

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, DECEMBER 18, 2025
9:00 A.M.

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

OPEN SESSION

Samantha J. Biddle, Chair

MEMBERS ATTENDING:

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

STAFF ATTENDING:

Lt. Col. Ronce Alford
Jeffrey Brown
Jeffrey P. Davis
Allen Garman
Bruce Gartner
David Goldsborough
Chantelle Green
Natalie Henson
Richard Jaramillo
Heather Koeberle
Walter Laun
Heather Lowe
Megan Mohan, Esq.
Mary O’Keeffe
Shannon Orange
Joseph Quatrone
Bradley Ryon
Miranda Sanders
Col. Joseph Scott
Cheryl Sparks
Jennifer Stump
Bradley Tanner
Melissa Williams
Eric Willison

OTHERS ATTENDING:

Jaelyn Hartman, Assistant Secretary, MDOT
Deborah Sharpless, Retired Employee, MDTA

At 9:00 a.m. 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 NOVEMBER 25, 2025

Upon motion by Member William H. Cox, Jr., and seconded by Member Dontae Carroll, the open session meeting minutes of the MDTA Board meeting held on November 25, 2025 were unanimously approved.

RESOLUTION – YEARS OF SERVICE RECOGNITION

Mr. Bruce Gartner read and presented the Years of Service Recognition Resolution for Ms. Deboarh Sharpless. On the occasion of Ms. Sharpless's retirement from her distinguished career of service, the Chairman and Members of the Maryland Transportation Authority Board hereby express to her their most sincere appreciation for her excellence and commitment.

APPROVAL – CONTRACT AWARDS

- **HT-3023-0000 – Baltimore Harbor Tunnel (BHT) Facility-Wide Signing Upgrades**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. HT-3023 0000 – Baltimore Harbor Tunnel (BHT) Facility-Wide Signing Upgrades with McLean Contracting Company in the amount of \$12,800,000.00.

Mr. Davis explained that the work to be performed under this contract is located along the entire I-895 BHT facility including ramps and some approaches to I-895. The project will upgrade signing including new ground mounted signing, new cantilever and overhead signs and sign structures including entrance signs with Dynamic Message Signs (DMS). This project is located in Baltimore County, Baltimore City, Anne Arundel County, and Howard County.

He further explained that this contract received a single bid and that the procurement officer made several efforts to increase awareness of the project through direct solicitation and extension of the bid due date to offer prospective bidders sufficient time to respond. A single bid was received from Mclean Contracting Company (McLean) and initially rejected due to issues with their Minority Business Enterprise (MBE) submittal. Mclean protested and was able to demonstrate they met the MBE goal and the rejection was overturned. The procurement officer then evaluated McLean and determined their bid is fair and reasonable and that the firm is qualified to complete the specialized work in the contract (such as the Intelligent Transportation System (ITS) integrations and DMS signage).

Upon motion by Member Jeffrey S. Rosen and seconded by Member Mario J. Gangemi, the Members unanimously approved Contract No. HT-3023-0000 – Baltimore Harbor Tunnel (BHT) Facility-Wide Signing Upgrades.

- **KB-3020-0000 – Curtis Creek Drawbridge Rehabilitation and Resiliency**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. KB-3020-0000 – Curtis Creek Drawbridge Rehabilitation and Resiliency Project with Cianbro Corporation in the amount of \$14,299,576.00.

Mr. Davis explained that the work to be performed under this Contract is located on I-695 (Baltimore Beltway) at Curtis Creek. The scope of work includes superstructure rehabilitation work on both the inner and outer loop drawbridges to ensure continued operation of the structures as part of MDTA's ongoing system preservation efforts.

The work includes replacement of portions of the concrete decks and parapets, strengthening the existing steel girders, repairing the existing steel catwalks, maintenance of traffic, replacement of traffic signals and low-level lighting, and other miscellaneous repairs as detailed in the contract documents.

Upon motion by Member Mario J. Gangemi and seconded by Member Maricela Cordova, the Members unanimously approved Contract No. KB-3020-0000 – Curtis Creek Drawbridge Rehabilitation and Resiliency Project.

****** Please note that Member John F. von Paris recused himself and left the room prior to MR-3040-0000 – On-Call Miscellaneous Paving Repairs being presented. ******

- **MR-3040-0000R – On-Call Miscellaneous Paving Repairs**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MR-3040-000-000R – On-Call Miscellaneous Paving Repairs with Allan Myers MD, Inc. in the amount of \$12,998,211.12.

Mr. Davis explained that this contract includes performing paving work on both asphalt and concrete pavement, as well as upgrades, and new construction related to concrete traffic barriers, roadside drainage features, and slope stabilization. All work under this contract will be performed as on-call work order assignments directed by the MDTA Engineer. The work under this contract will be performed at all MDTA facilities.

Upon motion by Member William H. Cox Jr. and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously approved Contract No. MR-3040-000-000R – On-Call Miscellaneous Paving Repairs.

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

APPROVAL – CONTRACT MODIFICATIONS

- **MA-2868-0000 – Electronic Toll System (ETC 3G) Customer Service Center Services – Collection – Contract Modification No. 5**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Modification No. 5 for Contract No. MA-2868-0000 with TransCore LP. Final approval of this Modification is contingent upon the Board of Public Works (BPW) approval at their next meeting.

Mr. Davis explained that Contract MA 2868-000 was competitively solicited and awarded to Transcore Limited Partnership (aka Transcore, LP) on February 21, 2018, in the amount of \$200,428,772.81 to furnish and provide Customer Service Center Services and Systems for the operation of the Electronic Toll Collection System.

To date, there have been four contract modifications (listed below) and the current contract value is \$357,012,569.56.

- Modification No. 1 was approved by the BPW on July 22, 2022, for \$63,106,810.98.
- Modification No. 2 was approved by the BPW on July 7, 2023, for \$44,317,717.58.
- Modification No. 3 was approved by the BPW on August 28, 2024, for \$49,159,268.19.
- Modification No. 4 was approved by the BPW on October 1, 2025 and was a no-cost modification related to business requirements and a non-compensable time extension for certain phases of the contract.

Mr. Davis further explained that the proposed Modification No. 5 includes an adjustment to the calculation of a Key Performance Indicator (KPI) and increases funding for new business requirements and Operations and Maintenance (O&M).

Upon motion by Member Jeffrey S. Rosen and seconded by Member Maricela Cordova, the Members unanimously approved Contract No. MA-2868-0000 – Electronic Toll System (ETC 3G) Customer Service Center Services – Collection – Contract Modification No. 5.

- **MA-2257-0000 – Electronic Toll System (ETC 3G) Toll System and Services – Contract Modification No. 4**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Modification No. 4 for Contract No. MA-2257-0000 with Kapsch TrafficCom USA Inc. Final approval of this Modification is contingent upon the Board of Public Works (BPW) approval at the next available meeting.

Mr. Davis explained that Contract No. MA-2257-0000 was competitively solicited and awarded to Kapsch TrafficCom USA Inc. (Kapsch), on February 21, 2018, in the amount of \$71,911,342.78. The contract requires Kapsch to furnish and provide Operator Electronic Toll Collection Technology and Associated Subsystem Components and Services for the operation of the Electronic Toll Collection System.

To date, there have been three contract modifications (listed below) and the current contract value is \$96,806,477.74.

- Modification No. 1 was approved on July 22, 2022 for \$8,764,758.28.
- Modification No. 2 was a no-cost modification and was approved on July 7, 2023.
- Modification No. 3 was approved on August 28, 2024 for \$16,130,376.68.

He further explained that the proposed Modification No. 4 will (1) update the language of the Key Performance Indicators (KPI) for Video Toll Review and Trip Building; and (2) increase the original Operations and Maintenance (O&M) line items due to the conversion from cash to All-Electronic Tolling (AET) and the completion of task orders related to the I-95 Express Toll Lanes (ETL) Northbound Extension, and double blind image review being performed by Kapsch's subcontract IntelliRoad.

Upon motion by Member Cynthia D. Penny-Ardinger and seconded by Member Dontae Carroll, the Members unanimously approved Contract No. MA-2257-0000 - Electronic Toll System (ETC 3G) Toll System and Services - Contract Modification No. 4.

APPROVAL – CHESAPEAKE BAY CROSSING STUDY: TIER 2 NEPA

Ms. Melissa Williams and Ms. Heather Lowe requested MDTA Board approval of Alternative C as MDTA’s Recommended Preferred Alternative for the Chesapeake Bay Crossing Study: Tier 2 NEPA and proceed with public hearings in early February 2026.

They explained that the Chesapeake Bay Crossing Study: Tier 2 NEPA (Tier 2 Study) is a National Environmental Policy Act (NEPA) study underway by the Maryland Transportation Authority (MDTA). The purpose of the Tier 2 Study is to address existing and future transportation capacity needs and access across the Chesapeake Bay and at the Chesapeake Bay Bridge approaches along the U.S. 50/301 corridor. The Tier 2 Study is evaluating measures to reduce congestion; improve travel times and reliability, mobility, and roadway deficiencies; and accommodate maintenance activities and navigation. The Tier 2 Study is also considering objectives for environmental responsibility, as well as cost and financial responsibility.

They further explained MDTA’s Recommended Preferred Alternative (MDTA-RPA), Alternative C, for the Tier 2 Study. This alternative maintains the six existing lanes on the Western Shore, increases capacity to eight lanes across the Bay, and maintains the six existing lanes on the Eastern Shore. Alternative C includes a southern bridge location, with one new span located just south of the existing Bay Bridge spans and one span between the existing spans. The existing spans would be removed. It also includes transit-related and Transportation Systems Management (TSM)/Transportation Demand Management (TDM) improvements, and further consideration of a shared use path option.

MDTA Board approval of this alternative is needed to move forward with the proposed February 2026 Public Hearings for the Chesapeake Bay Crossing Study: Tier 2 NEPA (Tier 2 Study). Holding these hearings in February 2026 is essential to meet the federally required two-year NEPA schedule. It is anticipated that the Federal Highway Administration (FHWA) will identify their selected alternative in their Record of Decision (ROD) in November 2026.

Upon motion by Member William H. Cox, Jr. and seconded by Member Samuel D. Snead, the Chesapeake Bay Crossing Study: Tier 2 NEPA Decision: MDTA’s Recommended Preferred Alternative was unanimously approved.

APPROVAL – LEGISLATIVE PROPOSALS

- **Authority to Notice Registered Owners of a Class G Vehicle**

Mr. Bradley Ryon requested approval from the MDTA Board for a 2026 legislative proposal to allow the MDTA to notice the owner of a Class G vehicle (trailer) when the owner of the motorized vehicle cannot be determined.

Mr. Ryon explained Maryland Code, Transportation §21-1414 uses the term “motor vehicle” throughout the statute to describe MDTA’s ability to issue a Notice of Toll Due (NOTD) or Citation for toll transactions that are not paid at the time of travel via a valid *E-ZPass* account.

He further explained the term “motor vehicle” is defined in Maryland Code, Transportation (TR) §11-135 as a vehicle that is self-propelled and not operated on rails. MDTA’s corresponding regulations in COMAR 11.07.07.02 B (28) references TR §11-135 for the definition of a motor vehicle.

By definition, a Class G vehicle operating on MDTA roadways is not self-propelled since it cannot be driven without using a motorized vehicle. Consequently, the owner of the Class G vehicle cannot be noticed since the trailer does not meet the definition of a motor vehicle subject to noticing under State law. This proposal would allow NOTDs to be issued to the registered owner of a Class G vehicle when the license plate of the motorized vehicle towing the Class G vehicle is not clearly visible/identified. The Class G license plate would be used as a last resort to collect the tolls due and Class G owners can still transfer liability to the motor vehicle owner. Class G vehicles include utility trailers (such as those used by landscaping companies), boat trailers, camping trailers, freight trailers, or semi-trailers.

If approved, this proposal will be submitted during the 2026 Maryland General Assembly Legislative Session as a Department of Transportation departmental bill.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Mario J. Gangemi, the Legislative Proposal for 2026 Maryland Legislative Session – Class G Tolling was unanimously approved.

- **Revenue Bond Cap Increase**

Mr. Bradley Ryon requested MDTA Board approval for a 2026 legislative proposal to increase the MDTA’s revenue bond cap to \$5 billion from \$4 billion

Mr. Ryon explained that Md. Code, Transportation §4–306 establishes that “revenue bonds secured by toll revenue may be issued in any amount as long as the aggregate outstanding and unpaid principal balance of the revenue bonds secured by toll revenue and revenue bonds of prior issues does not exceed \$4,000,000,000 on June 30 of any year.” The legislative proposal seeks to increase MDTA’s bonding limit to \$5 billion from \$4 billion in response to near term financing needs associated with the toll facilities capital preservation program, as well as financing needs specific to the Francis Scott Key (FSK) Bridge reconstruction prior to Federal Highway Administration (FHWA) reimbursements and potential legal recovery.

If approved by the Board, this proposal will be submitted during the 2026 Maryland General Assembly Legislative Session as a Department of Transportation departmental bill.

Upon motion by Member Samuel D. Snead and seconded by Member Cynthia D. Penny-Ardinger, the 2026 legislative proposal to increase the MDTA’s revenue bond cap to \$5 billion from \$4 billion was unanimously approved.

APPROVAL – MDTA BOARD RESOLUTION 25-02

Mr. Allen Garman requested MDTA Board approval for the MDTA Board Resolution 25-02 for Municipal Financing.

Mr. Garman explained the purpose of MDTA Board Resolution 25-02 for Municipal Financing and request approval for delegated authority. The resolution authorizes the issuance of toll revenue bonds to finance a portion of capital projects in calendar year 2026.

He further explant that the \$600 million limit contained in the resolution is based on the most recent official forecast approved by the MDTA Board in November 2025. Based on realized fiscal 2026 capital spending, more precise financing needs will be known in coming months. Resolution 25-02 amends Resolution 25-01 that was approved in April, extending the deadline to December 2026 from December 2025. With delegated authority granted in the prior resolution, management is currently working with bond counsel and Municipal Advisors on the Official Statement development and other elements of the financing process that comfortably requires 90-days to complete.

The Executive Director and Chief Financial Officer (CFO) will have the authority to manage the bond sale and closing, including the award of the 2026 bonds to the successful underwriting firm(s) or negotiation of terms for a private placement. The resolution also provides for authority to select other service providers and to prepare and execute all closing documents, certificates, and bond forms.

Upon motion by Member Samuel D. Snead and seconded by Member John F. von Paris, the MDTA Board Resolution 25-02 - Municipal Financing was unanimously approved.

UPDATE – 1ST QUARTER OPERATING BUDGET COMPARISON

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

Mr. Brown explained that as of September 30, 2025 19% of the budget was spent compared to a target of 25% and that all Object Codes were at or below budget spending levels. The seasonality of the expenses, the timing of invoices, and the year-end accruals heavily impacted 1st quarter performance.

UPDATE – 1ST 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 September 30, 2025, 7.2% of the FY 2026 budget was spent as compared to the targeted spending level of 25%. The total budget for FY 2026 is \$1.15 billion. The actual spending through the first quarter was \$83.6 million. The first quarter percentage is low because there are outstanding accruals for work completed in FY 2025.

Ms. Stump further explained that ninety-five of the 102 projects budgeted in FY 2026 were within the acceptable spending limits of 0% to 50% (plus or minus 25% of the 25% target) and that due to normal lags in invoicing, generally two months, a plus or minus 25% threshold was determined to be reasonable.

UPDATE – QUARTERLY UPDATE ON TRAFFIC AND REVENUE

Mr. Walt Laun provided the Maryland Transportation Authority (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 September 30, 2025, overall collected revenue was above forecast by \$3.8 million. This primary drivers of this overperformance are listed below.

- 2-Axle *E-ZPass*® revenue at the Fort McHenry Tunnel (\$2.2 million).
- Continued improvement of the collection of Video Tolls (\$0.4 million).
- Civil Penalty Fees (\$0.7 million) by the Central Collection Unit (CCU).

UPDATE – AUDIT COMMITTEE UPDATE

Member Cynthia D. Penny-Ardinger updated the MDTA Board on the Audit Committee December 2, 2026 meeting.

Member Penny-Ardinger reported that the Office of Audit is on track to complete all 12 audits included in the Fiscal Year 2026 Audit Plan. At this time, one audit has been completed and two are currently in progress.

She further reported that the Committee was presented with two internal audit reports (listed below). The Committee discussed the audit findings and were satisfied with the results of both audits.

- Validation of Waivers for Video Tolls and Civil Penalties Audit
- Minority Business Enterprise (MBE), Veteran-Owned Small Business Enterprise (VSBE), and Small Business Reserve (SBR) Compliance Audit

UPDATE – EXECUTIVE DIRECTOR’S REPORT

Mr. Bruce Gartner began his report by informing the Board that consistent with the MDTA Board approved tolling plan for I-95 Express Toll Lanes, as Executive Director approved the 2026 calendar year holiday schedule for the ETL’s. This resets the toll schedule on certain holidays to a Sunday or Saturday toll schedule based on traffic patterns for the holiday.

He stated that during the past year, the Key Bridge Rebuild Project remained a major focus for both MDTA and the public. However, it was emphasized that MDTA’s work and responsibilities extend well beyond the Key Bridge Rebuild Project. Mr. Gartner then went over several milestones and projects that each MDTA office/division has worked on over 2025

He ended his remarks by stating that the MDTA is a team unified in our vision of connecting our customers to what matters most.


VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member William H. Cox, Jr. and seconded by Member Mario J. Gangemi, the Members unanimously voted to adjourn the meeting at 10:30 a.m.

OPEN SESSION
DECEMBER 18, 2025
PAGE 9 OF 9

The next MDTA Board Meeting will be held on Thursday, January 29, 2026 at 9:00 a.m. at MDTA, 2310 Broening Highway, Baltimore MD and will be livestreamed on the MDTA Board web page.

APPROVED AND CONCURRED IN:

Signed by:

69431F17236B4D6...

Samantha J. Biddle, Acting Chair