



Maryland Transportation Authority

BOARD MEETING

THURSDAY, JANUARY 28, 2021

**** OPEN MEETING VIA LIVESTREAMING ****



MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

JANUARY 28, 2021 9:00 AM

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

NOTE: This is an Open Meeting being conducted via livestreaming. The public is welcomed to watch the meeting at the link listed above. *If you wish to comment on an agenda item please email your name, affiliation, and agenda item to nhenson@mdta.state.md.us no later than close of business on Tuesday, January 26, 2021. You **MUST** pre-register in order to comment.* Once you have pre-registered you will receive an email with all pertinent information.

AGENDA

OPEN SESSION – 9:00 AM

Call Meeting to Order

- | | | |
|---|---------------------------------------|---------|
| 1. <u>Approval</u> – <u>Open and Closed Session Meeting Minutes of December 17, 2020 and January 7, 2021</u> | Chairman | 5 min. |
| 2. <u>Approval</u> – <u>Contract Awards</u> <ul style="list-style-type: none">• KH-3029-0000 – I-95 Express Toll Lanes Northbound Extension Abingdon Road Overpass Replacement• J01B0600021 – OpenGov Enterprise Budget Software System | Donna DiCerbo | 5 min. |
| 3. <u>Approval</u> – <u>Fiscal Year 2021 Budget Amendment # 2 – Approval of a Budget Amendment to the Operating Budget</u> | Christina Thompson | 5 min. |
| 4. <u>Approval</u> – <u>Board Resolution 21-01 – Authorizes the Post Issuance Interest Capitalization of the BWI PFC Revenue Bonds, Series 2019</u> | Allen Garman
James Walsh, MDOT MAA | 10 min. |
| 5. <u>Update</u> – <u>Legislative Session</u> – Verbal | Bradley Ryon | 5 min. |
| 6. <u>Update</u> – <u>IT Major Projects Update</u> | David Goldsborough | 10 min. |
| 7. <u>Update</u> – <u>Civil Rights Fair Practice’s Socioeconomic Programs Status</u> | Percy Dangerfield
Alexius Wilson | 10 min. |
| 8. <u>Update</u> – <u>Major Projects</u> – Update on Projects Valued Over \$40 Million or of Significant Public Impact | James Harkness | 20 min. |
| 9. <u>Update</u> – <u>Third Generation Electronic Toll Collection (3G ETC) System</u> – Transition Status Update | Deb Sharpless | 20 min. |
| 10. <u>Update</u> – <u>Traffic and Revenue</u> – Update on Traffic and and Revenue Performance | Deb Sharpless | 10 min. |
| 11. <u>Update</u> – <u>Executive Director’s Report</u> – Verbal | Jim Ports | 10 min. |

**MDTA BOARD MEETING
JANUARY 28, 2021 9:00 AM**

AGENDA
Page 2

Vote to go into Closed Session

- | | | |
|---|---------------------|---------|
| 12. To Discuss Public Security | Col. Kevin Anderson | 15 min. |
| 13. To Discuss Pending Litigation – Update on Status of
Pending Litigation Matters | Kim Millender, Esq. | 15 min. |

Vote to go into Open Session

Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, DECEMBER 17, 2020

9:00 A.M.

OPEN MEETING VIA VIDEO CONFERENCE AND LIVESTREAMING

OPEN SESSION

Gregory Slater, Chairman

MEMBERS ATTENDING:

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

STAFF ATTENDING:

Col. Kevin Anderson	Mary O’Keeffe
Jeffrey Davis	James F. Ports, Jr.
Allen Garman	Will Pines
David Goldsborough	Bradley Ryon
Chantelle Green	Deb Sharpless
Jim Harkness	Tim Sheets
Natalie Henson	Colin Sweetin
Christopher Imms	Paul Trentalance
Heather Koeberle	Melissa Williams
Kimberly Millender, Esq.	Eric Willison
Ebony Moore	Brian Wolfe
Roxane Mukai	

OTHER ATTENDEES:

Lisa Choplin, MDOT SHA
Evelyn Jewell
Delegate Mary Ann Lisanti
Rachel Porto
Sean Powell, MDOT TSO
Marisabel Sosa, MDOT TSO

At 9:02 a.m. Chairman Gregory Slater called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held via video conference and livestreamed on the MDTA Board Meeting web page.

Upon the meeting be called to order, Member Mario J. Gangemi asked the Chairman Gregory Slater if Agenda Item # 3 – Approval – Contract Modifications could be moved to after Agenda Item # 13 – Update – Third Generation Electronic Toll Collection (3G ETC) System. Chairman Slater called the vote. Upon motion by Member Mario J. Gangemi and seconded by Jeffrey S. Rosen, the MDTA Board unanimously agreed to change the order of the agenda.

APPROVAL – OPEN SESSION MEETING MINUTES OF NOVEMBER 19, 2020

Upon motion by Member William H. Cox, Jr. and seconded by Member William C. Ensor, III, the open session meeting minutes of the MDTA Board meeting held on November 19, 2020 were unanimously approved.

APPROVAL – CONTRACT AWARDS

- **KH-3014-0000 – Noise Wall Along I-95 Southbound from New Forge Road to Big Gunpowder Falls**

Mr. Jeffrey Davis requested contingent approval from the MDTA Board to execute Contract No. KH-3014-0000 – Noise Wall Along I-95 Southbound from New Forge Road to Big Gunpowder Falls with Brawner Builders in the bid amount of \$3,997,539.00.

The work to be performed under this contract is the construction of a Noise Wall along I-95 Southbound between New Forge Road and the Big Gunpowder Falls as part of the I-95 Express Toll Lane Northbound Extension.

Upon motion by Member W. Lee Gaines, Jr. and seconded by Member Mario J. Gangemi, the Members unanimously gave contingent approval to execute Contract No. KH-3014-0000 – Noise Wall Along I-95 Southbound from New Forge Road to Big Gunpowder Falls.

APPROVAL – MD 22 PARK & RIDE DEDICATION TO MARINE CPL. JONATHAN PORTO

Ms. Melissa Williams requested approval from the MDTA Board to dedicate the MD 22 Park & Ride to Marine Cpl. Jonathan Porto pursuant to MDTA Board Policy A-MDT-STDR-0101.

Ms. Williams explained that Delegate Mary Ann Lisanti and Delegate Steve Johnson requested that the MD 22 Park & Ride be dedicated to Marine Cpl. Porto.

Cpl. Jonathan Porto enlisted in the United States Marine Corps in March 2008. After graduating from Parris Island, he attended Military Occupation School at Aberdeen Proving Ground, MD. There, he met the woman who would become his wife, Rachel Jewell. Cpl. Porto was stationed at Camp Lejeune, North Carolina, but he spent much of his time off in Aberdeen with his fiancée. On May 2, 2009, the couple married at Saint Paul's Lutheran Church in Aberdeen, and they learned that they were expecting on their honeymoon. Cpl. Porto was deployed with 1st Battalion 6th Marines in December 2009. On January 15, 2010, their daughter, Ariana, was born. Just two months later, on March 14, 2010, Cpl. Porto was killed in Afghanistan while on combat operations in Helmand Province. He received two meritorious promotions during his time in the Marine Corps and had planned to make a career out of his service.

Delegate Mary Ann Lisanti and Marine Cpl. Jonathan Porto's widow, Mrs. Rachel Porto, both thanked the MDTA Board for their consideration and approval of the dedication.

Upon motion by Member William H. Cox, Jr. and seconded by Member John F. von Paris, the dedication of MD 22 Park & Ride to Marine Cpl. Jonathan Porto was unanimously approved.

APPROVAL – FISCAL YEAR 2021-2026 FINANCIAL FORECAST

Ms. Deb Sharpless requested MDTA Board approval of the Fiscal Year (FY) 2021-2026 Financial Forecast.

Ms. Sharpless explained that as discussed during the November 2020 MDTA Board meeting, the financial forecast has been updated with the primary goal of addressing an error that was discovered regarding the unencumbered cash balance reported in Fiscal Year (FY) 2021. Other changes throughout the forecast period include a slight increase in net operating revenue, a reduction in debt issuances due to the assumed purchase of a surety policy, and associated modifications in the MDTA's cash balances.

Consistent with the November 2020 forecast, the MDTA will remain above its financial goals and legal standards throughout the FY 2021-2026 forecast period. Additionally, no systemwide toll increases are needed in the forecast period.

Upon motion by Member Jeffrey S. Rosen, and seconded by Member William C. Ensor, III, the Fiscal Year 2021-2026 Financial Forecast was given unanimous contingent approval pending the approval of the Debt Service Coverage agenda item.

APPROVAL – INVESTMENT POLICY

Mr. Allen Garman requested MDTA Board approval of the proposed changes to the MDTA Investment Policy.

Mr. Garman explained that following a recent review by the Investment Committee, including input from the municipal advisor PFM, modest changes to the Investment Policy are currently recommended. The proposed changes include (1) eliminating the Qualified Institutional Buyer (QIB) section in Policy Statement 7 due to a change in the Securities and Exchange Commission rule that expands the definition of a QIB to include governmental entities; and (2) increasing the maximum permitted allocation to the Maryland Local Government Investment Pool and individual Money Market Mutual Funds to 50 percent from 30 percent.

Upon motion by Member Dontae Carroll. and seconded by Member Jeffrey S. Rosen, the Investment Policy was unanimously approved.

APPROVAL – DEBT SERVICE COVERAGE

Mr. Allen Garman requested MDTA Board approval of a change in the Debt Service Coverage calculation.

Mr. Garman explained that the Rate Covenant within the Master Trust Agreement requires the MDTA to generate eligible Net Revenues of at least 1.2-times Debt Service from its Transportation Facilities Projects. The Board adopted Debt Policy requires a stricter two-times coverage of debt service.

He further explained that other than the difference in coverage requirements, 120 percent versus 200 percent, the key differences between the Rate Covenant and Debt Service Coverage components relate to General Account Project revenues and investment income. The Rate Covenant only includes net revenues of the seven Transportation Facilities Projects and excludes the net revenues from the Hatem Bridge that is classified as a General Account Project. Additionally, investment income from most of the larger reserves is not included in the covenant calculation.

While the components of the Rate Covenant calculation are defined legal terms within the Trust Agreement, the Debt Service Coverage is not a legally required calculation subject to defined terms and the only reference to a target is contained in the Board adopted Debt Policy (without defined terms or a prescribed calculation methodology). In the absence of a legal framework, Debt Service Coverage uses a well-established industry standard methodology and is generally understood to be Net Revenues divided by Debt Service (typically excludes non-cash items). For simplicity of calculation, the MDTA has historically used a narrower Net Revenues component in the Debt Service Coverage calculation that excludes Hatem Bridge net revenues and investment income. It was simpler to use the same Net Revenues for both the Rate Covenant calculation and Debt Service Coverage. Additionally, the Hatem Bridge net revenues were not material to the calculation, though they have grown with reductions in operating costs in recent years.

Given that the Hatem Bridge net revenues and investment income are part of the trust estate and flow through the trust accounts, these sources of revenues may be included in Net Revenues when calculating Debt Service Coverage but cannot be included in the Rate Covenant coverage calculation.

With a goal of showing a more comprehensive Debt Service Coverage ratio, management is recommending a slight change in the Debt Service Coverage calculation methodology to include net revenues of the Hatem Bridge and investment income. The minor change in Debt Service Coverage disclosure methodology was reviewed with bond counsel and there were no objections or concerns.

Upon motion by Member Cynthia D. Penny-Ardinger and seconded by Member W. Lee Gaines, Jr., the MDTA Investment Policy was unanimously approved.

APPROVAL – CREDIT RATINGS

Mr. Allen Garman requested MDTA Board approval to maintain/purchase two credit ratings in lieu of three for the MDTA's outstanding debt and new issue financings.

Mr. Garman explained that the MDTA has traditionally obtained three credit ratings. However, as a cost savings measure, staff recommends maintaining/purchasing two credit ratings for the MDTA's outstanding debt and new issue financings. Credit ratings published by Nationally Recognized Statistical Ratings Organizations (NRSROs) such as Moody's, S&P, and Fitch serve to inform existing bond holders and prospective creditors through the assigned ratings level and written reports detailing an issuer's creditworthiness. From a return on investment perspective, the annual cost of maintaining a credit rating should be fully offset by lower financing costs at the time of each new issue.

Given that credit rating agencies utilize similar sector methodologies and rate based on both quantitative ratios and qualitative measures, assigned ratings tend to be identical from independent NRSROs, with any variances typically limited to one-notch¹. Although investors may be interested in the opinion of more than one NRSRO, the lower interest rate pricing benefits diminish rapidly beyond one rating and the MDTA's Municipal Advisor and recent underwriter do not believe there is any value associated with a third credit rating. That is, the cost of the third credit rating in terms of both the new issue cost and the annual surveillance fee is not offset by any change in financing rates. The underwriter indicated that there would be no pricing difference in the new issue or secondary markets for the MDTA's bonds with two versus three independent credit ratings.

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr. the cost savings measure to reduce the number of Credit Ratings was unanimously approved.

APPROVAL – MDTA CONNECTED ROADWAY CLASSIFICATION SYSTEM (CRCS)

Ms. Roxane Mukai requested MDTA Board approval to electronically publish the MDTA Connected Roadway Classification System (CRCS) report, "Planning for Connected and Automated Vehicle Readiness" as an attachment to the 2018 Connected and Automated Vehicle (CAV) Plan.

¹ Ratings categories below triple-A have three notches ranked from strongest to weakest within the category. For example, Moody's utilizes numerical modifiers to denote strength within the double-A category (Aa1, Aa2, Aa3), while S&P and Fitch utilize plus/minus modifiers (AA+, AA, AA-).

Ms. Mukai explained that the MDTA has undertaken several actions to plan for the evolution of and advancements in CAVs, the most recent being completion of a Strategic Plan for CAVs (CAV Plan) in fall 2018.

The CRCS survey findings indicate that the general culture in MDTA is perceived as “open to exploring and discussing potential issues and needs related to CAVs”. Most respondents believe that MDTA is in Level 1 capability, acknowledging that the agency has a good foundation from which to grow. As part of that growing process, near-term CAV opportunities for MDTA’s newest facility, MD 200 (ICC), should be considered.

The ICC has the potential to be a fertile proving ground for CAV readiness, with available power and communications, periodic ETC gantries providing opportunities for placement of roadside CAV infrastructure, and several unique design conditions that allow for testing in drastically different operational design domains (ODDs). The ICC also sits within a part of Maryland rich in CAV testing grounds facilitated by other agencies.

Initial CAV investments, such as improving visibility of markings and signs, could be made with a low-cost impact by implementing small changes during programmed maintenance cycles. Such improvements planned for CAVs of the future; may also improve customer service today by enhancing the performance of Automated Driver Assistance Systems available in current-production vehicles. A successful MDTA CAV program will benefit from, but may not always require, capital investments. MDTA should continue to prioritize processes, policies, and regulations that will support and encourage CAVs.

The CRCS report and the CAV Plan are aligned with the Maryland CAV Strategic Framework that is to be released on December 14. The CRCS report provides information on where MDTA is today and where MDTA may be tomorrow on the road to prepare for advent of CAVs. MDTA’s CAV goals remain constant, but how they are applied to daily activities is adaptable and will support MDTA’s CAV activities moving forward through COVID and into a post-COVID environment.

The CRCS report concluded with a discussion on prioritizing suggested areas of near-term CAV activity for MDTA. MDTA staff are encouraged to utilize this information to propose specific projects that will promote continued agency advancement related to CAVs, focusing on the organization’s mission and vision.

Upon motion by Member Mario J. Gangemi and seconded by Member W. Lee Gaines, Jr., the electronic publishing of the CRCS report, “Planning for Connected and Automated Vehicle Readiness” as an attachment to the 2018 CAV Plan was unanimously approved.

At 10:22 a.m. the MDTA Board took a short break. The meeting (audio/video) continued to livestream during the break. The MDTA Board reconvened at 10:33 a.m.

UPDATE – I-495 & I-270 PUBLIC PRIVATE PARTNERSHIP (P3)

Ms. Deb Sharpless introduced Ms. Lisa Choplin, MDOT SHA I-495 & I-270 P3 Office Director to the MDTA Board. Ms. Choplin updated the MDTA Board on the I-495 & I-270 P3 Program.

Ms. Choplin explained that the MDTA and MDOT SHA's I-495 & I-270 P3 Office continues to work closely on the advancement of the I-495 & I-270 P3 Program. The P3 Program includes more than 70 miles of highway improvements that is expected to include managed lanes. The Managed Lane Study Draft Environment Impact Statement was released on July 10, 2020. The entire National Environmental Policy Act (NEPA) process has included substantial public and stakeholder engagement. The I-270 from I-370 to I-70 Pre-NEPA process launched in Summer 2019. Phase 1 of the P3 Program is currently being solicited as a Progressive P3 to provide greater collaboration in developing and delivering the improvements between the Phase 1 Developer, MDOT SHA, MDTA, and other stakeholders such as local agencies, utility companies, communities, and property owners.

Ms. Choplin also explained that the MDTA and MDOT SHA have defined roles in the P3 Program. MDOT SHA is responsible for the program development, solicitation(s), long-term program management, and ensuring adequate reserve funds are available in Operating Reserve account. The MDTA has participated in the solicitation and will be responsible for providing back office tolling services and customer service, developer payment reconciliation, establishing the toll rate range and soft rate cap, executing a leasehold interest, and issuing notes through a separate trust agreement.

UPDATE – LEGISLATIVE REPORTS SUBMITTED TO THE LEGISLATURE

- **I-95 Northbound Express Toll Lane Expansion Report**

Mr. Will Pines presented the results and findings of the I-95 Northbound Express Toll Lane Expansion Joint Chairman's Report to the MDTA Board.

Mr. Pines explained that the MDTA completed a 2003 I-95 Master Plan, which identified four sections of I-95 for further development (Sections 100, 200, 300 and 400). Construction of the first section, Section 100, was opened in 2014 with 4 general purpose lanes and 2 ETLs in each direction. In June 2018, Governor Hogan announced the \$1.1 billion investment in the I-95 ETL Northbound Extension Project. The planning study is completed for Section 200 and the development of this area began promptly after the Governor's announcement. The project will provide two northbound only ETLs for more than 10 miles from north of MD 43 in Baltimore County to north of MD 24 in Harford County.

Mr. Pines further explained that except for the ongoing I-95 ETL Northbound Extension Project, there is no programmed funding for the future projects from the I-95 Master Plan at this time, including incomplete portions of Section 200, 300, and 400. As for other future ETL expansions, the I-95 Master Plan did not call for ETLs in Section 300 and 400. NEPA studies have not been completed for Sections 300 and 400. Any considerations for ETLs in the Section 300 and 400 portions of I-95 would need to be fully evaluated as part of the required alternatives analysis in future NEPA studies for the corridor. There is also no funding for planning to evaluate ETLs and other alternatives in any of these sections.

- **Video Tolls Collection Report**

Mr. Colin Sweetin provided the MDTA Board a summary of the legislatively mandated report on MDTA's progress in improving access to customer service operations. The MDTA prepared this report in response to statutory language contained in Section 2 of Senate Bill 973 (Chapter 547) which was signed into law by Governor Hogan on May 8, 2018. The language states that on or before December 1, 2020, the MDTA shall report to the Governor and the General Assembly on its progress in improving access to its customer service operations, including enhanced use of e-mails, text messaging, and other methods of wireless communications.

Mr. Sweetin explained that in accordance with the legislation, the scope of the report covers activities and initiatives the MDTA has undertaken to improve access to its customer service operations. Where there is comparable data, this report covers Calendar Years (CY) or Fiscal Years (FY) 2018, 2019, and includes available data for 2020. In some instances, data is tracked on either a Fiscal Year or Calendar Year basis. Of the eighteen functional areas within MDTA, Facility Operations, Traffic Management and Support Services, Communications, *E-ZPass*® Operations, and MDTA Police are the Divisions which primarily interact with the public.

In order to provide the reader with a thorough understanding of the entirety of MDTA customer service operations, in addition to discussing the use of e-mails, text messaging, and other methods of communications to service customers, this report takes an expansive view of the definition of customer service to include information on MDTA's Courtesy Patrols - Vehicle Recovery Units, Commercial Vehicle Safety Unit, MDTA Police Communications Unit, MDTA Police Communications Unit, *E-ZPass* Customer Service and Outreach, MDTA Communications Outreach, and Public and Community Relations Outreach.

UPDATE – UPCOMING LEGISLATIVE SESSION

Mr. Bradley Ryon gave an update to the MDTA Board regarding the upcoming Legislative Session and the status of pre-filed bills.

UPDATE – THIRD GENERATION ELECTRONIC TOLL COLLECTION (3G ETC) SYSTEM

Ms. Deb Sharpless gave an overview of the Third Generation Electronic Toll Collection (3G ETC) TransCore Customer Service Center and System transition.

She explained that during the past month, efforts have largely focused on the schedule, software development, performance testing, and data migration. Since the November Board meeting, an additional 96 Jira software development tickets have successfully passed TransCore's internal testing and MDTA's post validation, bringing the total to 565 tickets. Currently, 152 tickets remain open, including 88 tickets to be tested or deployed by TransCore. Data migration occurred on December 7, 2020 and the validation was completed on December 11, 2020. In the coming months, key focus areas will include completing software development, beginning Tier 1 testing, system performance, and documentation approvals.

APPROVAL – CONTRACT MODIFICATIONS

- **MA-549-000-006 – Electronic Toll System Replacement and Operation Contract Modification No 31**

Mr. Jeffrey Davis requested contingent approval from the MDTA Board to execute Contract No. MA-549-000-006 – Electronic Toll System Replacement and Operation Contract Modification No. 31.

Mr. Davis explained that Contract MA-549-000-006 was competitively solicited and awarded to ACS State and Local Solutions, Inc. (now Conduent State & Local Solutions, Inc.) on October 19, 2005 for the replacement toll collection, transaction processing, reconciliation, and reporting system, plus operation of the MDTA Customer Service Center, related to the Electronic Toll Collection Systems Replacement and Operation. The total contract amount for these services is \$358,791,528.00. The current expiration date of the contract is March 6, 2021 and, to date, thirty (30) modifications have been approved on this project

Modification No. 31 would extend the current contract expiration date by twelve months and add additional funding to cover the costs until the Electronic Toll Collection Third Generation transition occurs. The MDTA is currently seeking pricing from the vendor but estimates it to be in the range of \$30,000,000.00 to \$38,000,000.00.

It was further explained that Contract Modification No. 31 exceeds the delegated procurement authority of the MDTA; and therefore, is tentatively scheduled to be approved by the Board of Public Works on January 27, 2021.

The Members asked several questions related to Contract Modification No. 31. Member Gaines motioned to approve Contract Modification No. 31; however, there was no second. Chairman Slater took a brief recess to receive legal advice. Upon returning to the meeting, Chairman Slater made a revised motion to table voting on the Approval of the Contract Modification No. 31 and the next two Contract Modifications for the AE contracts until after the Closed Session portion of the meeting. The motion was seconded by Member Dontae Carroll and unanimously approved by the Board.

UPDATE – AUDIT COMMITTEE

Member William H. Cox, Jr. presented an update on the Audit Committee meeting that took place on December 10, 2020. The Audit Committee Members were given an update on the Fiscal Year 2021 Audit Plan which is currently on track to complete the plan with one audit complete and four in process. The internal audit report for “Employee Training and Development” was presented and the Committee was satisfied with the results of this audit. The Audit Committee also discussed adding an additional audit to the plan. This additional audit will be discussed at a future meeting.

UPDATE – EXECUTIVE DIRECTOR

Mr. James F. Ports, Jr. gave updates on: MDTA Toys for Tots Program; the Emergency Procurement of the Western Shore Automated Lane Closure System for the Bay Bridge; MDTA's Notable Accomplishments for 2020, including completing the Westbound Bay Bridge project a year early, implementing all electronic tolling, reducing civil penalties to \$25, opening 2 new MVA-based E-ZPass Customer Service Centers, reopening the newly constructed I-895 bridge north of the Baltimore Harbor Tunnel, beginning construction of the Nice/Middleton Bridge, and due to COVID-19 MDTA changing the way we work and interact with the public.

Mr. Ports also announced that Mr. Will Pines has been named the new Chief Operating Officer for the MDTA effective January 1, 2021.

VOTE TO GO INTO CLOSED SESSION

At 12:52 p.m., upon motion by Member Dontae Carroll 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 will meet in Closed Session under the General Provisions Article, Sections 3-305(b)(7) and (8) to receive legal advice and to discuss potential litigation regarding a dispute for the Resource Sharing Agreement between the State and Level 3 and a potential settlement (Agenda Item 16); General Provisions Article, Section 3-305(b)(7) and (8) to receive legal advice and discuss potential litigation regarding a contractual dispute regarding implementation of services related to the tolling system (Agenda Item 17); General Provisions Article, Sections 3-305(b)(1) to discuss the performance of one or more specific employees and to discuss a specific personnel matter impacting specific employees (Agenda Item 18); and General Provisions Article, Sections 3-305(b)(7) to receive legal advice regarding the fiduciary obligations and duties of the MDTA Board under Maryland law and the MDTA Board Operating Policy (Agenda Item 19).

In attendance for all four agenda items were Chairman Gregory Slater, Members Carroll, Cox, Ensor, Gaines, Gangemi, Penny-Ardinger, Rosen, and von Paris; and Sean Powell, Jim Ports, and Kim Millender. Natalie Henson, David Goldsborough, and Will Pines were in attendance for Agenda items 16 and 17. Deb Sharpless and Marisabel Sosa were in attendance for Agenda Item 16.

Due to a scheduling conflict, Chairman Gregory Slater excused himself from the meeting during Closed Session and turned the meeting over to Acting Chairman Sean Powell to complete. Agenda Item 19 was tabled by the Acting Chairman.

VOTE TO ADJOURN CLOSED SESSION

At 2:37 p.m., a motion was made by Member Mario J. Gangemi. and seconded by Member Dontae Carroll, which was unanimously approved, to adjourn the Closed Session and return to Open Session.

RATIFICATION TAKEN IN CLOSED SESSION

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the Members ratified their vote to approve the settlement regarding the Resource Sharing Agreement between the State and Level 3.

APPROVAL – CONTRACT MODIFICATIONS

- **MA-549-000-006 – Electronic Toll System Replacement and Operation Contract Modification No 31**

Following the earlier presentation on this Item, upon motion by Member Jeffrey S. Rosen, and seconded by Member Dontae Carroll, the Members unanimously gave contingent approval to execute Contract No. MA-549-000-006 – Electronic Toll System Replacement and Operation Contract Modification No. 31.

- **AE-2412-000-002/6/7 – Design and Consultation Services for Electronic Toll Collection Systems for the Maryland Transportation Authority Modification No. 2**

Mr. Jeffrey Davis requested contingent approval to execute Contract No. AE-2412-000-002/6/7 – Design and Consultation Services for Electronic Toll Collection Systems for the Maryland Transportation Authority Modification No. 2.

Mr. Davis explained that Contract No. AE-2412-000-002/6/7 was competitively solicited and awarded to Rummel, Klepper & Kahl, LLP/ AECOM USA, Inc. Joint Venture (RKK AECOM JV) on March 2, 2010 for the Design and Consultation Services for Electronic Toll Collection Systems for the Maryland Transportation Authority. The total contract amount for these services is \$10,000,000.00. The current expiration date of the contract is March 1, 2021 and, to date, one modification has been approved on this project.

Modification No. 2 will extend the current contract expiration date by six (6) months to September 1, 2021 and add an additional \$900,000.00 in funding to cover Electronic Toll Collection Third Generation transition and post-transition costs.

He further explained that Modification No. 2 exceeds the delegated procurement authority of the MDTA; and therefore, is tentatively scheduled to be approved by the Board of Public Works on January 27, 2021.

Upon motion by Member Mario J. Gangemi and seconded by Member W. Lee Gaines, Jr., the Members unanimously gave contingent approval to execute Contract No. AE-2412-000-002/6/7 – Design and Consultation Services for Electronic Toll Collection Systems for the Maryland Transportation Authority Modification No. 2.

- **AE-2853-000-001/6 – Design and Consultation Services related to Electronic Toll Collection Systems Services Modification No. 2**

Mr. Jeffrey Davis requested contingent approval to execute Contract No. AE-2853-000-001/6 – Design and Consultation Services related to Electronic Toll Collection Systems Services Modification No. 2.

Mr. Davis explained that Contract AE-2853-000-001/6 was competitively solicited and awarded to Jacobs Engineering Group, Inc. (Jacobs) on December 22, 2014 for Design and Consultation Services Related to Electronic Toll Collection Systems Services. The total contract amount for these services is \$8,000,000.00. The current expiration date of the contract is December 21, 2022 and, to date, one modification has been approved on this project.

Modification No. 2 will add an additional \$700,000.00 in funding to cover Electronic Toll Collection Third Generation transition and post-transition costs.

He further explained that Modification No. 2 exceeds the delegated procurement authority of the MDTA; and therefore, is tentatively scheduled to be approved by the Board of Public Works on January 27, 2021.

Upon motion by Member W. Lee Gaines and seconded by Member Dontae Carroll, the Members unanimously gave contingent approval to execute Contract No. AE-2853-000-001/6 – Design and Consultation Services related to Electronic Toll Collection Systems Services Modification No. 2.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member William H. Cox, Jr. and seconded by Member W. Lee Gaines, Jr., the Members unanimously voted to adjourn the meeting at 2:52 p.m.

The next MDTA Board Meeting will be held on January 28, 2021 at 9:00 a.m. via livestream.

APPROVED AND CONCURRED IN:

Gregory Slater, Chairman

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING
THURSDAY, JANUARY 7, 2021
OPEN MEETING VIA LIVESTREAMING

OPEN SESSION

Gregory Slater, Chairman

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

STAFF ATTENDING:	Natalie Henson
	Kimberly Millender, Esq.
	Ebony Moore
	James F. Ports, Jr.
	Eric Willison

At 3:05 p.m., Chairman Gregory Slater called the meeting of the Maryland Transportation Authority (MDTA) Board to order.

VOTE TO GO INTO CLOSED SESSION

At 3:07 p.m., upon motion by Member Jeffrey S. Rosen, and seconded by Member John F. von Paris, the Members voted unanimously to move into Closed Session under General Provisions Article, § 3-305(b)(7) to receive legal advice regarding the legal and fiduciary obligations and duties of the MDTA Board under Maryland law, the MDTA Board Operating Policy, and other MDTA Board policies.

VOTE TO ADJOURN CLOSED SESSION

At 4:05 p.m., a motion was made by Member Mario J. Gangemi, and seconded by Member W Lee Gaines, Jr., which was unanimously approved, to adjourn the Closed Session and return to Open Session. There were no actions taken during the Closed Session.

There being no further business, the meeting of the MDTA Board was adjourned by consensus at 4:09 p.m.

The next MDTA Board Meeting will be held on January 28, 2021 at 9:00 a.m. via livestreaming.

APPROVED AND CONCURRED IN:

Gregory Slater, Chairman

TAB 2



Maryland
Transportation
Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, Chairman

Board Members:

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Ms. Donna DiCerbo, CPPO, CPPB, Director of Procurement
SUBJECT: KH-3029-0000 – I-95 Express Toll Lanes Northbound Extension Abingdon Road Overpass Replacement
DATE: January 28, 2021

PURPOSE OF MEMORANDUM

To seek contingent approval to execute Contract No. KH-3029-0000 - I-95 Express Toll Lanes Northbound Extension Abingdon Road Overpass Replacement.

SUMMARY

The work to be performed under this contract is located along I-95 at the Abingdon Road overpass. The existing bridge will be replaced to provide increased horizontal clearance for future improvements to I-95.

RECOMMENDATION

To provide contingent approval to execute Contract No. KH-3029-0000 - I-95 Express Toll Lanes Northbound Extension Abingdon Road Overpass Replacement.

ATTACHMENT(S)

- Project Summary



Maryland
Transportation
Authority

AUTHORITY BOARD PROJECT SUMMARY

KH-3029-0000 I-95 Express Toll Lanes Northbound Extension Abingdon Road Overpass Replacement

PIN NUMBER 2522
CONTRACT NUMBER KH-3029-0000
CONTRACT TITLE I-95 Express Toll Lanes Northbound Extension Abingdon Road Overpass Replacement

PROJECT SUMMARY The work to be performed under this contract is located along I-95 at the Abingdon Road overpass. The existing Bridge will be replaced to provide increased horizontal clearance for future improvements to I-95.

SCHEDULE

ADVERTISEMENT DATE 9/10/2020
ANTICIPATED NOTICE TO PROCEED DATE Feb-20
DURATION (CALENDER DAYS) 540

MBE PARTICIPATION

	(\$) Advertised GOAL (%)	Proposed GOAL (%)
OVERALL MBE	24.00%	26.00%
AFRICAN AMERICAN	8.00%	12.73%
ASIAN AMERICAN	-	2.13%
HISPANIC AMERICAN	-	-
WOMEN	11.00%	11.14%
VSBE	2.00%	2.00%

ENGINEER'S ESTIMATE (EE) \$8,835,564.50

BID RESULTS

BID AMOUNT (\$) **% VARIANCE TO EE**

BID PROTEST YES ☐ NO ☒

Allan Myers MD, Inc.	\$6,245,555.00	-29%
Richard E Pierson Construction Co. Inc.	\$6,493,760.00	-27%
The Six-M Company, Inc	\$7,049,500.00	-20%
Corman Kokosing Construction Co.	\$7,452,938.64	-16%
Concrete General, Inc.	\$7,777,776.00	-12%
JJID, Inc.	\$7,814,711.75	-12%
Milani Construction, LLC	\$8,555,608.20	-3%
Anchor construction Corporation	\$9,897,400.50	12%



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, Chairman

Board Members:

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Ms. Donna DiCerbo, CPPO, CPPB, Director of Procurement
SUBJECT: J01B0600021 – OpenGov Enterprise Budget Software System
DATE: January 28, 2021

PURPOSE

To seek contingent approval to execute Contract No. J01B0600021 - OpenGov Enterprise Budget Software System.

SUMMARY

This contract is for the implementation and annual licenses for the OpenGov Software-as-a-Service (SaaS) platform to provide the MDTA Division of Finance the ability to create an annual budget by line item for multiple divisions/programs for monitoring, analyzing, forecasting, and reporting budgetary spending across multiple years. The contractor will provide the OpenGov module(s) required to support multiple funding targets and any associated measures of performance and outcome. The MDTA intends to use the software to collect multiple budget requests that can be captured simultaneously and can roll up into a unified budget or any report dynamically and without any batch process. This contract will be a 5-year fixed price contract with a one-year renewal option in the amount of \$2,054,832.38 for the base term and \$348,402.06 for the renewal term. This contract was procured as an Intergovernmental Cooperative Purchasing Agreement using the National Association of State Procurement Officials (NASPO) ValuePoint Cloud Solutions Intergovernmental Cooperative Purchasing Contract.

RECOMMENDATION

To provide contingent approval to execute Contract No. Contract No. J01B0600021 - OpenGov Enterprise Budget Software System.

ATTACHMENT

- Project Summary



Maryland
Transportation
Authority

AUTHORITY BOARD PROJECT SUMMARY

OpenGov Enterprise Budget Software System

PIN NUMBER N/A
CONTRACT NUMBER J01B0600021
CONTRACT TITLE OpenGov Enterprise Budget Software System

PROJECT SUMMARY This contract is for the implementation and annual licenses for the OpenGov Software-as-a-Service (SaaS) platform to provide the MDTA Division of Finance the ability to create an annual budget by line item for multiple divisions/programs for monitoring, analyzing, forecasting, and reporting budgetary spending across multiple years. The Contractor will provide the OpenGov module(s) required to support multiple funding targets and any associated measures of performance and outcome. The MDTA intends to use the software to collect multiple budget requests that can be captured simultaneously and can roll up into a unified budget or any report dynamically and without any batch process. This contract will be a 5-year fixed price contract with a one-year renewal option in the amount of \$2,054,832.38 for the base term and \$348,402.06 for the renewal term. This contract was procured as an Intergovernmental Cooperative Purchasing Agreement using the National Association of State Procurement Officials (NASPO) ValuePoint Cloud Solutions Intergovernmental Cooperative Purchasing Contract.

SCHEDULE

ADVERTISEMENT DATE 1/14/2020
ANTICIPATED NOTICE TO PROCEED DATE Mar-21
DURATION (CALENDAR DAYS) 1825

1/14/2020
 Mar-21
 1825

ENGINEER'S ESTIMATE (EE)

(\$)

\$2,150,000.00

MBE PARTICIPATION

Advertised Goal

Proposed Goal

OVERALL MBE

0.00%

0%

No Sub Goals

0.00%

0%

VSBE

0.00%

0%

BID RESULTS

BID AMOUNT (\$)

**% VARIANCE
TO EE**

BID PROTEST YES ☐ NO ☒

Carahsoft

\$2,054,832.38

-4.4%

SHI International

\$2,085,692.60

-3.0%

TAB 3



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, Chairman

Board Members:

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

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Ms. Christina Thompson, Deputy Director of Finance
SUBJECT: Fiscal Year 2021 Operating Budget Amendment #2
DATE: January 28, 2021

PURPOSE OF MEMORANDUM

The Maryland Transportation Authority (MDTA) is requesting the approval of the MDTA Board to amend the Fiscal Year (FY) 2021 Operating Budget. The budget can be amended at any time during the current fiscal year.

SUMMARY

Summary of Major Changes (\$millions)

FY 2021 Final Operating Budget	\$323.6
FY 2021 Amended Operating Budget	304.6
FY 2021 Amended #2 Operating Budget	306.0
\$ Change FY 2021 Final vs FY 2021 Amended #2	(17.6)
% Change FY 2021 Final vs FY 2021 Amended #2	(5.4)%
\$ Change FY 2021 Amended #1 vs FY 2021 Amended #2	1.4
% Change FY 2021 Amended #1 vs FY 2021 Amended #2	0.5%

The FY 2021 Amended Operating Budget totals \$306,036,645. This represents an increase of \$1,427,097, or 0.5%, above the FY 2021 Amended Operating Budget. Reimbursable expenses for law enforcement services provided at the Port of Baltimore and the Baltimore/Washington International Thurgood Marshall Airport total \$30,699,149 (10.0%) of the budget. These costs are paid by the Maryland Port Administration and the Maryland Aviation Administration.

On December 16, 2020, the Governor announced the restoration of the 2% COLA which was negotiated in the contracts for State employees represented by the American Federation of Teachers-Healthcare, the Maryland Professional Employees Council, and the American Federation of State, Local and County Employees in 2019. The announcement also indicated

that the State would be restoring increases that were negotiated, but withheld, from the State's police unions, which include the State Law Enforcement Labor Alliance and the MDTA Fraternal Order of Police. As a result of this announcement, MDTA employees (excluding the police) will receive a 2% COLA and the police will receive their step increase effective January 1, 2021.

ANALYSIS

The budget includes the following significant changes from the FY 2021 Amended budget that was approved in November 2020:

- A \$1.4 million increase in personnel expenses (object 01). This net increase includes the 2% COLA for civilian employees and a step increase for police which totals \$1.3 million. In addition, funding has been added for the premium pay the police received during the first quarter of the fiscal year due to COVID-19 which totals \$563,894. There is a reduction in the budget associated with an increase in turnover of \$481,589 for the Port and BWI Airport to bring their budget in line to the agreed upon amount.
- In addition, there are two minor reallocations of funds to move janitorial services from Operations Support to Key Bridge Operations and from roadway maintenance materials to software licenses at the Bay Bridge. These are zero net sum adjustments that the Executive Director would normally approve.

ATTACHMENT

- Budget by Object Summary

Account		Preliminary	Final	Amended #1	Amended #2	Amend #2 - #1	Amend #2 - #1
Compt Obj New Descr		FY 2021	FY 2021	FY 2021	FY 2021	\$	%
		Budget	Budget	Budget	Budget	Inc/Dec	Inc/Dec
OBJECT 01 Salaries and Wages							
101	REGULAR EARNINGS	107,348,586	100,167,682	99,506,368	100,482,404	976,036	1.0%
102	ADDITIONAL ASSISTANCE	827,366	480,404	431,276	431,276	-	0.0%
104	OVERTIME EARNINGS	4,919,796	4,739,890	3,547,886	3,547,886	-	0.0%
104	OVERTIME EARNINGS - SNOW	2,068,541	1,693,061	1,424,861	1,424,861	-	0.0%
105	SHIFT DIFFERENTIAL	1,132,847	1,089,936	898,473	898,473	-	0.0%
110	MISCELLANEOUS P/R ADJUSTMENTS	125,000	137,000	137,000	700,895	563,895	411.6%
111	ANNUAL LEAVE PAYOUTS	21,456	21,456	21,456	21,456	-	0.0%
112	RECLASSIFICATIONS	697,370	531,081	522,728	522,728	-	0.0%
151	SOCIAL SECURITY CONTRIBUTIONS	7,601,295	7,078,530	7,030,381	7,101,439	71,058	1.0%
152	HEALTH INSURANCE	17,672,612	16,073,071	16,352,421	16,352,421	-	0.0%
154	RETIREE'S HLTH INSURANCE PREM	9,200,843	8,369,085	8,514,347	8,514,347	-	0.0%
156	VSP PAYMENTS					-	
161	EMPLOYEES RETIREMENT SYSTEM	13,246,649	12,103,652	11,474,660	11,587,843	113,183	1.0%
165	STATE POLICE RETIREMENT SYSTEM	2,894,601	2,894,601	2,894,601	2,894,601	-	0.0%
169	LAW ENFORCEMENT OFF PENSION SYS	18,523,634	17,708,249	17,357,314	17,541,828	184,514	1.1%
171	BURDEN EXPENSE					-	
174	UNEMPLOYMENT COMPENSATION	300,667	280,557	11,468	11,468	-	0.0%
175	WORKERS COMPENSATION	4,711,903	4,711,903	4,711,903	4,711,903	-	0.0%
189	TURNOVER	(3,376,117)	352,425	(107,183)	(588,772)	(481,589)	449.3%
199	OTHER FRINGE BENE - CLOTH ALLOW	839,658	839,658	814,733	814,733	-	0.0%
Total Object 01		188,756,707	179,272,241	175,544,693	176,971,790	1,427,097	0.8%
Object 02 Technical and Special Fees							
202	PER DIEM PAYMENTS	125,000	125,000	125,000	125,000	-	0.0%
209	ADMIN/MGMT SERVICES SUPPORT					-	
211	EMPLOYEE AWARDS					-	
217	CONTRACTUAL HEALTH INS					-	
220	SPECIAL PAYMENTS PAYROLL	2,127,155	374,561	336,681	336,681	-	0.0%
Total Object 02		2,252,155	499,561	461,681	461,681	-	0.0%
Object 03 Communications							
301	POSTAGE	57,549	55,499	54,499	54,499	-	0.0%
302	TELEPHONE	225,845	224,845	224,170	224,170	-	0.0%
303	TELECOMMUNICATIONS	583,899	583,199	580,199	580,199	-	0.0%
304	MISCELLANEOUS COMMUNICATION					-	
305	STATE PAID TELECOMMUNICATIONS			1,500,000	1,500,000	-	0.0%
306	CELL PHONE EXPENDITURES	409,632	410,275	407,275	407,275	-	0.0%
Total Object 03		1,276,925	1,273,818	2,766,143	2,766,143	-	0.0%
Object 04 Travel							
401	IN STATE/ROUTINE OPERTN TRAVEL	35,569	36,869	34,869	34,869	-	0.0%
401	IN STATE/ROUTINE OPERTN TRAVEL-SNOW					-	
402	INSTATE/CONF/SEMNR/TRNG TRAVEL	54,327	48,067	33,742	33,742	-	0.0%
403	OUTSTATE/ROUTINE OPERTN TRAVEL	52,929	50,784	24,763	24,763	-	0.0%
404	OUTSTATE/CONF/SEMNR/TRNG TRAVL	275,812	226,805	163,698	163,698	-	0.0%
Total Object 04		418,637	362,525	257,072	257,072	-	0.0%
Object 06 Fuel and Utilities							
603	FUEL-OIL #2	195,049	195,049	195,049	195,049	-	0.0%
606	FUEL-NATURAL GAS/PROPANE	211,733	215,733	215,733	215,733	-	0.0%
620	UTILITIES-ELECTRICITY	3,772,956	3,807,956	3,224,392	3,224,392	-	0.0%
621	UTILITIES-WATER/SEWAGE	306,556	306,556	306,556	306,556	-	0.0%
Total Object 06		4,486,294	4,525,294	3,941,730	3,941,730	-	0.0%
Object 07 Motor Vehicle Operations and Maintenance							
701	PURCH VEH-CAR,LIGHT TRUCK	2,453,500	949,500	913,500	913,500	-	0.0%
702	VEHICLE GAS & OIL	1,864,760	1,850,323	1,840,923	1,840,923	-	0.0%
702	VEHICLE GAS & OIL-SNOW					-	
703	VEHICLE MAINTENANCE & REPAIR	1,619,060	1,611,517	1,604,017	1,604,017	-	0.0%
703	VEHICLE MAINTENANCE & REPAIR-SNOW	7,715	7,715	7,715	7,715	-	0.0%

Account		Preliminary	Final	Amended #1	Amended #2	Amend #2 - #1	Amend #2 - #1
Compt	Obj New Descr	FY 2021	FY 2021	FY 2021	FY 2021	\$	%
		Budget	Budget	Budget	Budget	Inc/Dec	Inc/Dec
704	INSURANCE	407,863	407,863	407,863	407,863	-	0.0%
720	PURCH VEH-WATERCRAFT	-	-	-	-	-	
721	VEHICLE GAS & OIL-WATERCRAFT	38,951	38,951	38,951	38,951	-	0.0%
722	VEHICLE MAINTENANCE & REPAIR-WATERCRAFT	53,463	53,463	53,463	53,463	-	0.0%
724	BOAT SLIP RENTAL/LAUNCHING FEES	4,200	4,200	4,200	4,200	-	0.0%
730	PURCH VEH-OTHER LAND VEH - DUMP, TRACTOR	583,200	473,700	448,500	448,500	-	0.0%
731	LG VEHICLE GAS & OIL	880,544	880,544	880,544	880,544	-	0.0%
732	LG VEHICLE MAINT & REPAIR	1,906,275	1,901,767	1,901,767	1,901,767	-	0.0%
732	LG VEHICLE MAINT & REPAIR-SNOW	43,957	43,957	43,957	43,957	-	0.0%
789	COMMUTE CHARGES	(1,100)	(6,100)	(6,100)	(6,100)	-	0.0%
799	OTHER MOTOR VEHICLE CHARGES	54,379	54,379	54,379	54,379	-	0.0%
Total Object 07		9,916,767	8,271,779	8,193,679	8,193,679	-	0.0%
Object 08 Contractual Services							
801	ADVERTISING/LEGAL PUBLICATION	3,651,681	3,396,181	3,104,003	3,104,003	-	0.0%
802	APPLICATIONS SOFTWARE MAINTENANCE	110,460	110,460	107,960	107,960	-	0.0%
804	PRINTING/REPRODUCTION SERVICE	49,800	49,800	45,800	45,800	-	0.0%
805	BOOKBINDING/PHOTOGRAPHIC SVC					-	
807	ENGINEERS	29,280,000	29,280,000	26,205,000	26,205,000	-	0.0%
808	EQUIPMENT RENTAL	538,663	526,989	511,889	511,889	-	0.0%
809	EQUIPMENT REPAIRS & MAINT	228,037	162,623	160,623	160,623	-	0.0%
810	EXTERMINATION SERVICE	16,846	16,846	16,846	16,846	-	0.0%
812	BUILDING/ROAD REPAIRS & MAINT	13,943,961	14,680,711	10,150,711	10,150,711	-	0.0%
813	JANITORIAL SERVICES	1,218,549	1,218,549	1,193,549	1,193,549	-	0.0%
814	GROUND MAINTENANCE	46,605	46,605	46,605	46,605	-	0.0%
815	LAUNDRY SERVICE	5,081	5,081	5,081	5,081	-	0.0%
816	HOUSEKEEPING SERVICE					-	
817	LEGAL SERVICES	172,279	172,279	163,279	163,279	-	0.0%
819	EDUCATION/TRAINING CONTRACTS	1,192,391	899,308	638,308	638,308	-	0.0%
820	MEDICAL CARE	205,720	205,720	205,720	205,720	-	0.0%
821	MGMT STUDIES AND CONSULTANTS	2,250,000	1,888,700	1,393,195	1,393,195	-	0.0%
823	SECURITY SERVICES	1,272,990	1,272,990	1,067,830	1,067,830	-	0.0%
824	LABORATORY SERVICES	48,082	48,082	48,082	48,082	-	0.0%
825	VETERINARY SERVICES	29,321	29,321	29,321	29,321	-	0.0%
826	FREIGHT AND DELIVERY	17,247	17,247	17,247	17,247	-	0.0%
827	TRASH AND GARBAGE REMOVAL	434,883	423,883	408,883	408,883	-	0.0%
828	OFFICE ASSISTANCE	156,050	294,852	301,324	301,324	-	0.0%
829	FISCAL SERVICES	640,000	640,000	640,000	640,000	-	0.0%
829	E-ZPASS RETAIL FEES	13,400,000	13,400,000	13,400,000	13,400,000	-	0.0%
831	OFFICE OF ADMINISTRATIVE HEARINGS FEE					-	
841	DP CENTRAL PROCESS SVC	1,331,600	1,331,600	881,600	881,600	-	0.0%
843	DP COMMUNICATIONS CONTROLLERS SVC	600,000	600,000	110,000	110,000	-	0.0%
849	TELECOMM LINES, MODEMS & CONTRLLR	95,741	95,741	95,741	95,741	-	0.0%
850	DP PERIPHERAL EQUIPMENT SVC					-	
854	COMPUTER MAINTENANCE CONTRACTS	183,160	183,160	183,160	183,160	-	0.0%
858	SOFTWARE LICENSES	228,132	228,132	31,132	32,132	1,000	3.2%
861	APPL SOFTWARE ACQUISITION	100,000	100,000	-	-	-	
862	APPL SOFTWARE MAINTENANCE	1,874,046	1,874,046	1,389,046	1,389,046	-	0.0%
863	SYSTEMS SOFTWARE ACQUISITION	150,000	150,000	-	-	-	
864	SYSTEMS SOFTWARE MAINTENANCE	973,460	973,460	790,460	790,460	-	0.0%
865	OUTSIDE SVCS-SYS ANALYSIS&DSGN	4,315,500	4,315,500	3,765,500	3,765,500	-	0.0%
866	OUTSIDE SVCS-PROGRAMMING	425,000	425,000	385,000	385,000	-	0.0%
869	OUTSIDE SVCS-COMPUTER USAGE	475,255	475,255	355,255	355,255	-	0.0%
872	OUTSIDE SVCS-IT CONSULTANT					-	
873	OUTSIDE SVC - E-Z PASS SVC CENTER	30,000,000	30,000,000	28,260,000	28,260,000	-	0.0%
874	OFFICE OF ATTORNEY GENERAL FEE	39,064	39,064	39,064	39,064	-	0.0%
875	RETIREMENT AGENCY ADMIN FEE	225,063	225,063	225,063	225,063	-	0.0%
876	STATEWIDE DOIT SERVICES	51,706	51,706	51,706	51,706	-	0.0%
894	STATEWIDE PERSONNEL SYS ALLOC	41,190	41,190	41,190	41,190	-	0.0%

Account		Preliminary	Final	Amended #1	Amended #2	Amend #2 - #1	Amend #2 - #1
Compt	Obj New Descr	FY 2021	FY 2021	FY 2021	FY 2021	\$	%
		Budget	Budget	Budget	Budget	Inc/Dec	Inc/Dec
897	STATEWIDE ENTERPRISE BUDGET SYSTEM					-	
899	OTHER CONTRACTUAL SVC-NON DP	2,732,364	2,702,324	2,686,824	2,686,824	-	0.0%
	Total Object 08	112,749,927	112,597,468	99,151,997	99,152,997	1,000	0.0%
Object 09 Supplies and Materials							
901	AGRICULTURE	32,839	32,839	32,839	32,839	-	0.0%
902	OFFICE SUPPLIES	402,112	396,112	343,991	343,991	-	0.0%
903	ELECTRICAL MATERIALS	539,024	462,024	314,024	314,024	-	0.0%
904	BUILDING & HOUSEHOLD SUPPLIES	415,905	412,646	352,646	352,646	-	0.0%
905	ROADWAY MAINT MATERIALS	718,113	708,034	583,034	582,034	(1,000)	-0.2%
906	SALT/SNOW MELTING MATERIALS	1,486,863	1,486,863	1,241,976	1,241,976	-	0.0%
908	HOUSEKEEPING SUPPLIES	80,869	80,869	80,869	80,869	-	0.0%
909	MEDICAL SUPPLIES	28,441	28,441	28,441	28,441	-	0.0%
912	WEARING APPAREL-UNIFORMS EMPL	1,116,636	997,486	848,021	848,021	-	0.0%
915	LIBRARY SUPPLIES	24,890	24,640	24,640	24,640	-	0.0%
917	SMALL TOOLS	378,846	373,846	323,846	323,846	-	0.0%
918	VETERINARY SUPPLIES	27,474	27,474	27,474	27,474	-	0.0%
920	FOOD	209,970	193,120	156,170	156,170	-	0.0%
926	DATA PROCESSING SUPPLIES	36,434	36,434	36,434	36,434	-	0.0%
930	MICROCOMPUTER PKG APPL SOFTWARE					-	
932	MICROCOMPUTER OPER SYS SFTWRE	65,000	65,000	65,000	65,000	-	0.0%
933	SOFTWARE UPGRADES					-	
934	AMMO GUNS FIRING RNGE SUPPLIES	326,808	326,808	326,808	326,808	-	0.0%
951	E-ZPASS TRANSPONDERS	4,200,000	4,200,000	2,700,000	2,700,000	-	0.0%
995	CORPORATE PURCHASING CARD					-	
999	OTHER SUPPLIES AND MATERIALS	331,563	326,663	301,463	301,463	-	0.0%
	Total Object 09	10,421,787	10,179,299	7,787,676	7,786,676	(1,000)	0.0%
Object 10 Replacement Equipment							
1002	REPL AUDIO-VISUAL EQUIP					-	
1003	REPL CLEANING EQUIPMENT					-	
1007	REPL EDUCATIONAL EQUIPMENT					-	
1009	REPLHUMAN ENVIRONMENTAL EQUIPMENT					-	
1013	REPL MAINTENANCE & BUILDING EQUIP	375,100	365,100	279,000	279,000	-	0.0%
1015	REPL OFFICE EQUIPMENT	63,950	29,950	22,700	22,700	-	0.0%
1019	REPL RADIOS & ELECTRONIC EQUIPMENT	184,000	184,000	59,000	59,000	-	0.0%
1031	REPL DP EQUIP-MAINFRAME	75,000	75,000	-	-	-	
1033	REPL DP EQUIP-MICROCOMPUTER	749,000	199,000	199,000	199,000	-	0.0%
1034	REPL DP EQUIP-WORKSTATIONS					-	
1036	REPL DP EQUIP-PERIPHERALS	17,000	17,000	17,000	17,000	-	0.0%
1099	OTHER REPLACEMENT EQUIPMENT	443,806	293,806	163,806	163,806	-	0.0%
	Total Object 10	1,907,856	1,163,856	740,506	740,506	-	0.0%
Object 11 Additional Equipment							
1102	ADDT'L AUDIO-VISUAL EQUIP					-	
1103	ADDT'L CLEANING EQUIPMENT					-	
1107	ADDT'L EDUCATIONAL EQUIPMENT					-	
1109	ADDT'L HUMAN ENVIRONMENTAL EQUIPMENT	1,000	1,000	1,000	1,000	-	0.0%
1113	ADDT'L MAINTENANCE & BUILDING EQUIP	142,100	97,100	86,000	86,000	-	0.0%
1115	ADDT'L OFFICE EQUIPMENT	16,500	11,500	11,500	11,500	-	0.0%
1119	ADDT'L RADIOS & ELECTRONIC EQUIPMENT					-	
1131	ADDT'L DP EQUIP-MAINFRAME					-	
1133	ADDT'L DP EQUIP-MICROCOMPUTER	100,000	100,000	100,000	100,000	-	0.0%
1134	ADDT'L DP EQUIPMENT-WORKSTATIONS					-	
1136	ADDT'L DP EQUIP-PERIPHERALS					-	
1199	OTHER ADDITIONAL EQUIPMENT	405,235	105,235	67,955	67,955	-	0.0%
	Total Object 11	664,835	314,835	266,455	266,455	-	0.0%
Object 13 Fixed Charges							
1301	RENT	638,000	638,000	500,000	500,000	-	0.0%
1302	INSURANCE COVERAGE PAID TO STO	462,638	460,138	460,138	460,138	-	0.0%
1303	RENT PAID TO DGS	1,140	1,140	1,140	1,140	-	0.0%

Account		Preliminary	Final	Amended #1	Amended #2	Amend #2 - #1	Amend #2 - #1
Compt	ObjNewDescr	FY 2021	FY 2021	FY 2021	FY 2021	\$	%
		Budget	Budget	Budget	Budget	Inc/Dec	Inc/Dec
1304	SUBSCRIPTIONS	27,191	25,191	25,191	25,191	-	0.0%
1305	ASSOCIATION DUES	265,507	259,357	258,232	258,232	-	0.0%
1308	LICENSES	8,300	8,300	8,300	8,300	-	0.0%
1309	INSURANCE (NON STO PAYMENTS)	3,733,316	3,733,316	4,233,316	4,233,316	-	0.0%
1310	INTEREST ON LATE PAYMENTS					-	
1313	BOND ISSUE COSTS					-	
1320	BAD DEBT EXPENSE	11,600	11,600	11,600	11,600	-	0.0%
Total Object 13		5,147,692	5,137,042	5,497,917	5,497,917	-	0.0%
Total		337,999,583	323,597,718	304,609,548	306,036,645	1,427,097	0.5%

TAB 4



**Maryland
Transportation
Authority**

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, Chairman

Board Members:

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

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Mr. Allen W. Garman, MDTA Director of Treasury & Debt
Mr. James Walsh, MDOT MAA
SUBJECT: MDTA Board Resolution 21-01, PFC Bonds Interest Capitalization
DATE: January 28, 2021

PURPOSE OF MEMORANDUM

Explain the purpose of MDTA Board Resolution 21-01 for post-issuance interest capitalization from PFC bond proceeds and request the Board's approval of this item. In order to increase PFC bonds debt service coverage and mitigate reduced revenues associated with the pandemic, the resolution authorizes the use of up to \$12.9 million of Series 2019 PFC bond proceeds to retroactively and advance fund a portion of debt service in 2019 through 2023.

This item was discussed in detail with the Finance Committee during the January 12 meeting and the Committee recommended that the item move forward to the full Board for approval.

SUMMARY

The Resolution authorizes the use of up to \$12.9 million of PFC Series 2019 bond proceeds to capitalize interest in order to improve debt service coverage in fiscal 2021 and fiscal 2022. In response to the diminished enplanements at BWI Airport due to the pandemic, the MDOT MAA has the financial flexibility to defer certain capital projects that were designated in the original financing resolution for the Series 2019 PFC bonds, including the Concourse D HVAC improvements and the Federal Inspection Service Hall Reconfiguration. The early funding of the bond service trust account will legally reduce debt service for purposes of the Debt Service Coverage calculation.

The project deferral and interest capitalization from bond proceeds represents a prudent action to help mitigate diminished short-term enplanements associated with the pandemic. The credit rating agencies have viewed these types of actions by municipalities as prudent responses to partially mitigate the near-term financial impacts of the COVID-19 pandemic.

The interest capitalization strategy has been formulated with the assistance of the Municipal Advisor PFM and bond counsel. Importantly, the post issuance interest capitalization from bond proceeds is a permitted use under federal tax law related to municipal bonds.

RECOMMENDATION

Management requests the MDTA Board's approval of the PFC interest capitalization resolution.

ATTACHMENT

- MDTA Board Resolution 21-01, PFC Bonds Interest Capitalization

**MARYLAND TRANSPORTATION AUTHORITY
RESOLUTION 21-01**

A RESOLUTION (I) FACILITATING THE MODIFICATION OF THE LIST OF PROJECTS TO BE FUNDED WITH THE PROCEEDS OF MDTA’S PASSENGER FACILITY CHARGE REVENUE BONDS SERIES 2019 BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL AIRPORT (QUALIFIED AIRPORT BONDS - AMT) (THE “SERIES 2019 PFC BONDS”); (II) PROVIDING FOR THE USE OF A PORTION OF THE PROCEEDS OF THE SERIES 2019 PFC BONDS TO PAY INTEREST ON THE SERIES 2019 PFC BONDS BECOMING DUE IN BOND YEARS 2019, 2020, 2021, 2022 AND 2023; AND (III) APPROVING THE EXECUTION AND DELIVERY OF A SUPPLEMENTAL TRUST AGREEMENT AND OTHER DOCUMENTS PERTAINING TO THE MODIFICATION OF THE FINANCED PROJECTS AND USE OF A PORTION OF THE BOND PROCEEDS.

WHEREAS, the Maryland Transportation Authority, an agency of the State of Maryland (the “MDTA”) previously adopted Resolution 19-01 that authorized the MDTA to act as a conduit issuer of the Passenger Facility Charge Revenue Bonds Series 2019 Baltimore/Washington International Thurgood Marshall Airport (Qualified Airport Bonds - AMT) (the “Series 2019 PFC Bonds”) upon the request of the Maryland Aviation Administration, an agency of the Maryland Department of Transportation, (“MDOT MAA”); and

WHEREAS, MDOT MAA asked the MDTA to issue the Series 2019 PFC Bonds payable from certain revenues of MDOT MAA for the purpose of financing and refinancing projects including the Concourse A Phase II five gate addition, a restroom improvement program, Federal Inspection Service Hall reconfiguration, Concourse A/B modifications for B737-800 aircraft and Concourse D HVAC replacement (the “2019 PFC Projects”); and

WHEREAS, the MDOT MAA has decided to delay the construction and installation of the Concourse D HVAC replacement improvements and the Federal Inspection Service Hall Reconfiguration, and now desires to modify the 2019 PFC Projects to reflect the deletion of these two projects, and to provide for the use of a portion of the bond proceeds previously designated for such projects in the aggregate amount not to exceed \$12,900,000 (the “Designated Bond Proceeds”) to pay interest on the Series 2019 PFC Bonds; and

WHEREAS, as a result of COVID-19 and related travel restrictions there has been a reduction in the number of flights and passengers at the Baltimore/Washington International Thurgood Marshall Airport (“BWI Marshall Airport”). MDOT MAA has experienced a reduction in revenues from passenger facility charges (the “PFC Revenues”) available for debt service payments and other uses. The use of Designated Bond Proceeds to provide for the funding of interest on the Series 2019 PFC Bonds will facilitate compliance with the debt coverage policy established by MDOT MAA for debt secured by PFC Revenues during this period of reduced PFC Revenues; and

WHEREAS, the MDTA entered into a Lease of Airport Facilities Projects at the Baltimore/Washington International Thurgood Marshall Airport and Assignment of Passenger Facility Charges dated as of June 1, 2019 (the “2019 Lease and Assignment”) with MDOT MAA pursuant to which the MDTA has leased from the State of Maryland (the “State”) through MDOT

RESOLUTION 21-01

Page Two

MAA certain property located at BWI Marshall Airport on which the 2019 PFC Projects (as defined therein) were to be constructed; and

WHEREAS, pursuant to an Agreement on Financing Airport Facilities Projects at Baltimore/Washington International Thurgood Marshall Airport dated as of June 1, 2019 (the “2019 Financing Agreement”) between the MDTA and MDOT MAA, the MDTA agreed to finance the design, construction and equipping of the 2019 PFC Projects (as defined therein); and

WHEREAS, the MDTA and Manufacturers and Traders Trust Company, as trustee, (the “Trustee”) entered into the Fourth Supplemental Trust Agreement dated June 1, 2019 (the “Fourth Supplement”) supplementing the Trust Agreement dated as of December 1, 2003 (as amended and supplemented, the “Trust Agreement”), by and between the MDTA and the Trustee to provide for the issuance of the Series 2019 PFC Bonds to finance and refinance the 2019 PFC Projects (as defined therein); and

WHEREAS, the MDTA desires to authorize the amendment of the 2019 PFC Projects and the use of a portion of the Designated Bond Proceeds to pay capitalized interest on the 2019 PFC Bonds.

NOW, THEREFORE, BE IT RESOLVED BY THE MARYLAND TRANSPORTATION AUTHORITY, as follows:

Section 1. The Executive Director of the MDTA (the “Executive Director”) and the Chief Financial Officer of the MDTA (the “Chief Financial Officer”) are hereby authorized to amend the Fourth Supplement, the 2019 Lease and Assignment and the 2019 Financing Agreement as they deem appropriate in order to amend the 2019 PFC Projects to delete the Federal Inspection Service Hall reconfiguration and the Concourse D HVAC replacement and to execute and deliver other documents necessary or appropriate to carry out the actions authorized by this Resolution (collectively, the “Bond Documents”). The execution and delivery by the Executive Director and/or the Chief Financial Officer of the Bond Documents shall be conclusive evidence of their final approval.

Section 2. The MDTA hereby authorizes the Chief Financial Officer to cause the transfer of an amount not to exceed \$10,500,000 of the Designated Bond Proceeds on deposit in the 2019 Construction Account within the Construction Fund to the 2019 Interest Account within the 2019 Bond Fund, which such funds and accounts are maintained by the Trustee in accordance with the Trust Agreement, for the purpose of providing for the payment of a portion of the interest becoming due on the Series 2019 PFC Bonds in the Bond Years 2020, 2021, 2022 and 2023.

Section 3. The MDTA further authorizes the Chief Financial Officer to, in accordance with the provisions of the Trust Agreement, provide for the requisition of an amount not to exceed \$2,400,000 of the Designated Bond Proceeds on deposit in the 2019 Construction Account, and cause such funds to be used to reimburse MDOT MAA for interest paid on the Series 2019 PFC Bonds from PFC Revenues in Fiscal Years 2019 and 2020.

Section 4. The MDTA hereby approves the preparation, filing and posting of any notices related to the actions authorized by this Resolution, and hereby authorizes its Executive

RESOLUTION 21-01

Page Three

Director, with the assistance of its other officers, counsel, bond counsel and staff to take such actions or cause to be taken such actions as shall be necessary, proper and convenient for the purposes of carrying out the purposes of this Resolution.

Section 5. The Chairman of the MDTA (the “Chairman”), the Executive Director and the Chief Financial Officer are hereby authorized to specify, prescribe, determine, provide for or approve, all within the limitations of this Resolution and Title 4 of the Transportation Article of the Annotated Code of Maryland (the “Act”), all other matters, details, forms, documents and procedures pertaining to the use of Designated Bond Proceeds, including (without limitation) the execution, acknowledgment, sealing and delivery of Bond Documents by the Chairman, Executive Director, Chief Financial Officer or any other duly qualified employee, agent or officer of the MDTA as are or may be necessary or appropriate to consummate the transactions contemplated by this Resolution in accordance with the Act and this Resolution.

Section 6. This Resolution shall be effective immediately upon its adoption.

Dated as of: _____, 2021

WITNESS:

MARYLAND TRANSPORTATION AUTHORITY

James F. Ports
Executive Director

Gregory Slater
Chairman

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

Kimberly A. Millender
Assistant Attorney General

TAB 5

VERBAL

TAB 6



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, Chairman

Board Members:

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

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Mr. David Goldsborough, Director of Information Technology
SUBJECT: Quarterly Information Technology Update
DATE: January 28, 2021

PURPOSE OF MEMORANDUM

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

SUMMARY

As of January 28, 2021, the Division of Technology maintains an active portfolio of 19 projects. The portfolio has remained constant since the last update to the MDTA Board. During the last quarter, there was a shift in some key projects due to the change in direction MDOT-wide related to the use of the eMaryland Marketplace Advantage (eMMA) system. Since MDOT will not use eMMA for the system's procurement portion, we have engaged OpenText to convert our current purchasing card (p-card) system over to the new platform. DoIT is working closely with the Secretary's Office of Procurement on the modernization of the Advanced Purchasing Inventory Control System (ADPICS). Once the work is awarded to an implementation company, we will integrate all appropriate MDTA systems. Some of the significant initiatives that DoIT continues to work on include the following:

- Conversion to the new Salesforce lightening platform;
- Supporting 3G tolling rollout by providing program management services;
- Implementation of an e-forms platform; and
- Document scanning services to convert paper to electronic format.

DoIT also completed the renewal of our OpenText contract that supports our document management system. In compliance with the State's requirement to have all employees who can telework, to work from home to facilitate social distancing, all DoIT staff, now including service desk staff and field technicians, are on telework status. We have modified the staffing approach for our service desk to have four employees in the office on any given day. DoIT has also completed hiring the replacements for our Cybersecurity Manager position and the Mobile Device Management Technician position. These selections were made utilizing the hiring freeze exception process.

TAB 7



Board Members:

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

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Mr. Percy E. Dangerfield, Chief Administrative Officer
Ms. Alexius Wilson, Compliance Officer
PREPARED BY: Ms. Alisha Fredericks, Compliance Manager, Civil Rights, and Fair Practices
SUBJECT: Quarterly Update: Socioeconomic Programs Status
DATE: January 28, 2021

PURPOSE OF MEMORANDUM

The purpose of this memorandum is to provide a quarterly update to the MDTA Board on the MDTA's progress toward achieving the legislative mandated program goals.

SUMMARY

This memorandum is provided per Article II of the MDTA Board Operating Policy, as amended January 25, 2018. Please see the table below for a breakdown of the goals achieved by program:

Socioeconomic Program	Program Goal	Goal Achieved
Minority Business Enterprise (MBE)	29%	15.41% ¹
Veteran-Owned Small Business Enterprise (VSBE)	1%	1.39% ²
Small Business Reserve (SBR)	15%	3.0%
Disadvantaged Business Enterprise (DBE) ³ <i>Nice/Middleton Bridge Replacement Project</i>		
Overall Goal	15.47%	0.88%
Design Goal	16.00%	6.86%

¹ Goal achieved as of 1st Quarter FY 2021

² Goal achieved as of 1st Quarter FY 2021

³ Nice/Middleton Bridge replacement project started as of March 17, 2020

TAB 8



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, Chairman

Board Members:

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Mr. James Harkness, P.E., PTOE, Acting Chief Engineer, Office of Engineering and Construction
SUBJECT: Updates: Major Projects Valued Over \$40 Million
DATE: January 28, 2021

PURPOSE OF MEMORANDUM

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

SUMMARY

As of January 13, 2021, there are eleven Major Projects in the Capital Program. Five of the projects are under Construction, four in Procurement, and two under Design. This summary only includes projects with funding for construction in the Consolidated Transportation Program (CTP) and includes five projects valued in excess of \$100 million. There are two projects from the \$1.1 billion I-95 Express Toll Lanes (ETL) Northbound Expansion program.

ATTACHMENT

- MDTA Major Capital Projects (>40 million) – January 2021 Update

MDTA Major Capital Projects (>\$40 Million) - January 2021 Update

Pin	Contract No.	Description	AD	NTP	Budget (Thousands \$)	Ant. Construction Completion Date	Design (D), Procurement (P) or Construction (C)
2147	MA-2257	Replace Electronic Toll Collection - 3rd Gen	8/1/16	3/6/18	115,692	Fall, 2020	C
0280	HT-694	I-895 Bridge Replacement (Canton Viaduct)	5/10/17	4/2/18	252,165	Summer, 2021	C
2263	HT-2649	Replace Ventilation Fans	11/11/15	9/6/16	70,874	Winter, 2021	C
1024	NB-543	Replace Nice/Middleton Bridge	10/20/18	3/17/20	635,788	Winter, 2024	C
2251	FT-2651R	Rehabilitate Ventilation Fans	9/5/19	7/1/20	41,844	Spring, 2024	C
2458	FT-3010	15KV Cable, Conduit and Concrete Wall Rehab	3/2/20	2/16/21	41,660	Winter, 2023	P
2477	KH-3024	I-95/Belvidere Road Interchange	5/18/20	10/30/21	59,973	Spring, 2025	P
2453	KH-3009	I-95 Northern Transition - Express Toll Lanes to MD 152	8/17/20	4/12/21	231,678	Fall, 2024	P
2516	BB-3014	Emergency Bay Bridge All Electronic Toll (AET) Conversion	9/29/20	1/11/21	47,070	Winter, 2023	P
2306	HT-2709	Envelope and Switchgear Replacements at Baltimore Harbor Tunnel Ventilation Buildings	3/24/21	7/29/21	58,243	Summer, 2023	D
2491	KH-3019	I-95 Northern Transition - MD 152 Interchange Reconstruction	4/22/21	9/30/21	244,312	Fall, 2024	D

TAB 9



MEMORANDUM

TO: MDTA Board
PRESENTED BY: Ms. Deb Sharpless, Chief Financial Officer
SUBJECT: Third Generation Electronic Toll Collection (3G ETC) System Transition Update
DATE: January 28, 2021

PURPOSE OF MEMORANDUM

To brief the Maryland Transportation Authority (MDTA) Board on the 3G ETC System transition.

SUMMARY

During the past month, efforts with the TransCore transition focused on software development, performance testing, and Tier 1 testing. TransCore completed Tier I testing. MDTA is currently validating the results. TransCore is preparing to release software Build 17. The number of Jira software development tickets for this Build currently stands at 69 tickets; ideally the number of tickets would not exceed 40 to 50 tickets. In order to accommodate the additional tickets, including regression testing, the mid-February confirmation of the Go-Live shifted one week. A proposed recovery schedule is forthcoming and TransCore has verbally committed to MDTA to retain the planned Go-Live. Data migration with Conduent is now low risk partly due to the multiple data scrubs. Performance Testing continues to improve incrementally. Informal testing of external proof packages (e.g., customer correspondences) is underway to reduce the risk of issues when the formal testing occurs in mid-March. Currently 199 out of 527 or 37% of proof packages have passed or passed with comments.

During the past month, Kapsch's focus has been primarily centered around the completion of the open tasks required to achieve System Go-Live. These tasks include reports development and validation, roadside system and CSC integration, system tuning, and completion of the outstanding documentation deliverables. In addition to Go-Live readiness, Kapsch continues to work towards improving the system maintenance program and operational performance. System maintenance focus has been on striving to demonstrate a higher percentage of proactive versus reactive actions regarding system analysis and monitoring. Operational performance focus has been mainly centered around the identification of areas of weakness in providing Phase III documentation, documentation to support requirements adherence, and system tuning to validate the system is ready to enter into the System Acceptance Test phase post System Go-Live.

ATTACHMENT

- 3G ETC System Transition Update Presentation

Third Generation Electronic Tolling System Transition Update

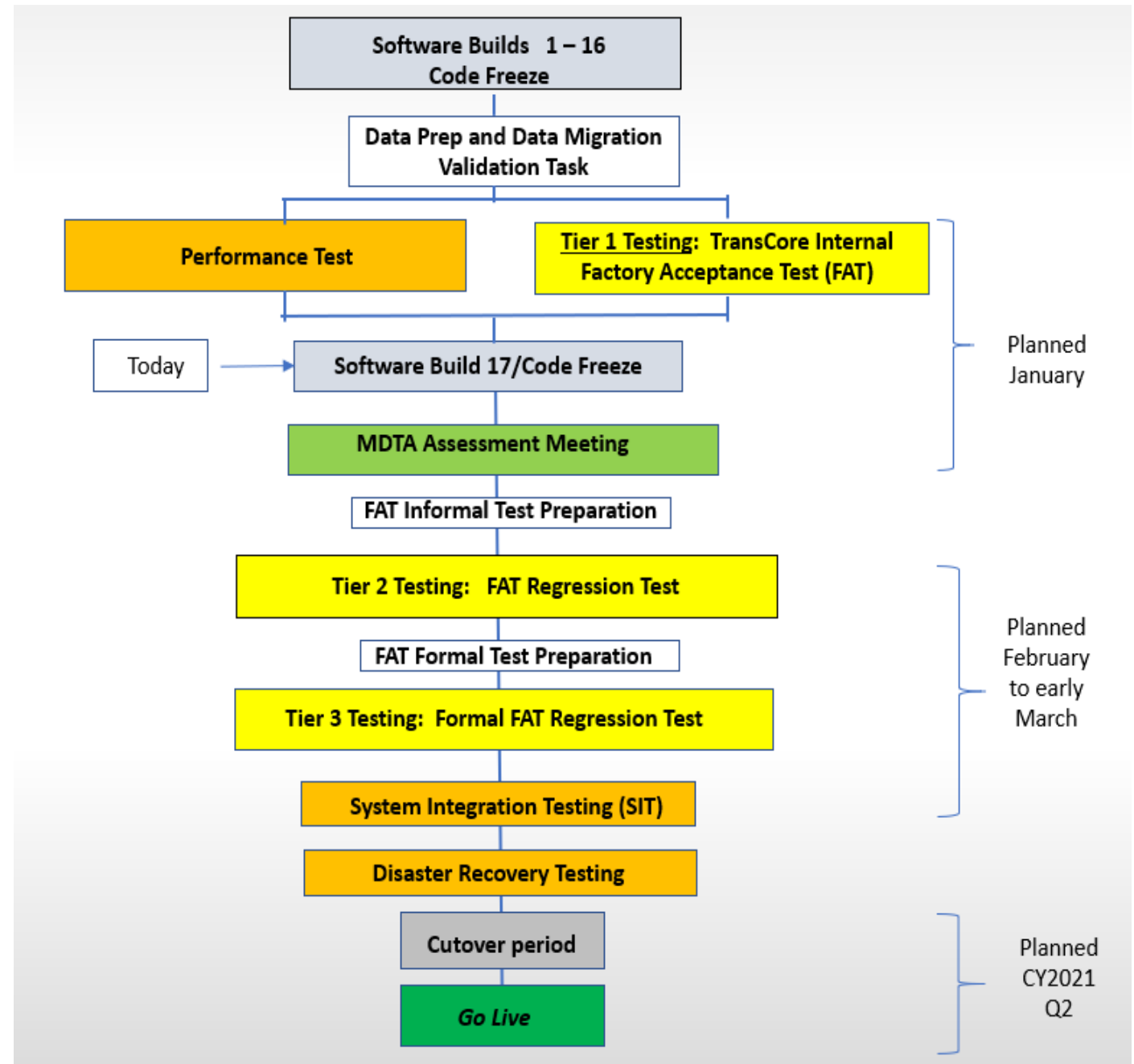
Maryland Transportation Authority Board Meeting
January 28, 2021

TransCore

MDTA Electronic Toll System CSC Systems and Services

Contract No MA2868-0000

Workflow & Schedule



Test Case Statistics – TransCore / MDTA

Tier 1 Test Results

Volume Name	Volume #	Total Test Cases	Fail by TC
Application Architecture	2	51	
Integrity Interface	3	53	
Integrity Configuration	4	82	
Account Opening*	5	28	
Account Management*	6	235	14
Inventory	7	45	
Image Processing	8	17	
Invoice Proc & Escalation*	9	74	5
Finance*	10	18	
Website*	11	64	7
IVR*	12	107	
Customer Survey	13	19	
Case Management*	14	38	
Interoperability	16	65	
Document Management	18	7	
MOMS	19	35	
Correspondence	COR	158	31
Reports	Reports	74	18
SIC	SIC	33	7
TOTAL (Count)		1203	82
TOTAL (Percentage)		**	7%

MDTA Validation***				
Passed by TC & Failed by MDTA	Additional Document ation Requested	Pass	Testing Completed or Initiated by MDTA	Untested or Incomplete
2	7	42	51	0
		53	53	0
		82	82	0
		28	28	0
3	22	196	221	14
2		43	45	0
		17	17	0
3	9	57	69	5
	4	14	18	0
7	19	31	57	7
	17	90	107	0
		19	19	0
0	4	34	38	0
	1	3	4	61
		7	7	0
	10	25	35	0
18	5	21	79	79
		0	0	74
	5	21	26	7
35	103	783	956	247
3%	9%	65%	79%	21%

As of 1/26/21

* Denotes core volume

** 55 test cases were deferred to Tier II to allow natural escalation

*** MDTA SME actions entailed reviewing artifacts provided by TC and not conducting the test

- Failed cases to be prioritized, fixed, & regression tested in Builds 17 & 18 (18 scheduled at SIT)
 - Reconciliation expected to be completed on 1/29/21
- Number of tickets in Builds 17 and Build 18 coupled with short durations to fix and regression test is concerning
- Go-Live confirmation date shifted one week to mid-February to provide additional time to address failed cases
- A proposed recovery schedule is forthcoming and TransCore has verbally committed to MDTA to retain the planned Go-Live

Data Migration & Performance Testing

Data Migration

- Data migration on-schedule
- Risk level low due to multiple data scrubs
- 18 Post go-live items
- Side-by-Side comparison for each migration is ongoing (Vector vs Integrity)

	# of Comment	
Status	12/8/20	01/13/21
Closed/Complete	195	201
Open	11	18
Paused-Performance	0	0
Post Go Live	18	18
Resolved Pending MDTA Validation	4	4
Total	228	241

Performance Testing

- Incremental improvements from 12/22 to 12/28; 4 hour load test
- Simulation through load testing
- Focus tuning system (TransCore) & performance inclusive of backend/transaction processing (MDTA)
- KPI: Website response 2 seconds for 99.5% of all user actions (actual)
- Degradation in 2-3 seconds

	12/22/20		12/28/20	
Type of User	# of Users	Results	# of Users	Results
Back Office	230	92.8%	230	95.5%
External Website	750	92.8%	1250	91.6%
Interactive Voice Recording	100	100.0%	100	100.0%
Customer Management System	200	99.7%	200	99.7%

SIT Interface Proof Package Review

Preliminary SIT External Proof Package Results

SIT Interface Proof Package	Total Scenarios	Pass	Passed with Comments	Fail	Pending	Incomplete
Lockbox	31	4	4	1	22	0
Accounting System Proof Package	14	8	5	0	1	0
Maryland CCU Proof Package	18	0	0	0	18	0
Mailhouse Proof Package	127	25	10	11	46	33
Toll System Host Proof Package	72	21	17	1	33	0
Super Users BestPass (MMTA) Proof Package	37	20	8	4	5	0
Super Users BestPass (PrePass) Proof Package	37	11	9	0	16	1
DMV Duncan LES	37	19	14	0	4	0
MVA Hold (Flagging) Proof Package	23	4	6	4	7	4
MVA Lookup Proof Package	27	16	7	1	2	1
VA DMV Lookup Proof Package	22	22	0	0	0	0
NY DMV Lookup Proof Package	26	0	0	0	29	0
NJ DMV Lookup Proof Package	29	0	0	0	29	0
FL DMV Lookup Proof Package	27	24	0	0	0	3
TOTAL (COUNT)	527	174	80	22	212	42
TOTAL (PERCENTAGE)	100%	33%	15%	4%	40%	8%

- Preliminary review of Proof Packages incorporated into schedule to reduce risk with formal SIT scheduled in mid-March
- Significant work remains before formal testing, resulting in significant MDTA concern
 - 52% failed, pending, or incomplete
 - Mailhouse Proof Packages are high priority/largest test volume is 28% complete
- Mid-February confirmation of Go-Live occurs prior to formal SIT, adding risk to be managed

Key Focus Areas

Software Development:

- Complete final builds and outstanding ticket testing
- Finalize post Go-live availability at 30 day increments
 - Contract includes incentives & disincentives associated with KPIs after Final System Acceptance (90 days after Go-Live) and liquidated damages 91 days after the Final System Acceptance for which all punch list items are not corrected

Testing

- Review & approve TransCore Tier 1 Test Results
- Review & approve External Interface – Proof Packages (most challenges)
- Perform Tier 2 Witness Test – MDTA Consultants
- Perform Tier 3 Test – MDTA Operations and Finance

Transition Planning

- Finalize transition planning coordination and timings between Kapsch/TransCore and Conduent at Go-Live

System Performance:

- Ongoing performance tuning and optimization
- Monitor degradation points and failure

Documentation

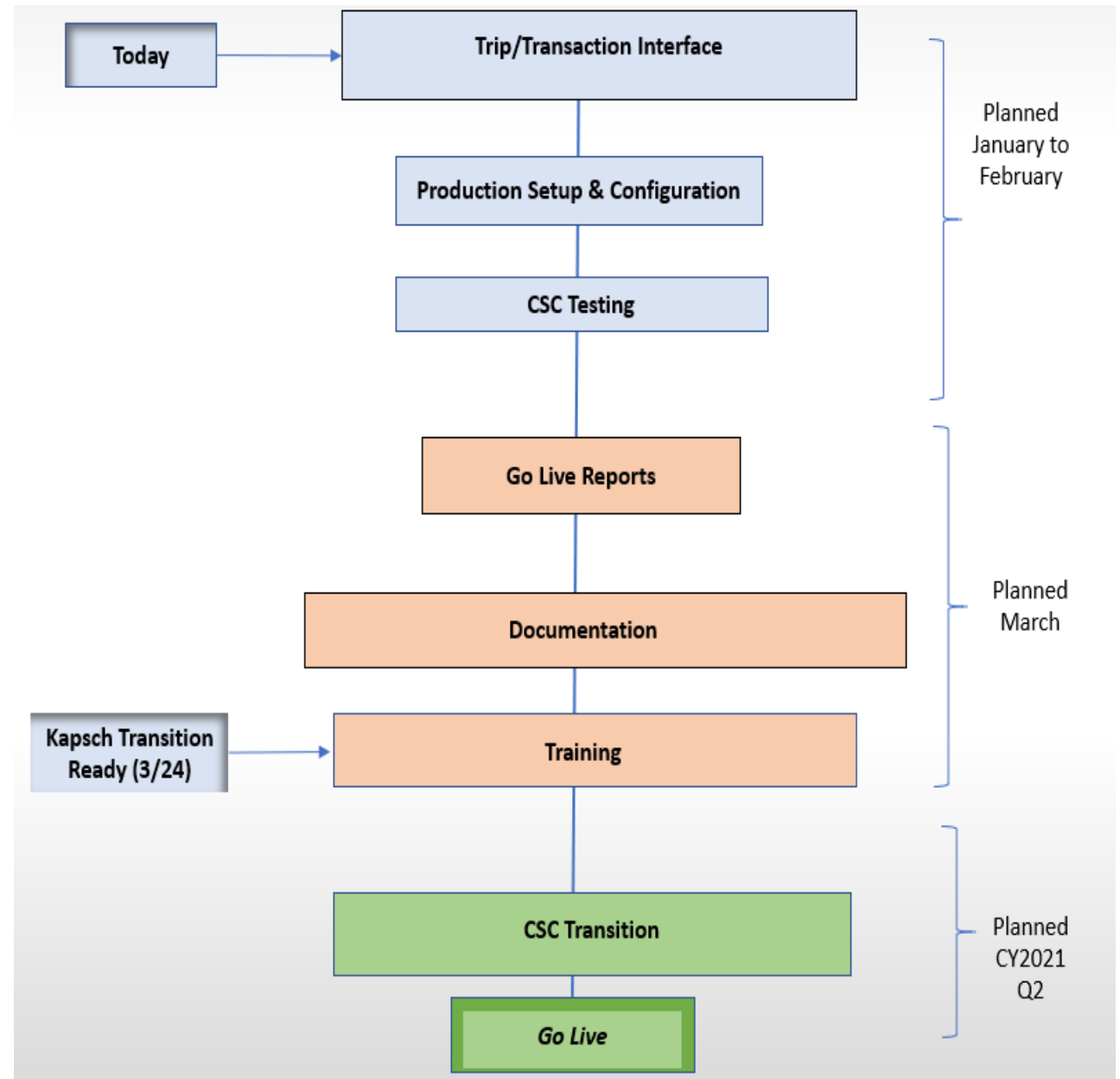
- Ongoing submittal process and approval

Kapsch

MDTA Electronic Toll System Tolling Systems and Services

Contract No MA2257-0000

Kapsch Milestone Schedule



Kapsch Priority Tasks

System Integration

Kapsch Success Rate %	Kapsch Interface Error %	Goal at Go-Live %
95%	5%	1%

- Address current interface errors between Kapsch and TransCore (reduce to <1%)
- Perform systems reconciliation between Kapsch and TransCore on all transactions

System Performance

Current Status	Goal at Go-Live %
18 hours	12 hours

- Continue system performance tuning to improve Transaction Accuracy / Trip Construction (volume of trips processed per day)
- Manual processes impacting performance

Reports

Priority	Total	Deployed	Not Deployed
Critical	8	1	7
High	17	5	12
Medium	7	6	1
Low	4	4	0

- Focus deploy 19 critical and high priority reports prior to Go-Live

Kapsch Priority Tasks (continued)

Other Critical Tasks

- Lane Maintenance Improvements
 - Improve Kapsch's timeliness of resolution for identified issues.
 - Demonstrate a pro-active approach to the Maintenance tasks.
- Quality Assurance/Quality Control processes
- Finalize Transition Plans (i.e., backlog transactions, cutover strategy)
 - All tasks identified
 - Collaboration items remain
 - 95% Complete
- Task order issued for additional disk space for backlog transactions
 - RFP required 90 days
 - Expanding storage to 12 months
 - NTP issued; \$975K
 - Targeting February month end completion
- Finish full implementation of DR (Disaster Recovery) platform at JFK
 - Targeting mid-April

TAB 10



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Gregory Slater, Chairman

Board Members:

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

James F. Ports, Jr., Executive Director

MEMORANDUM

TO: MDTA Board
PRESENTED BY: Ms. Deb Sharpless, Chief Financial Officer
PREPARED BY: Ms. Cheryl Lewis-Orr, Director of Revenue
SUBJECT: Review of Traffic and Revenue as of November 30, 2020
DATE: January 28, 2021

PURPOSE

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

SUMMARY

Systemwide, for the period ended November 30, 2020, collected revenue is down 40.7 percent or \$119 million, and transactions are down 52.7 percent or 38.3 million compared to the same period last year. Roughly 77 percent or \$92 million of the decrease was expected due to traffic reductions caused by COVID-19 and was reflected in the Traffic & Revenue Forecast. Collected revenue is 13.5 percent or \$26.9 million below forecast, while transactions are 26.5 percent or 12.4 million below forecast. The delay in transitioning to the Third-Generation Electronic Toll Collection System (3G ETCS) is directly impacting the achievement of the revenue forecast and continues to be a challenge with the MDTA's ability to report revenue and transactions in its traditional format. Within the context of this memo, transactions refer to paid transactions and not traffic. Traffic volumes are in-line with anticipated volumes.

Legacy Facilities

Legacy revenue and transactions are shown on pages 4 and 6 of the attached report, respectively. As of November 30, 2020, revenue is down 34.6 percent or \$88.4 million, and transactions are down 41.6 percent or 21.8 million compared to the same period in 2019. Forecasted revenue is down 6.4 percent or \$11.5 million, while forecasted transactions are down 10.5 percent or 3.6 million. It is estimated that once image processing is complete, the variance between the forecast versus actuals will align.

Intercounty Connector (ICC)

While revenue and transactions are significantly below forecast and down compared to the previous period, trip building is the main factor hindering the MDTA's ability to reflect ICC's updated actual performance. Estimates indicate once trip building and image processing is complete, the variance between the forecast versus actuals will be significantly mitigated.

I-95 Express Toll Lanes (ETL)

I-95 ETL revenue and transactions are shown on page 13 of the attached report. As of November 30, 2020, revenue is down 43.4 percent or \$2.7 million, and transactions are down 47.1 percent or 2.1 million compared to the same period last year. Forecasted revenue is down 13.3 percent or \$530,000 while forecasted transactions are down 16.9 percent or 476,000. Once image processing is done, the variance between the forecast versus actuals is expected to align.

ATTACHMENTS

- Revenue & Transaction Trends for the period ending November 30, 2020

MDTA BOARD INFORMATIONAL ITEM



RE: November 2020 - Revenue & Transaction Trends - System Wide
Date: December 21, 2020
Prepared by: Cheryl Lewis-Orr, Corey Lies, and Walter Laun

PURPOSE:

This briefing is to update the members of the MDTA Board on the toll revenue and transaction trends for the month ending November 30, 2020, system wide.

SUMMARY:

Revenues for the month ending November 30, 2020 were as follows:

- System wide toll revenues for the month were \$33.7 million, which is down \$20.5 million or 37.8% versus the previous year.
- Fiscal year-to-date system wide toll revenues were \$172.9 million, which is down \$118.7 million or 40.7% versus the previous year.
- Fiscal year-to-date system wide toll revenues are \$26.9 million below or 13.5% below the Base Case revenue forecast.

Transactions for the month ending November 30, 2020 were as follows:

- System wide transactions for the month were 6.6 million, which is down 7.2 million or 52.0% versus the previous year.
- Fiscal year-to-date system wide transactions were 34.4 million, which is down 38.3 million or 52.7% versus the previous year.
- Fiscal year-to-date system wide transactions are 12.4 million below or 26.5% below the Base Case transaction forecast.

The following tables summarize the key revenue and transaction trends for the period ending November 30, 2020.

SUMMARY OF SYSTEM WIDE REVENUE TRENDS

Monthly Revenue Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 35,953,735	\$ 17,775,029	\$ (18,178,706)	-50.6%
Commercial	\$ 18,331,993	\$ 15,965,157	\$ (2,366,837)	-12.9%
Total	\$ 54,285,729	\$ 33,740,186	\$ (20,545,543)	-37.8%

Fiscal Year to Date Revenue Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 193,269,832	\$ 91,445,127	\$ (101,824,705)	-52.7%
Commercial	\$ 98,298,660	\$ 81,413,175	\$ (16,885,485)	-17.2%
Total	\$ 291,568,492	\$ 172,858,302	\$ (118,710,190)	-40.7%

Forecast vs. Actual Revenue for Fiscal Year				
Base Case Forecast				
Revenue	Forecast	Actual	Difference	% Difference
Current Month	\$ 39,118,952	\$ 33,740,186	\$ (5,378,767)	-13.7%
FY To Date	\$ 199,754,161	\$ 172,858,302	\$ (26,895,859)	-13.5%

SUMMARY OF SYSTEM WIDE TRANSACTION TRENDS

Monthly Transaction Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	12,855,275	5,941,090	(6,914,185)	-53.8%
Commercial	915,402	668,684	(246,718)	-27.0%
Total	13,770,677	6,609,775	(7,160,902)	-52.0%

Fiscal Year to Date Transaction Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	67,671,948	30,927,383	(36,744,565)	-54.3%
Commercial	4,941,299	3,434,974	(1,506,325)	-30.5%
Total	72,613,247	34,362,357	(38,250,890)	-52.7%

Forecast vs. Actual Transactions for Fiscal Year				
Base Case Forecast				
Transactions	Forecast	Actual	Difference	% Difference
Current Month	9,232,043	6,609,775	(2,622,268)	-28.4%
FY To Date	46,739,000	34,362,357	(12,376,644)	-26.5%

A transaction on the ICC facility is a trip, which can vary in length (entry to exit).

MDTA BOARD INFORMATIONAL ITEM



RE: November 2020 - Revenue & Transaction Trends - Legacy Facilities
Date: December 21, 2020
Prepared by: Cheryl Lewis-Orr, Corey Lies, and Walter Laun

PURPOSE:

This briefing is to update the members of the MDTA Board on the toll revenue and transaction trends for the month ending November 30, 2020, for all Legacy Facilities.

SUMMARY:

Revenues for the month ending November 30, 2020 were as follows:

- Legacy Facilities toll revenues for the month were \$32.7 million, which is down \$14.6 million or 30.9% versus the previous year.
- Fiscal year-to-date Legacy Facilities toll revenues were \$167.2 million, which is down \$88.4 million or 34.6% versus the previous year.
- Fiscal year-to-date Legacy Facilities toll revenues are \$11.5 million below or 6.4% below the Base Case revenue forecast.

Transactions for the month ending November 30, 2020 were as follows:

- Legacy Facilities transactions for the month were 5.9 million, which is down 3.9 million or 39.6% versus the previous year.
- Fiscal year-to-date Legacy Facilities transactions were 30.6 million, which is down 21.8 million or 41.6% versus the previous year.
- Fiscal year-to-date Legacy Facilities transactions are 3.6 million below or 10.5% below the Base Case transaction forecast.

The following tables summarize the key revenue and transaction trends for the period ending November 30, 2020.

SUMMARY OF LEGACY FACILITIES REVENUE TRENDS

Monthly Revenue Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 29,718,132	\$ 16,903,126	\$ (12,815,007)	-43.1%
Commercial	\$ 17,560,396	\$ 15,780,331	\$ (1,780,065)	-10.1%
Total	\$ 47,278,528	\$ 32,683,456	\$ (14,595,072)	-30.9%

Fiscal Year to Date Revenue Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 161,415,993	\$ 86,814,977	\$ (74,601,016)	-46.2%
Commercial	\$ 94,211,500	\$ 80,421,159	\$ (13,790,341)	-14.6%
Total	\$ 255,627,493	\$ 167,236,136	\$ (88,391,357)	-34.6%

Forecast vs. Actual Revenue for Fiscal Year				
<i>Base Case Forecast</i>				
Revenue	Forecast	Actual	Difference	% Difference
Current Month	\$ 34,995,265	\$ 32,683,456	\$ (2,311,809)	-6.6%
FY To Date	\$ 178,704,508	\$ 167,236,136	\$ (11,468,371)	-6.4%

REGIONAL REVENUE TRENDS

Northern Region: JFK Highway & Hatem Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 8,491,286	\$ 4,723,656	\$ (3,767,630)	-44.4%
Commercial	\$ 7,003,616	\$ 6,252,541	\$ (751,075)	-10.7%
Total	\$ 15,494,901	\$ 10,976,196	\$ (4,518,705)	-29.2%

Central Region: Ft. McHenry Tunnel, Baltimore Harbor Tunnel, FSK Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 17,439,198	\$ 10,072,307	\$ (7,366,890)	-42.2%
Commercial	\$ 8,787,083	\$ 8,117,164	\$ (669,920)	-7.6%
Total	\$ 26,226,281	\$ 18,189,471	\$ (8,036,810)	-30.6%

Southern Region: Bay Bridge & Nice Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 3,787,649	\$ 2,107,162	\$ (1,680,486)	-44.4%
Commercial	\$ 1,769,697	\$ 1,410,626	\$ (359,071)	-20.3%
Total	\$ 5,557,346	\$ 3,517,789	\$ (2,039,557)	-36.7%



Transaction & Revenue Report for Period Ending November 2020

LEGACY FACILITIES REVENUE TRENDS

JFK Highway				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 8,123,222	\$ 4,451,998	\$ (3,671,224)	-45.2%
Commercial	\$ 6,444,660	\$ 5,750,619	\$ (694,042)	-10.8%
Total	\$ 14,567,882	\$ 10,202,616	\$ (4,365,266)	-30.0%

Hattem Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 368,064	\$ 271,658	\$ (96,406)	-26.2%
Commercial	\$ 558,955	\$ 501,922	\$ (57,033)	-10.2%
Total	\$ 927,019	\$ 773,580	\$ (153,439)	-16.6%

Ft. McHenry Tunnel				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 11,265,116	\$ 6,304,858	\$ (4,960,257)	-44.0%
Commercial	\$ 6,516,466	\$ 6,079,865	\$ (436,601)	-6.7%
Total	\$ 17,781,582	\$ 12,384,723	\$ (5,396,859)	-30.4%

Baltimore Harbor Tunnel				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 4,050,756	\$ 2,090,986	\$ (1,959,770)	-48.4%
Commercial	\$ 571,517	\$ 497,909	\$ (73,608)	-12.9%
Total	\$ 4,622,272	\$ 2,588,894	\$ (2,033,378)	-44.0%

FSK Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 2,123,326	\$ 1,676,464	\$ (446,863)	-21.0%
Commercial	\$ 1,699,101	\$ 1,539,390	\$ (159,710)	-9.4%
Total	\$ 3,822,427	\$ 3,215,854	\$ (606,573)	-15.9%

Bay Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 2,562,234	\$ 1,601,263	\$ (960,971)	-37.5%
Commercial	\$ 1,299,020	\$ 1,136,587	\$ (162,434)	-12.5%
Total	\$ 3,861,254	\$ 2,737,850	\$ (1,123,404)	-29.1%

Nice Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 1,225,415	\$ 505,899	\$ (719,516)	-58.7%
Commercial	\$ 470,677	\$ 274,040	\$ (196,638)	-41.8%
Total	\$ 1,696,092	\$ 779,939	\$ (916,153)	-54.0%

SUMMARY OF LEGACY FACILITIES TRANSACTION TRENDS

Monthly Transaction Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	9,016,140	5,283,088	(3,733,052)	-41.4%
Commercial	784,815	633,150	(151,665)	-19.3%
Total	9,800,955	5,916,237	(3,884,718)	-39.6%

Fiscal Year to Date Transaction Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	48,173,664	27,390,803	(20,782,861)	-43.1%
Commercial	4,248,335	3,245,966	(1,002,369)	-23.6%
Total	52,421,999	30,636,769	(21,785,230)	-41.6%

Forecast vs. Actual Transactions for Fiscal Year				
<i>Base Case Forecast</i>				
Transactions	Forecast	Actual	Difference	% Difference
Current Month	6,779,047	5,916,237	(862,810)	-12.7%
FY To Date	34,235,065	30,636,769	(3,598,297)	-10.5%

REGIONAL TRANSACTION TRENDS

Northern Region: JFK Highway & Hatem Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	1,519,964	902,964	(617,000)	-40.6%
Commercial	186,498	152,660	(33,838)	-18.1%
Total	1,706,462	1,055,624	(650,838)	-38.1%

Central Region: Ft. McHenry Tunnel, Baltimore Harbor Tunnel, FSK Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	6,276,473	3,645,874	(2,630,599)	-41.9%
Commercial	510,790	413,023	(97,767)	-19.1%
Total	6,787,263	4,058,897	(2,728,366)	-40.2%

Southern Region: Bay Bridge & Nice Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	1,219,703	734,250	(485,453)	-39.8%
Commercial	87,527	67,466	(20,061)	-22.9%
Total	1,307,230	801,716	(505,514)	-38.7%



Transaction & Revenue Report for Period Ending November 2020

LEGACY FACILITIES TRANSACTION TRENDS

JFK Highway				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	1,124,852	620,102	(504,750)	-44.9%
Commercial	165,110	136,811	(28,299)	-17.1%
Total	1,289,962	756,913	(533,049)	-41.3%

Hatem Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	395,112	282,862	(112,250)	-28.4%
Commercial	21,388	15,850	(5,538)	-25.9%
Total	416,500	298,711	(117,789)	-28.3%

Ft. McHenry Tunnel				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	3,831,575	2,228,003	(1,603,572)	-41.9%
Commercial	365,799	298,909	(66,890)	-18.3%
Total	4,197,374	2,526,913	(1,670,461)	-39.8%

Baltimore Harbor Tunnel				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	1,396,459	749,875	(646,584)	-46.3%
Commercial	57,023	30,180	(26,843)	-47.1%
Total	1,453,482	780,055	(673,427)	-46.3%

FSK Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	1,048,439	667,995	(380,444)	-36.3%
Commercial	87,968	83,934	(4,034)	-4.6%
Total	1,136,407	751,929	(384,478)	-33.8%

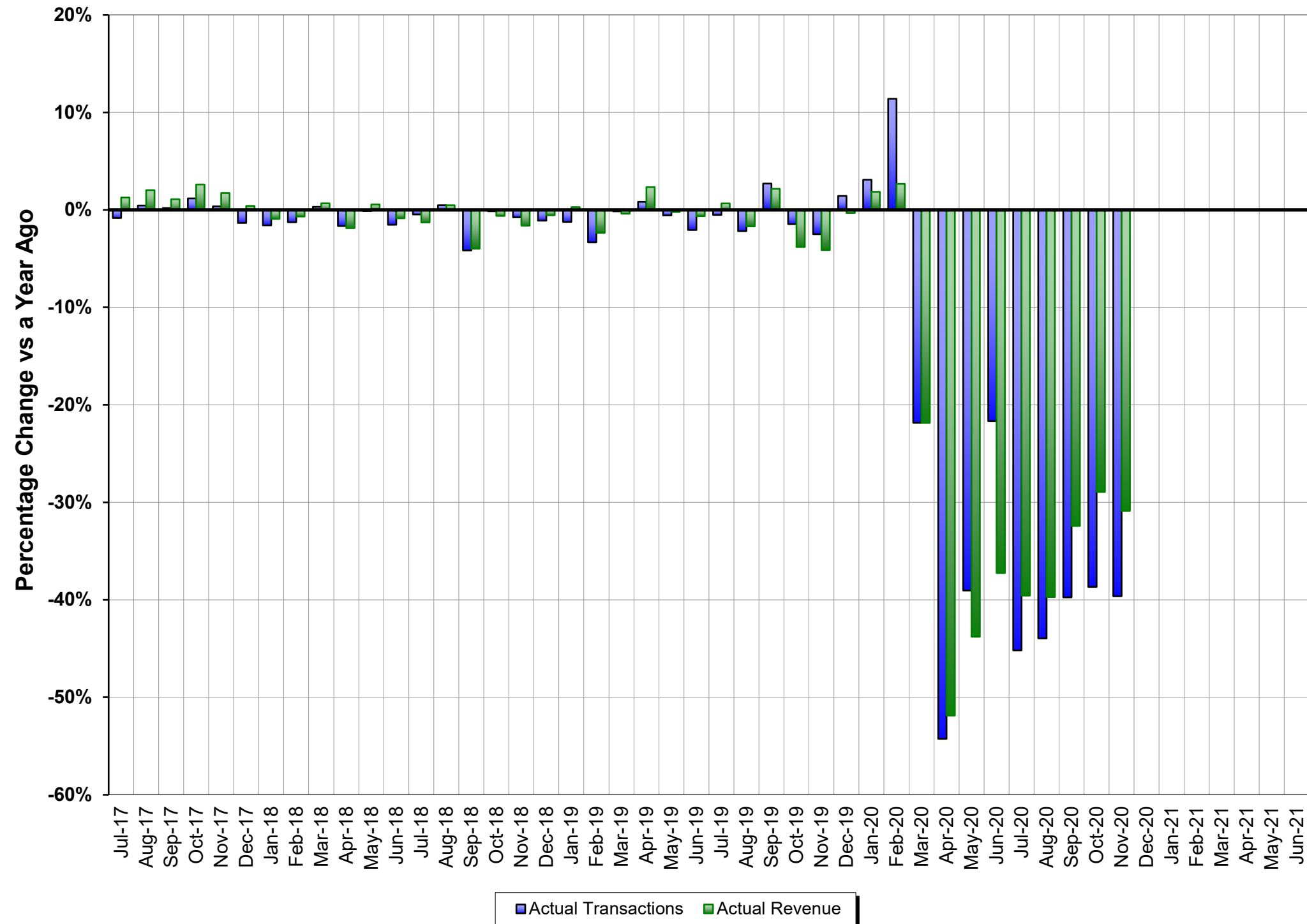
Bay Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	961,452	614,946	(346,506)	-36.0%
Commercial	70,987	58,083	(12,904)	-18.2%
Total	1,032,439	673,029	(359,410)	-34.8%

Nice Bridge				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	258,251	119,304	(138,947)	-53.8%
Commercial	16,540	9,383	(7,157)	-43.3%
Total	274,791	128,687	(146,104)	-53.2%



Maryland Transportation Authority
Legacy Facilities Tolled Transactions & Revenue
Data does not include ICC and ETL Revenue or Transactions
% Change for the Month vs a Year Ago

Month Ending:
November 2020



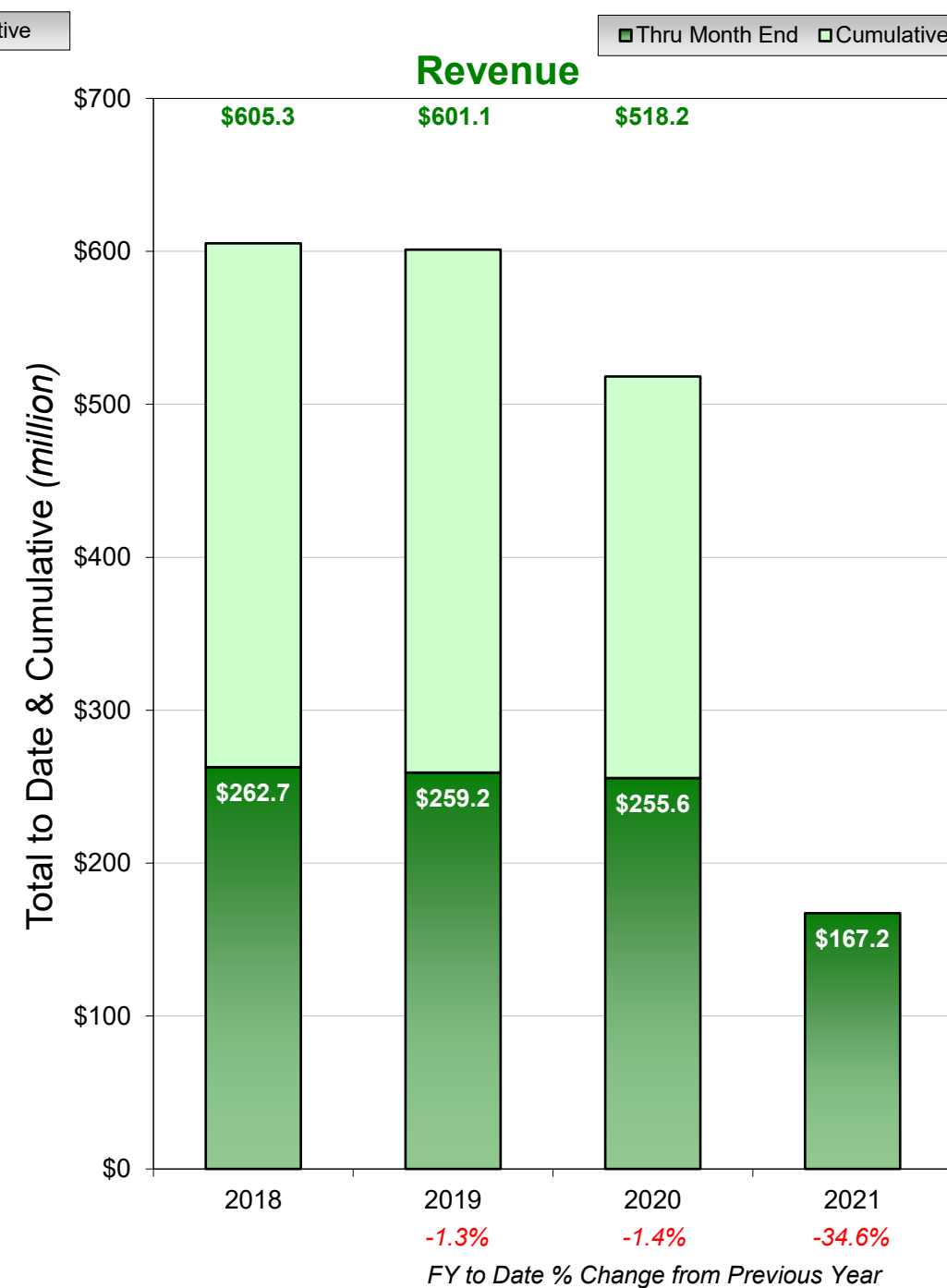
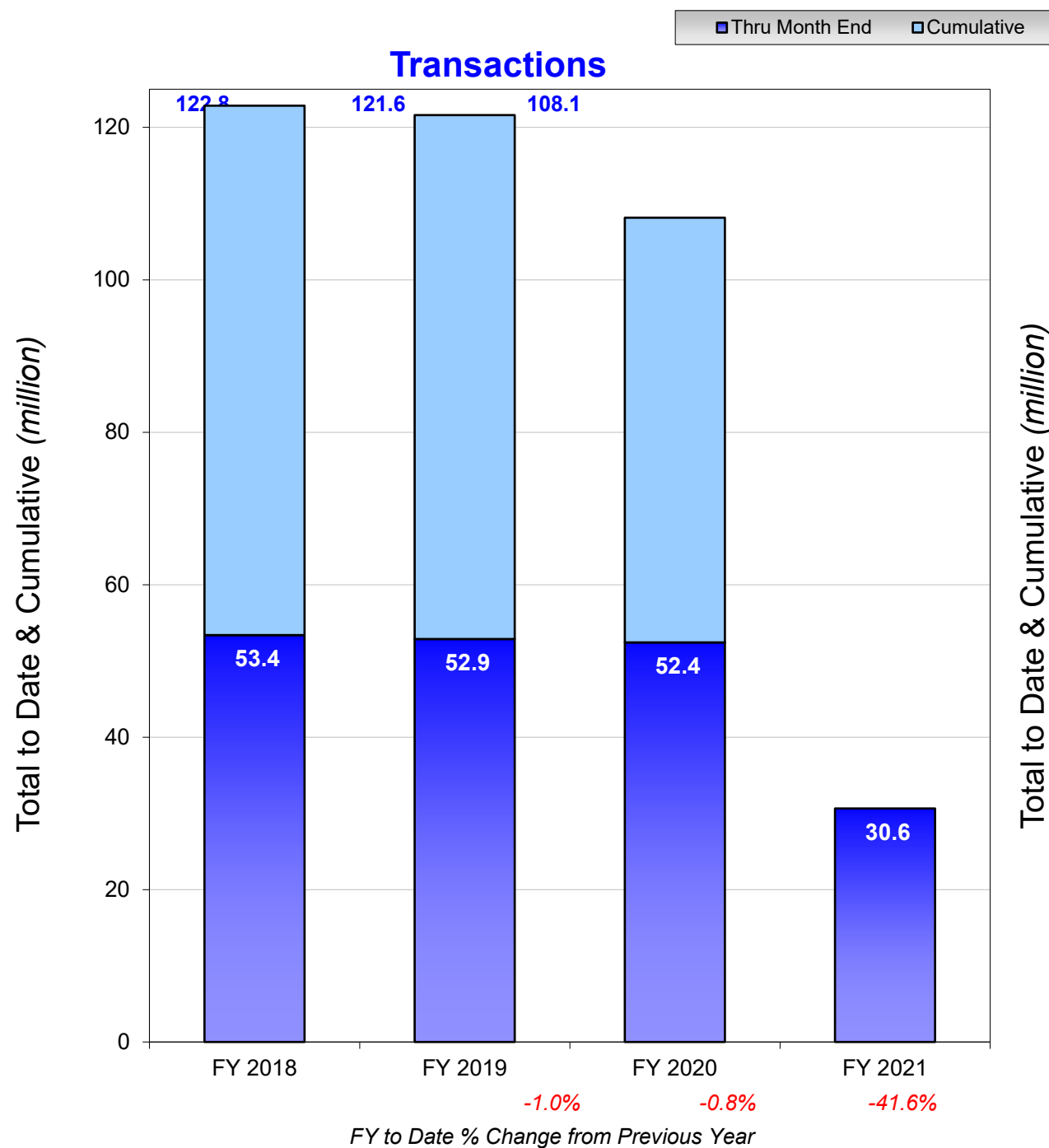


Maryland Transportation Authority Legacy Facilities Tolled Transactions & Revenue

Data does not include ICC and ETL Revenue or Transactions

FY To Date Comparisons

Month Ending:
November 2020



MDTA BOARD INFORMATIONAL ITEM



RE: November 2020 - Revenue & Transaction Trends - Intercounty Connector
Date: December 21, 2020
Prepared by: Cheryl Lewis-Orr, Corey Lies, and Walter Laun

PURPOSE:

This briefing is to update the members of the MDTA Board on the toll revenue and transaction trends for the month ending November 30, 2020, for the Intercounty Connector (ICC).

SUMMARY:

Revenues for the month ending November 30, 2020 were as follows:

- ICC toll revenues for the month were \$0.4 million, which is down \$5.4 million or 93.0% versus the previous year.
- Fiscal year-to-date ICC toll revenues were \$2.2 million, which is down \$27.7 million or 92.8% versus the previous year.
- Fiscal year-to-date ICC toll revenues are \$14.9 million below or 87.3% below the Base Case revenue forecast.

Transactions for the month ending November 30, 2020 were as follows:

- ICC transactions for the month were 0.3 million, which is down 2.8 million or 91.6% versus the previous year.
- Fiscal year-to-date ICC transactions were 1.4 million, which is down 14.4 million or 91.2% versus the previous year.
- Fiscal year-to-date ICC transactions are 8.3 million below or 85.8% below the Base Case transaction forecast.

Note: ICC transactions are trips on the facility which can vary in length. Transactions are priced based on length of trip and time of day. As a result, transaction counts on this facility are not a good indicator of revenues.

The following tables summarize the key revenue and transaction trends for the period ending November 30, 2020.

SUMMARY OF ICC REVENUE TRENDS

Monthly Revenue Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 5,221,088	\$ 385,138	\$ (4,835,950)	-92.6%
Commercial	\$ 565,346	\$ 19,783	\$ (545,563)	-96.5%
Total	\$ 5,786,434	\$ 404,921	\$ (5,381,513)	-93.0%

Fiscal Year to Date Revenue Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 26,751,176	\$ 2,001,120	\$ (24,750,056)	-92.5%
Commercial	\$ 3,066,173	\$ 156,988	\$ (2,909,185)	-94.9%
Total	\$ 29,817,349	\$ 2,158,108	\$ (27,659,241)	-92.8%

Forecast vs. Actual Revenue for Fiscal Year				
Base Case Forecast				
Revenue	Forecast	Actual	Difference	% Difference
Current Month	\$ 3,334,004	\$ 404,921	\$ (2,929,083)	-87.9%
FY To Date	\$ 17,055,229	\$ 2,158,108	\$ (14,897,121)	-87.3%

SUMMARY OF ICC TRANSACTION TRENDS

Monthly Transaction Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	3,001,909	255,760	(2,746,149)	-91.5%
Commercial	82,424	4,385	(78,039)	-94.7%
Total	3,084,333	260,146	(2,824,187)	-91.6%

Fiscal Year to Date Transaction Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	15,302,851	1,350,412	(13,952,439)	-91.2%
Commercial	450,771	28,886	(421,885)	-93.6%
Total	15,753,622	1,379,299	(14,374,323)	-91.2%

Forecast vs. Actual Transactions for Fiscal Year				
Base Case Forecast				
Transactions	Forecast	Actual	Difference	% Difference
Current Month	1,894,555	260,146	(1,634,409)	-86.3%
FY To Date	9,681,311	1,379,299	(8,302,012)	-85.8%

A transaction on the ICC facility is a trip, which can vary in length (entry to exit).

MDTA BOARD INFORMATIONAL ITEM



RE: November 2020 - Revenue & Transaction Trends - Express Toll Lanes
Date: December 21, 2020
Prepared by: Cheryl Lewis-Orr, Corey Lies, and Walter Laun

PURPOSE:

This briefing is to update the members of the MDTA Board on the toll revenue and transaction trends for the month ending November 30, 2020, for the I-95 Express Toll Lanes (ETL).

SUMMARY:

Revenues for the month ending November 30, 2020 were as follows:

- ETL toll revenues for the month were \$0.7 million, which is down \$0.6 million or 46.6% versus the previous year.
- Fiscal year-to-date ETL toll revenues were \$3.5 million, which is down \$2.7 million or 43.4% versus the previous year.
- Fiscal year-to-date ETL toll revenues are \$0.5 million below or 13.3% below the Base Case revenue forecast.

Transactions for the month ending November 30, 2020 were as follows:

- ETL transactions for the month were 0.4 million, which is down 0.5 million or 51.1% versus the previous year.
- Fiscal year-to-date ETL transactions were 2.3 million, which is down 2.1 million or 47.1% versus the previous year.
- Fiscal year-to-date ETL transactions are 0.5 million below or 16.9% below the Base Case transaction forecast.

Note: ETL transactions are trips on the facility which are priced based on time of day. As a result, transaction counts on this facility are not a good indicator of revenues.

The following tables summarize the key revenue and transaction trends for the period ending November 30, 2020.

SUMMARY OF ETL REVENUE TRENDS

Monthly Revenue Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 1,014,515	\$ 486,766	\$ (527,749)	-52.0%
Commercial	\$ 206,251	\$ 165,043	\$ (41,208)	-20.0%
Total	\$ 1,220,766	\$ 651,809	\$ (568,958)	-46.6%

Fiscal Year to Date Revenue Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	\$ 5,102,663	\$ 2,629,030	\$ (2,473,633)	-48.5%
Commercial	\$ 1,020,986	\$ 835,027	\$ (185,959)	-18.2%
Total	\$ 6,123,649	\$ 3,464,057	\$ (2,659,592)	-43.4%

Forecast vs. Actual Revenue for Fiscal Year				
<i>Base Case Forecast</i>				
Revenue	Forecast	Actual	Difference	% Difference
Current Month	\$ 789,683	\$ 651,809	\$ (137,874)	-17.5%
FY To Date	\$ 3,994,424	\$ 3,464,057	\$ (530,367)	-13.3%

SUMMARY OF ETL TRANSACTION TRENDS

Monthly Transaction Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	837,226	402,242	(434,984)	-52.0%
Commercial	48,163	31,149	(17,014)	-35.3%
Total	885,389	433,392	(451,997)	-51.1%

Fiscal Year to Date Transaction Comparison				
Vehicles	Nov-19	Nov-20	Difference	% Change
2-Axle	4,195,433	2,186,167	(2,009,266)	-47.9%
Commercial	242,193	160,122	(82,071)	-33.9%
Total	4,437,626	2,346,289	(2,091,337)	-47.1%

Forecast vs. Actual Transactions for Fiscal Year				
<i>Base Case Forecast</i>				
Transactions	Forecast	Actual	Difference	% Difference
Current Month	558,441	433,392	(125,049)	-22.4%
FY To Date	2,822,624	2,346,289	(476,335)	-16.9%

A transaction on the ETL facility is a full trip, which can vary in length (entry to exit).

TAB 11

VERBAL

TAB 12

CLOSED SESSION

TAB 13

CLOSED SESSION