixtures, which offer half that amount.
- Investing in solar panel light fixtures for warning signs located at ramp entrances and assessing its use in other areas, including bridge lighting, where solar or LED lights also may be utilized safely.
- Investigating the use of Plug Load Controls (PLC), which automatically shut off power to electrical equipment (computers, monitors, printers, calculators, task/desk lights, fans, etc.) while employees are away from their desks for an extended period.

Currently, the MDTA is developing a study to determine the technical feasibility of installing solar panels at MDTA-owned facilities. The agency currently has two existing projects with planned solar panel installations and is conducting a feasibility study to identify additional sites for future installations. The MDTA plans to work with The Secretary's Office to transition current electricity contracts to Power Purchase Agreements (PPAs).

The MDTA also is in the design phase of a plan to upgrade existing tunnel lighting within the Baltimore Harbor Tunnel (BHT – I-895) to more energy-efficient LED lighting. Newly installed lighting will be monitored and controlled by an intelligent lighting control system with automatic dimming

capabilities for required nighttime and daytime luminance levels, which further improves energy efficiency. The new system is anticipated to offer energy savings around $2 million within 10 years, and construction of this project is expected to begin in FY 2026. In addition to designing the Baltimore Harbor Tunnel LED project, the MDTA has replaced a total of 224 high-mast lighting fixtures during the past year on the Intercounty Connector highway, the MDTA's first all-electronic toll road. It is estimated that 165,112 kilowatt-hours of electricity will be saved annually, with cost savings of almost $30,000.

Miniature-split HVAC systems also have been installed in several facilities of the John F. Kennedy Memorial Highway. A miniature-split is a type of HVAC system designed to provide heating and cooling without ductwork. These systems have improved energy efficiency of facilities, as they avoid energy loss associated with ductwork, and they also decrease operating costs and replacement costs of existing systems.

GREENHOUSE GAS EMISSIONS

According to the EPA, transportation is the largest contributor to US GHG emissions, accounting for 28% of the US total.[2] Managing GHG emissions is a crucial step in mitigating the most severe potential future impacts of climate change.

Management of Greenhouse Gases

Recently, the MDTA developed a Fleet Electrification Strategy that outlines a strategy for transitioning the MDTA's operational fleet to electric vehicles and installing required charging infrastructure. This approach will comply with the State Climate Solutions Now Act (enacted under Article II, Section 17(b) of the Maryland Constitution – Chapter 38) for adopting the measures for conversion of passenger cars and light-duty vehicles to be 100% emission-free with Zero Emission Vehicles (ZEVs) by 2031 and 2036, respectively. There are potential energy savings and reductions in GHG emissions with this transition. The fleet replacement and charger installation are planned to be implemented during the next 10 years.

Currently, the MDTA has Electric Vehicles Charging Stations (EVCSs) for fleet use at Nice/Middleton Bridge Maintenance Building and Point Breeze Administration Building. Additionally, the MDTA has EVCSs for public use at the Baltimore Harbor Tunnel, Fort McHenry Tunnel, and the Nice/Middleton Bridge campus facilities.

The toll plaza at John F. Kennedy Memorial Highway was updated to electronic tolling, which reduced carbon dioxide emissions significantly from vehicle idling, as vehicles are no longer required to reduce speeds when passing through the toll plaza. Instead, travelers remain at continuous speeds and pass under tolling gantries that scan vehicle license plates or *E-ZPass* devices.

To identify future GHG reduction opportunities, the MDTA conducts studies including GHG and Climate Change Analysis. For example, the Chesapeake Bay Crossing Study: Tier 2 NEPA, a National Environmental Policy Act (NEPA) study, will analyze alternatives to provide congestion relief and improve travel reliability, mobility, and safety across the Chesapeake Bay. The Tier 2 Study is focusing on the Selected Corridor Alternative that was identified at the conclusion of the Tier 1 Study. Tier 2 NEPA will include a GHG and climate change analysis as well as an assessment of sea level rise in the engineering analysis and an environmental impact assessment.

CLIMATE RESILIENCE AND ADAPTATION

Even if all GHG emissions are halted today, there is a sufficient level of warming in the atmosphere to render some change in climate inevitable. Today, there are growing number of extreme climate events, such as hurricanes, flooding, and severe storms. As a result, the MDTA plans to incorporate climate resilience and adaptation across construction and operational activities. The MDTA is developing processes to systematically analyze and evaluate climate resilience across the agency's footprint.

The Environmental Discipline under the Office of Engineering and Construction is finalizing a Climate Resiliency Screening Protocol. The protocol describes a process for assessing an asset's exposure to climate stressors that include:

I. Coastal Flooding, Sea Level Rise, and Storm Surge

II. Extreme/ Inland Precipitation

III. Extreme Heat

IV. Extreme Wind

Currently, the focus is on new assets and existing ones that are part of planned construction projects and task orders. Once exposure to one or more stressors is determined, specific vulnerabilities of the asset will be studied and adaptations proposed.

One of the primary climate risks affecting Maryland is increased precipitation and severe weather. As such, the MDTA takes a systematic approach to managing stormwater runoff and building resilience across its facilities. The MDTA plans to report more on these efforts in the coming years.

The MDTA is committed to managing stormwater effectively and continues to strengthen and expand efforts to reduce stormwater runoff and pollution into the Chesapeake Bay and its tributaries. This includes:

- Maintaining an up-to-date Geographic Information System (GIS) database and mapping system of the agency's stormwater drainage network.
- Building and maintaining stormwater management facilities to treat, retain, and promote infiltration.
- Developing facility pollution prevention plans.
- Developing and implementing plans for erosion and sediment control on construction sites.
- Taking precautions to prevent fuel leaks.
- Controlling and limiting pesticide applications.

[2] *https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions*

Nature and Land

BIODIVERSITY AND ECOSYSTEMS

Biodiversity – the variety of different forms of life – is critical to well-functioning ecosystems by providing species with diverse habitats and environments. Society, communities, and the economy depend on biodiversity and ecosystems to provide essential resources, including suitable land to grow food, pollinate crops, and maintain clean water.

Management of Biodiversity and Ecosystems

The MDTA is committed to sustainable development; environmental compliance; stewardship; continuous improvement in environmental performance; and effective interaction with its employees, other government agencies, and the community on biodiversity and ecosystem protection. Through policies that foster environmental protection and stewardship, the MDTA reinforces practices that are essential to its overall operations.

I-95 Northbound/Southbound Fort McHenry Tunnel (FMT) Pollinator Habitat Projects

In June 2024, the MDTA designated two locations, totaling 0.3 acres, within the plaza area of the FMT to provide diverse plantings that support pollinator habitat. The goal of the MDOT-MDTA Pollinator Habitat Plan is to enhance habitat areas for bees, butterflies, and other pollinators by planting native flowering plants that provide nectar, pollen, and reproductive habitat for pollinators. These habitats are located along I-95 Northbound and Southbound ramps. The MDTA developed a custom pollinator meadow seed mix to account for difficult conditions. Additional pollinator habitat projects are being investigated at the former toll plaza area along I-95 in Cecil County, Maryland, and currently the MDTA is using GIS to evaluate additional areas to establish pollinator habitats.

LAND USE AND NATURAL RESOURCES

Development of any kind requires the use of land and natural resources. The MDTA uses land primarily in the construction and maintenance of roads and facilities.

Management of Land Use and Natural Resources

When undertaking projects, the MDTA's first course of action is to avoid and minimize impacts to sensitive natural resources such as forests, wetlands, and streams as much as possible while still achieving the transportation goals and objectives of its projects. The MDTA performs mitigation for unavoidable impacts within project limits or on the MDTA right-of-way wherever possible; however, some cases require off-site mitigation.

The MDTA's use of land is regulated tightly under the 1992 Maryland Department of Natural Resources Forest Conservation Act, which aims to minimize the loss of forest land from development and ensure that priority areas for forest retention and forest planting are identified and protected prior to development. As a result, the MDTA is required to conduct reforestation where it has cleared trees.

Facility Maintenance Best Practices and Management

The MDTA implemented new goals in fiscal year 2024 for maintaining stormwater and landscape areas along the right-of-way. The primary objective of these goals is to promote stewardship of green assets with effective operation and maintenance procedures. The MDTA's Natural Resource group, which includes the Office of Engineering and Construction as well as consultants specializing in natural resource management, conducted training courses with each facility operations group to educate employees on proposed implementations. Implementations included a reduced need for mowing, incorporating more naturalized areas, simplifying maintenance needs, and eliminating buffer strips.

The MDTA continues to maintain compliance with training requirements for permitting and is reinforcing and updating operations on current best practices. Employee trainings also cover use of herbicides and pesticides and identification of native and non-native species. These trainings help ensure MDTA employees who maintain outdoor areas protect naturalized and reforested locations.

Invasive Species Control and Maintenance

Invasive species are a major threat to ecosystems and economies. To combat them, the MDTA's land managers use a variety of control methods that can include mechanical, like mowing; chemical, involving herbicides; or biological, introducing natural predators. Additionally, prescribed burns or strategic replanting with native species are utilized to control invasive plants. The most effective strategies often combine multiple methods and controls and prioritize preventing the spread of new invaders. Invasive species can be either native or non-native species—native species are those that evolve naturally in an ecosystem. Poison ivy and fox grape are species native to Maryland but considered invasive because they overtake an ecosystem and imperil safety and maintenance on our roadways.

Planting Accomplishments

Throughout the 2024 fiscal year, the MDTA had more than 50 active projects, varying from highway construction to stream restoration. These projects resulted in the planting of 7,447 trees, 6,526 shrubs, and 32,428 herbaceous plants. Of the 50 active projects, 37 were under the reforestation and roadside tree laws. Reforestation projects accounted for 4,511 trees and 2,070 shrubs, whereas, roadside tree projects accounted for 291 trees, 694 shrubs, and 500 herbaceous plants.

Project Natural Resource Impact Mitigation

The MDTA performs mitigation for unavoidable impacts within the project limits or on the MDTA right-of-way wherever possible; however, in some cases off-site mitigation must be executed. The MDTA works with State and federal agencies to achieve appropriate and adequate mitigation for impacts. A few examples of the MDTA's work are as follows:

I-95 Express Toll Lanes Northbound Extension

Through its I-95 Express Toll Lanes Northbound Extension project, the MDTA completed the following activities:

- 22 acres of wetland restoration, enhancement, and preservation.
- 13,000 linear feet of streams restored.
- 6 noise walls constructed - 2 under construction, 4 planned.
- 72 acres of planted or protected trees, including 20 acres planted within the Express Toll Lanes project limits, 25 acres of reforestation in Baltimore County, 20 acres of existing forest on 3 MDTA properties will be protected with a restrictive covenant, and future reforestation of approximately 7 acres.

Critical Area Commission Banking

- Almost 2,000 trees have been planted for various projects within the Chesapeake Bay critical area.
- The MDTA is working with the Critical Area Commission to provide ecological uplift within MDTA-managed and surrounding land to promote a more biodiverse environment than previously approved tree mitigation.

WATER

Although Maryland has relatively abundant water supplies, it is still critical to maintain and protect sources of water. Protecting water from contamination not only maintains water quality for drinking, wildlife, and recreational use but can also reduce water treatment costs.

Management of Water Sources

The MDTA is committed to managing stormwater and has initiated efforts to reduce stormwater runoff and pollution into the Chesapeake Bay and its tributaries, including developing a GIS database and mapping system of the stormwater drainage network; building and maintaining stormwater management facilities to treat, retain, and promote infiltration; developing facility pollution prevention plans; installing silt fence on construction sites; taking precautions to prevent fuel leaks; and controlling and limiting pesticide application.

Off-site Compensatory Stormwater Management – Restoration of a Tributary to Gilbert Swamp Run (Nice Bridge Bowling Property)

The Nice/Middleton Bridge Replacement Project incurred impacts in the Lower Potomac Watershed where the MDTA offset those impacts through off-site mitigation at a site located on a private parcel in Charles County. The MDTA required approximately 1,100 linear feet of stream restoration to meet Stormwater Management and Critical Area requirements established by the Maryland Department of Environment and the Critical Area Commission. The goals of the project were to protect drainage infrastructure via long-term stream/floodplain stability, reduce sediment and nutrient pollution from streambank erosion to improve surface water quality, and improve aquatic and terrestrial habitat. The project restored 3,026 linear feet of the existing unnamed tributary and created approximately 3 acres of wetlands, finishing construction in March 2024 and planting by May 2024. A total of 885 trees and 2,765 shrubs were planted on-site to meet reforestation goals.

Little Northeast Creek Mitigation Site

The Little Northeast Creek Mitigation site is a site located in the Northeast River catchment area within the Chester-Sassafras Watershed in Cecil County, Maryland. The 2.9-acre site provides off-site compensatory mitigation for unavoidable impacts to non-tidal wetlands and waterways associated with the Belvidere Road Interchange project. The mitigation site converted 1.6 acres of agricultural lands/reed canary grass monoculture to palustrine forested wetlands, enhanced 0.47 acres of existing wetlands and 0.83 acres of wetland buffer, and stabilized 700 linear feet of stream utilizing beaver dam analog structures to maintain grade and backwater the creek to raise the groundwater levels to support the created wetlands. The restored stream reach also provides measurable reductions in total maximum daily nutrient loads. The entire site was seeded and stabilized with native herbaceous plant species and replanted with native trees.

Environmental Justice

The MDTA recognizes the importance of and strives to uphold environmental justice across all of the agency's operations and construction activities. Economically distressed communities often face greater hardships in raising revenue necessary for infrastructure projects and are more susceptible to the negative effects of environmental pollution. Pollution-burdened communities are typically characterized as those in proximity to sources of pollution, which leads to elevated health risks and lower life expectancy among residents. Often, communities experience both disadvantages simultaneously. These challenges intersect, creating a compounded effect where the lack of economic resources makes it difficult for these communities to address and recover from environmental issues and easier for polluting entities to avoid accountability. Cycles of economic hardship exacerbated by health problems due to pollution may follow, which in turn hinders economic recovery and growth. The MDTA evaluates community impacts alongside environmental impacts to understand potential interconnected and overlapping affects of the agency's activities. In the coming years, the MDTA will continue to evolve and enhance its environmental justice efforts and programs.

Social

As part of its commitment to social responsibility, the MDTA engages actively with employees, communities, and other stakeholders to engender transparency and accountability and ensure that its activities align with positive societal outcomes. These social efforts focus on an array of topics that support the health, safety, and well-being of employees, communities, and Marylanders that use MDTA roadways.

MDTA Employees

ENGAGEMENT, DEVELOPMENT, AND WELL-BEING

The MDTA strongly believes that high employee retention, engagement, and development is critical to the agency's success and performance. The MDTA emphasizes providing employees with the opportunity to grow through career development guidance, continuous education, and tuition reimbursement.

Management of Employee Engagement and Well-Being

The MDTA enhances its employee experience continually through competitive benefits and programmatic engagement efforts. MDTA employees enjoy a robust compensation and benefits package and numerous development opportunities. The MDTA's employee engagement, development and well-being efforts help mitigate employee turnover and build a strong organizational culture.

EMPLOYEE TURNOVER RATE

	2021	2022	2023
Female	14.76%	12.21%	11.74%
Male	10.64%	13.14%	18.92%
Total	**11.91%**	**12.85%**	**16.78%**

Health Benefits

Employees are given the opportunity to join a State-subsidized health insurance plan. Health benefits include a variety of plans:

- Choice of several major medical plans
- Vision
- Dental
- Term life insurance
- Prescription
- Health care and dependent care spending accounts
- Accidental death and dismemberment plan

Retirement Benefits

Employees participate in a contributory-defined benefit pension plan and are also eligible to participate in a supplemental retirement plan: the 457 Deferred Compensation Plan or the 401(k) Savings and Investment Plan.

Leave Benefits

The MDTA's employees receive annual leave; the amount of annual leave earned depends on the length of the employee's State service. Employees may carry over a certain amount of annual leave days from one calendar year to the next.

Full-time employees also are granted seven personal days per calendar year, which may be used for any purpose. Upon hire, new employees receive 1-7 days of personal leave. The amount granted is determined by the employee's date of hire.

Full-time employees earn 15 days of sick leave per year, and there is no limit to the number of sick days an employee may accrue or carry over into a new calendar year. Accrued sick leave is credited to employees' service time at retirement.

Employees who are members of the State Employees' Leave Bank program may receive leave for a serious and prolonged medical condition after their leave has been exhausted. Through the program employees may donate leave to co-workers for certain medical conditions.

Part-Time Employees

All permanent, part-time employees earn salaries prorated for the number of hours they work. These employees also earn prorated leave. Employees who are actively employed at least 50% of the work week are entitled to receive full health insurance benefits and may participate in special programs offered.

Other Benefits

One of the MDTA's key programs at the nexus of benefits and engagement is the Career Development Program. This program is available to all employees who seek continuing education and meet established program criteria. The program covers employees' eligible educational costs and manages partnerships with educational institutions that allow costs to be billed directly to the agency. The MDTA's direct partnerships with education institutions alleviates the burden of employees paying out of pocket and waiting for reimbursement. The MDTA tracks participation in the Career Development Program and aims to increase participation each year. In 2023, 60 employees participated in the program.

EMPLOYEE TRAINING AND DEVELOPMENT

The MDTA receives directives on employee initiatives from the offices of the Governor and the Transportation Secretary that mandate statewide training for MDTA employees. For instance, the State of Maryland requires sexual harassment prevention training for all State employees, including MDTA employees, within 60 days of hire, and biennial refreshers.

The MDTA also develops and mandates numerous employee training courses with varying requirements for employees of different levels and functions, including systematic monitoring and tracking employee training and learning through the learning management system, Cornerstone. Cornerstone helps MDTA leaders assign training courses to employees, track progress and completion, and manage learning and development across the organization. In 2023, MDTA employees completed 2,560 hours of training. The MDTA continues to evolve its employee training offerings and creates new trainings frequently based on needs identified by senior management or employee feedback.

The MDTA also has a robust professional development program to provide employees with the best opportunities for growth and internal mobility. The agency is invested deeply in its leadership development program, which includes technical and soft skills training to develop effective management capabilities. The MDTA's leadership programs include:

Mind of A Leader

This training is developed on the premise of mindfulness, selflessness, and compassion, and involves readings and discussions on current work situations and how improvements can be made. Recognizing that employees of all levels contribute to the success and happiness of the organization, the MDTA's goal is to have all employees participate in this training.

Leadership Investment for Tomorrow

The Leadership Investment for Tomorrow (LIFT) program is tailored for high-performing MDTA employees who are not yet serving in supervisory or managerial capacity. Talent, creativity, innovation, and potential leaders exist within the MDTA at all levels and positions, and this program is meant to inspire and prepare MDTA employees for the next level of their career goals. During this seven-week program, participants are exposed to a variety of leadership skill building sessions, dynamic guest speakers, fireside chats with executive leadership, and a tour of several unique job sites throughout the agency so employees can better understand the work of their peers and all that the organization offers.

Supervisory Training and Engagement Program

The Supervisory Training and Engagement Program (STEP) program is customized for new to mid-level leaders who have been in their roles for approximately six months to a year, across all MDTA operations. During a seven week span, participants can acquire impactful tools and insight on select skills and habits employed by successful leaders in today's dynamic business environment. During this program, participants delve into a diverse array of leadership concepts designed to enhance their comprehension of managerial approaches.

Supervisor Essentials Training

Supervisor Essentials Training (SET) is a required training intended for all MDTA personnel with a supervisory or managerial role. This biannual, two-day training provides MDTA leadership personnel with critical knowledge and resources related to the procedures, policies, rules, and regulations that govern the workplace.

HEALTH AND SAFETY

The health and safety of MDTA employees is of the utmost importance to the MDTA. In addition to ensuring compliance with all State and local health and safety regulations, the MDTA employs multiple programs, trainings, and procedures that help ensure the holistic management of health and safety for each employee.

The MDTA's 2024 Strategic Plan was developed and is implemented continuously with the health, safety, and well-being of its employees at the forefront. Currently, the MDTA is updating its safety and health commitment statement with the expectation of availability in Q4 of calendar year 2024.

Management of Employee Health and Safety

The MDTA prides itself on a proactive approach to employee health and safety, including:

- Providing a healthy and safe working environment for its employees.
- Ensuring total compliance with federal, State, and local regulations.
- Prioritization of hazard identification and prevention, aiming to address potential risks before incidents occur.
- Continuous improvement of safety programs to protect the workforce and enhance overall operations.
- Active engagement in agency-wide safety outreach efforts, encouraging open communication and collaboration among employees.
- Department-level safety efforts, based on specific job functions and duties.
- Training efforts to educate the workforce on safety and health hazards.

Compliance

The MDTA abides by all federal, State, and local regulations regarding the safety and health of both employees and the public. The most comprehensively referenced of these include, but are not limited to:

- Occupational Safety and Health Administration (OSHA) 29 CFR 1910, commonly referred to as OSHA's General Industry Standard (for facility and maintenance operations)
- OSHA 29 CFR 1926, commonly referred to as OSHA's Construction Standard (for construction activities conducted by the MDTA)
- Code of Maryland Regulations (COMAR) Title 5 Occupational Safety and Health

The MDTA follows news and updates in regulations closely and evaluates applicability to the agency on an ongoing basis. Policies are proposed and developed by the Safety and Risk Management team in cooperation with representatives from all MDTA divisions to achieve alignment across the agency. Policies and procedures are implemented that keep the MDTA not just in compliance but often proactively and above the minimum compliance requirements.

Programs implemented and maintained at the MDTA include, but are not limited to, employee injury case management and reporting, vehicle accident investigations and reviews, workers compensation, driver improvement training, drug and alcohol testing, and safety inspections and investigations.

The MDTA has a dedicated office that develops, implements, monitors, and manages all health and safety programs at the agency in cooperation with its operational offices to bring a truly comprehensive, intelligent, and positive influence to the workplace. Health and safety professionals, working under the direction of executive management, always are available for consultation on complex problems, conducting random and scheduled inspections, planning and executing training programs, and working alongside all employees to promote the most healthful and safe workplace possible.

Environmental and Safety Committees

Environmental and Safety Committees (ESCs) are employee-led committees, located at each MDTA facility, that come together for the common goal of creating and maintaining a safe and environmentally conscious workplace. Employees volunteer as ESC members and attend monthly meetings led by a member of the Office of Environment, Safety and Risk Management.

Each facility has a monthly meeting during which various topics are discussed, including environmental and safety training and concerns, safety practices, incidents that have occurred, safety messages, and future program improvements. Members of the ESC also participate in safety inspections and investigations.

Injury and Illness Reporting

The MDTA has automated its workplace injury and illness reporting process by implementing an integrated software solution that allows for quick and efficient reporting and ease of case management. By streamlining the reporting process, MDTA employees can receive the best care so they may reenter the workforce as soon as possible.

Safety Expo

The MDTA hosts an annual Safety Expo each June, and all MDTA and MDOT employees are welcome to attend. The Expo started in 2013 and has grown throughout the years in both vendor and attendee participation. During the Expo, both the Executive Director and Chief Administrative Officer open with remarks setting the tone.

The MDTA's 2024 expo theme was "Making a Living Doesn't Replace a Life" and featured 15 vendors, 2 guest speakers, a K9 demonstration, and 2 grand door raffle prizes. It was well attended with 133 employees. Employees often report back having enjoyed the Expo, mentioning that they learned something new or became aware of a new and useful product for their workplace.

Inspections

Several types of health and safety inspections are conducted at each MDTA facility annually and monthly. Some inspections are collaborative efforts, with safety and risk management staff walking side-by-side with facility representatives making joint observations. Other inspections are more formal, with safety and risk management staff performing the inspection and reporting their findings back to team members at the facility that requires corrective action. The goal is always is the same – assess the facilities the facilities for hazards to mitigate or eliminate them from the workplace.

The MDTA is developing criteria to report metrics quarterly. Providing a statistical baseline and opening additional lines of communication within the agency allows the agency to design a path towards the healthiest and safest working environment possible for its employees.

Safety Spotlight Awards Program

The MDTA Safety Spotlight Awards Program encourages and recognizes outstanding individual and team safety contributions. These contributions in safety show the promotion of a strong safety culture that identifies, prevents, and corrects safety-related concerns. The program recognizes MDTA employees for excellence in preventive measures, hazard identification, and safety innovation. Any MDTA employee can nominate someone for a spotlight award through an online submission system.

Currently, the MDTA is reviewing reviewing the safety spotlight awards program to improve and enhance its impact. An updated version of the program is expected in 2025.

Continuous Improvement

The MDTA is dedicated to continuous improvement in every way, including health and safety. Each year, leadership sets goals for what investment or internal project to work on next, always keeping the health and safety of its employees in mind.

The MDTA is in the final stages of completion in the installation of new eyewash stations at its facilities, an agency-wide project that began in 2023. A training program is being developed to teach employees emergency response use, inspection, and maintenance procedures. State-of-the-art first aid equipment is an important investment in the health and safety of all MDTA employees.

The MDTA also is developing its agency-wide heat injury and illness prevention policy in response to OSHA's proposed rule on the subject, which was released in July 2024. Some employees work outdoors during heatwaves that are becoming increasingly intense, so this policy will be developed following a thorough examination of projected heat exposures using consensus standards and best practices.

DIVERSITY, EQUITY, AND INCLUSION

The MDTA's commitment to diversity, equity and inclusion (DEI) is central to its mission as a government agency to ensure that each member of the community has every opportunity to thrive. The MDTA values the people who comprise and strengthen the community and requires that all employees and customers are treated with dignity and respect and are not discriminated against.

Grounded in the agency's values and organizational culture, the MDTA is steadfast in its commitment to cultivating a workforce that delivers safe, sustainable, intelligent, exceptional, and inclusive transportation solutions for its customers. As an agency of the State of Maryland, the MDTA must be a model for respecting the dignity of each person and supporting a workforce that reflects the diversity of communities it serves and the State. The MDTA is responsible for creating an inclusive workplace free of discrimination, harassment, and retaliation, where integrity, equality, and teamwork thrive and where each employee knows they are welcomed and feel that they belong.

Tangible and intangible benefits of a more diverse, inclusive, and equitable organization include increased productivity, innovation, and employee morale – critical elements in maintaining a thriving workplace and organization. Integrating diversity and inclusion into organizational practices is a vital component for the success of the MDTA. Research shows that organizations are better able to attract and retain employees – and, as a result, perform at higher levels – when they embrace diversity and inclusion. It is essential that the MDTA recruits, hires, and retains talented individuals; solves problems using the diverse backgrounds and unique perspectives of its employees and contractors; and makes decisions and plans that are socially responsible and contribute to the welfare of all the communities the MDTA serves.

The MDTA affirms its commitment to ensuring all employees in the workplace embrace, celebrate, and fully integrate diversity, equity, and inclusion into business practices and organizational culture. Valuing individual uniqueness and talents will drive the MDTA toward greater success in serving Marylanders.

Oversight of Diversity, Equity, and Inclusion

In addition to complying fully with federal and State civil rights regulations, the MDTA is committed to promoting an inclusive workplace beyond compliance. The agency has established a DEI committee composed of employees across the organization, and the committee plays a crucial role in this effort. The DEI committee's activities include:

- Assessing Benchmarks: The committee issues an agency-wide DEI survey to assess current workplace inclusion metrics. This serves as a benchmark for organizational improvement.
- Strategy Development: The committee works to identify strategies to enhance workplace diversity and inclusion.
- Best Practices Identification: The committee works to identify best practices for recruiting, retaining, and promoting staff in alignment with DEI goals.

The MDTA seeks to standardize DEI practices across all MDOT modes and holds regular meetings with the diversity council composed of DEI leaders from across the MDOT.

Management of the MDTA's Diversity, Equity, and Inclusion Program

Currently, the MDTA is developing a strategic DEI plan that provides a roadmap for how the MDTA will execute the DEI program. A key part of this plan is to support the education of the MDTA's stakeholders in understanding DEI, how it helps to share culture, and how it is not just the right thing to do, but also has a direct connection to increased engagement and productivity.

The DEI program oversees the development of the MDTA's DEI vision, strategy, and goals to help promote a work environment that values and embraces the different ethnicities, races, cultures, ages, abilities, sexual identities, and systems of belief that comprise the MDTA community – including all protected classes. This unit develops and implements quantitative goals, policies, training, tools, strategies, metrics, dashboards, best practices, outreach, and accountability structures aligned with the MDTA strategic plan.

Additionally, the DEI program manager reviews departmental standard operating procedures, establishes regular status update meetings for senior staff, manages the employee DEI climate survey, and analyzes the survey data to determine critical equity or inclusion issues employees face. The DEI program manager partners cross-functionally and with executive leadership to realize the MDTA's DEI strategy, builds actionable tools, and creates resources to ensure a work environment where all employees feel they belong and can do their best work. The DEI program manager plays a lead role in creating DEI training materials and leading DEI training efforts throughout the agency, partners with internal stakeholders to evaluate our DEI efforts, makes recommendations as needed, serves as the Chair of the MDTA's DEI committee, and oversees the committee's monthly meetings and subcommittees.

The DEI program aims to integrate inclusion and belonging throughout the MDTA, foster cultural competence, drive organizational change, and implement DEI strategies that coincide with the MDTA's plan, mission, vision, values, and related goals.

The following are significant accomplishments for the DEI program:

DEI Commitment Statement: Drafted the MDTA DEI Commitment statement, received executive approval, and posted the message on the **MDTA's public website**. Through this statement, the MDTA memorialized its commitment to supporting DEI publicly.

Established the MDTA DEI Committee: DEI Committee members represent the entire MDTA workforce and guide the MDTA on DEI matters. Committee members serve as organizational leaders supporting the advancement of the MDTA's intercultural competence so that its workforce can be:

- Responsive to, engaged with, and trusted by employees and the communities the MDTA serves.
- Effective in delivering high-quality programs and services.
- Supportive of a relationship-focused work environment where all employees feel valued and contribute their best.
- Competitive to attract and retain a highly skilled workforce.

DEI Climate Survey: The first confidential online DEI climate survey was launched in January 2023 to tap into all employees' perspectives and opinions about DEI. The survey results were distributed to all employees and posted to the DEI intranet page.

Other DEI activities: The DEI program established additional initiatives such as the DEI Lunch and Learn, the DEI intranet page, and the DEI Updates Newsletter.

- The DEI Lunch and Learn introduced the DEI program to all employees and served as an opportunity to share information, ideas, and experiences.
- The DEI intranet page offers a single source for employees seeking information about the DEI program. Employees can find information such as resources to increase their DEI knowledge, view the DEI commitment statement and climate survey results, and view a calendar of observances and heritage months.
- The DEI updates newsletter serves multiple purposes – education, awareness, and outreach. The newsletter offers monthly bundled messages such as a DEI word of the month, a breakdown of observances and heritage months, DEI history, general information, and an opportunity to spotlight employees' unique stories.

TITLE VI PROGRAM PLAN

MDOT, as a recipient of federal financial assistance, is required to comply with Title VI of the Civil Rights Act of 1964 and other federal nondiscrimination laws and authorities. The MDTA, as an authority under MDOT, thus is also required to comply with Title VI, and cannot, on the basis of race, color, or national origin, either directly or indirectly:

- Deny program services, aids, or benefits.
- Provide a different service, aid, or benefit, or provide them in a manner differently than they are provided to others.
- Segregate or separately treat individuals in any matter related to the receipt of any services, aid, or benefit.

The MDTA's Title VI Program Plan was approved for FY22-23 and is being updated at this time. Until the update is completed, the conditions and intent of the program are applicable.

The MDTA is one of several transportation agencies that comprise MDOT and receives financial assistance from federal and State agencies. In accordance with federal law, any entity or organization that receives federal financial assistance is deemed a recipient and is therefore required to comply with the non-discrimination requirements established under Title VI of the Civil Rights Act of 1964, and its supporting regulations, Executive Orders, and authorities. These laws and regulations require recipients to ensure non-discrimination in any programs, services, and activities that they conduct and/or support.

To meet compliance requirements and to ensure its eligibility to receive future allocations of federal financial assistance, the MDTA developed a 2023 Title VI Civil Rights Program Plan, referred to as the "Plan." The Plan is intended to be a living document that serves as a technical resource and tool to assist MDTA personnel, sub-recipients, contractors, consultants, stakeholders, and other interested entities to understand their duties and responsibilities for compliance with Title VI, and related non-discrimination statutory regulations and executive orders.

MDTA Customers, Communities, and Suppliers

CUSTOMER AND COMMUNITY ENGAGEMENT

The MDTA's mission is to be a customer-driven leader that delivers safe, sustainable, intelligent, exceptional, and inclusive transportation solutions to achieve the vision of ensuring Maryland's iconic bridges, tunnels, and roadways are the customer's trusted and preferred choice for safe mobility, connection, and easy passage today and tomorrow. To achieve this mission and meet this vision, the MDTA works to understand the needs and deliver on the needs of customers and the community every day.

The MDTA serves all stakeholders proudly, not just with the maintenance of roads, bridges, and the management of tolling, but also by promoting inclusivity and accessibility for the greater Maryland community. The MDTA works to build trust, enhance service delivery, make informed decisions, and promote social responsibility.

Management of Customer and Community Engagement

As part of its commitment to customer and community engagement, the MDTA holds committee and board meetings regularly that are open to the public, encouraging the community to attend and provide feedback. These meetings are livestreamed and archived on the MDTA's website, where members of the community can also access meeting schedules, agendas, minutes, and recordings easily.

When preparing for an upcoming project, including replacing roads, bridges, or tunnels, or updating facilities, the MDTA establishes an engagement plan several months in advance. This ensures effective communication and engagement with customers, community members and other stakeholders regarding project activities and any potential impacts to the community.

Primary engagement activities include:

- Provide regular, timely, useful, and accurate information regarding current and upcoming construction activities and other aspects of projects to a variety of external audiences, including travelers, community members, elected officials and the media.
- Educate all stakeholders mentioned above on any traffic or waterway impacts, lane changes, or closures.
- Prepare responses to public concerns or complaints regarding construction activities.
- Respond to questions or concerns in a timely manner, promoting trust and credibility with the public and other stakeholders.
- Hold informational meetings with attendance from the public encouraged.

The MDTA community relations team uses multiple tools and event types to engage the public in ways that foster two-way communication and help build durable community relationships. These tools include development and maintenance of project websites; creation and distribution of driver's alerts; social media posts to show project progress; and public events such as open houses, industry forums, and grassroots pop-up attendance at local community events to connect with and provide information to users within project or study corridors. These engagement efforts focus on ensuring proper identification of affected or interested stakeholders and communities, timely and proactive gathering of public input on projects and studies, and efficient and effective communication of project information.

Francis Scott Key Bridge Rebuild

At approximately 1:30 a.m. on March 26, 2024, a cargo ship leaving the Port of Baltimore struck the Francis Scott Key Bridge, causing a collapse of the bridge. The MDTA team acted expeditiously to alert the public of the incident and the immediate traffic impacts and available detours. In the days and weeks that followed, the MDTA partnered with the State of Maryland and the Federal Government to initiate critical engagement with a call-to-action for all stakeholders to participate in the process of rebuilding the structure. Two websites were created to provide updates and reminders of traffic impacts. Tools and events to foster collaborative and informative engagement include a virtual industry forum, a virtual community update, the launch of a community resource and support survey, creation of a digital toolkit for ease of information dissemination, and continuous use of social media and news releases to keep stakeholders informed of major updates and key decision points.

Virtual Public Involvement Practices in the National Environmental Policy Act: MDTA Chesapeake Bay Crossing Study, Tier 1

The MDTA's Chesapeake Bay Crossing Study, Tier 1 was selected by the FHWA to be used as a case study of exemplary virtual public involvement. The Chesapeake Bay separates most of Maryland between Eastern and Western shores. Currently, the William Preston Lane Jr. Memorial Bridge (Bay Bridge) serves as the only crossing of the Chesapeake Bay in Maryland. The MDTA is following a tiered NEPA process to evaluate reasonable alternatives for providing adequate capacity and access to improve travel reliability, mobility, and safety across the Chesapeake Bay and along the US 50/301 corridor. This case study describes the Tier 1 portion of this effort, which took place from 2017 to 2022. The MDTA conducted initial assessments across a nearly 100-mile study area to select a corridor alternative for the new crossing.

The MDTA conducted an extensive outreach strategy to ensure that stakeholders knew about the study and how to provide comments. The strategy included advertisements in print and digital media, press releases, social media, email blasts, and paper mail. The study team also sent notices to elected officials and community leaders (such as places of worship, community centers, school officials, and Chambers of Commerce) to share with their communities.

The MDTA advertised widely to reach underserved populations and environmental justice communities. The study team ran ads in 23 newspapers, including four minority and Spanish-language papers as well as smaller papers, and digital ads on 13 websites, including four minority and Spanish websites. Visitors could view the study website in 59 languages and view the public hearing displays in Spanish. For stakeholders without internet access, the MDTA offered hard copies of the Draft Environmental Impact Statement (DEIS) for viewing at 13 public libraries. The MDTA also arranged to deliver hard copies of the DEIS and additional information upon request. The MDTA ensured that community members without internet access could provide public testimony via phone at all virtual testimony sessions.

Nice/Middleton Bridge Project

The MDTA's major infrastructure project to replace the US 301 Nice/Middleton Bridge in southern Maryland spanned 2020 to 2024. A comprehensive outreach plan was developed to communicate information and project updates to local stakeholders and the traveling public. Engagement efforts were focused initially on the bridge's design and construction, including informing motorists and waterway users of significant travel impacts. As the project progressed, outreach efforts then focused on the completion and opening of the new bridge, and finally on the demolition of the old bridge.

Activities included launching a new website for the project; developing fact sheets and other informational materials; developing and distributing regular traffic and mariner alerts; managing a hotline and email box to handle public inquiries in real time; developing content for the MDTA's social media channels; routinely briefing various stakeholders, including first responders and Virginia government entities, on construction activities and impacts; conducting specialized Make No Wake safety outreach to boaters; holding a dedication ceremony for the opening of the new bridge; and coordinating with bicycle and pedestrian groups on the bridge's new safety technologies. All wrap-up for the project is expected to be complete in early 2025.

ACCESSIBILITY

Ensuring that all of the MDTA's facilities are fully accessible to all employees and customers is part of the MDTA's commitment to an inclusive transportation system.

Management of the MDTA's Accessibility

To enhance accessibility, the MDTA employs various strategies such as implementing all-electronic toll lanes that have significantly improved traffic flow and reduced bottlenecks. Additionally, the MDTA provides the following automatic tolling options for travelers:

- ***E-ZPass*** allows for an antenna to read a small electronic device mounted on a vehicle's windshield and then charges the driver's account for the correct toll amount. Drivers can establish an *E-ZPass* account using a credit card, personal check, or cash.
- **Pay-by-Plate** is a hassle-free way to pay Maryland tolls. Under this program, tolls are billed automatically to a driver's credit card as MDTA facilities are used, with no need for an *E-ZPass* device.
- **Video Tolling** is a form of electronic toll collection that uses still images of a vehicle's license plate to identify a vehicle liable to pay a toll. The image is captured as the vehicle drives under the gantry or through a toll plaza at a toll-collection facility. The vehicle owner will receive a mailed invoice.

The MDTA strives to ensure its tolling facilities also connect travelers to as many additional modes of public transportation as possible. The Intercounty Connector (ICC) was Maryland's first all-electronic toll road where tolls are collected at highway speed as motorists drive under tolling structures, called gantries. The ICC improves access to:

- Metrorail
- Maryland Area Rail Commuter Rail (MARC)
- BWI Marshall Airport
- Local transit services
- MTA's Commuter Bus Service

All-Electronic Tolling Conversion

In 2018, the MDTA began the process of moving towards cash-free tolling at its facilities. This next generation tolling system provides convenience and greater accessibility for travelers, less engine idling for better fuel efficiency and reduced emissions, decreased congestion, and increased safety. Since then, the MDTA began removing toll booths and converting the facilities to use overhead gantries to collect tolls through *E-ZPass* and video tolling. In August 2020, former Maryland Governor Larry Hogan announced that full-time all-electronic tolling would be permanent across Maryland. Many MDTA facilities have undergone this conversion to remove toll booths. Throughout construction, the public was made aware of the project construction schedule, driver's alerts for changing traffic patterns and locations of new gantries, images and renderings of existing and proposed conditions, and reminders to mount their *E-ZPass* transponder properly and keep their accounts up to date to receive the lowest toll rate.

SUSTAINABLE SUPPLY CHAIN

The MDTA is committed to upholding procurement practices and policies that promote the sustainability, resilience, and inclusivity across its supply chain. Notably, the MDTA has focused on supplier diversity as a way to promote inclusion and equity not only in operations, but in communities and society. The agency will continue to enhance sustainable supply chain practices and expand efforts into new areas where the greatest needs exist.

Supplier Diversity

The MDTA also promotes DEI through its Small and Minority-Owned business program, which supports businesses owned by minorities, veterans, and disadvantaged individuals. This is achieved through compliance with the Minority/Disadvantaged Business Enterprise Programs required by COMAR and the Code of Federal Regulations (CFR 49, Part 26).

The MDTA's 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
- Veteran-Owned Small Business Enterprise (VSBE) Program

The Maryland General Assembly has mandated a goal-oriented program to achieve minority participation in the State's procurement activities. The MDTA developed this program by establishing a goal setting and contract compliance process that ensures maximum minority, disadvantaged, and veteran-owned business participation on all eligible procurements. MDTA believes in the value of working with small- and minority-owned businesses. In addition to formal programs, we strive to foster a culture that encourages the participation of small- and minority-owned businesses across MDTA's operations and projects.

PUBLIC SAFETY

In its commitment to ensuring the well-being of Maryland residents and travelers, the MDTA upholds public health and safety in all activities and operations. Through proactive measures, awareness campaigns, and collaboration with relevant agencies, the MDTA strives to create a secure and healthy transportation environment for all.

Management of Public Safety

The MDTA abides by public health and safety regulations issued by the US Occupational Safety and Health Administration, the Maryland Occupational Safety and Health Program, and the US Department of Health.

Maintenance of MDTA roads and building facilities is an ongoing effort that bolsters the safety of Maryland's roadways and facilities. For maintenance needed before a full replacement, the MDTA has specific contracts in place outside of its Capital program to address needs that arise outside of planned Capital upgrades. Please read more in the Long-Term Monitoring and Maintenance section of this report.

MDTA Work Zone Safety Program

The MDTA's Work Zone Safety Program was developed to improve temporary traffic control (TTC) set-ups on MDTA roadways, which would ultimately improve work zone safety for the traveling public. This program has three main components:

Targeted Training – A training course was developed for personnel inspecting and implementing TTC on MDTA facilities. The training is a supplement to the traffic manager certification course and focuses on MDTA-specific requirements (e.g., Bay Bridge, the Fort McHenry, and Baltimore Harbor Tunnels).

Inspection – A formal program was developed for TTC inspection reporting and monitoring. MDTA/Consultant construction management and inspection staff assigned to a specific project perform daily TTC inspections, document any corrective actions, and complete a TTC inspection report daily. An Independent Quality Assurance Inspector performs random (i.e. unannounced) TTC inspections on all MDTA roadways during the day or night. The Independent Quality Assurance Inspector completes a TTC Inspection Report.

Auditing – Summary reports are generated on all TTC inspections completed by the Independent Quality Assurance Inspector. The process creates accountability of the MDTA/Consultant construction management and inspection staff assigned to specific projects.

The MDTA Temporary Traffic Control Inspection and Training Program has resulted in significant improvements in the implementation of TTC on MDTA roadways. In 2023 there were 2,230 inspections completed on construction contracts and annual facility inspections. Since Program inception, the average number of corrective actions per TTC inspection has decreased by 80%, improving work zone safety on MDTA roadways. The Program aligns with MDOT's mission, goals, and objectives by improving roadway safety for its customers through an intelligent transportation solution.

Performance metrics were established that could provide qualitative results to assess the Program's effectiveness. The performance metrics selected were (1) average number of corrective actions per TTC inspection and (2) percentage of TTC inspections requiring no corrective action. These performance metrics are objective and would provide qualitative results for the MDTA to monitor the effectiveness of the program. When a TTC inspection is completed, any portion of the TTC that did not meet MDOT temporary traffic control requirements (i.e., channelizing device spacing, required taper lengths, proper sign spacing/message, required longitudinal buffer lengths, installed per applicable Temporary Traffic Control Typical Application, etc.) were each noted as a corrective action.

To highlight work zone safety, a Work Zone Safety Award Program has been implemented for consultant teams who display the lowest maintenance of traffic infractions against the number of inspections performed.

Facility Safety, Security, and Background Checks

In 2020, the MDTA established a background check policy for the Inspection Program, in accordance with the annotated code of Maryland, adopted by the MDTA for criminal background check investigations.

Every team leader and assistant working on the Inspection Program must obtain a criminal background check every five years to access MDTA facilities, in particular its complex bridges and tunnels. Regardless of an individual's credentials, no team leader or assistant is approved to work on the Inspection Program if they do not pass their background check. A designee from each consultant firm submits all confidential personnel information to the Inspection Program team for review and approval.

MDTA Police

All sworn personnel of the MDTA Police must uphold the laws of the State of Maryland and are responsible for knowing the policies, procedures, and rules and regulations of the MDTA Police as described throughout the MDTA Police Directives Manual and General Orders. Personnel must also conform to the standards established by the MDTA and the Transportation Services Human Resource System (TSHRS). Failure to comply with the standards and rules and regulations as set forth could reflect on the employee's annual performance evaluation and subject members to disciplinary action. Personnel shall be aware of the ever-changing rules, procedures, and orders of the MDTA Police; ignorance is not justification or an excuse for any violation of MDTA Police policies.

In addition to keeping our communities safe, the MDTA Police participate in a number of outreach efforts that emphasize relationship-building, service, and giving back. Officers proactively build connections and meet community members where they are by attending regularly scheduled community meetings, participating in school visits and demonstrations, and hosting large-scale community events like National Night Out, Faith & Blue, BWI Airport Safety Day, and Trunk or Treat. Additionally, officers act as a community resource. MDTA Police Officers serve as child safety seat installation technicians and lead free, lifesaving training including CPR and Citizen Response to Active Shooter Events (CRASE) classes. Finally, the MDTA Police prides itself on giving back throughout the year. In fiscal year 2024, these efforts included school supply collections and donations, charity patch and coin sales to benefit local causes, blood drives hosted at police headquarters, and the 34th consecutive year of MDTA Police Toys for Tots collections. By partnering with local communities, the MDTA Police are better able to serve our neighbors and those who use and work at MDTA facilities, BWI Airport, and the Port of Baltimore.

ESG

ENVIRONMENTAL, SOCIAL, AND GOVERNANCE REPORT

Maryland Transportation Authority

TAB 7

MEMORANDUM

TO: MDTA Board
FROM: Deputy Director Finance, Allen W. Garman
SUBJECT: Investment Strategy and Benchmarks
DATE: February 27, 2025

PURPOSE OF MEMORANDUM

To complete the required quarterly review of the MDTA's investment strategy and benchmarks for the period ended December 31, 2024.

Investment returns and portfolio composition were discussed in greater detail at the February 13 Finance and Administration Committee meeting. During the recent meeting, a prior question was addressed on the potential for longer duration strategies/benchmarks through a detailed comparison of multiyear index returns and single year return volatility, including years with negative returns. Following the discussion, the Finance and Administration Committee members support a continuation of the current investment strategies for all accounts.

KEY POINTS

- Chosen strategies and benchmark indices represent a reasonable and prudent compromise between long-term, multiyear return/income focus and tolerance for return volatility.
- No changes in strategy or benchmarks are recommended.
- Investments conformed to Investment Policy limitations for the trailing twelve-month period ended December 31, 2024.
- Portfolio structuring by account adhered to board approved strategy and should remain consistent, despite short-term return volatility associated with the interest rate environment.
- Duration Targeted reserves maintain consistent structures and management does not attempt to time market rate changes.
- The longer duration strategies employed in certain reserves generate higher return volatility with expected higher average annual returns over multiyear periods.

INVESTMENT STRATEGY

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

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

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

- Of the $1.1 billion portfolio at the end of December, $724 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)
- The remaining $406 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

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

TAB 8

MEMORANDUM

TO: MDTA Board
FROM: Director of Budget, Jeffrey Brown
SUBJECT: Fiscal Year 2025 Operating Budget vs. Actual Spending Review
DATE: February 27, 2025

PURPOSE

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

KEY TAKEAWAY

As of December 31, 2024, 37% of the budget was spent compared to a target of 49%. Except for personnel expenses, all Object Codes were below budget.

SUMMARY

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

- Salaries & Wages/Technical & Special Fees (**Object 01 & 02 - $234.8M Budget**) are at targeted spending levels with a 47% spend rate.

- Communications (**Object 03 - $4.3M Budget**) is below budget with a 12% 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 20% 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 39% spend rate primarily due to the underspending in fuel oil and natural gas. This is expected to increase during the winter months.

- Motor Vehicle Operations & Maintenance (**Object 07 - $19.1M Budget**) is close to budget with an 42% spend rate.
    - Vehicles Gas & Oil (**Object 0702 - $4.0M Budget**) is below budget with a 22% spend rate due to the easing of gas prices compared to budget assumptions.
    - Vehicles Maintenance & Repair (**Object 0703 - $2.0M Budget**) is slightly below budget with a 42% spend rate.
    - All other major sub-objects are within budget guidelines.

- Contractual Services (**Object 08 - $145.9M Budget**) are below budget with a 24% spend rate.
    - Advertising (**0801 - $3.1M Budget)** is below budget with an 11% spend rate. More advertising activity typically occurs in the 3rd and 4th quarter.
    - Engineers (**0807 - $34.8M Budget**) is below budget with a 30% spend rate. This is due to the normal seasonality of engineering with more activity occurring in the 3rd and 4th quarters.
    - Equipment Repairs & Maintenance **(0809 - $1.4M Budget)** is below budget with a 2% spend rate. This is due to the timing for payment of our backup system invoice. This is expected to be on budget.
    - Building/Road Repairs & Maintenance (**0812 - $15.5M Budget**) is below budget with an 8% 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 reduced balance.
    - Education & Training (**0819 - $1.3M Budget**) is below budget with a 29% 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 24% spend rate. This will increase as we fill vacancies.
    - Management Studies (**0821 - $6.2M Budget**) is below budget with a 15% spend rate. The expense is dependent upon when the studies occur.
    - Security Services (**0823- $1.2M Budget**) is below budget with a 32% spend rate.
    - Fiscal Services **(0829 - $15.9M Budget)** is close to budget with a 41% spend rate.
    - *E-ZPass*® Service Center Costs (**0873 - $44.0M Budget**) is below budget with a 14% spend rate. This is anticipated to be on budget for the full fiscal year.
    - Other Contractual Services **(0899 - $4.4M Budget)** is below budget with a 27% spend rate due seasonality of expenses.

- Supplies & Materials (**Object 09- $10.6M Budget**) is below budget with an 32% spend rate.
    - Roadway Maintenance (**0905 - $665K Budget**) is below budget with a 28% spend rate due to the timing of activities.
    - Salt (**0906 - $1.9M Budget**) is at a 0% spend rate.
    - Uniforms **(0912 - $1.2M Budget)** is below budget with a 36% spend rate. This cost is driven by when the orders are received.
    - Ammunition (**0934 - $594K Budget**) is over budget with an 84% spend rate. This represents orders from prior years occurring in FY2025.
    - Transponders (**0951 - $4.0M Budget)** are close to budget with an 40% spend rate.

- Replacement Equipment **(Object 10 - $2.7M Budget**) is below budget with a 19% spend rate, primarily driven by Object 1099 – Other Replacement Equipment.
    - Other Replacement Equipment **(Object 1099 - $529K Budget)** is below budget with a 4% spend due to the timing of when orders are received.

- Additional Equipment (**Object 11 - $1.2M Budget**) is below budget with a 24% spend rate mostly due the timing of orders.

- Fixed Costs (**Object 13 - $9.8M Budget**) is below budget with a 25% 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 were expected to be processed in the 2nd quarter. The costs are expected in the 3rd quarter. The increase for the liability and property insurance will exceed the budget by approximately $2.4 million.

RISKS & OPPORTUNITIES

The expenses are expected to remain on budget with any overspending, such as insurance, to be offset by underspending in other sub-objects. Management will continue closely monitoring expenses relative to budget and will advise of any material changes requiring a budget amendment.

ATTACHMENT

- Budget vs Actual by Object 2nd Qtr. FY 2025

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Six Months Ending Tuesday, December 31, 2024

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
OBJECT 01 Salaries and Wages					
0101 REGULAR EARNINGS	$8,738,906	$144,727,005	$54,786,654	$89,940,351	37.86%
0102 ADDITIONAL ASSISTANCE		144,964		144,964	0.00%
0104 OVERTIME EARNINGS	440,762	6,862,807	3,154,355	3,708,452	45.96%
0104 OVERTIME EARNINGS - SNOW	20,724		20,724	(20,724)	0.00%
0105 SHIFT DIFFERENTIAL	13,152	1,036,191	30,953	1,005,238	2.99%
0110 MISCELLANEOUS P/R ADJUSTMENTS	17,500	186,409	103,379	83,030	55.46%
0111 ACCRUED LEAVE PAYMENTS		217,927	357,823	(139,896)	164.19%
0112 RECLASSIFICATIONS		403,865		403,865	0.00%
0151 SOCIAL SECURITY CONTRIBUTIONS	21,046	10,375,642	52,726	10,322,916	0.51%
0152 HEALTH INSURANCE	99,226	20,404,594	294,735	20,109,858	1.44%
0154 RETIREE'S HLTH INSURANCE PREM	55,726	12,487,606	164,000	12,323,606	1.31%
0161 EMPLOYEES RETIREMENT SYSTEM	17,435	18,070,076	42,262	18,027,814	0.23%
0165 STATE POLICE RETIREMENT SYSTEM	559,297	3,879,976	1,406,670	2,473,306	36.25%
0169 LAW ENFORCEMNT OFF PENSION SYS		22,876,047		22,876,047	0.00%
0171 BURDEN EXPENSE	7,417,877		49,517,399	(49,517,399)	0.00%
0172 DEFERRED COMPENSATION MATCH			2,400	(2,400)	0.00%
0174 UNEMPLOYMENT COMPENSATION	1,486	405,238	3,650	401,588	0.90%
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	361,550	557,161	39.35%
Total Object 01	**17,403,138**	**233,343,523**	**110,299,280**	**123,044,243**	**47.27%**
Object 02 Technical and Special Fees					
0202 PER DIEM PAYMENTS	7,500	150,000	36,500	113,500	24.33%
0211 EMPLOYEE AWARDS		1,000		1,000	0.00%
0220 SPECIAL PAYMENTS PAYROLL		1,328,934		1,328,934	0.00%
Total Object 02	**7,500**	**1,479,934**	**36,500**	**1,443,434**	**2.47%**
Object 03 Communications					
0301 POSTAGE	2,953	83,227	7,371	75,856	8.86%
0302 TELEPHONE		873,771	112,732	761,039	12.90%
0303 TELECOMMUNICATIONS	32,453	775,272	258,028	517,243	33.28%
0305 STATE PAID TELECOMMUNCIATIONS		2,001,477		2,001,477	0.00%
0306 CELL PHONE EXPENDITURES	511	580,690	140,456	440,234	24.19%
Total Object 03	**35,917**	**4,314,437**	**518,587**	**3,795,850**	**12.02%**
Object 04 Travel					
0401 IN STATE/ROUTINE OPERTN TRAVEL	1,421	63,193	10,772	52,421	17.05%
0402 INSTATE/CONF/SEMNR/TRNG TRAVEL	5,429	105,110	22,065	83,046	20.99%
0403 OUTSTATE/ROUTINE OPERTN TRAVEL	357	63,064	270	62,794	0.43%
0404 OUTSTATE/CONF/SEMNR/TRNG TRAVL	13,526	407,878	94,728	313,150	23.22%
Total Object 04	**20,733**	**639,245**	**127,835**	**511,410**	**20.00%**
Object 06 Fuel and Utilities					
0603 FUEL-OIL #2	21,258	147,200	35,434	111,766	24.07%
0606 FUEL-NATURAL GAS/PROPANE	28,485	427,009	47,871	379,138	11.21%
0620 UTILITIES-ELECTRICITY	331,937	3,951,804	1,718,165	2,233,639	43.48%
0621 UTILITIES-WATER/SEWAGE	18,342	431,203	118,031	313,172	27.37%
Total Object 06	**400,022**	**4,957,216**	**1,919,501**	**3,037,715**	**38.72%**
Object 07 Motor Vehicle Operations and Maintenance					

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Six Months Ending Tuesday, December 31, 2024

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
0701 PURCH VEH-CAR,LIGHT TRUCK	502,934	9,327,990	4,851,806	4,476,184	52.01%
0702 VEHICLE GAS & OIL	213,510	4,025,750	892,778	3,132,972	22.18%
0703 VEHICLE MAINTENANCE & REPAIR	130,216	2,028,957	845,537	1,183,420	41.67%
0704 INSURANCE		347,163		347,163	0.00%
0721 VEHICLE GAS & OIL - WATERCRAFT	2,536	47,814	9,103	38,711	19.04%
0722 VEHICLE MAINT & REPAIR - WATERCRAFT	633	64,503	21,912	42,591	33.97%
0724 BOAT SLIP RENTAL/LAUNCHING FEES		4,000		4,000	0.00%
0730 PURCH VEH-OTHER LAND VEH - DUMP, TR	200	194,000	406	193,594	0.21%
0731 GAS & OIL - OTHER LAND VEHICLES	87,519	1,000,000	381,244	618,756	38.12%
0732 LG VEHICLE MAINT & REPAIR	163,280	2,050,000	1,030,380	1,019,620	50.26%
0789 COMMUTER CHARGE	(869)	(5,000)	(4,975)	(25)	99.49%
0799 OTHER MOTOR VEHICLE CHARGES		50,000		50,000	0.00%
Total Object 07	**1,099,960**	**19,135,177**	**8,028,191**	**11,106,986**	**41.96%**
Object 08 Contractual Services					
0801 ADVERTISING/LEGAL PUBLICATION	245,365	3,064,703	341,961	2,722,742	11.16%
0802 APPLICATIONS SOFTWARE MAINTENANCE	14,175	100,000	20,892	79,108	20.89%
0804 PRINTING/REPRODUCTION		46,200	3,678	42,522	7.96%
0807 ENGINEERS	301,577	2,850,000	981,037	1,868,963	34.42%
0807 ENGINEERS - Environmental (MA0967)	52,629	3,865,000	711,764	3,153,236	18.42%
0807 ENGINEERS - Highways (MA0983)		210,000		210,000	0.00%
0807 ENGINEERS - Architectural (MA2395)	9,360	585,000	90,597	494,403	15.49%
0807 ENGINEERS - ITS/Electrical (MA2226)	18,648	1,100,000	165,907	934,093	15.08%
0807 ENGINEERS - Structural (MA2055)	119,846	1,600,000	501,092	1,098,908	31.32%
0807 ENGINEERS - Traffic (MA2181)	57,830	1,700,000	200,304	1,499,696	11.78%
0807 ENGINEERS - Asset Mgmt (MA2869)	11,540	800,000	173,736	626,264	21.72%
0807 ENGINEERS - On-Call (All MR)	894,559	6,415,000	3,422,765	2,992,235	53.36%
0807 ENGINEERS - Annual Inspections (MA2471)	500,386	15,650,000	1,751,248	13,898,752	11.19%
0808 EQUIPMENT RENTAL	42,764	501,677	255,471	246,206	50.92%
0809 EQUIPMENT REPAIRS & MAINT	18,588	1,356,693	21,023	1,335,670	1.55%
0810 EXTERMINATION	66	16,839	3,020	13,819	17.93%
0812 BUILDING/ROAD REPAIRS & MAINT	207,281	15,468,899	(1,421,993)	16,890,892	(9.19%)
0812 BUILDING/ROAD REPAIRS & MAINT - On-C	733,891		2,666,085	(2,666,085)	0.00%
0813 JANITORIAL SERVICES	374,689	1,797,960	776,016	1,021,944	43.16%
0814 GROUNDS MAINTENANCE	6,170	45,000	34,534	10,466	76.74%
0815 LAUNDRY	149	3,344	571	2,773	17.08%
0816 CONTRACTUAL SERVICES - HOUSEKEEPING		50		50	0.00%
0817 LEGAL SERVICES	6,322	226,300	161,825	64,475	71.51%
0819 EDUCATION/TRAINING CONTRACTS	114,338	1,337,238	387,631	949,607	28.99%
0820 MEDICAL CARE	22,028	531,720	125,063	406,657	23.52%
0821 MGMT STUDIES AND CONSULTANTS	25,679	6,173,622	916,177	5,257,445	14.84%
0823 SECURITY SERVICES	86,130	1,216,976	395,319	821,657	32.48%
0824 LABORATORY SERVICES		45,578	6,711	38,867	14.72%
0825 VETERINARIAN	5,920	31,565	21,707	9,858	68.77%
0826 FREIGHT AND DELIVERY	260	18,613	1,342	17,271	7.21%
0827 TRASH AND GARBAGE REMOVAL	52,704	463,606	346,366	117,240	74.71%
0828 OFFICE ASSISTANCE	2,287	61,387	2,287	59,099	3.73%
0829 FISCAL SERVICES	1,421,124	15,930,250	6,603,731	9,326,519	41.45%
0841 DP CENTRAL PROCESS SVC		1,100,000	210,971	889,029	19.18%
0843 DP COMMUNICATIONS CONTROLLERS SVC	34,943	500,000	174,714	325,286	34.94%
0849 TELECOMM LINES, MODEMS & CONTROLL	19,401	596,601	42,658	553,943	7.15%

	Expenditures		YTD		%
	This Month	Budget	Expense	Balance	Spent
0854 COMPUTER MAINTENANCE CONTRACTS		185,000	3,792	181,208	2.05%
0858 SOFTWARE LICENSES	100,986	154,194	132,921	21,273	86.20%
0862 APPL SOFTWARE MAINTENANCE	138,595	2,226,200	3,809,439	(1,583,239)	171.12%
0864 SYSTEMS SOFTWARE MAINTENANCE	26,456	500,000	63,025	436,975	12.61%
0865 OUTSIDE SVCS-SYS ANALYSIS&DSGN	800,412	7,465,000	2,152,680	5,312,320	28.84%
0866 OUTSIDE SVCS-PROGRAMMING	64,619	415,000	138,513	276,487	33.38%
0869 OUTSIDE SVCS-COMPUTER USAGE	18,901	775,000	76,192	698,808	9.83%
0873 OUTSIDE SVC - E-Z PASS SVC CENTER	3,359,472	44,000,000	5,955,534	38,044,466	13.54%
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	474,427	(413,465)	778.23%
0894 STATEWIDE PERSONNEL SYS ALLOC	9,538	40,535	9,538	30,997	23.53%
0897 STATE ENTERPRISE BUDGET SYSTEM		12,110	12,110	0	100.00%
0899 OTHER CONTRACTUAL SVC-NON DP	461,292	4,400,908	1,183,776	3,217,132	26.90%
Total Object 08	**10,380,922**	**145,921,604**	**34,333,520**	**111,588,085**	**23.53%**
Object 09 Supplies and Materials					
0901 AGRICULTURE		38,189	17,433	20,756	45.65%
0902 OFFICE SUPPLIES	18,870	418,854	140,206	278,648	33.47%
0903 ELECTRICAL MATERIALS	7,672	412,635	71,173	341,462	17.25%
0904 BUILDING & HOUSEHOLD SUPPLIES	44,311	388,518	213,906	174,612	55.06%
0905 ROADWAY MAINT MATERIALS	29,073	664,618	185,104	479,514	27.85%
0906 SALT/SNOW MELTING MATERIALS		1,859,664	211	1,859,453	0.01%
0908 HOUSEKEEPING SUPPLIES	748	70,317	19,194	51,123	27.30%
0909 MEDICAL SUPPLIES	47	36,910	6,166	30,745	16.70%
0912 WEARING APPAREL-UNIFORMS EMPL	59,421	1,187,018	427,820	759,198	36.04%
0915 LIBRARY SUPPLIES	17,375	29,675	18,404	11,271	62.02%
0917 SMALL TOOLS	14,744	282,950	127,336	155,614	45.00%
0918 VETERINARY SUPPLIES	983	73,500	4,631	68,869	6.30%
0920 FOOD	7,570	189,695	31,128	158,567	16.41%
0926 DATA PROCESSING SUPPLIES	693	39,746	16,179	23,567	40.71%
0934 AMMO GUNS FIRING RANGE SUPPLIES		593,768	499,118	94,650	84.06%
0951 E-ZPASS TRANSPONDERS	567,580	3,960,000	1,598,340	2,361,660	40.36%
0999 OTHER SUPPLIES AND MATERIALS	8,854	334,860	49,418	285,442	14.76%
Total Object 09	**777,941**	**10,580,917**	**3,425,766**	**7,155,151**	**32.38%**
Object 10 Replacement Equipment					
1002 REPL AUDIO-VISUAL EQUIP			4,178	(4,178)	0.00%
1013 REPL MAINTENANCE & BUILDING EQUIP	7,338	401,500	165,589	235,911	41.24%
1015 REPL OFFICE EQUIPMENT	2,549	85,407	49,885	35,522	58.41%
1019 REPL RADIOS & ELECTRONIC EQUIPMENT		241,000	4,200	236,800	1.74%
1031 REPL DP EQUIP-MAINFRAME		80,000		80,000	0.00%
1033 REPL DP EQUIP-MICROCOMPUTER	579	1,373,080	278,036	1,095,044	20.25%
1099 OTHER REPLACEMENT EQUIPMENT	7,339	528,900	22,744	506,157	4.30%
Total Object 10	**17,805**	**2,709,887**	**524,632**	**2,185,256**	**19.36%**
Object 11 Additional Equipment					
1102 ADDT'L AUDIO-VISUAL EQUIP		9,500	44,562	(35,062)	469.07%
1103 ADDT'L CLEANING EQUIPMENT		10,000		10,000	0.00%
1109 ADDT'L HUMAN ENVIRONMENTAL EQUIP		1,000	1,697	(697)	169.71%
1113 ADDT'L MAINTENANCE & BUILDING EQUIP		139,715	145,545	(5,830)	104.17%
1115 ADDT'L OFFICE EQUIPMENT	986	49,700	23,408	26,292	47.10%

MDTA OPERATING FUND
Bgt vs. Actual by Obj and RC Detail
Summary of All Units
For the Six Months Ending Tuesday, December 31, 2024

	Expenditures This Month	Budget	YTD Expense	Balance	% Spent
1119 ADDT'L RADIOS & ELECTRONIC EQUIPMENT		475,000	1,146	473,854	0.24%
1133 ADDT'L DP EQUIP-MICROCOMPUTER		40,000		40,000	0.00%
1199 OTHER ADDITIONAL EQUIPMENT	2,562	459,835	70,919	388,916	15.42%
Total Object 11	**3,548**	**1,184,750**	**287,276**	**897,474**	**24.25%**
Object 13 Fixed Charges					
1301 RENT	105		220,905	(220,905)	0.00%
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	60	26,675	10,510	16,165	39.40%
1305 ASSOCIATION DUES	84,992	372,272	95,021	277,251	25.52%
1308 LICENSES	388	7,800	4,205	3,595	53.91%
1309 INSURANCE (NON STO PAYMENTS)	19,144	8,500,000	1,870,838	6,629,162	22.01%
1320 BAD DEBT EXPENSE	85,040	50,000	241,095	(191,095)	482.19%
Total Object 13	**189,729**	**9,795,957**	**2,442,574**	**7,353,383**	**24.93%**
Total All Objects	**30,337,216**	**434,062,646**	**161,943,660**	**272,118,986**	**37.31%**

TAB 9

MEMORANDUM

TO: MDTA Board
FROM: Assistant Capital Program Manager Jennifer Stump
SUBJECT: Second Quarter Review of Fiscal Year (FY) 2025 Capital Budget vs. Actual Spending
DATE: February 27, 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 February 13, 2025.

KEY TAKEAWAYS

As of December 31, 2024, 22.7% of the FY 2025 budget was spent as compared to the targeted spending level of 50%. The total budget for FY 2025 is $809.8 million. The actual spending through the second quarter was $183.4 million.

ANALYSIS

Twenty-seven of the 91 projects budgeted in FY 2025 were within the acceptable spending limits of 25% to 75% (plus or minus 25% of the 50% target). Due to normal lags in invoicing, generally two months, a plus or minus 25% threshold was determined to be reasonable.

Actual spending through the second quarter for ten projects with the highest FY 2025 budgets was $126.5 million. The ten projects are detailed in Attachment A.

RISKS & OPPORTUNITIES

Overall spending in FY 2025 remained low through the second quarter due to invoicing delays related to the Key Bridge Rebuild. The receipt and processing of these delayed invoices will increase the capital program spending rate for the remainder of FY 2025. Two I-95 Express Toll Lanes (ETL) Northbound Extension (NBE) projects are entering the construction phase, with spending set to ramp up in the spring.

ATTACHMENT

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

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 12/31/2024 ($ Million)	FY 2025 2nd Qtr Spend Rate	FY 2025 Budget Remaining ($ Million)
Key Bridge Rebuild	$204.9	$3.3	2%	$201.6
Rehabilitate Decks of Eastbound Bay Bridge Span - Phase I	$114.1	$32.0	28%	$82.1
I-95 ETL Northbound Extension - MD 152 Interchange Reconstruction	$50.2	$0.6	1%	$49.6
I-95 ETL Northbound Extension - Express Toll Lanes to MD 152	$47.8	$23.5	49%	$24.3
I-95 Express Toll Lanes Northbound Transition - MD 152 Interchange Reconstruction	$39.4	$22.5	57%	$17.0
I-95/Belvidere Road Interchange	$33.9	$7.0	21%	$26.9
I-95 ETL Northbound Extension - MD 24 to Bynum Run	$27.0	$0.1	0%	$26.9
Cleaning and Painting of the Hatem Bridge	$26.4	$18.4	70%	$7.9
Envelope Repair and Switchgear Replacements at BHT Vent Buildings	$24.9	$9.8	39%	$15.1
I-695 Subgrade Improvements at Bear Creek	$23.9	$9.4	40%	$14.4
Total	**$592.4**	**$126.5**	**21%**	**$465.9**

TAB 10

MEMORANDUM

TO: MDTA Board
FROM: Chief Financial Officer, Deborah Sharpless, CPA
SUBJECT: Second Quarter Fiscal Year 2025 Traffic and Revenue Performance
DATE: February 27, 2025

PURPOSE OF MEMORANDUM

To provide a quarterly and year-to-date update for traffic and toll revenue trends compared to the previous year and the forecast.

KEY TAKEAWAY

- Actual collected revenue was below forecast by $2.2 million for the period ending December 31, 2024.
- During December 2024, $3.3 million of transaction processing was delayed.

ANALYSIS

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

FY 2025 Actuals compared to FY 2024 Actuals and FY 2025 Forecast versus FY 2025 Actuals

Combined Facilities (including Administrative Revenue)															
TRANSACTIONS (in Millions)								REVENUE (in Millions)							
	FY24	FY25			FY25			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%
Qtr. 2	40.1	38.3	(1.8)	-4.5%	38.6	(0.3)	-0.8%	203.0	187.8	(15.2)	-7.5%	184.8	3.0	1.6%
Jul - Dec 2024	81.6	79.2	(2.5)	-3.0%	80.5	(1.4)	-1.7%	$ 405.0	$ 380.2	$ (24.8)	-6.1%	$ 382.4	$ (2.2)	-0.6%

*Note: Numbers may not sum due to rounding

As shown in the table on the previous page, for the period ended December 31, 2024, year-to-date (YTD) systemwide transactions totaled 79.2 million and corresponding collected revenue totaled $380.2 million. This represents a decrease of 2.5 million transactions, or 3.0%, compared to the same period last year. YTD revenue decreased by $24.8 million or 6.1%, compared to the same period last year. These variations are the result of the timing of back-office processing, the tapering of collections, and the loss of revenue resulting from the allision of the M/V DALI with the Francis Scott Key Bridge.

For the period ended December 31, 2024, actual revenue was below forecast by $2.2 million. This is mainly due to a transaction processing delay of approximately $3.3 million. Had these transactions been processed timely, actual revenue would have exceeded forecast by $1.1 million as of December 31, 2024.

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 F: Fiscal Year 2025 Semi-Annual Traffic and Revenue Performance Report

Attachment A
Summary of Revenue
FY2025 Forecasted and Actual Revenue Comparison

		E-ZPass®	Video, Administrative[1] & Pay-By-Plate	Total
	Forecast Revenue	$314,466,481	$67,948,310	$382,414,790
less	Actual Revenue	309,065,371	71,135,764	380,201,135
	Unadjusted Difference	(5,401,110)	3,187,455	(2,213,655)
plus	Timing Differences	2,259,514	1,080,950	3,340,463
	Adjusted Difference	($3,141,596)	$4,268,404	$1,126,808

Attachment B
Comparison of Official Forecast to Actual Toll Revenue Performance

Jul 1, 2024 to Dec 31, 2024			
Toll Revenue Forecast:			**$382,414,790**
Actual Revenue:			
E-ZPass	309,065,371	81%	
Pay-By-Plate	2,793,123	1%	
Video Toll	35,725,041	9%	
Adminstrative Toll	32,617,600	9%	
Total Actual Revenue			**380,201,135**
Unadjusted Actual Revenue *less* Forecasted Revenue			**$ (2,213,655)**
Timing Difference Estimates:			
FY2025 Transaction Timing Differences:			
Posted Less Days than Forecasted, as of Dec 31, 2024			
▪ All Facilities: *E-ZPass* AVI Maryland & Non-Maryland	1,876,361		
▪ All Facilities: *E-ZPass* I-Tolls Maryland and Non-Maryland	383,153		
▪ All Facilities: Pay-By-Plate	24,882		
Posted Less Days than Forecasted: Central Collections Unit, as of Dec 31, 2024			
▪ All Facilities: Video CCU Payments	237,078		
▪ All Facilities: Civil Penalty Fees CCU Payments	818,990		
Total Posted Less Days than Forecasted, net		3,340,463	
Total Timing Difference Estimates			**3,340,463**
Adjusted Actual Revenue *less* Forecasted Revenue			**$ 1,126,808**

Attachment C

Analysis of Actual Toll Revenue Performance & Financial Forecast Differences

Jul 1, 2024 to Dec 31, 2024		
Adjusted Difference (Forecast less Adjusted Actual Revenue)		**$1,126,808**
Forecast Assumption Differences:		
E-ZPass Daily Average Traffic Lower than Forecasted (FY2025) - ongoing	(3,141,596)	
Pay-By-Plate Usage Higher than Forecasted (FY2025) - ongoing	256,044	
Video Toll Collections Lower than Forecasted (FY2025) - ongoing	(1,347,521)	
Administrative Toll Revenue Higher than Forecasted (FY2025) - ongoing (CPFs +$5.0M; EZ-Pass Fees +$0.3M)	5,359,881	
Total Forecast Assumption Differences	**$**	**1,126,808**
Unreconciled/Analyzed Difference		($0)

Attachment D

FY 2025 Forecast vs. Actual Revenue – By Facility

Legacy Facilities

		July	August	September	October	November	December	Total
E-ZPass	Forecast	$ 45,185,963	$ 47,209,783	$ 47,544,611	$ 45,096,385	$ 44,879,459	$ 43,602,913	$ 273,519,113
	Actual	45,185,701	47,210,281	43,459,857	48,045,520	43,819,238	40,846,078	$ 268,566,675
	Difference	(262)	498	(4,084,754)	2,949,136	(1,060,221)	(2,756,835)	$ (4,952,438)
Video, Pay-By-Plate & Other	Forecast	9,665,417	11,195,365	9,881,085	8,763,426	8,823,715	10,297,368	$ 58,626,375
	Actual	9,537,900	11,021,835	9,173,300	10,559,894	11,357,896	8,394,338	$ 60,045,164
	Difference	(127,517)	(173,530)	(707,785)	1,796,468	2,534,181	(1,903,029)	$ 1,418,789
Total	Forecast	54,851,380	58,405,148	57,425,696	53,859,811	53,703,173	53,900,280	$ 332,145,489
	Actual	54,723,600	58,232,117	52,633,157	58,605,415	55,177,134	49,240,416	$ 328,611,839
	Difference	$ (127,780)	$ (173,031)	$ (4,792,539)	$ 4,745,604	$ 1,473,961	$ (4,659,864)	$ (3,533,649)

Intercounty Connector

		July	August	September	October	November	December	Total
E-ZPass	Forecast	$ 7,141,613	$ 5,308,453	$ 5,742,164	$ 5,290,083	$ 4,629,643	$ 4,824,890	$ 32,936,844
	Actual	7,141,323	5,307,957	5,443,634	5,639,105	5,429,612	4,833,648	$ 33,795,279
	Difference	(290)	(496)	(298,529)	349,022	799,970	8,757	$ 858,435
Video, Pay-By-Plate & Other	Forecast	1,474,311	1,786,284	1,429,404	1,214,561	1,362,073	1,621,489	$ 8,888,122
	Actual	1,603,133	1,978,058	1,643,447	1,856,687	2,067,231	1,598,743	$ 10,747,300
	Difference	128,822	191,775	214,043	642,127	705,158	(22,745)	$ 1,859,178
Total	Forecast	8,615,924	7,094,736	7,171,568	6,504,643	5,991,716	6,446,379	$ 41,824,966
	Actual	8,744,456	7,286,015	7,087,081	7,495,792	7,496,844	6,432,391	$ 44,542,579
	Difference	$ 128,532	$ 191,279	$ (84,487)	$ 991,149	$ 1,505,128	$ (13,988)	$ 2,717,614

I-95 Express Toll Lanes

		July	August	September	October	November	December	Total
E-ZPass	Forecast	$ 1,172,540	$ 1,217,021	$ 1,414,144	$ 1,440,248	$ 1,406,455	$ 1,360,114	$ 8,010,523
	Actual	1,172,541	1,217,028	1,100,597	1,233,355	1,058,277	921,618	$ 6,703,416
	Difference	1	7	(313,548)	(206,893)	(348,178)	(438,497)	$ (1,307,107)
Video, Pay-By-Plate & Other	Forecast	57,407	62,459	84,516	82,285	74,784	72,361	$ 433,813
	Actual	57,407	62,607	54,188	59,554	56,704	52,841	$ 343,301
	Difference	-	148	(30,329)	(22,731)	(18,080)	(19,520)	$ (90,512)
Total	Forecast	1,229,947	1,279,480	1,498,661	1,522,533	1,481,240	1,432,476	$ 8,444,336
	Actual	1,229,948	1,279,635	1,154,784	1,292,909	1,114,982	974,459	$ 7,046,717
	Difference	$ 1	$ 155	$ (343,876)	$ (229,624)	$ (366,258)	$ (458,017)	$ (1,397,619)

All Facilities

	July	August	September	October	November	December	Total
Forecast	$ 64,697,251	$ 66,779,364	$ 66,095,925	$ 61,886,987	$ 61,176,129	$ 61,779,135	$ 382,414,790
Actual	64,698,004	66,797,767	60,875,023	67,394,116	63,788,959	56,647,266	$ 380,201,135
Difference	$ 754	$ 18,403	$ (5,220,902)	$ 5,507,129	$ 2,612,831	$ (5,131,869)	$ (2,213,655)

Attachment E

FY 2025 Forecast vs. Actual Revenue – By Payment Method

E-ZPass

		July	August	September	October	November	December	Total
Forecast	Legacy	45,185,963	47,209,783	47,544,611	45,096,385	44,879,459	43,602,913	$ 273,519,113
	ICC	7,141,613	5,308,453	5,742,164	5,290,083	4,629,643	4,824,890	$ 32,936,844
	ETL	1,172,540	1,217,021	1,414,144	1,440,248	1,406,455	1,360,114	$ 8,010,523
	Total	53,500,116	53,735,257	54,700,919	51,826,715	50,915,556	49,787,917	$ 314,466,481
Actual	Legacy	45,185,701	47,210,281	43,459,857	48,045,520	43,819,238	40,846,078	$ 268,566,675
	ICC	7,141,323	5,307,957	5,443,634	5,639,105	5,429,612	4,833,648	$ 33,795,279
	ETL	1,172,541	1,217,028	1,100,597	1,233,355	1,058,277	921,618	$ 6,703,416
	Total	53,499,565	53,735,267	50,004,088	54,917,980	50,307,127	46,601,343	309,065,371
	Difference	$ (551)	$ 10	$ (4,696,831)	$ 3,091,265	$ (608,429)	$ (3,186,574)	$ (5,401,110)

Video, Pay-By-Plate & Other

		July	August	September	October	November	December	Total
Forecast	Legacy	9,665,417	11,195,365	9,881,085	8,763,426	8,823,715	10,297,368	$ 58,626,375
	ICC	1,474,311	1,786,284	1,429,404	1,214,561	1,362,073	1,621,489	$ 8,888,122
	ETL	57,407	62,459	84,516	82,285	74,784	72,361	$ 433,813
	Total	11,197,135	13,044,108	11,395,005	10,060,272	10,260,572	11,991,218	$ 67,948,310
Actual	Legacy	$ 9,537,900	$ 11,021,835	$ 9,173,300	$ 10,559,894	$ 11,357,896	$ 8,394,338	$ 60,045,164
	ICC	1,603,133	1,978,058	1,643,447	1,856,687	2,067,231	1,598,743	$ 10,747,300
	ETL	57,407	62,607	54,188	59,554	56,704	52,841	$ 343,301
	Total	11,198,439	13,062,500	10,870,934	12,476,136	13,481,832	10,045,923	71,135,764
	Difference	$ 1,305	$ 18,393	$ (524,071)	$ 2,415,864	$ 3,221,260	$ (1,945,295)	$ 3,187,455

All Revenue

	July	August	September	October	November	December	Total
Forecast	$ 64,697,251	$ 66,779,364	$ 66,095,925	$ 61,886,987	$ 61,176,129	$ 61,779,135	$ 382,414,790
Actual	64,698,004	66,797,767	60,875,023	67,394,116	63,788,959	56,647,266	$ 380,201,135
Difference	$ 754	$ 18,403	$ (5,220,902)	$ 5,507,129	$ 2,612,831	$ (5,131,869)	$ (2,213,655)

Ms. Deborah Sharpless
Chief Financial Officer
Maryland Transportation Authority
2310 Broening Highway
Suite 150
Baltimore, MD 21224

Subject: **FINAL** Fiscal Year 2025 Semi-Annual Traffic and Revenue Performance Report

Dear Ms. Sharpless:

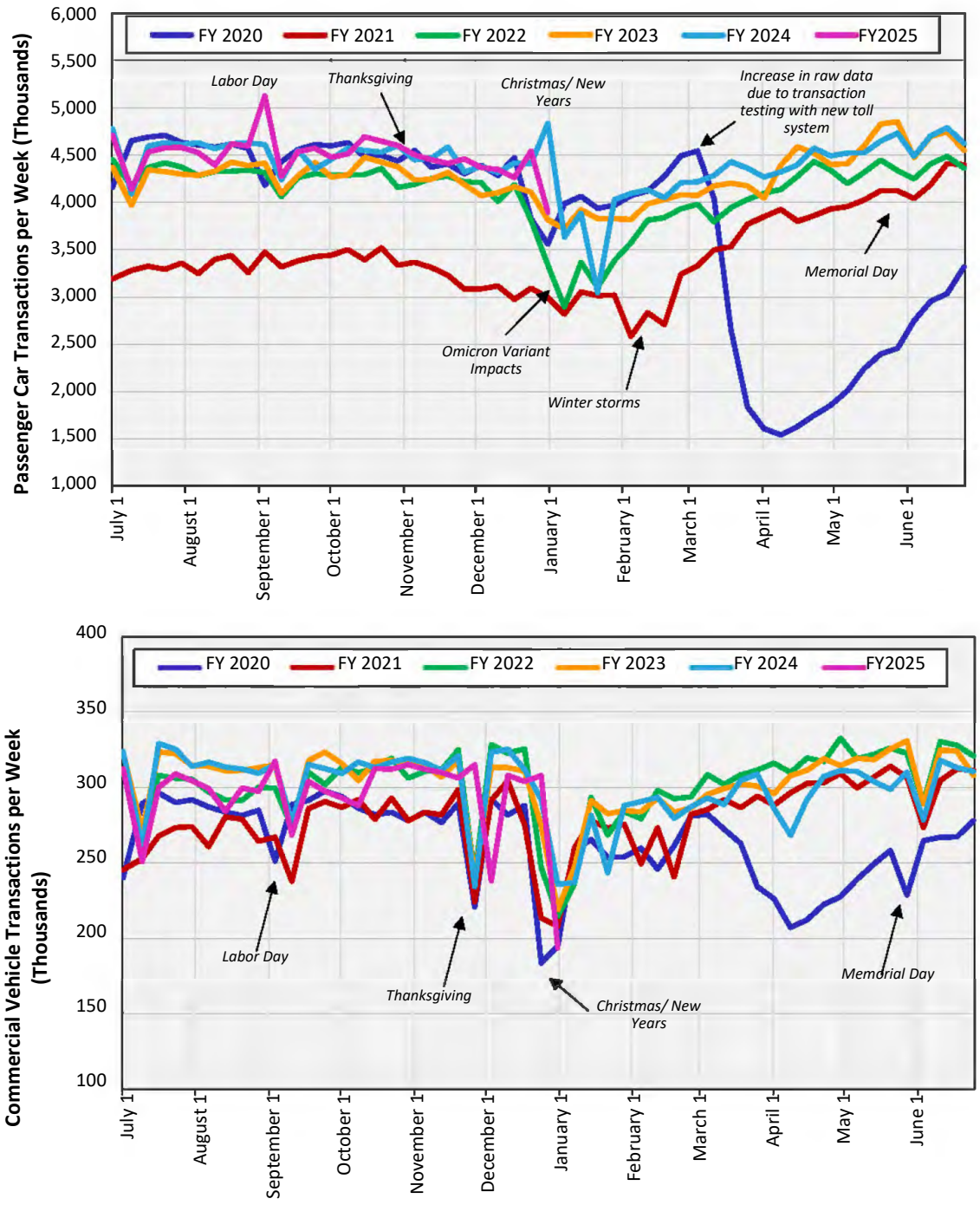
This letter report provides a summary of historical monthly transaction and toll revenue performance on the MDTA system using available data in Fiscal Year (FY) 2025, ending December 31, 2024. The historical performance is also compared to the annual forecast update from October 2024 summarized in the "FY 2025 Traffic and Toll Revenue Forecast Update", (October 2024 forecast report) dated October 29, 2024. This comparison is provided separately for the Legacy system, Intercounty Connector (ICC), and I-95 Express Toll Lanes (ETLs), as well as for the total system. A summary of the forecast methodology and an analysis of the variations in actual experience compared to forecast is also provided.

Recent Trends

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

Figure 1 shows the systemwide traffic on the total MDTA system for passenger cars and commercial vehicles from July 2019 through December 2024, using the daily in-lane data. Passenger car transaction volumes for FY 2023 and FY 2024 were similar to FY 2022 in both volume and weekly variation. In the first half of FY 2025, passenger cars consistently reached levels prior to the pandemic and has matched or exceeded FY 2024 levels in the first half of the fiscal year. Commercial vehicle traffic continued to outperform traffic trends observed prior to the pandemic but subsided in the second half of FY 2024 compared to FY 2023 from the collapse of the Francis Scott Key Bridge (FSK) on March 26th, 2024. Since then, commercial vehicles have mostly decreased year over year due to the proximity of the crossing to the Port of Baltimore and the ongoing closure of the FSK bridge.

Figure 1 – Total Systemwide Traffic Per Week by Fiscal Year



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

Monthly transactions for FY 2024 and FY 2025 year-to-date (YTD) for the total system are presented in **Table 1** by vehicle type and payment method. This table and the remaining tables in this report will present TVI report data and represent transactions and associated revenue in the month the toll is paid. Significant monthly variations can be observed in transaction totals, and the distribution of transactions by payment method. These variations are the result of the timing of transaction processing in the back office, and not reflective of variations in traffic on MDTA system facilities. Total passenger car transactions for FY 2025 YTD were 5.6 percent lower than FY 2024, and commercial vehicles were 7.2 percent lower for the same period. This trend is largely impacted by a year-over-year decreases in video transactions, influenced by the tapering of collections from the Customer Assistance Plan termination. This plan was active from February 24, 2022 through December 14, 2022, resulting in an influx of video transactions in FY 2023 that have since waned through FY 2024 and FY 2025 YTD. Additionally, the collapse of the FSK Bridge influenced the commercial vehicle ETC transactions to decrease year-over-year. Overall, ETC transactions decreased by 0.8 percent for FY 2025 YTD and video transactions decreased by 21.9 percent, yielding total transactions which decreased by 2.9 percent compared to the same period in FY 2024.

Monthly collected toll revenue for FY 2024 and FY 2025 YTD for the total system are provided in **Table 2**. **Figure 2** is a graphical depiction of the share of toll revenue by method of payment and vehicle class for the same period. Systemwide toll revenue trends for passenger cars were down 5.7 percent in the first half of FY 2025 and revenue for commercial vehicles were down by 7.5 percent for FY 2025 YTD. Overall, FY 2025 YTD toll revenue (excluding other revenue) decreased 6.3 percent compared with the same period in FY 2024. The year-over-year decreases are largely influenced by the decreasing video transactions year-over-year and lower ETC transactions, particularly in September and December 2024. Similar to transactions, this is influenced by the closure of the FSK bridge after the collapse.

Table 1 - Systemwide Collected Transactions by Month

Passenger Car Transactions

Month	ETC			Video (1)			Total		
	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change
July	11,682,373	12,317,168	5.4	1,602,686	1,081,468	(32.5)	13,285,059	13,398,636	0.9
August	11,045,527	11,640,233	5.4	1,224,588	1,066,524	(12.9)	12,270,115	12,706,757	3.6
September	11,861,361	10,966,324	(7.5)	1,079,384	970,560	(10.1)	12,940,745	11,936,884	(7.8)
October	11,750,437	11,774,848	0.2	1,393,763	1,061,239	(23.9)	13,144,200	12,836,087	(2.3)
November	10,644,808	10,801,433	1.5	1,402,211	1,106,234	(21.1)	12,047,019	11,907,667	(1.2)
December	10,781,950	10,004,293	(7.2)	1,217,638	933,766	(23.3)	11,999,588	10,938,059	(8.8)
January	8,760,794	-	-	1,088,568	-	-	9,849,362	-	-
February	11,241,557	-	-	1,081,739	-	-	12,323,296	-	-
March	11,177,855	-	-	1,231,064	-	-	12,408,919	-	-
April	11,059,314	-	-	950,989	-	-	12,010,303	-	-
May	11,916,940	-	-	1,011,654	-	-	12,928,594	-	-
June	10,543,413	-	-	881,665	-	-	11,425,078	-	-
Jul - Dec 2024	67,766,456	67,504,299	(0.4)	7,920,270	6,219,791	(21.5)	75,686,726	73,724,090	(2.6)

Commercial Vehicle Transactions

Month	ETC			Video (1)			Total		
	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change
July	923,222	908,600	(1.6)	59,713	33,902	(43.2)	982,935	942,502	(4.1)
August	918,075	909,188	(1.0)	45,294	31,343	(30.8)	963,369	940,531	(2.4)
September	1,009,023	864,348	(14.3)	41,661	28,292	(32.1)	1,050,684	892,640	(15.0)
October	1,002,028	982,703	(1.9)	50,857	32,410	(36.3)	1,052,885	1,015,113	(3.6)
November	900,561	894,783	(0.6)	52,860	36,472	(31.0)	953,421	931,255	(2.3)
December	909,093	771,349	(15.2)	37,019	27,868	(24.7)	946,112	799,217	(15.5)
January	837,377	-	-	34,686	-	-	872,063	-	-
February	913,777	-	-	31,312	-	-	945,089	-	-
March	933,471	-	-	31,029	-	-	964,500	-	-
April	879,852	-	-	27,975	-	-	907,827	-	-
May	967,546	-	-	27,122	-	-	994,668	-	-
June	883,616	-	-	25,532	-	-	909,148	-	-
Jul - Dec 2024	5,662,002	5,330,971	(5.8)	287,404	190,287	(33.8)	5,949,406	5,521,258	(7.2)

Total Transactions

Month	ETC			Video (1)			Total		
	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change
July	12,605,595	13,225,768	4.9	1,662,399	1,115,370	(32.9)	14,267,994	14,341,138	0.5
August	11,963,602	12,549,421	4.9	1,269,882	1,097,867	(13.5)	13,233,484	13,647,288	3.1
September	12,870,384	11,830,672	(8.1)	1,121,045	998,852	(10.9)	13,991,429	12,829,524	(8.3)
October	12,752,465	12,757,551	0.0	1,444,620	1,093,649	(24.3)	14,197,085	13,851,200	(2.4)
November	11,545,369	11,696,216	1.3	1,455,071	1,142,706	(21.5)	13,000,440	12,838,922	(1.2)
December	11,691,043	10,775,642	(7.8)	1,254,657	961,634	(23.4)	12,945,700	11,737,276	(9.3)
January	9,598,171	-	-	1,123,254	-	-	10,721,425	-	-
February	12,155,334	-	-	1,113,051	-	-	13,268,385	-	-
March	12,111,326	-	-	1,262,093	-	-	13,373,419	-	-
April	11,939,166	-	-	978,964	-	-	12,918,130	-	-
May	12,884,486	-	-	1,038,776	-	-	13,923,262	-	-
June	11,427,029	-	-	907,197	-	-	12,334,226	-	-
Jul - Dec 2024	73,428,458	72,835,270	(0.8)	8,207,674	6,410,078	(21.9)	81,636,132	79,245,348	(2.9)

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

Table 2 - Systemwide Collected Toll Revenue by Month

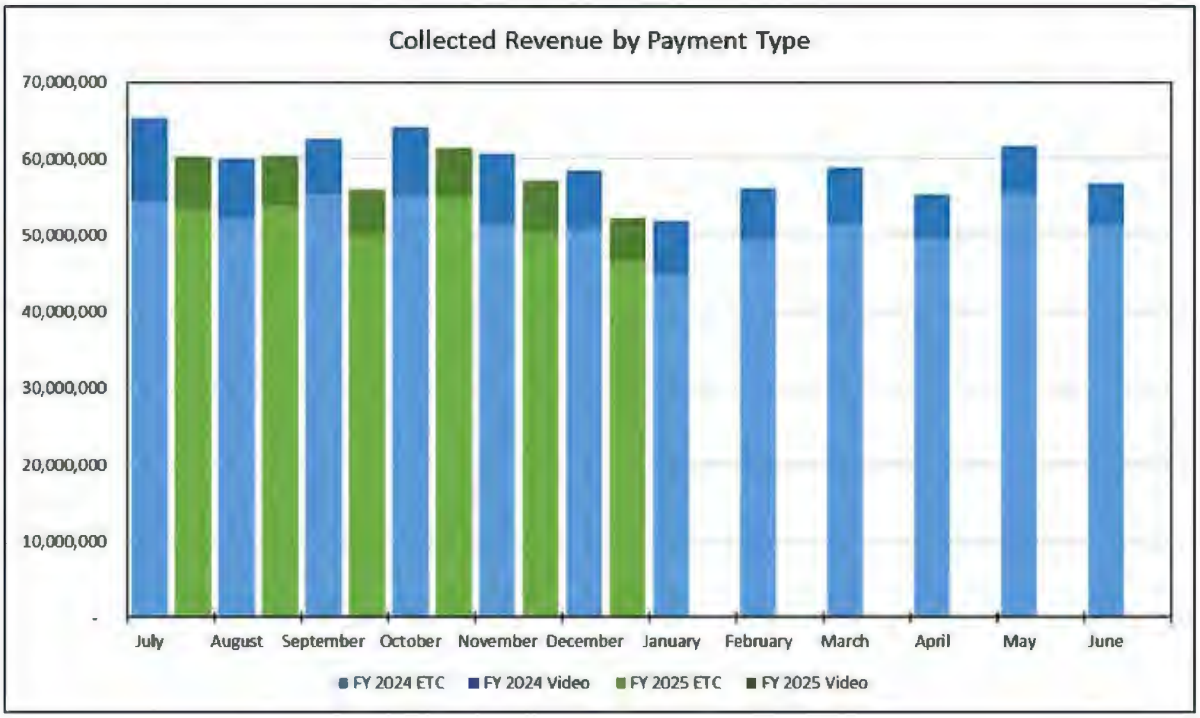
Month	Passenger Car Toll Revenue								
	ETC			Video (1)			Total		
	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change
July	$ 34,662,389	$ 34,395,772	(0.8)	$ 9,257,522	$ 5,949,631	(35.7)	$ 43,919,911	$ 40,345,403	(8.1)
August	32,311,712	34,039,120	5.3	6,979,369	5,840,823	(16.3)	39,291,081	39,879,943	1.5
September	33,551,958	31,331,991	(6.6)	6,075,110	5,294,099	(12.9)	39,627,068	36,626,090	(7.6)
October	33,532,627	33,723,014	0.6	7,784,030	5,715,513	(26.6)	41,316,656	39,438,527	(4.5)
November	31,642,376	30,709,335	(2.9)	7,799,232	5,978,569	(23.3)	39,441,608	36,687,904	(7.0)
December	30,685,485	29,334,084	(4.4)	6,691,775	4,985,388	(25.5)	37,377,260	34,319,472	(8.2)
January	25,679,228	-	-	6,117,651	-	-	31,796,879	-	-
February	29,776,505	-	-	5,922,917	-	-	35,699,422	-	-
March	31,145,538	-	-	6,705,592	-	-	37,851,130	-	-
April	31,610,169	-	-	5,146,937	-	-	36,757,107	-	-
May	34,408,185	-	-	5,501,782	-	-	39,909,967	-	-
June	31,681,218	-	-	4,795,258	-	-	36,476,477	-	-
Jul - Dec 2024	196,386,546	193,533,316	(1.5)	44,587,038	33,764,023	(24.3)	240,973,584	227,297,339	(5.7)

Month	Commercial Vehicle Toll Revenue								
	ETC			Video (1)			Total		
	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change
July	$ 19,813,421	$ 19,103,843	(3.6)	$ 1,624,608	$ 869,886	(46.5)	$ 21,438,029	$ 19,973,728	(6.8)
August	19,753,594	19,696,137	(0.3)	982,477	787,610	(19.8)	20,736,071	20,483,747	(1.2)
September	21,804,398	18,672,098	(14.4)	1,105,301	719,334	(34.9)	22,909,699	19,391,432	(15.4)
October	21,564,019	21,194,966	(1.7)	1,258,243	778,479	(38.1)	22,822,263	21,973,445	(3.7)
November	19,775,016	19,597,797	(0.9)	1,374,267	884,601	(35.6)	21,149,282	20,482,398	(3.2)
December	20,082,343	17,267,255	(14.0)	959,764	714,191	(25.6)	21,042,107	17,981,446	(14.5)
January	19,141,606	-	-	912,502	-	-	20,054,108	-	-
February	19,666,637	-	-	806,318	-	-	20,472,955	-	-
March	20,249,332	-	-	791,683	-	-	21,041,014	-	-
April	17,859,830	-	-	753,250	-	-	18,613,080	-	-
May	21,095,974	-	-	715,411	-	-	21,811,385	-	-
June	19,582,685	-	-	653,938	-	-	20,236,623	-	-
Jul - Dec 2024	122,792,791	115,532,096	(5.9)	7,304,660	4,754,100	(34.9)	130,097,451	120,286,196	(7.5)

Month	Total Toll Revenue								
	ETC			Video (1)			Total		
	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change
July	$ 54,475,810	$ 53,499,615	(1.8)	$ 10,882,130	$ 6,819,517	(37.3)	$ 65,357,940	$ 60,319,132	(7.7)
August	52,065,306	53,735,257	3.2	7,961,846	6,628,433	(16.7)	60,027,152	60,363,690	0.6
September	55,356,356	50,004,089	(9.7)	7,180,411	6,013,433	(16.3)	62,536,767	56,017,522	(10.4)
October	55,096,646	54,917,980	(0.3)	9,042,273	6,493,991	(28.2)	64,138,919	61,411,972	(4.3)
November	51,417,392	50,307,132	(2.2)	9,173,498	6,863,170	(25.2)	60,590,890	57,170,301	(5.6)
December	50,767,828	46,601,339	(8.2)	7,651,540	5,699,579	(25.5)	58,419,368	52,300,918	(10.5)
January	44,820,834	-	-	7,030,152	-	-	51,850,987	-	-
February	49,443,141	-	-	6,729,236	-	-	56,172,377	-	-
March	51,394,869	-	-	7,497,275	-	-	58,892,144	-	-
April	49,470,000	-	-	5,900,187	-	-	55,370,187	-	-
May	55,504,158	-	-	6,217,193	-	-	61,721,351	-	-
June	51,263,904	-	-	5,449,196	-	-	56,713,099	-	-
Jul - Dec 2024	319,179,337	309,065,411	(3.2)	51,891,698	38,518,123	(25.8)	371,071,035	347,583,534	(6.3)

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

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



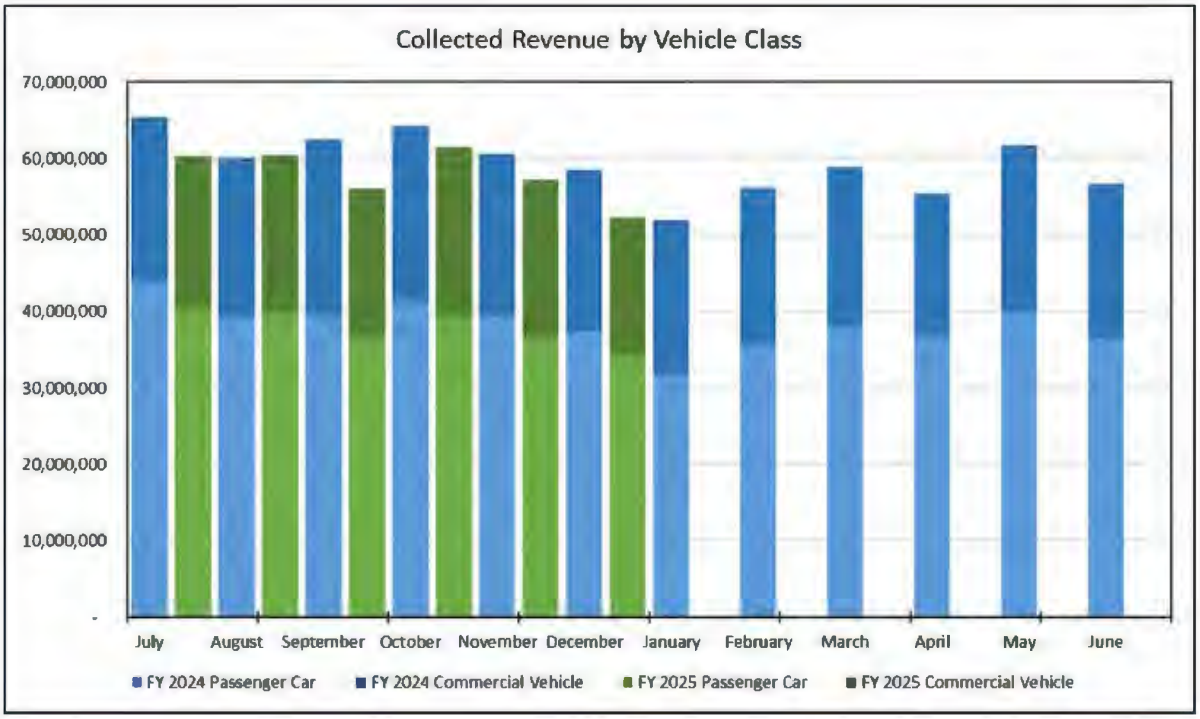


Table 3 provides the same monthly trend comparison for other revenue. Other revenue comprises revenue from unused commuter and shopper plan trips, E-ZPass transponder sales, Hatem E-ZPass programs, civil penalties from violation recovery, and commercial vehicle fees and discounts. The commercial vehicle revenue comes from post-usage discounts, high frequency discounts, and over-size permit fees. Since this revenue is associated with collected transactions and revenue, year-over-year trends vary greatly on a monthly basis. Overall, other revenue decreased for FY 2025 YTD over FY 2024. This is primarily the result of decreases in violation recovery, particularly in December 2024 which was 41 percent lower than the year prior.

Table 3 – Other Revenue Trends by Month

	Service Fees and Sales[1]			Violation Recovery[2]			Commercial Vehicles[3]			Total Other Revenue		
Month	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change	FY 2024	FY 2025	% Change
July	$ 2,003,246	1,297,039	(35.3)	$ 2,710,118	$ 3,659,813	35.0	$ (669,035)	$ (577,980)	13.6	$ 4,044,328	$ 4,378,872	8.3
August	1,845,291	2,901,906	57.3	3,222,552	$ 4,089,471	26.9	(621,552)	$ (557,300)	10.3	4,446,291	6,434,077	44.7
September	2,022,259	2,023,435	0.1	4,224,149	$ 3,386,206	(19.8)	(631,108)	$ (552,139)	12.5	5,615,300	4,857,501	(13.5)
October	1,614,217	1,944,498	20.5	5,976,866	$ 4,890,728	(18.2)	(820,982)	$ (853,082)	(3.9)	6,770,101	5,982,144	(11.6)
November	2,132,203	1,822,494	(14.5)	5,710,692	$ 5,407,034	(5.3)	(612,678)	$ (610,870)	0.3	7,230,216	6,618,658	(8.5)
December	1,454,075	2,013,735	38.5	5,072,297	$ 2,989,970	(41.1)	(689,953)	$ (657,357)	4.7	5,836,419	4,346,348	(25.5)
January	2,380,911	-	-	5,050,532	-	-	(1,040,561)	-	-	6,390,882	-	-
February	1,691,932	-	-	4,569,152	-	-	(636,710)	-	-	5,624,374	-	-
March	1,353,272	-	-	7,812,729	-	-	(671,545)	-	-	8,494,456	-	-
April	2,469,094	-	-	2,885,378	-	-	(617,478)	-	-	4,736,995	-	-
May	2,004,287	-	-	6,489,653	-	-	(590,165)	-	-	7,903,775	-	-
June	1,943,555	-	-	2,795,509	-	-	(597,164)	-	-	4,141,899	-	-
Jul - Dec 2024	11,071,290	12,003,107	8.4	26,916,674	24,423,222	(9.3)	(4,045,309)	(3,808,728)	5.8	33,942,655	32,617,600	(3.9)

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

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

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

Lastly, **Table 4** provides the monthly trend comparison for total revenue. The total revenue is the combination of toll revenue for all MDTA facilities and the other revenue shown in Table 3. Total revenue for FY 2025 YTD was 6.1 percent lower than the same period in FY 2024. The monthly variation is largely influenced by timing of the Legacy toll revenue and other revenue, particularly violation recovery.

Table 4 – Total Revenue Trends by Month

Month	Total Revenue		
	FY 2024	FY 2025	% Change
July	$ 69,402,268	$ 64,698,004	(7.3)
August	64,473,442	66,797,767	3.5
September	68,152,067	60,875,023	(12.0)
October	70,909,020	67,394,116	(5.2)
November	67,821,107	63,788,959	(6.3)
December	64,255,787	56,647,266	(13.4)
January	58,241,868	-	-
February	61,796,751	-	-
March	67,386,600	-	-
April	60,107,181	-	-
May	69,625,127	-	-
June	60,854,999	-	-
Jul - Dec 2024	405,013,690	380,201,135	(6.1)

Forecast Versus Actual

In this section, the actual collected transactions and revenue are compared to the October 2024 forecast for each of the facilities. **Table 5** provides the comparison for the Legacy System transactions by vehicle type and method of payment and **Table 6** shows the same comparison for collected toll revenue.

In the first half of FY 2025, passenger cars were 2.4 percent below forecast and commercial vehicles were 1.1 percent below forecast. The first two months of the forecast included actuals, hence the negligible variation. For the remaining months of the semi-annual period, timing differences for the number of days posted for ETC transactions and video transactions processed under the Central Collections Unit (CCU) compared to the forecast contributed to the monthly variations from forecast.

As shown in Table 6, collected toll revenue on the Legacy System showed a nearly identical trend versus forecast as those seen in transactions, indicating the average toll assumed in the forecast was very close to actuals. The average toll is influenced by the share of method of payment (ex. MD E-ZPass versus non-MD E-ZPass), as well as vehicle type (share of 3 and 4-axle trucks compared to 5 and 6-axle trucks). However, variations did occur in the actual monthly distribution compared to what was assumed in the forecast. Passenger car revenue was 2.4 percent below forecast and commercial vehicle revenue was 1.0 percent below forecast. Overall, FY 2025 YTD collected revenue totals were 2.1 percent below forecast.

Table 5 - Comparison of FY 2025 Forecast and Actual Transactions - Legacy System

FY 2025 Passenger Car Transactions

	ETC			Video (1)			Total		
Month	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	7,960,874	7,961,064	0.0	794,590	794,590	0.0	8,755,464	8,755,654	0.0
August	8,268,704	8,266,610	(0.0)	783,723	786,527	0.4	9,052,427	9,053,137	0.0
September	8,102,869	7,598,997	(6.2)	861,848	703,393	(18.4)	8,964,717	8,302,390	(7.4)
October	7,670,987	8,184,661	6.7	780,984	790,919	1.3	8,451,971	8,975,580	6.2
November	7,857,502	7,453,046	(5.2)	731,535	815,242	11.4	8,589,037	8,268,288	(3.7)
December	7,640,711	6,937,917	(9.2)	717,703	650,995	(9.3)	8,358,414	7,588,912	(9.2)
January	6,819,242	-	-	638,966	-	-	7,458,208	-	-
February	6,692,132	-	-	607,208	-	-	7,299,340	-	-
March	7,412,052	-	-	742,931	-	-	8,154,983	-	-
April	8,145,843	-	-	635,998	-	-	8,781,841	-	-
May	8,727,901	-	-	597,861	-	-	9,325,762	-	-
June	7,936,689	-	-	832,314	-	-	8,769,002	-	-
Jul - Dec 2024	47,501,647	46,402,295	(2.3)	4,670,383	4,541,666	(2.8)	52,172,029	50,943,961	(2.4)

FY 2025 Commercial Vehicle Transactions

	ETC			Video (1)			Total		
Month	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	745,308	745,118	(0.0)	29,167	29,167	0.0	774,475	774,285	(0.0)
August	774,746	776,840	0.3	26,754	26,798	0.2	801,500	803,638	0.3
September	820,325	733,900	(10.5)	30,276	24,252	(19.9)	850,601	758,152	(10.9)
October	787,037	842,185	7.0	31,962	27,700	(13.3)	819,000	869,885	6.2
November	729,495	759,834	4.2	31,266	31,294	0.1	760,760	791,128	4.0
December	701,051	664,302	(5.2)	27,884	23,679	(15.1)	728,934	687,981	(5.6)
January	714,153	-	-	24,971	-	-	739,124	-	-
February	692,390	-	-	21,464	-	-	713,854	-	-
March	742,918	-	-	28,074	-	-	770,992	-	-
April	780,932	-	-	25,545	-	-	806,477	-	-
May	833,209	-	-	23,288	-	-	856,497	-	-
June	769,361	-	-	32,761	-	-	802,122	-	-
Jul - Dec 2024	4,557,962	4,522,179	(0.8)	177,309	162,890	(8.1)	4,735,270	4,685,069	(1.1)

FY 2025 All Vehicle Transactions

	ETC			Video (1)			Total		
Month	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	8,706,182	8,706,182	0.0	823,757	823,757	0.0	9,529,939	9,529,939	0.0
August	9,043,450	9,043,450	0.0	810,477	813,325	0.4	9,853,927	9,856,775	0.0
September	8,923,194	8,332,897	(6.6)	892,124	727,645	(18.4)	9,815,318	9,060,542	(7.7)
October	8,458,024	9,026,846	6.7	812,947	818,619	0.7	9,270,971	9,845,465	6.2
November	8,586,997	8,212,880	(4.4)	762,800	846,536	11.0	9,349,797	9,059,416	(3.1)
December	8,341,761	7,602,219	(8.9)	745,586	674,674	(9.5)	9,087,348	8,276,893	(8.9)
January	7,533,395	-	-	663,937	-	-	8,197,332	-	-
February	7,384,522	-	-	628,672	-	-	8,013,194	-	-
March	8,154,969	-	-	771,005	-	-	8,925,974	-	-
April	8,926,774	-	-	661,543	-	-	9,588,317	-	-
May	9,561,110	-	-	621,149	-	-	10,182,260	-	-
June	8,706,050	-	-	865,075	-	-	9,571,125	-	-
Jul - Dec 2024	52,059,609	50,924,474	(2.2)	4,847,691	4,704,556	(3.0)	56,907,300	55,629,030	(2.2)

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

Table 6 - Comparison of FY 2025 Forecast and Actual Toll Revenue - Legacy System

FY 2025 Passenger Car Revenue

	ETC			Video (1)			Total		
Month	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	$27,114,020	$27,114,020	-	$5.176	$ 5,175,526	-	$ 32,289,547	$32,289,547	-
August	28,365,608	28,365,608	-	5,071,024	5,083,668	-	33,436,632	33,449,276	-
September	27,452,821	25,626,196	(7.0)	5,526,493	4,570,940	(17.0)	32,979,314	30,197,136	(8.0)
October	25,867,437	27,729,203	7.0	5,053,793	4,995,130	(1.0)	30,921,230	32,724,333	6.0
November	26,983,661	25,071,869	(7.0)	4,732,112	5,178,019	9.0	31,715,773	30,249,889	(5.0)
December	26,075,490	24,261,101	(7.0)	4,644,919	4,207,875	(9.0)	30,720,409	28,468,977	(7.0)
January	22,525,242	-	-	4,177,191	-	-	26,702,432	-	-
February	21,722,149	-	-	3,907,917	-	-	25,630,065	-	-
March	24,619,024	-	-	4,705,076	-	-	29,324,100	-	-
April	27,735,571	-	-	4,108,519	-	-	31,844,090	-	-
May	30,090,094	-	-	3,842,157	-	-	33,932,250	-	-
June	27,636,847	-	-	5,227,896	-	-	32,864,743	-	-
Jul - Dec 2024	161,859,037	158,167,998	(2.3)	30,203,867	29,211,160	-	192,062,904	187,379,158	(2.4)

FY 2025 Commercial Vehicle Revenue

	ETC			Video (1)			Total		
Month	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	$18.072	$18,071,943	-	$0.834	$ 834,420	-	$ 18,906,363	$18,906,363	-
August	18,844,175	18,844,175	-	753,682	754,468	-	19,597,857	19,598,643	-
September	20,091,791	17,833,661	(11.0)	827,720	688,842	(17.0)	20,919,510	18,522,503	(11.0)
October	19,228,948	20,316,317	6.0	886,293	745,161	(16.0)	20,115,241	21,061,478	5.0
November	17,895,797	18,747,373	5.0	879,740	847,457	(4.0)	18,775,538	19,594,830	4.0
December	17,527,423	16,584,973	(5.0)	795,578	684,767	(14.0)	18,323,000	17,269,740	(6.0)
January	17,860,181	-	-	727,210	-	-	18,587,391	-	-
February	17,151,114	-	-	615,490	-	-	17,766,604	-	-
March	18,608,474	-	-	795,985	-	-	19,404,459	-	-
April	19,159,940	-	-	741,557	-	-	19,901,496	-	-
May	20,475,542	-	-	659,664	-	-	21,135,206	-	-
June	19,028,347	-	-	892,395	-	-	19,920,742	-	-
Jul - Dec 2024	111,660,076	110,398,442	(1.0)	4,977,432	4,555,114	(8.5)	116,637,508	114,953,556	(1.0)

FY 2025 All Vehicle Revenue

	ETC			Video (1)			Total		
Month	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	$45,185,963	$45,185,963	-	$ 6,009,946	$ 6,009,946	-	$ 51,195,909	$51,195,909	-
August	47,209,783	47,209,783	-	5,824,706	5,838,136	-	53,034,489	53,047,919	-
September	47,544,611	43,459,857	(9.0)	6,354,212	5,259,782	(17.0)	53,898,824	48,719,639	(10.0)
October	45,096,385	48,045,520	7.0	5,940,086	5,740,291	(3.0)	51,036,470	53,785,811	5.0
November	44,879,459	43,819,242	(2.0)	5,611,853	6,025,476	7.0	50,491,311	49,844,718	(1.0)
December	43,602,913	40,846,074	(6.0)	5,440,496	4,892,643	(10.0)	49,043,409	45,738,717	(7.0)
January	40,385,423	-	-	4,904,401	-	-	45,289,824	-	-
February	38,873,263	-	-	4,523,407	-	-	43,396,669	-	-
March	43,227,498	-	-	5,501,061	-	-	48,728,559	-	-
April	46,895,510	-	-	4,850,076	-	-	51,745,586	-	-
May	50,565,636	-	-	4,501,821	-	-	55,067,457	-	-
June	46,665,194	-	-	6,120,291	-	-	52,785,485	-	-
Jul - Dec 2024	273,519,113	268,566,440	(1.8)	35,181,299	33,766,274	(4.0)	308,700,412	302,332,714	(2.1)

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

Table 7 provides the comparison for trips and collected toll revenue on the ICC by method of payment. The ICC trended differently to the Legacy system with trips and revenue. As shown, FY 2025 YTD trips were 2.3 percent above forecast and collected revenue was 2.7 percent above forecast, due to overperformance in both ETC and video toll revenue October through December 2024. The minimal difference in impacts between transactions and revenue indicates the transactions that were paid have a similar average toll to that assumed in the forecast.

Table 8 shows the comparison for total transactions and collected toll revenue for the I-95 ETLs. FY 2025 YTD transactions and toll revenue were 8.6 and 16.6 below forecast, respectively. This amounts to a negative forecast variance of approximately 434,000 transactions and $1,398,000 for FY 2025 thus far. The deviation of actual transactions from forecast is due to severe underperformance in September, November, and particularly December. Raw daily in-lane transactions show the ETL traffic continues to improve over prior years, so forecast versus actual will have to be closely monitored through the remainder of the fiscal year to see if it is a monthly variation deviation or another reason.

Table 9 provides a comparison for the MDTA other revenue to forecast, and **Table 10** provides a comparison for the total MDTA system transactions and revenue, including all facilities and other revenue. Other revenue came in above forecast due to overperformance of civil penalty collection compared to the forecast for October and November. When considering the systemwide performance in Table 10, transactions in the first half of FY 2025 were below forecast by 1.6 percent. The associated collected toll and other revenue in the first half of FY 2025 was 0.6 percent below forecast, due to underperformance of collected ETC and video toll revenue and overperformance civil penalties. Overall, FY 2025 YTD actual collected revenue was $2.21 million below forecast.

Table 7 – Comparison of FY 2025 Forecast and Actual Monthly Collected Trips and Toll Revenue, Intercounty Connector

FY 2025 Trips

Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	3,718,421	3,718,421	0.0	265,205	265,205	0.0	3,983,626	3,983,626	0.0
August	2,680,182	2,680,182	0.0	254,951	255,942	-	2,935,133	2,936,124	0.0
September	2,976,218	2,767,066	(7.0)	257,331	246,291	(4.0)	3,233,549	3,013,357	(6.8)
October	2,729,363	2,921,584	7.0	228,993	247,789	8.2	2,958,356	3,169,373	7.1
November	2,441,011	2,789,529	14.3	254,285	271,095	6.6	2,695,296	3,060,624	13.6
December	2,510,203	2,549,227	1.6	231,532	263,562	13.8	2,741,735	2,812,789	2.6
January	2,294,143	-	-	212,172	-	-	2,506,315	-	-
February	2,359,661	-	-	201,354	-	-	2,561,015	-	-
March	2,760,173	-	-	221,499	-	-	2,981,672	-	-
April	2,577,335	-	-	232,014	-	-	2,809,349	-	-
May	2,846,168	-	-	217,791	-	-	3,063,959	-	-
June	2,599,627	-	-	262,243	-	-	2,861,871	-	-
Jul - Dec 2024	17,055,398	17,426,009	2.2	1,492,297	1,549,884	3.9	18,547,695	18,975,893	2.3

FY 2025 Collected Toll Revenue

Month	ETC			Video (1)			Total		
	Forecast	Actual	% Change	Forecast	Actual	% Change	Forecast	Actual	% Change
July	$7,141,613	$7,141,112	-	752,164	$ 752,164	-	$7,893,777	$ 7,893,276	-
August	5,308,453	5,308,453	-	725,297	727,691	0.3	6,033,749	6,036,144	0.0
September	5,742,164	5,443,635	(5.2)	732,662	699,463	(4.5)	6,474,825	6,143,098	(5.1)
October	5,290,083	5,639,105	6.6	656,803	694,146	5.7	5,946,886	6,333,251	6.5
November	4,629,643	5,429,612	17.3	727,562	780,989	7.3	5,357,204	6,210,601	15.9
December	4,824,890	4,833,648	0.2	662,002	754,095	13.9	5,486,892	5,587,742	1.8
January	4,353,363	-	-	607,809	-	-	4,961,172	-	-
February	4,675,264	-	-	574,115	-	-	5,249,378	-	-
March	5,294,396	-	-	627,672	-	-	5,922,068	-	-
April	5,022,569	-	-	659,003	-	-	5,681,573	-	-
May	5,477,583	-	-	615,817	-	-	6,093,400	-	-
June	4,991,691	-	-	745,449	-	-	5,737,141	-	-
Jul - Dec 2024	32,936,844	33,795,564	2.6	4,256,489	4,408,549	3.6	37,193,334	38,204,113	2.7

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

Table 8 – Comparison of FY 2025 Forecast and Actual Monthly Collected Transactions and Toll Revenue, I-95 Express Toll Lanes

Month	Transactions			Revenue		
	Forecast	Actual	% Change	Forecast	Actual	% Change
July	827,573	827,573	-	$ 1,229,947	$ 1,229,947	-
August	854,298	854,298	-	$ 1,279,480	1,279,480	-
September	852,761	755,625	(11.4)	$ 1,498,661	1,154,784	(23.0)
October	869,321	836,362	(3.8)	$ 1,522,533	1,292,909	(15.1)
November	852,080	718,882	(15.6)	$ 1,481,240	1,114,982	(24.7)
December	818,293	647,594	(20.9)	$ 1,432,476	974,459	(32.0)
January	695,919	-	-	$ 1,244,981	-	-
February	648,427	-	-	$ 1,153,932	-	-
March	794,208	-	-	$ 1,413,221	-	-
April	905,503	-	-	$ 1,560,596	-	-
May	909,091	-	-	$ 1,587,794	-	-
June	914,966	-	-	1,594,550	-	-
Jul - Dec 2024	5,074,326	4,640,334	(8.6)	8,444,336	7,046,560	(16.6)

Table 9 – Comparison of FY 2025 Forecast and Actual Other Revenue

Month	Other Revenue		
	Forecast	Actual	% Change
July	$ 4,377,618	$ 4,378,872	0.0
August	6,431,646	6,434,077	0.0
September	4,223,615	4,857,501	15.0
October	3,381,098	5,982,144	76.9
November	3,846,374	6,618,658	72.1
December	5,816,358	4,346,348	(25.3)
January	4,144,798	-	-
February	3,969,606	-	-
March	5,235,145	-	-
April	4,758,209	-	-
May	4,395,039	-	-
June	4,219,854	-	-
Jul - Dec 2024	28,076,708	32,617,600	16.2

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

Table 10 – Comparison of FY 2025 Forecast and Actual Monthly Collected Transactions and Total Revenue, Total Systemwide

	Transactions				Total Revenue [1]			
			Difference				Difference	
Month	Forecast	Actual	Number	%	Forecast	Actual	Number	%
July	14,341,138	14,341,138	-	-	$ 64,697,251	$ 64,698,004	$ 754	0.0
August	13,643,358	13,647,288	3,930	0.0	66,779,364	66,797,767	18,403	0.0
September	13,901,628	12,829,524	(1,072,104)	(7.7)	66,095,925	60,875,023	(5,220,902)	(7.9)
October	13,098,648	13,851,200	752,552	5.7	61,886,987	67,394,116	5,507,129	8.9
November	12,897,174	12,838,922	(58,252)	(0.5)	61,176,129	63,788,959	2,612,831	4.3
December	12,647,375	11,737,276	(910,099)	(7.2)	61,779,135	56,647,266	(5,131,869)	(8.3)
January	11,399,566	-	-	-	55,640,774	-	-	-
February	11,222,637	-	-	-	53,769,585	-	-	-
March	12,701,854	-	-	-	61,298,993	-	-	-
April	13,303,169	-	-	-	63,745,963	-	-	-
May	14,155,310	-	-	-	67,143,689	-	-	-
June	13,347,961	-	-	-	64,337,030	-	-	-
Jul - Dec 2024	80,529,321	79,245,348	(1,283,973)	(1.6)	382,414,790	380,201,135	(2,213,656)	(0.6)

[1] Total revenue includes toll revenue and other revenue.

* * *

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

Very truly yours,

Adam Aceto
Project Manager
CDM Smith Inc.

Kelly Morison
Task Manager
CDM Smith Inc.

TAB 11

MEMORANDUM

TO: MDTA Board
FROM: Deputy Director of Planning and Program Development, Carl Chamberlin
SUBJECT: Maryland Transportation Facilities — Buffered Bicycle/Pedestrian Lanes (2024 JCR, p. 90)
DATE: February 27, 2025

PURPOSE OF MEMORANDUM

In accordance with the requirements specified in in the Maryland General Assembly 2024 Joint Chairmen's Report (JCR), the Maryland Transportation Authority (MDTA) collaborated with the Maryland Department of Transportation State Highway Administration (MDOT SHA) and relevant local jurisdictions to identify appropriate locations for bicycle ways and pedestrian walkways that cross MDTA highways, run parallel to MDTA highways and bridges, or otherwise involve MDTA facilities.

To complete this analysis and evaluation, publicly available GIS data was obtained from counties, Metropolitan Planning Organizations (MPOs), SHA, and Maryland Transit Administration (MTA) in the vicinity of all MDTA facilities to document existing and planned bicycle and pedestrian facilities on State and County roads, rail stations, and bus stops. The most recently completed Statewide master plan, county master plans, and MPO long-range plan documents were then reviewed to determine if any MDTA facilities were located in close proximity to any documented existing or planned/proposed bicycle and pedestrian facilities. To assist with the study, coordination meetings were held with identified stakeholders from each jurisdiction, including representatives from the Maryland Department of Transportation (MDOT), SHA, MTA, MPOs, and counties.

The results of this study are included in the attached report. It is important to note that the improvements identified in this report are improvements identified in the master plans of jurisdictions that surround MDTA facilities, and as such, are not necessarily projects being programmed and funded by MDTA. MDTA commits to work with local stakeholders, as we currently do on all reconstruction projects, to accommodate these identified needs on our facilities as the needs of the facility dictate.

Maryland Transportation Facilities — Buffered Bicycle/Pedestrian Lanes

(2024 JCR, p. 90)

A Report to the Maryland General Assembly
Senate Budget and Taxation Committee
and
House Appropriations Committee

December 2024

Maryland Department of Transportation
Maryland Transportation Authority

Table of Contents

Appendices

Introduction / Background

In accordance with the requirements specified in in the Maryland General Assembly 2024 Joint Chairmen's Report (JCR), the Maryland Transportation Authority (MDTA) is collaborating with the Maryland Department of Transportation State Highway Administration (MDOT SHA) and relevant local jurisdictions to identify appropriate locations for bicycle ways and pedestrian walkways that cross MDTA highways, run parallel to MDTA highways and bridges, or otherwise involve MDTA facilities.

The MDTA facilities included in this study are:

1. Thomas J. Hatem Memorial Bridge (US 40) – TJH
2. John F. Kennedy Memorial Highway (I-95) – JFK
3. Fort McHenry Tunnel (I-95, I-395) – FMT
4. Baltimore Harbor Tunnel (I-895) – BHT
5. Francis Scott Key Bridge (I-695) – FSK
6. Intercounty Connector/MD 200 – ICC
7. William Preston Lane Jr. Memorial (Bay) Bridge (US 50/301) – WPL
8. Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (US 301) – HWN

Although MDTA facilities are located alongside other state and local roadways, the scope of the study is limited to examining specific locations that fall within MDTA right-of-way.

Bicycles on State Roadways

Maryland Transportation Article § 21-1205.1 (2023) states that bicycles may use any portion of the lane on roads posted with a speed limit of 50 mph or lower where there is no shoulder or if the travel lane is narrow. Bicycles are prohibited on any expressway and on any roadway where the posted speed limit is more than 50 mph, with certain exceptions. On roadways posted with a speed limit greater than 50 mph, cyclists must use the shoulder unless specifically prohibited on the roadway.

MDOT SHA has the authority to prohibit cyclists on any highway that is not suitable for bicycles. Per MDOT SHA direction, and relevant to this MDTA study, the entirety of I-95 (FMT and JFK), I-395 (FMT), I-895 (BHT), I-695 (FSK), and MD 200 (ICC) are prohibited to cyclists. The highway section of US 50 from the Washington, DC line east to the US 50/US 301 split (including WPL) is also prohibited to cyclists. Additionally, Maryland Transportation Article § 21-1405 is specific to MDTA and empowers the Chairman of MDTA to make determinations on bicycle and pedestrian access along MDTA facilities.

In the vicinity of MDTA facilities, cyclists are allowed to travel on the following State roadways: US 40 approaching TJH in Cecil County and in Harford County, US 301 approaching HWN in Charles County and in King George County, Virginia, US 1 in the vicinity of the ICC in Prince George's County, and US 1 in the vicinity of I-895 (BHT) in Howard County and Baltimore County.

MDOT Statewide Complete Streets Policy

The MDOT *Statewide Complete Streets Policy* (June 2024) for highway, transit, and airport facilities aims to facilitate the statewide planning, design, and construction of transportation options that are safer and more accessible to all users of all ages and abilities who bike, walk, take transit, drive or use electric personal assistive mobility devices (EPAMDs).

While specifics of how the Policy will interface with MDTA facilities (which are much different in character from other State roadways) is still to be determined, the Policy notes that for MDTA projects constructed in any section of MDOT right-of-way, MDTA will continue to refer to MDOT SHA guidelines and standards for

the design of transportation facilities on Maryland's network. In cases where ramps, roads, and structures in MDOT right-of-way abut planned or existing multimodal connections, MDTA shall refer to the Policy.

The Policy is applicable to all capital improvement projects within MDOT right-of-way, such as construction or reconstruction of a roadway, intersection, or structure, as well as resurfacing projects. Additionally, the Policy states that accommodations for cyclists and pedestrians will not be required where:

- The use of the transportation facility by that user group is prohibited by law,
- The cost of new accommodation would be excessively disproportionate to the need or probable use,
- Current and future need as determined by land use, user volumes, safety data, or population densities cannot be demonstrated,
- State or local governments do not include such accommodations in their bicycle/pedestrian master plans,
- Construction of bicycle/pedestrian accommodations is not constructable due to engineering design limitations,
- Construction of such accommodations would be unsafe for potential users.

Study Methodology

This section outlines the study methodology for data collection, development of mapping, stakeholder meetings, identification of planned bicycle/pedestrian improvements, and cost estimation.

Data Collection

Per the language in the JCR, MDTA will prioritize providing safe access to transit stations, critical needs areas, and neighborhoods separated by MDTA highways as part of the evaluation of bicycle and pedestrian connections. To complete this analysis and evaluation, publicly-available GIS data was obtained from counties, Metropolitan Planning Organizations (MPOs), State Highway Administration (SHA), and Maryland Transit Administration (MTA) in the vicinity of all MDTA facilities to document existing and planned bicycle and pedestrian facilities on State and County roads, rail stations, and bus stops. The most recently completed Statewide master plan, county master plan, and MPO long-range plan documents were then reviewed to determine if any MDTA facilities were located in close proximity to any documented existing or planned/proposed bicycle and pedestrian facilities.

Development of Mapping

An inventory of existing and planned bicycle and pedestrian facilities in the vicinity of the eight MDTA facilities was compiled based on the following information: GIS data, documented county master plans and MPO long-range plans. This information was then synthesized utilizing the following process:

1. Mapping was setup for each of the eight MDTA facilities showing an aerial background, county boundaries, and the extent of MDTA right-of-way.
2. Applicable data was added to each map, including rail stations, bus stops, mile markers (for reference), existing off-road facilities, existing on-road facilities, planned off-road facilities, and planned on-road facilities.
3. For the purposes of this study, on-road facilities include sharrows/bikes use full lane, bike use on shoulder, or adjacent bike lanes.
4. Any projects/data documented in county master plans and MPO long-range plans that was not already included in the GIS data was digitized and added to the mapping.

5. SHA's Vulnerable Road User (VRU) and Pedestrian Safety Action Plan (PSAP) corridors were reviewed. The only VRU and PSAP corridor in the vicinity of MDTA right-of-way is MD 170/Belle Grove Road in Anne Arundel County, west of I-895 (BHT).

Stakeholder Meetings

While specific stakeholder meetings were conducted for this study, as described in this section, MDTA regularly partakes in a significant coordination effort for planning, design, and construction projects. Some examples across MDTA's facilities that relate to the current study include participating with the Baltimore Metropolitan Council's Patapsco Regional Greenway stakeholder group (BHT), coordination with Baltimore County and Harford County for I-95 construction projects (JFK), coordination with Montgomery County during the construction of MD 200 (ICC), and MDTA leading the Baltimore Peninsula study in coordination Baltimore City and the local developer (FMT).

To assist with the study, coordination meetings were held with identified stakeholders from each jurisdiction, including representatives from the Maryland Department of Transportation (MDOT), SHA, MTA, MPOs, and counties. These meetings provided the opportunity for MDTA to review draft maps, discuss any missing or incorrect data, and compile action items, such as obtaining additional information, GIS data, etc.

The following coordination meetings were held between MDTA and stakeholders:

- MTA (June 24, 2024)
- MDOT (June 25, 2024)
- SHA (June 26, 2024)
- Metropolitan Washington Council of Governments (July 10, 2024)
- Baltimore Metropolitan Council (July 11, 20224)
- Wilmington Area Planning Council (July 12, 2024)
- Cecil County (July 15, 2024)
- Prince George's County (July 15, 2024)
- Baltimore County (July 16, 2024)
- Charles County (July 16, 2024)
- Anne Arundel County (July 18, 2024)
- King George County, Virginia (July 18, 2024)
- Baltimore City (July 23, 2024)
- Queen Anne's County (July 23, 2024)
- Harford County (July 25, 2024)
- Howard County (July 25, 2024)
- Montgomery County (July 26, 2024)

There was a clear understanding throughout all stakeholder discussions that MDTA would not be funding the construction of planned facilities shown on the mapping that were located outside of MDTA right-of-way, but MDTA would not preclude those planned improvements from being built in the future (i.e. consideration during roadway overpass reconstruction, etc.). In addition, MDTA commits to using the information collected to coordinate with local jurisdictions on future MDTA projects that may interact with existing and future planned bicycle/pedestrian facilities.

Identification of Planned Bicycle/Pedestrian Improvements

Following additional data collection and verification that resulted from the stakeholder meetings, project mapping was finalized for each of the MDTA facilities. Planned bicycle/pedestrian improvements were identified based on existing bicycle/pedestrian infrastructure, planned bicycle/pedestrian infrastructure, rail stations, and bus stops to promote connectivity in and around MDTA facilities. These planned improvements are discussed for each MDTA facility in later sections of this report.

It should be noted that the scope of this study included evaluation of facilities running parallel to MDTA highways. For MDTA's longer, linear facilities (i.e. I-95/JFK), it was determined to be more appropriate to focus on crossings instead of facilities adjacent/alongside the highway due to the fact that, as previously noted, the interstates included in MDTA right-of-way (as well as MD 200 and US 50) are prohibited to cyclists. Additionally, state and county Master Plans do not anticipate future planned trail networks alongside MDTA highways that would require connections. For MDTA's standalone facilities (i.e. TJH and WPL), examination and consideration will be made for facilities running parallel.

Some of the identified improvements may be implemented in the short-term, but other locations identified for planned bicycle/pedestrian improvements have been recently constructed or reconstructed (ICC/JFK). MDTA coordinated with local jurisdictions during the planning, design, and construction processes and the current configuration of bicycle and pedestrian accommodations represents the outcome of that coordinated effort. MDTA will coordinate with local jurisdictions on planned improvements, but it is up to those jurisdictions to facilitate necessary improvements approaching MDTA right-of-way.

Cost Estimation

In addition to identifying potential improvement locations for future bicycle and pedestrian facilities, MDTA was tasked with providing approximate cost estimates for such infrastructure. As such, high-level planning cost estimates were developed for each of the improvements and are provided alongside the discussion of the planned improvements for each MDTA facility.

Assumptions

The following assumptions were made when developing cost estimates for the planned bicycle/pedestrian improvements:

General

- Neat construction cost only
- Does not include design
- No major utility relocation
- No associated right-of-way costs included – costs provided only for segments of pedestrian/bicycle facilities within MDTA right-of-way

Shared-Use Paths

- Where planned trail widths are known, width information is included in the calculation of cost estimates; otherwise, an at-grade shared-use path width of 12' is assumed
- No expansion of underpasses to accommodate shared-use path crossings

On-Road Facilities

- Costs for on-road facility pavement markings and signage are estimated on a per-mile basis
- No expansion of underpasses or overpasses for on-road facility crossings

Structures

- For existing structures, complete future reconstruction assumed (no bridge widening) as deemed necessary in the structure life cycle or due to other area projects
- For on-road facilities, only the cost associated with the pedestrian/bicycle facility is included (not the total structure reconstruction cost)
- For shared-use paths adjacent to the roadway, an additional 14' width is assumed across the structure to accommodate the shared-use path (12') and any additional necessary structure width
- For standalone pedestrian/bicycle structures not adjacent to roadway, a total width of 20' is assumed to accommodate the shared-use path (12') and any additional necessary structure width for emergency access

Methodology

The following cost estimating methodology was utilized to develop the cost estimates for the planned bicycle/pedestrian improvements:

Shared-Use Paths

- Based on recent project experience for 12' wide shared-use path construction: $2M per mile
- To reflect high-level planning, shared-use path contingency is set at 40%

On-Road Facilities

- For on-road facilities, assume no pavement repairs necessary
- Based on recent project experience for installation of on-road facilities: $60,000 per mile
  - Includes pavement markings, bike marking symbols, signage, and miscellaneous costs (maintenance of traffic, etc.)
- To reflect high-level planning, on-road facility contingency set at 40%

Structures

- Based on recent project experience for standalone pedestrian/bicycle structures: $350/SF
- Based on recent project experience for structure construction/reconstruction: $475/SF
- To reflect high-level planning and to capture any non-structure costs, contingency set at 50%

Discussion of MDTA Facilities

This section provides relevant information for each MDTA facility under study, including overview/existing conditions, transit service, nearby bicycle/pedestrian facilities or connections, and planned bicycle/pedestrian facilities.

1. Thomas J. Hatem Memorial Bridge (US 40) – TJH

Overview

The Thomas J. Hatem Memorial Bridge (TJH) facility includes the bridge, as well as the US 40 roadway from approximately 0.5 miles south of the Susquehanna River in Harford County to 0.5 miles north of the Susquehanna River in Cecil County. US 40 is a designated bicycle route and existing bicycle access is in-place on both sides of the bridge through a combination of bike lanes, shoulder use, and bikes permitted to use the full travel lane. The existing roadway (both approaches) has a maximum grade of 3% and cyclists are permitted to cross the TJH under the current MDTA bicycle access guidelines:

- Saturday - Sunday, dawn to dusk
- State Holidays, dawn to dusk
- Pedestrians, skateboards, scooters and skates are not permitted
- Access might be restricted if high traffic volumes or inclement weather/high winds present a safety issue
- If there is a lane closure or incident on the bridge, bicycle riders will not be permitted to cross the bridge
- Bicyclists should push the designated button prior to crossing the bridge to activate warning lights that alert drivers when a bicyclist is crossing. The lights will flash for 10-15 minutes, providing the bicyclist time to safely cross the bridge.

Cyclist groups can contact the MDTA Operations Division to organize group crossings of the TJH, which may require a permit depending on the size of the group and the details of the request.

MDTA Operations receives a notification whenever a bicyclist pushes the designated button at the TJH to activate the flashing lights. While this may not necessarily be indicative of actual crossings if multiple cyclists cross at the same time or if someone decides not to cross, Table 1 below shows the monthly bicycle signal usage at the TJH between June 2023 and June 2024 (425 total). There was one documented crash involving a bicycle/pedestrian at the TJH in 2019 and one in 2024.

Table 1: TJH Bicycle Signal Usage (June 2023 – June 2024)

Month	# of Button Presses		
	Eastbound	Westbound	Total
June 2023	30	24	54
July 2023	28	30	58
August 2023	30	36	66
September 2023	13	19	32
October 2023	15	17	32
November 2023	15	10	25
December 2023	15	14	29
January 2024	2	2	4
February 2024	5	6	11
March 2024	27	17	44

April 2024	6	5	11
May 2024	11	20	31
June 2024	11	17	28

In the vicinity of the TJH, MDOT recently submitted an Active Transportation Infrastructure Investment Program (ATIIP) grant application for the Susquehanna River Pedestrian and Bicycle Crossing Feasibility and Community Coordination Study to address the lack of bicycle and pedestrian access across the Susquehanna River between Perryville and Havre de Grace. Letters of support were provided by Harford County, Cecil County, the Baltimore Metropolitan Council, and the Wilmington Area Planning Council, among others.

Transit Service

Pedestrians are currently able to cross the Susquehanna River only by bus along US 40. The Harford Transit LINK Teal Line (Route 5) is jointly funded by Cecil Transit and Harford Transit LINK and provides transit service across the Hatem Bridge, as shown in Table 2:

Table 2: TJH Transit Service

MDTA Facility	Service	Weekday					Weekend				
		Service Span	AM Trips		PM Trips		Service Span	AM Trips		PM Trips	
			NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
TJH	Harford Transit LINK Route 5 (Teal)	6:00 am - 8:50 pm	3	3	4	4	None	N/A	N/A	N/A	N/A

Nearby Bicycle/Pedestrian Facilities or Connections

In the vicinity of the TJH, there are existing on-road facilities and US 40 is currently signed as the East Coast Greenway bicycle route. Additionally, the Lower Susquehanna Heritage Greenway runs along the east side of the Susquehanna River in Cecil County.

Planned Bicycle/Pedestrian Facilities

MDTA recognizes that bicycle and pedestrian connections and accommodations should be considered at all MDTA facilities as part of the planning/design and construction process as reconstruction/replacement occurs. MDTA previously evaluated the feasibility of retrofitting the existing bridge to add bicycle and pedestrian accommodations, but it was not deemed feasible from an engineering standpoint. While there is no current timeframe for the reconstruction of the TJH, bicycle and pedestrian accommodations were considered as part of a planning-level analysis conducted by MDTA in 2020. Since the Tydings Bridge (JFK) and the TJH serve the same crossing (Susquehanna River), it is anticipated that MDTA would only provide bicycle and pedestrian accommodations on one facility, with the TJH being the likely candidate given that US 40 is a designated bike route and cyclists are already permitted to cross the TJH.

All master planned bicycle/pedestrian facilities (along with cost estimates) that are included in response to the JCR in the vicinity of the TJH are included in Table 3 with overview mapping shown on Figure 1 – this includes the information from the 2020 MDTA planning-level analysis. Existing bicycle and pedestrian facilities are also noted for each location. Note that detailed maps for the TJH are included in Appendix A.

Table 3: TJH – Included Planned Bicycle/Pedestrian Facilities

ID	**Existing Bicycle/Pedestrian Facility**	Master Planned Bicycle/Pedestrian Facility	Cost **Estimate**
TJH-1	Sidewalks on both sides and bikes share the road on US 40; no shoulders	Shared-use path along US 40 (both sides) - Ontario Street to Erie Street - assumed 12' wide	$790,000
TJH-2	No existing bike facilities; sidewalk on one side and wide travel lanes on both sides of underpass	On-road facility (MD 763/Superior Street) under US 40	$10,000
TJH-3	No existing ped facilities; bikes allowed to share the road	Replace the existing bridge with a new four lane bridge with full outside shoulders and a pedestrian/bicycle shared-use path separated from the adjacent travel lanes (2020 MDTA planning-level analysis)	2020 MDTA planning-level analysis: $49,000,000
		TOTAL	$49,800,000

Figure 1: TJH – Overview of Included Planned Bicycle/Pedestrian Facilities

2. John F. Kennedy Memorial Highway (I-95) – JFK

Overview

The John F. Kennedy Memorial Highway (JFK) facility includes the 50-mile-long section of I-95 from the northern Baltimore City line to Delaware. Per Maryland Statute, the entirety of I-95 is prohibited to cyclists.

Transit Service

While no transit stops are located directly on the JFK, the MTA has transit routes along I-95, as shown in Table 4:

Table 4: JFK Transit Service

MDTA Facility	Service	Weekday					Weekend			
		Service Span	AM Trips		PM Trips		Service Span	AM Trips		PM Trips	
			NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
JFK	MTA Express BusLink 120	6:00 am - 9:10 am & 3:25 pm - 6:50 pm	2	10	9	2	None	N/A	N/A	N/A	N/A
JFK	MTA Commuter Bus 410	6:00 am - 8:50 am & 3:55 pm - 6:50 pm	0	3	3	0	None	N/A	N/A	N/A	N/A
JFK	MTA Commuter Bus 411	5:25 am - 8:30 am & 3:30 pm - 6:55 pm	0	3	3	0	None	N/A	N/A	N/A	N/A

Nearby Bicycle/Pedestrian Facilities or Connections

Along the JFK, there are some existing bicycle/pedestrian crossings (overpasses or underpasses) of I-95, including:

- MD 22 in Harford County (bike lane/bikes on shoulder)
- MD 155 in Harford County (bikes share lane/bikes on shoulder)
- MD 824 in Cecil County (bikes share lane)
- MD 213 in Cecil County (bikes share lane/bikes on shoulder)
- MD 279 in Cecil County (bikes share lane/bikes on shoulder)

Planned Bicycle/Pedestrian Facilities

Although the scope of this study included evaluation of facilities running parallel to MDTA highways, it was determined to be more appropriate to focus on crossings of the longer, linear facilities such as the JFK instead of facilities adjacent/alongside the highway since interstates included in MDTA right-of-way are prohibited to cyclists and state and county Master Plans do not show future planned trail networks alongside MDTA highways that would require connections.

Since the Tydings Bridge (JFK) and the TJH serve the same crossing (Susquehanna River), it is anticipated that MDTA would only provide bicycle and pedestrian accommodations on one facility, with the TJH being the likely candidate given that US 40 is a designated bike route and cyclists are already permitted to cross the TJH.

All master planned bicycle/pedestrian facilities (along with cost estimates) that are included in response to the JCR in the vicinity of the JFK are included in Table 5 with overview mapping shown on Figure 2. Existing bicycle and pedestrian facilities are also noted for each location. Note that detailed maps for the JFK are included in Appendix B.

As mentioned previously, some of the JFK overpasses identified for planned bicycle/pedestrian improvements have been recently reconstructed. MDTA coordinated with Baltimore County and Harford County during the planning, design, and construction processes and the current configuration of bicycle and pedestrian accommodations represents the outcome of that coordinated effort.

Two of the planned on-road facilities in Table 5 are located on I-95 overpasses that are being reconstructed as part of the I-95 Express Toll Lanes (ETL) Northbound Extension project – MD 152 (JFK-7) and MD 24 (JFK-10). The identified on-road facilities are not included as part of the overpass reconstruction related to the ETL project, but are not precluded in the future, with available shoulder width.

Cecil County stakeholders noted that there is a future desire to convert MD 279 to an off-road shared-use path, but no improvements are currently planned or incorporated into this study. The MD 279 shared-use path is included in the WILMAPCO 2050 Regional Transportation Plan "List of Aspiration Projects" and if constructed, MD 279 would match the typical section of Delaware Route 279.

Additionally, a MD 272 Corridor Study in Cecil County is included in the Wilmington Area Planning Council Fiscal Year 2025 Unified Planning Work Program. Recommendations for the MD 272 corridor may be supplemented after completion of that study, but no planned improvements are included in this study.

Table 5: JFK – Included Planned Bicycle/Pedestrian Facilities

ID	**Existing** Bicycle/Pedestrian Facility	Master Planned Bicycle/Pedestrian Facility	**Cost Estimate**
JFK-1	No existing bike facilities; sidewalks and wide outside travel lane on both sides of overpass	Shared-use path (Rossville Boulevard) over I-95 - both sides - assumed 12' wide on both sides	$13,780,000
JFK-2	No existing bike facilities; sidewalks on both sides of underpass with wide sidewalk/path in the northbound direction	Shared-use path (Campbell Boulevard) on approaches under I-95 (no improvements under the bridge) - assumed 12' wide	$80,000
JFK-3	No existing bike facilities; sidewalks and shoulders on both sides of overpass	On-road facility (Cowenton Avenue) over I-95	$50,000
JFK-4	No existing bike/ped facilities; narrow shoulders on both sides of overpass	On-road facility (Bradshaw Road) over I-95	$10,000
JFK-5	No existing bike/ped facilities	Shared-use path (along Little Gunpowder Falls) under I-95 - assumed 12' wide	$270,000
JFK-6	No existing bike/ped facilities; narrow shoulders on both sides of overpass	On-road facility (Old Joppa Road) over I-95	$10,000
JFK-7	No bike facilities on reconstructed overpass; sidewalk on one side and shoulders on both sides of reconstructed overpass	On-road facility (MD 152/Mountain Road) over I-95 (both sides) - roadway width included in ETL Northbound Extension project	$100,000
JFK-8	No existing bike/ped facilities; no shoulders	On-road facility (Fashion Way/Winters Run Road) under I-95	$10,000
JFK-9	No existing bike/ped facilities	Shared-use path (along Winters Run) under I-95 - assumed 12' wide	$340,000
JFK-10	No bike/ped facilities on reconstructed overpass; shoulders on both sides of reconstructed overpass	On-road facility (MD 24) over I-95 - roadway width included in ETL Northbound Extension project	$90,000

Maryland Transportation Facilities — Buffered Bicycle/Pedestrian Lanes

ID	**Existing** Bicycle/Pedestrian Facility	Master Planned Bicycle/Pedestrian Facility	**Cost Estimate**
JFK-11	No existing roadway over I-95 or bike/ped facilities	On-road facility (Walton Road/Woodsdale Road) over I-95; assumed 12' wide shared-use path since no existing roadway in-place	$8,040,000
JFK-12	No existing bike/ped facilities; narrow shoulders on both sides of overpass	On-road facility (Abingdon Road) over I-95	$10,000
JFK-13	No existing bike facilities; sidewalk on one side and narrow shoulders on both sides of overpass	On-road facility (MD 136/Calvary Road) over I-95	$10,000
JFK-14	No existing bike/ped facilities; shoulder in southbound direction and narrow shoulder in northbound direction of overpass	On-road facility (MD 543/Riverside Parkway) over I-95	$50,000
JFK-15	No existing bike/ped facilities; no shoulders	On-road facility (Maxa Road) over I-95	$10,000
JFK-16	No existing bike/ped facilities; shoulders on both sides of underpass	On-road facility (MD 462/Paradise Road) under I-95	$10,000
JFK-17	No existing bike/ped facilities	Shared-use path (along west side of Susquehanna River) under and adjacent to I-95 - assumed 12' wide	$1,470,000
JFK-18	No existing bike/ped facilities	Shared-use path (along east side of Susquehanna River) under I-95 - Lower Susquehanna Heritage Greenway - assumed 12' wide	$220,000
		TOTAL	$24,560,000

Figure 2: JFK – Overview of Included Planned Bicycle/Pedestrian Facilities

3. Fort McHenry Tunnel (I-95, I-395) – FMT

Overview

The Fort McHenry Tunnel (FMT) facility is over 10 miles in length and includes the tunnel and approach roadways on I-95 and I-395 in Baltimore City between each of the Baltimore County lines. Per Maryland Statute, the entirety of I-95 and I-395 is prohibited to cyclists. There are no bicycle/pedestrian accommodations in the existing tunnel, as there is no available width, and it would create an unsafe situation for cyclists, pedestrians, or motorists.

Transit Service

While no transit stops are located directly on the FMT facility, the MTA has transit routes along I-95 and I-395, as shown in Table 6:

Table 6: FMT Transit Service

MDTA Facility	Service	Weekday					Weekend				
		Service Span	AM Trips		PM Trips		Service Span	AM Trips		PM Trips	
			NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
FMT	MTA Express BusLink 160	6:15 am - 8:10 am & 4:45 pm - 6:10 pm	0	3	3	0	None	N/A	N/A	N/A	N/A
FMT	MTA Express BusLink 163	3:20 am - 1:50 am	19	19	24	23	3:20 am - 1:55 am	16	18	22	21

Nearby Bicycle/Pedestrian Facilities or Connections

Along the FMT, there are some existing bicycle/pedestrian crossings (overpasses or underpasses) of I-95 and I-395, including:

- MD 648 (wide sidewalk/path)
- Stockholm Street (sidewalk/bikes share lane)
- MD 150 (sidewalk/bike lane)
- Pedestrian bridge from Kane Street to Quinton Street (pedestrian bridge)
- US 40 (sidewalk/bikes share lane)

Planned Bicycle/Pedestrian Facilities

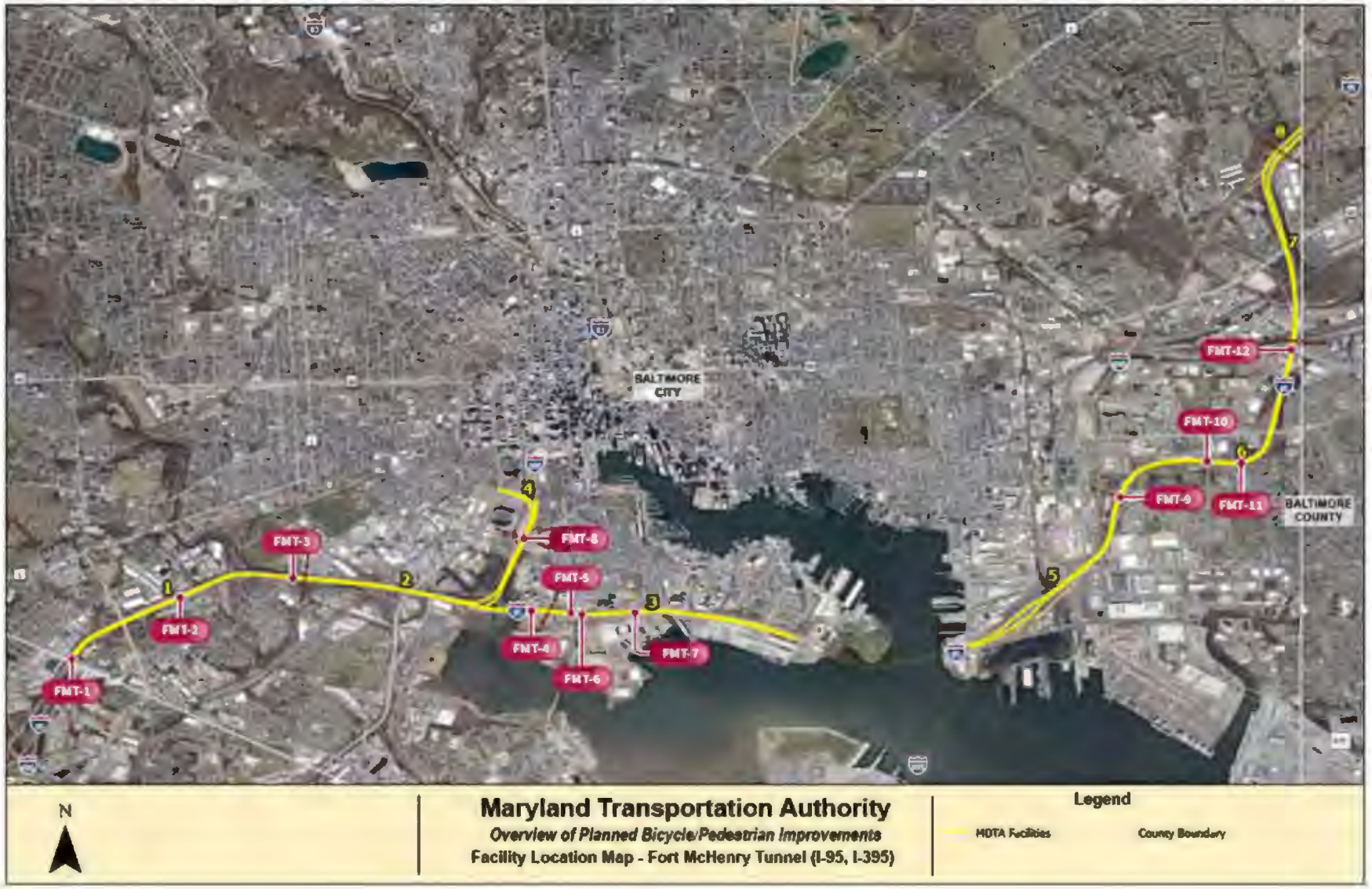
As with the other linear MDTA facilities, the focus of the analysis was on crossings instead of facilities adjacent/alongside the highway since interstates included in MDTA right-of-way are prohibited to cyclists and state and county Master Plans do not show future planned trail networks alongside MDTA highways that would require connections. Additionally, as there are no bicycle/pedestrian accommodations in the existing tunnel, no bicycle/pedestrian accommodations are planned for the tunnel in the future.

All master planned bicycle/pedestrian facilities (along with cost estimates) that are included in response to the JCR in the vicinity of the FMT are included in Table 7 with overview mapping shown on Figure 3 – this includes the Baltimore Peninsula bicycle bridge estimate from Charles Street to McComas Street under I-95. Existing bicycle and pedestrian facilities are also noted for each location. Note that detailed maps for the FMT are included in Appendix C.

Table 7: FMT – Included Planned Bicycle/Pedestrian Facilities

ID	**Existing Bicycle/Pedestrian Facility**	Master Planned Bicycle/Pedestrian Facility	**Cost Estimate**
FMT-1	No existing bike facilities; sidewalks on both sides of overpass; no shoulders	On-road facility (Joh Avenue) over I-95	$10,000
FMT-2	No existing bike facilities; existing sidewalk and wide travel lanes in both directions of underpass	On-road facility (Desoto Road) under I-95	$20,000
FMT-3	No existing bike facilities; sidewalks on both sides of underpass; no shoulders	On-road facility (Washington Boulevard) under I-95	$30,000
FMT-4	No existing bike/ped facilities	Shared-use path (along Middle Branch) under I-95 - assumed 12' wide	$190,000
FMT-5	No existing bike facilities; sidewalk in southbound direction of underpass; no shoulders	On-road facility (MD 2/Hanover Street) under I-95	$5,000
FMT-6	No existing bike/ped facilities	Baltimore Peninsula bicycle bridge (Charles Street to McComas Street) under I-95	Baltimore Peninsula planning-level estimate: $13,200,000
FMT-7	No existing bike facilities; sidewalk in eastbound direction; no shoulders	On-road facility (McComas Street) under I-95	$70,000
FMT-8	No existing bike facilities; sidewalk in eastbound direction of underpass; no shoulders	Shared-use path (Stockholm Street and Sharp Street) under I-395 - assumed 12' wide	$1,110,000
FMT-9	No existing bike facilities; sidewalk in northbound direction of underpass; no shoulders	Shared-use path (O'Donnell Street) under I-95 - assumed 12' wide	$520,000
FMT-10	No existing bike facilities; existing sidewalk and wide travel lanes in both directions of underpass	On-road facility (Gusryan Street) under I-95	$10,000
FMT-11	No existing bike facilities; existing sidewalk and wide travel lanes in both directions of underpass	On-road facility (Kane Street) under I-95	$20,000
FMT-12	No existing bike facilities; sidewalk in northbound direction of underpass; no shoulders	On-road facility (Kane Street) under I-95	$10,000
		TOTAL	$15,195,000

Figure 3: FMT – Overview of Included Planned Bicycle/Pedestrian Facilities



4. Baltimore Harbor Tunnel (I-895) – BHT

Overview

The Baltimore Harbor Tunnel (BHT) facility is approximately 18.5 miles in length and includes the tunnel and approach roadways on I-895 (including the I-895 spurs to I-97 and MD 2) in Baltimore County, Baltimore City, and Anne Arundel County. Per Maryland Statute, the entirety of I-895 is prohibited to cyclists. There are no bicycle/pedestrian accommodations in the existing tunnel, as there is no available width, and it would create an unsafe situation for cyclists, pedestrians, or motorists.

Transit Service

No MTA transit routes are located along the BHT.

Nearby Bicycle/Pedestrian Facilities or Connections

Along the BHT, there are some existing bicycle/pedestrian crossings (overpasses or underpasses) of I-895, including:

- Levering Avenue (bikes share lane)
- US 1 (bikes share lane/bikes on shoulder)
- US 40 (sidewalk/bikes share lane)
- Moravia Park Drive (sidewalk/bikes share lane)

Additionally, in the vicinity of the BHT, cyclists are allowed to travel on US 1 in the vicinity of I-895 in Howard County and Baltimore County.

Planned Bicycle/Pedestrian Facilities

As with the other linear MDTA facilities, focus was on crossings instead of facilities adjacent/alongside the highway since interstates included in MDTA right-of-way are prohibited to cyclists and state and county Master Plans do not show future planned trail networks alongside MDTA highways that would require connections. Additionally, as there are no bicycle/pedestrian accommodations in the existing tunnel, no bicycle/pedestrian accommodations are planned for the tunnel in the future.

All master planned bicycle/pedestrian facilities (along with cost estimates) that are included in response to the JCR in the vicinity of the BHT are included in Table 8 with overview mapping shown on Figure 4. Existing bicycle and pedestrian facilities are also noted for each location. Note that detailed maps for the BHT are included in Appendix D.

The estimated cost information does not include the initial segment of the Patapsco Regional Greenway (Elkridge to Guiness) under I-895 since the alignment is still under study in that location.

Table 8: BHT – Included Planned Bicycle/Pedestrian Facilities

ID	**Existing Bicycle/Pedestrian Facility**	Master Planned Bicycle/Pedestrian Facility	**Cost Estimate**
BHT-1	No existing bike/ped facilities	Shared-use path north of I-895 - Patapsco Regional Greenway (Elkridge to Guinness) - assumed 12' wide	No cost estimate developed north of I-895; Patapsco Regional Greenway alignment still under study in this location
BHT-2	No existing bike/ped facilities	Shared-use path south of I-895 - Patapsco Regional Greenway (Elkridge to Guinness) - assumed 12' wide	$2,520,000
BHT-3	No existing bike/ped facilities	Shared-use path under I-895 - Patapsco Regional Greenway (Elkridge to Guinness) - assumed 12' wide	$220,000
BHT-4	No existing bike/ped facilities	Shared-use path under I-895 - Patapsco Regional Greenway (Guinness to Southwest Area Park) - assumed 12' wide	$330,000
BHT-5	No existing bike/ped facilities	Shared-use path within I-695 interchange right-of-way and under I-695 - Patapsco Regional Greenway (Guinness to Southwest Area Park) - assumed 12' wide	$1,320,000
BHT-6	No existing bike facilities; existing sidewalk in southbound direction and wide travel lanes in both directions of underpass	On-road facility (MD 648) under I-895 - Patapsco Regional Greenway (Guinness to Southwest Area Park)	$5,000
BHT-7	No existing bike facilities; existing wide sidewalk/path in southbound direction of underpass; no shoulders	Shared-use path (MD 170) under I-895 - Belle Grove Road Safety Improvements - assumed 10' wide	$220,000
BHT-8	No existing bike/ped facilities; no shoulders	On-road facility (Patapsco Avenue - both sides) under I-895	$40,000
BHT-9	No existing bike facilities; existing wide sidewalk in both directions and shoulders on both sides of underpass	Shared-use path along MD 2/Hanover Street under I-895 - assumed 12' wide	$110,000
BHT-10	No existing bike/ped facilities; no shoulders	Shared-use path along Frankfurst Avenue within I-895 interchange right-of-way - Masonville Cove Connector - assumed 10' wide	$690,000
BHT-11	No existing bike facilities; sidewalks and narrow shoulders on both sides of overpass	On-road facility (Hammonds Lane) over I-895	$10,000
BHT-12	No existing bike/ped facilities	On-road facility (Holabird Avenue) under I-895	$10,000
BHT-13	No existing bike facilities; sidewalks on both sides of underpass; no shoulders	On-road facility (Ponca Street) under I-895	$5,000

Maryland Transportation Facilities — Buffered Bicycle/Pedestrian Lanes

ID	**Existing Bicycle/Pedestrian Facility**	Master Planned Bicycle/Pedestrian Facility	**Cost Estimate**
BHT-14	No existing bike facilities; sidewalks on both sides of underpass; no shoulders	Shared-use path (O'Donnell Street) under I-895 - assumed 12' wide	$100,000
BHT-15	No existing bike facilities; existing sidewalk and shoulders on both sides of overpass	On-road facility (Fleet Street) over I-895	$5,000
BHT-16	No existing bike facilities; sidewalks on both sides of overpass; no shoulders	On-road facility (MD 150/Eastern Avenue) over I-895	$5,000
		TOTAL	$5,590,000

Figure 4: BHT – Overview of Included Planned Bicycle/Pedestrian Facilities

5. Francis Scott Key Bridge (I-695) – FSK

Overview

The Francis Scott Key Bridge (FSK) facility includes the location of the former Francis Scott Key Bridge, as well as approach roadways on I-695 from MD 10 in Anne Arundel County to MD 151 in Baltimore County. Per Maryland Statute, the entirety of I-695 is prohibited to cyclists.

MDOT is committed to advancing a strategic planning framework to advance opportunities for crossing the Patapsco River or addressing other east-west pedestrian/bicycle mobility needs. The loss of the Key Bridge due to the ship strike on March 26, 2024, and subsequent need to replace the bridge with federal Emergency Relief (ER) funding presents a unique challenge to the State in efforts to expand the bridge to accommodate a shared-use path. Federal ER funding is projected to cover 90-100% of the rebuild cost. However, ER funds and corresponding federal emergency environmental approval processes limit uses and approvals to replacement in-kind with the prior structure, with ability to rebuild to existing standards. MDOT and MDTA continue to explore options for improved bicycle and pedestrian connections to and over the Patapsco River. In January 2025 MDOT-SHA initiated a study to provide connectivity to local park and potential overlook areas near the Francis Scott Key Bridge. The study will involve local government and key stakeholder coordination, development of conceptual alignments and high-level cost estimates. MDOT- SHA currently anticipates the completion of the study in May 2025.

Transit Service

No MTA transit routes are located along the FSK (I-695).

Nearby Bicycle/Pedestrian Facilities or Connections

In the vicinity of the FSK, there are some existing segments of on-road bicycle facilities on MD 710 in Anne Arundel County.

Planned Bicycle/Pedestrian Facilities

As with the other linear MDTA facilities, the focus of the analysis was on crossings instead of facilities adjacent/alongside the highway since interstates included in MDTA right-of-way are prohibited to cyclists and state and county Master Plans do not show future planned trail networks alongside MDTA highways that would require connections.

All master planned bicycle/pedestrian facilities (along with cost estimates) that are included in response to the JCR in the vicinity of the FSK are included in Table 9 with overview mapping shown on Figure 5. Existing bicycle and pedestrian facilities are also noted for each location. Note that detailed maps for the FSK are included in Appendix E.

The estimated cost information does not include any future Francis Scott Key Bridge improvements, as the new bridge is still under study.

Table 9: FSK – Included Planned Bicycle/Pedestrian Facilities

ID	Existing Bicycle/Pedestrian Facility	Master Planned Bicycle/Pedestrian Facility	Cost Estimate
FSK-1	No existing bike/ped facilities; no shoulders	On-road facility (MD 710) under I-695	$10,000
		TOTAL	**$10,000**

Figure 5: FSK – Overview of Included Planned Bicycle/Pedestrian Facilities

6. Intercounty Connector/MD 200 – ICC

Overview

The Intercounty Connector (ICC) facility includes the approximately 19-mile-long section of MD 200 from I-370 in eastern Montgomery County to US 1 in northwestern Prince George's County. Per MDOT SHA direction, the entirety of MD 200 (including shoulder use) is prohibited to cyclists.

The ICC is a unique facility within this MDTA study, as bicycle/pedestrian facilities were components that were considered during planning, design, and construction instead of retrofitting a facility after construction. The SHA/MDTA constructed the portions of the ICC trail that were committed and was not responsible for funding and construction of the remaining trail segments. However, MDTA recognizes that the completion of the ICC trail network (and future connection to the planned regional network) is an ongoing concern of the area bike community and is open to supporting local jurisdictions who are responsible for funding the missing trail sections along the ICC.

Transit Service

While no transit stops are located directly on the ICC facility, the MTA has transit routes along MD 200, as shown in Table 10:

Table 10: ICC Transit Service

MDTA Facility	Service	Weekday					Weekend				
		Service Span	AM Trips		PM Trips		Service Span	AM Trips		PM Trips	
			NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
ICC	MTA Commuter Bus 201	4:00 am - 9:40 pm	5	2	5	10	4:00 am - 10:30 pm	6	1	5	10

Nearby Bicycle/Pedestrian Facilities or Connections

The completed portions of the ICC trail system are part of the National Capital Trail Network. Additionally, along the ICC, there are some existing bicycle/pedestrian crossings (overpasses or underpasses) of MD 200, including:

- Shady Grove Road in Montgomery County (sidewalk/bikes on shoulder)
- Needwood Road in Montgomery County (wide sidewalk/path)
- MD 115 in Montgomery County (wide sidewalk/path)
- Emory Lane in Montgomery County (wide sidewalk/path)
- MD 97 in Montgomery County (sidewalk/bikes share lane)
- MD 28 in Montgomery County (wide sidewalk/path/bike lane)
- Longmead Crossing Drive in Montgomery County (sidewalk/bike lane)
- MD 182 in Montgomery County (sidewalk/bike lane)
- Bonifant Road in Montgomery County (bikes share lane)
- Notley Road in Montgomery County (sidewalk/bikes share lane)
- MD 650 in Montgomery County (sidewalk/bike lane)
- Old Columbia Pike in Montgomery County (sidewalk/bike lane)
- US 29 in Montgomery County (bikes on shoulder)
- Briggs Chaney Road in Montgomery County (sidewalk/path)
- MD 206 in Prince George's County (sidewalk/bike lane)

Additionally, in the vicinity of the ICC (eastern limit), cyclists are allowed to travel on US 1 in Prince George's County.

Planned Bicycle/Pedestrian Facilities

As with the other linear MDTA facilities, the focus of the analysis was on crossings since MD 200 included in MDTA right-of-way is prohibited to cyclists.

All master planned bicycle/pedestrian facilities (along with cost estimates) that are included in response to the JCR in the vicinity of the ICC are included in Table 11 with overview mapping shown on Figure 6. Existing bicycle and pedestrian facilities are also noted for each location. Note that detailed maps for the ICC are included in Appendix F.

Some of the ICC overpasses identified for planned bicycle/pedestrian improvements already have existing bicycle and pedestrian accommodations in-place that were constructed by MDTA as identified in the Selected Alternative.

Table 11: ICC – Included Planned Bicycle/Pedestrian Facilities

ID	**Existing Bicycle/Pedestrian Facility**	Master Planned Bicycle/Pedestrian Facility	**Cost Estimate**
ICC-1	No existing bike facilities; wide sidewalks/paths on both sides of underpass	Shared-use path (Shady Grove Road) under MD 200 - assumed 12' wide on both sides	$290,000
ICC-2	No existing bike facilities; sidewalks and narrow shoulders on both sides of overpass	Shared-use path (Redland Road) over MD 200 - assumed 12' wide	$4,440,000
ICC-3	No existing bike/ped facilities	Shared-use path (Rock Creek Trail) under MD 200 - assumed 12' wide	$150,000
ICC-4	No existing bike/ped facilities	Shared-use path along MD 200 - Emory Lane to MD 97 - assumed 12' wide	$3,260,000
ICC-5	Existing trail/path in southbound direction and sidewalk in northbound direction on overpass; narrow shoulders on both sides	Shared-use path (MD 97/Georgia Avenue) over MD 200 - assumed 12' wide	$9,410,000
ICC-6	Existing bike lane striping and sidewalks on both sides of overpass	Shared-use path (Longmead Crossing Drive) over MD 200 - assumed 12' wide	$3,600,000
ICC-7	Existing bike lane striping and sidewalks on both sides of overpass	Shared-use path (MD 182/Layhill Road) over MD 200 - assumed 12' wide	$5,400,000
ICC-8	No existing bike/ped facilities; narrow shoulders on both sides of underpass	Shared-use path (Bonifant Road) under MD 200 - assumed 12' wide	$150,000
ICC-9	No existing bike/ped facilities	Shared-use path along MD 200 - 0.9 miles east of Bonifant Road to Notley Road - assumed 12' wide	$1,530,000
ICC-10	Existing bike lane striping and sidewalks on both sides of overpass	Shared-use path (MD 650/New Hampshire Avenue) over MD 200 - west side - assumed 12' wide	$13,130,000
ICC-11	Existing bike lane striping and sidewalks on both sides of overpass	Shared-use path (MD 650/New Hampshire Avenue) over MD 200 - east side - assumed 12' wide	$13,130,000
ICC-12	No existing bike/ped facilities	Shared-use path along MD 200 - MD 650/New Hampshire Avenue to Briggs Chaney Road - assumed 12' wide	$50,170,000

Maryland Transportation Facilities — Buffered Bicycle/Pedestrian Lanes

ID	**Existing Bicycle/Pedestrian Facility**	Master Planned Bicycle/Pedestrian Facility	**Cost Estimate**
ICC-13	Existing bike lane striping and sidewalks on both sides of overpass	Shared-use path (Old Columbia Pike) over MD 200 - assumed 12' wide	$5,860,000
ICC-14	No existing ped facilities; shoulders on both sides of underpass	Shared-use path (US 29/Columbia Pike) over MD 200 - assumed 12' wide	$24,990,000
ICC-15	Existing trail/path in southbound direction and sidewalk in northbound direction on overpass; no shoulders	Shared-use path (Briggs Chaney Road) over MD 200 - assumed 12' wide	$3,500,000
ICC-16	Existing sidewalk in southbound direction, narrow shoulder in southbound direction, and shoulder in northbound direction on overpass	Shared-use path (Old Gunpowder Road) over MD 200 - assumed 12' wide	$6,830,000
ICC-17	No existing roadway over MD 200 or bike/ped facilities	On-road facility (future Konterra development) across I-95	$10,000
		TOTAL	$145,850,000

Figure 6: ICC – Overview of Included Planned Bicycle/Pedestrian Facilities

7. William Preston Lane Jr. Memorial (Bay) Bridge (US 50/301) – WPL

Overview

The William Preston Lane Jr. Memorial Bridge (WPL)/Bay Bridge facility includes the approximately four-mile-long crossing of the Chesapeake Bay on US 50/301, as well as approach roadways in Anne Arundel County and Queen Anne's County. Per SHA direction, the highway section of US 50 from the Washington, DC line east to the US 50/US 301 split (including the WPL) is prohibited to cyclists.

Chesapeake Bay Crossing Study: Tier 2 NEPA

MDTA is currently progressing on the Chesapeake Bay Crossing Study: Tier 2 NEPA, a National Environmental Policy Act (NEPA) study. The purpose of the Tier 2 Study is to address existing and future transportation capacity needs and access across the Chesapeake Bay and at the Chesapeake Bay Bridge approaches along the US 50/301 corridor. Based on the current project schedule, the Final Environmental Impact Statement/Record of Decision and identification of a selected alternative is anticipated in Fall 2026.

As part of the Tier 2 Study, it is necessary for MDTA to consider a defined study area outside of the WPL facility limits to evaluate traffic and other impacts. However, MDTA only has jurisdiction on the WPL, with the other portions of US 50 owned by SHA. Any bicycle/pedestrian accommodations on a future crossing of the Chesapeake Bay would be funded by MDTA, but not other US 50 crossings (SHA jurisdiction). For bicycle considerations, the existing roadway (both approaches) has a maximum grade of 3%.

The MDTA is considering the option of safe inclusion of a shared-use path along a new bridge as part of bridge alternatives. This analysis will include study of the environmental impacts, potential tie-in locations to existing pedestrian and bicycle facilities, and the cost associated with constructing a shared-use path.

A shared-use path across a new Bay Bridge would be a two-way pedestrian and bicycle facility that is part of a new bridge structure and is separated from the adjacent travel lanes by a physical barrier. The shared-use path could extend for the full length of the bridge, connecting to adjacent trails, parks, or parking facilities on either shore, or it could extend part-way across the bridge from one shore only with a turnaround point somewhere along the bridge. The primary purpose of the facility would be for recreational activities, but a shared-use path that extends across the full length of the Bay could be used for commuting purposes as well.

Connecting the shores of the two counties over the Chesapeake Bay with a shared-use path on a new Bay Bridge would provide connectivity for pedestrians and bicyclists between the Eastern and Western Shores and allow users to cross the Chesapeake Bay without the need for vehicular assistance. Safety and design elements would be considered to provide sufficient comfort and safety for shared-use path users, such as:

- The height of railing needed to protect against falls and climbing, while maintaining views of the Chesapeake Bay;
- The impact of wind loads on shared-use path users and design requirements; and
- The impact of deflections and vibrations that are felt by pedestrians.

Additional shared-use path considerations would include:

- Time restrictions for shared-use path use (e.g. daylight only);
- Use by roller skaters, people on scooters, skateboarders, people with pets, anglers, and vendors;
- Lighting and security;
- Trash receptacles and restrooms;
- Surface material and drainage; and

- Benches, overlooks and charging stations.

Transit Service

While no transit stops are located directly on the WPL facility, the MTA and Queen Anne's County have transit routes along US 50, as shown in Table 12. MTA provides service over the Bay Bridge from commuter lots/park and ride facilities on each shore. The WPL facility is not directly accessible for pedestrians and cyclists but is accessible with transit service across the bridge from commuter lots/park and ride facilities. Riders can request to load their bicycles on MTA commuter buses, which are equipped to carry them.

Table 12: WPL Transit Service

MDTA Facility	Service	Weekday					Weekend				
		Service Span	AM Trips		PM Trips		Service Span	AM Trips		PM Trips	
			NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
WPL	MTA Commuter Bus 210	5:30 am - 9:10 am & 3:10 pm - 7:20 pm	0	2	2	0	None	N/A	N/A	N/A	N/A
WPL	MTA Commuter Bus 220/240/250	5:00 am - 9:00 am & 12:15 pm - 8:23 pm	0	9	12	0	None	N/A	N/A	N/A	N/A
WPL	Queen Anne's County Ride Annapolis Route	6:15 am - 5:15 pm	3	3	3	3	None	N/A	N/A	N/A	N/A

Nearby Bicycle/Pedestrian Facilities or Connections

In the vicinity of the WPL, some existing and potential future facilities/connections include:

- American Discovery Trail – established east coast to west coast national trail system (including Queen Anne's County and Anne Arundel County into Washington, DC) mostly along trails and sidewalks; recognizes that crossing the Bay Bridge requires a vehicle (taxi, transit, etc.)
- Anne Arundel County Broadneck Peninsula Trail (segments under construction) – when complete, the trail will ultimately connect the B&A Trail (in the vicinity of MD 2) to Sandy Point State Park
- Four potential crossings of US 50 on Kent Island in Queen Anne's County have been identified in documents such as the County's Comprehensive Plan (PlanQAC 2022), 2016 Kent Island Transportation Plan and the 2024 Pedestrian & Bicycle Master Plan; a feasibility study will be necessary to advance any of the options/concepts
- SHA's MD 18 Planning and Environmental Linkages (PEL) Study between Castle Marina Road and Kent Narrows in Queen Anne's County has a pedestrian/bicycle component, and the results will feed into the Chesapeake Bay Crossing Study: Tier 2 NEPA
- Queen Anne's County received a Baltimore Metropolitan Council Transportation and Land Use Connection Grant to perform a preliminary study to extend the Cross County Connector Trail in Queen Anne's County
- There is a planned extension of South Island Trail (MD 8, south of US 50) in Queen Anne's County; the extension is phased, and segments are in different stages of construction, permitting, and design

Planned Bicycle/Pedestrian Facilities

As shown in the overview mapping on Figure 7, no master planned improvements are included within MDTA right-of-way for the WPL. No estimated cost information for future Bay Bridge improvements is included, as the Chesapeake Bay Crossing Study: Tier 2 NEPA is currently underway to determine a selected alternative. Note that detailed maps for the WPL are included in Appendix G.

Figure 7: WPL – Overview of Included Planned Bicycle/Pedestrian Facilities

8. Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (US 301) – HWN

Overview

The Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (HWN) facility includes the bridge spanning the Potomac River from Charles County to King George County, Virginia, as well as approach roadways on US 301. Existing bicycle access is in-place on both sides of the bridge on US 301 with shoulder use permitted by both Virginia Department of Transportation (VDOT) and SHA. The existing roadway (both approaches) has a maximum grade of 4% and cyclists are permitted to cross the HWN under the current MDTA bicycle access guidelines:

- Saturday - Sunday, dawn to dusk
- State Holidays, dawn to dusk
- Pedestrians, skateboards, scooters and skates are not permitted
- Access might be restricted if high traffic volumes or inclement weather/high winds present a safety issue
- If there is a lane closure or incident on the bridge, bicycle riders will not be permitted to cross the bridge
- Bicyclists should push the designated button prior to crossing the bridge to activate warning lights that alert drivers when a bicyclist is crossing. The lights will flash for 10-15 minutes, providing the bicyclist time to safely cross the bridge.

MDTA Operations receives a notification whenever a bicyclist pushes the designated button at the HWN to activate the flashing lights. While this may not necessarily be indicative of actual crossings if multiple cyclists cross at the same time or if someone decides not to cross, Table 13 below shows the monthly bicycle signal usage at the HWN between June 2023 and June 2024 (55 total), noting that no southbound data was available during October 2023 due to technical issues. No HWN bicycle/pedestrian crash data was available.

Table 13: HWN Bicycle Signal Usage (June 2023 – June 2024)

Month	# of Button Presses		
	Northbound	Southbound	Total
June 2023	4	2	6
July 2023	4	2	6
August 2023	1	4	5
September 2023	1	1	2
October 2023	2	0	2
November 2023	3	2	5
December 2023	0	2	2
January 2024	0	0	0
February 2024	0	1	1
March 2024	1	4	5
April 2024	4	4	8
May 2024	4	0	4
June 2024	3	6	9

Transit Service

No MTA transit routes are located along the HWN (US 301).

Nearby Bicycle/Pedestrian Facilities or Connections

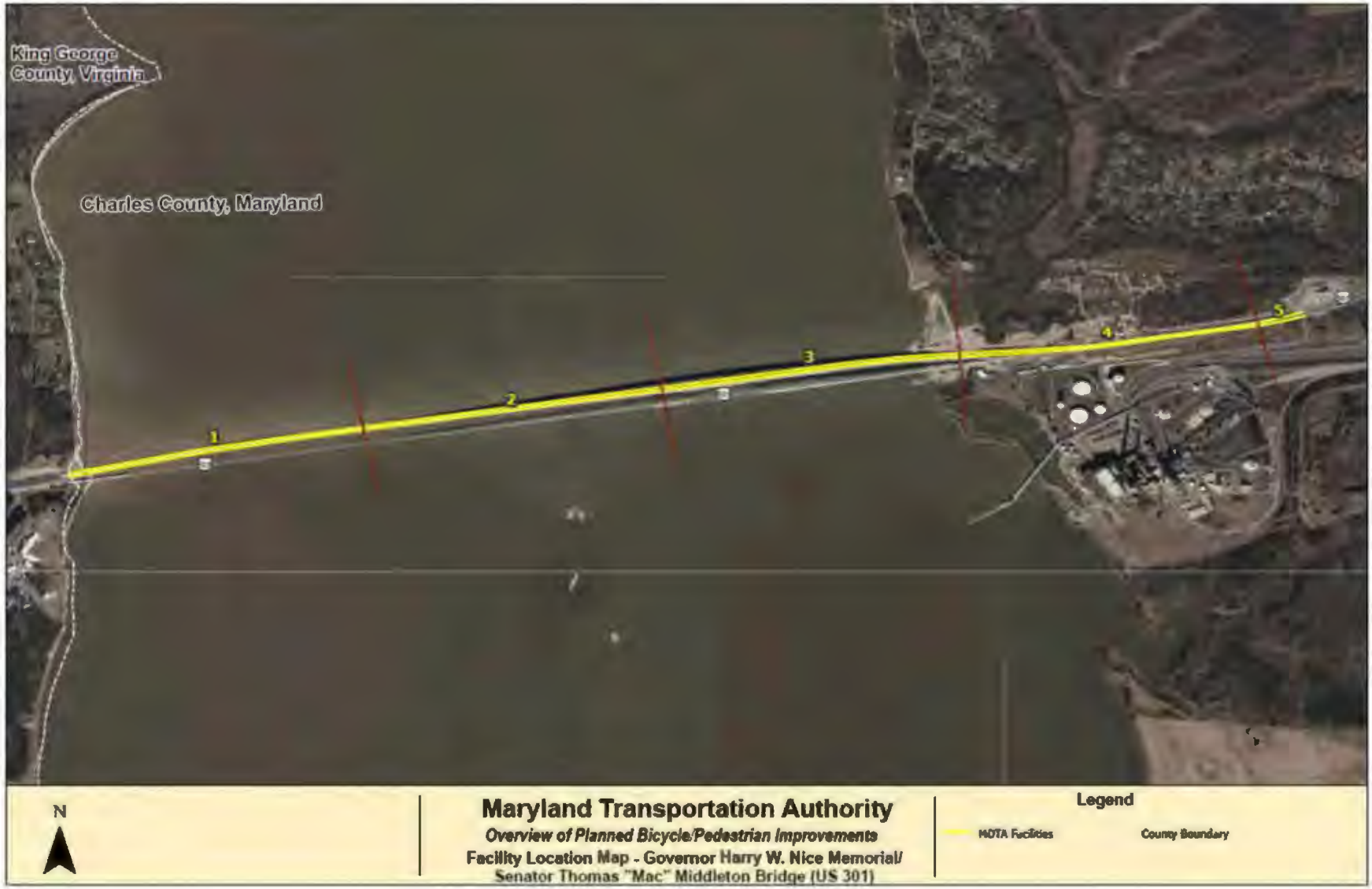
Although outside of the study limits, there is future potential for bicycle tourism in surrounding areas on both sides of the HWN. In the vicinity of the HWN, some existing and potential future facilities/connections include:

- Dahlgren Railroad Heritage Trail – approximately 16 miles of privately-owned trails, with an existing trail entrance two miles west of the HWN at SR 614 in King George County, Virginia
- King George County is currently updating the George Washington Regional Commission Greenway Feasibility Plan, including a connection from the Dahlgren Railroad Heritage Trail to Barnesfield Park (nature trail), west of the HWN in King George County, Virginia
- US 301 north of the HWN has wide shoulders and connects to several moderate-traffic, two lane roads with shoulders such as MD 257 and MD 234, which connect to scenic and historic rural areas in St. Mary's County. Within Charles County, US 301 connects to La Plata, which is building more of a bicycle network.

Planned Bicycle/Pedestrian Facilities

As shown in the overview mapping on Figure 8, no master planned improvements are included within MDTA right-of-way for the HWN. Cyclists are permitted to cross the HWN under the current MDTA bicycle access guidelines. Note that detailed maps for the HWN are included in Appendix H.

Figure 8: HWN – Overview of Included Planned Bicycle/Pedestrian Facilities



Summary and Recommendations

In response to the JCR request to identify potential appropriate locations for bicycle and pedestrian facilities that may cross MDTA highways, run parallel to MDTA highways and bridges, or otherwise involve MDTA facilities, numerous potential planned connections are located within MDTA right-of-way statewide. While some of the planned/future connecting facilities would fall within the purview of MDTA, the mapping included in this report also shows a significant commitment that is necessary by local jurisdictions to make sure future network connectivity is present.

MDTA will not be funding the construction of planned facilities located outside of MDTA right-of-way, but MDTA would not preclude those planned improvements from being built in the future (i.e. consideration during roadway overpass reconstruction, etc.). In addition, MDTA commits to using the information collected to coordinate with local jurisdictions on future MDTA projects that may interact with existing and future planned bicycle/pedestrian facilities.

All master planned bicycle/pedestrian facilities (along with cost estimates) that were identified in response to this JCR in the vicinity of MDTA's eight facilities are summarized in Table 14 below. These are improvements identified in the master plans of jurisdictions that surround MDTA facilities, and as such, are not necessarily projects being programmed and funded by MDTA. MDTA commits to work with local stakeholders, as we currently do on all reconstruction projects, to accommodate these identified needs on our facilities as the needs of the facility dictate. As noted in each of the sections above, detailed maps for each of the eight MDTA facilities are also included as appendices to this report.

Table 14: Cost Summary – Master Planned Bicycle/Pedestrian Improvements in MDTA Right-of-Way

MDTA Facility	# of Master Planned Bicycle/Pedestrian Improvements in MDTA Right-of-Way	**Estimated Total Cost**
TJH	3	$49,800,000
JFK	18	$24,560,000
FMT	12	$15,195,000
BHT	16	$5,590,000
FSK	1	$10,000
ICC	17	$145,850,000
WPL	0	$0
HWN	0	$0
	TOTAL FOR ALL FACILITIES IN MDTA RIGHT-OF-WAY	$241,005,000

Note 1: WPL is in the process of developing alternatives for the Tier 2 NEPA Study. A shared-use path is being considered as part of the alternative's development process and will be carried through the NEPA process.

Note 2: HWN was rebuilt in 2022, and bike accommodations were included in the rebuild.

Appendix A: TJH Facility Maps

N

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Statewide Location Map - Thomas J. Hatem Memorial Bridge (US 40)

Legend

MDTA Facilities

County Boundary

N

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Facility Location Map - Thomas J. Hatem Memorial Bridge (US 40)

Legend

MDTA Facilities

County Boundary

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
TJH-1	Shared-use path along US 40 (both sides) - Ontario Street to Erie Street	$790,000
TJH-2	On-road facility (MD 763/Superior Street) under US 40	$10,000
TJH-3	Replace the existing bridge with a new four lane bridge with full outside shoulders and a pedestrian/bicycle shared use path separated from the adjacent travel lanes (2020 MDTA planning-level analysis)	2020 MDTA planning-level analysis: $49,000,000

TJH-1
TJH-2
TJH-3
END MDTA MAINTENANCE
BEGIN MDTA MAINTENANCE
MATCH TO SHEET 2
GARFIELD CT
GARFIELD RD
PARK DR
ERIE ST
GLOW RD
JUNIATA ST
LOCUST RD
ERIE ST #2
ADAMS ST N
NORTH PARK DR
CONESTEO ST
ONTARIO ST
LEGION DR
LINDEN LA
HOPPERS LA
155
763
40
2
7

N

Sheet 1
1" = 200'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Thomas J. Hatem Memorial Bridge (US 40)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
TJH-3	Replace the existing bridge with a new four lane bridge with full outside shoulders and a pedestrian/bicycle shared use path separated from the adjacent travel lanes (2020 MDTA planning-level analysis)	2020 MDTA planning-level analysis: $49,000,000

N

Sheet 2
1" = 200'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Thomas J. Hatem Memorial Bridge (US 40)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

HATEM BRIDGE BICYCLE ACCESS

- Saturday-Sunday, dawn to dusk
- State Holidays, dawn to dusk
- Pedestrians, skateboards, scooters and skates are not permitted
- Access might be restricted if high traffic volumes or inclement weather/high winds present a safety issue
- If there is a lane closure or incident on the bridge, bicycle riders will not be permitted to cross the bridge
- Bicyclists should push the designated button prior to crossing the bridge to activate warning lights that alert drivers when a bicyclist is crossing. The lights will flash for 10-15 minutes, providing the bicyclist time to safely cross the bridge.

MATCH TO SHEET 2

MATCH TO SHEET 4

40 40 40 40

TJH-3

FRENCHTOWN RD

RUSTIC CT (NB/L)

RUSTIC CT

RICHMOND ST

ROUNDHOUSE DR

RIVER RD

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
TJH-3	Replace the existing bridge with a new four lane bridge with full outside shoulders and a pedestrian/bicycle shared use path separated from the adjacent travel lanes (2020 MDTA planning-level analysis)	2020 MDTA planning-level analysis: $49,000,000

N

Sheet 3
1" = 200'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Thomas J. Hatem Memorial Bridge (US 40)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

ROUNDHOUSE DR
FRENCHTOWN RD
RUSTIC CT (NB/L)
RUSTIC CT
CHARLES ST
RICHMOND DR
JOHN ST
AIKIN AVE EXT
FRANKLIN ST
MATCH TO SHEET 3
BEGIN MDTA MAINTENANCE
END MDTA MAINTENANCE
40
222
RICHMOND ST
OWEN CT
COLE ST
KEESEY LA

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Thomas J. Hatem Memorial Bridge (US 40)

N

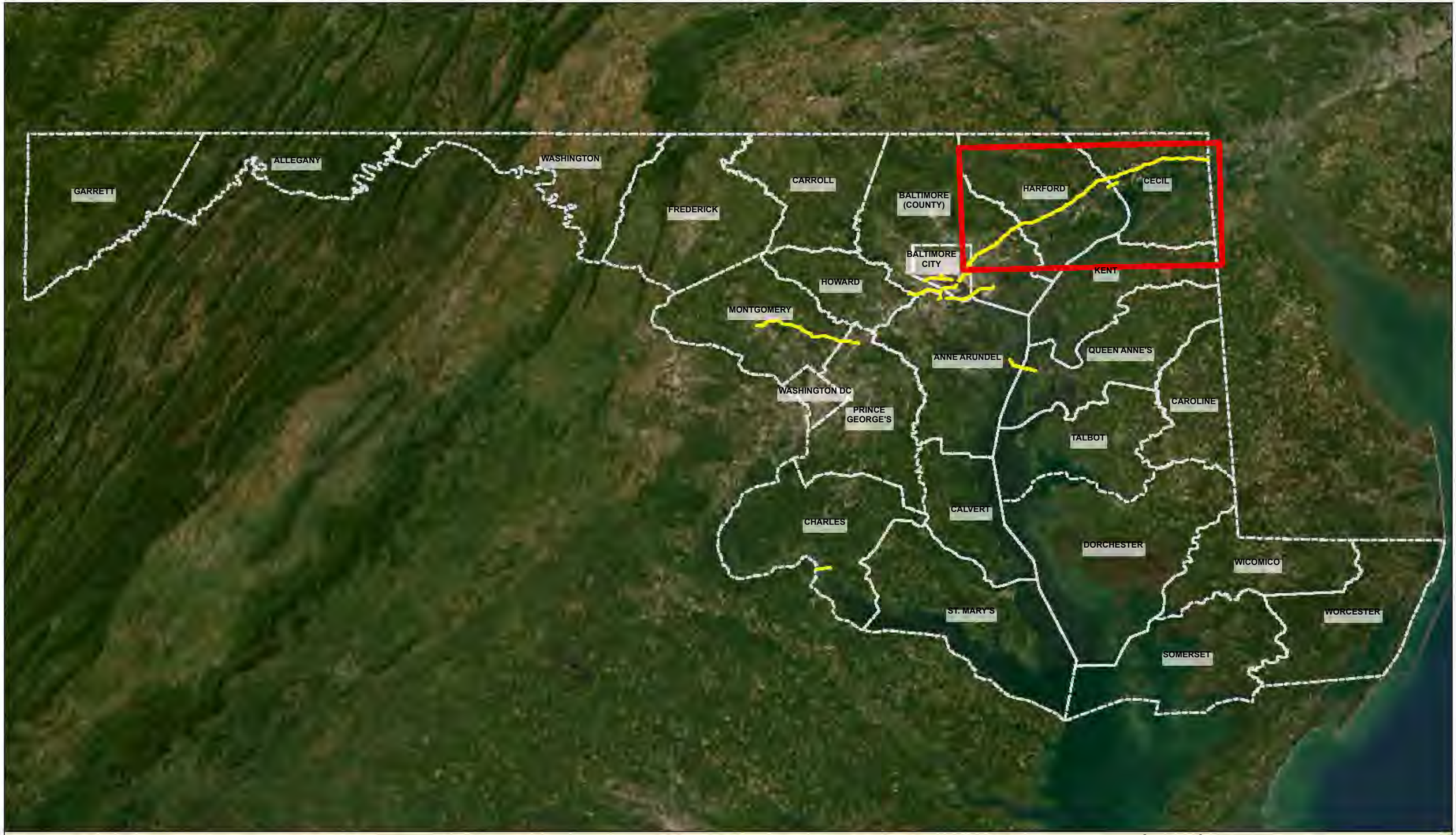
Sheet 4
1" = 200'-0"

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Appendix B: JFK Facility Maps



N

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Statewide Location Map - John F. Kennedy Memorial Highway (I-95)

Legend

MDTA Facilities

County Boundary

N

Maryland Transportation Authority

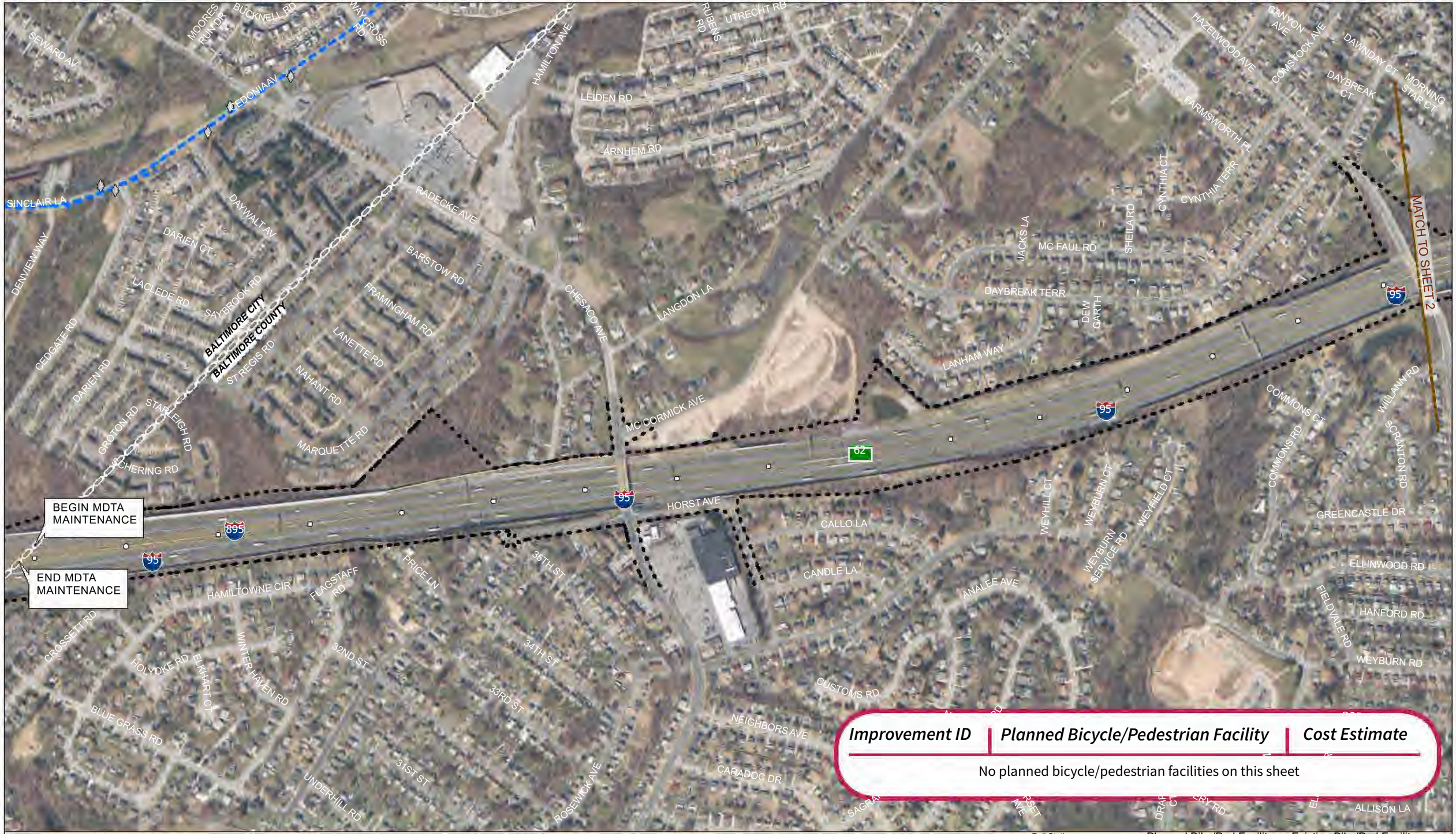
Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Facility Location Map - John F. Kennedy Memorial Highway (I-95)

Legend

MDTA Facilities

County Boundary



Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Sheet 1
1" = 500'-0"

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate

No planned bicycle/pedestrian facilities on this sheet

N

Sheet 2
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
JFK-1	Shared-use path (Rossville Boulevard) over I-95 - both sides	$13,780,000

N

Sheet 3
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

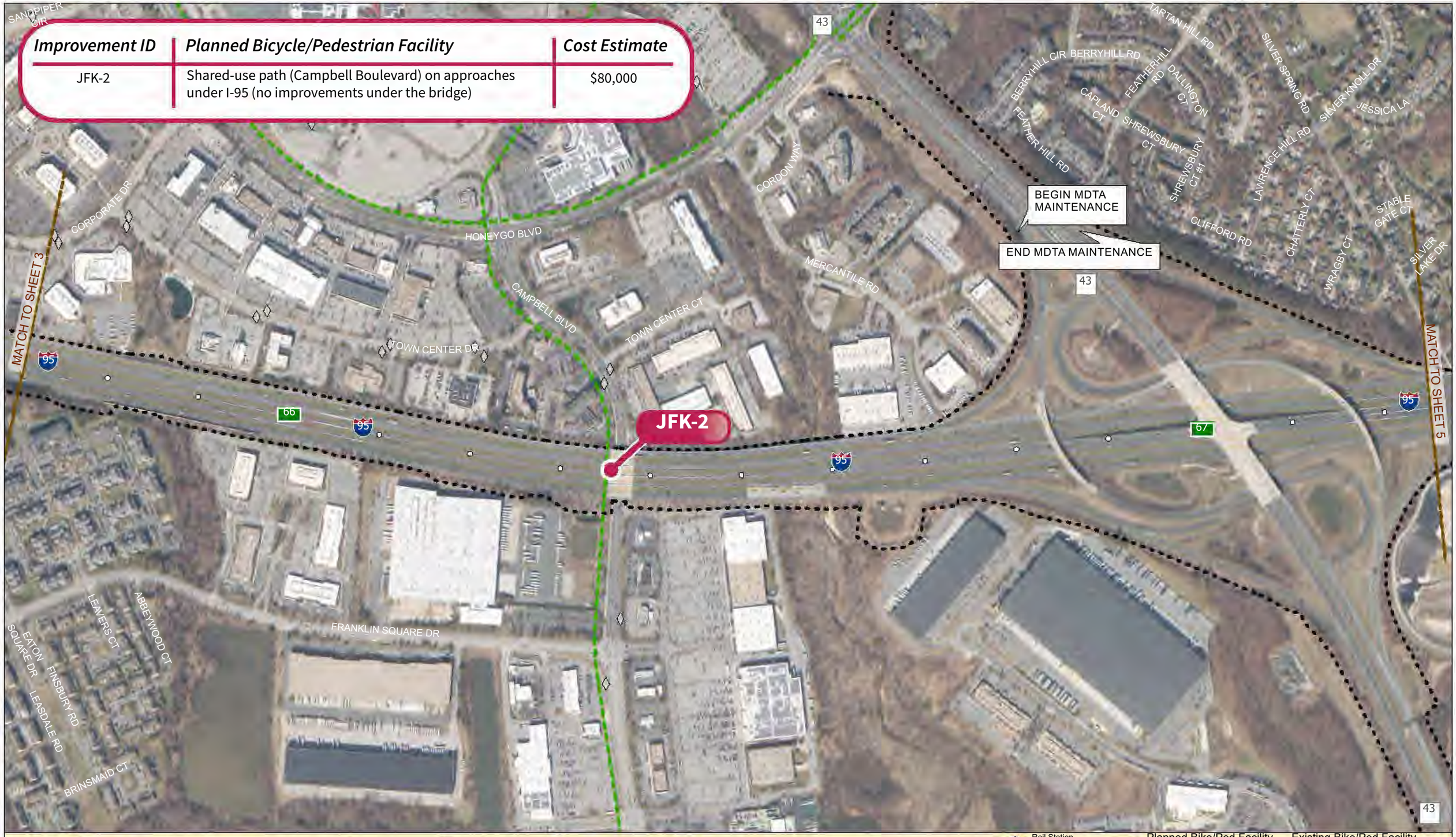
John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
JFK-2	Shared-use path (Campbell Boulevard) on approaches under I-95 (no improvements under the bridge)	$80,000



Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Sheet 4
1" = 500'-0"

	Planned Bike/Ped Facility	Existing Bike/Ped Facility
Rail Station	Off-Road	Off-Road
Bus Stop	On Road	On Road
Mile Marker (Minor)	Unknown	Unknown
Mile Marker (Major)		
MDTA ROW		
County		

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
JFK-3	On-road facility (Cowenton Avenue) over I-95	$50,000

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Sheet 5
1" = 500'-0"

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

N

Sheet 6
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
JFK-4	On-road facility (Bradshaw Road) over I-95	$10,000

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Sheet 7
1" = 500'-0"

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
JFK-5	Shared-use path (along Little Gunpowder Falls) under I-95	$270,000
JFK-6	On-road facility (Old Joppa Road) over I-95	$10,000

JFK-5

JFK-6

REYNOLDS RD
MATCH TO SHEET 7
WOLBERT WAY
BRADSHAW RD
GUN POWDER DR
ALEXIS DR
ARBUTUS DR
BULLS LA
BEECHWOOD AVE
ORSBURN DR
FERN AVE
BALTIMORE COUNTY
HARFORD COUNTY
LITTLE BRITAIN CT
POWDERSBY RD
SPRY ISLAND RD
RIVERWOOD CT
MANDEVILLE RD
LOGANWOOD CT
GUNPOWDER RIDGE RD
WOLTHAM CT
WATERTONS WAY
HEMPSTEAD CT
BRIDEWELLS CT
OLD JOPPA RD
STANS RD
MATCH TO SHEET 9

N

Sheet 8
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

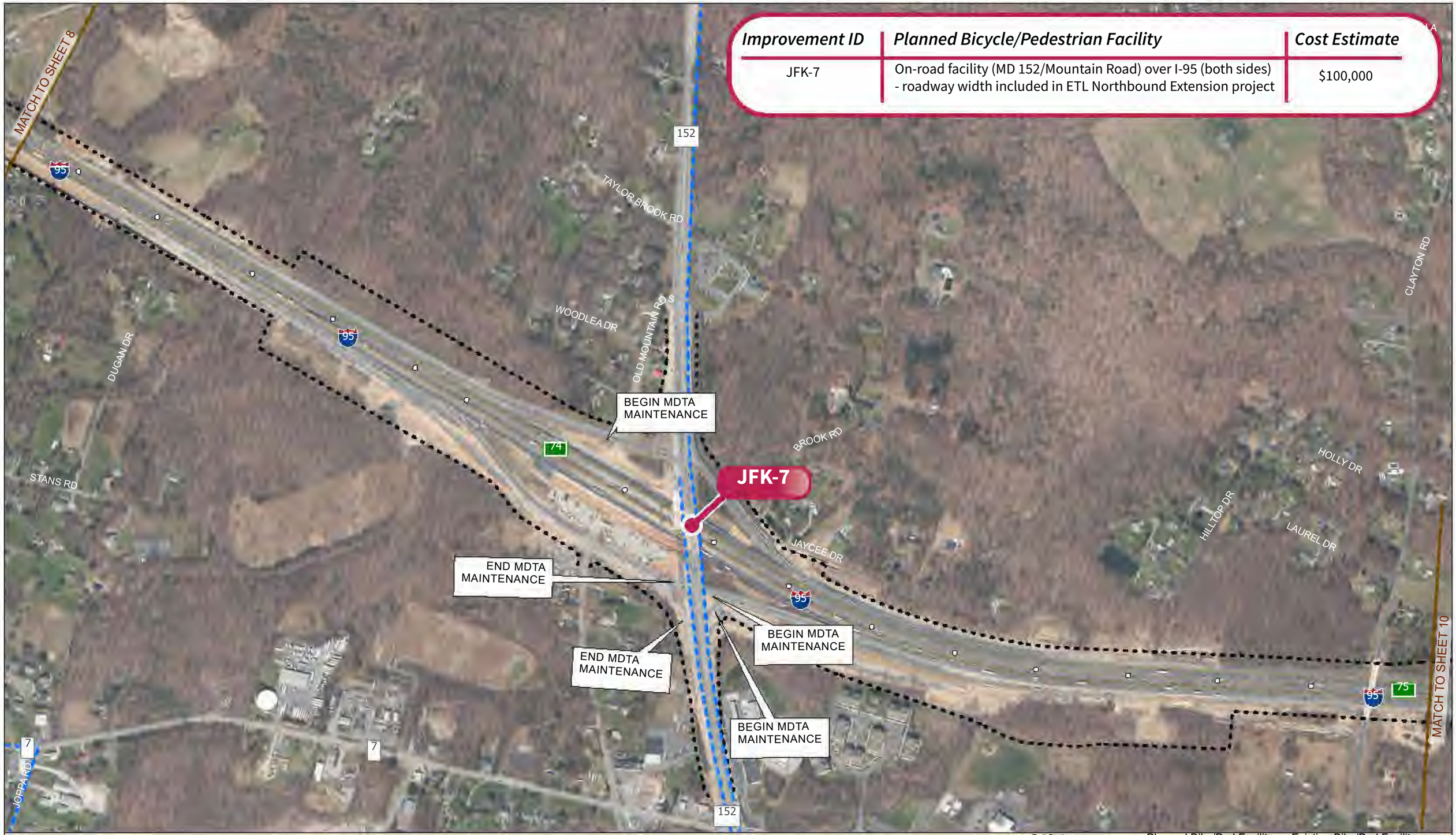
John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
JFK-7	On-road facility (MD 152/Mountain Road) over I-95 (both sides) - roadway width included in ETL Northbound Extension project	$100,000



N

Sheet 9
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
JFK-8	On-road facility (Fashion Way/Winters Run Road) under I-95	$10,000
JFK-9	Shared-use path (along Winters Run) under I-95	$340,000
JFK-10	On-road facility (MD 24) over I-95 - roadway width included in ETL Northbound Extension project	$90,000

CLAYTON RD
MATCH TO SHEET 9
WINTERS RUN RD
FASHION WAY
FASHION CT
CONSTANT FRIENDSHIP BLVD
ARUNDEL CT
BEGIN MDTA MAINTENANCE
END MDTA MAINTENANCE
JFK-10
JFK-8
JFK-9
MATCH TO SHEET 11
END MDTA MAINTENANCE
EMMORTON PARK RD
END MDTA MAINTENANCE
LAKESIDE BLVD
COLUMBIA PARK RD
EDGEWOOD RD
SNOW RD
ROTH RD
QUARRY RD
95
76
24

N

Sheet 10
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
JFK-11	On-road facility (Walton Road/Woodsdale Road) over I-95; shared-use path since no existing roadway	$8,040,000
JFK-12	On-road facility (Abingdon Road) over I-95	$10,000

N

Sheet 11
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
JFK-13	On-road facility (MD 136/Calvary Road) over I-95	$10,000

JFK-13

PEVERLY RUN RD
MARSH CT
ANDREW CT
TIFFANY TRAIL
JEFFREY CT
HAMBURG DR
BIRCH BROOK LA
RANDALL DR
HARVEY LA
GRINDLE CT
GITTINGS CT
TOWSON DR
POUSKA RD
BYNUM OVERLOOK DR
GREEN FAWN CT
HOOKERS MILL RD
136
95
79
MATCH TO SHEET 13
MATCH TO SHEET 11
VALLEY FORGE WAY
FEDERAL LA
MC COMAS WAY W
MC COMAS WAY E
EMILY CT W
EMILY CT E
ACADEMY GARTH
CRYSTAL RIDGE CT
TIMBERS CT
DEER CHASE CT
FEDERAL GARTH
MY LADYS DR
POMEROY AVE
WILSON AVE
ABINGDON RD
MILL RD
HIDDEN STREAM DR
HARFORD TOWN DR
BUSH CT
BUSH RD
7

N

Sheet 12
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
JFK-14	On-road facility (MD 543/Riverside Parkway) over I-95	$50,000

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Sheet 13
1" = 500'-0"

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

CARSINS RUN RD

END MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

Maryland House Travel Plaza

END MDTA MAINTENANCE

MATCH TO SHEET 13

MATCH TO SHEET 15

ENGLISH IVY CT

WINELEAF LA

THISTLE HILL DR

WITCHHAZEL WAY

WINEBERRY WAY

CORALBERRY CT

POSSUM TROT WAY

HOLLY OAK CIR

N

Sheet 14
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate

No planned bicycle/pedestrian facilities on this sheet

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Sheet 15
1" = 500'-0"

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
JFK-15	On-road facility (Maxa Road) over I-95	$10,000

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Sheet 16
1" = 500'-0"

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
JFK-16	On-road facility (MD 462/Paradise Road) under I-95	$10,000

JFK-16

GILBERT RD
MAXA RD
OLD ROBIN HOOD RD
462
95
87
FRONTAGE RD
MATCH TO SHEET 18
LORINE CT
HAYS RD
86
MATCH TO SHEET 16
EVERIST DR
WILMER CT
COURTNEY DR
CYRUS CT
MARIAN DR
PAUL DR
CRONIN DR

N

Sheet 17
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

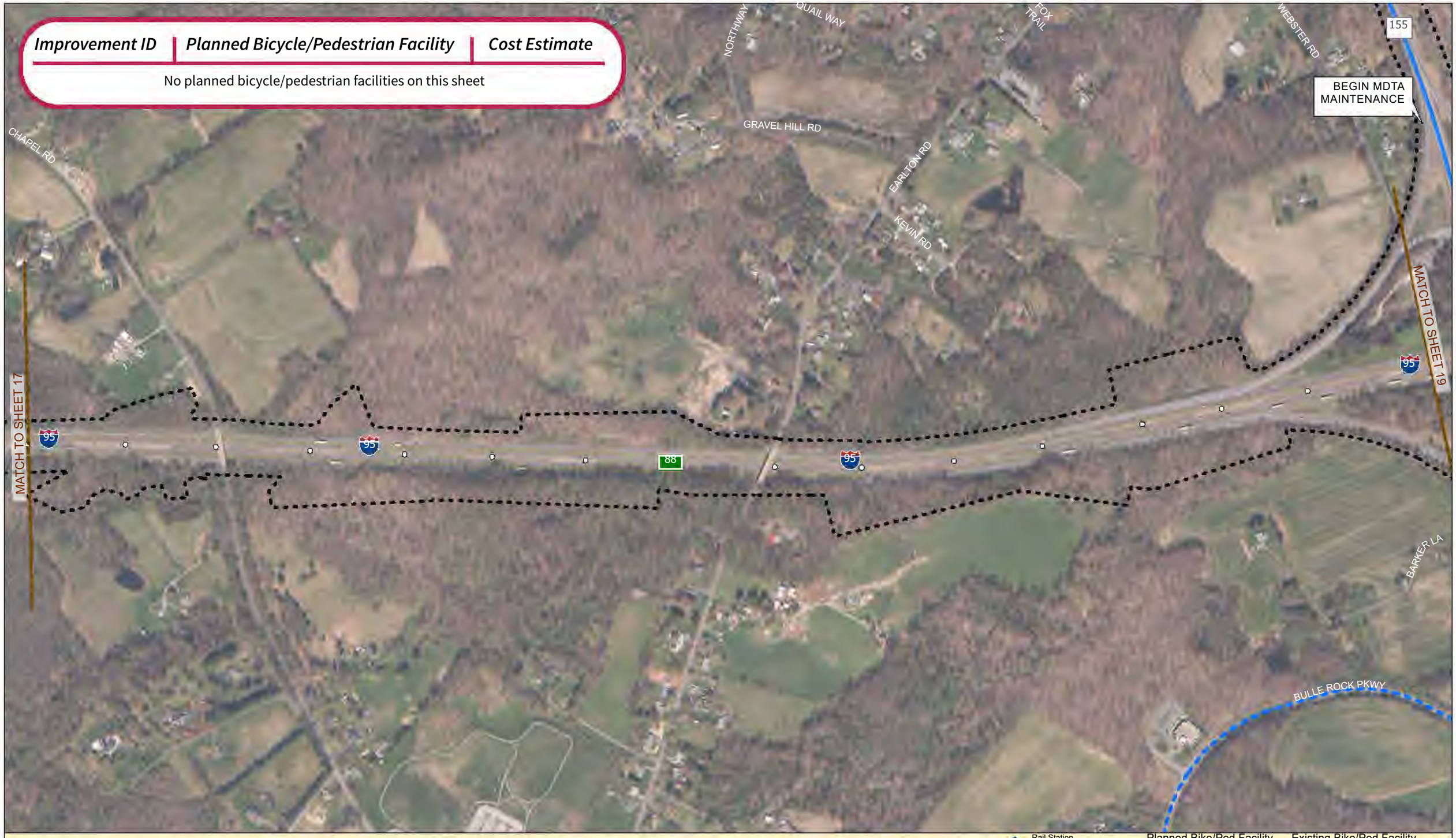
John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		



Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Sheet 18
1" = 500'-0"

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

BEGIN MDTA MAINTENANCE
END MDTA MAINTENANCE
END MDTA MAINTENANCE
BEGIN MDTA MAINTENANCE
BEGIN MDTA MAINTENANCE
MATCH TO SHEET 18
MATCH TO SHEET 20
MATTE LA
LESLIE RD
FOLEY RD
DAVIS RD
MORRISON BLVD
BARKER LA
BULLE ROCK PKWY
LAPIDUM RD
155
89
95
90

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Sheet 19
1" = 500'-0"

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
JFK-17	Shared-use path (along west side of Susquehanna River) under and adjacent to I-95	$1,470,000
JFK-18	Shared-use path (along east side of Susquehanna River) under I-95 - Lower Susquehanna Heritage Greenway	$220,000

Sheet 20
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

MATCH TO SHEET 20

COKESBURY RD

CHESAPEAKE OVERLOOK PKWY

BEGIN MDTA MAINTENANCE

MATCH TO SHEET 22

END MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

FRENCHTOWN RD

ST MARKS CHURCH RD

PENNY LA

BLYTHE DALE RD

RESERVOIR RD

95 92 222 93 824

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Sheet 21

1" = 500'-0"

	Planned Bike/Ped Facility	Existing Bike/Ped Facility
Rail Station	Off-Road	Off-Road
Bus Stop	On Road	On Road
Mile Marker (Minor)	Unknown	Unknown
Mile Marker (Major)		
MDTA ROW		
County		

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

N

Sheet 22
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

N

Sheet 23
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

N

Sheet 24
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate

No planned bicycle/pedestrian facilities on this sheet

GOOSEMAR RD
BEAVER CT
MATCH TO SHEET 24
95
LEWIS CT
BETHEL SPRINGS DR
TARKKA LN
BILLY GOSS LOOP
BETHEL CHURCH RD
WILMA CT
FLINTSTONE DR
PINE CONE DR
CROWS FOOT DR
PINEY RIDGE LA
BAYVIEW WOODS LN
BAYVIEW WOODS LOOP
99
BAILIFF RD
BARON RD
MATCH TO SHEET 26

N

Sheet 25
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

OLD BAYVIEW RD
272
FOSTER LA
END MDTA MAINTENANCE
BEGIN MDTA MAINTENANCE
BAYVIEW WOODS LN
BAILIFF RD
272
BEGIN MDTA MAINTENANCE
END MDTA MAINTENANCE
MATCH TO SHEET 25
95
100
95
95
101
95
MATCH TO SHEET 27
END MDTA MAINTENANCE
BEGIN MDTA MAINTENANCE
END MDTA MAINTENANCE
BEGIN MDTA MAINTENANCE
CENTER DR
CENTER DR (SB/L)
MARYSVILLE RD
QUARRY RD
STEVENSON RD

N

Sheet 26
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

	Planned Bike/Ped Facility	Existing Bike/Ped Facility
Rail Station	Off-Road	Off-Road
Bus Stop	On Road	On Road
Mile Marker (Minor)	Unknown	Unknown
Mile Marker (Major)		
MDTA ROW		
County		

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate

No planned bicycle/pedestrian facilities on this sheet

N

Sheet 27
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

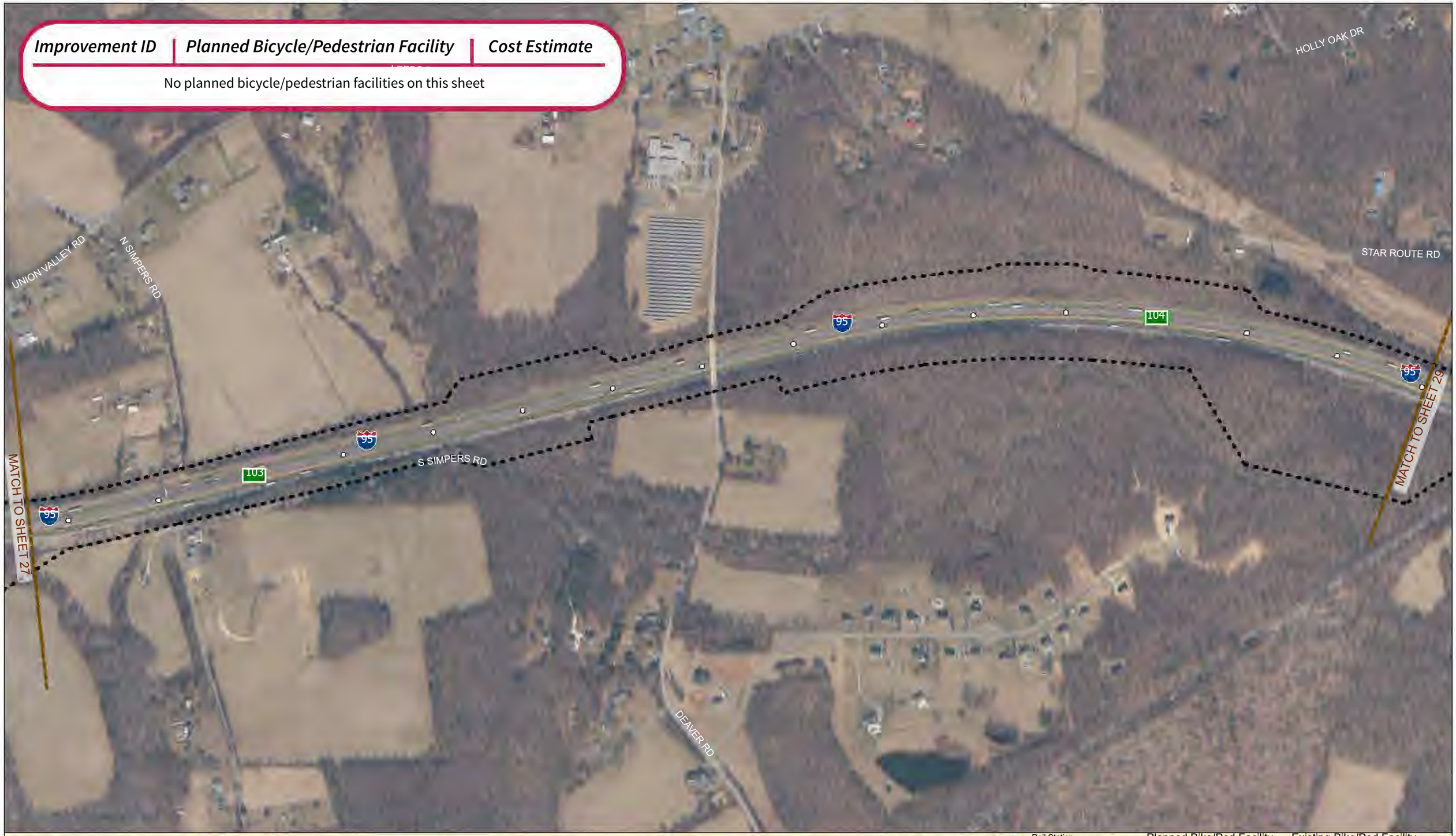
John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		



N

Sheet 28
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

N

Sheet 29
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

JOHNSTOWN RD

213

MARS AVE

106

95

MATCH TO SHEET 29

213

BERRY CT

WEDGEMONT DR

RICKETTS MILL RD

213

95

107

95

MATCH TO SHEET 31

N

Sheet 30
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

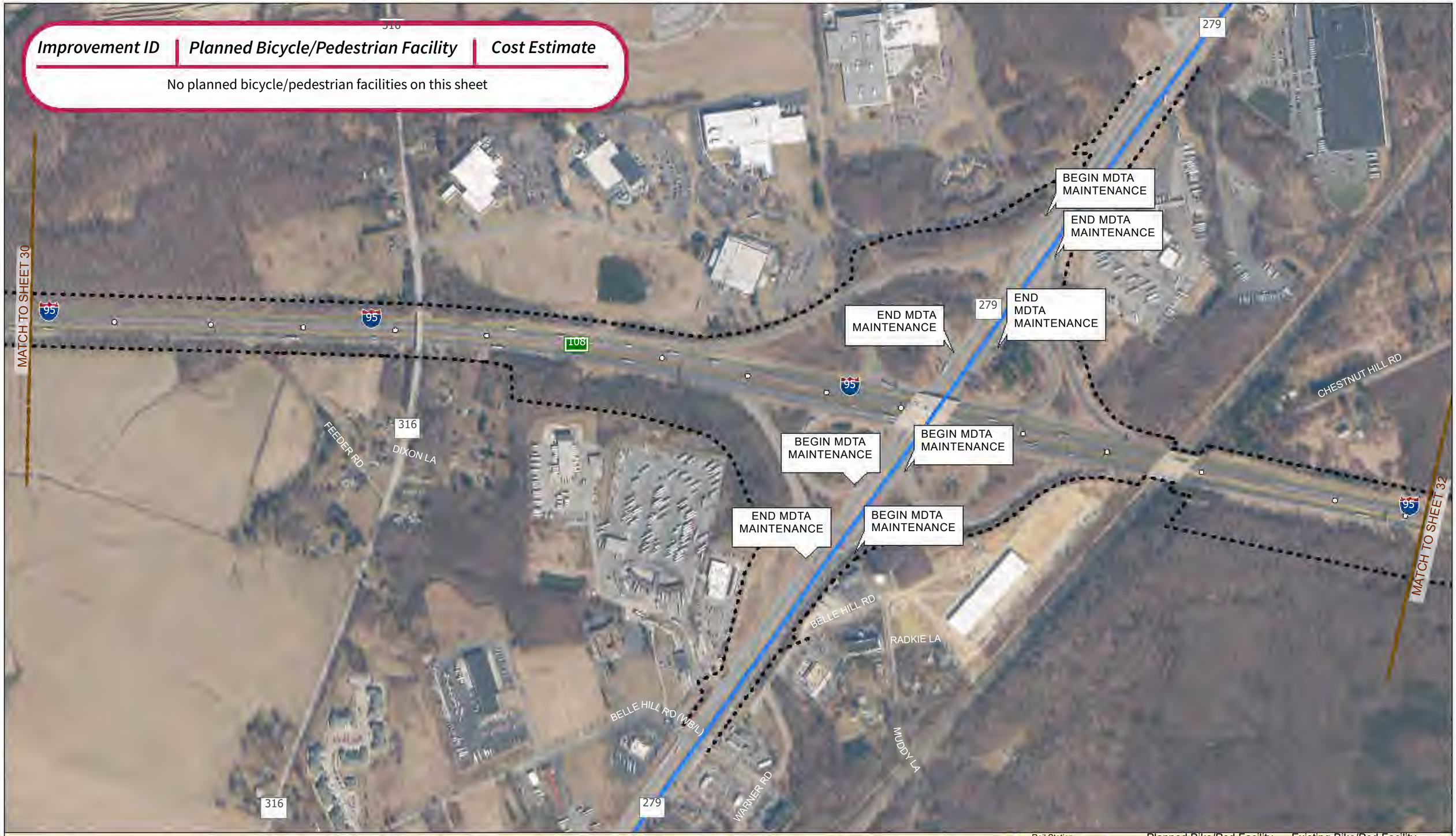
Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate

No planned bicycle/pedestrian facilities on this sheet



N

Sheet 31
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

BEGIN MDTA MAINTENANCE
END MDTA MAINTENANCE
END MDTA MAINTENANCE
END MDTA MAINTENANCE
BEGIN MDTA MAINTENANCE
BEGIN MDTA MAINTENANCE
BEGIN MDTA MAINTENANCE
END MDTA MAINTENANCE
BEGIN MDTA MAINTENANCE
END MDTA MAINTENANCE

279
95
95
279
109
95

IRON HILL RD
CHESTNUT HILL RD
MATCH TO SHEET 31
BELLE HILL RD
RADKIE LA
MUDDY LA
HICKORY LA

N

Sheet 32
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

John F. Kennedy Memorial Highway (I-95)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Appendix C: FMT Facility Maps

N

Maryland Transportation Authority

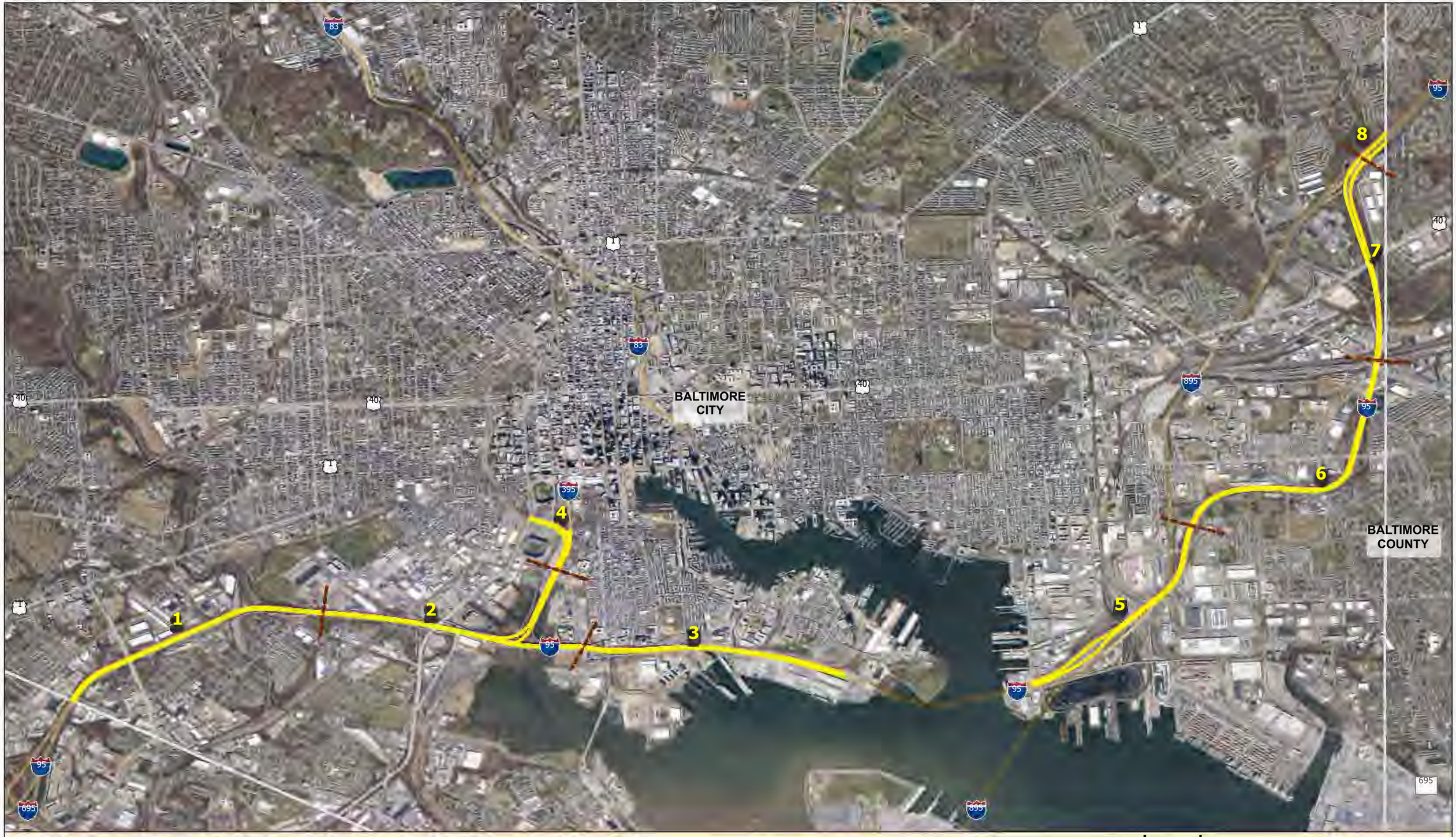
Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Statewide Location Map - Fort McHenry Tunnel (I-95, I-395)

Legend

MDTA Facilities

County Boundary



N

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Facility Location Map - Fort McHenry Tunnel (I-95, I-395)

Legend

MDTA Facilities

County Boundary

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
FMT-1	On-road facility (Joh Avenue) over I-95	$10,000
FMT-2	On-road facility (Desoto Road) under I-95	$20,000
FMT-3	On-road facility (Washington Boulevard) under I-95	$30,000

N

Sheet 1
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Fort McHenry Tunnel (I-95, I-395)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
FMT-4	Shared-use path (along Middle Branch) under I-95	$190,000

N

Sheet 2
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Fort McHenry Tunnel (I-95, I-395)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
FMT-5	On-road facility (MD 2/Hanover Street) under I-95	$5,000
FMT-6	Baltimore Peninsula bicycle bridge (Charles Street to McComas Street) under I-95	Baltimore Peninsula (STV) planning-level estimate: $13,200,000
FMT-7	On-road facility (McComas Street) under I-95	$70,000

N

Sheet 3
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Fort McHenry Tunnel (I-95, I-395)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

FMT-8

Stadium/Federal Hill Light Rail Station

BEGIN MDTA MAINTENANCE

END MDTA MAINTENANCE

Camden MARC Station

Camden Station Light Rail Station

Convention Center Light Rail Station

Baltimore Arena Light Rail Station

Charles Center Metro Station

MATCH TO SHEET 2

MATCH TO SHEET 3

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
FMT-8	Shared-use path (Stockholm Street and Sharp Street) under I-395	$1,110,000

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Fort McHenry Tunnel (I-95, I-395)

N

Sheet 4

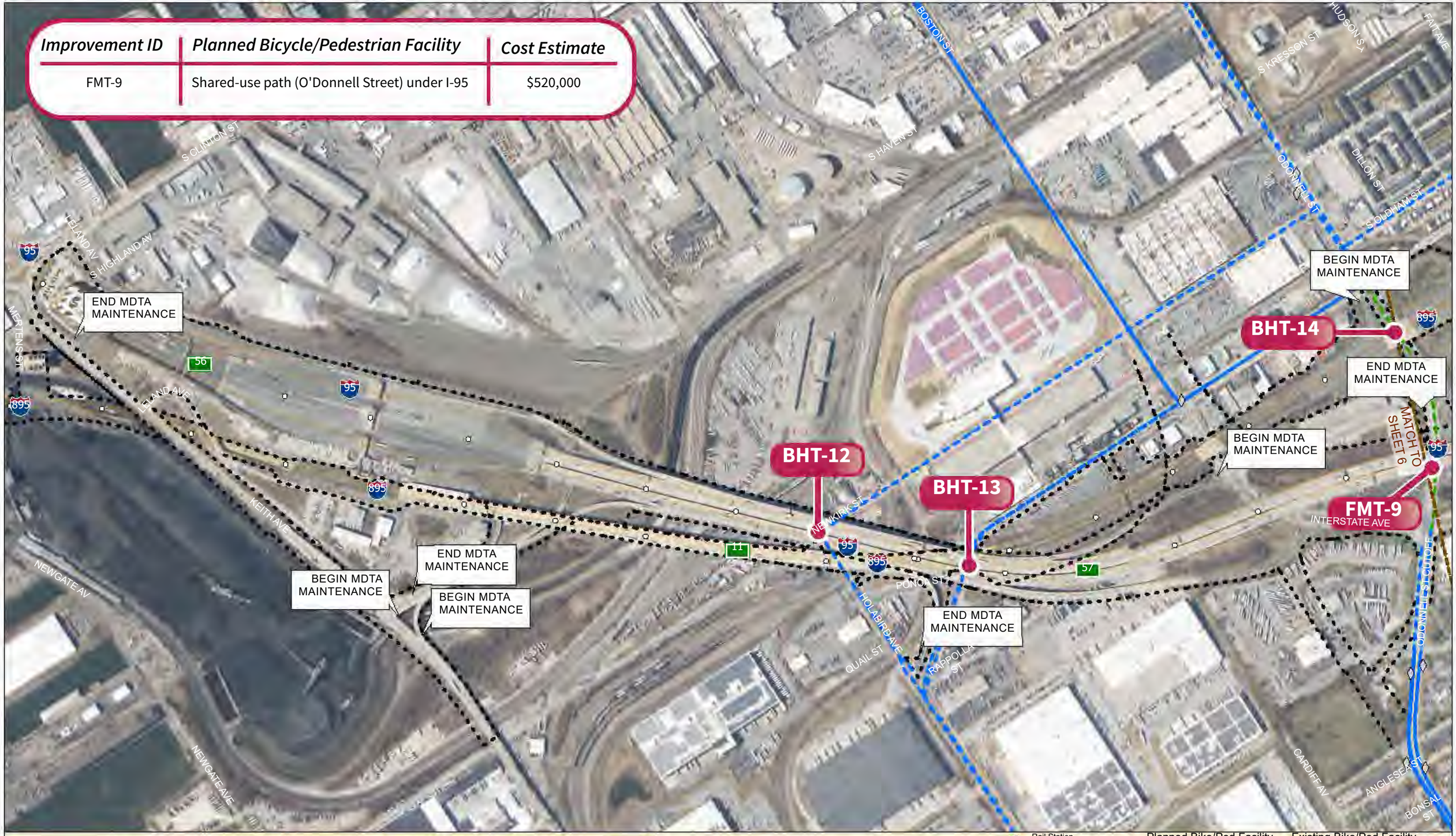
1" = 500'-0"

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility: Off-Road, On Road, Unknown

Existing Bike/Ped Facility: Off-Road, On Road, Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
FMT-9	Shared-use path (O'Donnell Street) under I-95	$520,000



N

Sheet 5
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Fort McHenry Tunnel (I-95, I-395)

	Planned Bike/Ped Facility	Existing Bike/Ped Facility
Rail Station	Off-Road	Off-Road
Bus Stop	On Road	On Road
Mile Marker (Minor)	Unknown	Unknown
Mile Marker (Major)		
MDTA ROW		
County		

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
FMT-10	On-road facility (Gusryan Street) under I-95	$10,000
FMT-11	On-road facility (Kane Street) under I-95	$20,000
FMT-12	On-road facility (Kane Street) under I-95	$10,000

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Fort McHenry Tunnel (I-95, I-395)

Sheet 6

1" = 500'-0"

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

N

Sheet 7
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Fort McHenry Tunnel (I-95, I-395)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

END MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

MATCH TO SHEET 7

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Fort McHenry Tunnel (I-95, I-395)

Sheet 8

1" = 500'-0"

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility: Off-Road, On Road, Unknown

Existing Bike/Ped Facility: Off-Road, On Road, Unknown

Appendix D: BHT Facility Maps

N

Maryland Transportation Authority

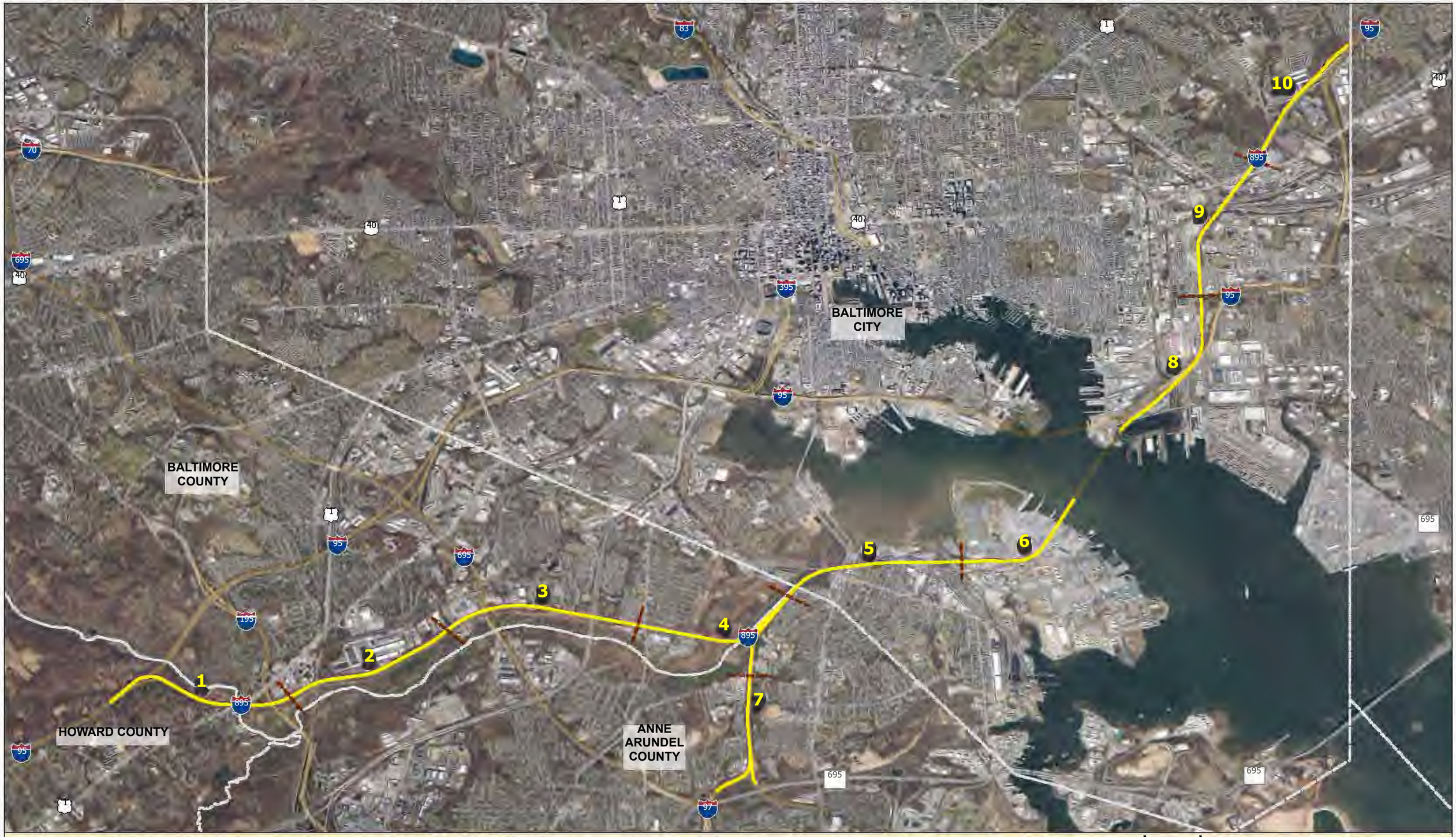
Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Statewide Location Map - Baltimore Harbor Tunnel (I-895)

Legend

MDTA Facilities

County Boundary



N

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Facility Location Map - Baltimore Harbor Tunnel (I-895)

Legend

MDTA Facilities

County Boundary

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
BHT-1	Shared-use path north of I-895 - Patapsco Regional Greenway (Elkridge to Guinness)	No cost estimate developed north of I-895; Patapsco Regional Greenway alignment still under study in this location
BHT-2	Shared-use path south of I-895 - Patapsco Regional Greenway (Elkridge to Guinness)	$2,520,000

St. Denis MARC Station

Patapsco Valley State Park

BEGIN MDTA MAINTENANCE

END MDTA MAINTENANCE

BHT-1

END MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

BHT-2

MATCH TO SHEET 2

N

Sheet 1
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Baltimore Harbor Tunnel (I-895)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
BHT-3	Shared-use path under I-895 - Patapsco Regional Greenway (Elkridge to Guinness)	$220,000
BHT-4	Shared-use path under I-895 - Patapsco Regional Greenway (Guinness to Southwest Area Park)	$330,000

Guiness Open Gate Brewery

BHT-3

BHT-4

MATCH TO SHEET 1

MATCH TO SHEET 3

BALTIMORE COUNTY

ANNE ARUNDEL COUNTY

TRIDENT CT

HOLLINS FERRY RD

PUTNAM RD

SPRING AVE

FURNACE RD

RIVER RD

PATERSON RD

N

Sheet 2

1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Baltimore Harbor Tunnel (I-895)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
BHT-5	Shared-use path within I-695 interchange right-of-way and under I-695 - Patapsco Regional Greenway (Guinness to Southwest Area Park)	$1,320,000

BHT-5

BEGIN MDTA MAINTENANCE

END MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

MATCH TO SHEET 2

MATCH TO SHEET 4

BALTIMORE COUNTY

ANNE ARUNDEL COUNTY

TRANSWAY RD

ESKOW AVE

HAMMONDS FERRY RD

WISEWELL CT

KESSLER RD

LAMBERT CT

CARLSBAD CT

IMPERIAL CT

NIAGARA CT

FREDONIA CT

FREEWAY

CALEDONIA AVE

TARTARIAN CT

GORHAM CT

KESSLER CT

BURBANK CT

BERO RD

TWIN CIRCLE WAY

MC DOWELL LA

FOERSTER RD

VIRGINIA AVE

WALNUT RD

SCOTIA RD

FENOR RD

NORFEN RD

YARNALL RD

SERVICE RD

W NURSERY RD

OREGON AVE

FAIRVIEW AVE

EVELYN AVE

FRANKLIN ST

RAYNOR AVE

WEDEMAN AVE

CENTRAL AVE

695

895

295

168

969

4

648

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Baltimore Harbor Tunnel (I-895)

Sheet 3

1" = 500'-0"

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
BHT-6	On-road facility (MD 648) under I-895 - Patapsco Regional Greenway (Guinness to Southwest Area Park)	$5,000
BHT-7	Shared-use path (MD 170) under I-895 - Belle Grove Road Safety Improvements	$220,000

N

Sheet 4
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Baltimore Harbor Tunnel (I-895)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
BHT-8	On-road facility (Patapsco Avenue - both sides) under I-895	$40,000
BHT-9	Shared-use path along MD 2/Hanover Street under I-895	$110,000
BHT-10	Shared-use path along Frankfurst Avenue within I-895 interchange right-of-way - Masonville Cove Connector	$690,000

N

Sheet 5
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Baltimore Harbor Tunnel (I-895)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate

No planned bicycle/pedestrian facilities on this sheet

Masonville Cove Environmental Education Center

MATCH TO SHEET 5

BEGIN MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

END MDTA MAINTENANCE

SHELL RD

FRANKFURST AVE

CHILDS ST

SUN ST

VERA ST

895

8

9

N

Sheet 6
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Baltimore Harbor Tunnel (I-895)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
BHT-11	On-road facility (Hammonds Lane) over I-895	$10,000

N

Sheet 7
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

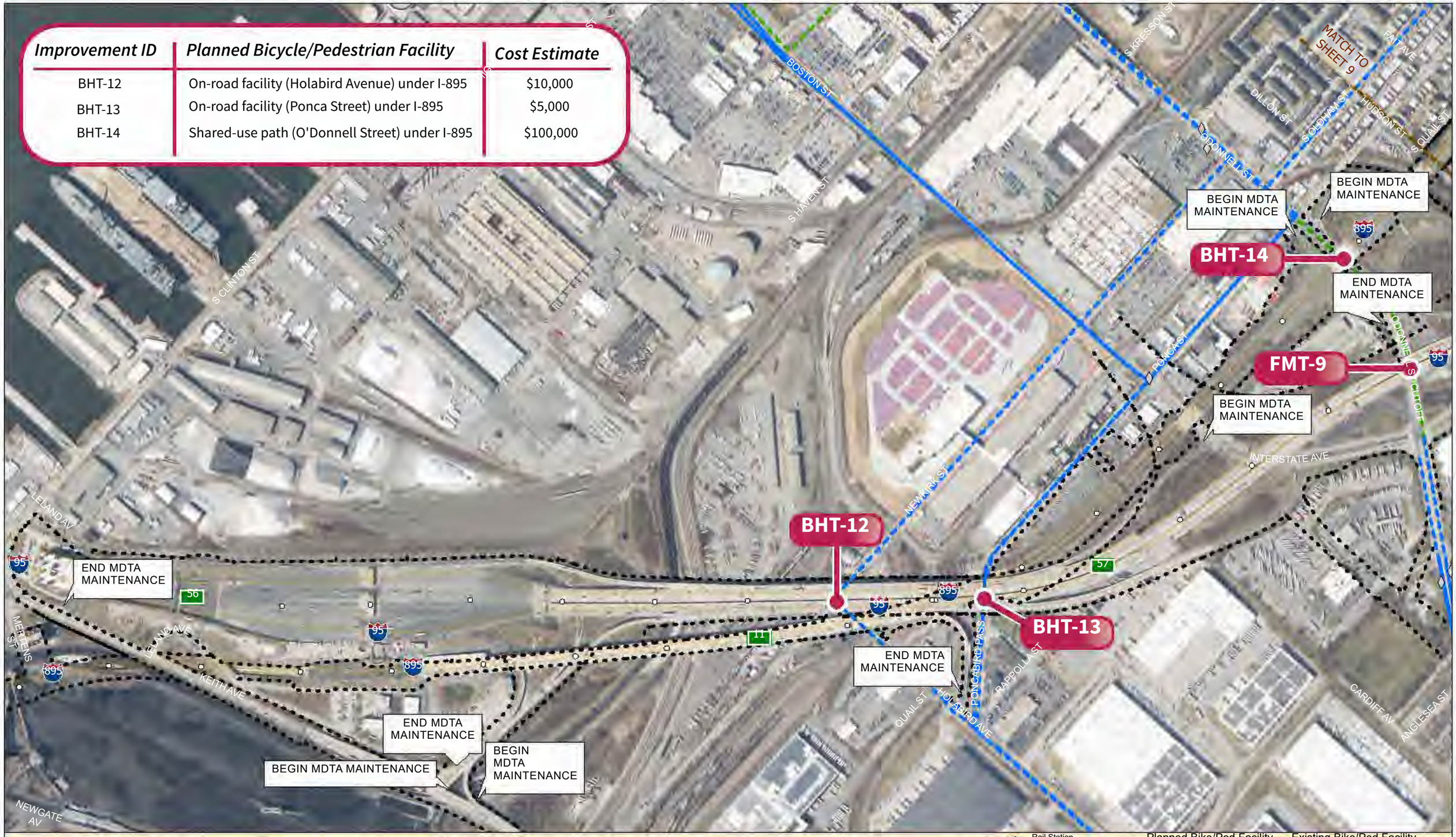
Baltimore Harbor Tunnel (I-895)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
BHT-12	On-road facility (Holabird Avenue) under I-895	$10,000
BHT-13	On-road facility (Ponca Street) under I-895	$5,000
BHT-14	Shared-use path (O'Donnell Street) under I-895	$100,000



Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Baltimore Harbor Tunnel (I-895)

Sheet 8

1" = 500'-0"

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
BHT-15	On-road facility (Fleet Street) over I-895	$5,000
BHT-16	On-road facility (MD 150/Eastern Avenue) over I-895	$5,000

N

Sheet 9
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Baltimore Harbor Tunnel (I-895)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

BEGIN MDTA MAINTENANCE

END MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

END MDTA MAINTENANCE

MATCH TO SHEET 9

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Baltimore Harbor Tunnel (I-895)

Sheet 10

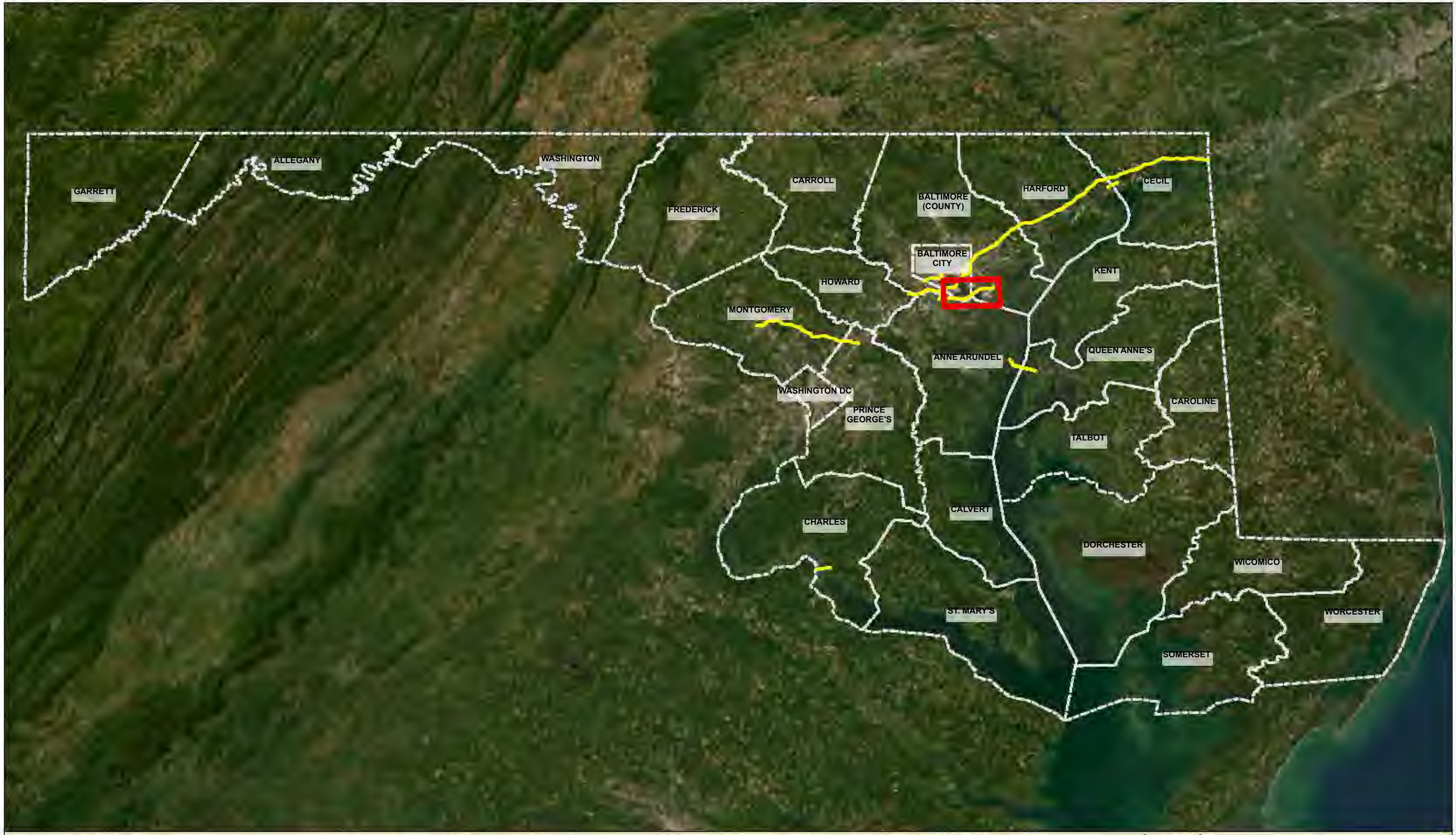
1" = 500'-0"

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Appendix E: FSK Facility Maps



N

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Statewide Location Map - Francis Scott Key Bridge (I-695)

Legend

MDTA Facilities

County Boundary

N

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Facility Location Map - Francis Scott Key Bridge (I-695)

Legend

MDTA Facilities

County Boundary

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
FSK-1	On-road facility (MD 710) under I-695	$10,000

N

Sheet 1
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Francis Scott Key Bridge (I-695)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
	No cost estimate developed; still under study	

MATCH TO SHEET 1

MATCH TO SHEET 3

CHEMICAL RD

BEGIN MDTA MAINTENANCE

END MDTA MAINTENANCE

END MDTA MAINTENANCE

BALTIMORE CITY

ANNE ARUNDEL COUNTY

COVEAV

BUNGALOW AV

EFFICIENCY WY

HAWKINS POINT RD

THOMS RD

FORT ARMISTEAD RD

173

695

51

172

50

N

Sheet 2
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Francis Scott Key Bridge (I-695)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
	Proposed Bicycle/Pedestrian Facility	
	No cost estimate developed; still under study	

MATCH TO SHEET 2

695

DOCK RD

695

FORT ARMISTEAD RD

49

695

695

MATCH TO SHEET 4

BALTIMORE CITY

ANNE ARUNDEL COUNTY

ANNE ARUNDEL COUNTY

BALTIMORE COUNTY

N

Sheet 3

1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Francis Scott Key Bridge (I-695)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
	No cost estimate developed; still under study	

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Francis Scott Key Bridge (I-695)

Sheet 4
1" = 500'-0"

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
	No cost estimate developed; still under study	

N

Sheet 5
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Francis Scott Key Bridge (I-695)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
	No cost estimate developed; still under study	

N

Sheet 6
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

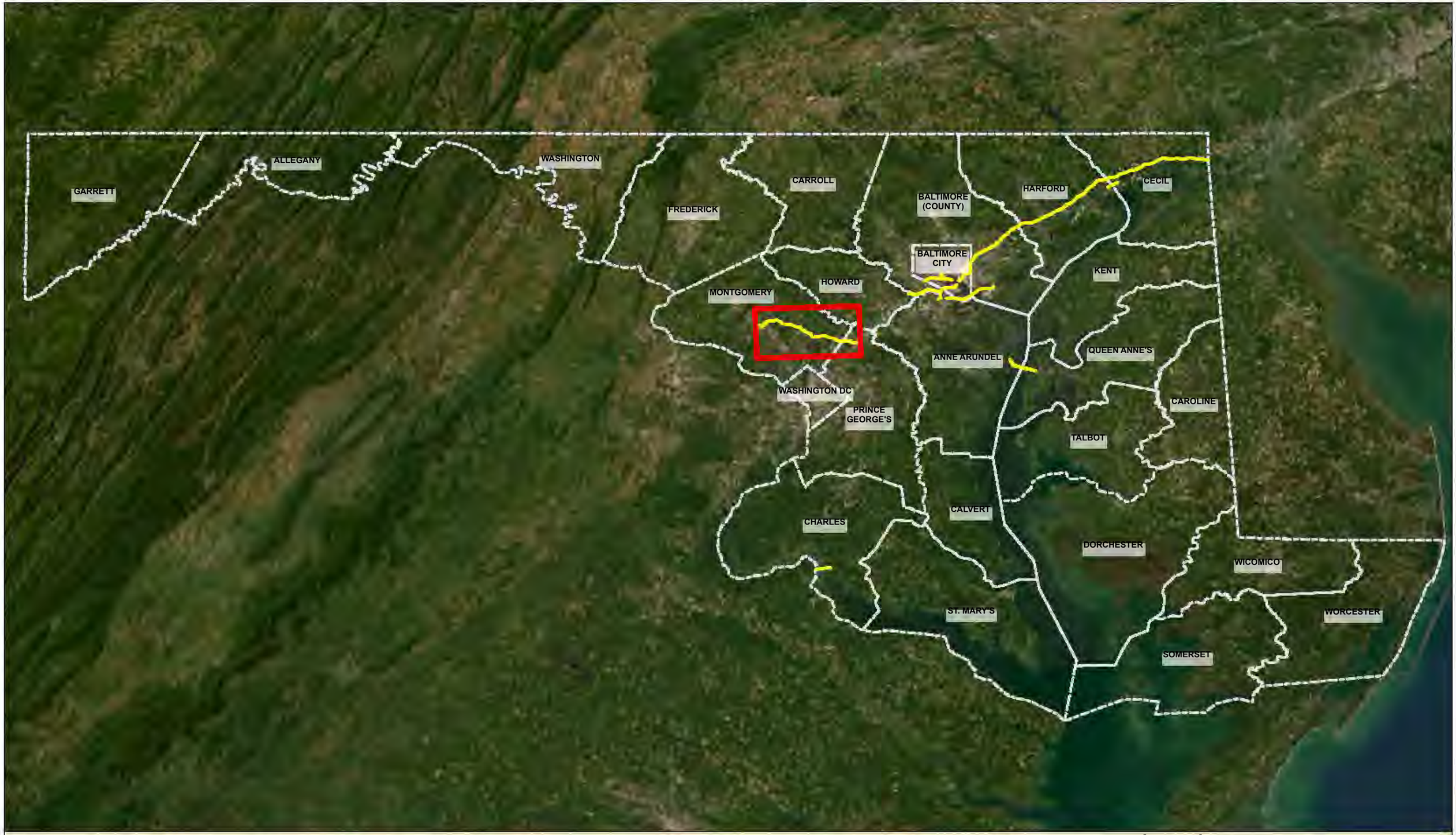
Francis Scott Key Bridge (I-695)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Appendix F: ICC Facility Maps



N

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Statewide Location Map - Intercounty Connector (ICC)/MD 200

Legend

MDTA Facilities

County Boundary

N

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Facility Location Map - Intercounty Connector (ICC)/MD 200

Legend

MDTA Facilities

County Boundary

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

N

Sheet 1
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Intercounty Connector (ICC)/MD 200

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
ICC-1	Shared-use path (Shady Grove Road) under MD 200 - both sides	$290,000
ICC-2	Shared-use path (Redland Road) over MD 200	$4,440,000

ICC-1

ICC-2

END MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

MATCH TO SHEET 3

MATCH TO SHEET 1

PICEA VIEW CT
RIDGE RD
BOUNDING BEND CT
AMITY CT
AMITY DR
CASTANEA LA
POLARA PL
RYDAL TERR
DACE DR
TEAL CT
BRIARDALE CT
BRIARDALE TERR
BRIARDALE RD
CRABBS BRANCH WAY
SHADY GROVE RD (SB/L)
SHADY GROVE RD
MALABAR ST
CAMBERFORD ST
CAMBERFORD PL
TIMBERCREST DR
NEEDWOOD RD
BETHAYRES RD
BAEDERWOOD TERR
BAEDERWOOD LA
BETHAYRES CT
FRONTENAC TERR
REDLAND RD
BEE BEE DR
BEE BEE CT
PANORAMA DR
LEOPOLD TERR
LEOPOLD CT
OSPREY DR
OSPREY CT
KIPLING RD
OVERHILL RD
NEDHAM RD
CATALPA CT
COPPERWOOD CT
GARRETT RD
FLATWOOD DR
HOBBLE BUSH CT
LABURNUM CT
TUPELO CT
TUPELO DR
FOUNDERS MILL CT
FOUNDERS MILL DR
SUGAR MAPLE CT
WEATHERBY DR
BERCLAIR TERR
LAROSA DR

200
3
4
370

N

Sheet 2
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Intercounty Connector (ICC)/MD 200

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate

No planned bicycle/pedestrian facilities on this sheet

N

Sheet 3
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Intercounty Connector (ICC)/MD 200

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
ICC-3	Shared-use path (Rock Creek Trail) under MD 200	$150,000

N

Sheet 4
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Intercounty Connector (ICC)/MD 200

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

MATCH TO SHEET 4
CAVALRY DR
EMORY LA
DEBENHAM CT
SILVER MAPLE CT
UPBROOK CT
FOX VALLEY TERR
DANFORTH CT
TERRAWOOD CT
SIGNATURE CT
97
200
FOX VALLEY DR
SPRING WATER CT
HILLCROFT DR
WINGLEAF CT
BATCHELLORS FOREST RD
PARK LAKE DR
200
PINETREE RD
OAKTREE RD
ICC-4
BEGIN MDTA MAINTENANCE
END MDTA MAINTENANCE
ICC-5
PRINCE RD
THISTLEBRIDGE DR
8
THISTLEBRIDGE WAY
END MDTA MAINTENANCE
END MDTA MAINTENANCE
200
SYCAMORE LA
HOLLY RIDGE RD
OAK HILL RD
ARBOR CREST WAY
WILD GRAPE CT
BEGIN MDTA MAINTENANCE
BEGIN MDTA MAINTENANCE
BRADFORD RD
655
97
200
MATCH TO SHEET 6
115

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
ICC-4	Shared-use path along MD 200 - Emory Lane to MD 97	$3,260,000
ICC-5	Shared-use path (MD 97/Georgia Avenue) over MD 200	$9,410,000

N

Sheet 5
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Intercounty Connector (ICC)/MD 200

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
ICC-6	Shared-use path (Longmead Crossing Drive) over MD 200	$3,600,000

N

Sheet 6
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Intercounty Connector (ICC)/MD 200

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
ICC-7	Shared-use path (MD 182/Layhill Road) over MD 200	$5,400,000
ICC-8	Shared-use path (Bonifant Road) under MD 200	$150,000
ICC-9	Shared-use path along MD 200 - 0.9 miles east of Bonifant Road to Notley Road	$1,530,000

ICC-8
ICC-9
ICC-7
BONIFANT RD
CARONA DR
JAYSTONE DR
JAYSTONE CT
PEBBLESTONE DR
WILSHIRE CT
MARBLEHEDGE WAY
AVON SQUARE CT
CRICKET LA
NORTHWYN DR
STRATFORD MANOR TERR
OLD STONE RD
MATCH TO SHEET 8
MATCH TO SHEET 6
END MDTA MAINTENANCE
BEGIN MDTA MAINTENANCE
BEGIN MDTA MAINTENANCE
ALDERTON RD
LONG GREEN CT
LONG GREEN DR
ALDERTON LA
PICCADILLY RD
SHILLING CT
SHILLING LA
MORTON HALL RD
BONIFANT PARK DR
LONGMEAD RD
CHERRY LEAF LA
VILLAGE GATE DR
NORVALE RD
GILPIN RD
LONGMEAD CROSSING DR
ARGYLE CLUB LA
WOODWELL TERR
WOODWELL RD
ATWOOD CT
FOGGY GLEN DR
ATWOOD RD
200
182
11
12

N

Sheet 7
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

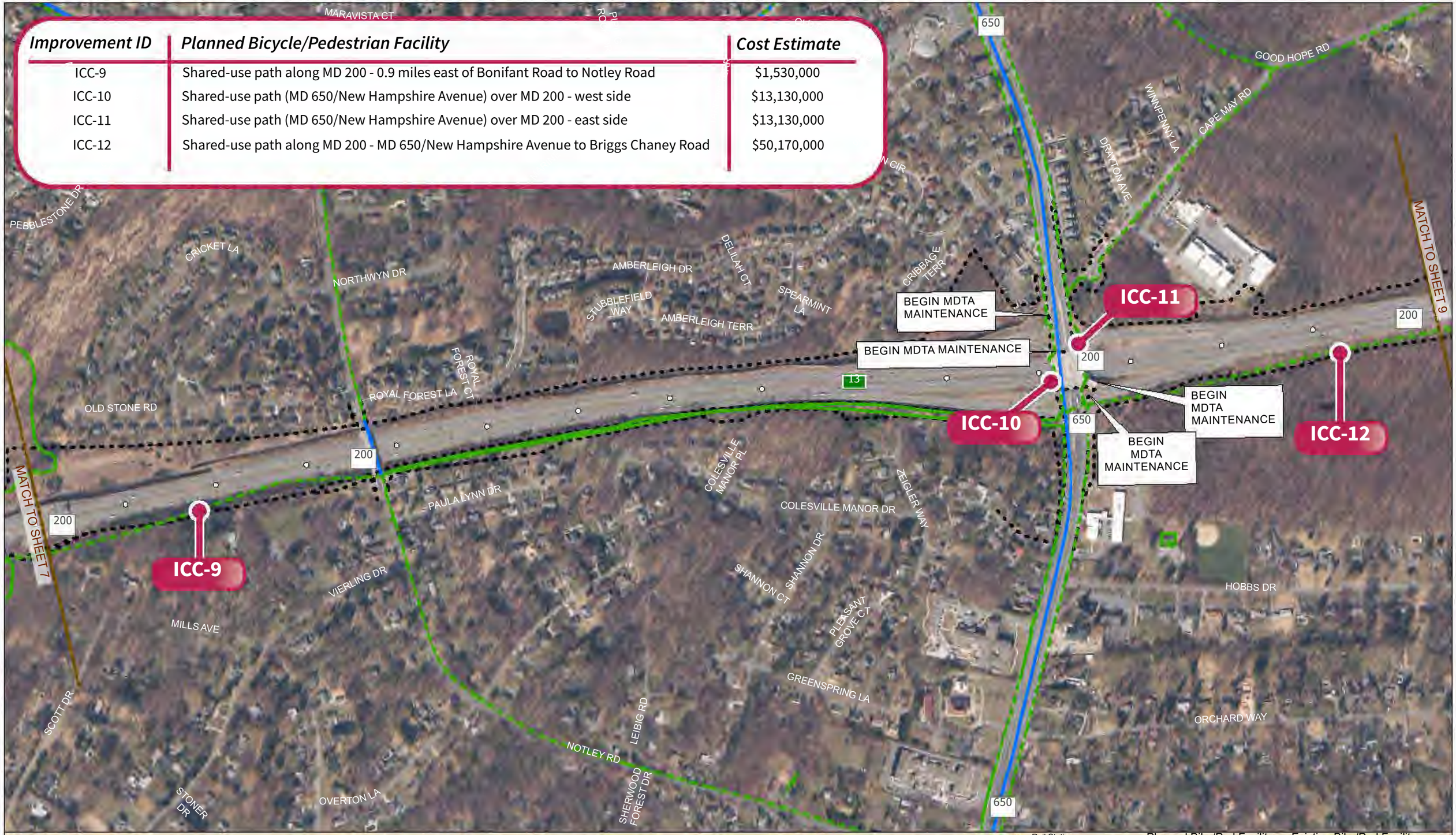
Intercounty Connector (ICC)/MD 200

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
ICC-9	Shared-use path along MD 200 - 0.9 miles east of Bonifant Road to Notley Road	$1,530,000
ICC-10	Shared-use path (MD 650/New Hampshire Avenue) over MD 200 - west side	$13,130,000
ICC-11	Shared-use path (MD 650/New Hampshire Avenue) over MD 200 - east side	$13,130,000
ICC-12	Shared-use path along MD 200 - MD 650/New Hampshire Avenue to Briggs Chaney Road	$50,170,000



N

Sheet 8
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Intercounty Connector (ICC)/MD 200

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
ICC-12	Shared-use path along MD 200 - MD 650/New Hampshire Avenue to Briggs Chaney Road	$50,170,000

N

Sheet 9
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

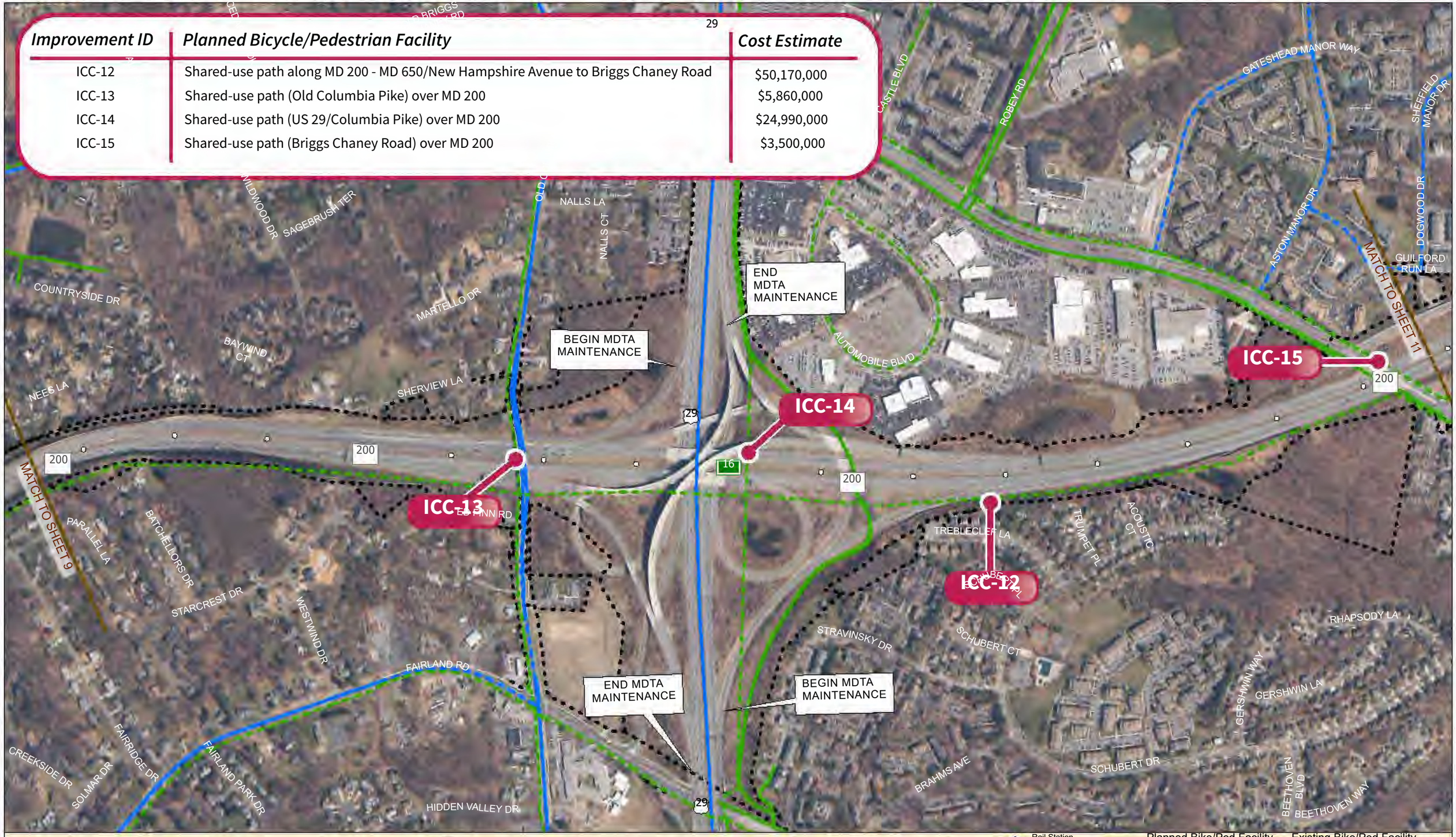
Intercounty Connector (ICC)/MD 200

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
ICC-12	Shared-use path along MD 200 - MD 650/New Hampshire Avenue to Briggs Chaney Road	$50,170,000
ICC-13	Shared-use path (Old Columbia Pike) over MD 200	$5,860,000
ICC-14	Shared-use path (US 29/Columbia Pike) over MD 200	$24,990,000
ICC-15	Shared-use path (Briggs Chaney Road) over MD 200	$3,500,000



N

Sheet 10
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Intercounty Connector (ICC)/MD 200

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
ICC-16	Shared use path (Old Gunpowder Road) over MD 200	$6,830,000

N

Sheet 11
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Intercounty Connector (ICC)/MD 200

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility: Off-Road, On Road, Unknown

Existing Bike/Ped Facility: Off-Road, On Road, Unknown

END MDTA MAINTENANCE

MATCH TO SHEET 11

200

BEGIN MDTA MAINTENANCE

Konterra

200

END MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

95

ICC-17

19

200

VIRGINIA MANOR CT

PINEY WOODS PL

VIRGINIA MANOR RD

206

CINDER RD

BEGIN MDTA MAINTENANCE

END MDTA MAINTENANCE

200

MATCH TO SHEET 13

20

95

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
ICC-17	On-road facility (future Konterra development) across I-95	$10,000

206

N

Sheet 12
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Intercounty Connector (ICC)/MD 200

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	*Planned Bicycle/Pedestrian Facility*	*Cost Estimate*
No planned bicycle/pedestrian facilities on this sheet		

N

Sheet 13
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Intercounty Connector (ICC)/MD 200

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Appendix G: WPL Facility Maps

N

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Statewide Location Map - William Preston Lane Jr. Memorial (Bay) Bridge (US50/301)

Legend

MDTA Facilities

County Boundary

N

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Facility Location Map - William Preston Lane Jr. Memorial (Bay) Bridge (US50/301)

Legend

MDTA Facilities

County Boundary

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
	No cost estimate developed; still under study	

EAST BEACH RD

SOUTH BEACH RD

Sandy Point State Park

END MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

908

50

50

32

50

33

50

MATCH TO SHEET 2

ENT TO WESTINGHOUSE

931

HOLLYBEACH FARM RD

N

Sheet 1
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

William Preston Lane Jr. Memorial (Bay) Bridge (US50/301)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
	No cost estimate developed; still under study	

MATCH TO SHEET 1

MATCH TO SHEET 3

ANNE ARUNDEL COUNTY

QUEEN ANNE'S COUNTY

50

50

50

50

301

34

N

Sheet 2
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

William Preston Lane Jr. Memorial (Bay) Bridge (US50/301)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
		No cost estimate developed; still under study

N

Sheet 3
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

William Preston Lane Jr. Memorial (Bay) Bridge (US50/301)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
	No cost estimate developed; still under study	

Terrapin Nature Park

MATCH TO SHEET 3

BEGIN MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

END MDTA MAINTENANCE

END MDTA MAINTENANCE

PIER ONE RD

50 36 301 50 301 301 50 301 835 8

N

Sheet 4
1" = 500'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

William Preston Lane Jr. Memorial (Bay) Bridge (US50/301)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Appendix H: HWN Facility Maps

N

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Statewide Location Map - Governor Harry W. Nice Memorial/ Senator Thomas "Mac" Middleton Bridge (US 301)

Legend

MDTA Facilities

County Boundary

N

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Facility Location Map - Governor Harry W. Nice Memorial/ Senator Thomas "Mac" Middleton Bridge (US 301)

Legend

MDTA Facilities

County Boundary

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

King George County, Virginia

Charles County, Maryland

MATCH TO SHEET 2

301

END MDTA MAINTENANCE

BEGIN MDTA MAINTENANCE

END MDTA MAINTENANCE

N

Sheet 1
1" = 200'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

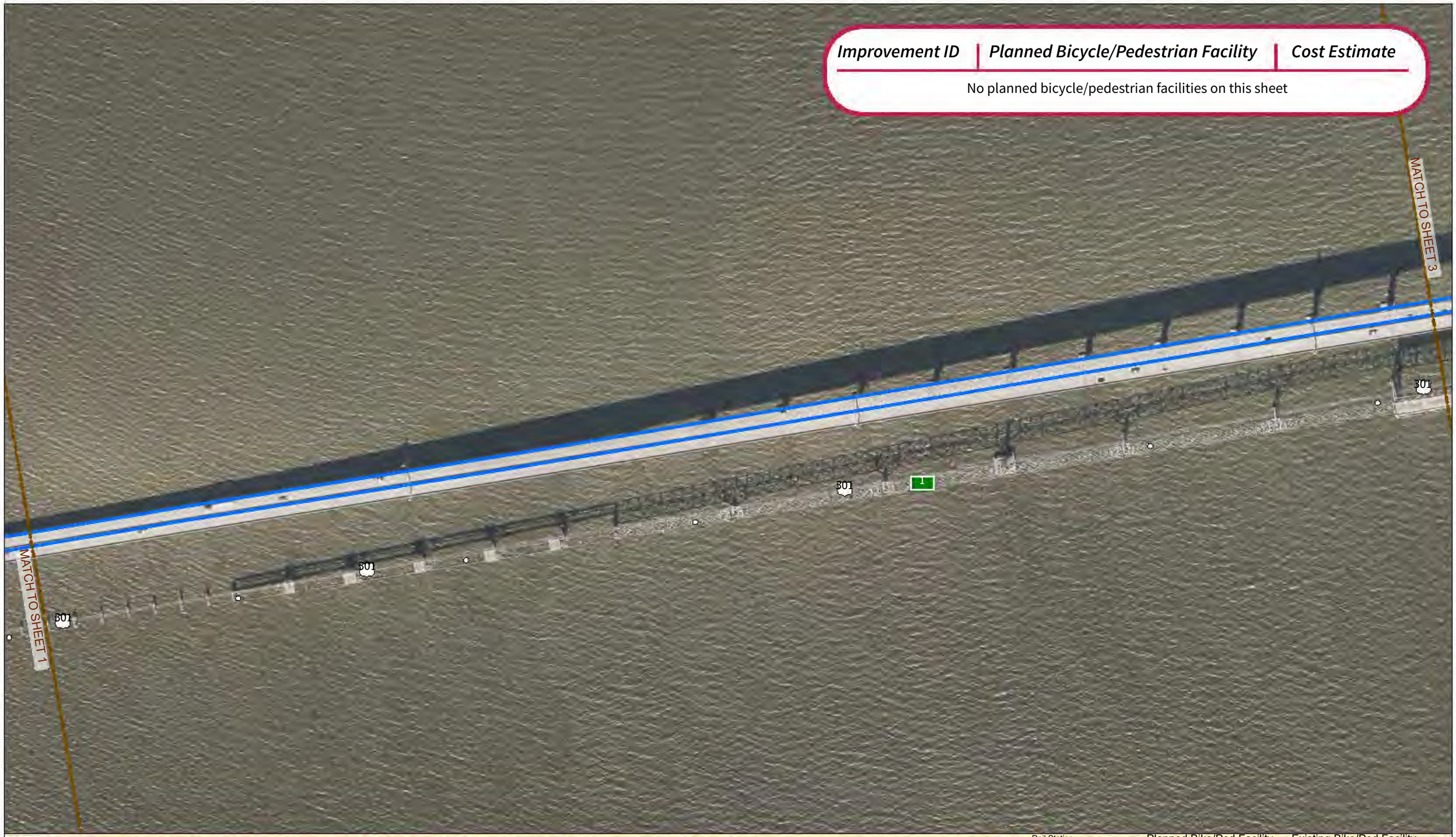
Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (US 301)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		



N

Sheet 2
1" = 200'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Governor Harry W. Nice Memorial/Senator Thomas "Mac"
Middleton Bridge (US 301)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

N

Sheet 3
1" = 200'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (US 301)

Rail Station
Bus Stop
Mile Marker (Minor)
Mile Marker (Major)
MDTA ROW
County

Planned Bike/Ped Facility
Off-Road
On Road
Unknown

Existing Bike/Ped Facility
Off-Road
On Road
Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

MATCH TO SHEET 3

MATCH TO SHEET 5

N

Sheet 4
1" = 200'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Governor Harry W. Nice Memorial/Senator Thomas "Mac" Middleton Bridge (US 301)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Improvement ID	Planned Bicycle/Pedestrian Facility	Cost Estimate
No planned bicycle/pedestrian facilities on this sheet		

N

Sheet 5
1" = 200'-0"

Maryland Transportation Authority

Inventory of Area Existing and Planned Bicycle/Pedestrian Facilities

Governor Harry W. Nice Memorial/Senator Thomas "Mac"
Middleton Bridge (US 301)

- Rail Station
- Bus Stop
- Mile Marker (Minor)
- Mile Marker (Major)
- MDTA ROW
- County

Planned Bike/Ped Facility
- Off-Road
- On Road
- Unknown

Existing Bike/Ped Facility
- Off-Road
- On Road
- Unknown

TAB 12

VERBAL

TAB 13

VERBAL

TAB 14

VERBAL