



Maryland Transportation Authority

CAPITAL COMMITTEE MEETING

THURSDAY, JUNE 6, 2024

2310 BROENING HIGHWAY
BALTIMORE, MARYLAND 21224

**CAPITAL COMMITTEE MONTHLY MEETING
June 6, 2024 – 9:00 AM**

This meeting will be livestreamed on the [MDTA Capital Committee 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 the agenda item to agibson@mdta.state.md.us no later than 3:00 p.m. on Monday, June 3, 2024. 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 a.m.

Call Meeting to Order

- | | | |
|--|-----------------|---------|
| 1. <u>Approval</u> - Open Session Meeting Minutes of May 2, 2024 | Chairman | 5 mins |
| 2. <u>Approval</u> – Draft Fiscal Year (FY) 2025-2030 Consolidated Transportation Program (CTP) | Jeanne Marriott | 10 mins |
| 3. <u>Approval</u> - FT-3016 - FMT Facility-Wide Zone Paint Program | Nafiz Alqasem | 5 mins |

Vote to Adjourn Meeting

TAB 1

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL COMMITTEE MEETING
THURSDAY, MAY 2, 2024
OPEN MEETING VIA LIVESTREAMING**

OPEN SESSION

MEMBERS ATTENDING: Mario J. Gangemi – Chairman
Samuel D. Snead
William H. Cox, Jr. – via telephone
W. Lee Gaines

STAFF ATTENDING: James Harkness
Jeffrey Davis
Richard Jaramillo
Kimberly Millender
Cheryl Sparks
Christopher Parris
Tekeste Amare
Jeanne Marriott
Jennifer Stump
William Randow
Ebony Moore
Natalie Henson
Timothy Sheets
Elizabeth Zito-Lynch

Member Gangemi called the meeting of the Maryland Transportation Authority (MDTA) Capital Committee to order at 9:00 a.m. The meeting was held via video conference and livestreamed on the MDTA Board Meeting web page.

APPROVAL – OPEN SESSION MEETING MINUTES OF MARCH 7, 2024

Upon motion by Member Cox and seconded by Member Gaines, the Open Session meeting minutes of the Capital Committee’s meeting held on March 7, 2024, were unanimously approved.

APPROVAL – 2022-02A CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES

Mr. Randow presented this request to seek a recommended approval from the Capital Committee to present 2022-02A Construction Management and Inspection Services to the full MDTA Board for award at its next scheduled meeting.

The services to be performed under this contract are Construction Management and Inspection (CMI) Services for the Maryland Transportation Authority (MDTA). The consultant shall provide professional Construction Management Services related to supplementing and supporting the construction phase of the Maryland Transportation Authority Consolidated Transportation Program. The Consultants shall perform services in the following general areas: service shall include, but not be limited to; constructability reviews, conduct detailed inspections of all construction work including erosion and sediment control contract compliance, maintenance of traffic, detail materials testing, critical path method cash flow schedules, document control and assist the Authority's compliance officers with monitoring and enforcement of Minority Business Enterprise goals. This item seeks approval for six out of twelve contracts.

Upon motion by Member Gaines and seconded by Member Snead, the Members unanimously recommended contingent approval of Contract No. 2022-02 A Construction Management and Inspection Services to Greenman-Pedersen, Inc. and present a recommendation for award to the Capital Committee at its next scheduled meeting.

APPROVAL – MDTA STRATEGIC PLAN – REVIEW DIRECTION AND IDENTIFY KEY FOCUS AREAS

Mr. Parris presented to the Capital Committee for approval the Maryland Transportation Authority (MDTA) Strategic Plan to forward to the full Board for their approval.

In May 2023, the MDTA began the strategic planning process with a Strategic Advance meeting with senior leadership. During the meeting, themes were identified, a SWOT analysis was completed, and the Moore-Miller Transition Plan was received.

From June 2023 through December 2023, work sessions were held with senior MDTA staff during designated Leadership Round Table meetings for the purpose of developing the content and look of a new Strategic Plan.

The strategic plan will be an internally and externally available document – one which all MDTA employees can rally around and relate back to the agency strategy. To help achieve this, we asked employees to vote on a Vision and Mission statement that they believed best represented MDTA.

MDTA's existing Strategic Plan and accompanying Roadmap were developed several years ago. The new Strategic Plan is one that envisions how the MDTA can deliver on the Governor's commitment to building an efficient and equitable transportation system that unharnesses economic growth in our region, drives billions in new investment, protects our environment and our neighbors, and connects people with employers.

This plan is people and team focused. Throughout the strategic planning process, it was evident that MDTA's greatest strength is the people and team of MDTA. There are 4 goals, 24 objectives, and 16 key focus areas and initiatives within the Strategic Plan. The plan lays the

foundation for MDTA. The plan contains the Roadmap for MDTA, which spans 3 years; 2024-2027. The roadmap will be a living document and updated as needed. Our 'roadmap' was first introduced in 2022 and provides MDTA employees with a visual tool to showing how their jobs directly connect with MDTA's Strategic Plan and MDTA.

Upon motion by Member Gaines and seconded by Member Snead, the Members unanimously recommended contingent approval of MDTA Strategic Plan and present a recommendation for award to the Capital Committee at its next scheduled meeting.

APPROVAL – BOARD OPERATING POLICY – PROPOSED AMENDMENT FOR TOLLING CONTRACT MODIFICATION

Ms. Millender presented to the Capital Committee an amendment to the Board Operating Policy to forward to the full Board for approval.

In follow-up to the discussion of the Board at its March meeting regarding a modification to one of MDTA's two tolling contracts, the MDTA Board questioned if future modifications should be presented to the MDTA Board for approval and not merely presented as an update.

Upon motion by Member Cox and seconded by Member Snead, the Members unanimously recommended contingent approval of Board Operating Policy and present a recommendation for award to the Capital Committee at its next scheduled meeting.

UPDATE – CTP PROCESS/ ADDITIONS

Ms. Stump provided the MDTA Capital Committee with an overview of the CTP Process/ Additions

There being no further business, the meeting of the MDTA Capital Committee was adjourned by consensus at 9:39 a.m. following a motion by Member Cox and seconded by Member Gaines.

The next meeting of the MDTA Capital Committee is scheduled for Thursday, June 6, 2024, at 9:00 a.m., this meeting will be virtual conducted via livestream.

APPROVED AND CONCURRED IN:

Mario J. Gangemi, Chairman

TAB 2



MEMORANDUM

TO: MDTA Capital Committee
FROM: Capital Program Manager Jeanne Marriott
SUBJECT: Draft FY 2025-2030 Consolidated Transportation Program (CTP)
DATE: June 6, 2024

PURPOSE OF MEMORANDUM

The purpose of this presentation is to seek your recommendation for approval of the proposed Draft FY 2025-2030 CTP. The Draft CTP will be presented to the Finance Committee for recommendation for approval on June 18, 2024, and will be presented to the full MDTA Board for final approval on June 28, 2024.

SUMMARY

The six-year FY 2025-2030 budget in the proposed CTP is \$5.1 billion. The proposed CTP reflects a net increase in the six-year FY 2025-2030 budget of \$2.0 billion (Attachment #1 – Line 7). The net FY 2025-2030 increase is the result of the following:

- Addition to the six-year CTP budget of \$1.7 billion for the replacement of the Francis Scott Key Bridge (Attachment #1 – Line 1).
- Increase in the six-year CTP budget by \$4.7 million for the Nice/Middleton Bridge (Attachment #1 – Line 2).
- Increase in the six-year CTP budget by \$64.1 million for the I-95 ETL Northern Extension (Attachment #1 – Line 3).
- Increase in the six-year CTP budget by \$132.2 million for all projects except Key Bridge, Nice/Middleton Bridge, I-95 ETL Northern Extension, and Reserves (Attachment #1 – Line 4).
- Increase in the Allocated and Unallocated Reserves by \$101.9 million (Attachment #1 – Line 5).

FY 2024 expenditures are projected to be \$434.4 million vs. \$563.0 million in the Final FY 2024-2029 CTP (Attachment #1 – Line 7). FY 2024 underspending is projected to be \$128.5 million and has been rolled over into the Draft FY 2025-2030 CTP.

Highlights of project and reserve changes incorporated in the proposed Draft FY 2025-2030 CTP are shown in Attachment #2.

Added New Projects

Added fourteen system preservation projects for a net increase of \$1.7 billion in the FY 2025-2030 period.

Modified Budgets to Reflect Bids Received

Adjusted one project to reflect bid received higher than Engineer's Estimate and four projects to reflect bids received lower than Engineer's Estimates for a net increase of \$6.0 million.

Added Construction Phase

The construction phase of three projects was funded for a total of \$33.1 million transferred from the reserves as design reached 60% level and cost estimates were developed on fully developed scopes.

Modified Budgets to Reflect Completed Projects

Fourteen projects were completed with no budget change in the FY 2025-2030 period and one project was cancelled for a decrease of \$6.3 million in the FY 2025-2030 period.

Modified Active Projects Due to Cost Changes and Cash Flow Adjustments

Adjusted cash flows and funded changes in engineering and/or construction budgets for sixty-one projects for a net budget increase of \$142.5 million.

Reserve Changes

The allocated reserves increased by \$654.7 million, and the unallocated reserves decreased by \$552.7 million for a net increase of \$101.9 million.

ATTACHMENTS

- Attachment #1 – CTP Comparison Tables - Draft FY 2025-2030 CTP v Final FY 2024-2029 CTP
- Attachment #2 – Changes from Final FY 2024-2029 CTP to Draft FY 2025-2030 CTP
- Attachment #3 – Where are the Projects?
- Attachment #4 – What are the Categories of Projects?

CTP Comparison Tables - Draft FY 2025-2030 CTP v Final FY 2024-2029 CTP																
Line		2024	2025	2026	2027	2028	2029	2030	Total 2024-2029	Total 2025-2030	2031	2032	2033	2034	Total 2025-2034	
		1	Francis Scott Key Bridge	Final 24-29	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Draft 25-30	\$600	\$204,927		\$376,818	\$461,879	\$400,686	\$243,645	\$13,445	\$1,688,555	\$1,701,400	\$0	\$0	\$0	\$0	\$1,701,400	
Change	\$600	\$204,927		\$376,818	\$461,879	\$400,686	\$243,645	\$13,445	\$1,688,555	\$1,701,400	\$0	\$0	\$0	\$0	\$1,701,400	
2	Nice/Middleton Bridge	Final 24-29	\$36,268	\$15,704	\$15,068	\$0	\$0	\$0	\$0	\$67,040	\$30,772	\$0	\$0	\$0	\$0	\$30,772
Draft 25-30		\$31,615	\$7,928	\$27,497	\$0	\$0	\$0	\$0	\$67,040	\$35,424	\$0	\$0	\$0	\$0	\$35,424	
Change		(\$4,653)	(\$7,776)	\$12,429	\$0	\$0	\$0	\$0	\$0	\$4,653	\$0	\$0	\$0	\$0	\$4,653	
3	I-95 ETL Northern Extension (Including Reserves)	Final 24-29	\$211,677	\$148,367	\$113,895	\$81,521	\$42,739	\$18,645	\$0	\$616,844	\$405,167	\$0	\$0	\$0	\$0	\$405,167
Draft 25-30		\$147,594	\$185,003	\$141,208	\$87,894	\$37,414	\$17,731	\$0	\$616,844	\$469,250	\$0	\$0	\$0	\$0	\$469,250	
Change		(\$64,083)	\$36,636	\$27,313	\$6,373	(\$5,325)	(\$914)	\$0	\$0	\$64,083	\$0	\$0	\$0	\$0	\$64,083	
4	Remainder of CTP (Excluding Reserves)	Final 24-29	\$301,731	\$342,422	\$232,678	\$79,928	\$31,848	\$10,777	\$0	\$999,384	\$697,653	\$0	\$0	\$0	\$0	\$697,653
Draft 25-30		\$254,607	\$379,295	\$256,845	\$124,300	\$42,748	\$21,249	\$5,430	\$1,079,045	\$829,868	\$0	\$0	\$0	\$0	\$829,868	
Change		(\$47,124)	\$36,873	\$24,167	\$44,372	\$10,900	\$10,472	\$5,430	\$79,661	\$132,215	\$0	\$0	\$0	\$0	\$132,215	
5	Allocated and Unallocated Reserves	Final 24-29	\$13,285	\$50,227	\$175,250	\$332,014	\$440,941	\$364,999	\$553,610	\$1,376,716	\$1,917,041	\$616,467	\$360,551	\$556,915	\$573,622	\$4,024,596
Draft 25-30		\$0	\$32,665	\$167,284	\$361,156	\$476,912	\$490,863	\$490,100	\$1,528,880	\$2,018,980	\$524,245	\$539,972	\$556,171	\$572,856	\$4,212,224	
Change		(\$13,285)	(\$17,562)	(\$7,966)	\$29,142	\$35,971	\$125,864	(\$63,510)	\$152,164	\$101,939	(\$92,222)	\$179,421	(\$744)	(\$766)	\$187,628	
6	Remainder of CTP (4+5) (Including Reserves)	Final 24-29	\$315,016	\$392,649	\$407,928	\$411,942	\$472,789	\$375,776	\$553,610	\$2,376,100	\$2,614,694	\$616,467	\$360,551	\$556,915	\$573,622	\$4,722,249
Draft 25-30		\$254,607	\$411,960	\$424,129	\$485,456	\$519,660	\$512,112	\$495,530	\$2,607,925	\$2,848,848	\$524,245	\$539,972	\$556,171	\$572,856	\$5,042,092	
Change		(\$60,409)	\$19,311	\$16,201	\$73,514	\$46,871	\$136,336	(\$58,080)	\$231,825	\$234,154	(\$92,222)	\$179,421	(\$744)	(\$766)	\$319,843	
7	Total (1+2+5)	Final 24-29	\$562,961	\$556,720	\$536,891	\$493,463	\$515,528	\$394,421	\$553,610	\$3,059,984	\$3,050,632	\$616,467	\$360,551	\$556,915	\$573,622	\$5,127,416
Draft 25-30		\$434,417	\$809,818	\$969,653	\$1,035,229	\$957,759	\$773,489	\$508,975	\$4,980,364	\$5,054,922	\$524,245	\$539,972	\$556,171	\$572,856	\$7,212,742	
\$ Change		(\$128,545)	\$253,098	\$432,762	\$541,766	\$442,231	\$379,068	(\$44,635)	\$1,920,380	\$2,004,290	(\$92,222)	\$179,421	(\$744)	(\$766)	\$2,085,326	
% Change		-23%	45%	81%	110%	86%	96%	-8%	63%	66%	-15%	50%	0%	0%	41%	
Cumulative Change		(\$128,545)	\$124,553	\$557,315	\$1,099,081	\$1,541,313	\$1,920,380	\$1,496,678	\$1,920,380	\$1,496,678	\$1,404,456	\$1,583,877	\$1,583,133	\$1,582,367	\$1,582,367	

Changes from Final FY 2024-2029 CTP to Draft FY 2025-2030 CTP

New Projects Added (\$000)				
Facility	Project Name	TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change
KB	2655 - Replace the Francis Scott Key Bridge	1,702,000	1,688,555	1,701,400
MA	2653 - On-Call Miscellaneous Paving Repairs	12,093	12,093	12,093
MA	2636 - Portable Radio Replacement	7,570	7,570	7,570
KB	2652 - Rehabilitation of Curtis Creek Bascule Piers (Engineering only)	1,806	1,806	1,422
KB	2643 - Maintenance and Repair of Curtis Creek Draw Bridges	993	993	985
FT	2592 - Miscellaneous Structural Repairs Inside Fort McHenry Tunnel (Engineering only)	600	600	300
MA	2650 - Update Phone System to NEC SV9500 - Phase 2	600	600	600
BB	2656 - Pier Protection System at the Bay Bridges (Engineering Only)	600	600	500
HT	2651 - Replace I-895 Bridge over Lombard Avenue (Engineering only)	575	575	405
KH	2645 - Resurface Southbound (SB) I-95 from the Tydings Bridge to the MD 24 Interchange (Engineering only)	500	500	400
KH	2646 - Resurface Northbound (NB) I-95 from the Tydings Bridge to the MD 24 Interchange (Engineering only)	500	500	400
KB	2567 - Key Bridge Campus Building 305 Roof/HVAC/Windows Replacement (Engineering Only)	500	500	500
FT	2566 - Fort McHenry Tunnel Maintenance Building Renovation (Engineering Only)	275	275	275
BB	2603 - Bay Bridge Queue Detection System - Phase 2 (Engineering Only)	180	180	120
Total - New Projects Added (14)		1,728,791	1,715,347	1,726,970

Projects Modified to Reflect Bids Received (\$000)				
Facility	Project Name	TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change
MA	2489 - Drainage Rehabilitation - Phase III - Outfalls	689	689	635
MA	2573 - On-Call Structural Repairs	(883)	(883)	895
MA	2551 - Environmental On-Call Phase IV	(1,013)	(1,013)	331
FT	0217 - Fort McHenry Tunnel Facility-wide Zone Paint Program	(1,830)	(1,830)	4,876
KB	2450 - I-695 Subgrade Improvements at Bear Creek	(4,808)	(4,808)	(771)
Total - Project Modified to Reflect Bids Received (5)		(7,845)	(7,845)	5,966

Projects Modified to Add Construction Phase (\$000)				
Facility	Project Name	TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change
FT	2499 - MDTA Police Vehicle Storage Garage and Auto Repair Shop	23,015	23,015	23,015
MA	2630 - On-Call Signs, Sign Lights, and Sign Structures	5,345	5,345	5,400
MA	2583 - Generator Replacement at Various Facilities	4,735	4,735	4,715
Total - Projects Modified to Add Construction Phase (3)		33,095	33,095	33,130

Changes from Final FY 2024-2029 CTP to Draft FY 2025-2030 CTP

Projects Completed or Deleted (\$000)					
Facility	Project Name	TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change	Notes
FT	2508 - Bridge Deck Rehabilitation and Miscellaneous Repairs to Fort McHenry Tunnel South	177	177	0	Project completed.
MA	2483 - Small Drainage Rehabilitation	120	120	0	Project completed.
HT	2447 - Replace Baltimore Harbor Tunnel 15KV Feeders	98	98	0	Project completed.
KH	2544 - Tydings Bridge Interim High Speed AET Conversion	56	56	0	Project completed.
KB	2319 - Building Renovations at Key Bridge Campus	33	33	0	Project completed.
HT	2543 - Replace Superstructure of Moravia Road Ramp Bridge to I-95 Southbound	(1)	(1)	0	Project completed.
KB	2304 - Convert Key Bridge to All Electronic Tolling (AET)	(1)	(1)	0	Project completed.
FT	2449 - Superstructure Repairs of Various Bridges North and South of Fort McHenry Tunnel	(26)	(26)	0	Project completed.
MA	2360 - Furnish and Install License Plate Recognition Systems	(29)	(29)	0	Project completed.
HB	2273 - Convert Hatem Bridge to AET and Rehabilitate Approach Roadways	(107)	(107)	0	Project completed.
KH	2509 - Structural Rehabilitation of the Millard E. Tydings Memorial Bridge	(116)	(116)	0	Project completed.
MA	2485 - On-Call Miscellaneous Paving Repairs	(143)	(143)	0	Project completed.
MA	2480 - On-Call Structural Repairs & Miscellaneous Modifications	(356)	(356)	0	Project completed.
BB	2516 - William Preston Lane Jr. Memorial Bridge AET Conversion	(1,747)	(1,747)	0	Project completed.
KB	0219 - Key Bridge Deck Replacement (Engineering only)	(8,162)	(8,162)	(6,259)	Project cancelled.
Total - Projects Completed or Deleted (15)		(10,205)	(10,205)	(6,259)	

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000)					
Facility	Project Name	TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change	Notes
MA	2235 - Program Management Services for System Preservation (Engineering Only)	12,000	12,000	12,000	Increased PE to add FY 2025-2026 funding.
HT	2487 - AET Conversion with Frankfur Avenue Interchange Modifications	8,100	8,100	7,200	Increased CO for scope change to include advanced gantry construction prior to the start of interchange construction.
BB	2501 - On-Call Structural Repairs & Miscellaneous Modifications for Bay Bridge	5,712	5,712	3,828	Increased CO for scope change and additional CMI.
KH	2500 - Kennedy Highway Maintenance Facility Complex	3,187	3,187	7,187	Increased CO for scope change and increased material cost.
MA	2549 - On-Call Miscellaneous Paving Repair	5,172	5,172	137	Increased CO for ICC safety enhancements.
FT	2513 - Structural Rehabilitation of Various Bridges on I-95	5,000	5,000	(678)	Increased CO for additional MDTA Police, Maintenance, and Phase V services.
HT	0280 - Baltimore Harbor Tunnel I-895 Bridge Replacement	1,962	1,962	0	Increased CO for utility repairs.
KH	2631 - Maryland House Water Tower Emergency Pipe Replacement	1,425	1,425	0	Increased CO due to unforeseen conditions and resulting scope change.
FT	0237 - Rehabilitate Substructure of I-95 Bridges over Race Street (Engineering only)	1,265	1,265	3,100	Increased PE due to delayed geotechnical investigation fieldwork.
HT	2560 - Baltimore Harbor Tunnel Maintenance/Auto Building HVAC and Roof Replacement	817	817	797	Increased PE and CO for scope change.
HT	2614 - Baltimore Harbor Tunnel Facility-wide Signing Upgrades (Engineering only)	575	575	494	Increased PE for scope change to include more AET sign structures.
KB	0199 - Maintenance and Repairs of the I-695 Curtis Creek Drawbridges at Key Bridge	520	520	250	Increased CO for additional repairs to drawbridge decks.
HT	2587 - Baltimore Harbor Tunnel Lane Use Signals (LUS) Extension (Engineering only)	500	500	200	Increased PE to move from preliminary engineering to complete PS&E package.

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments - continued on Page 3

Changes from Final FY 2024-2029 CTP to Draft FY 2025-2030 CTP

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000) - continued					
Facility	Project Name	TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change	Notes
KB	2639 - Shoreline Restoration at Key Bridge Police HQ (Engineering only)	500	500	200	Increased PE for scope change.
HT	2506 - Baltimore Harbor Tunnel In-Tunnel Fiber Improvements	440	440	0	Increased CO for additional CMI for extended duration, tunnel closure expenses, and documentation review.
MA	2585 - Replace Closed Circuit Televisions at Various Facilities (Engineering only)	400	400	0	Increased PE for scope change.
BB	2470 - Project Management Office and Maintenance Equipment Storage Building	300	300	110	Increased PE for scope change.
HT	2263 - Replace Baltimore Harbor Tunnel Vent Fans	282	282	0	Increased CO for Phase V post construction services.
MA	2546 - Purchase Card Information System (PCARD)	250	250	0	Increased CO to complete development and quality assurance work.
FT	2571 - Fort McHenry Tunnel Campus Fuel Oil Conversion	200	200	175	Increased PE for additional design effort for test pit needed for BGE utilities installation.
BB	2476 - Bay Bridge Crossover Automated Lane Closure System	181	181	0	Increased CO for additional CMI costs.
KB	2521 - MDTA Police Training Academy	125	125	43	Increased PE for design work related to permit coordination and changes resulting from MDTA Police review.
MA	2584 - Replace DMS and TRS at Various Facilities (Engineering only)	100	100	0	Increased PE for scope change.
MA	2523 - On-Call Facility/Building Repairs	40	40	502	Increased PE for on-call distribution.
HB	2512 - Cleaning and Painting of the Hatem Bridge	21	21	(7,491)	Increased PE for higher than anticipated costs.
FT	0239 - Holding Tank Replacement - South Fort McHenry Tunnel Vent Building	15	15	280	Increased PE for additional design and Maryland Department of the Environment (MDE) reviews associated with relocation of planned staging area.
BB	2317 - Rehab Decks of EB Span - Phase I Deck Widening & Replacement of Deck Truss Spans	14	14	1,618	Increased CO for additional CMI.
KH	2477 - I-95/Belvidere Road Interchange	(1)	(1)	18,988	Decreased CO for revised estimate.
MA	2498 - On-Call Electrical/Intelligent Transportation Systems (ITS)	(244)	(244)	0	Decreased CO for revised capital/operating split.
FT	2517 - Convert to Cashless Tolling at the Fort McHenry Tunnel	(351)	(351)	(742)	Decreased CO for revised estimate.
MA	2496 - On-Call Drainage and Stormwater BMP Remediation III	(804)	(804)	0	Decreased CO to fund mitigation at I-95 ETL Northern Extension project.
BB	2329 - Replace 5KV Feeder and Add Redundant Cable to Eastbound (EB) & Westbound (WB) Spans	(1,006)	(1,006)	0	Decreased CO for project underruns.
BB	2369 - Deck Rehabilitation and Miscellaneous Modifications to Bay Bridge WB Span	(1,253)	(1,253)	0	Decreased CO for project underruns.
MA	2524 - On-Call Building Systems Rehabilitation/Replacement	(1,500)	(1,500)	(1,099)	Decreased CO for scope change to move task order to another project.
KB	2619 - Rehabilitation of Curtis Creek Drawbridges Superstructure (Engineering only)	(1,806)	(1,806)	(1,653)	Decreased PE for scope change (split into superstructure and subgrade projects).
BB	2586 - Tier 2 NEPA Study (Planning only)	(2,076)	(2,076)	474	Decreased Planning Phase for revised estimate.
MA	2538 - On-Call Structural Repairs & Miscellaneous Modifications	(2,240)	(2,240)	(1,053)	Decreased CO for revised estimate nearing project completion.
KH	0602 - I-95 Kennedy Highway Express Toll Lanes Northern Extension	0	0	64,083	Cash flow adjustment.
MA	2147 - Replace Electronic Toll Collection and Operating System - 3rd Generation	0	0	7,228	Cash flow adjustment.
MA	2471 - 10-Year Equipment Budget - FY 2018 through FY 2027	0	0	6,631	Cash flow adjustment.
NB	1024 - Replace Nice/Middleton Bridge	0	0	4,653	Cash flow adjustment.
HT	0240 - Resurfacing North and South of Baltimore Harbor Tunnel	0	0	2,762	Cash flow adjustment.
HT	2306 - Envelope Repair and Switchgear Replacements at Baltimore Harbor Tunnel Vent Buildings	0	0	2,749	Cash flow adjustment.
BB	2593 - BB On-Call Structural Repairs and Modification	0	0	2,202	Cash flow adjustment.
MA	2553 - DYNAC Maintenance Contract (Baltimore Harbor Tunnel, Fort McHenry Tunnel, and Intercounty Connector (ICC))	0	0	1,000	Cash flow adjustment.

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments - continued on Page 4

Changes from Final FY 2024-2029 CTP to Draft FY 2025-2030 CTP

Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (\$000) - continued					
Facility	Project Name	TEC Change	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change	Notes
MA	0231 - On-Call Signs, Sign Lights, and Sign Structures	0	0	910	Cash flow adjustment.
KH	2582 - MD 695 Ramps to I-95 Northbound Express Toll Lanes	0	0	867	Cash flow adjustment.
MA	2633 - Intercounty Connector (ICC) & Kennedy Highway Data Center Hardware Replacement	0	0	822	Cash flow adjustment.
HT	2527 - Replace Bridges on I-895 over I-695 (Engineering only)	0	0	810	Cash flow adjustment.
FT	0200 - Rehabilitate Fort McHenry Tunnel Area-Wide Lighting	0	0	782	Cash flow adjustment.
KH	2570 - Kennedy Highway Perryville Campus Wash Bay, Salt Barn and Fueling Facilities (Engineering only)	0	0	742	Cash flow adjustment.
MA	2497 - Radio Rebroadcast and Radiax in Baltimore Harbor Tunnel & Fort McHenry Tunnel	0	0	492	Cash flow adjustment.
KH	2569 - Kennedy Highway Campus - Maryland State Police Building Remodeling (Engineering only)	0	0	326	Cash flow adjustment.
KH	0202 - I-95 Southbound Hard Shoulder Running	0	0	300	Cash flow adjustment.
ICC	2563 - Replace Intercounty Connector (ICC) Deck Over Lighting (Engineering only)	0	0	260	Cash flow adjustment.
KB	2638 - Rehabilitation of Bearings & Misc. Repairs - I-695 Bridges over Bear Creek (Engineering only)	0	0	213	Cash flow adjustment.
FT	2565 - Fort McHenry Tunnel East Vent Building Facade and Roof Replacement (Engineering only)	0	0	124	Cash flow adjustment.
MA	2559 - On-Call Civil Repairs	0	0	114	Cash flow adjustment.
MA	2590 - Replace Electronic Toll Collection and Operating System - 4th Generation (Engineering only)	0	0	100	Cash flow adjustment.
HT	2591 - Rehabilitate Upper Plenum Liner and Ceiling (Engineering only)	0	0	75	Cash flow adjustment.
FT	2458 - Rehabilitate Tunnel 13 KV Cable, Conduit, and Concrete Wall	0	0	(567)	Cash flow adjustment.
Total - Active Projects Modified Due to Cost Changes and Cash Flow Adjustments (61)		37,824	37,824	142,544	

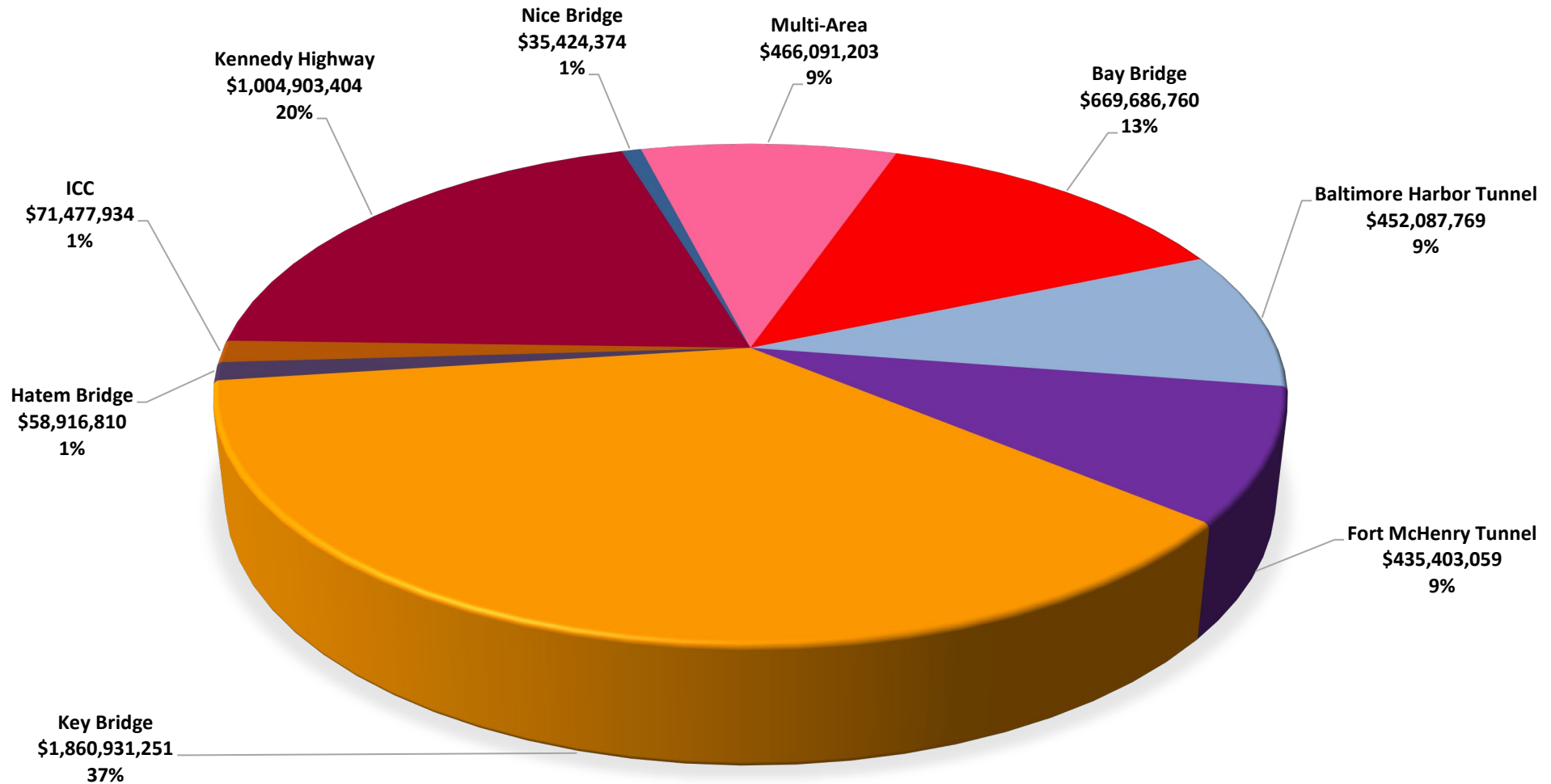
Reserves (\$000)			
	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change	
Allocated Reserve - System Preservation Projects	295,486	699,765	
Allocated Reserve - Enhancement Projects	(132,217)	(45,089)	
Unallocated Reserve	(11,105)	(552,737)	
Total Reserve Changes	152,164	101,939	

Changes from Final FY 2024-2029 CTP to Draft FY 2025-2030 (\$000)			
	FY 2024-2029 Budget Change	FY 2025-2030 Budget Change	
Budget Changes - Projects	1,768,216	1,902,351	
Budget Changes - Reserves	152,164	101,939	
Net Changes	1,920,380	2,004,290	

FY 2025-2030 Draft Consolidated Transportation Program

Where are the Projects?

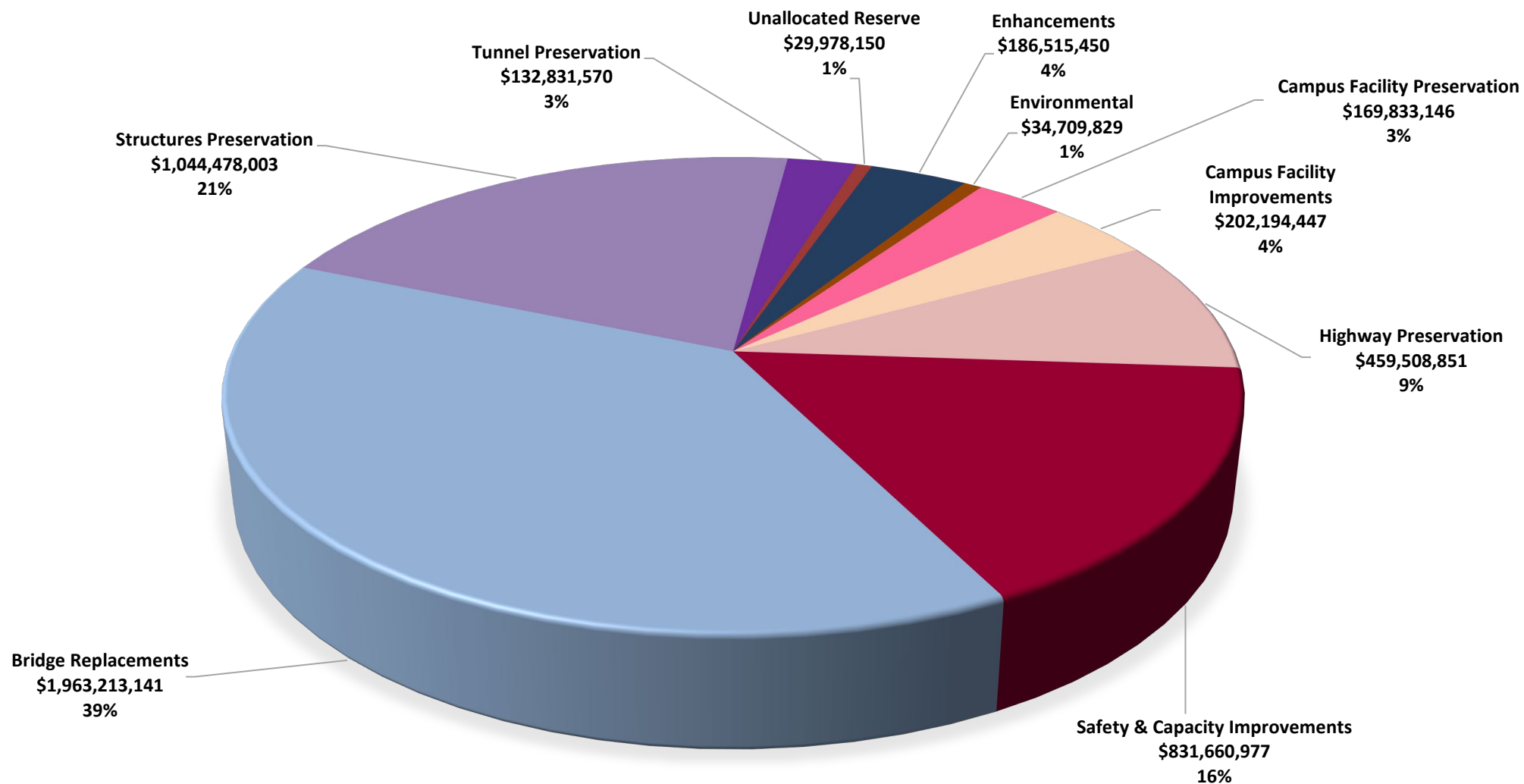
FY 2025-2030 CTP = \$5.1 Billion



FY 2025-2030 Draft Consolidated Transportation Program

What are the Categories of Projects?

FY 2025-2030 CTP = \$5.1 Billion



TAB 3



Maryland
Transportation
Authority

CAPITAL COMMITTEE PROJECT SUMMARY

FT-3016-0000 CLEANING AND PAINTING STRUCTURAL STEEL ON VARIOUS FORT McHENRY BRIDGES

PIN NUMBER 0217
CONTRACT NUMBER FT-3016-0000
CONTRACT TITLE Cleaning and Painting Structural Steel on Various Fort McHenry Bridges

PROJECT SUMMARY The work to be performed under this Contract is located on the Fort McHenry Tunnel Facility. The scope of work includes cleaning and painting of structural steel members and performing miscellaneous structural steel repairs on various bridges both north and south of the tunnel

SCHEDULE

ADVERTISEMENT DATE 12/5/2023
ANTICIPATED NOTICE TO PROCEED DATE May-24
DURATION (COMPLETION DATE) 730 Calendar Days

MBE PARTICIPATION

OVERALL MBE
AFRICAN AMERICAN
ASIAN AMERICAN
HISPANIC AMERICAN
WOMEN
NATIVE AMERICAN
VSBE

(\$)
Advertised
GOAL (%) **Proposed**
GOAL (%)

21.00%	21.04%
0.00%	0.00%
-	0.00%
-	0.00%
11.00%	21.04%
-	0.00%
1.00%	1.00%

ENGINEER'S ESTIMATE (EE) **\$20,275,000.00**

BID RESULTS

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

BID PROTEST YES NO

FUNDING SOURCE 100.00% **TOLL REVENUE**

Saffo Contractors, Inc.	\$22,977,770.00	13%
BLASTECH ENTERPRISES, INC.	\$33,722,500.00	66%
Titan Industrial Services, Inc.	\$43,324,500.00	114%



MEMORANDUM

TO: DIRECTOR OF PROJECT DEVELOPMENT BRIAN WOLFE, P.E.
FROM: DEPUTY DIRECTOR OF PROJECT DEVELOPMENT NAFIZ ALQASEM, P.E.
SUBJECT: CONTRACT NO. FT-3016-0000
CLEANING AND PAINTING STRUCTURAL STEEL ON VARIOUS FORT
M^CHENRY BRIDGES AND MISCELLANEOUS REPAIRS
BID JUSTIFICATION
DATE: March 15, 2024

PURPOSE OF MEMORANDUM

On February 7, 2024, three (3) bids were opened for the referenced Contract. The bid amounts were:

Contractor	Bid Amount	%Variance to Eng Est.
Saffo Contractors. Inc.	\$22,977,770.00	13.33%
Blastech Enterprises, Inc.	\$33,722,500.00	66.33%
Titan Industrial Services, Inc.	\$43,324,500.00	113.68%

The Engineer’s Estimate for this project was \$20,275,000.00.

An evaluation of the bid submitted by the apparent low bidder was performed. As a result of this review, we offer the following:

- The Engineer’s Estimate (EE) was \$2,702,770.00 less than Saffo’s bid. Two bid items account for the majority of the variance. These were:
 - Item 1004 - Mobilization and Demobilization.
 - Item 4001 - Cleaning and Painting Portions of Existing Bridges.
- The contractor’s bid price for Item 1004 was \$2.1 million while the Engineer’s Estimate price was \$1.1 million. It is believed this difference in price is due to the contractor anticipating more upfront costs to cover certain initial items such as MOT materials, access equipment or containment. Also, Saffo’s bid price is in alignment with the bid prices from the other two bidders. For these reasons, the bid price for Item 1004 is considered acceptable.
- Item 4001, Cleaning and Painting Portions of Existing Bridge. The contractor’s bid price for this item was \$17,897,270.00 which is \$1,597,270.00 higher than the engineer’s estimate. The difference constitutes 59% of the variance between the bid and the EE. The work under this item involves cleaning and painting approximately 1 million square feet of structural steel surface area.


Although the basis of payment for this item is lump sum, the EE was based on using a price of \$16.00 per square foot. This figure was based on historical data from previous similar MDTA projects completed in the last 10 years and applying 15% inflation factor. Meanwhile, using the same surface area, the contractor's bid price per square foot breaks down to \$17.50 per square foot. Consulting with industry experts, we were found the typical price for work of this nature ranges between \$15.00 and \$20.00 per square foot. Therefore, the contractor's price is considered reasonable and acceptable.

Saffo has a successful history working for the MDTA and the Maryland State Highway Administration MDOT-SHA. Although Saffo is not currently under contract with the MDTA, they have completed cleaning and painting contracts on the westbound Bay Bridge and several steel bridges on I-95 (John F. Kennedy Memorial Highway).

RECOMMENDATION:

Based on our review, we recommend accepting Saffo Contractors. Inc.'s low bid of \$22,977,770.00.

Approved:



Brian Wolfe, P.E.

3/15/2024

Date

ATTACHMENTS: Bid Tabulations and comparisons

Maryland Transportation Authority
 Contract Name: CLEANING AND PAINTING STRUCTURAL STEEL ON VARIOUS FORT MCHENRY BRIDGES
 Contract Number: FT-3016-0000
 Bid Date: February 7, 2024

Bid Tabulation

Engineer's Estimate

Saffo Contractor's, Inc.

ITEM NO.	CAT CODE	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	TOTAL	% of EE	UNIT PRICE	TOTAL	+/- % of Est.	% of bid	difference in % (Contractor-EE)	% difference of EE
1001	100000	RAILROAD EXPENSE ALLOWANCE	AL	1	\$ 100,000.00	\$ 100,000.00	0.493%	\$ 100,000.00	\$ 100,000.00	0.00	0.435%	-0.058%	0.0%
1002	110350	TYPE D ENGINEERS OFFICE	LS	1	\$ 50,000.00	\$ 50,000.00	0.247%	\$ 100,000.00	\$ 100,000.00	100.00	0.435%	0.189%	0.2%
1003	120500	MAINTENANCE OF TRAFFIC	LS	1	\$ 1,400,000.00	\$ 1,400,000.00	6.905%	\$ 700,000.00	\$ 700,000.00	-50.00	3.046%	-3.859%	-3.5%
1004	130875	MOBILIZATION AND DEMOBILIZATION	LS	1	\$ 1,100,000.00	\$ 1,100,000.00	5.425%	\$ 2,100,000.00	\$ 2,100,000.00	90.91	9.139%	3.714%	4.9%
1005	131010	TYPE B - CRITICAL PATH METHOD (CPM)	LS	1	\$ 25,000.00	\$ 25,000.00	0.123%	\$ 36,000.00	\$ 36,000.00	44.00	0.157%	0.033%	0.1%
1006	120860	PORTABLE VARIABLE MESSAGE SIGN	UD	230	\$ 150.00	\$ 34,500.00	0.170%	\$ 75.00	\$ 17,250.00	-50.00	0.075%	-0.095%	-0.1%
1007	100000	ADDITIONAL PROTECTION VEHICLE	UD	230	\$ 350.00	\$ 80,500.00	0.397%	\$ 75.00	\$ 17,250.00	-78.57	0.075%	-0.322%	-0.3%
1008	100000	DIRECT HIRE EXPENSE ALLOWANCE	AL	1	\$ 100,000.00	\$ 100,000.00	0.493%	\$ 100,000.00	\$ 100,000.00	0.00	0.435%	-0.058%	0.0%
1009	100000	ESCROW OF BID DOCUMENTATION	LS	1	\$ 10,000.00	\$ 10,000.00	0.049%	\$ 10,000.00	\$ 10,000.00	0.00	0.044%	-0.006%	0.0%
4001	492586	CLEANING AND PAINTING PORTION OF	LS	1	\$ 16,300,000.00	\$ 16,300,000.00	80.395%	\$ 17,897,270.00	\$ 17,897,270.00	9.80	77.889%	-2.505%	7.9%
4002	400000	MISCELLANEOUS CONSTRUCTION ALLO	AL	1	\$ 500,000.00	\$ 500,000.00	2.466%	\$ 500,000.00	\$ 500,000.00	0.00	2.176%	-0.290%	0.0%
4003	400000	STRUCTURAL STEEL REPAIRS	LB	11,000	\$ 25.00	\$ 275,000.00	1.356%	\$ 100.00	\$ 1,100,000.00	300.00	4.787%	3.431%	4.1%
4004	400000	STRUCTURAL RIVET AND BOLT REPLACI	LC	100	\$ 3,000.00	\$ 300,000.00	1.480%	\$ 3,000.00	\$ 300,000.00	0.00	1.306%	-0.174%	0.0%
TOTAL						\$20,275,000.00	100%		\$ 22,977,770.00	13.33	100%		13.3%