



Maryland Transportation Authority

Maryland Transportation Authority
Board Meeting

Thursday, March 26, 2026
2:00 pm

In-Person and Livestream

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



MARYLAND TRANSPORTATION AUTHORITY BOARD MEETING

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

MARCH 26, 2026 2:00 PM

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

NOTES:

- This is an In-Person Open Meeting being conducted via livestreaming.
- The public is welcome to watch the meeting at the link above.
- ***If you wish to comment on an agenda item, please email your name, affiliation, and the agenda item to nhenson@mdta.state.md.us no later than 12:00 Noon on Tuesday, March 24, 2026. You **MUST** pre-register and attend the meeting in person to comment.*** Once pre-registered, all pertinent information will be emailed to you.

AGENDA

OPEN SESSION – 2:00 PM

Call Meeting to Order

- | | | |
|---|---|---------|
| 1. <u>Approval</u> – <u>Open Session Meeting Minutes of February 26, 2026</u> | Chair | 5 min. |
| 2. <u>Approval</u> – <u>Contract Awards</u> <ul style="list-style-type: none">• BB-3025-0000 – Cleaning and Painting Structural Steel at the Eastbound Bay Bridge (Phase 1)• MDTA 2024-05 – Small Business Reserve (SBR) – Comprehensive Project Planning and Miscellaneous Consulting Services | Jeffrey Davis | 10 min. |
| 3. <u>Update</u> – <u>Fiscal Year (FY) 2027 Department of Legislative Services Budget Analysis – A Review of the MDTA’s Legislative Budget Hearings</u> | Chantelle Green | 10 min. |
| 4. <u>Update</u> – <u>Key Bridge Rebuild</u> – Update on the Progress of Design and Reconstruction Efforts for the Francis Scott Key (FSK) Bridge | James Harkness | 10 min. |
| 5. <u>Update</u> – <u>Major Projects</u> – Quarterly Update on Major Projects | James Harkness | 20 min. |
| 6. <u>Update</u> – <u>Information Technology Major Projects</u> – Quarterly Update on Information Technology Major Projects | David Goldsborough Percy Dangerfield | 10 min. |
| 7. <u>Update</u> – <u>Civil Rights Fair Practice’s Socioeconomic Programs</u> – Quarterly Update on Socioeconomic Programs | Khadriah Ward Percy Dangerfield | 10 min. |
| 8. <u>Update</u> – <u>Legislative Session</u> – Verbal | Mary O’Keeffe | 5 min. |
| 9. <u>Update</u> – <u>Audit Committee Update</u> – Verbal | Member Ardinger | 5 min. |
| 10. <u>Update</u> – <u>Executive Director’s Report</u> – Verbal | Bruce Gartner | 10 min. |

Vote to Adjourn Meeting

TAB 1

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, FEBRUARY 26, 2026
9:00 A.M.

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

OPEN SESSION

Samantha J. Biddle , Acting Chair
Kathryn Thomson, Chair – via Phone

MEMBERS ATTENDING:

Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Mario J. Gangemi
Cynthia D. Penny-Ardinger
Jeffrey S. Rosen – via Phone
Samuel D. Snead – via Phone
John F. von Paris

STAFF ATTENDING:

Lt. Col. Ronce Alford
Gregory Brown
Jeffrey Brown
Kevin Cullity
Percy Dangerfield
Jeffrey P. Davis
Allen Garman
Bruce Gartner
Chantelle Green
James Harkness
Natalie Henson
Richard Jaramillo
Kendra Joseph
Walter Laun
Megan Mohan, Esq.
Mary O’Keeffe
Bradley Ryon
Col. Joseph Scott
Cheryl Sparks
Jennifer Stump

OTHERS ATTENDING:

James Kruszynski, President, Fraternal Order of Police
Lodge 34

At 9:03 a.m. Acting Chair Samantha J. Biddle called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held in-person at MDTA Headquarters, 2310 Broening Highway, Baltimore MD 21224 and was livestreamed on the MDTA Board Meeting web page.

APPROVAL – OPEN SESSION MEETING MINUTES OF JANUARY 29, 2025

Upon motion by Member William H. Cox, Jr. and seconded by Member Mario J. Gangemi, the open session meeting minutes of the MDTA Board meeting held on January 29, 2026, were unanimously approved.

APPROVAL – CLOSED SESSION MEETING MINUTES OF JANUARY 29, 2025

Upon motion by Member Dontae Carroll and seconded by Member Maricela Cordova, the closed session meeting minutes of the MDTA Board meeting held on January 29, 2026, were unanimously approved.

APPROVAL – CONTRACT AWARDS

****** Member John F. von Paris recused himself and left the room prior to MDTA 2024-04A – Structures Inspection Program and Miscellaneous Engineering Services (Last 3 of 5) being presented. ******

- **MDTA 2024-04A – Structures Inspection Program and Miscellaneous Engineering Services (Last 3 of 5)**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MDTA 2024-04A – Structures Inspection Program and Miscellaneous Engineering Services (Last 3 of 5).

| | |
|--|-----------------|
| AE 3142 Hardesty & Hanover | \$14,000,000.00 |
| AE 3145 Stantec Consulting Services Inc./WSP USA, Inc. | \$14,000,000.00 |
| AE 3146 TranSystems Corporation/PRIME AE Group, Inc./ Greenman-Pedersen, Inc. | \$14,000,000.00 |

Mr. Davis explained that this project seeks to award five (5) contracts to engineering firms to perform routine condition inspection, reporting, design, non-destructive testing, asset management, asset health monitoring, and project management services for MDTA.

Mr. Davis further explained that seven (7) proposals were received and five (5) were selected for award. The first two contracts, AE-3143 for Rummel, Klepper & Kahl/Modjeski & Masters and AE-3144 for AECOM Technical Services/Wallace, Montgomery were approved by the Board during the January 29, 2026 meeting. This item seeks approval for the remaining three contracts. As these contracts exceed the MDTA's delegated authority, the award of these contracts will be pending approval at the next available Board of Public Works (BPW) meeting.

Upon motion by Member Mario J. Gangemi and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously approved Contract No. MDTA 2024-04A – Structures Inspection Program and Miscellaneous Engineering Services (Last 3 of 5).

***** Member John F. von Paris returned to the meeting room. *****

- **FT-3027-0000R2 – Cleaning and Painting of Various Box Girder Bridges on I-95 and I-395**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. FT-3027-0000R2- Zone Cleaning and Painting of Various Box Girder Bridges on I-95 and I-395 with Titan Industrial Services, Inc. in the amount of \$7,488,156.00.

Mr. Davis explained the work to be performed under this contract is located on the Fort McHenry Tunnel Facility. The scope of work includes cleaning and painting structural steel box girders and performing miscellaneous structural steel repairs on various bridges on I-95 and I- 395.

Mr. Davis further explained that the Office of Engineering and Construction (OEC) completed a bid justification explaining the difference between the engineer’s estimate and the low bid received. The engineer’s estimate for the line item 4002 “Cleaning and Painting...External Portions of the Existing Bridge” was predicated on the assumption that the contractor would use localized containment. It was learned through discussions with the lowest bidder and corroboration from industry experts that full containment of the entire width of the bridge would be necessary. The variance between the engineer’s estimate and the bid amount was wholly attributed to the difference in project means and methods. The Procurement Officer and OEC found this justification to be acceptable.

Upon motion by Member William H. Cox, Jr., and seconded by Member Mario Gangemi, the Members unanimously approved Contract No. FT-3027-0000R2 – Cleaning and Painting of Various Box Girder Bridges on I-95 and I-395.

UPDATE – ALL OPEN CONTRACTS

Mr. Jeffrey Davis presented the MDTA Board with a report on how many contracts are currently open with the MDTA, excluding state credit card purchases. There are currently 227 contracts totaling \$3,518,805,166.09.

APPROVAL – INVESTMENT COMMITTEE REPORT

Mr. Kevin Cullity requested MDTA Board approval to continue with the current investment strategies and benchmarks for all accounts and to add a new dealer for fixed income trading and delete a dealer that will no longer be active in trading.

Mr. Cullity explained that for the period ended December 31, 2025, investments conformed to Investment Policy limitations. Portfolio structuring by account adhered to Board approved strategy and should remain consistent, despite short-term return volatility associated with the interest rate environment. Management does not attempt to time market rate changes and duration targeted reserves maintain consistent structures. Chosen strategies and benchmark indices represent a reasonable and prudent compromise between

long-term, multiyear return/income focus and tolerance for return volatility. The longer duration strategies employed in certain reserves generate higher return volatility with expected higher average annual returns over multiyear periods. No changes in performance strategy or benchmarks are recommended.

Mr. Cullity further explained that Huntington Bancshares (HBAN) agreed to acquire the Institutional Fixed Income sales and trading operation of Janney Montgomery Scott. The Fixed Income business will operate under the name Huntington Securities Inc. MDTA is requesting the addition of Huntington Securities Inc. and the deletion of the no longer active Janney Montgomery Scott.

Mr. Cullity informed the Board that these items were discussed in greater detail at the Finance and Administration Committee Meeting and the Committee Members supported these requests.

Upon motion by Member John F. von Paris and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously approved the continuation of the current investment strategies and benchmarks for all accounts and the addition of a new dealer for fixed income trading and the deletion of a dealer that will no longer be active in trading.

UPDATE – 2nd QUARTER OPERATING BUDGET COMPARISON

Mr. Jeffrey Brown updated the MDTA Board on second quarter Fiscal Year (FY) 2026 spending compared to the FY 2026 Amended Operating Budget.

Mr. Brown explained that as of December 31, 2025, 44% of the budget was spent compared to a target of 48%. All Object Codes were at or below budget spending levels except for Object 13. The seasonality of the expenses, the timing of invoices, and the cost pressures in IT and insurance heavily impacted second quarter performance.

UPDATE – 2nd QUARTER CAPITAL BUDGET COMPARISON

Ms. Jennifer Stump updated the MDTA Board on the status of actual Fiscal Year (FY) 2026 capital spending against the FY 2026 capital budget in the FY 2026-2031 Draft Consolidated Transportation Program (CTP).

Ms. Stump explained that as of December 31, 2025, 28% of the FY 2026 budget was spent as compared to the targeted spending level of 50%. The total budget for FY 2026 is \$1.15 billion. The actual spending through the second quarter was \$324.4 million.

Ms. Stump further explained that thirty-two of the 102 projects budgeted in FY 2026 were within the acceptable spending limits of 25% to 75% (plus or minus 25% of the 50% target). Due to normal lags in invoicing, generally two months, a plus or minus 25% threshold was determined to be reasonable. Actual spending through the first quarter for ten projects with FY 2026 budgets over \$10 million was \$252.8 million.

UPDATE – QUARTERLY UPDATE ON TRAFFIC AND REVENUE

Mr. Walter Laun updated the MDTA Board with a quarterly and year-to-date update regarding traffic and toll revenue trends compared to the previous year and the forecast.

Mr. Laun explained that for the quarter ending December 31, 2025, overall collected revenue was above forecast by \$4.4 million. The overperformance is driven by the following:

- Higher than forecasted 2-Axle *E-ZPass*® traffic and revenue (+\$3.3 million)
- Higher than forecasted 3+-Axle *E-ZPass*® traffic and revenue (+\$1.4 million)
- Improvement in Civil Penalty Fees collected by the by the Central Collection Unit (CCU) (+\$0.4 million)
- Video toll collection is under forecast (-\$1.3 million). The variance between actual and forecasted revenue is likely to smooth out as the year progresses.

UPDATE – LEGISLATIVE SESSION

Mr. Bradley Ryon updated the MDTA Board regarding bills that have been filed that will have an impact to the MDTA, visits with Maryland General Assembly members and staff, and upcoming MDTA budget hearings.

UPDATE – EXECUTIVE DIRECTOR'S REPORT

Mr. Bruce Gartner began his report by welcoming Chair Thomson and recognizing her extensive leadership experience in transportation, infrastructure investment, and federal program implementation. He also introduced MDTA new Chief Financial Officer, Gregory Brown, highlighting his more than two decades of federal and state government leadership experience and previous service with the MDTA. He thanked the MDTA Operations staff for their dedication during the recent winter storm events.

Mr. Gartner updated the Board on the February public hearings held for the Bay Crossing Study and the upcoming March 3 informational open house for Curtis Creek Drawbridge Rehabilitation and Resiliency Project.

VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member William H. Cox, Jr. and seconded by Member John F. von Paris, the Members unanimously voted to adjourn the meeting at 9:47 a.m.

The next MDTA Board Meeting will be held on Thursday, March 26, 2026 at 1:00 p.m. at MDTA, 2310 Broening Highway, Baltimore MD and will be livestreamed on the MDTA Board web page.

APPROVED AND CONCURRED IN:

Kathryn Thomson, Chair

TAB 2



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: BB-3025-0000 - Cleaning and Painting Structural Steel at the Eastbound Bay Bridge (Phase 1)
DATE: March 26, 2026

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract No. BB-3025-0000 - Cleaning and Painting Structural Steel at the Eastbound Bay Bridge (Phase 1).

SUMMARY

The work under this contract includes providing all necessary labor, equipment, materials, and incidentals required to clean and paint structural steel on select eastbound portions of the William Preston Lane, Jr. Memorial (Bay) Bridge. The work will focus on deck truss spans T14 through T22.

RECOMMENDATION

To approve execute Contract No. BB-3025-0000 - Cleaning and Painting Structural Steel at the Eastbound Bay Bridge (Phase 1).

ATTACHMENT

- Authority Project Summary



Maryland
Transportation
Authority

AUTHORITY PROJECT SUMMARY

BB-3025-0000 - Cleaning and Painting Structural Steel at the Eastbound Bay Bridge (Phase 1)

PIN NUMBER 2679
CONTRACT NUMBER BB-3025-0000
CONTRACT TITLE Cleaning and Painting Structural Steel at the Eastbound Bay Bridge (Phase 1)

PROJECT SUMMARY The work under this contract includes providing all necessary labor, equipment, materials, and incidentals required to clean and paint structural steel on select eastbound portions of the William Preston Lane, Jr. Memorial Bridge. The work will focus on deck truss spans T14 through T22.

SCHEDULE

ADVERTISEMENT DATE 11/20/2025
ANTICIPATED NOTICE TO PROCEED DATE Apr-26
DURATION (CALENDER DAYS) 730

| | (\$) Advertised GOAL (%) | Proposed GOAL (%) |
|--------------------------|--------------------------------|----------------------|
| MBE PARTICIPATION | | |
| OVERALL MBE | 18.00% | 18.01% |
| AFRICAN AMERICAN | 0.00% | 1.58% |
| ASIAN AMERICAN | 0.00% | 0.65% |
| HISPANIC AMERICAN | 0.00% | 0.00% |
| WOMEN | 0.00% | 15.78% |
| VSBE | 1.00% | 1.00% |

ENGINEER'S ESTIMATE (EE) \$48,601,932.00

| BID RESULTS | BID AMOUNT (\$) | % VARIANCE TO EE |
|---------------------------------|------------------------|-----------------------------|
| Blastech Enterprises | \$45,941,500.00 | -5% |
| Titan Industrial Services, Inc. | \$53,751,599.00 | 10% |
| Southern Road & Bridge LLC. | \$58,886,250.00 | 21% |
| Liberty Maintenance, Inc. | \$81,164,031.45 | 66% |

BID PROTEST NO

FUNDING SOURCE 100% **TOLL REVENUE**



Maryland
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Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Procurement, Jeffrey Davis, NIGP-CPP, CMPO
SUBJECT: Contract No. MDTA 2024-05 SBR Comprehensive Project Planning and
Miscellaneous Consulting Services
DATE: March 26, 2026

PURPOSE OF MEMORANDUM

To seek approval from the MDTA Board to execute Contract No. Contract No. MDTA 2024-05 SBR Comprehensive Project Planning and Miscellaneous Consulting Services.

SUMMARY

The work under this contract includes project planning services, environmental services, and design services. This work may include travel demand modeling, developing secondary and cumulative effects analyses, conducting public involvement activities, and developing environmental documents that meet the National Environmental Policy Act and/or the Maryland Environmental Policy Act.

RECOMMENDATION

To approve execute Contract No. Contract No. MDTA 2024-05 SBR Comprehensive Project Planning and Miscellaneous Consulting Services.

ATTACHMENT

- Authority Project Summary



AUTHORITY PROJECT SUMMARY

Contract No. MDTA 2024-05 SBR COMPREHENSIVE PROJECT PLANNING AND MISCELLANEOUS CONSULTING SERVICES

PIN NUMBER N/A
CONTRACT NUMBER MDTA 2024-05
CONTRACT TITLE SBR COMPREHENSIVE PROJECT PLANNING AND MISCELLANEOUS CONSULTING SERVICES

PROJECT SUMMARY

The requested services are for a Small Business Reserve (SBR) contract. The Consultants will be required to perform services that will include but not be limited to; project planning, environmental services, design services and miscellaneous consulting services as directed by MDTA. Assignments may include but are not limited to: providing travel demand modeling services; design services; developing secondary and cumulative effects analyses; conducting public involvement activities to completing environmental documents meeting the requirements of the National Environmental Policy Act or the Maryland Environmental Policy Act, as applicable to MDTA projects. The proposals were ranked based on: Key personel, work plan, sample assignment, similar projects, subconsultant commitments, and financial responsibility.

SCHEDULE

ADVERTISEMENT DATE February 18, 2025
ANTICIPATED NTP DATE May 30, 2026
DURATION/TERM Five (5) years

| PROPOSERS | CONTRACT NUMBER | CONTRACT AMOUNT |
|--------------------------------|-----------------|-----------------|
| The Wilson T. Ballard Company | AE-3131-0000 | \$3,500,000.00 |
| Blackwater Environmental Group | N/A | N/A |
| Vision Solutions, LLC | N/A | N/A |
| Bithgroup Technologies, Inc. | N/A | N/A |

PROTEST

No

| | ADVERTISED GOAL (%) | MBE PARTICIPATION | | | |
|--------------------------|---------------------|-----------------------|-----------------------|----------------------|----------------------|
| | | WTB PROPOSED GOAL (%) | BEG PROPOSED GOAL (%) | VS PROPOSED GOAL (%) | BT PROPOSED GOAL (%) |
| MBE PARTICIPATION | | | | | |
| OVERALL MBE* | 13.00% | 13.00% | 24.50% | 50.00% | 30.00% |
| VSBE | 1.00% | 1.00% | 3.00% | 5.00% | 5.00% |

*no subgoals were approved for the procurement

TAB 3



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Director of Finance Chantelle Green
SUBJECT: Department of Legislative Services Fiscal Year 2027 Budget Analysis
DATE: March 26, 2026

PURPOSE OF MEMORANDUM

To provide an overview of the budget issues and recommendations presented by the Department of Legislative Services (DLS) during the Maryland Transportation Authority's (MDTA) Fiscal Year (FY) 2027 legislative budget hearing.

SUMMARY

The DLS budget analysis is a comprehensive document that examines multiple facets of the MDTA's operations, including changes in proposed funding and personnel. The budget analysis document typically examines an agency's goals and mission, raises public policy issues, includes recommended budget actions, and provides appendices that summarize fiscal activity for the prior, current, and upcoming fiscal years.

ATTACHMENTS

- DLS FY 2027 Budget Analysis
- MDTA FY 2027 Budget Analysis Responses

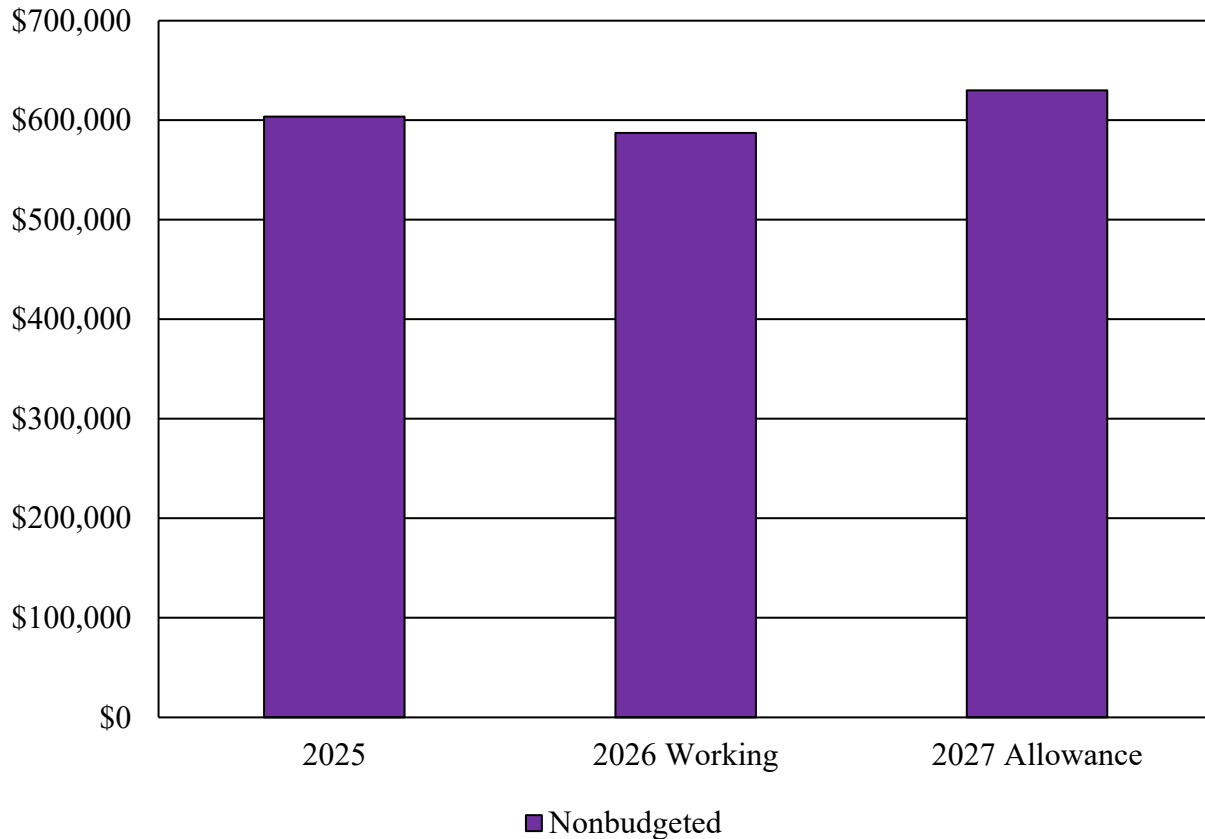
J00J00
Maryland Transportation Authority

Executive Summary

The Maryland Transportation Authority (MDTA) has exclusive authority related to the supervision, financing, construction, operation, maintenance, and repair of Maryland’s toll facilities, as well as for financing new revenue-producing projects authorized under law.

Operating Budget Summary

**Fiscal 2027 Budget Increases \$42.6 Million, or 7.3%, to \$629.9 Million
(\$ in Thousands)**



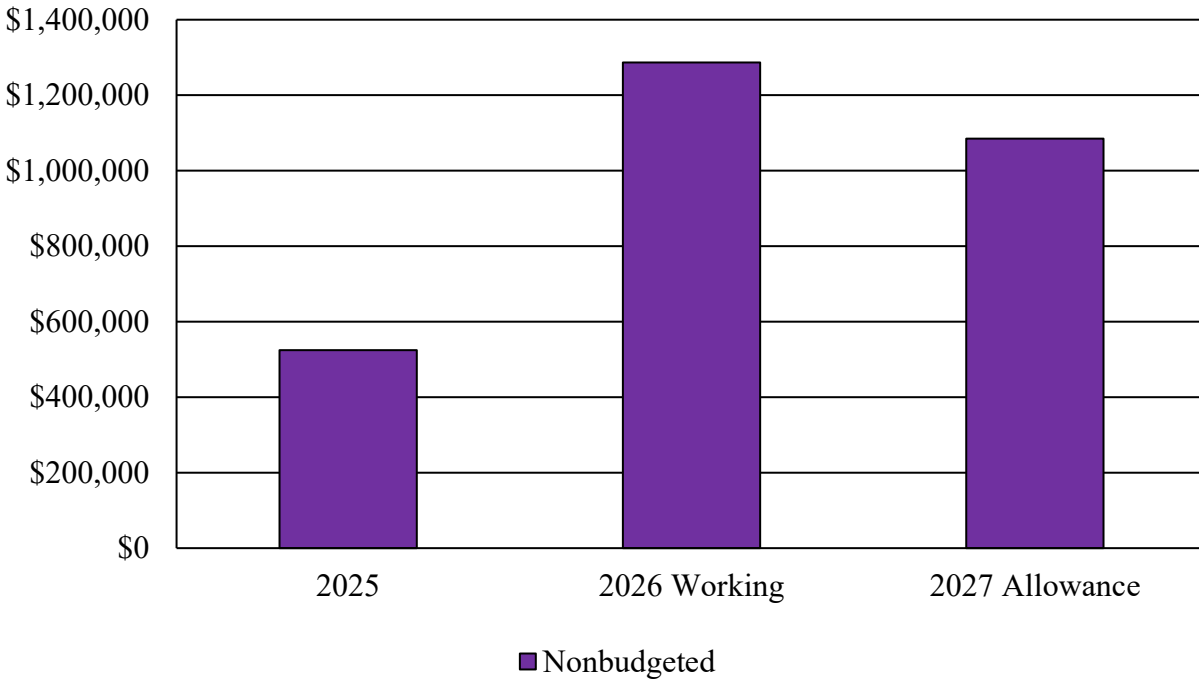
- The majority of the increase in the fiscal 2027 operating budget allowance is attributable to increased debt service costs and contractual services for information technology (IT), maintenance, and other operations support.

For further information contact: Samuel M. Quist

samuel.quist@mga.maryland.gov

PAYGO Capital Budget Summary

Fiscal 2027 Budget Decreases \$201.5 Million, or 15.7%, to \$1.1 Billion (\$ in Thousands)



Key Observations

- ***Financial Forecast:*** Although capital expenditures are projected to decrease between fiscal 2026 and 2027 based on project cash flow needs, fiscal 2027 capital expenditures are \$560.4 million greater than in fiscal 2025, reflecting significant increases in capital expenditures primarily related to the reconstruction of the Francis Scott Key Bridge (Key Bridge). Expenditures for operating and debt service costs also increase in fiscal 2027. Increased expenditures combined with declining revenues in fiscal 2025 through 2027 result in the debt service coverage ratio declining below the required 2.0 level in fiscal 2028 and the rate covenant compliance ratio declining below the required 1.0 level in fiscal 2031. MDTA projects the need for the implementation of a toll increase to ensure adequate revenues to maintain the debt service coverage ratio by fiscal 2028.
- ***Key Bridge Reconstruction Project:*** A preliminary design concept for the new Key Bridge was released in February 2025, and design reached the 70% level of completion in December 2025. Preliminary preconstruction activities are ongoing. In November 2025, MDTA announced updated cost estimates for the project of between \$4.3 billion and

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\$5.2 billion and a revised project schedule with an estimated completion date of late calendar 2030. Approximately \$228 million has been expended on the project through November 2025. MDTA has received preliminary reimbursements of federal funds and anticipates additional reimbursements in the next six months.

- ***William Preston Lane Jr. Memorial Bridge (Chesapeake Bay Bridge):*** MDTA issued a request for proposals (RFP) for qualified design-build teams for the design and construction of the Bay Bridge Projection Project, which has been initiated by MDTA to add a physical pier projection system to the Chesapeake Bay Bridge. Additionally, the Chesapeake Bay Crossing Study: Tier 2 National Environmental Policy Act (NEPA) has continued to progress, with the issuance of the MDTA recommended preferred alternative for the new crossing in December 2025, and the issuance of a draft Environmental Impact Statement (EIS) in January 2026.

Operating Budget Recommended Actions

1. Adopt committee narrative requesting status reports on the Francis Scott Key Bridge reconstruction project.

PAYGO Budget Recommended Actions

1. Nonbudgeted.

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Maryland Transportation Authority

Budget Analysis

Program Description

MDTA has exclusive authority relating to the supervision, financing, construction, operation, maintenance, and repair of Maryland’s toll facilities, as well as for financing new revenue-producing transportation projects authorized under law. MDTA may act on behalf of, but is separate from, the Maryland Department of Transportation (MDOT) and is self-financed through toll revenues and other revenues related to the operation and maintenance of toll facilities. MDTA operates nine toll facilities across the State and also has jurisdiction over portions of I-95 and I-395 in Baltimore City. MDTA divides its facilities into three regions:

- ***Northern Region:*** includes the Thomas J. Hatem Memorial Bridge (US 40); the John F. Kennedy (JFK) Memorial Highway (I-95); and the Express Toll Lanes on I-95;
- ***Central Region:*** includes the Baltimore Harbor Tunnel (I-895); the Fort McHenry Tunnel (I-95); and the Key Bridge (I-695); and
- ***Southern Region:*** includes the Governor Harry W. Nice/Senator Thomas “Mac” Middleton Bridge (US 301); the Chesapeake Bay Bridge (US 50/301); and the Intercounty Connector (MD 200).

Membership of the MDTA Board is comprised of 8 members appointed by the Governor with the advice and consent of the Senate. The Secretary of Transportation serves as the chair of the MDTA Board. MDTA’s revenues are held separately from the Transportation Trust Fund, and the agency operates as a nonbudgeted agency.

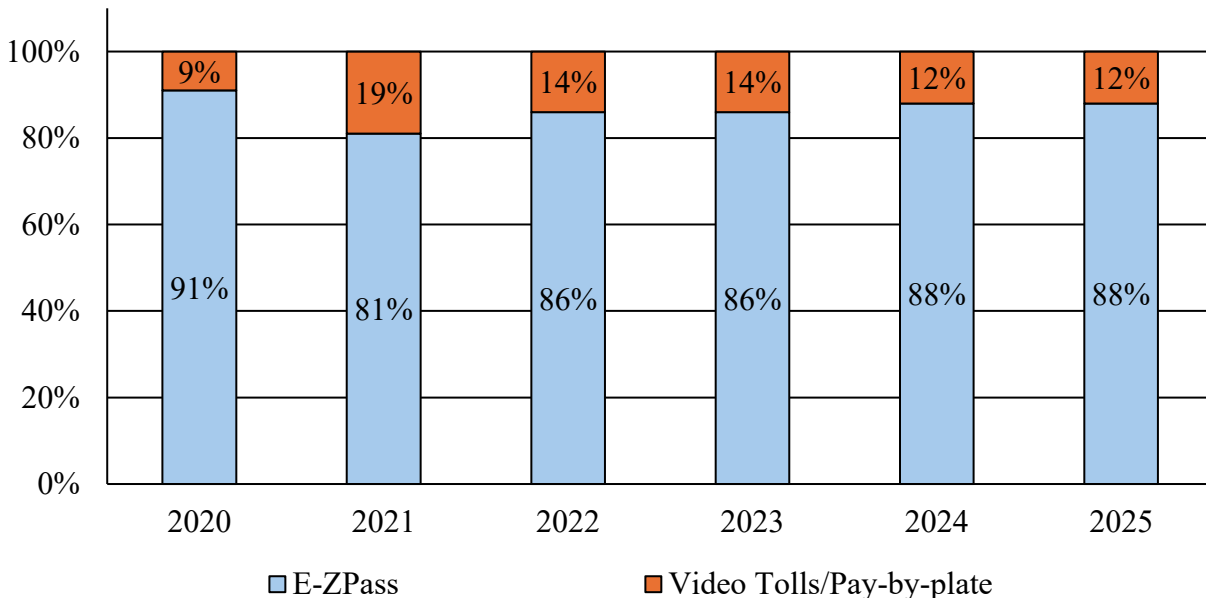
MDTA’s police force is responsible for security and law enforcement services at all of MDTA’s toll facilities except the northern region of I-95, which is patrolled by the Maryland State Police (MSP). MDTA is also under contract with the Maryland Aviation Administration (MAA) to provide law enforcement services at the Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall Airport) and with the Maryland Port Administration (MPA) to provide law enforcement services at MPA-managed facilities at the Port of Baltimore.

Performance Analysis: Managing for Results

1. E-ZPass Usage

E-ZPass toll transactions reduce costs and expedite the toll collection process, reduce delays at toll plazas, reduce vehicle idling time thereby reducing emissions, and allow for the more efficient movement of goods and people. E-ZPass toll collection is available at toll facilities in 20 states, including all MDTA facilities, most of the northeastern states, and parts of the midwest and southeast U.S. **Exhibit 1** shows the percentage of tolls collected with E-ZPass and non-E-ZPass transactions (video tolls and pay-by-plate) at all MDTA facilities by fiscal year. Beginning in March 2020, during the height of the COVID-19 pandemic, MDTA began the implementation of systemwide all electronic tolling. In fiscal 2025, MDTA collected 88% of all tolls with E-ZPass. The remaining 12% of tolls were collected through either video tolling or pay-by-plate transactions. After decreasing from 91% in fiscal 2020 to 81% in fiscal 2021, due to the impacts of the pandemic and the resulting backlog of toll processing, E-ZPass usage has remained between 86% to 88% over the past three years. E-ZPass collection rates are estimated to remain within these ranges in fiscal 2026 and 2027, suggesting that most motorists who have interest in participating in the program have already enrolled.

Exhibit 1
Percent of Toll Transactions by Type
Fiscal 2020-2025

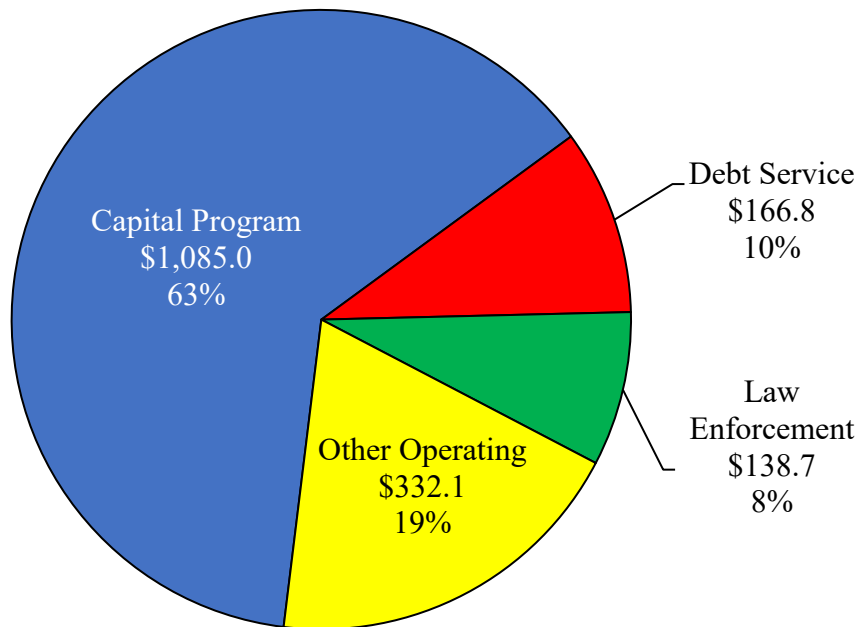


Source: Department of Budget and Management; Maryland Transportation Authority

Fiscal 2027 Overview of Agency Spending

As shown in **Exhibit 2**, the capital program accounts for the largest share of fiscal 2027 MDTA expenditures, at approximately \$1.1 billion, or 63% of total expenses. Due to increased capital expenditures related to the reconstruction of the Key Bridge and other projects, fiscal 2027 capital expenditures are projected to be \$560.4 million greater than the level of capital expenditures in fiscal 2025. Operating costs, including administrative and personnel costs, are \$463.1 million, or 27% of spending, while debt service costs are \$166.8 million, or 10% of spending. Within operating costs, law enforcement personnel, including MDTA police and reimbursements for MSP that patrol at the I-95 facility, total \$138.7 million.

Exhibit 2
Overview of Agency Spending
Fiscal 2027 Allowance
(\$ in Millions)



Source: Governor’s Fiscal 2027 Budget Books; Maryland Transportation Authority

Proposed Budget Change

As shown in **Exhibit 3**, the proposed fiscal 2027 operating budget increases by \$42.6 million. The largest area of increase is for debt service on MDTA revenue bonds, which grow by \$21.1 million due to new debt issuances anticipated in fiscal 2027. Contractual services

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costs for IT services, maintenance, and operations needs increase by \$18.2 million, and personnel expenses increase by \$7.8 million, primarily due to retiree health insurance premiums. Motor vehicle expenses decrease by \$10.7 million due to a delay in anticipated purchases of new vehicles.

**Exhibit 3
Proposed Budget
Maryland Transportation Authority
(\$ in Thousands)**

| How Much It Grows: | <u>Nonbudgeted Fund</u> | <u>Total</u> |
|--|--------------------------------|----------------------|
| Fiscal 2025 Actual | \$603,632 | \$603,632 |
| Fiscal 2026 Working | 587,227 | 587,227 |
| Fiscal 2027 Allowance | 629,875 | 629,875 |
| Fiscal 2026-2027 \$ Change | \$42,648 | \$42,648 |
| Fiscal 2026-2027 % Change | 7.3% | 7.3% |
| | | |
| Where It Goes: | | <u>Change</u> |
| Personnel Expenses | | |
| Employee and retiree health insurance | | \$7,774 |
| Other fringe benefit adjustments | | 511 |
| Other Changes | | |
| Debt service requirements | | 21,081 |
| Contractual IT personnel due to transfer of personnel from MDTA to MDOT in fiscal 2026 as part of MDOT IT consolidation | | 8,000 |
| Toll collections vendor work order contract..... | | 6,400 |
| Other fixed charges, including property and liability insurance premiums..... | | 3,946 |
| Other contractual services for facility maintenance and operations | | 3,826 |
| Equipment purchases, primarily for MDTA police..... | | 1,539 |
| Supplies and materials, primarily for building and roadway maintenance | | 258 |
| Motor vehicle purchases | | -10,683 |
| Other | | -3 |
| Total | | \$42,648 |

IT: information technology
MDOT: Maryland Department of Transportation
MDTA: Maryland Transportation Authority

Note: Numbers may not sum to total due to rounding.

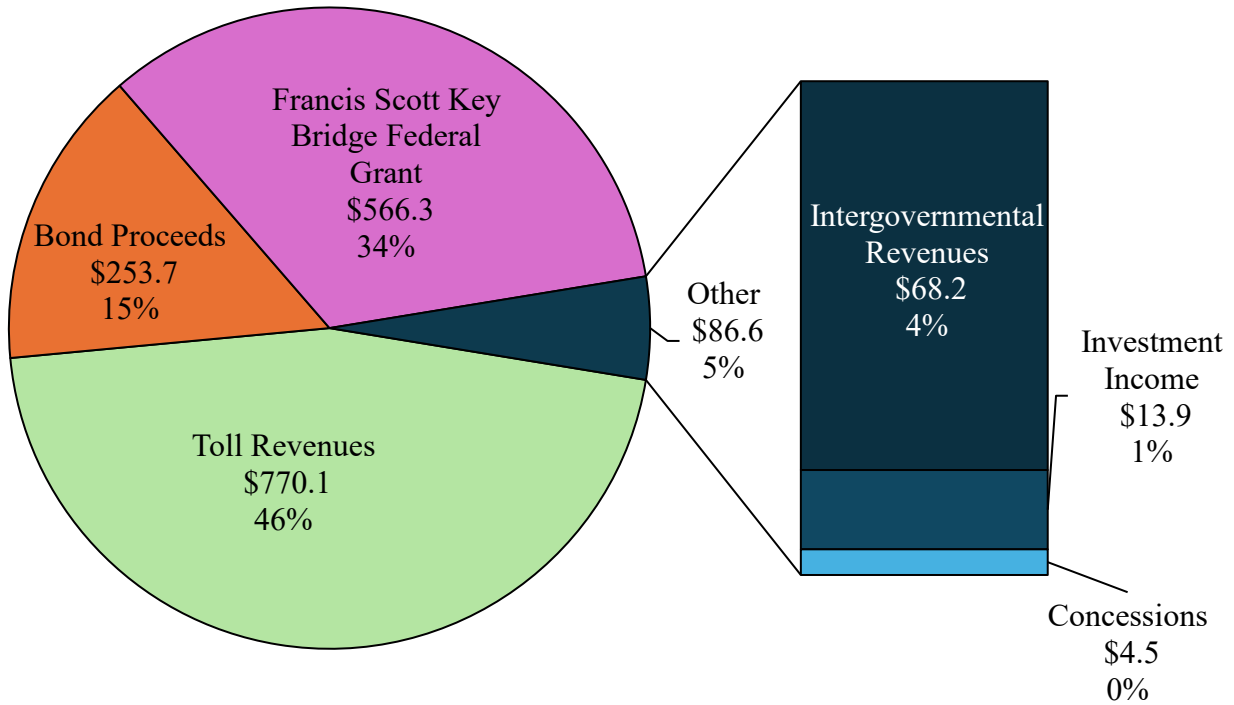
Revenues

Section 4-313 of the Transportation Article establishes the Transportation Authority Fund, a nonlapsing fund into which all MDTA revenues flow, except to the extent that revenues are pledged under a trust agreement. MDTA revenues come primarily from tolls, as well as from concessions income from travel plazas that it owns along I-95, investment income, and payments from MDOT. MDOT payments comprise reimbursement for police services provided at BWI Marshall Airport and the Port of Baltimore. To support its capital program, MDTA may issue toll revenue bonds with a maturity of up to 40 years. Typically, MDTA issues its toll revenue bonds with a 30- to 33-year maturity.

Fiscal 2027 Revenues

Exhibit 4 shows the various sources of MDTA revenues in fiscal 2027. The primary source of ongoing funding for MDTA is toll revenues, which total \$770.1 million, or 46% of projected fiscal 2027 revenues. A projected federal grant of \$556.3 million for the rebuilding of the Key Bridge and bond proceeds of \$253.7 million account for just under half of total revenues. Intergovernmental revenues include funding reimbursements for MDTA police services provided at the Port of Baltimore and BWI Marshall Airport, loan repayments from loans issued to MDOT – the Secretary’s Office and MDOT – MAA, and a federal grant to support a capital project on the I-895 Baltimore Harbor Tunnel Thruway.

Exhibit 4
Fiscal 2027 Revenue Sources
 (\$ in Millions)

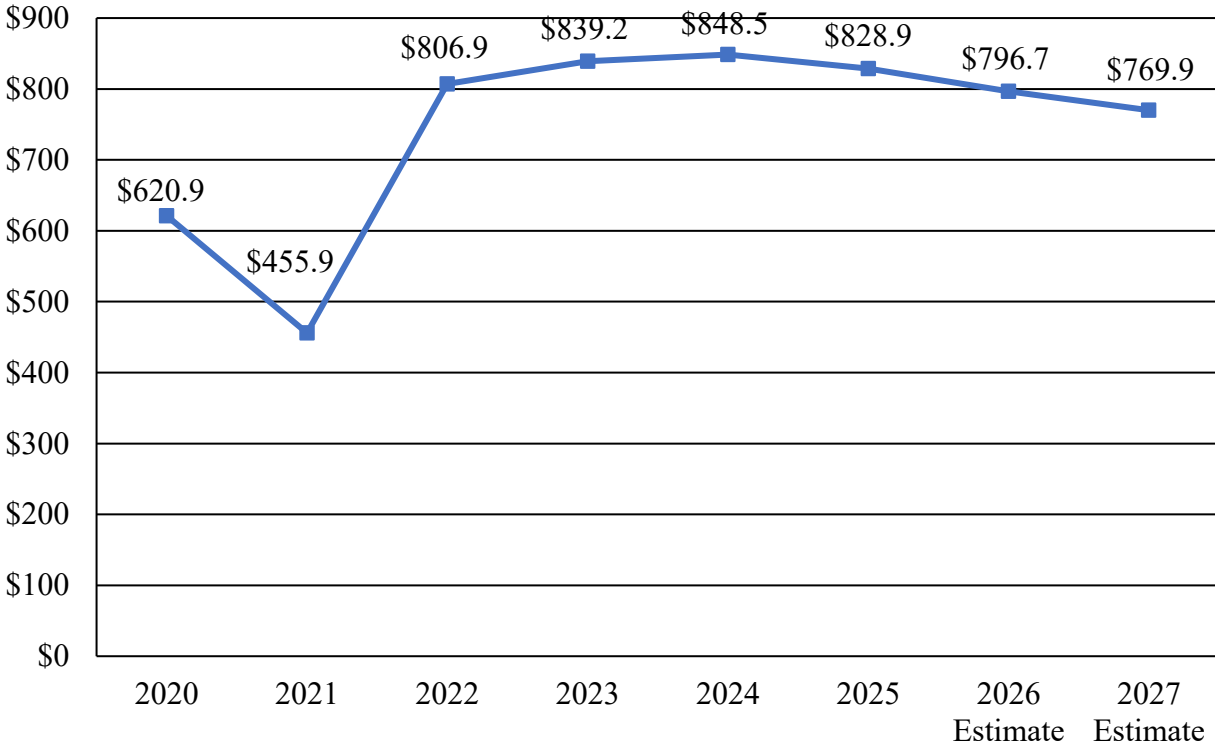


Source: Governor’s Fiscal 2027 Budget Books

Toll Revenues

As shown in **Exhibit 5**, toll revenues decreased by \$19.6 million, or 2.3%, to \$828.9 million in fiscal 2025. Fiscal 2025 was the fourth consecutive year in which toll revenues exceeded \$800 million following significant decreases in toll revenues in fiscal 2020 and 2021 caused by the impacts of the pandemic on traffic patterns. However, following the decline in fiscal 2025, MDTA projects that toll revenues will continue to decline in fiscal 2026 by \$32.2 million, or 3.9% and in fiscal 2027 by \$26.8 million, or 3.4%. Compared to fiscal 2025 revenues, fiscal 2026 revenues are projected to decline across all MDTA facilities except for the I-95 Express Toll Lanes and the Intercounty Connector.

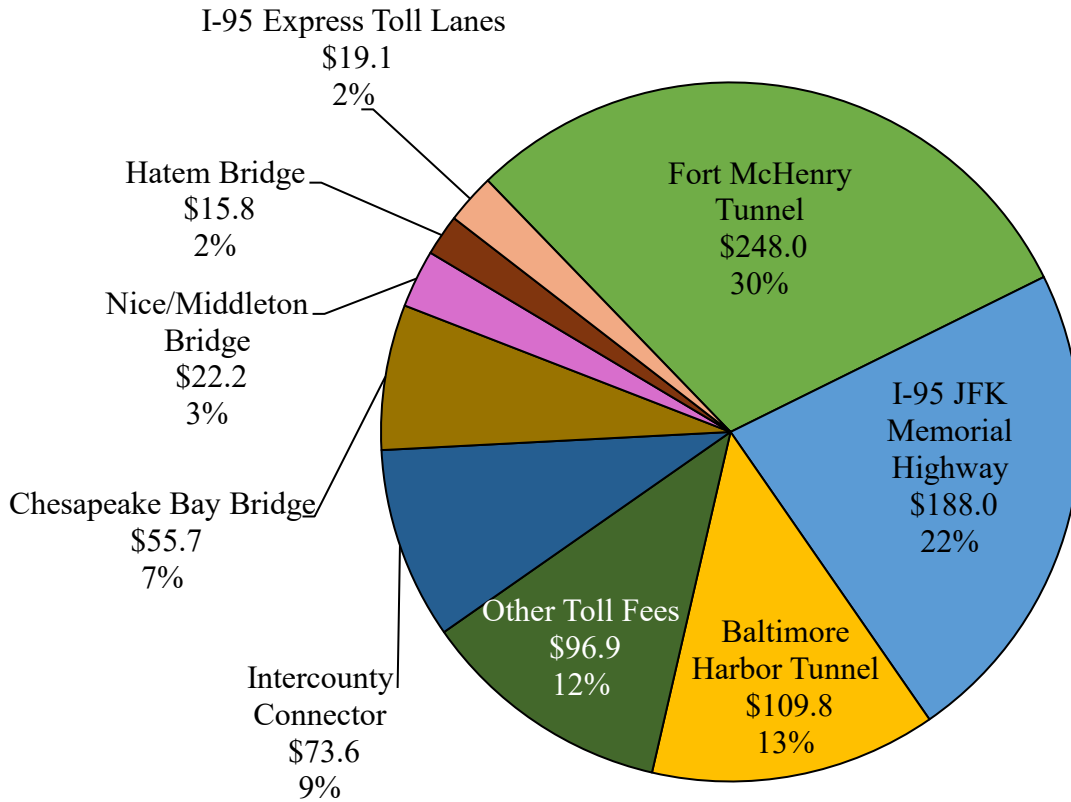
Exhibit 5
Actual and Projected Toll Revenues
Fiscal 2020-2027 Estimated
(\$ in Millions)



Source: Governor’s Fiscal 2027 Budget Books, Maryland Transportation Authority

Exhibit 6 shows actual fiscal 2025 toll revenue by facility. Nearly two-thirds of all toll revenues collected by MDTA in fiscal 2025 came from the Fort McHenry Tunnel (30%), I-95 (the JFK Memorial Highway) (22%), and the Baltimore Harbor Tunnel (13%). Prior to the collapse of the Key Bridge in March 2024, it accounted for approximately 5% of fiscal 2024 revenues, or \$44.8 million of total revenues collected that year. In fiscal 2022 and 2023, the Key Bridge accounted for over \$50 million in toll revenues in each year.

Exhibit 6
Toll Revenues by Facility
Fiscal 2025
(\$ in Millions)



Chesapeake Bay Bridge: William Preston Lane Jr. Memorial Bridge

Hatem Bridge: Thomas J. Hatem Memorial Bridge

JFK: John F. Kennedy

Nice/Middleton Bridge: Governor Harry W. Nice/Senator Thomas “Mac” Middleton Bridge

Source: Governor’s Fiscal 2027 Budget Books, Maryland Transportation Authority

Operating and PAYGO Personnel Data

| | FY 25 | FY 26 | FY 27 | FY 26-27 |
|------------------------|----------------------|-----------------------|-------------------------|----------------------|
| | <u>Actual</u> | <u>Working</u> | <u>Allowance</u> | <u>Change</u> |
| Regular Positions | 1,697.00 | 1,641.00 | 1,641.00 | 00.00 |
| Contractual FTEs | <u>0.00</u> | <u>0.00</u> | <u>0.00</u> | <u>0.00</u> |
| Total Personnel | 1,697.00 | 1,641.00 | 1,641.00 | 00.00 |

Vacancy Data: Regular Positions

| | | | |
|--|--|--------|-------|
| Turnover and Necessary Vacancies, Excluding New Positions | | 146.05 | 8.90% |
| Positions and Percentage Vacant December 31, 2025 | | 218.00 | 13.3% |
| Vacancies Above Turnover | | 71.95 | |

- In October 2025, the Board of Public Works (BPW) approved the abolition of 502.7 positions statewide, including 170.7 vacant positions and 332.0 positions associated with the Voluntary Separation Program (VSP). In MDTA, 12 positions were abolished due to the VSP.
- The fiscal 2026 Budget Bill authorized the transfer of 44 IT-related positions from MDTA to the MDOT Secretary’s Office as part of the fiscal 2026 legislative appropriation. The fiscal 2027 budget of MDTA reflects the costs for these positions through contractual services.
- While MDTA has independent authority over its personnel, it mirrors statewide salary actions for its civilian workforce. MDTA Police compensation adjustments are collectively bargained.

PAYGO Capital Program

Program Description

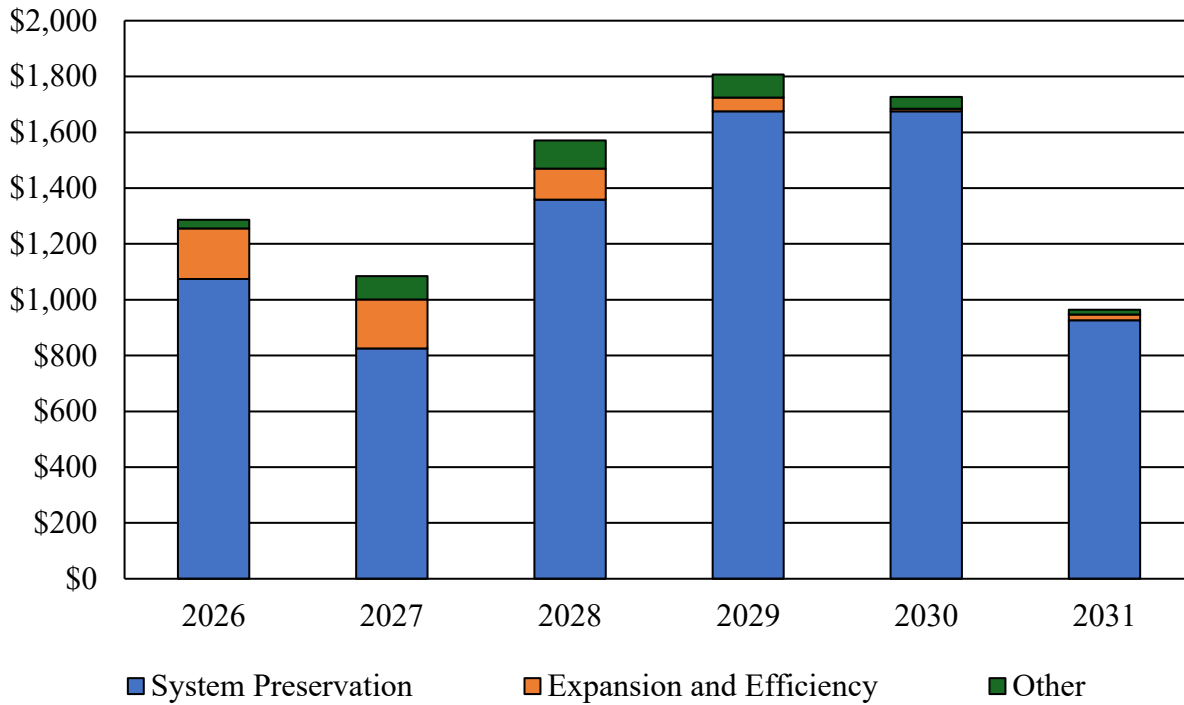
MDTA’s capital program involves the construction and maintenance of revenue-generating transportation facilities throughout the State.

Fiscal 2026 to 2031 Consolidated Transportation Program

The fiscal 2026 to 2031 *Consolidated Transportation Program* (CTP) for MDTA totals \$8.4 billion. As shown in **Exhibit 7**, the annual planned amount of capital spending decreases in

fiscal 2027 before increasing significantly in fiscal 2028 and 2029. The increases are driven primarily by the anticipated cash flow needs for the rebuilding of the Key Bridge. Between fiscal 2026 and 2031, the planned funding for this project accounts for between 50% and 66% of total capital spending each year. As the project nears its completion, capital spending is projected to decline in fiscal 2031. Approximately 89% of total capital spending programmed over the six-year period is categorized as system preservation projects.

**Exhibit 7
Six-year Programmed Capital Spending
Fiscal 2026-2031
(\$ in Millions)**

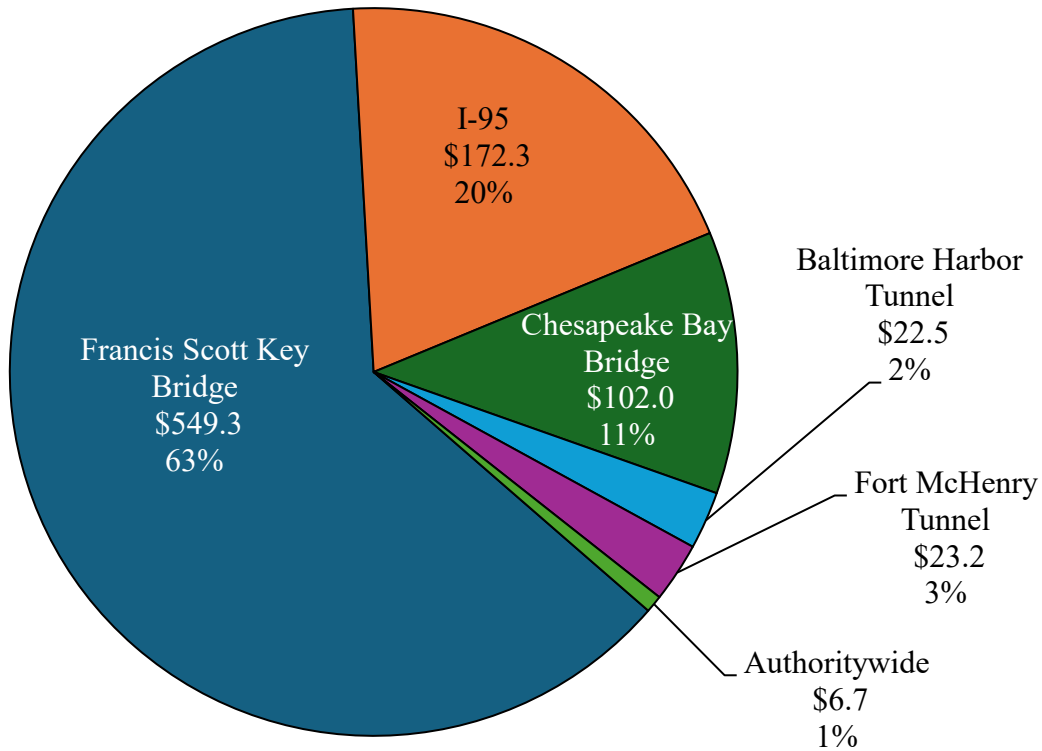


Source: Maryland Department of Transportation, Fiscal 2026-2031 *Consolidated Transportation Program*

Fiscal 2027 Capital Allowance by MDTA Facility

Exhibit 8 shows capital funding programmed by facility in fiscal 2027. The largest share of capital spending (63%) is for the reconstruction of the Key Bridge and other related projects. The next largest share of MDTA capital spending (20%) is for various projects along I-95, the largest of which is the Express Toll Lanes Northern Extension project. Capital spending for projects at the Chesapeake Bay Bridge is the third largest share of total capital spending (11%).

Exhibit 8
Capital Funding by Facility
Fiscal 2027
(\$ in Millions)



Chesapeake Bay Bridge: William Preston Lane, Jr. Memorial Bridge
I-95: John F. Kennedy Memorial Highway

Source: Maryland Department of Transportation, Fiscal 2026-2031 *Consolidated Transportation Program*

Fiscal 2027 Capital Allowance Detail

Exhibit 9 provides additional detail on the programmed funds for the fiscal 2027 capital allowance by project and program along with the total estimated costs and six-year funding for each program. Total programmed fiscal 2027 capital spending is estimated at approximately \$1.1 billion.

Exhibit 9
Capital Allowance Detail
Fiscal 2027
(\$ in Thousands)

| <u>Facility</u> | <u>Project Description</u> | <u>2027</u> | <u>Total Estimated Cost</u> | <u>Six-year Total</u> |
|---|--|------------------|-----------------------------|-----------------------|
| Key Bridge | Key Bridge Rebuild | \$529,583 | \$5,188,758 | \$4,991,367 |
| | Rehabilitation of Curtis Creek Drawbridges Superstructure | 9,827 | 19,600 | 18,507 |
| | MDTA Police Training Academy | 7,282 | 24,405 | 19,630 |
| | Subgrade Improvements at Bear Creek | 2,564 | 43,913 | 13,623 |
| | Subtotal – Key Bridge | | \$549,256 | \$5,276,676 |
| JFK Memorial Highway (I-95) | ETL Northern Extension | \$99,423 | \$1,039,304 | \$287,479 |
| | I-695 Ramps to I-95 Northbound ETLs | 37,700 | 79,125 | 74,756 |
| | I-95 Southbound Hard Shoulder Running | 13,723 | 39,260 | 35,648 |
| | JFK Memorial Highway Maintenance Facility Complex | 12,906 | 52,206 | 48,605 |
| | Construct Interchange at Belvidere Road | 8,542 | 81,661 | 33,434 |
| Subtotal – JFK Memorial Highway (I-95) | | \$172,294 | \$1,291,556 | \$479,922 |
| Chesapeake Bay Bridge | Chesapeake Bay Bridge Protection Project | \$42,079 | \$207,596 | \$206,600 |
| | Rehabilitate Eastbound Bridge Deck | 30,000 | 251,651 | 80,419 |
| | Eastbound Spans Full Paint – Phase 1 | 21,593 | 58,304 | 58,300 |
| | Project Management Office and Maintenance Equipment Storage Building | 4,638 | 12,610 | 9,535 |
| | Tier 2 NEPA Study | 3,700 | 25,924 | 6,023 |
| Subtotal – Chesapeake Bay Bridge | | \$102,010 | \$556,085 | \$360,877 |
| I-895 Baltimore Harbor Tunnel | Envelope and Switchgear Replacements at Vent Buildings | \$8,126 | \$80,675 | \$30,118 |
| | Rehabilitate Tunnel Lighting System | 5,740 | 26,016 | 25,459 |

J00J00 – Maryland Transportation Authority

| <u>Facility</u> | <u>Project Description</u> | <u>2027</u> | <u>Total Estimated Cost</u> | <u>Six-year Total</u> |
|--|---|-------------------------|-------------------------------------|---------------------------|
| | Facilitywide Signing Upgrades | 4,712 | 13,674 | 12,589 |
| | Lane Use Signals Extension | 3,542 | 9,927 | 9,174 |
| | All Electronic Tolling Conversion with Frankfurst Avenue Interchange Modifications | 375 | 15,094 | 5,623 |
| <i>Subtotal - I-895 Baltimore Harbor Tunnel</i> | | <i>\$22,495</i> | <i>\$145,386</i> | <i>\$82,963</i> |
| Fort McHenry Tunnel | MDTA Police Vehicle Storage Garage and Auto Repair Shop | \$7,125 | \$23,488 | \$22,076 |
| | Facilitywide Zone Paint Program | 6,113 | 26,539 | 20,766 |
| | Box Girder Preservation | 4,998 | 10,496 | 10,027 |
| | Rehabilitate Area-wide Lighting | 4,957 | 11,335 | 10,524 |
| <i>Subtotal – Fort McHenry Tunnel</i> | | <i>\$23,193</i> | <i>\$71,858</i> | <i>\$63,393</i> |
| <i>Subtotal – Projects</i> | | <i>\$869,248</i> | <i>\$7,341,561</i> | <i>\$6,030,282</i> |
| Programs | | | | |
| Authoritywide | Minor Program | \$209,000 | <i>n/a</i> | \$2,353,000 |
| Authoritywide | Replace Electronic Toll Collection and Operating System – Third Generation | 5,513 | \$139,353 | 19,966 |
| Authoritywide | Enterprise IT Capital Program – MDTA OTTS | 1,220 | 13,615 | 6,000 |
| Total – Projects and Programs | | \$1,084,981 | \$7,494,529 | \$8,409,248 |

Chesapeake Bay Bridge: William Preston Lane Jr.
Memorial Bridge
ETL: Express Toll Lane
IT: information technology
JFK: John F. Kennedy

Key Bridge: Francis Scott Key Bridge
MDTA: Maryland Transportation Authority
NEPA: National Environmental Policy Act
OTTS: Office of Transportation Technology
Services

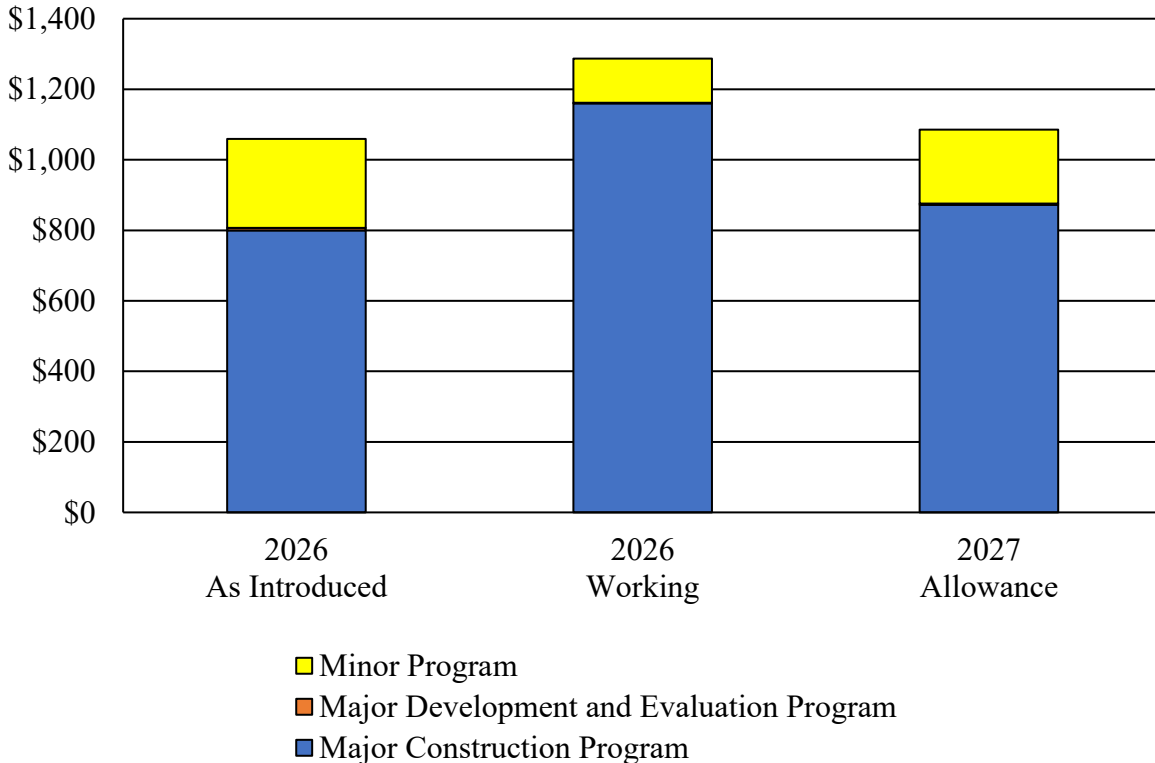
Note: This table includes only projects and programs that will receive funding in fiscal 2027. Additional projects appear in this year's *Consolidated Transportation Program (CTP)* that are funded in other years during the six-year period. As a result, the six-year total and total estimated cost shown is lower than the figures listed in the CTP. The Chesapeake Bay Bridge Protection Project, Chesapeake Bay Crossing Study Tier 2 NEPA, and Authoritywide Enterprise IT Capital Program are included as part of the Major Development and Evaluation Program.

Source: Maryland Department of Transportation, Fiscal 2026-2031 *Consolidated Transportation Program*

Fiscal 2026 and 2027 Cash Flow Analysis

Exhibit 10 shows the changes in programmed capital funding between the fiscal 2026 budget as introduced during the 2025 session and the working appropriation, as well as between the working appropriation and the fiscal 2027 allowance. From the fiscal 2026 budget, as introduced, to the fiscal 2026 working appropriation, there is an increase of \$227.6 million. This increase is primarily due to increased expenses for the Key Bridge reconstruction of \$460 million, which is partially offset by decreases of \$127 million for minor program projects and \$79 million for projects at the Chesapeake Bay Bridge. Compared to the fiscal 2026 working appropriation, the fiscal 2027 allowance decreases by \$201.5 million. The fiscal 2027 decrease is due primarily to a \$306 million reduction in expenses for the Key Bridge reconstruction, which is partially offset by increases of \$63 million for projects at the Chesapeake Bay Bridge and \$84 million for minor program projects.

Exhibit 10
Capital Cash Flow Changes
Fiscal 2026-2027
(\$ in Millions)



Source: Maryland Department of Transportation, Fiscal 2025 and 2026 *Consolidated Transportation Programs*

Significant Changes from the Previous CTP

Exhibit 11 lists the significant changes from the fiscal 2025 to 2030 CTP, which includes the addition of four projects to the construction program. The largest of these projects is the Bay Bridge Protection Project, which has a total estimated project cost of \$207.6 million. The total cost of the new projects is \$311.5 million.

Exhibit 11
Major Changes from the Fiscal 2025 to 2030 CTP
(\$ in Millions)

| <u>Projects Added to the Construction Program</u> | <u>Total Cost</u> |
|---|--------------------------|
| US 50/301 Chesapeake Bay Bridge – Bay Bridge Protection Project | \$207.6 |
| I-695 Francis Scott Key Bridge – Rehabilitation of Curtis Creek Drawbridges Superstructure | 19.6 |
| I-895 BHT Thruway – Rehabilitate BHT Tunnel Lighting System | 26.0 |
| US 50/301 Chesapeake Bay Bridge – Eastbound Spans Full Paint – Phase 1 (T14-T22 and Suspension Span Towers from Water to Below Roadway) | 58.3 |

BHT: Baltimore Harbor Tunnel

Chesapeake Bay Bridge: William Lane Jr. Memorial Bridge

CTP: *Consolidated Transportation Program*

Source: Maryland Department of Transportation, Fiscal 2026 to 2031 *Consolidated Transportation Program*

Issues

1. MDTA Financial Outlook

MDTA must balance operating and capital costs, including debt service requirements, to manage its financial standard requirements while also keeping facilities in a state of good repair. The terms of MDTA’s trust agreement with its bondholders are the driving force in MDTA finances. Maintaining its debt service coverage and liquidity ratios is the primary concern, and all revenue adjustments and operating and capital expenditures are managed to maintain these ratios. As shown in **Exhibit 12**, four financial standards guide MDTA: (1) rate covenant compliance ratio; (2) debt service coverage ratio; (3) unencumbered cash balance; and (4) debt outstanding limits. Each standard has a threshold that is set either in statute or has an agency policy to ensure that MDTA is in good financial standing and able to cover its obligations, even if revenues decline.

Exhibit 12 Financial Standards

| <u>Financial Ratio</u> | <u>Requirement</u> |
|---------------------------------------|--|
| Rate Covenant (Legal) | Net Revenues Greater Than or Equal to 1.0 Times the Sum of 120% of Debt Service and 100% of Deposits to the Maintenance and Operations Reserve Account |
| Debt Service Coverage (Policy, Legal) | Net Revenues Greater Than or Equal to 2.0 Times Annual Debt Service |
| Unencumbered Cash (Policy) | Cash Greater Than or Equal to \$400 Million |
| Debt Outstanding Limit (Statutory) | \$4.0 Billion for Toll Revenue-backed Debt |

Source: Maryland Transportation Authority

MDTA develops and maintains a six-year financial forecast that corresponds to the same six-year period as the current CTP. Section 4-210 of the Transportation Article requires MDTA to provide the General Assembly with a copy of its financial forecast by September 1 of each year and in conjunction with submission of the Governor’s budget in January. A summary of the forecast, including projected values for each of the four financial standards, appears in **Exhibit 13**. As noted previously, each standard has a threshold that is set either in statute or as an agency policy to ensure that MDTA is in good financial standing and able to cover its obligations, even if revenues unexpectedly decline or expenses unexpectedly increase. Due to increases in overall expenses, MDTA’s forecast relative to each of the financial standards declines during the forecast period. The full MDTA fiscal 2026 through 2031 financial forecast can be found in **Appendix 2**.

Exhibit 13
Financial Forecast Summary
Fiscal 2025-2031
(\$ in Millions)

| | <u>2025</u> | <u>2026</u> | <u>2027</u> | <u>2028</u> | <u>2029</u> | <u>2030</u> | <u>2031</u> |
|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Total Revenues | \$913.4 | \$863.4 | \$830.2 | \$844.9 | \$857.0 | \$865.9 | \$892.5 |
| Total Expenses | \$1,128.2 | \$1,902.8 | \$1,714.9 | \$2,247.2 | \$2,539.1 | \$2,515.9 | \$1,792.3 |
| Annual Cash Surplus/Deficit | \$178.6 | -\$466.6 | -\$75.3 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Total MDTA Cash Balance | \$975.0 | \$508.4 | \$433.1 | \$433.1 | \$433.1 | \$433.1 | \$433.1 |
| Financial Standards | | | | | | | |
| Rate Covenant Compliance (Legal; Greater Than or Equal to 1.0) | 2.3 | 2.0 | 1.7 | 1.5 | 1.2 | 1.0 | 0.9 |
| Debt Service Coverage (Policy; Greater Than or Equal to 2.0) | 3.3 | 2.6 | 2.2 | 1.9 | 1.5 | 1.3 | 1.2 |
| Unencumbered Cash (Policy; Greater Than or Equal to \$400 Million) | \$595.7 | \$475.3 | \$400.0 | \$400.0 | \$400.0 | \$400.0 | \$400.0 |
| Debt Outstanding (Statutory, Greater Than or Equal to \$4 Billion) | \$2,072.2 | \$2,580.9 | \$2,744.1 | \$3,514.6 | \$4,243.1 | \$4,694.8 | \$4,395.1 |

MDTA: Maryland Transportation Authority

Source: Maryland Transportation Authority, *2025-2031 MDTA Financial Forecast*

Revenue Bonds and Nonrecourse Debt

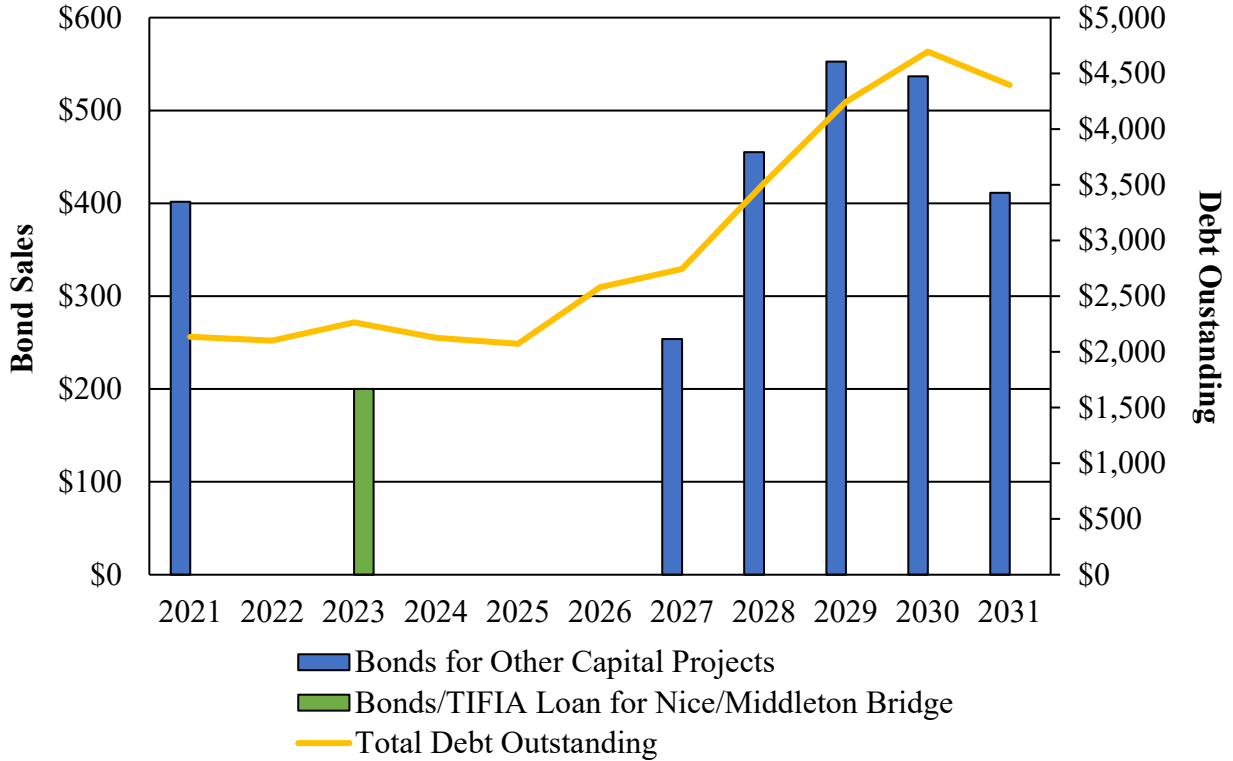
MDTA bonds are backed by toll revenues and are not considered State debt and, therefore, are not limited by the State’s debt affordability measures. Under statute, MDTA is authorized to issue bonds without obtaining the consent of any unit or agency in the State; however, bond issuances are limited by MDTA’s previously mentioned financial standards.

In addition to its own revenue bonds, MDTA also issues debt on behalf of other State agencies and projects, which is referred to as nonrecourse debt. Current outstanding MDTA nonrecourse debt totals \$190.3 million and includes \$181.5 million associated with expansion efforts at BWI Marshall Airport and \$8.8 million associated with the Calvert Street Parking Garage in Annapolis for State employees. Debt service totals approximately \$33.6 million annually in fiscal 2025 through 2027. The debt service for these projects is paid using the revenues from the projects or through lease payments from other agencies and does not affect MDTA’s debt outstanding or its budget. Debt service and debt outstanding for MDTA’s nonrecourse bonds from fiscal 2025 through 2027 is shown in **Appendix 3**.

Debt Affordability

The debt outstanding limit is set in statute and requires that the total bonds outstanding at the end of any fiscal year do not exceed \$4.0 billion. The current statutory cap on debt outstanding was increased from \$3.0 billion by Chapter 2 of 2024 to allow for additional capacity for debt issuances to support capital costs in response to the collapse of the Key Bridge. As shown in **Exhibit 14**, due to new planned bond issuances in fiscal 2027 and subsequent fiscal years to support the growing needs of the capital program, total debt outstanding is projected to increase from just under \$2.1 billion at the end of fiscal 2025 to \$2.7 billion by the end of fiscal 2027. It is projected that total debt outstanding will exceed the current \$4.0 billion debt outstanding limit at the end of fiscal 2029, when it will be at \$4.2 billion, and will peak in fiscal 2030 at just under \$4.7 billion. HB 229/SB 188 of 2026 is departmental legislation that would, if enacted, increase the debt outstanding limit from \$4.0 billion to \$5.0 billion.

Exhibit 14
Bonds Issued and Debt Outstanding
Fiscal 2021-2031
(\$ in Millions)



Nice/Middleton Bridge: Governor Harry W. Nice/Senator Thomas “Mac” Middleton Bridge
 TIFIA: Transportation Infrastructure Finance and Innovation Act

Source: Maryland Transportation Authority

Debt service coverage conveys the ability of MDTA to adequately cover its debt service requirements without overly stressing its revenues. The debt service coverage ratio is the ratio of annual net revenues to annual debt service obligations. Although MDTA’s trust agreement does not stipulate a debt service coverage ratio, the MDTA Board has established an administrative policy requiring 2.0 times debt service coverage, and MDTA’s Transportation Infrastructure Finance and Innovation Act Loan Agreement also contains a 2.0 times debt service coverage covenant. This ratio equates to the ability of MDTA to use half or less of its annual revenues to cover debt service obligations during the same year. In fiscal 2027, the debt service coverage ratio is projected to be 2.2. Due to a significant increase in total debt outstanding projected between fiscal 2027 and 2031, the projected debt service coverage ratio declines in each year of the forecast

period and is expected to fall below the 2.0 level in fiscal 2028 to 1.9. By fiscal 2031, the debt service coverage ratio declines to 1.2.

The rate covenant compliance ratio, as stipulated in the trust agreement, requires that the ratio of net revenues (total revenues minus operating expenses) to the amount deposited into the Maintenance and Operating Reserve Account plus 120% of debt service be at least 1.0. This additional bond test requires that the rate covenant is met on a five-year prospective basis. The fiscal 2027 rate covenant compliance ratio is projected to be 1.7 and declines each year of the forecast before falling below the 1.0 level in fiscal 2031, at 0.9.

The agency also has an administrative policy to maintain an unencumbered cash balance of at least \$400 million. Bond rating agencies view the amount of cash on hand relative to operating expenses as a liquidity measure to ensure that operations can continue even if revenues are lower than expected, expenses are higher than expected, or if there is a temporary loss of revenues. MDTA reports that for other AA-rated toll agencies, the median cash on hand is sufficient to fund operations for at least 12 months. Expenditures are projected to outpace revenues in fiscal 2026 and 2027, largely due to capital program expenditures, before equaling each other in fiscal 2028 through 2031. As a result, the unencumbered cash balance declines from \$595.7 million at the end of fiscal 2025 to \$475.3 million at the end of fiscal 2026, and to the \$400 million minimum threshold in fiscal 2027 and remains at that level through the remainder of the forecast period.

The January 2026 MDTA financial forecast continues to reflect the fiscal stress on the horizon that was shown in the January 2025 financial forecast. The projected decline of debt service coverage below acceptable levels in fiscal 2028 is unchanged in the January 2026 financial forecast. Additionally, rate covenant compliance falls below acceptable levels in fiscal 2031, while in the January 2025 financial forecast it remained adequate through all years of the forecast period. **Due to these factors, MDTA continues to project the need for a systemwide toll increase during the six-year forecast period in order to maintain compliance with the legal obligations set forth in the trust agreement and loan agreements to maintain MDTA's favorable bond rating. MDTA should comment on the timing of potential toll increases and how they would be implemented.**

2. Francis Scott Key Bridge

The Key Bridge carried a portion of I-695 (the Baltimore Beltway) over the Patapsco River and was one of the three primary crossings of the Baltimore Harbor, along with the Baltimore Harbor Tunnel (I-895) and the Fort McHenry Tunnel (I-95). In fiscal 2023, the last full fiscal year prior to the collapse of the Key Bridge, a total of 12.5 million toll transactions occurred, including 11.1 million passenger cars and 1.4 million commercial vehicles. Since the collapse of the Key Bridge on March 26, 2024, due to the collision of the containership M/V Dali, traffic traveling through the Baltimore region has been diverted to either the Baltimore Harbor Tunnel or the Fort McHenry Tunnel or other routes including passing around Baltimore on the western portion of I-695 or local roads through the city. While many vehicles have been able to divert to the Baltimore Harbor Tunnel or the Fort McHenry Tunnel, certain commercial vehicles are prohibited from using

the tunnels due to size and hazardous waste transport restrictions. Additionally, increased traffic congestion has led some drivers to use non-MDTA routes or forgoing or reducing trips entirely.

On November 18, 2025, the National Transportation Safety Board (NTSB) issued its final report on its investigation into the collapse of the Key Bridge. NTSB determined that a single loose wire in the electrical system of the M/V Dali caused an electrical breaker to open and the first of two electric blackouts on this ship to occur, which resulted in a loss of propulsion and steering. This caused the ship's trajectory in the shipping channel to change, resulting in the collision with the Key Bridge as the ship exited the Baltimore Harbor. Additionally, NTSB found other safety concerns related to the operation of the ship that, while not direct causes of the electrical blackouts, prevented the recovery of propulsion and steering following the blackout.

Key Bridge Rebuild Project

Planning for the reconstruction of the Key Bridge began shortly after the initial disaster response and cleanup. In July 2024, the Federal Highway Administration (FHWA) issued a categorical exclusion classification and NEPA approval for the replacement bridge. FHWA determined that the replacement bridge is not anticipated to significantly impact community, natural, or cultural resources because the bridge's capacity and location will be the same as the former bridge.

In order to accelerate and simplify the reconstruction, MDTA selected a progressive design-build approach, which allows for a two-phase contract with a single procurement. During Phase 1, the progressive design-builder will complete project scope and preliminary design. Upon successful completion of Phase 1, the design-builder will have exclusive negotiating rights for Phase 2, at which time a guaranteed maximum price for the project will be established. Phase 2 will include the completion of the final design and construction of the new bridge.

In August 2024, MDTA approved the award of a \$73 million Phase 1 design-build contract to Kiewit Infrastructure Company as the progressive design-builder. In January 2025, a \$75 million construction management contract was approved by BPW to three selected firms that together will be known as the Bridging Maryland Partnership and will oversee planning, engineering, construction management, and program support services during the project. Design and preliminary engineering activities began in September 2024, and design reached the 70% level of completion in December 2025.

In February 2025, Governor Wes Moore announced the preliminary design concept for the new bridge. The new bridge will be a cable-stayed suspension bridge with a 1,665-foot main span and two 600-foot tall main bridge towers. The new bridge will include four, 12-foot travel lanes (two in each direction) with 10-foot outside shoulders and 4-foot inside shoulders. The new bridge will have a higher, 230-foot navigational clearance above the Patapsco River and will be built to current American Association of State Highway and Transportation Officials (AASHTO) standards, including an enhanced pier protection system.

Preliminary preconstruction activities began in January 2025 and included surveying of the Patapsco River bed to map the river channel and drilling to collect soil samples. Demolition of the remaining bridge piers began in July 2025. A test pile program began in September 2025 to verify load bearing capacity and behaviors of the foundation piles that will support the bridge structure. Major construction activities on components of the new bridge are projected to begin and continue throughout calendar 2026.

In November 2025, MDTA announced updated cost estimates for the Key Bridge reconstruction, increasing the total projected costs from \$1.7 billion to between \$4.3 billion and \$5.2 billion. The projected opening date was also delayed from calendar 2028 to late 2030. Preliminary estimates for cost and the project’s timeline were made in March 2024 prior to the advancement of design development and the beginning of preconstruction activities. According to MDOT, current materials costs and advanced design and engineering have informed the updated cost and schedule estimate for the project.

Federal Funding

FHWA approved \$60 million in “quick release” federal funds from its Emergency Relief (ER) Program for debris removal and disaster response efforts on March 28, 2024, two days after the bridge collapse. In December 2024, the federal American Relief Act of 2025 was enacted into law, providing a supplemental appropriation of \$8 billion for the FHWA ER Program and, among other disaster relief provisions, providing that the federal cost share of the reconstruction of the Key Bridge would be 100%. As with other FHWA programs, the ER Program provides funding to states for the specified federal share of a project on a reimbursable basis. Although the federal government has committed to fully fund reconstruction, MDTA has indicated that a combination of nonfederal funding sources may be used to initially fund project expenses and manage short-term cash flow requirements until federal reimbursement is received, depending on the FHWA timeline for reimbursement. These funding sources may include toll revenues, recycling revenues, and insurance proceeds.

In August 2024, MDTA received \$350 million in property and business interruption insurance proceeds related to the bridge collapse and gave its approval to remit the funds to the federal government for current and future bridge reconstruction costs. MDTA anticipates that additional funding could be recovered as damages awarded to the State through lawsuits currently pending against the ship’s owner and operator alleging its negligence and responsibility for the bridge collapse. According to federal program guidelines, any damages awarded to a state through litigation or insurance payouts are required to be used to offset federal ER funds.

As of November 2025, MDTA has expended \$238 million in State funds on the project, including costs incurred for the initial salvage and debris removal efforts and the rebuild project. Federal fund reimbursements made as of November 2025 include \$53.3 million out of the \$60 million in “quick release” ER Program funds. MDTA projects that the remainder of these funds and \$217 million in additional ER Program funds will be reimbursed over the next six months. Project expenditures as of November 2025 are shown in **Exhibit 15**.

Exhibit 15
Key Bridge Expenditures as of November 2025
(\$ in Millions)

| <u>Project Component</u> | <u>Expenditures</u> |
|--|----------------------------|
| Progressive Design Build Contract – Phase 1 | \$94.7 |
| Salvage and Debris Removal | 77.6 |
| Early Work Packages | 32.0 |
| Existing Bridge Demolition | 15.1 |
| General Engineering Consultant | 15.0 |
| Construction Management and Consultant Contracts | 1.6 |
| MDTA and SHA Staffing Costs | 1.3 |
| Other Consultant and State Costs | 0.8 |
| Total | \$238.0 |

MDTA: Maryland Transportation Authority
Key Bridge: Francis Scott Key Bridge
SHA: State Highway Administration

Source: Maryland Transportation Authority

In order to receive federal reimbursement under the ER Program, states are required to submit Detailed Damage Inspection Reports (DDIR) to provide periodic updates on project funding needs. MDTA submitted the most recent DDIR to the FHWA Maryland Division office in June 2025 and is scheduled to submit the next update in January 2026. In the June 2025 DDIR, MDTA requested approximately \$739.4 million in federal funds be allocated to the project, based on the estimated project cash flow over the next 18 months. These funds may be available within the next 6 months, but the actual timeline of federal reimbursement is at the discretion of the U.S. Congress and FHWA.

3. Chesapeake Bay Bridge Protection Project and New Bridge Planning

As part of its investigation into the causes of the Key Bridge collapse, NTSB issued a preliminary report in March 2025 in which it identified 72 bridges across 19 states that crossed navigable waterways frequented by ocean-going vessels that were likely not designed and built to guide specifications developed by AASHTO due to their age. AASHTO initially adopted standards in 1991 for the design and evaluation of bridges to calculate and minimize their vulnerability to collapse in the case of vessel collisions, which were revised in 2009. FHWA requires that newly constructed bridges that are part of the National Highway System be designed to minimize the risk of catastrophic bridge collapse from a vessel collision based on requirements adapted from AASHTO guide specifications using a vulnerability assessment calculation.

Of the 72 bridges identified by NTSB, only 4 had recently undergone a vulnerability assessment, while 68 had not and, therefore, had an unknown level of risk of collapse from a vessel collision. Two of these 68 bridges are located in Maryland: both spans of the Chesapeake Bay Bridge, and the Chesapeake City Bridge (which is owned by the U.S. Army Corps of Engineers). In March 2025, NTSB issued recommendations to the 30 owners of these 68 bridges, including MDTA, to conduct bridge vulnerability assessments according to AASHTO methods to calculate the risk levels of these bridges for catastrophic collapse in the event of a vessel collision. Additionally, NTSB recommended that if a bridge is indicated to have a risk probability higher than the acceptable AASHTO standards, the bridge owner should develop and implement a comprehensive risk reduction plan including short-term and long-term strategies to reduce the risk level.

Language in the 2025 *Joint Chairmen's Report* (JCR) restricted funding in the MDOT Secretary's Office pending the receipt of a report from MDOT and MDTA on the assessment and actions that can be taken to reduce the vessel collision vulnerability of the two bridges located in Maryland identified by NTSB. Since the Chesapeake City Bridge is owned by the U.S. Army Corps of Engineers and is not maintained by MDOT or MDTA, the report focused on the Chesapeake Bay Bridge. In response to the NTSB recommendations, MDTA engaged a consulting firm to conduct an evaluation of both spans of the Chesapeake Bay Bridge in accordance with AASHTO methodology. The results of this analysis concluded that both spans did not meet the AASHTO risk threshold for new bridges, meaning that their risk level was higher than what would be allowed under current bridge design specifications for new bridges.

Chesapeake Bay Bridge Protection Project

Based on the results of the vulnerability analysis, MDTA developed a comprehensive risk reduction plan including both short-term strategies, such as operational procedures and best practices improvements related to ship pilots and vehicle traffic management, and long-term strategies, including the construction of physical protection measures. MDTA initiated the Bay Bridge Protection Project to design and construct an enhanced protection system to reduce the vulnerability of the support piers of both spans of the Chesapeake Bay Bridge. This project is being developed in coordination with the planning for the eventual construction of a new Chesapeake Bay Bridge currently occurring as part of the Tier 2 NEPA study. The project has been added to the 2026 CTP, which includes \$42 million in capital funding programmed for fiscal 2027. The total estimated project cost is \$208 million.

MDTA hosted an industry forum with potential contractors in October 2025 to provide an overview of the project's anticipated design-build process and the release of the RFP for the project, which occurred in February 2026. The proposal submission deadline for qualified design-build teams is June 2026, and the award of a design-build contract is projected to occur in fall 2026. Project construction is projected to begin in spring 2027 and be complete in late calendar 2029. In addition to the Bay Bridge Protection Project, the planning for a new Chesapeake Bay Crossing is ongoing as part of the Chesapeake Bay Crossing Study Tier 2 NEPA.

Chesapeake Bay Crossing Study Tier 2 NEPA

In calendar 2017, MDTA initiated a formal process under NEPA to consider corridor alternatives for a potential new Chesapeake Bay crossing to improve congestion, mobility, travel reliability, and safety at the Chesapeake Bay Bridge. The resulting Chesapeake Bay Crossing Study: Tier 1 NEPA concluded in April 2022 with the approval of an EIS and Record of Decision (ROD) by FHWA. FHWA designated Corridor 7/Existing Corridor (US 50/301 between Crofton and Queenstown) as the Preferred Corridor Alternative. The Chesapeake Bay Crossing Study: Tier 2 NEPA was launched in June 2022 to develop and evaluate various build alternatives within the study limits of this Preferred Corridor Alternative.

In November 2024, a Notice of Intent to prepare the Tier 2 EIS was published in the *Federal Register* to formally initiate the environmental review process for the Tier 2 NEPA study. MDTA held public open houses in December 2024 to present information and solicit feedback on seven proposed Alternatives Retained for Detailed Study, including a no-build alternative and a combination of lane configurations and structure locations relative to the existing Chesapeake Bay Bridge spans. In developing these alternatives, MDTA determined that instead of adding a third bridge span, both existing spans of the Chesapeake Bay Bridge should be removed and replaced with two larger bridge spans using the existing alignments of US 50/301 to minimize socioeconomic and environmental impacts.

In December 2025, the MDTA board approved Alternative C as the MDTA Recommended Preferred Alternative. This alternative includes the construction of two new bridge spans and replacement of the two existing bridge spans. Each new bridge span will have four, 12-foot travel lanes with 12-foot median shoulders and 14-foot outside shoulders and heightened navigational clearances of 230 feet. The new eastbound span would be constructed first, to the immediate south of the existing eastbound span, and the existing eastbound span would be removed following its completion. The new westbound span would then be constructed to the immediate south of the existing westbound span, which would then be removed following its completion. Alternative C also includes the widening of portions of US 50/301 from west of Oceanic Drive to east of Cox Creek to four lanes in each direction to accommodate the new bridge crossings. An optional shared use path for pedestrians and bicyclists could be included in Alternative C, and a decision on its inclusion would occur following the final issuance of a ROD.

In January 2026, MDTA and FHWA issued a draft EIS for public review that incorporated the MDTA recommended preferred alternative. Three virtual and in-person public hearings were held by MDTA and FHWA in early February 2026 to provide opportunities for public review and comment on the draft EIS and the recommended preferred alternative. Public comments will be accepted through March 9, 2026, and comments received will be addressed in the final EIS or ROD. The Tier 2 NEPA study is anticipated to conclude in November 2026 with the issuances of a final EIS and ROD by FHWA.

According to the draft EIS, anticipated next steps for the project following the conclusion of the Tier 2 NEPA study include the procurement for final design, which will allow the

final design phase to begin in spring 2028, followed by the beginning of the construction of the new bridge spans anticipated beginning in calendar 2032.

4. Collection of Outstanding Toll Debt

Committee narrative in the 2025 JCR requested that MDTA submit a report on the collection of outstanding tolls from in-state and out-of-state motorists. According to MDTA, the cumulative total of unpaid toll debt and civil penalties over the previous 12 fiscal years (2014 to 2025) was \$1.6 billion, of which \$383.2 million was unpaid toll debt and \$1.25 billion was unpaid civil penalty debt. MDTA assesses a one-time civil penalty fee of \$25 for each unpaid toll. Approximately \$907 million, or 54%, of unpaid toll and civil penalty debt during the reporting period was from in-state motorists, while \$731 million, or 45%, was from out-of-state motorists. **Exhibit 16** presents a summary of the states with the highest amounts of unpaid toll debt and civil penalties owed by out-of-state drivers, in addition to the totals for Maryland drivers. Virginia (27.7%), Pennsylvania (12.0%), and New Jersey (9.9%) are the top three states and account for just under half of the total out-of-state unpaid tolls and civil penalties.

Exhibit 16
Unpaid Tolls and Civil Penalties
Fiscal 2014-2025

| <u>State</u> | <u>Tolls Due</u> | <u>Civil Penalties Due</u> | <u>Total Due</u> | <u>% of Out-of-state Total</u> |
|------------------------------|----------------------|----------------------------|------------------------|--------------------------------|
| Virginia | \$45,045,968 | \$156,972,681 | \$202,018,649 | 27.7% |
| Pennsylvania | 23,383,725 | 64,089,231 | 87,472,956 | 12.0% |
| New Jersey | 23,427,598 | 48,536,261 | 71,963,859 | 9.9% |
| Florida | 22,370,230 | 34,602,470 | 56,972,700 | 7.8% |
| North Carolina | 17,651,613 | 36,639,768 | 54,291,381 | 7.4% |
| Delaware | 13,259,794 | 37,792,140 | 51,051,934 | 7.0% |
| Washington, D.C. | 4,497,776 | 24,728,329 | 29,226,105 | 4.0% |
| Texas | 10,429,493 | 17,054,633 | 27,484,126 | 3.8% |
| New York | 6,396,860 | 18,883,581 | 25,280,441 | 3.5% |
| Georgia | 6,656,492 | 14,469,494 | 21,125,986 | 2.9% |
| Other States | 33,559,740 | 70,087,363 | 103,647,103 | 14.2% |
| Subtotal Out-of-state | \$206,679,289 | \$523,855,951 | \$730,535,240 | 100% |
| Maryland | \$176,528,576 | \$730,874,716 | \$907,403,292 | |
| Total | \$383,207,865 | \$1,254,730,667 | \$1,637,938,532 | |

Source: Maryland Transportation Authority

MDTA reports that it is currently in the process of implementing multiple strategies to increase the collection of unpaid tolls, including E-ZPass growth and expansion of interoperability with other non-E-ZPass regions of the United States, the execution of reciprocity agreements with other states, and utilizing a collections agency. The primary enforcement mechanism for in-state motorists is to authorize the flagging of a vehicle owner's registration for suspension or nonrenewal through the Motor Vehicle Administration (MVA).

In-state motorists without a valid E-ZPass account receive a Notice of Toll Due in the mail after traveling through a MDTA facility and are required to pay the toll within an allotted timeframe, or a citation with a \$25 civil penalty is issued. Once a civil penalty has been issued, the motorist can either pay the citation and civil penalty amount within 30 days or contest the citation in the District Court. If the citation is not paid within this timeframe or the motorist is found guilty in the District Court, a final notice is issued. At this time, the motorist must pay the citation within 15 days before the associated vehicle registration is referred to MVA to be flagged for suspension or nonrenewal. A vehicle's registration is flagged for nonrenewal when the vehicle has up to \$1,000 in unpaid tolls and penalties. A vehicle's registration is suspended if the vehicle has \$1,000 or more in unpaid tolls and penalties. Accounts for in-state motorists with vehicle registrations flagged for suspension or nonrenewal by MVA are referred to the State's Central Collections Unit (CCU) within certain timeframes following MVA flagging. CCU charges a 17% administrative fee on all accounts referred to it for collection, in addition to the amount owed.

Collection of Toll Debt from Out-of-state Motorists

MDTA indicates that the most effective method to reduce unpaid tolls by out-of-state motorists is through the expansion of participation in the E-ZPass network and greater interoperability with states and regions outside of the E-ZPass network, since the E-ZPass and pay-by-plate payment methods typically have a 100% probability of payment collection. Currently, the E-ZPass network primarily includes states in the northeast, southeast and midwest. States in other regions of the United States with toll facilities have different transponder protocols that can prevent interoperability with MDTA's transponder readers. However, MDTA has installed tri-protocol readers to enable interoperability with the three most prevalent transponder protocols in the United States. Further expansion of this type of interoperability can enhance out-of-state toll collections.

MDTA and MVA have initiated meetings with officials in Pennsylvania to discuss establishing a reciprocal toll enforcement agreement, and the development of an enforcement program and implementation plan is in progress. MDTA has also explored the feasibility of entering into similar agreements with Virginia and New York. In contrast with Pennsylvania, reciprocity agreements with these states would be more complex due to multiple tolling entities in both states, and varying financial penalties compared to Maryland.

Lastly, MDTA has begun developing contractual requirements for retaining professional debt collection agency services and anticipates utilizing a competitive sealed bidding process to issue a multi-award contract for these services. Other administrative strategies identified by MDTA include establishing more convenient electronic payment mechanisms, providing additional payment due warning notices by mail, and providing payment due notices by email.

Operating Budget Recommended Actions

1. Adopt the following narrative:

Francis Scott Key Bridge Reconstruction Project: The committees are interested in following the progress being made on the reconstruction of the Francis Scott Key Bridge and request that the Maryland Transportation Authority (MDTA) provide two updates on the status of the project. The reports shall provide:

- the current status of design, engineering, federal permitting, preconstruction, and construction activities;
- the running total amount expended for the project;
- the current availability and status of seeking and receiving federal reimbursements for the project, including the total amount of federal funds that have been received; and
- any material changes to the project schedule or cost.

The committees request that the first report be submitted by July 1, 2026, and the second report be submitted by January 1, 2027.

| Information Request | Author | Due Date |
|---|---------------|---------------------------------|
| Status reports on the Francis Scott Key Bridge reconstruction project | MDTA | July 1, 2026 January 1, 2027 |

PAYGO Budget Recommended Actions

1. Nonbudgeted.

Appendix 1
2025 Joint Chairmen’s Report Responses from Agency

The 2025 JCR requested that MDTA prepare seven reports. Electronic copies of the full JCR responses can be found on the Department of Legislative Services Library website.

- ***Report on Actions That Can Be Taken to Reduce the Vessel Collision Vulnerability of Certain Bridges in the State:*** Language in the fiscal 2026 Budget Bill required that MDTA and MDOT submit a report on the assessment and actions that can be taken to reduce the vulnerability of certain bridges in the State to vessel collision, and restricted \$500,000 in special funds in the MDOT Secretary’s Office budget pending the receipt of the report. The report was submitted on December 1, 2025, and the release of the restricted funds was authorized on December 8, 2025. Additional discussion of this report can be found in Issue 3 of this analysis.
- ***Status Reports on the Key Bridge Reconstruction:*** Committee narrative requested that MDTA submit four quarterly status reports on the progress of the reconstruction of the Key Bridge. Additional discussion of this report can be found in Issue 2 of this analysis.
- ***Feasibility of Capturing Images of Only Rear License Plates of Vehicles:*** Committee narrative requested that MDTA submit a report on the feasibility of capturing the image of only the rear license plates of vehicles at toll facilities in the State, rather than images of both the front and rear license plates. MDTA indicates that cameras currently capture images of both the front and rear license plates of vehicles passing through toll facilities when an E-ZPass transponder is not detected or read. While the rear license plate image is the default image that is used for the purposes of toll collection in these cases, the front license plate image may also be used if the rear license plate is damaged, altered, or obscured. MDTA found that in calendar 2024, among toll transactions for two-axle passenger vehicles registered in Maryland for which a license plate image was used to invoice the registered vehicle owner, approximately 57% of invoices were facilitated through images of rear license plates, while 43% of invoices were facilitated through images of front license plates. Therefore, MDTA indicates that not having the option of capturing images of both the front and rear license plates of vehicles would significantly impact its ability to collect toll revenues by reducing the likelihood that vehicle license plates can be properly read and the vehicle’s owners invoiced for the toll that is due.
- ***Collection of Outstanding Toll Debt:*** Committee narrative requested that MDTA submit a report on efforts to collect outstanding tolls incurred at MDTA facilities. Additional discussion of this data can be found in Issue 4 of this analysis.

Appendix 2
MDTA Financial Forecast
Fiscal 2025-2031
(\$ in Millions)

| | <u>2025</u> | <u>2026</u> | <u>2027</u> | <u>2028</u> | <u>2029</u> | <u>2030</u> | <u>2031</u> |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Revenues | | | | | | | |
| Toll Revenues | \$828.9 | \$796.7 | \$769.9 | \$784.1 | \$794.5 | \$801.7 | \$826.4 |
| Concessions | 4.4 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Investment Income and Other | 38.9 | 21.9 | 13.9 | 12.8 | 12.8 | 12.8 | 12.8 |
| MDOT Loan Repayment – Interest | 0.2 | 0.2 | 0.2 | 0.2 | 0.1 | 0.1 | 0.1 |
| MAA/MPA Police Reimbursement ⁽¹⁾ | 41.0 | 40.1 | 41.7 | 43.3 | 45.1 | 46.9 | 48.7 |
| Total Revenues | \$913.4 | \$863.4 | \$830.2 | \$844.9 | \$857.0 | \$865.9 | \$892.5 |
| Expenses | | | | | | | |
| Operations | \$459.2 | \$462.2 | \$463.1 | \$488.9 | \$505.7 | \$526.0 | \$547.0 |
| Debt Service | 144.5 | 154.1 | 166.8 | 188.2 | 226.6 | 263.1 | 281.0 |
| Capital Program | 524.6 | 1,286.5 | 1,085.0 | 1,570.2 | 1,806.8 | 1,726.8 | 964.4 |
| Total Expenses | \$1,128.2 | \$1,902.8 | \$1,714.9 | \$2,247.2 | \$2,539.1 | \$2,515.9 | \$1,792.3 |
| Capital Funding Sources/(Uses) and Intergovernmental | | | | | | | |
| Revenue Bond Proceeds | \$0.0 | \$0.0 | \$253.7 | \$455.2 | \$552.6 | \$536.7 | \$411.4 |
| Surety Policy Expenses | 0.0 | 0.0 | -0.4 | -0.8 | -1.0 | -0.9 | -0.7 |
| Key Bridge Short-term Financing Paydown | 0.0 | 0.0 | -36.7 | 0.0 | 0.0 | -16.3 | -625.0 |
| MDOT Loan Repayment – Principal | 1.5 | 1.5 | 1.5 | 1.6 | 1.6 | 1.6 | 1.6 |
| I-895 Federal Grant | 0.0 | 5.0 | 25.0 | 50.0 | 0.0 | 0.0 | 0.0 |
| I-695 Key Bridge Property Insurance | 350.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I-695 Key Bridge Short-term Financing | 0.0 | 566.3 | 0.0 | 366.8 | 232.5 | 0.0 | 0.0 |
| I-695 Key Bridge Federal Grant | 60.0 | 0.0 | 566.3 | 529.6 | 896.4 | 1,128.9 | 1,112.6 |
| Accounting Reconciliation | -18.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Sources/(Uses) | \$393.4 | \$572.8 | \$809.3 | \$1,402.3 | \$1,682.1 | \$1,649.9 | \$899.8 |
| Annual Cash Requirements⁽²⁾ | | | | | | | |
| Annual Cash Surplus/(Deficit) | \$178.6 | -\$466.6 | -\$75.3 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Total MDTA Cash Balance | \$975.0 | \$508.4 | \$433.1 | \$433.1 | \$433.1 | \$433.1 | \$433.1 |

J00J00 – Maryland Transportation Authority

| | <u>2025</u> | <u>2026</u> | <u>2027</u> | <u>2028</u> | <u>2029</u> | <u>2030</u> | <u>2031</u> |
|---------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| MDTA Financial Standards | | | | | | | |
| Debt Outstanding | \$2,072.2 | \$2,580.9 | \$2,744.1 | \$3,514.6 | \$4,243.1 | \$4,694.8 | \$4,395.1 |
| Unencumbered Cash | 595.7 | 475.3 | 400.0 | 400.0 | 400.0 | 400 | 400.0 |
| Debt Service Coverage | 3.3 | 2.6 | 2.2 | 1.9 | 1.5 | 1.3 | 1.2 |
| Rate Covenant Compliance | 2.3 | 2.0 | 1.7 | 1.5 | 1.2 | 1.0 | 0.9 |

Key Bridge: Francis Scott Key Bridge
MAA: Maryland Aviation Administration
MDOT: Maryland Department of Transportation
MDTA: Maryland Transportation Authority
MPA: Maryland Port Administration

**Appendix 3
Nonrecourse Debt
Fiscal 2025-2027
(\$ in Thousands)**

| <u>Debt Service Payments</u> | <u>2025</u> | <u>2026</u> | <u>2027</u> |
|--|--------------------|--------------------|--------------------|
| 2002 Series – BWI Marshall Airport Rental Car Facility | \$8,900 | \$8,891 | \$8,879 |
| 2012 A Series – PFC BWI Marshall Airport | 3,841 | 3,837 | 3,841 |
| 2012 B Series –PFC BWI Marshall Airport | 7,968 | 7,968 | 7,969 |
| 2014 Series – PFC BWI Marshall Airport | 2,955 | 2,955 | 2,955 |
| 2019 Series – PFC BWI Marshall Airport | 8,471 | 8,466 | 8,470 |
| 2026 Series - PFC BWI Marshall Airport* | - | - | TBD |
| 2015 Series – Calvert Street Parking Garage Refunding | 1,488 | 1,485 | 1,486 |
| Total Debt Service Payments | \$33,623 | \$33,602 | \$33,600 |
| | | | |
| <u>Debt Outstanding</u> | | | |
| 2002 Series – BWI Marshall Airport Rental Car Facility | \$54,910 | \$49,490 | \$43,710 |
| 2012 A Series – PFC BWI Marshall Airport | 22,970 | 20,150 | 17,185 |
| 2012 B Series –PFC BWI Marshall Airport | 15,340 | 7,765 | 0 |
| 2014 Series – PFC BWI Marshall Airport | 22,190 | 20,045 | 17,830 |
| 2019 Series – PFC BWI Marshall Airport | 88,705 | 84,090 | 79,240 |
| 2026 Series - PFC BWI Marshall Airport* | 0 | 0 | 130,000 |
| 2015 Series – Calvert Street Parking Garage Refunding | 9,992 | 8,769 | 7,513 |
| Total Debt Outstanding | \$214,107 | \$190,309 | \$295,478 |

BWI Marshall Airport: Baltimore/Washington International Thurgood Marshall Airport
PFC: Passenger Facility Charge
TBD: to be determined

*Amounts issued and outstanding are preliminary and will vary depending on actual loan disbursements by year.

Appendix 4
Object/Fund Difference Report
Maryland Transportation Authority

| <u>Object/Fund</u> | <u>FY25</u> <u>Actual</u> | <u>FY 26</u> <u>Working</u> <u>Appropriation</u> | <u>FY 27</u> <u>Allowance</u> | <u>FY 26 - 27</u> <u>\$ Change</u> | <u>% Change</u> |
|--|------------------------------|--|----------------------------------|---------------------------------------|-----------------|
| Positions | | | | | |
| 01 Regular | 1,697.00 | 1,641.00 | 1,685.00 | 44.00 | 2.7% |
| Total Positions | 1,697.00 | 1,641.00 | 1,685.00 | 44.00 | 2.7% |
| Objects | | | | | |
| 01 Salaries, Wages, and Fringe Benefits | \$243,056,871 | \$242,483,660 | \$250,825,407 | \$8,341,747 | 3.4% |
| 02 Technical and Special Fees | 107,500 | 1,094,978 | 1,132,608 | 37,630 | 3.4% |
| 03 Communications | 3,171,798 | 4,361,325 | 4,415,950 | 54,625 | 1.3% |
| 04 Travel | 265,527 | 584,358 | 539,098 | -45,260 | -7.7% |
| 06 Fuel and Utilities | 5,043,746 | 5,275,842 | 5,224,828 | -51,014 | -1.0% |
| 07 Motor Vehicle Operation and Maintenance | 26,430,682 | 28,510,651 | 18,304,110 | -10,206,541 | -35.8% |
| 08 Contractual Services | 320,469,207 | 300,304,230 | 274,145,855 | -26,158,375 | -8.7% |
| 09 Supplies and Materials | 8,232,973 | 10,935,361 | 11,193,367 | 258,006 | 2.4% |
| 10 Equipment – Replacement | 1,513,487 | 1,703,823 | 2,698,523 | 994,700 | 58.4% |
| 11 Equipment – Additional | 555,532 | 1,872,675 | 2,416,412 | 543,737 | 29.0% |
| 13 Fixed Charges | 156,813,178 | 155,919,051 | 180,946,334 | 25,027,283 | 16.1% |
| 14 Land and Structures | 362,531,657 | 1,120,694,613 | 963,015,858 | -157,678,755 | -14.1% |
| Total Objects | \$1,128,192,158 | \$1,873,740,567 | \$1,714,858,350 | -\$158,882,217 | -8.5% |
| Funds | | | | | |
| 07 Nonbudgeted | \$1,128,192,158 | \$1,873,740,567 | \$1,714,858,350 | -\$158,882,217 | -8.5% |
| Total Funds | \$1,128,192,158 | \$1,873,740,567 | \$1,714,858,350 | -\$158,882,217 | -8.5% |

**Appendix 5
Fiscal Summary
Maryland Transportation Authority**

| <u>Program/Unit</u> | <u>FY25 Actual</u> | <u>FY 26 Working Appropriation</u> | <u>FY 27 Allowance</u> | <u>FY 26 - 27</u> | |
|-----------------------------|------------------------|--|----------------------------|-----------------------|-----------------|
| | | | | <u>\$ Change</u> | <u>% Change</u> |
| 41 Operating Program | \$603,631,873 | \$587,227,167 | \$629,875,090 | \$42,647,923 | 7.3% |
| 42 Capital Program | 524,560,285 | 1,286,513,400 | 1,084,983,260 | -201,530,140 | -15.7% |
| Total Expenditures | \$1,128,192,158 | \$1,873,740,567 | \$1,714,858,350 | -\$158,882,217 | -8.5% |
| Nonbudgeted | \$1,128,192,158 | \$1,873,740,567 | \$1,714,858,350 | -\$158,882,217 | -8.5% |
| Total Appropriations | \$1,128,192,158 | \$1,873,740,567 | \$1,714,858,350 | -\$158,882,217 | -8.5% |

**J00J00 Maryland Department of Transportation
Maryland Transportation Authority
Fiscal Year 2027 Operating Budget
Response to Department of Legislative Services Analysis**

Senate Budget and Taxation Committee
Public Safety, Transportation, and Environment Subcommittee
Chair Shelly Hettleman
March 6, 2026

House Appropriations Committee
Transportation and the Environment Subcommittee
Chair Courtney Watson
March 9, 2026

**J00J00 MDOT – Maryland Transportation Authority
Fiscal Year 2027 Operating Budget
Response to Department of Legislative Services Analysis**

DLS Budget Analysis

1. MDTA Financial Outlook (Page 23)

MDTA should comment on the timing of potential toll increases and how they would be implemented.

MDOT Response:

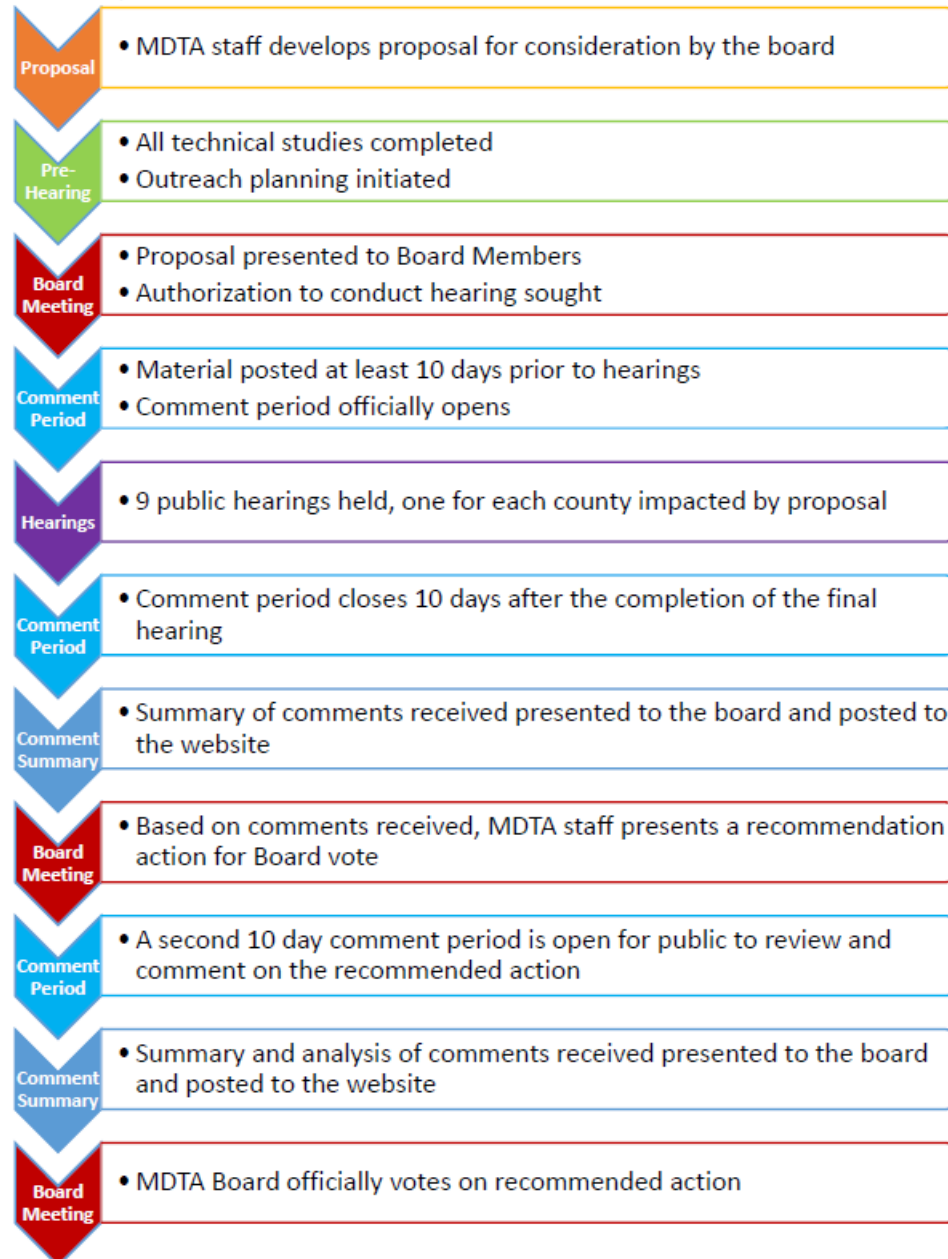
A need for a toll increase has been forecasted since prior to the pandemic. The toll increase process must begin with sufficient time to accomplish the requirements in state law, Transportation Article 4-312, and to allow year end net revenue compared to annual debt service to meet or exceed a factor of 2-times as required by legal covenant (known as 2.0x Debt Service Coverage).

The MDTA is in the midst of its planning process for a toll increase to take place in early fiscal year 2028. Some of the key toll rate increase planning and related activities include gathering data used to determine the long-term capital and operating needs of the agency; analyzing the MDTA's current toll rate structure, including the sensitivity elasticity to increasing tolls; and researching toll rates in neighboring states and for similar facilities.

Based on MDTA's current forecast, the toll setting process would likely begin in early calendar year 2027. The toll setting process is illustrated in the flow chart on the following page.

**J00J00 MDOT – Maryland Transportation Authority
Fiscal Year 2027 Operating Budget
Response to Department of Legislative Services Analysis**

Toll Setting Flowchart



**J00J00 MDOT – Maryland Transportation Authority
Fiscal Year 2027 Operating Budget
Response to Department of Legislative Services Analysis**

Operating Budget Recommended Actions

- 1. Adopt committee narrative requesting status reports on the Francis Scott Key Bridge reconstruction project. (Page 31)**

MDOT Response:

The Department concurs with the DLS recommendation.

PAYGO Budget Recommended Actions

- 1. Nonbudgeted. (Page 31)**

MDOT Response:

The Department concurs with the DLS recommendation.

TAB 4



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Engineer, James Harkness, P.E., PTOE
SUBJECT: KB-4903-0000 - Key Bridge Rebuild: Update on Estimating, Negotiation and Early Work Packages
DATE: March 26, 2026

PURPOSE OF MEMORANDUM

To provide the MDTA Board with an update regarding Francis Scott Key (Key) Bridge estimating, negotiation process, and early work packages.

SUMMARY

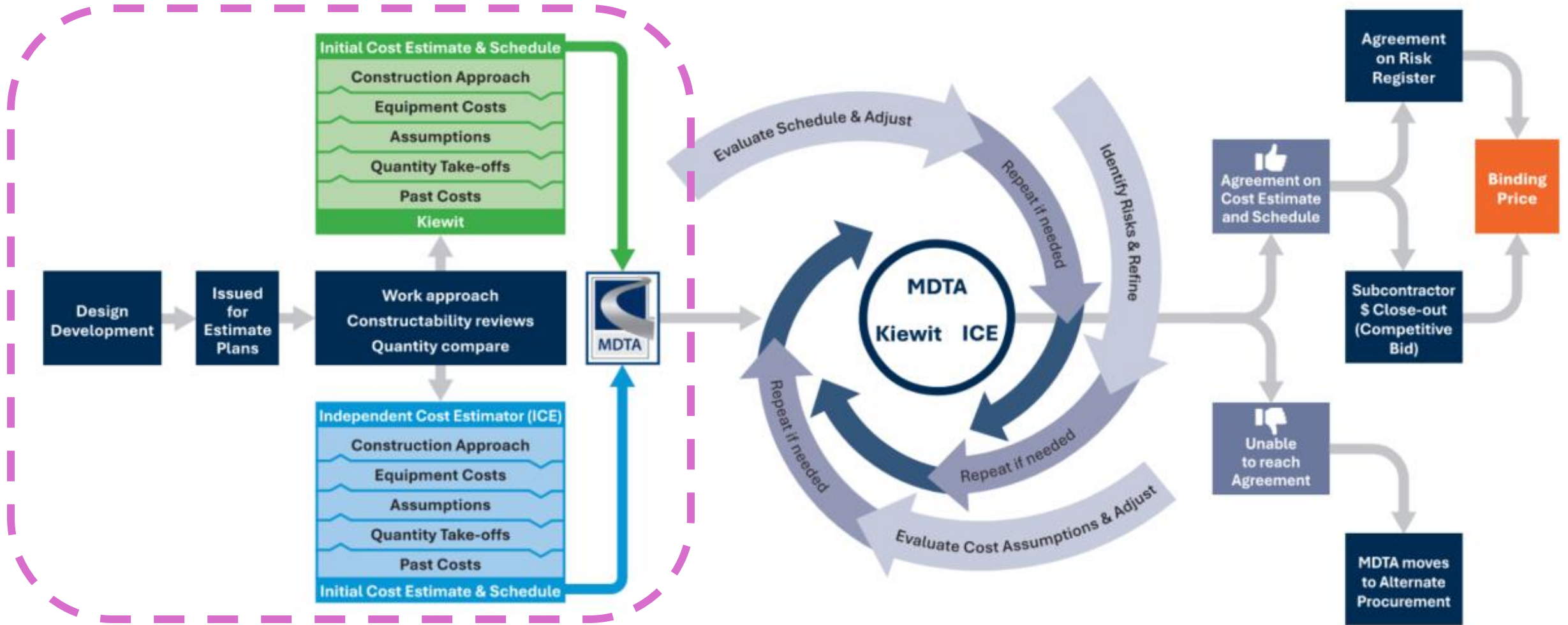
- The path to the binding contract price for the Key Bridge Rebuild involves iterative estimating and negotiation practices between the MDTA Office of Engineering and Construction, Independent Cost Estimator, and the Progressive Design-Builder.
- The processes of estimating and negotiating the final binding contract price mirror the process that has been used in estimating and negotiating each of the early work packages that have been issued
- The processes of estimating and negotiating are collaborative and open-book. The processes include quantity take-offs, approach to work means-and-methods, and application of plans and specifications.
- To date, the MDTA Board has approved early works funding in an amount not-to-exceed \$495,000,000.00. This funding has allowed critical path work to advance, including land demolition, procurement of pile and trestle material, and pile and trestle installation.



Key Bridge Rebuild: Update on Estimating, Negotiation and Early Work Packages

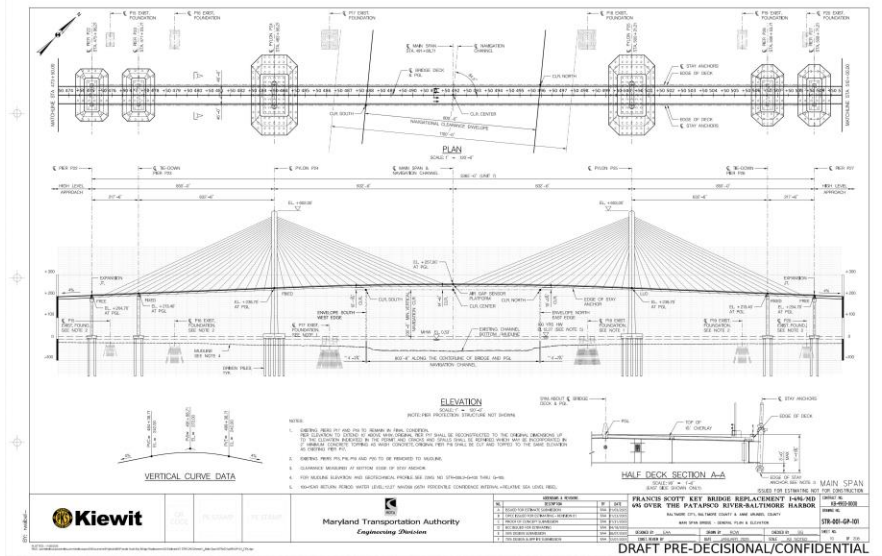
March 26, 2026

Estimating and Negotiation Process



Issued for Estimate (IFE) Documents

- 70-percent Design Plans issued December 2, 2025
 - Addendum 1 – February 18, 2026
- Technical Specifications
- Temporary Structures/Construction Devices
- Performance Specifications



Design Documents

- Comprised of 28 Design Packages
 - Over 2,400 Plan Sheets
- 50 Design Reports (Geotechnical, Environmental, Traffic, etc.)
- Temporary Structures/Construction Devices
 - 125 TSCD Design Packages Issued for Estimating
- Performance Specifications
 - Refined in Coordination with Kiewit and FHWA throughout PDB Phase 1
 - Incorporated into Phase 2 Contract Amendment

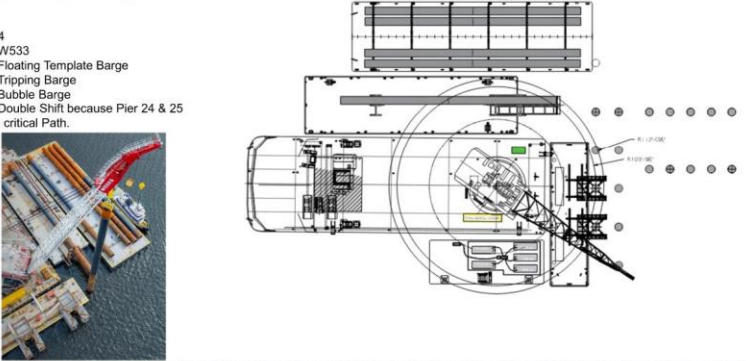
Work Approach & Constructability

- Kiewit and ICE each present and compare Construction means and methods (Weekly Meetings)
- Both teams challenged to optimize where practicable
- Topics include:
 - Main Span Bridge
 - Pile Install, Cleanout, Rebar and Plug
 - Precast Structures (Footings and Pier Protection)
 - Bridge Approach Spans
 - Civil Approach Work (Roadway, Drainage, etc.)

MAIN SPAN
Main Span: Pier 24 Methodology

Spreads

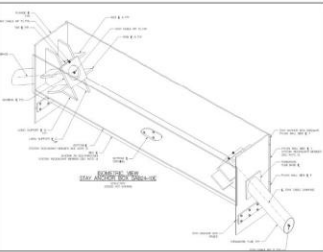
- Pier 24
- W533
- Floating Template Barge
- Tripping Barge
- Bubble Barge
- Work Double Shift because Pier 24 & 25 are on critical Path.



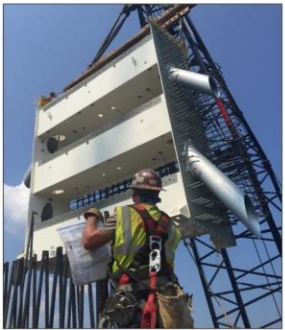
KEWIT CORPORATION

PYLON - ANCHOR BOXES

Total Weight (4 legs):
2,154,000 LB
1,077 Ton



| |
|-----------|
| 40,000LB |
| 102,000LB |
| 82,000LB |
| 77,000LB |
| 51,000LB |
| 78,000LB |
| 60,000LB |
| 50,000LB |



KEWIT CORPORATION

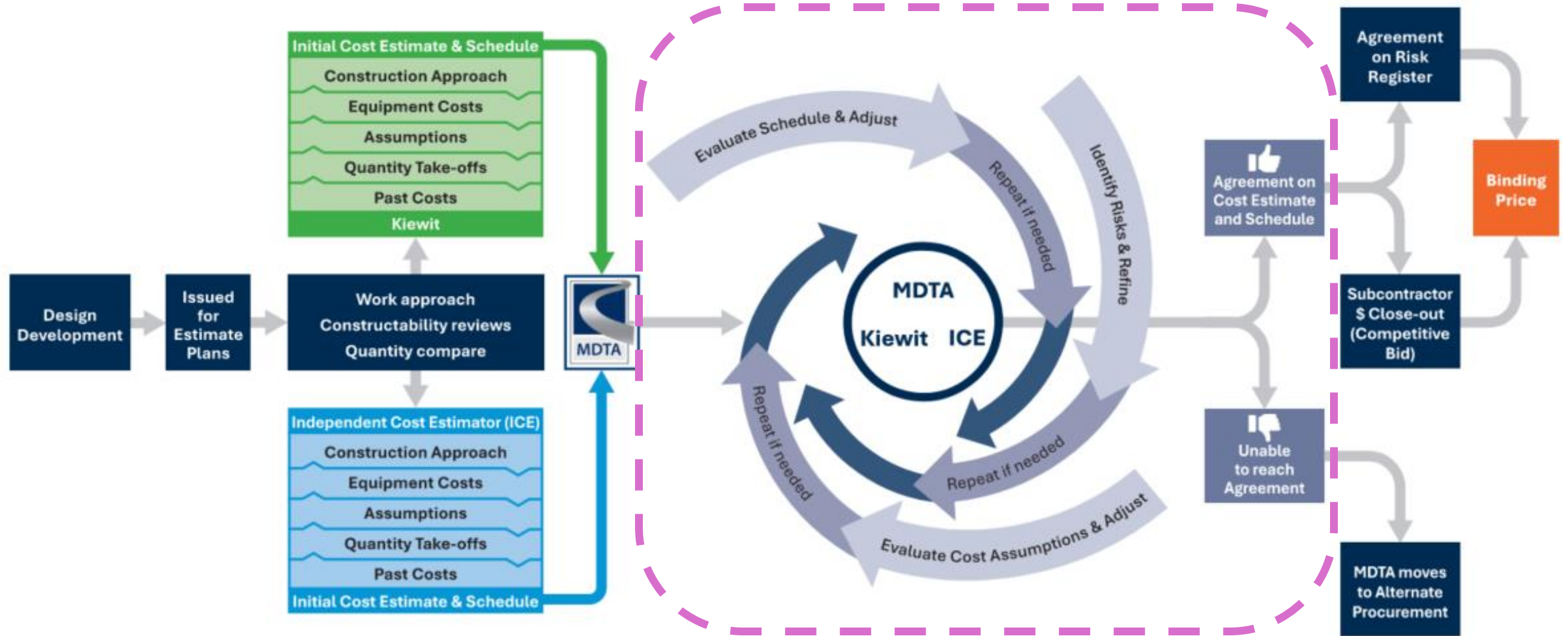
Quantity Compare

- Workshops between Kiewit and ICE to compare:
 - Main Span Bridge Quantities
 - Pier Protection Quantities
 - Marine and Lan Approach Bridge Quantities
 - Civil (Roadway and Drainage) Quantities
 - ITS and Electrical Quantities
 - Construction Equipment
 - Construction Management Staff

| 1 | Position Code | Description | UOM | Agreed to QTY | Agreed to QTY |
|-----|----------------|---|-----|---------------|-----------------|
| 902 | 13.6.4 | Bridge Bearings | Ea | Yes | 56.00 |
| 903 | 13.6.4.1.1.2 | Anchor Bolts - Pre-Place Embedment: 1.5"x2"-6" | Ea | Yes | 304.00 |
| 904 | 13.6.4.1.1.3 | Max Metals Fab - 3/8" Flat Weld (Bearing to Bottom Flange) | LF | Yes | 366.00 |
| 905 | 13.6.4.1.1.4 | Grout Anchor Bolts in Sleeves | CF | Yes | 72.00 |
| 906 | 13.6.4.1.3 | Bridge Bearings Bulk Commodities | Ea | Yes | 56.00 |
| 907 | 13.6.4.1.3.1 | Steel - Multi Rotational | Ea | Yes | 56.00 |
| 908 | 13.6.4.1.3.1.1 | Concrete Bulk Commodities - Bearing Pads | Ea | Yes | 56.00 |
| 909 | 13.6.4.1.3.1.2 | Concrete Bulk Commodities - Anchor Bolts | Ea | Yes | 304.00 |
| 910 | 13.6.4.1.3.1.3 | Grout for Anchor Bolt Sleeves Epoxy Resin | CF | Yes | 72.00 |
| 921 | 13.6.5 | Structural Steel for Bridges - Maine Inlets 533 J Pier Brackets & T Tower | Ton | Yes | 5,955.00 |
| 922 | 13.6.5.1 | Structural Steel for Bridges - Pre-assemble Plate Girders - Labor | Ton | Yes | 5,704.00 |
| 923 | 13.6.5.1.5 | Structural Steel for Bridges - Plate Girders - Erect Diaphragms and Secondary Steel | Ea | Yes | Means & Methods |
| 924 | 13.6.5.1.6 | Structural Steel for Bridges - Plate Girders - Lateral Bracing | Ea | Yes | Means & Methods |
| 925 | 13.6.5.1.7 | Structural Steel for Bridges - Plate Girders - Erect Cantile Supports (S/O) | Ea | Yes | 624.00 |
| 926 | 13.6.5.1.8 | Structural Steel for Bridges - Bolup | Ea | Yes | 48,152.00 |
| 927 | 13.6.5.2 | Structural Steel for Bridges - Install Plate Girder Assemblies - Labor | Ton | Yes | 5,955.00 |
| 928 | 13.6.5.2.5 | Structural Steel for Bridges - Plate Girders - Erect Diaphragms and Secondary Steel | Ea | Yes | Means & Methods |
| 929 | 13.6.5.2.7 | Structural Steel for Bridges - Bolup | Ea | Yes | 23,766.00 |
| 930 | 13.6.5.7 | Metals Bulk Commodities | Ton | Yes | 5,955.00 |
| 931 | 13.6.5.7.1 | Metals Bulk Commodities - Plate Girders | Ton | Yes | 5,955.00 |
| 932 | 13.6.5.7.2 | Metals Bulk Commodities - Miscellaneous - Shear Studs | Ea | Yes | 19,488.00 |
| 933 | 13.6.5.8 | Metals Subcontractors | Ton | Yes | 5,955.00 |
| 934 | 13.6.5.8.1 | Install Shear Studs | Ea | Yes | 19,488.00 |
| 935 | 13.6.5.8.2 | Structural Steel Touchup Paint | SF | Yes | 17,439.00 |
| 936 | 13.6.6 | Bridge Top Deck - New - Maine | CV | Yes | 4,753.00 |
| 937 | 13.6.6.1.3 | Steel Deck and Diaphragm - Overhang Form and Brackets Fabrication | LF | Yes | 3,123.00 |
| 938 | 13.6.6.1.4 | Steel Deck and Diaphragm - Edge of Deck Forms | LF | Yes | 3,123.00 |
| 939 | 13.6.6.1.5 | Steel Deck and Diaphragm - Soffit Forms | SF | Yes | 3,048.00 |
| 940 | 13.6.6.1.6 | Steel Deck and Diaphragm - Hung Edge Form @ Exp. Its | SF | Yes | 355.00 |
| 941 | 13.6.6.1.7 | Steel Deck and Diaphragm - Low Plaster Forms | SF | Yes | 203.00 |
| 942 | 13.6.6.1.8 | Steel Deck and Diaphragm - Erect and Strip Bulkheads | SF | Yes | 719.00 |
| 943 | 13.6.6.1.9 | Steel Deck and Diaphragm - Joint Prep (Bonding Agent Required) | SF | Yes | 1,073.00 |
| 944 | 13.6.6.1.10 | Steel Deck and Diaphragm - Finishing Machine Setup / Tear-down / Plate - Bolup | Ea | Yes | 12.00 |
| 945 | 13.6.6.1.11 | Steel Deck and Diaphragm - Place / Finish / Cure | CV | Yes | 4,753.00 |
| 946 | 13.6.6.1.12 | Steel Deck and Diaphragm - Dry Finish | SF | Yes | 6,336.00 |
| 947 | 13.6.6.1.13 | Steel Deck and Diaphragm - Finishing Machine Setup / Tear-down / Plate - Rows | Ea | Yes | 12.00 |
| 948 | 13.6.6.2 | Bridge Top Deck - Additional Labor | CV | Yes | 4,753.00 |
| 949 | 13.6.6.2.1 | Sub-Support Retbar Installation | Ton | Yes | 733.00 |
| 950 | 13.6.6.2.2 | Other Sub-Azlar Concrete Work - SF | SF | Yes | 82,473.00 |
| 951 | 13.6.6.2.3 | Other Sub-Azlar Concrete Work - Deck Growing | SF | Yes | 12,839.00 |
| 952 | 13.6.6.2.4 | Disposal pit for Growing - 2 Ea x 1ft IT | CV | Yes | 20.00 |

**COMPARED OVER 2,800
CONSTRUCTION QUANTITIES**

Estimating and Negotiation Process



Negotiations

- Comparison Work Sheet Example

- Perform a line-by-line review and comparison of over 10,000 work items

| Description - Read 2 | | QTY R2 | Units | MHR | Labor Cost | Equipment Cost | Rented Equipment Cost | Materials Cost | Supplies Cost | Subcontract Cost | Allowance Cost | Fees Cost | Total Cost | Total Cost Delta (Kiewit - ICE) | Total Cost % Delta |
|--|--------|--------|-------|-----|------------|----------------|-----------------------|----------------|---------------|------------------|----------------|-----------|------------|---------------------------------|--------------------|
| Main Span Bridge Work | Kiewit | | | | | | | | | | | | | | |
| | ICE | | | | | | | | | | | | | | |
| Deep Foundations (PIERS 22, 23, 24, 25, 26 & 27) - 96" Piles | Kiewit | | | | | | | | | | | | | | |
| | ICE | | | | | | | | | | | | | | |
| Pre-Cast Footing Boxes (Float, Set, Reinforce, Pour) | Kiewit | | | | | | | | | | | | | | |
| | ICE | | | | | | | | | | | | | | |
| Temp Backspan Falsework or Temp Tie Down | Kiewit | | | | | | | | | | | | | | |
| | ICE | | | | | | | | | | | | | | |
| Bridge Work Sub/Superstruct Concrete (Columns & Up) | Kiewit | | | | | | | | | | | | | | |
| | ICE | | | | | | | | | | | | | | |
| Bridge Work Metals | Kiewit | | | | | | | | | | | | | | |
| | ICE | | | | | | | | | | | | | | |
| Duration Based Equipment & Tugs | Kiewit | | | | | | | | | | | | | | |
| | ICE | | | | | | | | | | | | | | |
| Man-Hour ST&S | Kiewit | | | | | | | | | | | | | | |
| | ICE | | | | | | | | | | | | | | |

Negotiations

1. Kiewit, ICE and MDTA Multi-Day Estimate and Schedule “Read”

- Compare Craft and Staff Hours, Equipment Durations
- Review subcontractor and material quotes
- Compare contractor-owned risks (incorporated into price)

2. Kiewit and ICE update estimates following each “Read”

- Goal to determine reasonable range of project price and schedule duration

3. MDTA and Kiewit negotiate final Binding Contract Price

Repeat steps to achieve alignment

Negotiated Early Works Packages

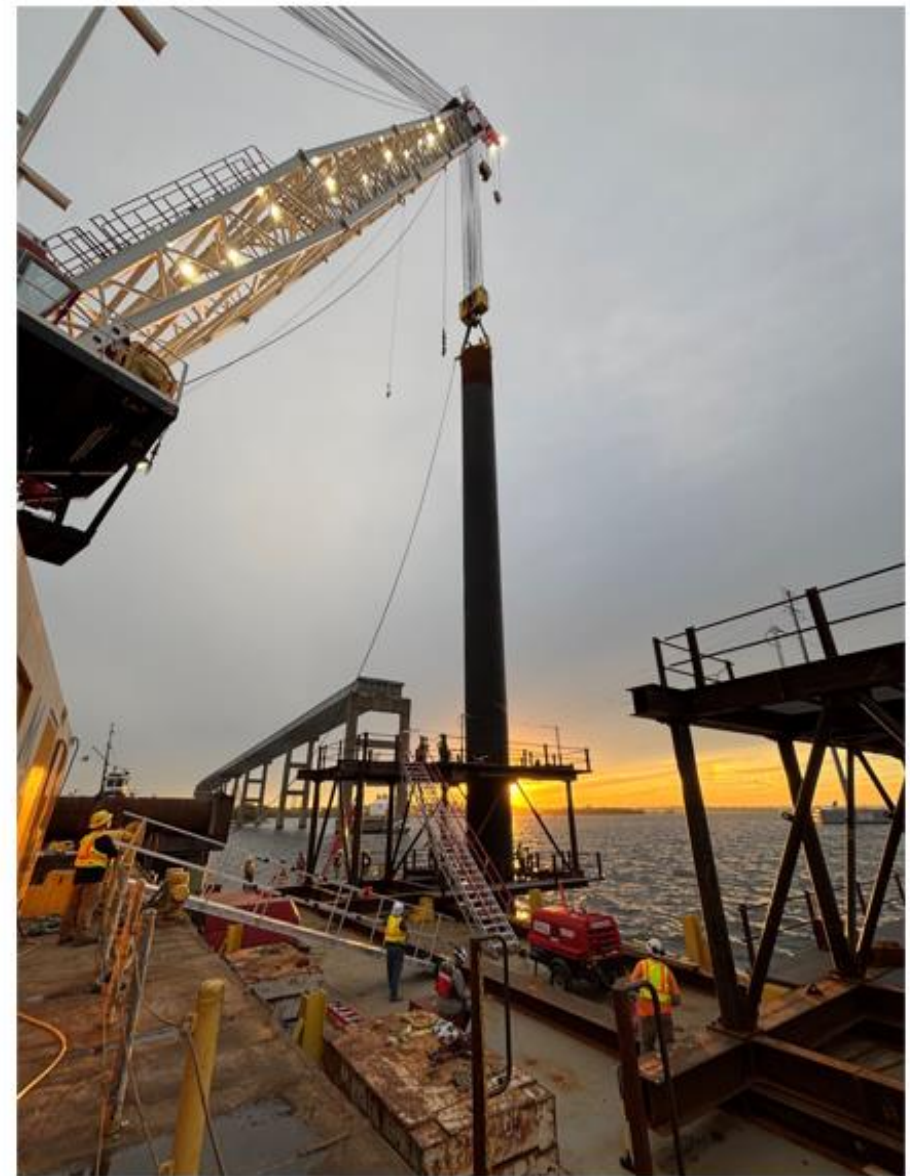
- Board approved three EWP funding requests for a total of \$495 million

| Early Work Packages | | Cost | 6/16/2025 | 12/31/2026 |
|---------------------|---|-----------|-----------|------------|
| EWP-1 | Demo marine deck and approaches and PMO | \$25.6 M | | |
| EWP-2 | Production pile procurement (138 piles) and TPA lease | \$84.6 M | | |
| EWP-3 | Access trestle procurement | \$50.0 M | | |
| EWP-4 | Pile install | \$111.0 M | | |
| EWP-5 | Trestle install | \$55.0 M | | |
| EWP-6 | Pylon pile template | \$20.0 M | | |
| EWP-7 | Piers 24 & 25 pile cap precast slabs and collars | \$15.6 M | | |
| EWP-8 | Production pile procurement (100 piles) | \$79.5 M | | |

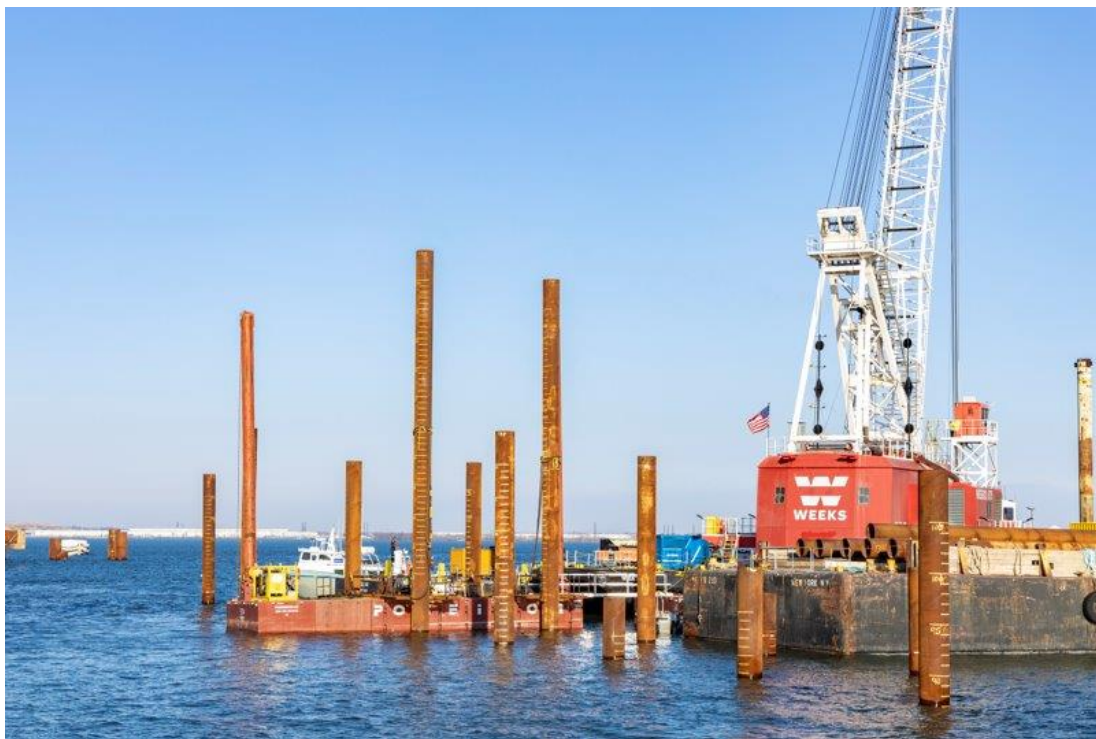
EWP 1 - Demolition



EWP 4 - Pile Install



EWP 5 – Trestle Install



TAB 5



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thomson, Chair

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

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Engineer James Harkness, P.E., PTOE
SUBJECT: Quarterly Update on Major Capital Projects valued over \$40 Million
DATE: March 26, 2026

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 March 12, 2026, there are thirteen major projects in the Capital Program. Eight of the projects are under construction, three are in procurement, and two are under design. This update includes projects funded for construction in the current Consolidated Transportation Program and includes five projects valued in excess of \$100 million. There are two projects from the \$1.1 billion I-95 ETL Northbound Expansion program.

ATTACHMENT

- MDTA Major Capital Projects (>\$40 million) – March 2026 Update

MDTA Major Capital Projects (>\$40 Million) - March 2026 Update

| Pin | Contract No. | Description | AD | NTP | Current Budget (Thousands \$) | Anticipated Construction Completion | Construction (C), Procurement (P) or Design (D) |
|------|--------------------|--|----------|----------|----------------------------------|---|---|
| 2147 | MA-2257 | Replace Electronic Toll Collection - 3rd Gen | 8/1/16 | 3/6/18 | 139,353 | Spring 2028 | C |
| 2477 | KH-3024 | I-95/Belvidere Road Interchange | 5/18/20 | 2/25/22 | 81,661 | Spring 2027 | C |
| 2317 | BB-2726 BB-3017 | Eastbound Bay Bridge Deck Replacment - Phase 1 | 9/6/19 | 1/9/23 | 251,651 | Summer 2027 | C |
| 2306 | HT-2709 | Envelope and Switchgear Replacements at BHT Ventilation Buildings | 1/10/22 | 2/20/23 | 80,675 | Winter 2027 | C |
| 2512 | HB-3001 | Cleaning and Painting of the Hatem Bridge | 8/3/23 | 1/16/24 | 65,936 | Spring 2026 | C |
| 2450 | KB-3005 | I-695 Subgrade Improvements at Bear Creek | 6/6/23 | 3/25/24 | 43,913 | Summer 2026 | C |
| 2492 | KH-3020 | I-95 ETL Northbound Extension - MD 24 to Bynum Run | 2/23/24 | 11/4/24 | 66,268 | Winter 2027 | C |
| 2493 | KH-3021 | I-95 ETL Northbound Extension - MD 24 Interchange | 6/27/24 | 11/20/24 | 285,736 | Winter 2028 | C |
| 2582 | KH-3046 | I-95/I-695 Interchange Express Toll Lanes Ramps | 10/10/25 | 8/1/26 | 75,000 | Winter 2028 | P |
| 2679 | BB-3025 | Cleaning and Painting Structural Steel at the Eastbound Bay Bridge - Phase I | 11/20/25 | 5/4/26 | 55,000 | Winter 2028 | P |
| 2656 | BB-3023 | Bay Bridge Protection Project | 2/2/26 | 10/29/26 | 175,000 | Winter 2029 | P |
| 2655 | KB-4903/5 | Francis Scott Key (FSK) Bridge Replacement - Phase 1 | 5/31/24 | 9/16/24 | 690,179 | Spring 2030 | D |
| 2500 | KH-3025 | JFK Maintenance Facility at Raphel Road - Phase 1 | 9/10/26 | 1/23/27 | 50,000 | Summer 2029 | D |

TAB 6



MEMORANDUM

TO: MDTA Board
FROM: Director of Information Technology David Goldsborough
SUBJECT: Quarterly Information Technology Update
DATE: March 26, 2026

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 March 26, 2026, the Division of Information Technology maintains an active portfolio of 21 projects and continued support of the third-generation tolling system (3G) program.

Some of the significant initiatives that DoIT continues to work on include the following:

| Project Name | Brief Description | Go-live | Updates |
|-------------------------|---|----------------|---|
| HR Central Conversion | Moving HRC to the new Salesforce lightning platform | 3/2026 | <ul style="list-style-type: none"> Complete. Will close project from this report. |
| HR Central Enhancements | Adding additional functions to HRC | 7/2026 | <ul style="list-style-type: none"> Completed development on sprint 8: global search on selectable candidate; ability to delete Schedule record and Supervisory Training Engagement Program (STEP) record Completed QA test cases on sprint 7: STEP schedule email notifications; selectable candidate global search |

| | | | |
|---------------------|--|--------|---|
| | | | <p>capability; and AAP add and edit nominee records</p> <ul style="list-style-type: none"> • Conducted requirements gathering session and stakeholder meeting including demo of Schedule and STEP • Team continues to monitor data issues in the HRIS/RPI data feed from TSO |
| Maximo Enhancements | Implementation of modules to further support asset mgmt. and onboarding MDTA assets. | 7/2026 | <ul style="list-style-type: none"> • Deployed December sprint user stories enabling warranty contract functionality, including security access updates and module configuration. • Held a working session with IBM to review the differences in contract warranty behavior across environments and walk through the current configuration. IBM is reviewing the findings and will provide a proposed path forward. • Continued refinement of GIS/Spatial integration field mapping and configuration requirements to support integration testing and deployment readiness. • Completed backlog grooming and planning activities for the March sprint. |
| Dynamics SL Upgrade | Upgrade from version 2015 to 2018 | 8/2026 | <ul style="list-style-type: none"> • Continued interface development • Continued development on reports • Working to setup user acceptance environment |

Quarterly Information Technology Update
Page Three

| | | | |
|--------------------------------------|---|--------|--|
| Police BWC | MDTAP Police body-worn cameras | 3/2026 | <ul style="list-style-type: none"> • The Support Workflow was created and revised this month. • Close to project completion |
| Maximo 9 upgrade | Major upgrade for Maximo to IBM's new architecture | 9/2026 | <ul style="list-style-type: none"> • Completed and received signoff on the project charter for Phase 1 – Assessment. • Conducted the project kickoff with IBM Expert Labs, aligning on scope, roles, and the overall assessment approach. • Reviewed the MAS migration questionnaire responses with IBM to establish the baseline understanding of the current Maximo environment and support the assessment. • Updated the project schedule by aligning IBM's assessment milestones with the MDTA master project schedule to support governance tracking and reporting. |
| Procurement Milestone Tracking (PMR) | Tracking application for procurements as they move through the process. | 2/2026 | <ul style="list-style-type: none"> • Conducting UAT |
| Contract Migration | Moving all MDTA contracts from Dynamics to Maximo for purchasing. | 3/2026 | <ul style="list-style-type: none"> • Continued work on transition POs • Working on training materials for OEC conversion to Maximo |
| Pcard Upgrade | Moving MDTA's credit card system to upgraded platform. | | <ul style="list-style-type: none"> • Working on creation of user guide • QA still testing scenarios |

Quarterly Information Technology Update
Page Four

| | | | |
|------------------------------------|--|----------|--|
| Appointment Scheduler Enhancements | Implementation of multi-language translations | 7/1/2026 | <ul style="list-style-type: none"> • Completed development on sprint 1: Translate 'Appointment Reason' pages to Spanish • Added Google Translate disclaimer to Appointment Scheduler |
| Strategic Plan Dashboard | Implementation of a reporting dashboard for key metric tracking. | | <ul style="list-style-type: none"> • Completed initial project charter and budget • Started project schedule • Conducted project kick-off meeting |

TAB 7



Maryland
Transportation
Authority

Wes Moore, Governor
Aruna Miller, Lt. Governor
Kathryn Thompson, Chair

Board Members:

Dontae Carroll
Maricela Cordova
William H. Cox, Jr.
Mario J. Gangemi, P.E.

Cynthia D. Penny-Ardinger
Jeffrey S. Rosen
Samuel D. Snead, MCP, MA
John F. von Paris

Bruce Gartner, Executive Director

MEMORANDUM

TO: MDTA Board
FROM: Chief Administrative Officer Percy E. Dangerfield, Ph.D.
Civil Rights and Fair Practices Director Khadriah Ward
SUBJECT: Quarterly Update: Socio-economic Programs Status
DATE: March 26, 2026

PURPOSE OF MEMORANDUM

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

SUMMARY

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

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

The socio-economic program performance information presented below is based on Quarter 2 of fiscal year 2026, which covers the performance period from October 1, 2025, to December 31, 2025. This performance period will be referred to as Q2 FY2026.

Disadvantaged Business Enterprise (DBE) Program

On October 3, 2025, the U.S. Department of Transportation issued an Interim Final Rule (IFR) modifying the Disadvantaged Business Enterprise (DBE) Program. The IFR significantly changes how DBE eligibility is determined, certified, and counted for federally assisted transportation projects.

Historically, the DBE program relied on race- and sex-based presumptions of social disadvantage. The IFR eliminates those presumptions and requires all applicants to demonstrate social and economic disadvantage through individualized evidence, evaluated on a case-by-case basis.

Key elements of the Interim Final Rule:

- **Elimination of Race-and Sex-Based Presumptions**

Firms owned by women or minority individuals are no longer presumed to be socially disadvantaged. All DBE applicants must now provide individualized documentation demonstrating social and economic disadvantages.

- **Mandatory Recertification of Existing DBEs**

All currently certified DBE firms must be reevaluated under the new eligibility standards before they may continue to be counted for federal reporting and DBE goal attainment purposes.

- **Temporary Impact on Goal Setting and Participation Counting**

During the transition period, while Maryland's Unified Certification Program (UCP), administered by the Department of Social and Economic Mobility (DoSEM), conducts recertifications:

- DBE contract goals may not be established on new federally assisted contracts; and
- DBE participation may not be counted toward overall program goals.

Rationale for the Rule:

USDOT issued the IFR to address constitutional and legal concerns associated with race- and sex-based presumptions in federal contracting programs, and to ensure continued compliance with equal protection principles.

Implications for MDTA:

The IFR has immediate and direct effects on the ability of federal recipients to monitor, measure, and report DBE participation. Because all DBE firms must be evaluated under revised eligibility standards, there is a transitional period during which existing certifications cannot be relied upon for goal crediting.

For MDTA, the IFR results in several operational impacts:

- Coordination with Maryland's UCP is required to implement DBE recertifications under the new standards.

Socioeconomic Programs Status

Page Three

- DBE program documents, procedures, and outreach efforts must be updated to reflect individualized eligibility determinations.
- Contract-level DBE goals and program-wide participation cannot be meaningfully monitored during the transition period. Monitoring systems that rely on confirmed DBE certification—such as utilization tracking, payment verification, and goal attainment reporting—are temporarily constrained until recertification is complete.
- Clear communication with contractors and the small business community is necessary to ensure awareness of the new requirements and timelines.
- Established compliance metrics have been disrupted. DBE monitoring traditionally relies on certification at award, commitments at contract execution, and ongoing payment tracking. The IFR alters the eligibility baseline mid-cycle, limiting the agency's ability to validate DBE commitments and produce defensible quantitative compliance reports during the transition.

Pre-IFR Contract Activity:

Prior to the effective date of the IFR, MDTA established and reported DBE goals for its federally funded projects in accordance with then-applicable guidance. These projects include the Francis Scott Key Bridge (FSK) Progressive Design/Build Phases 1 and 2, I-95 at Belvidere Road Interchange, Nice-Middleton Bridge Campus Improvements, Planning, Engineering, Construction, and Program Support Services for FSK Bridge Reconstruction, various Construction Management and Inspection Services for FSK Bridge Reconstruction, and Comprehensive Project Planning and Miscellaneous Consultant Services.

DBE Utilization Reporting

Because the new USDOT DBE rule requires all DBE firms to be reevaluated before their participation can count towards DBE goals, federal guidance directs recipients to pause counting and tracking DBE goal attainment until that certification process is completed. Since participation cannot currently be credited towards goals, active monitoring of DBE contract goal attainment is also temporarily suspended for federally assisted contracts during this transition period. As such, this report will not capture the DBE goals and payments for the referenced contracts through Quarter 2 of fiscal year 2026, covering activity from Notice to Proceed (NTP) through December 31, 2026.

Minority Business Enterprise (MBE) Program

CRFP's Compliance Officers monitor State-funded projects to ensure compliance with Maryland's Minority Business Enterprise (MBE) Program. The MBE Program aims to increase procurement opportunities for socially and economically disadvantaged small business owners in the State's contracting marketplace. Maryland's MBE Program requires State agencies to structure their procurements so that 29 percent of the agency's total annual procurement contract expenditure is paid directly or indirectly to certified MBE firms as prime contractors or subcontractors.

Table 1 depicts total MBE participation by Contracting Areas for Q2 FY 2026. MBE firms received approximately \$11 million (19.40%) of the \$56.8 million in total contract awards during this period. These amounts represent contract awards in three (3) Procurement Categories: Construction, Architectural & Engineering (A&E), Maintenance, and Services, out of the six (6) Procurement Categories: Construction, Architectural & Engineering (A&E), Maintenance, Information Technology (IT), Services, and Supplies and Equipment.

Table 2 depicts MBE awards by Minority Business Enterprise (MBE) classification and procurement category for Q2 FY 2026. Through this period, African American firms received \$3.6 million (6.44%) of the \$56.8 million Prime contract awards. Asian American firms received approximately \$3.3 million (5.89%). Women-owned firms received \$3.7 million (6.67%). Hispanic American firms received \$225 thousand (0.40%). MBE participation for Q2 FY 2026 is calculated by dividing the total MBE contract award dollars by the total contract award dollars (\$56,881,535.11).

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

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

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

The CSB/SBR firms' participation goal for Q2 FY 2026 is calculated by dividing the total CSB/SBR designated and non-designated awards by the total procurement awards. Utilization is calculated by dividing the total CSB/SBR-designated and non-designated payments by the total payments to all prime vendors.

Table 3 illustrates the utilization of the Certified Small Businesses/Small Business Reserve Program for Q2 FY 2026. SBR-designated firms received \$3.3 million of the \$63.9 million in procurement awards during this period. Non-SBR-designated awards for this quarter were over \$21 thousand. MDTA's CSB/SBR awards totaled over \$3.3 million (5.22%) for all SBR awards (designated and non-designated).

Veteran-Owned Small Business Enterprise (VSBE) Program

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

Table 4 illustrates VSBE contract participation by contracting area for Q2 FY2026. Through this period, VSBE firms received approximately \$424 thousand (.75%) of the over \$56.8 million in contracts awarded by the MDTA. VSBE participation for Q2 FY 2026 is calculated by dividing the total contract award dollars to VSBE firms by all contract awards.

Major Initiatives

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

- *PRISM Contract Compliance System:* PRISM is a contract compliance system that supports payment and contract compliance, performance management functionality, and compliance workflow automation throughout the entire performance management contracting cycle, from pre-solicitation to contract closeout. PRISM includes the following capabilities: vendor registration, vendor management, contract management, labor management, outreach management, dashboard and reporting. The following is an update on the status of the PRISM implementation:
 - Contracts transitioning from active to inactive within six months to one year of the implementation of PRISM have continued to run through the iFMIS compliance monitoring system. CRFP will cease using iFMIS for contract compliance once all non-migrated contracts have been deemed closed and no longer require goal attainment and payment monitoring.
 - CRFP is currently in the process of closing its final remaining active MBE & VSBE contracts monitored utilizing the iFMIS system.
 - The MBE, VSBE, and CSB/SBR payments and goal attainment of all newly awarded MDTA contracts are being monitored for compliance utilizing the PRISM Contract Compliance System.
 - The Unit is in the process of updating its PRISM contractor guidance manuals to improve vendor knowledge and reporting compliance.
 - CRFP continues to work with the Agency's internal MAXIMO team to create reporting enhancements.
- *In-person Outreach Events:* Civil Rights and Fair Practices will host its first in-person outreach event of the 2026 calendar year titled "Doing Business with the MDTA," on Tuesday, March 24, 2026.

In addition to hosting quarterly outreach events, CRFP actively participates in other sponsored outreach events to further educate businesses on how to engage in contracts that include MBE, VSBE, and CSB/SBR goals and/or designations. These efforts also provide guidance on the steps required to participate in such contracts and offer information on MDTA's upcoming procurement and contracting opportunities.

- *Target Training and Process Improvements:* Based on the findings of an internal MDTA audit, CRFP identified specific training needs as well as opportunities to update its Standard Operating Procedures (SOPs) and general operating practices. In response, CRFP is continuing to conduct targeted staff training and auditing processes to continue its division-wide efforts to revise SOPs and standard practices. In addition, CRFP is partnering with other MDTA divisions to strengthen coordination and consistency. These actions are intended to improve operational effectiveness, enhance the quality of compliance monitoring, and support MDTA's continued adherence to applicable regulatory requirements.
- Beginning in calendar year 2026, CRFP began to participate in regular strategic coordination meetings with the Division of Procurement and the Office of Engineering and Construction to improve processes related to the modification of A&E and construction contracts and Schedule of Participation/Plan Evaluations. This meeting is hosted monthly.
- *Credit card purchases made with MBE, DBE, VSBE, and SBR vendors:* CRFP is collaborating with the Purchasing Card Program Administrator and the IT Solutions Administrator to develop an automated process for identifying and tracking credit card transactions made with MBE, DBE, VSBE, and SBR vendors within the purchasing card system. This enhancement will streamline data compilation and reporting, making it more efficient and manageable. Additionally, this functionality will enable CRFP to monitor the frequency of cardholder purchases from these vendors, helping to uncover opportunities for targeted training or recognition. This option would make compiling and reporting this data more manageable and efficient.
 - CRFP and IT have ongoing project meetings to discuss the interface between MDTA's Maximo System and MDOT-TSO's Office of Minority Business Enterprise MBE Directory Data to identify MBE/DBE firms on credit card purchases. It was determined that a Memorandum of Understanding (MOU) is necessary between TSO and MDTA to clearly define roles, responsibilities, and expectations involving how director data can/will be integrated into the PRISM compliance system. The MOU was established and sent to TSO for their review and approval.
 - As of June 2025, MDOT TSO and MDTA have both signed the MOU, and it is currently in the final stages of processing for execution.

ATTACHMENTS

- Table 1: Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category
- Table 2: Minority Business Enterprise (MBE) Program Contract Awards by MBE Classification and Procurement Category
- Table 3: Certified Small Businesses (CSBs)/Small Business Reserve (SBR) Program Awards
- Table 4: Veteran-Owned Small Business Enterprise (VSBE) Contract Awards by Procurement Category

ATTACHMENTS

QUARTERLY UPDATE: SOCIO-ECONOMIC PROGRAMS STATUS

Table 1: Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category

| Minority Business Enterprise (MBE) Program Contract Awards by Procurement Category FY2026 Quarter 2 Report | | | |
|---|---------------|---------------------------------------|----------------------------------|
| State MBE Program Participation Goal | 29% | | |
| MDTA-MBE Program Contract Utilization | 19.40% | | |
| Procurement Category | MBE % | MBE Subcontract Awards | Prime Contract Awards |
| Construction | 16.43% | \$ 2,987,551.32 | \$ 18,178,817.35 |
| A&E | 46.68% | \$ 6,325,471.97 | \$ 13,550,000.00 |
| Maintenance | 1.07% | \$ 82,148.00 | \$ 7,705,097.61 |
| IT | 0.00% | \$ - | \$ 12,754,565.34 |
| Services | 41.97% | \$ 1,639,114.52 | \$ 3,905,005.01 |
| Supplies/Equipment | 0.00% | \$ - | \$ 788,049.80 |
| Total | 19.40% | \$ 11,034,285.81 | \$ 56,881,535.11 |

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

| Minority Business Enterprise (MBE) Program Contract Awards by Minority Business Enterprise (MBE) Classification and Procurement Category FY2026 Quarter 2 Report | | | | | | | | | | | | | |
|--|----------------------|------------------------|-----------------------|------------------------|--------------------|-----------------------|--------------|-----------------------|---------------------|----------------------|--------------|---------------|------------------------|
| Procurement Category | African American (%) | African American (\$) | Hispanic American (%) | Hispanic American (\$) | Asian American (%) | Asian American (\$) | Women (%) | Women (\$) | Native American (%) | Native American (\$) | Disabled (%) | Disabled (\$) | Total Award (\$) |
| Construction | 7.00% | \$ 1,345,100.00 | 0.00% | \$ - | 3.16% | \$ 574,863.12 | 5.87% | \$1,067,588.20 | | \$ - | | \$ - | \$ 2,987,551.32 |
| A&E | 16.10% | \$ 2,181,000.00 | 1.66% | \$225,000.00 | 9.50% | \$1,286,931.97 | | \$2,632,540.00 | | \$ - | | \$ - | \$ 6,325,471.97 |
| Maintenance | 1.07% | \$ 82,148.00 | 0.00% | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | \$ 82,148.00 |
| IT | 0.00% | \$ - | 0.00% | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | \$ - |
| Services | 1.38% | \$ 54,000.00 | 0.00% | \$ - | 38.17% | \$1,490,614.52 | 2.42% | \$ 94,500.00 | | \$ - | | \$ - | \$ 1,639,114.52 |
| Supplies/Equipment | 0.00% | \$ - | 0.00% | \$ - | | \$ - | | \$ - | | \$ - | | \$ - | \$ - |
| Total Participation | 6.44% | \$ 3,662,248.00 | 0.40% | \$225,000.00 | 5.89% | \$3,352,409.61 | 6.67% | \$3,794,628.20 | | \$ - | | \$ - | \$11,034,285.81 |

Table 3: Certified Small Businesses (CSBs)/Small Business Reserve (SBR) Program Awards

| Certified Small Businesses (CSB)/Small Business Reserve (SBR) Program Awards Q2 FY2026 | | | | | | | |
|--|---------------------------------------|--|---|--|---|--|--|
| CSB/SBR State Participation Goal | | 20% | | | | | |
| MDTA CSB/SBR Awards | | 5.22% | | | | | |
| Contract Awards | Total Number of Contracts Awarded (#) | Total \$ All Procurement Contracts Awarded | Total # Non-Designated Contracts Awarded to CSBs (SBRs) | Total \$ Non-Designated Contracts Awarded to CSBs (SBRs) | Total # Designated Contracts Awarded to CSBs (SBRs) | Total \$ Designated Contracts Awarded to CSBs (SBRs) | Percentage of CSB (SBRs) Participation |
| BPO/PO Awards | 37 | \$60,760,251 | 0 | \$0 | 6 | \$3,313,491 | |
| Direct Voucher Awards | 69 | \$791,615 | 1 | \$7,176 | | | |
| P-Card | 5,465 | \$2,379,616 | 20 | \$14,184 | | | |
| Total | 5,571 | \$63,931,482 | 21 | \$21,360 | 6 | \$3,313,491 | 5.22% |
| Total Awards | | | | | | | \$3,334,851.00 |

Table 4: Veteran-Owned Small Business Enterprise (VSBE) Contract Awards by Procurement Category

| Veteran-Owned Small Business Enterprise (VSBE) Program Contract Awards FY2026 Q2 | | | |
|---|---------------|-----------------------|-------------------------|
| VSBE Participation Goal | 3.00% | | |
| MDTA - VSBE Contract Awards | 0.75% | | |
| Procurement Category | | | |
| | VSBE % | VSBE Awards \$ | Total Awards \$ |
| Construction | 0.69% | \$124,671.62 | \$ 18,178,817.35 |
| A&E | 1.90% | \$258,000.00 | \$ 13,550,000.00 |
| Maintenance | 0.00% | \$0.00 | \$ 7,705,097.61 |
| ITS & ITE | 0.00% | \$0.00 | \$ 12,754,565.34 |
| Services | 1.05% | \$41,153.63 | \$ 3,905,005.01 |
| Supplies/Equipment (Commodity) | 0.00% | \$0.00 | \$ 788,049.80 |
| Total | 0.75% | \$423,825.25 | \$ 56,881,535.11 |

TAB 8

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TAB 9

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TAB 10

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