

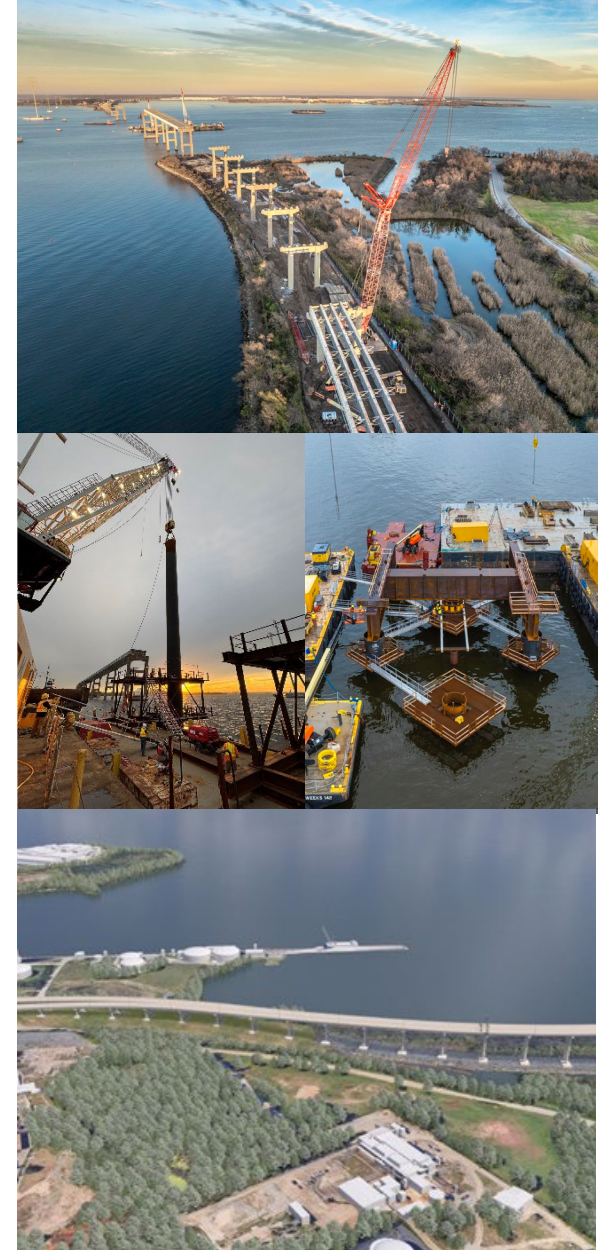


Project Update

June 2, 2026

Project Status

- MDTA was unable to reach an agreement on final price with the current design-build partner, and in accordance with progressive design-build contract, will transition to four new procurements for construction.
- Four new procurements will maximize competition, support efficient delivery, and maintain cost discipline. State owns all completed design and construction work to-date, which will be incorporated into the future construction procurements.
- MDTA hosted a virtual Industry Forum on May 19, 2026, with over 850 attendees.
- Current contractor will complete ongoing Phase 1 work which is expected to continue through the end of 2026.



Construction Work Status

Early Work Packages (EWP)

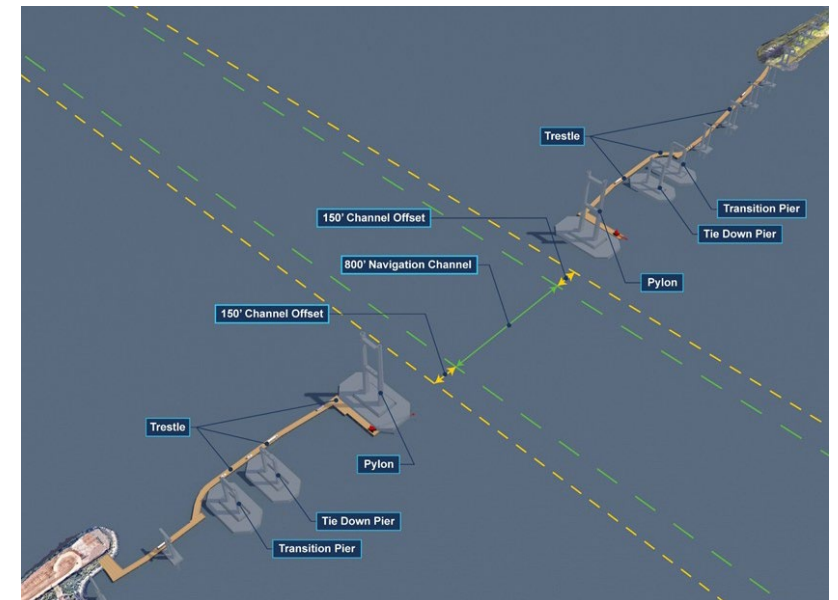
- MDTA has assigned critical path construction work to Kiewit
- EWP construction will continue while procurements are on-going

Production Piles

- Foundation and vessel protection piles for Piers 24 & 25
- Kiewit scoped to complete foundation and vessel protection piling for main span pylons

Access Trestles

- Kiewit scoped to complete mainline trestles (north and south)



Negotiated Early Works Packages

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

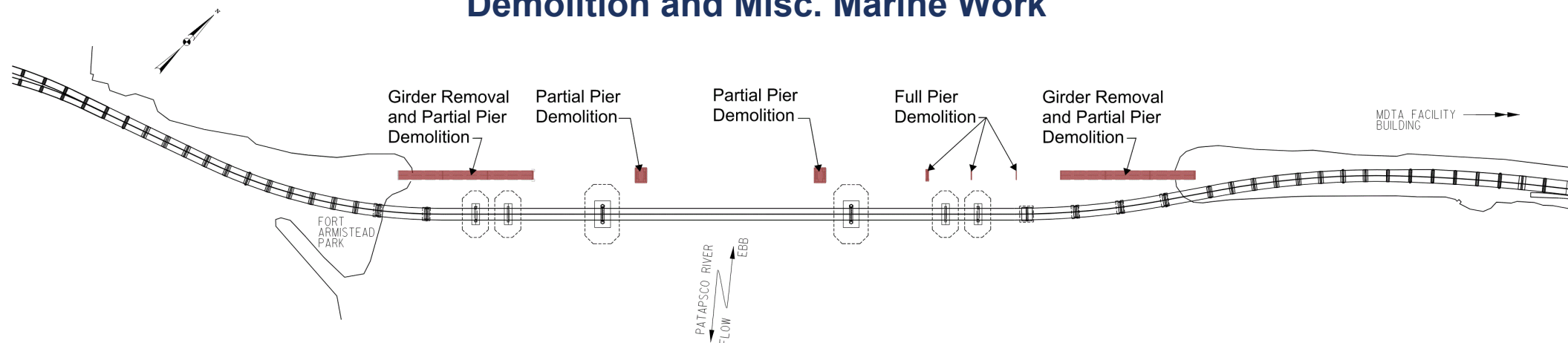
Early Work Packages		Cost	6/16/2025	12/31/2026
EWP-1	Demo marine deck and approaches and PMO	\$25.6 M		
EWP-2	Production pile procurement (138 piles) and TPA lease	\$84.6 M		
EWP-3	Access trestle procurement	\$50.0 M		
EWP-4	Pile install	\$111.0 M		
EWP-5	Trestle install	\$55.0 M		
EWP-6	Pylon pile template	\$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		

Spending Update

- To date, the MDTA Board has authorized more than \$700M in funding for the construction of the Key Bridge Rebuild
 - \$214M for PDB Phase 1
 - \$495M for Early Work Packages
- As of May 15, 2026, \$457M in State Funds (MDTA and SHA) have been spent on the project.
 - Includes costs for initial salvage and debris removal efforts
- MDTA is applying the full \$350M in insurance proceeds (plus interest ~\$19M) and recycling revenue toward federally eligible project costs
 - \$325M of the insurance proceeds has been utilized; \$55M is under review
- As of May 15, 2026, a total of \$277M in FHWA Emergency Relief (ER) funds have been made available to the project
 - \$60M in Quick Release ER funds - \$54.7M has been received by MDTA; \$5.3M is under review
 - \$217M in ER funds (FHWA approval in Sept 2025) anticipated to begin reimbursement drawdown in June 2026
- MDTA submitted the most recent Detailed Damage Inspection Report (DDIR) in January 2026
 - Requested an additional \$300M for continued spending through July 2026

New Procurements – Four Contracts

Demolition and Misc. Marine Work



South Land Approach

Main Span and Marine Approaches

North Land Approach

Vessel projection included in Main Span scope

Procurements Details

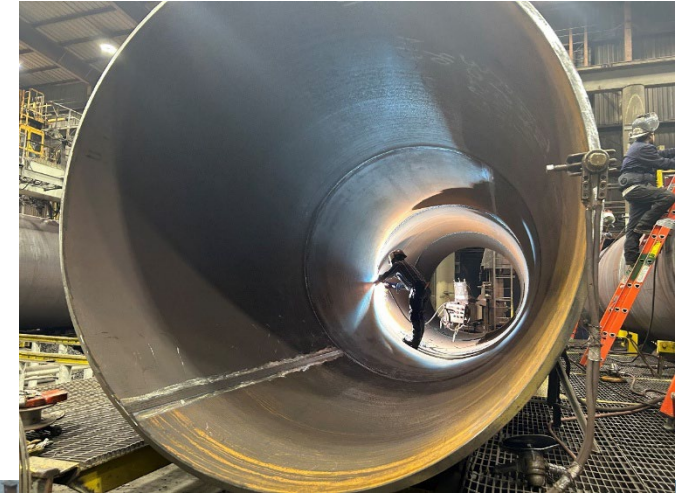
Demolition & Miscellaneous Marine Work	Main Span & Marine Approaches	South Land Approach	North Land Approach
• Contract #: KB-4906-0000 • Procurement: Competitive Sealed Bidding (Design-Bid-Build) • Anticipated Cost Range: \$50M to \$100M • IFB Advertisement: Summer 2026 • Construction NTP: Fall 2026	• Contract #: KB-4907-0000 • Procurement: Two Step Competitive Sealed Proposal (Design-Build) • Anticipated Cost Range: \$3.5B to \$4.0B • RFQ Advertisement: Summer 2026 • Shortlist Identification: Fall 2026 • Project NTP: Summer 2027	• Contract #: KB-4908-0000 • Procurement: Competitive Sealed Bidding (Design-Bid-Build) • Anticipated Cost Range: \$300M to \$400M • IFB Advertisement: Fall 2026-Winter 2027 • Construction NTP: Spring 2027	• Contract #: KB-4909-0000 • Procurement: Competitive Sealed Bidding (Design-Bid-Build) • Anticipated Cost Range: \$200M to \$300M • IFB Advertisement: Winter 2027 • Construction NTP: Late Spring 2027

Civil Rights & Fair Practices and Labor Approach

- Disadvantage Business Enterprise (DBE)
 - MDTA is seeking partners who are committed to utilizing Maryland's small and local contracting community
 - The certification reevaluation process identified in US DOT's October 2025 Interim Final Rule is ongoing and may not conclude prior to advertisements.
 - Prior to each advertisement, MDTA will determine the ability to set DBE goals.
- On-The-Job Training (OJT)
 - MDTA anticipates setting OJT goals for each contract
- In compliance with the Governor's Executive Order On Workforce Development, MDOT will evaluate each contract for a Project Labor Agreement
- The Main Span and Marine Approaches contract may require proposers to detail their approach to skilled labor availability, reliability, and continuity in the Two Step Competitive Sealed Proposal

Looking Ahead

- Continue Early Work Construction Activities with Phase 1 contractor
- Continue engagement with USDOT and FHWA
- Continue developing new procurement contract documents
- Industry Forum June 18 – In-person event
 - Focus on Main Span and Marine contractors and specialty subcontractors



Questions?



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