

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:



Sean Powell, Acting Chairman