

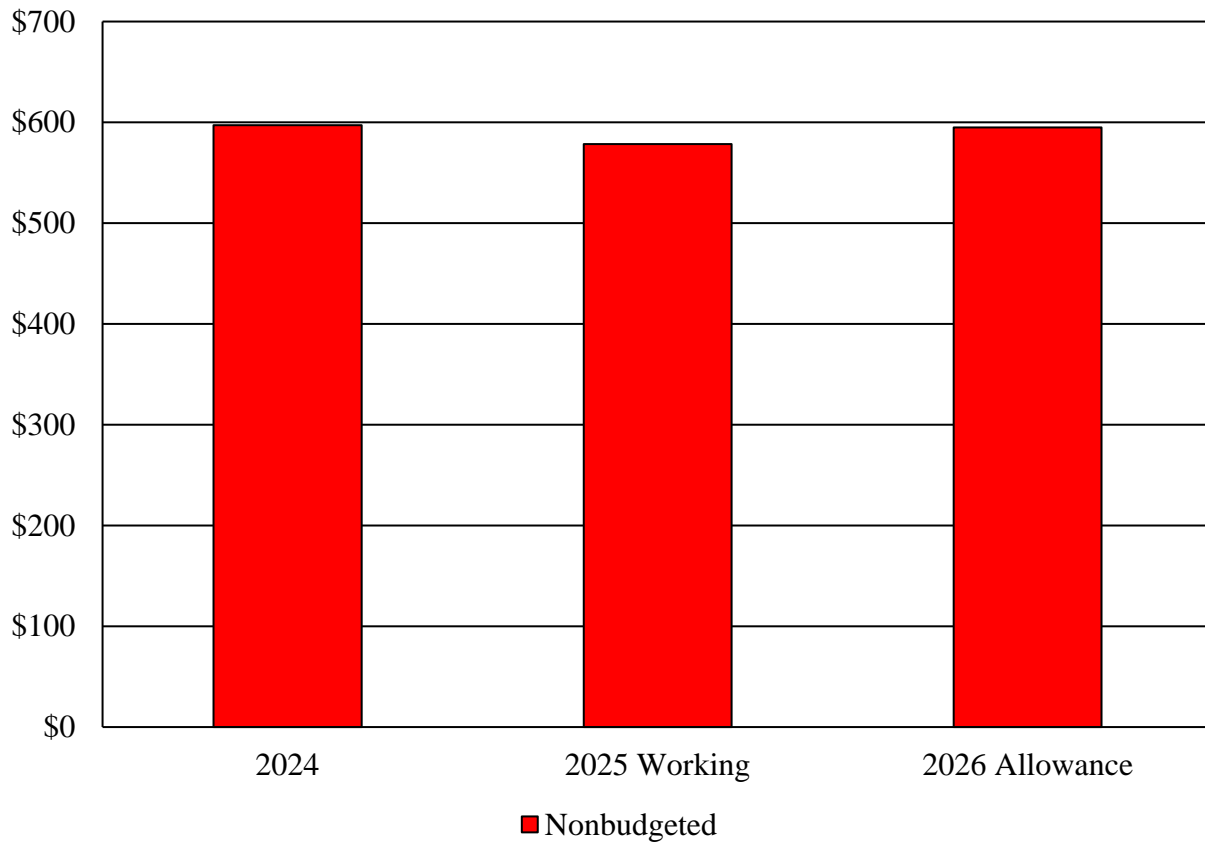
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Maryland Transportation Authority

Executive Summary

The Maryland Transportation Authority (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 projects authorized under law.

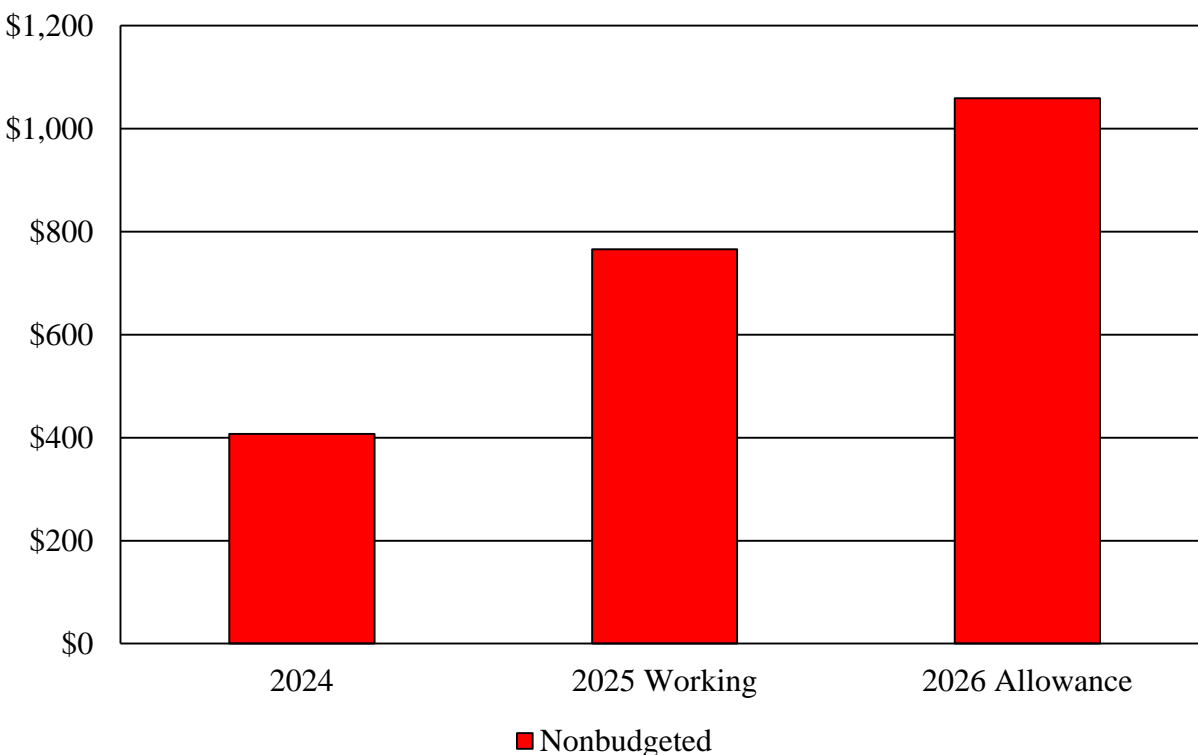
Operating Budget Summary

**Fiscal 2026 Budget Increases \$16.5 Million, or 2.9%, to \$595.0 Million
(\$ in Millions)**



PAYGO Capital Budget Summary

**Fiscal 2026 Budget Increases \$293.3 Million, or 38.3%, to \$1.06 Billion
(\$ in Millions)**



Key Observations

- ***Financial Forecast:*** The January 2025 financial forecast for MDTA projects fiscal challenges on the horizon and anticipates that projected increases in debt outstanding occurring between fiscal 2026 and 2030 will result in the need for action, such as implementing a toll increase to maintain the debt service coverage ratio by fiscal 2028, one year earlier than was projected in the January 2024 financial forecast. Compared to the prior forecast, the current forecast has significant forecasted increases in capital expenditures related to the rebuilding of the Francis Scott Key Bridge.
- ***Francis Scott Key Bridge Rebuild:*** Compared to the fiscal 2025 working appropriation, the fiscal 2026 programmed pay-as-you-go (PAYGO) (\$1.1 billion) capital spending increases by 38.3%, and is more than double fiscal 2024 actual spending, primarily due to costs associated with the rebuilding of the Francis Scott Key Bridge. The total estimated cost to rebuild the Francis Scott Key Bridge, which has been added to the Maryland

Department of Transportation (MDOT) fiscal 2025 to 2030 *Consolidated Transportation Program (CTP)*, is estimated at over \$1.7 billion. A progressive design-build contract was awarded in August 2024, and primary construction is expected to begin in spring 2025. The new bridge is projected to be complete and open to the public in fall 2028.

Operating Budget Recommended Actions

1. Nonbudgeted.

PAYGO Budget Recommended Actions

1. Nonbudgeted.

Updates

- ***Chesapeake Bay Crossing Study National Environmental Policy Act (NEPA) Process Status:*** In November 2024, a Notice of Intent (NOI) to prepare the Tier 2 Environmental Impact Statement (EIS) was published in the *Federal Register* to formally initiate the environmental review process. MDTA held three public open houses in December 2024 to present information and solicit feedback on MDTA’s proposed actions related to the Chesapeake Bay Bridge and seven proposed alternatives for a new Chesapeake Bay bridge. MDTA is expected to identify its recommended preferred alternative in July 2025 and publish a draft EIS in November 2025. The Tier 2 study is anticipated to conclude with the approval of a final EIS and Record of Decision (ROD) in November 2026.
- ***First Phase of I-95 Express Toll Lanes Northbound Expansion Project Opens:*** In December 2024, the first phase of the northbound extension of the I-95 Express Toll Lanes opened to the public. The second and final phase of the extension project is expected to open in calendar 2027. In total, the project will extend the existing Express Toll Lanes along I-95 by 10 miles.

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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, 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 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 Francis Scott Key Bridge (I-695); and
- ***Southern Region:*** includes the Governor Harry W. Nice/Senator Thomas “Mac” Middleton Bridge (Nice/Middleton Bridge) (US 301); the William Preston Lane, Jr. Memorial Bridge (Bay Bridge) (US 50/301); and the Intercounty Connector (MD 200).

Membership of the MDTA Board is comprised of eight 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-owned facilities at the Port of Baltimore.

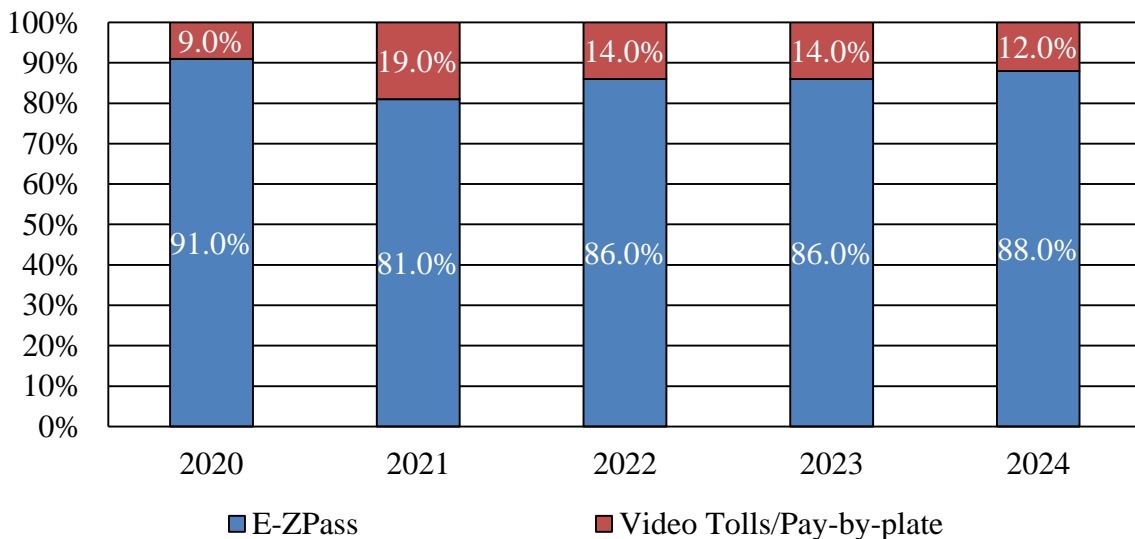
MDTA’s mission is talented people ensuring Maryland’s iconic bridges, tunnels, and roadways are the customer’s trusted and preferred choice for safe mobility, connection, and E-Z passage today and tomorrow.

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 efficient movement of goods and people. E-ZPass toll collection is available at toll facilities in 20 states, including all Maryland toll 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 2024, MDTA collected 88% of all tolls with E-ZPass, an increase from 86% in fiscal 2023. The remaining 12% of tolls collected by MDTA were collected through either video tolls or pay-by-plate transactions. After decreasing from 91% in fiscal 2020 to 81% in fiscal 2021, due to impacts of the COVID-19 pandemic and the resulting backlog of toll processing, E-ZPass usage has remained between 86% to 88% over the past three fiscal years. E-ZPass collection rates are estimated to remain within these ranges in fiscal 2025 and 2026, suggesting that most motorists who have interest in participating in the program have already enrolled.

Exhibit 1
Tolls Collected Using E-ZPass versus Video Tolls/Pay-by-plate
Fiscal 2020-2024



Source: Department of Budget and Management; Maryland Transportation Authority

Proposed Budget Change

As shown in **Exhibit 2**, the proposed fiscal 2026 budget increases by \$16.5 million. Personnel costs increase by \$7.5 million, primarily due to salary increases mirroring statewide salary actions. Operational expenses increase by \$9.0 million, primarily due to cost increases for contractual services, E-ZPass service center operations, and other services, along with new and replacement motor vehicle purchases. Fixed charges, including bond payments, interest, insurance payments, and other miscellaneous charges increase by \$1.7 million in fiscal 2026.

**Exhibit 2
Proposed Budget
Maryland Transportation Authority
(\$ in Thousands)**

How Much It Grows:	<u>Nonbudgeted Fund</u>	<u>Total</u>
Fiscal 2024 Actual	\$597,075	\$597,075
Fiscal 2025 Working Appropriation	578,513	578,513
Fiscal 2026 Allowance	<u>595,026</u>	<u>595,026</u>
Fiscal 2025-2026 Amount Change	\$16,512	\$16,512
Fiscal 2025-2026 Percent Change	2.9%	2.9%
 Where It Goes:		<u>Change</u>
Personnel Expenses		
Salary increases to mirror statewide actions.....		\$7,477
Other Changes		
New and replacement motor vehicles.....		3,460
Bond payments and interest.....		1,269
Contractual engineering costs.....		1,700
Contractual IT services costs.....		1,700
E-ZPass service center cost increases due to transaction volumes.....		1,000
Equipment purchases including heavy duty vehicles and police equipment.....		688
Other fixed charges.....		504
Miscellaneous supplies and materials purchases based on need.....		354
Utility cost increases for electricity.....		319
Communications expenses due to additional filled positions.....		47
Cost allocations.....		39
Travel expenses due to increased virtual meetings.....		-55
Insurance coverage premiums paid to State Treasurer.....		-100

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Where It Goes:	<u>Change</u>
Contractual personnel expenses due to reduced reliance on contractual personnel.....	-385
Other contracts for operations	-499
Reduced IT equipment purchases based on need due to prior year purchases.....	-1,006
Total	\$16,512

IT: information technology

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

Financial Forecast

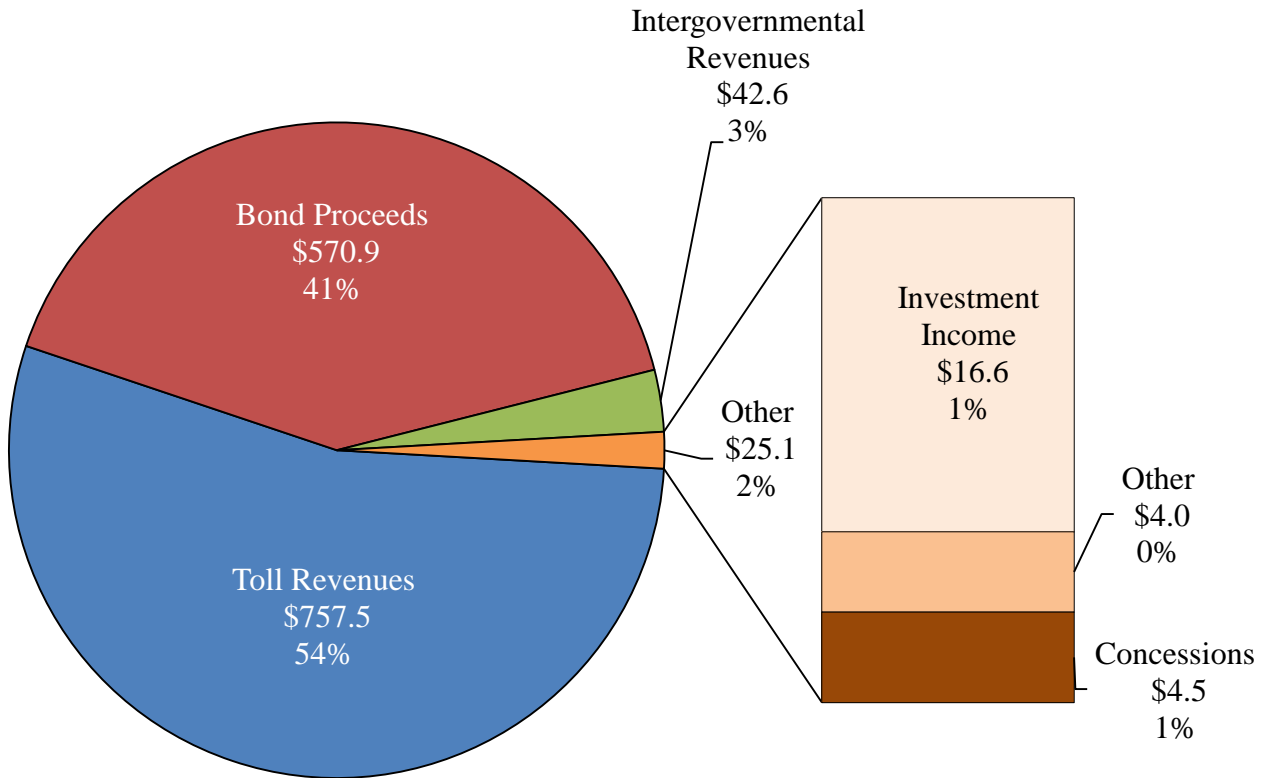
Section 4-313 of the Transportation Article establishes the Transportation Authority Fund, a nonlapsing fund into which all MDTA revenues flow, except to the extent that revenues are pledged under a trust agreement. MDTA revenues come primarily from tolls, as well as from concessions income from travel 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. 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. To this end, MDTA develops and maintains a six-year financial forecast. 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. **Appendix 2** provides the detail of MDTA’s fiscal 2024 through 2030 financial forecast.

Fiscal 2026 Sources and Uses of Funding

Exhibit 3 shows the various sources of MDTA revenues in fiscal 2026. The primary source of MDTA funding is toll revenues, which are projected to total \$757.5 million, or 54% of total fiscal 2026 revenues. The second-largest source of revenues in fiscal 2026 is bond proceeds to support the capital program, which total \$570.9 million based on projected issuances of MDTA toll revenue bonds. Fiscal 2026 is projected to have the first new bond issuances since fiscal 2023. Intergovernmental revenue totals \$41.6 million and includes funding reimbursements for MDTA police services provided at the Port of Baltimore and BWI Marshall Airport, and loan repayments and interest from loans issued to MDOT – MAA.

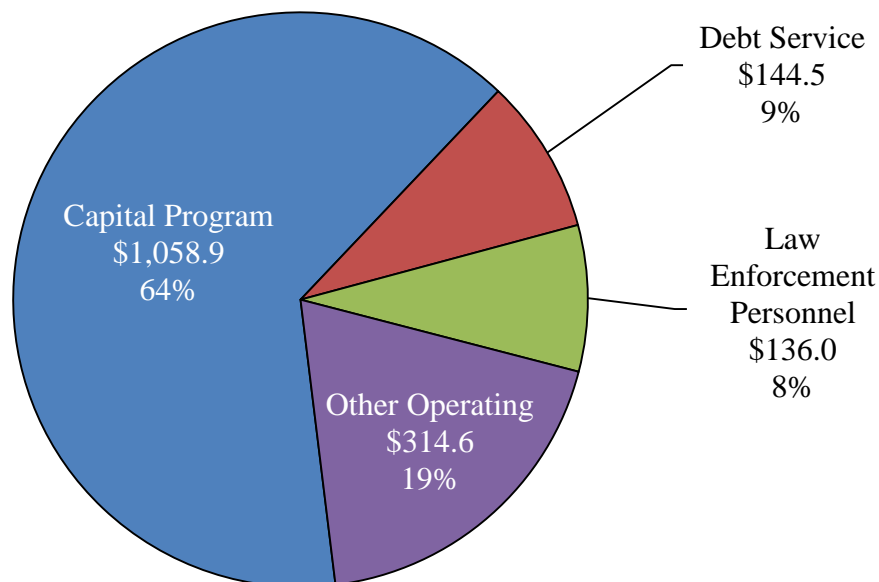
Exhibit 3
Maryland Transportation Authority Revenue Sources
Fiscal 2026
(\$ in Millions)



Source: Governor’s Fiscal 2026 Budget Books; Maryland Transportation Authority

As shown in **Exhibit 4**, the capital program accounts for 64% of anticipated spending in fiscal 2026, increasing to nearly \$1.1 billion. Operating costs, including administrative and personnel costs, total \$450.5 million and account for 27% of spending. Within operating costs, law enforcement personnel, including MDTA police and reimbursements for MSP that patrol at the I-95 facility, total \$136 million, or 8% of total spending. Fiscal 2026 debt service costs total \$144.5 million, or 9% of total spending.

Exhibit 4
Maryland Transportation Authority Uses of Funding
Fiscal 2026
(\$ in Millions)



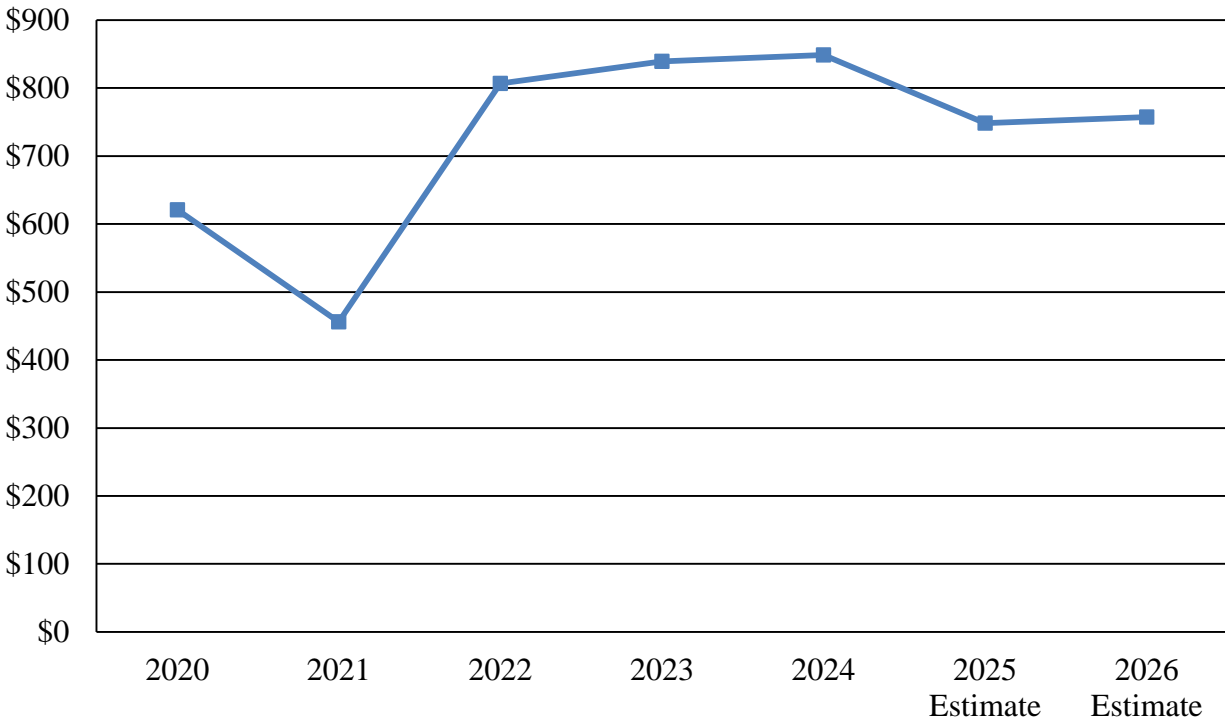
Source: Governor’s Fiscal 2026 Budget Books; Maryland Transportation Authority

Revenues and Debt Affordability

Toll Revenues

Toll revenues are the primary revenue source for MDTA. As shown in **Exhibit 5**, toll revenues increased slightly, by \$9.3 million, or 1.1%, to \$848.5 million in fiscal 2024, which was the third straight fiscal year that toll revenues exceeded \$800 million following significant decreases to toll revenue in fiscal 2020 and 2021 caused by impacts of the COVID-19 pandemic on traffic patterns. However, the agency estimates that toll revenues will decrease by \$100.1 million (11.8%) in fiscal 2025 due in part to the closure of the Francis Scott Key Bridge, which impacted only a portion of fiscal 2024. Toll revenues are estimated to once again increase in fiscal 2026, by \$9.1 million (1.2%), but will remain significantly below fiscal 2024 revenues. Additional discussion of the impacts of the collapse of the Francis Scott Key Bridge can be found in Issue 2 of this analysis.

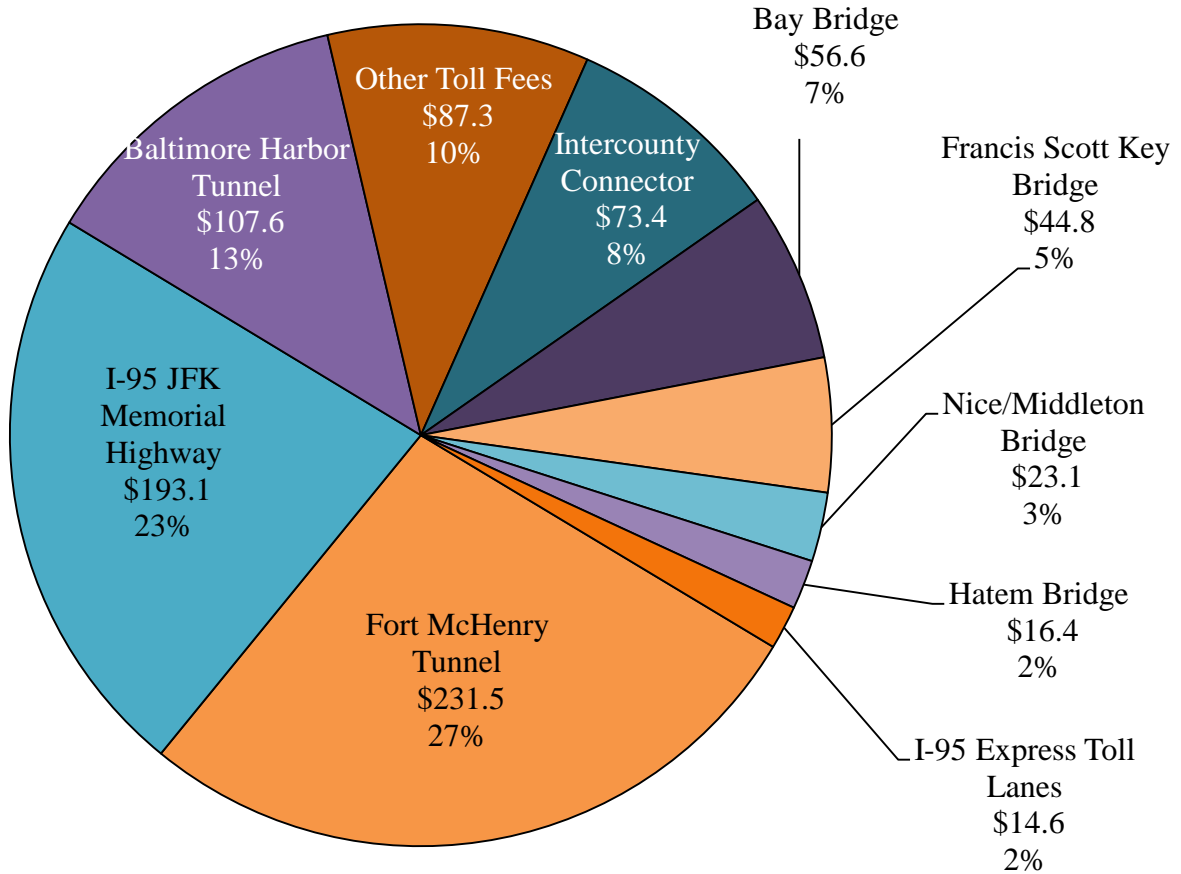
Exhibit 5
Actual and Projected Toll Revenues
Fiscal 2020-2026 Est.



Source: Governor’s Fiscal 2026 Budget Books, Maryland Transportation Authority

Exhibit 6 shows actual fiscal 2024 toll revenue by facility. Nearly two-thirds of all toll revenues collected by MDTA in fiscal 2024 came from the Fort McHenry Tunnel (27%), I-95 (the JFK Memorial Highway) (23%), and the Baltimore Harbor Tunnel (13%). Prior to its collapse in March 2024, the Francis Scott Key Bridge accounted for 5%, or \$44.8 million of toll revenues collected during fiscal 2024. In fiscal 2022 and 2023, the Francis Scott Key Bridge accounted for over \$50 million in annual toll revenues. Compared to fiscal 2024 revenues, fiscal 2026 estimated revenues decline across all facilities except for increases to revenues from the Fort McHenry Tunnel and the I-95 Express Toll Lanes. Revenues from the Fort McHenry Tunnel are projected to increase by 2.8%, and revenues from the I-95 Express Toll Lanes are projected to increase by 46.2% compared to fiscal 2024 levels.

Exhibit 6
Toll Revenues by Facility
Fiscal 2024
(\$ in Millions)



Bay Bridge: William Preston Lane, Jr. Memorial Bridge (US 50/301)

Hatem Bridge: Thomas J. Hatem Memorial Bridge (US 40)

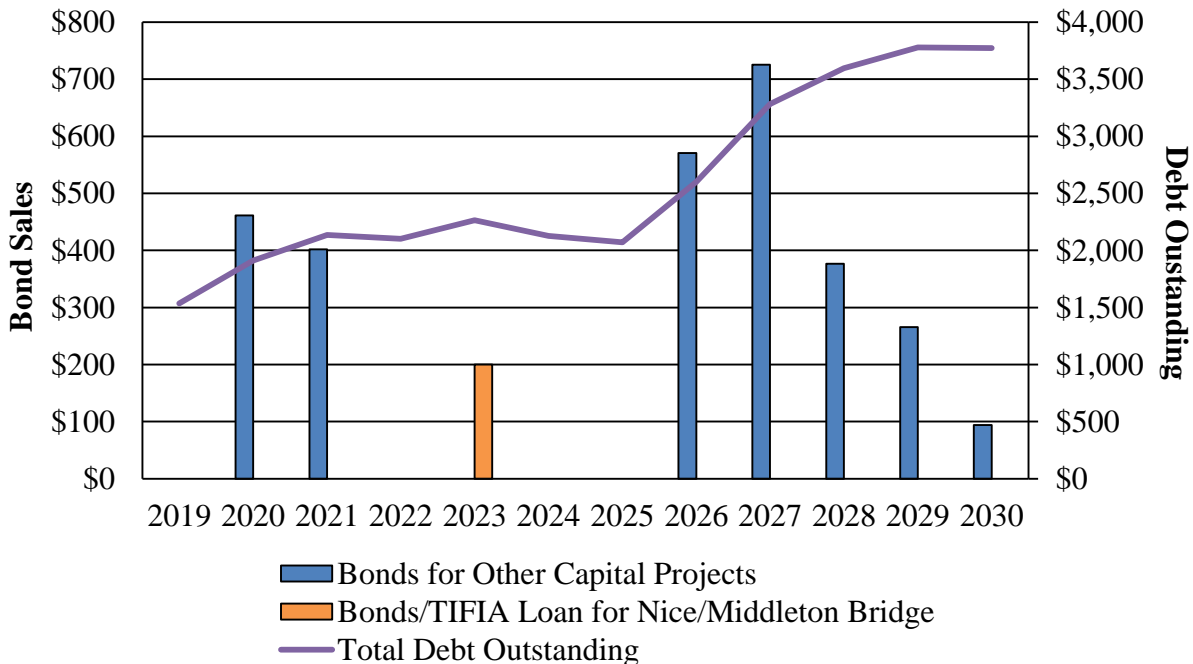
Nice/Middleton Bridge: Governor Harry W. Nice/Senator Thomas “Mac” Middleton Bridge (US 301)

Source: Governor’s Fiscal 2026 Budget Books

Revenue Bonds

Under statute, MDTA is authorized to issue bonds without obtaining the consent of any unit or agency in the State, so long as the total bonds outstanding do not exceed a certain level at the end of any fiscal year. 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. However, MDTA does have its own debt affordability measures, which are discussed further in Issue 1 of this analysis. In response to the collapse of the Francis Scott Key Bridge, Chapter 2 of 2024 increased the cap on total debt outstanding from \$3.0 billion to \$4.0 billion at the end of any fiscal year. As shown in **Exhibit 7**, due to new planned bond issuances in fiscal 2026 and subsequent fiscal years to support the growing needs of the capital program, total debt outstanding is projected to increase significantly from \$2.1 billion in fiscal 2025 to \$2.6 billion in fiscal 2026 before increasing to \$3.3 billion in fiscal 2027 and remaining above \$3.0 billion through the remainder of the forecast. Total debt outstanding peaks at just under \$3.8 billion in fiscal 2029 and 2030, remaining slightly below the new statutory cap.

Exhibit 7
Bond Sales and Debt Outstanding
Fiscal 2019-2030
(\$ in Millions)



TIFIA: Transportation Infrastructure Finance and Innovation Act

Source: Maryland Transportation Authority

Nonrecourse Debt

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 \$214.1 million and includes \$204.1 million associated with expansion efforts at BWI Marshall Airport and \$10.0 million associated with the Calvert Street parking garage in Annapolis for State employees.

Debt service and debt outstanding for MDTA’s nonrecourse bonds from fiscal 2024 through 2026 is shown in **Appendix 3** and totals approximately \$33.8 million annually in each fiscal year. 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.

Operating and PAYGO Personnel Data

	<u>FY 24</u>	<u>FY 25</u>	<u>FY 26</u>	<u>FY 25-26</u>
	<u>Actual</u>	<u>Working</u>	<u>Allowance</u>	<u>Change</u>
Regular Operating Budget Positions	1,697.00	1,697.00	1,697.00	0.00
Regular PAYGO Budget Positions	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
Total Regular Positions	1,697.00	1,697.00	1,697.00	0.00
Operating Budget FTEs	0.00	0.00	0.00	0.00
PAYGO Budget FTEs	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
Total FTEs	0.00	0.00	0.00	0.00
Total Personnel	1,697.00	1,697.00	1,697.00	0.00

Vacancy Data: Regular Positions

Turnover and Necessary Vacancies, Excluding New Positions	144.25	8.5%
Positions and Percentage Vacant as of 1/1/25	185	10.9%
Vacancies Above Turnover	40.75	

Note: As a nonbudgeted State agency, the Maryland Transportation Authority is not part of the State Personnel Management System and has independent authority over its personnel.

- While MDTA has independent authority over its personnel, it mirrors statewide salary actions for its civilian workforce. MDTA Police compensation adjustments are collectively bargained.

- MDTA’s vacancy rate decreased from 231 positions, or 13.6%, in January 2024 to 185 positions, or 10.9% in January 2025.

PAYGO Capital Program

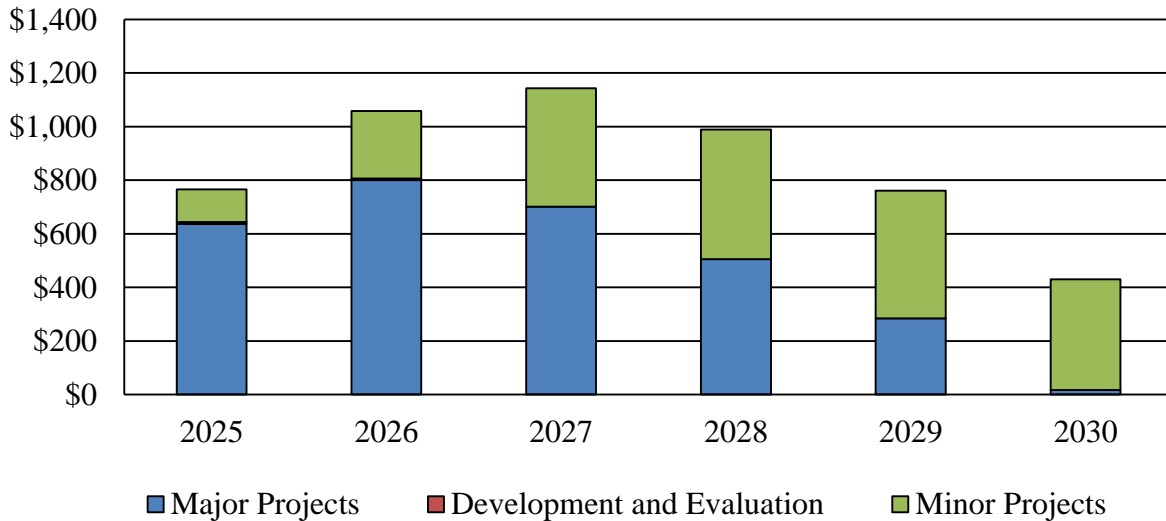
Program Description

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

Fiscal 2025 to 2030 CTP

The fiscal 2025 to 2030 CTP for MDTA totals \$5.1 billion. As shown in **Exhibit 8**, the planned amount of total capital spending increases significantly between fiscal 2025 and 2026 due to the costs programmed for the rebuild of the Francis Scott Key Bridge. Total capital spending decreases each year after peaking in fiscal 2027 as the bridge rebuild reaches its projected completion in fiscal 2029. Spending on minor program projects increases each year between fiscal 2025 and 2029. The majority of all capital spending across the six-year period is spent on system preservation projects.

Exhibit 8
Six-year PAYGO Capital Spending
Fiscal 2025-2030
(\$ in Millions)



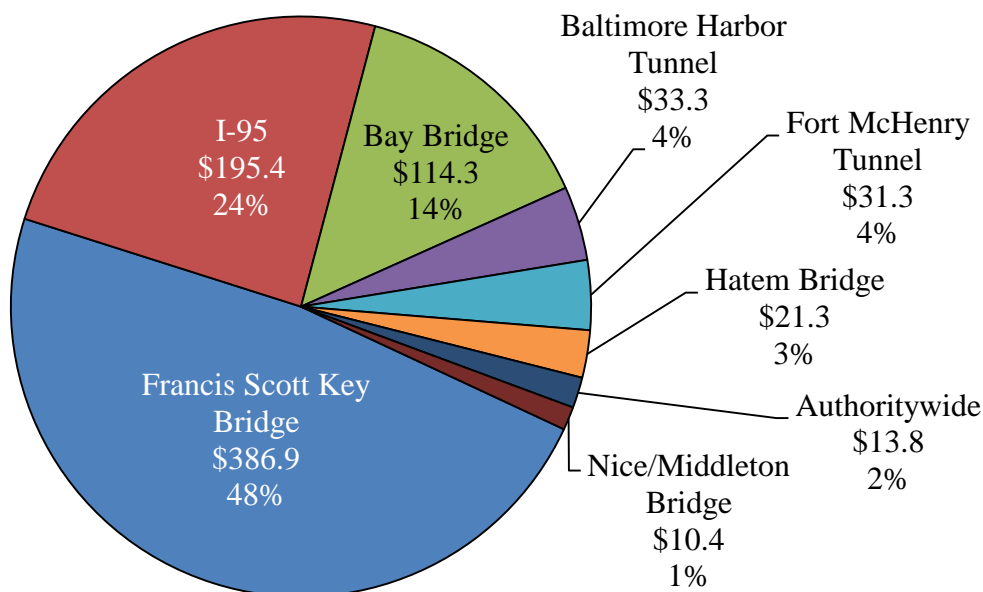
PAYGO: pay-as-you-go

Source: Fiscal 2025-2030 *Consolidated Transportation Program*, Maryland Department of Transportation

Fiscal 2026 Capital Allowance by MDTA Facility

Exhibit 9 shows capital funding programmed by facility in fiscal 2026. The largest share of capital spending (48%) is for projects related to the Francis Scott Key Bridge, including the bridge’s reconstruction. The next largest share of MDTA capital spending is for various projects along I-95, primarily related to the Express Toll Lanes Northern Expansion project and at the Bay Bridge. Bay Bridge spending is primarily related to bridge deck rehabilitation on the eastbound span. Authoritywide spending consists of development and evaluation projects related to the Bay Bridge and the implementation of a third-generation electronic toll collection and operating system. MDTA development and evaluation projects include funding for the Chesapeake Bay Crossing Study Tier 2 NEPA and the design of a pier protection system for both spans of the Bay Bridge.

Exhibit 9
Capital Funding by MDTA Facility
Fiscal 2026
(\$ in Millions)



Bay Bridge: William Preston Lane, Jr. Memorial Bridge (US 50/301)

Hatem Bridge: Thomas J. Hatem Memorial Bridge (US 40)

I-95: John F. Kennedy Memorial Highway

MDTA: Maryland Transportation Authority

Nice/Middleton Bridge: Governor Harry W. Nice/Senator Thomas “Mac” Middleton Bridge (US 301)

Note: These amounts do not include minor program projects, which total \$251.9 million in fiscal 2026.

Source: *Fiscal 2025-2030 Consolidated Transportation Program*, Maryland Department of Transportation

Fiscal 2026 Capital Allowance Detail

Exhibit 10 provides additional detail on the programmed funds for the fiscal 2026 capital allowance by project and program along with the total estimated costs and six-year funding for each program.

Exhibit 10
PAYGO Capital Allowance Detail
Fiscal 2026
(\$ in Thousands)

<u>Facility</u>	<u>Project Description</u>	<u>2026</u>	<u>Total Estimated Cost</u>	<u>Six-year Total</u>
Francis Scott Key Bridge	Key Bridge Rebuild	\$376,818	\$1,702,000	\$1,701,009
	Subgrade	10,057	43,983	33,933
	Improvements at Bear Creek			
	MDTA Police Training Academy	64	24,255	19,627
Subtotal – Key Bridge		\$386,939	\$1,770,238	\$1,754,569
JFK Memorial Highway (I-95)	Express Toll Lanes Northern Extension	\$141,901	\$1,050,304	\$467,314
	I-695 Ramps to I-95 Northbound Express Toll Lanes	21,050	79,125	75,955
	Construct Interchange at Belvidere Road	13,621	81,528	56,110
	JFK Maintenance Facility Complex	12,826	53,056	49,814
	I-95 Southbound Hard Shoulder Running	6,029	38,460	35,667
	Subtotal – I-95	\$195,427	\$1,302,473	\$684,860
Bay Bridge	Rehabilitate Eastbound Bridge Deck	\$113,214	\$307,780	\$195,548
	Project Management Office and Maintenance Equipment Storage Building	1,113	12,460	9,655
	Subtotal – Bay Bridge	\$114,327	\$320,240	\$205,203

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<u>Facility</u>	<u>Project Description</u>	<u>2026</u>	<u>Total Estimated Cost</u>	<u>Six-year Total</u>
I-895 Baltimore Harbor Tunnel	Envelope and Switchgear Replacements at Vent Buildings	\$21,399	\$80,675	\$53,091
	Resurfacing North and South of the Baltimore Harbor Tunnel	4,347	13,603	12,780
	Facilitywide Signing Upgrades	4,024	21,175	20,508
	Lane Use Signals Extension	3,561	10,086	9,545
<i>Subtotal – I-895</i>		<i>\$33,331</i>	<i>\$125,539</i>	<i>\$95,924</i>
Fort McHenry Tunnel	Facility-wide Zone Paint Program	\$11,843	\$26,539	\$26,414
	Rehabilitate Tunnel 15 KV Cable, Conduit, and Concrete Wall	9,084	33,284	16,427
	Rehabilitate Areawide Lighting	5,033	12,017	11,500
	Box Girder Preservation	4,368	10,496	10,066
	MDTA Police Vehicle Storage Garage and Auto Repair Shop	1,000	24,287	23,314
<i>Subtotal – Fort McHenry Tunnel</i>		<i>\$31,328</i>	<i>\$106,623</i>	<i>\$87,721</i>
Thomas J. Hatem Bridge (US 40)	Cleaning and Painting of the Hatem Bridge	\$21,330	\$65,936	\$47,712
<i>Subtotal – Hatem Bridge</i>		<i>\$21,330</i>	<i>\$65,936</i>	<i>\$47,712</i>
Nice/Middleton Bridge	Replace Nice/Middleton Bridge	\$10,429	\$590,434	\$18,538
<i>Subtotal – Nice/Middleton Bridge</i>		<i>\$10,429</i>	<i>\$590,434</i>	<i>\$18,538</i>
<i>Subtotal – Projects</i>		<i>\$793,111</i>	<i>\$4,281,483</i>	<i>\$2,894,527</i>
Programs				
Authoritywide	Major Development and Evaluation	\$7,000	n/a	\$14,516
Authoritywide	Minor Program	252,000	n/a	2,190,300

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<u>Facility</u>	<u>Project Description</u>	<u>2026</u>	<u>Total Estimated Cost</u>	<u>Six-year Total</u>
Authoritywide	Replace Electronic Toll Collection and Operating System – 3rd Generation	6,783	139,353	35,800
Total – Projects and Programs		\$1,058,894	\$4,420,836	\$5,135,143

Bay Bridge: William Preston Lane, Jr. Memorial Bridge (US 50/501)

Hatem Bridge: Thomas J. Hatem Memorial Bridge (US 40)

JFK: John F. Kennedy

KV: kilo volts

MDTA: Maryland Transportation Authority

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

PAYGO: pay-as-you-go

Note: This table includes only projects and programs that will receive funding in fiscal 2026. Additional projects appear in this year’s *Consolidated Transportation Program (CTP)* that are funded in other years during the six-year program. As a result, the total estimated cost and six-year total is below the figure listed in the CTP. The Chesapeake Bay Crossing Study Tier 2 National Environmental and Policy Act and Bay Bridge Protection, Suspension Span Anchorage Concrete and Navigational Lighting Rehabilitation project are included as part of the Major Development and Evaluation Program.

Source: *Fiscal 2025-2030 Consolidated Transportation Program*, Maryland Department of Transportation

Significant Changes from the Previous CTP

Exhibit 11 lists the significant changes from the fiscal 2024 to 2029 CTP, which includes additions and removals from the construction and development and evaluation programs. The most significant change is the addition of the Francis Scott Key Bridge rebuild project, which is estimated to cost over \$1.7 billion. Other new construction projects are added to the CTP at the Baltimore Harbor Tunnel, Fort McHenry Tunnel, and I-95 JFK Memorial Highway. A new development and evaluation program project has also been added to design and install a pier protection system at the Bay Bridge.

Exhibit 11
Major Changes from the Fiscal 2024 to 2029 CTP
(\$ in Millions)

<u>Projects Added to the Construction Program</u>	<u>Total Cost</u>
I-695 Francis Scott Key Bridge – Rebuild	\$1,702.0
I-95 John F. Kennedy Memorial Highway – I-695 Ramps to I-95 Northbound Express Toll Lanes	79.1
I-695 Francis Scott Key Bridge – MDTA Police Training Academy	24.3
I-95 Fort McHenry Tunnel – MDTA Police Vehicle Storage Garage and Auto Repair Shop	24.3
I-895 Baltimore Harbor Tunnel Thruway – Facility-wide Signing Upgrades	21.2
I-895 Baltimore Harbor Tunnel Thruway – All Electronic Tolling Conversion with Frankfurst Avenue Interchange Modifications	14.7
I-895 Baltimore Harbor Tunnel Thruway – Lane Use Signals Extension	10.1
<u>Projects Added to the Development and Evaluation Program</u>	
US 50/301 Bay Bridge – Bay Bridge Protection, Suspension Span Anchorage Concrete and Navigation Lighting Rehabilitation	0.6

Projects Removed from the Development and Evaluation Program

MD 695 Francis Scott Key Bridge – Deck Replacement

Bay Bridge: William Preston Lane, Jr. Memorial Bridge (US 50/501)

CTP: Consolidated Transportation Program

MDTA: Maryland Transportation Authority

Source: *Fiscal 2025 to 2030 Consolidated Transportation Program*, Maryland Department of Transportation

Issues

1. MDTA Financial Outlook

As a nonbudgeted entity, MDTA must balance operating and capital costs, including debt service, to manage their financial standard requirements while also keeping facilities in a state of good repair. As shown in **Exhibit 12**, four financial standards guide MDTA: (1) rate covenant; (2) debt service coverage; (3) unencumbered cash; and (4) debt outstanding limits. 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.

Exhibit 12 MDTA 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
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

MDTA: Maryland Transportation Authority

Source: Maryland Transportation Authority

MDTA is mandated to submit a biannual financial forecast that covers the same six-year period as the current CTP. 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 significant increases in overall expenses, MDTA's forecast relative to each of the financial standards decline during the forecast period. The unencumbered cash balance declines to equal the \$400 million limit.

Exhibit 13
Financial Forecast Summary
Fiscal 2024-2030
(\$ in Millions)

	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Total Revenues	\$936.0	\$816.1	\$819.7	\$826.2	\$843.8	\$872.3	\$890.0
Total Expenses	\$955.1	\$1,344.1	\$1,653.3	\$1,781.3	\$1,687.2	\$1,500.0	\$1,204.7
Annual Cash Surplus/Deficit	\$6.4	-\$104.7	-\$257.1	\$0.0	\$0.0	\$0.0	\$0.0
Total MDTA Cash Balance	\$794.9	\$690.2	\$433.1	\$433.1	\$433.1	\$433.1	\$433.1
Financial Standards							
Rate Covenant Compliance (Legal; Greater than or equal to 1.0)	2.6	2.0	2.0	1.6	1.3	1.2	1.1
Debt Service Coverage (Policy; Greater than or equal to 2.0)	3.6	2.6	2.6	2.1	1.7	1.6	1.5
Unencumbered Cash (Policy; Greater than or equal to \$400 million)	\$733.6	\$657.1	\$400.0	\$400.0	\$400.0	\$400.0	\$400.0
Debt Outstanding (Statutory; Less than \$4 billion)	\$2,126.3	\$2,072.2	\$2,600.0	\$3,283.4	\$3,596.2	\$3,778.6	\$3,773.6

MDTA: Maryland Transportation Authority

Source: Maryland Transportation Authority, 2024-2030 MDTA Financial Forecast

Debt service coverage conveys the ability of the authority to adequately cover its debt service obligations 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 the 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 2026, the debt service coverage ratio is projected to be 2.6. Due to a significant increase in total debt outstanding projected between fiscal 2026 and 2030, the projected debt service coverage ratio declines steadily throughout the forecast period and is expected to dip below the 2.0 level to 1.7 in fiscal 2028. By fiscal 2030, the debt service coverage ratio declines further to 1.5.

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. The additional bonds test requires that the rate covenant is met on a five-year prospective basis. The fiscal 2026 rate covenant compliance ratio is projected to be 2.0 and adequate coverage is provided throughout the financial forecast period. However, there is a steady decline throughout the forecast with the ratio falling to 1.1 in fiscal 2030.

The agency also has an administrative policy to maintain an unencumbered cash balance of at least \$400 million. The MDTA Board approved an increase of this threshold from \$350 million in November 2023 to conform to agency growth and inflation. 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 2025 and 2026, largely due to growth in the capital program, before equaling each other in fiscal 2027 through 2030. As a result, the unencumbered cash balance declines from \$733.6 million at the end of fiscal 2024 to the \$400 million minimum threshold in fiscal 2026 and remains at that level through the remainder of the forecast period.

The January 2025 MDTA financial forecast reflects additional fiscal stress on the horizon compared to the January 2024 forecast, which projected that debt service coverage would fall below acceptable levels in fiscal 2029, one year later than current projections. **Due to this forecast change, MDTA projects 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. Impacts of the Francis Scott Key Bridge Collapse

On March 26, 2024, the M/V Dali, a 947-foot container ship collided into one of the primary support piers of the Francis Scott Key Bridge, resulting in the bridge’s collapse. The

collapse of the bridge resulted in the death of six construction workers and over 50,000 tons of bridge wreckage falling into the Patapsco River, blocking access to the Port of Baltimore for several months. Full access to the shipping channel was restored on June 12, 2024.

Impacts on MDTA Revenues

The Francis Scott Key Bridge carried a portion of I-695 (the Baltimore Beltway) over the Patapsco River, and along with the Baltimore Harbor Tunnel (I-895) and the Fort McHenry Tunnel (I-95), are collectively referred to as the Baltimore Harbor crossings. In fiscal 2023, the last full year prior to the bridge collapse, a total of 12.5 million toll transactions occurred at the Francis Scott Key Bridge, including 11.1 million passenger cars and 1.4 million commercial vehicles. Since the collapse of the bridge, 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 at the Baltimore Harbor Tunnel and the Fort McHenry Tunnel have led to some MDTA customers choosing to use non-MDTA routes instead or forgoing or reducing trips entirely.

MDTA engages with an outside consultant to prepare annual 10-year traffic and revenue estimate reports for toll facilities it operates based on historic traffic and revenue trends and current relevant socioeconomic conditions. The most recent traffic and revenue forecast update was prepared by CDM Smith in October 2024. This report estimates total lost revenue throughout the 10-year forecast period by comparing the current forecast with a hypothetical 10-year forecast scenario in which the Francis Scott Key Bridge collapse did not occur. The results of this forecast are shown in **Exhibit 14**. In total, CDM Smith estimated that the Francis Scott Key Bridge collapse will result in \$131.8 million in lost net toll revenues between fiscal 2024 and 2029, when the new bridge is projected to reopen, with annual revenue losses of approximately \$28 million projected from fiscal 2025 through 2028. Approximately \$9.2 million in revenue loss occurred during the remainder of fiscal 2024 following the collapse, and \$9.9 million in revenue loss is projected in fiscal 2029, representing the portion of the year prior to the estimated opening of the new bridge. The forecast assumes that the total amount of toll revenues that would have been collected at the Francis Scott Key Bridge during this time period is \$265.8 million. However, due to traffic diversions and future estimated traffic increases due to other growth factors, revenues are expected to increase by \$35 million at the Baltimore Harbor Tunnel and \$99 million at the Fort McHenry Tunnel during the forecast period to offset a portion of this revenue loss.

Exhibit 14
Revenue Impacts of the Francis Scott Key Bridge Collapse
Fiscal 2024-2030
(In Millions)

	Changes in Toll Revenues				Changes in Toll Transactions			
	<u>BHT</u>	<u>FMT</u>	<u>FSK</u>	<u>Net Revenue Loss</u>	<u>BHT</u>	<u>FMT</u>	<u>FSK</u>	<u>Net Change in Transactions</u>
2024	\$1.1	\$4.5	-\$14.9	-\$9.2	0.4	0.8	-3.1	-1.9
2025	7.0	21.0	-56.2	-28.2	2.1	3.4	-11.5	-6.1
2026	7.9	21.8	-57.6	-27.9	2.0	3.2	-11.7	-6.5
2027	8.0	21.9	-58.1	-28.2	2.0	3.2	-11.8	-6.5
2028	8.1	22.1	-58.7	-28.5	2.0	3.2	-11.9	-6.6
2029	2.8	7.6	-20.4	-9.9	0.7	1.1	-3.9	-2.2
2030	0.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Total	\$35.0	\$99.0	-\$265.8	-\$131.8	9.2	14.9	-53.9	-29.8

BHT: Baltimore Harbor Tunnel (I-895)
 FMT: Fort McHenry Tunnel (I-95)
 FSK: Francis Scott Key Bridge (I-695)

Source: CDM Smith, *MDTA FY 2025 Traffic and Toll Revenue Forecast Update*

Impacts on MDTA Expenditures

MDOT’s *Fiscal 2025-2030 CTP* adds the rebuild of the Francis Scott Key Bridge to the major construction program for MDTA and programs \$1.7 billion in funding across the six-year period, representing the total estimated cost to rebuild the bridge. The CTP projects that \$204.5 million will be expended by MDTA in fiscal 2025 and \$376.8 million in fiscal 2026, as part of the MDTA capital program.

The U.S. Department of Transportation’s Federal Highway Administration (FHWA) approved \$60 million in federal funds for the State on March 28, 2024, two days after the bridge collapse. The funds were designated as “quick release” and slated for debris removal, repairs, and demolition needed after the incident. In August 2024, MDTA received \$350 million in property and business interruption insurance proceeds related to the bridge collapse. MDTA gave approval to remit these funds to the federal government for current and future costs.

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On December 23, 2024, President Joseph R. Biden, Jr. signed into law the American Relief Act, a continuing resolution that funds the federal government through March 14, 2025. Among other disaster relief provisions included in the bill, funding is authorized within the FHWA Emergency Relief (ER) Program to cover 100% of the costs of reconstruction of the Francis Scott Key Bridge through federal funds. As with other FHWA programs, ER is a reimbursable program, and a state that has been confirmed as eligible to receive ER funds by FHWA receives payment after completing construction and submitting vouchers to FHWA for reimbursement of the specified federal share. **MDTA should discuss the anticipated timing of receipt of the funding and if any funds have been received to date.**

According to federal program guidelines, damages awarded to a state through litigation, in addition to insurance payouts, are required to be used to offset federal ER funds. It is anticipated that additional funding for the reconstruction of the Francis Soctt Key Bridge could be recovered by the State as damages awarded from several lawsuits currently pending against the ship's owner and operator, Grace Ocean Private Limited and Synergy Marine Group. On September 24, 2024, Attorney General Anthony G. Brown, on behalf of the State, filed a claim in the U. S. District Court for the District of Maryland against the ship's owner and operator alleging that the collapse of the bridge was entirely preventable, and that the ship's owner and operators failed to exercise proper care and diligence in operating the ship to maintain its seaworthiness. In the lawsuit, the following costs and damages to the State are cited:

- removal costs of the remnants of the Francis Scott Key Bridge;
- replacement costs to build the bridge;
- lost toll revenues until the bridge reopens;
- costs to numerous State government agencies to respond to the collapse, perform salvage operations, and mitigate the impact for Maryland residents;
- environmental damage to the State's water and air quality due to the release of pollutants and debris into the Patapsco River and due to increased vehicle mileage on alternate routes through the Baltimore area;
- increased maintenance costs due to wear and tear on other roads, highways, and other State infrastructure;
- lost revenues and taxes due to economic disruptions; and
- other economic losses due to the resulting closure of the shipping channel providing access to the Port of Baltimore during a portion of calendar 2024.

Multiple additional lawsuits have also been filed related to the Francis Scott Key Bridge collapse, including a case brought by the U.S. Department of Justice that was settled with the ship owner and operator in October 2024 for approximately \$102 million to cover the costs to the federal government of the clean-up costs in the aftermath of the bridge collapse. Other cases have been filed by local governments, including Baltimore City and Baltimore County, by the families and estates of the six construction workers who died in the bridge collapse, and other parties who have been negatively impacted. An investigation into the causes of the bridge collapse by the National Transportation Safety Board is currently ongoing.

Reconstruction of the Francis Scott Key Bridge

Planning for the reconstruction of the Francis Scott Key Bridge began shortly after the initial disaster response and cleanup. In July 2024, 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 of the Francis Scott Key Bridge, MDTA selected a progressive design-build approach. This approach 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 progressive 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 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, a construction firm based in Omaha, Nebraska, as the progressive design builder. In January 2025, a \$75 million construction management contract was approved by the Board of Public Works 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 bridge construction.

According to MDTA, preliminary preconstruction activities began in January 2025 and include surveying and scanning of the Patapsco River bed to map the river channel and drilling to collect soil samples. Demolition of the remaining bridge piers is expected to occur in spring 2025 prior to the beginning of project construction. Preliminary project design development is underway. Construction of the new bridge is anticipated to begin in spring 2025, and the new bridge is projected to be completed in fall 2028.

Operating Budget Recommended Actions

1. Nonbudgeted.

PAYGO Budget Recommended Actions

1. Nonbudgeted.

Updates

1. Chesapeake Bay Crossing Study Tier 2 NEPA Continues

In 2017, MDTA initiated a formal process under NEPA to consider options for the addition of a third Chesapeake Bay bridge crossing. The Chesapeake Bay Crossing Study: Tier 1 NEPA developed and considered various alternatives for the location of a third span of the Bay Bridge. The Tier 1 Final EIS and ROD were approved by FHWA in April 2022. FHWA designated Corridor 7/Existing Corridor (US 50/301 to US 50 from the Severn River Bridge in Anne Arundel County to the US 50/301 split in Queen Anne’s County) as the Preferred Corridor Alternative. The Chesapeake Bay Crossing Study: Tier 2 NEPA was subsequently launched in June 2022 to develop and analyze various build alternatives within the study limits of the Preferred Corridor Alternative. Goals of the Tier 2 study include evaluating measures to reduce traffic congestion, improve travel times and reliability, mobility, and roadway deficiencies, and to accommodate maintenance activities and navigation while minimizing impacts to local communities and the environment.

MDTA hosted a series of informational open houses in calendar 2022 and 2023 to solicit primary feedback on the Tier 2 study and to consider several key elements in the development of proposed alternatives including structure type, alignment relative to existing approaches on US 50/301, the number of lanes, the structure location relative to the existing bridge spans, transit options, and the inclusion of a shared use path separate from travel lanes. In November 2024, a NOI to prepare the Tier 2 EIS was published in the *Federal Register* to formally initiate the environmental review process. MDTA held three public open houses in December 2024 to present information and solicit feedback on the MDTA’s proposed actions for the Bay Bridge and proposed Alternatives Retained for Detailed Study and other issues to be evaluated in the EIS.

In developing its proposed alternatives, MDTA determined that instead of building a third bridge span, both existing bridge spans should be removed and replaced with two new larger bridge spans, and that the new bridge spans should utilize the existing alignments of US 50/301 to minimize socioeconomic and environmental impacts. The proposed retained alternatives developed by MDTA include a combination of lane configurations and structure locations relative to the existing bridge spans. These combinations include both the number of lanes of the bridge itself, as well as the number of lanes of the approach roadways. For example, a 6-8-6 lane configuration would include six lanes on the approach roadways on either side of the bridge (three lanes in each direction), and eight lanes on the bridge itself (four lanes in each direction). Structure location combinations include constructing both new bridge spans to the immediate north or south of the existing bridge spans, or one span to the north or south and one span in between the existing bridge spans. To minimize traffic impacts during construction, both existing bridge spans would remain open until one or both of the new bridge spans is complete.

MDTA has developed seven proposed retained alternatives, including a no-build alternative and six-build alternatives with varying lane configurations and structure locations relative to the existing bridge spans:

- No Build Alternative (Alternative A);
- 6-8-6 lane configuration north of existing spans (Alternative B) or south of existing spans (Alternative C);
- 8-8-8 lane configuration north of existing spans (Alternative D) or south of existing spans (Alternative E);
- 8-10-8 lane configuration north of existing spans (Alternative F) or south of existing spans (Alternative G).

Additional options that are being considered for the new bridge spans include the accommodation of bus service transit options, Transportation Systems Management and Transportation Demand Management strategies such as congestion pricing and part-time shoulder use, and the inclusion of a shared use pedestrian and bike path separated from travel lanes.

MDTA will continue to evaluate the retained alternatives prior to identification of MDTA's recommended preferred alternative in July 2025. A draft EIS is anticipated to be published in November 2025, with the Tier 2 Study concluding with the approval of a final EIS and ROD the following year in November 2026.

2. I-95 Express Toll Lanes Northbound Extension

In December 2024, the first phase of the northbound extension of the I-95 Express Toll Lanes opened to the public. This phase of the project includes the extension of existing Express Toll Lanes along I-95 in Harford County by 6.5 miles, spanning from White Marsh Boulevard (MD 43) to Mountain Road (MD 152). The second phase of the extension project, which will extend through MD 24 (I-95 exit 77), is anticipated to open in 2027. In total, both phases of the project will extend the I-95 Express Toll Lanes by 10 miles. A separate project is planned to construct new ramps providing access to the I-95 Express Toll Lanes from I-695 eastbound and westbound and is projected to begin construction in fiscal 2026. The original portion of the Express Toll Lanes along I-95 opened in 2014 and have had over 87 million users since opening. Toll rates for the I-95 Express Toll Lanes vary depending on the section of the road, the vehicle's axle classification, and the time of travel.

Appendix 1
2024 Joint Chairmen’s Report Responses from Agency

The 2024 *Joint Chairmen’s Report* (JCR) requested that MDTA prepare two reports. Electronic copies of the full JCR responses can be found on the Department of Legislative Services Library website.

- ***Report on Locations and Costs of Bicycle/Pedestrian Lanes:*** A report was requested from MDTA, in collaboration with the State Highway Administration and local jurisdictions, identifying appropriate locations for bicycle ways and pedestrian walkways that cross MDTA highways, run parallel to authority highways and bridges, or otherwise involve MDTA facilities. Additionally, it was requested that the report include approximate cost estimates for adding this infrastructure. The report was due on December 1, 2024. Due to competing priorities in the wake of the Francis Scott Key Bridge collapse, MDTA submitted an extension request for this report to extend the due date to January 2025. The report has not been received as of this writing.
- ***Report on Collecting Outstanding Tolls from Out-of-State Motorists:*** A report was submitted by MDTA on strategies to collect outstanding tolls from out-of-state motorists, as well as data on the current amount of outstanding tolls from out-of-state motorists by state of residence and length of time outstanding. According to MDTA, as of November 30, 2024, over an 11-year timeframe from fiscal 2014 through 2024, there was a total of \$357.4 million of outstanding toll debt owed, including \$175.2 million owed by in-State motorists and \$182.1 million owed by motorists from other states. These amounts represent 4.2% of toll revenues during this time period. MDTA states that in addition to establishing reciprocity agreements and utilizing out-of-state collections agencies, MDTA’s first priority in expanding toll collections is to expand E-ZPass utilization and other similar interoperability programs from other parts of the country. E-ZPass and pay-by-plate payment methods have a near 100% collections rate, compared to invoicing unregistered motorists through video tolling. Additional strategies identified by MDTA to improve the toll collection rate for video tolls include establishing more convenient electronic payment mechanisms, providing additional payment due warning notices by mail, and providing payment due notices by email.

**Appendix 2
MDTA Financial Forecast
January 2025**

	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
Revenues							
Toll Revenues	\$848.5	\$748.4	\$757.5	\$766.1	\$782.0	\$808.9	\$824.8
Concessions	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Investment Income and Other	45.5	22.1	16.6	12.8	12.8	12.8	12.8
MDOT Loan Repayment - Interest	0.2	0.2	0.2	0.2	0.2	0.1	0.1
MAA/MPA Police Reimbursement ⁽¹⁾	37.1	40.8	40.9	42.6	44.3	46.0	47.9
Total Revenues	\$936.0	\$816.1	\$819.7	\$826.2	\$843.8	\$872.3	\$890.0
Expenses							
Operations	\$404.8	\$434.1	\$450.0	\$460.4	\$478.8	\$497.9	\$517.9
Debt Service	142.9	144.5	144.5	177.3	219.1	240.8	256.5
Capital Program	407.4	765.5	1,058.9	1,143.6	989.2	761.3	430.3
Total Expenses	\$955.1	\$1,344.1	\$1,653.3	\$1,781.3	\$1,687.2	\$1,500.0	\$1,204.7
Capital Funding Sources/(Uses) and Intergovernmental							
Revenue Bond Proceeds	\$0.0	\$0.0	\$570.9	\$725.3	\$376.8	\$265.9	\$93.9
Surety Policy Expenses	-1.2	0.0	-1.0	-1.3	-0.7	-0.5	-0.2
MDOT Loan Repayment – Principal	1.5	1.5	1.5	1.5	1.6	1.6	1.6
I-895 Federal Grant	0.0	0.0	5.0	25.0	50.0	0.0	0.0
I-95 Interchange Partner Contribution	3.7	11.8	0.0	0.0	0.0	0.0	0.0
I-695 Key Bridge Property Insurance	0.0	350.0	0.0	0.0	0.0	0.0	0.0
I-695 Key Bridge Federal Grant	0.0	60.0	0.0	204.6	415.7	360.6	219.3
Accounting Reconciliation	21.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Sources/(Uses)	\$25.6	\$423.3	\$576.4	\$955.2	\$843.4	\$627.7	\$314.6
Annual Cash							
Requirements⁽²⁾	\$929.5	\$920.7	\$1,076.9	\$826.2	\$843.8	\$872.3	\$890.0
Annual Cash Surplus/(Deficit)	\$6.4	-\$104.7	-\$257.1	\$0.0	\$0.0	\$0.0	\$0.0
Total MDTA Cash Balance	\$794.9	\$690.2	\$433.1	\$433.1	\$433.1	\$433.1	\$433.1

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	<u>2024</u>	<u>2025</u>	<u>2026</u>	<u>2027</u>	<u>2028</u>	<u>2029</u>	<u>2030</u>
MDTA Financial Standards							
Debt Outstanding	\$2,126.3	\$2,072.2	\$2,600.0	\$3,283.4	\$3,596.2	\$3,778.6	\$3,773.6
Unencumbered Cash	733.6	657.1	400.0	400.0	400.0	400.0	400
Debt Service Coverage	3.6	2.6	2.6	2.1	1.7	1.6	1.5
Rate Covenant Compliance	2.6	2.0	2.0	1.6	1.3	1.2	1.1

MAA: Maryland Aviation Administration
MDOT: Maryland Department of Transportation
MDTA: Maryland Transportation Authority
MPA: Maryland Port Administration

Appendix 3
Nonrecourse Debt
Fiscal 2024-2026

	<u>2024</u>	<u>2025</u>	<u>2026</u>
<u>Debt Service Payments</u>			
2002 Series – BWI Airport Rental Car Facility	\$9,071	\$9,069	\$9,072
2012 A Series – PFC BWI Airport	3,839	3,841	3,837
2012 B Series – PFC BWI Airport	7,969	7,968	7,968
2014 Series – PFC BWI Airport	2,955	2,955	2,955
2019 Series – PFC BWI Airport	8,471	8,471	8,466
2015 Series – Calvert Street Parking Garage Refunding	1,489	1,488	1,485
Total Debt Service Payments	\$33,794	\$33,792	\$33,783
<u>Debt Outstanding</u>			
2002 Series – BWI Airport Rental Car Facility	\$59,990	\$54,910	\$49,490
2012 A Series – PFC BWI Airport	25,660	22,970	20,150
2012 B Series – PFC BWI Airport	22,730	15,340	7,765
2014 Series – PFC BWI Airport	24,270	22,190	20,045
2019 Series – PFC BWI Airport	93,105	88,705	84,090
2015 Series – Calvert Street Parking Garage Refunding	11,187	9,992	8,769
Total Debt Outstanding	\$236,942	\$214,107	\$190,309

BWI: Baltimore/Washington International Thurgood Marshall Airport
PFC: Passenger Facility Charge

Source: Maryland Transportation Authority

**Appendix 4
Object/Fund Difference Report
Maryland Transportation Authority**

<u>Object/Fund</u>	<u>FY 24 Actual</u>	<u>FY 25 Working Appropriation</u>	<u>FY 26 Allowance</u>	<u>FY 25 - FY 26 Amount Change</u>	<u>Percent Change</u>
Positions					
01 Regular	1,697.00	1,697.00	1,697.00	0.00	0%
Total Positions	1,697.00	1,697.00	1,697.00	0.00	0%
Objects					
01 Salaries and Wages	\$ 218,243,865	\$ 233,343,523	\$ 240,820,082	\$ 7,476,559	3.2%
02 Technical and Special Fees	104,645	1,479,934	1,094,978	-384,956	-26.0%
03 Communication	2,955,074	4,314,437	4,361,325	46,888	1.1%
04 Travel	383,708	639,245	584,358	-54,887	-8.6%
06 Fuel and Utilities	4,807,169	4,957,216	5,275,842	318,626	6.4%
07 Motor Vehicles	11,548,886	19,135,177	22,595,291	3,460,114	18.1%
08 Contractual Services	196,215,537	145,921,604	149,862,783	3,941,179	2.7%
09 Supplies and Materials	8,972,082	10,580,917	10,935,361	354,444	3.3%
10 Equipment – Replacement	1,572,371	2,709,887	1,703,823	-1,006,064	-37.1%
11 Equipment – Additional	468,859	1,184,750	1,872,675	687,925	58.1%
13 Fixed Charges	151,803,264	154,246,446	155,919,051	1,672,605	1.1%
Total Objects	\$ 597,075,460	\$ 578,513,136	\$ 595,025,569	\$ 16,512,433	2.9%
Funds					
07 Nonbudgeted Fund	\$ 597,075,460	\$ 578,513,136	\$ 595,025,569	\$ 16,512,433	2.9%
Total Funds	\$ 597,075,460	\$ 578,513,136	\$ 595,025,569	\$ 16,512,433	2.9%

**Appendix 5
Fiscal Summary
Maryland Transportation Authority**

<u>Program/Unit</u>	<u>FY 24 Actual</u>	<u>FY 25 Wrk Approp</u>	<u>FY 26 Allowance</u>	<u>Change</u>	<u>FY 25 - FY 26 % Change</u>
41 Operating Program	\$ 597,075,460	\$ 578,513,136	\$ 595,025,569	\$ 16,512,433	2.9%
42 Capital Program	407,434,980	765,548,094	1,058,866,158	293,318,064	38.3%
Total Expenditures	\$ 1,004,510,440	\$ 1,344,061,230	\$ 1,653,891,727	\$ 309,830,497	23.1%
Nonbudgeted Fund	\$ 1,004,510,440	\$ 1,344,061,230	\$ 1,653,891,727	\$ 309,830,497	23.1%
Total Appropriations	\$ 1,004,510,440	\$ 1,344,061,230	\$ 1,653,891,727	\$ 309,830,497	23.1%