

MARYLAND TRANSPORTATION AUTHORITY  
BOARD MEETING

THURSDAY, OCTOBER 30, 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  
Cynthia D. Penny-Ardinger  
Jeffrey S. Rosen - Phone  
Samuel D. Snead  
John F. von Paris

STAFF ATTENDING:

Percy Dangerfield  
Jeffrey P. Davis  
Allen Garman  
Bruce Gartner  
Chantelle Green  
James Harkness  
Natalie Henson  
Mike Himmer  
Richard Jaramillo  
Jim Loukas  
Lt. Col. Corey McKenzie  
Megan Mohan, Esq.  
Mary O'Keeffe  
Deb Sharpless  
Cheryl Sparks  
Jennifer Stump  
Bradley Tanner  
John Wedemeyer  
Brian Wolfe

OTHERS ATTENDING:

Jaclyn Hartman, Assistant Secretary, MDOT

At 9:02 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 SEPTEMBER 25, 2025**

Upon motion by Member Mario J. Gangemi, and seconded by Member Cynthia D. Penny-Ardinger, the open session meeting minutes of the MDTA Board meeting held on September 25, 2025 were unanimously approved.

**APPROVAL – CONTRACT AWARDS**

- **MDTA 2022-04B – Operational Asset Management and Support Services – Small Business Reserve (AE-3130)**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MDTA 2022-04B – Operational Asset Management and Support Services – Small Business Reserve (AE-3130) with Arya Consultants, Inc. in the amount of \$2,000,000.00.

Mr. Davis explained that the consultants shall provide support for MDTA's Asset Management initiatives such as assisting with The Secretary's Office (TSO) Asset Management plans and directives including enhancing the capabilities of the Enterprise Asset Management database known as MAXIMO, enhancing preventative maintenance and warranty programs, and acting as Subject Matter Experts (SMEs) for various operational systems such as HVAC, fire alarm/fire suppression, elevator, plumbing, roofing, and other transportation asset systems.

He further explained that six (6) proposals were received and one (1) proposal was withdrawn at the request of the firm. As this contract exceeds the MDTA's delegated authority, the award of this contract would be pending approval at the next available Maryland Board of Public Works (BPW) meeting.

Upon motion by Member William H. Cox, Jr. and seconded by Member Maricela Cordova, the Members unanimously approved Contract No. MDTA 2022-04B – Operational Asset Management and Support Services – Small Business Reserve (AE-3130).

- **J01B4600044 – Citilog Incident Detection System Software Maintenance and Service Plan**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. J01B4600044 – Citilog Incident Detection System Software Maintenance and Service Plan with Sensys Network Inc. in the amount of \$431,850.00 for a term of five (5) years.

Mr. Davis explained that this sole-source contract is to provide a full-service software maintenance and service plan (including repairs) for Citilog IDS software. The Citilog IDS software detects stopped vehicles inside the tunnels, bridges, and roadways using video images from Closed Circuit Television (CCTV) cameras.

A sole-sourced procurement is required because Sensys Network, Inc is the developer of the proprietary Citilog IDS software and only technicians from Sensys Network can provide maintenance and upkeep of the system. As this contract exceeds the MDTA's delegated authority, the award of this contract would be pending approval at the next available BPW meeting.

Upon motion by Member Mario J. Gangemi and seconded by Member Samuel D. Snead, the Members unanimously approved Contract No. J01B4600044 – Citilog Incident Detection System Software Maintenance and Service Plan.

- **MT-00211281 – Weigh Station Scale Maintenance**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MT-00211281 – Weigh Station Scale Maintenance with Mettler-Toledo, LLC in the amount of \$1,057,934.00.

Mr. Davis explained that the purpose of the project is to retain the services of Mettler-Toledo, LLC (Mettler-Toledo) for weigh station scale maintenance at I-95 Northbound and Southbound JFK Toll Facility, US40 Eastbound and Westbound at Hatem Bridge, and at US 50/301 Eastbound and Westbound locations at the Bay Bridge. Mettler-Toledo shall furnish all personnel, maintenance services, training materials, and program oversight necessary to support MDTA's weigh scale maintenance program. As this contract exceeds the MDTA's delegated authority, the award of this contract would be pending approval at the next available BPW meeting.

Upon motion by Member Dontae Carroll and seconded by Member John F. von Paris, the Members unanimously approved Contract No. MT-00211281 – Weigh Station Scale Maintenance

### **APPROVAL – RESTRICTIVE COVENANTS**

Mr. John Wedemeyer requested approval from the Maryland Transportation Authority (MDTA) Board to place restrictive covenants on the subject property containing 15.208 acres, plus or minus, in order to meet environmental obligations.

Mr. Wedemeyer explained that as compensatory mitigation for Tier II impacts as stipulated in the Tier II Social and Economic Justification Form for the I-95 Express Toll Lanes Northbound Extension Project dated November 2023, and approved under State of Maryland (State) law through permit No. 19-NT-0150/201960846 issued by the Maryland Department of the Environment ("MDE"), to include any successor agency, both documents of which are incorporated by reference in the DRC document, and in recognition of the continuing benefit to the Property, and for the protection of forest and waters of the State of Maryland and scenic, resource, environmental, and general property values, Declarant has agreed to execute and record the Declaration of Restrictive Covenants ("Declaration") placing certain restrictive covenants on a Conservation Area equaling the entirety of the Property, in order



that the Conservation Area shall remain substantially in its natural condition forever; and the Conservation Area may contain land, functions, values, and services that serve as mitigation for impacts within the Otter Point Creek 1 Tier II catchment that were permitted by MDE; and MDE is a third-party beneficiary under the Declaration.

Upon motion by Member William H. Cox, Jr. and seconded by Member Samuel D. Snead, the Members unanimously approved to place restrictive covenants on the subject property containing 15.208 acres, plus or minus, in order to meet environmental obligations.

#### **APPROVAL – DEBT POLICY**

Mr. Allen Garman requested MDTA Board approval to continue with the current MDTA Debt Policy.

Mr. Garman explained that following the annual review by internal staff and an external municipal advisory firm, no changes to the Debt Policy are currently recommended.

He further explained that the Debt Policy includes legal requirements within Maryland State Law and the Trust Agreement, as well as Board directives to ensure financial strength. These guidelines and mandates support credit quality and access to the capital markets at the lowest possible financing rates.

Upon motion by Member Samuel D. Snead and seconded by Member Dontae Carroll, continuing with the current MDTA Debt Policy was unanimously approved.

#### **APPROVAL – TRUST AGREEMENT CHANGES**

Mr. Garman advised that currently, the Trust Agreement does not provide the MDTA with the ability to self-fund a business interruption insurance reserve and treat the releases from the reserve as Net Revenues for purposes of supporting the annual Rate Covenant or Debt Service Coverage ratios. Recently, the MDTA has experienced rapidly rising insurance premiums nationally as a function of increasing natural disaster loss activity, as well as the MDTA's recent business interruption experience. These circumstances have necessitated a close examination of the Master Trust Agreement provisions for insurance reserves and the legal treatment of reserve releases to ensure stable Debt Service Coverage.

The proposed changes would authorize external Bond Counsel to draft changes to various sections and definitions within the Trust Agreement to provide the MDTA with the financial flexibility to self-insure for potential business interruption with cash reserves. Other potential benefits include lower insurance costs, the elimination of counterparty risk, and more stable Debt Service Coverage in stress scenarios.

Mr. Garman also advised that per the Finance and Administration Committee's request, MDTA Management has drafted proposed changes to the MDTA's Board Operating Policy to reserve the authority of the MDTA Board to make future decisions regarding self-funding. The proposed changes will be presented to the Board for approval at a future date.

Upon motion by Member Samuel D. Snead and seconded by Member Maricela Cordova, the proposed changes to the Master Trust Agreement to be executed through a springing amendment process was unanimously approved.

#### **UPDATE – CONSOLIDATED TRANSPORTATION PROGRAM (CTP) PROCESS AND ADDITIONS**

Ms. Jennifer Stump updated the MDTA Board on the Consolidated Transportation Program (CTP) process and additions to the capital program. She explained that every year the Maryland Transportation Authority (MDTA) releases the CTP, presenting MDTA's ongoing and new capital projects for a six-year period (the current year, the upcoming budget year, and the four succeeding planning years) for all MDTA facilities.

Ms. Stump explained that after approval by the MDTA Board, the Draft CTP is presented to local elected officials and citizens in September through November throughout Maryland for review and comment. It is then revised and submitted, after MDTA Board approval, as the Final CTP as part of the Governor's budget to the Maryland General Assembly in January. This process is required by statute and applies to MDTA as well as the Maryland Department of Transportation (MDOT) modes.

She further explained that the CTP is separated into three parts, (1) Construction Program - Major projects, (2) Development and Evaluation (D&E) Program - Major projects, and (3) System Preservation - Minor Projects. Major capital projects are listed individually; minor projects are grouped and shown by category of work (e.g., environmental, highway preservation, safety improvements).

The Fiscal Year 2026-2031 Final CTP includes four new projects. (1) Chesapeake Bay Water Quality Restoration; (2) Fort McHenry Tunnel utility Rooms Electrical and Structural Rehabilitation; (3) NetApp Unified Storage Hardware Replacement; and (4) Bay Bridge Suspension Span Anchorage Concrete and navigation Lighting Rehabilitation.

#### **UPDATE – KEY BRIDGE REBUILD**

Mr. James Harkness and Mr. Brian Wolfe updated the MDTA Board on the progress of design and reconstruction efforts for the Francis Scott Key Bridge Rebuild.

They explained that Notice-to-Proceed to the Kiewit progressive design-build (PDB) team was issued in September 2024. The PDB team and MDTA's project team have been working collaboratively to advance the design of the complex bridge structure. The Proof of Concept (15% design) for the cable-stayed bridge design was submitted in January 2025, establishing the bridge type, overall span layout, and aesthetic direction for the new bridge. The design progressed to 30% level in March 2025. Over the summer months design progressed through 50% with 70% design scheduled to be completed by mid-November 2025.

Pre-construction efforts have also progressed in the field, with soil investigations on land and in the Patapsco River. The geotechnical efforts allow designers to characterize the foundation conditions which informs pile design and test pile program development.



They further explained that the mechanical demolition began on July 7 with the saw cutting and removal of deck and parapet sections of the existing bridge with all concrete superstructure removed from both bridge approaches as of October 1, 2025. The contractor is currently cutting and lifting the steel girders. Once complete, the contractor will remove the remaining land-based piers and abutments. This work is expected to continue through Quarter 1 of 2026.

The test pile program is underway at the project site. The first six test piles were delivered to the site on September 21, 2025, with a second barge load of six piles arriving on October 22. Test pile installation started on October 1 with load testing anticipated in early November. Final design and early material procurement are underway for the construction trestle, production pile template, and pylon and vessel protection foundation piles.

#### **UPDATE – LEGISLATIVE REPORTS SUBMITTED TO THE LEGISLATURE**

- **Joint Chairmen’s Report Regarding the Francis Scott Key Bridge Reconstruction**

Mr. Brian Wolfe provided a summary of the Joint Chairmen’s Report (JCR) regarding the Francis Scott Key Bridge Reconstruction.

Mr. Wolfe explained that during the 2025 Legislative Session, committee narrative was adopted by the budget committees that required the Maryland Transportation Authority (MDTA) to prepare a JCR that provides a status update on the progress of the reconstruction efforts for the Francis Scott Key (FSK) Bridge. The language stated the Senate Budget and Taxation Committee and House Appropriations Committee are interested in receiving quarterly updates on the progress of the reconstruction of the FSK Bridge. Specifically, the JCR is to provide updates on engineering and design, federal permitting, preconstruction efforts and construction activities. The Committees also requested updates on running totals of expenditures, availability of and projected timeframes for federal reimbursements, and any material changes to cost or schedule.

Mr. Wolfe further explained that the first quarterly JCR was due July 1, 2025, and the second quarterly JCR was due October 1, 2025. Future quarterly updates are due January 1, 2026 and April 1, 2026. MDTA’s JCR report provided detailed updates on the status of engineering efforts, permitting coordination with federal and state agencies, and preconstruction activities such as surveys and geotechnical investigations. Expenditures as of June 2025 were also provided along with an explanation of federal reimbursements. Changes to the Phase 1 contract include extending the contract to reach 70% design completion prior to estimating and negotiating the binding price proposal.

- **Joint Chairmen’s Report on Collecting Outstanding Tolls from Out-of-State Motorists**

Ms. Chantelle Green explained that during the 2025 Legislative Session, budgetary language was adopted that required the MDTA to prepare a JCR that addresses the collection of outstanding tolls from out-of-state motorists. The budget language stated that the Senate Budget and Taxation Committee and House Appropriations Committee are interested in continuing to monitor the MDTA’s efforts to collect outstanding tolls incurred at Maryland’s toll facilities, given the potential for significant impacts that outstanding tolls may have on MDTA’s revenues. The Committees requested

details on the (1) amount of uncollected tolls and civil penalties outstanding; (2) amount of outstanding tolls collected in fiscal 2025; (3) geographic breakdown by state; (4) age ranges of uncollected tolls; and (5) timeframe and procedures for referring unpaid toll debt to the Motor Vehicle Administration (MVA) for the purposes of flagging of a vehicle owner's registration for suspension or non-renewal. Additionally, the JCR asks the MDTA to provide an update on the status of establishing a reciprocity agreement with Pennsylvania and other neighboring states as well as the feasibility of utilizing collections agencies.

Ms. Green further explained that as mentioned in the January 2025 JCR on *Collecting Outstanding Tolls from Out-of-State Motorists*, the MDTA acknowledged out-of-state reciprocity agreements and collection contracts are good tools to encourage payment and provided the financial data requested. The MDTA also acknowledged its focus has been on expanding registered account strategies such as expanding *E-ZPass®* and other similar interoperability programs across the country. The remainder of the report addresses the continued value associated with prioritizing interoperability over reciprocity agreements and out-of-state collection agencies. Future actions will include pursuing reciprocity agreements and the use of a professional debt collections agency for out-of-state collections along with other toll collection initiatives that are highlighted at the conclusion of the report.

#### **UPDATE – MDTA POLICE PUBLIC SECURITY**

Lieutenant Colonel Corey McKenzie updated the MDTA Board on MDTA Police activities including recruitment efforts, improved engagement and productivity, reduction in traffic collisions, and the upcoming MDTA Police Graduation Ceremony.

#### **UPDATE - EXECUTIVE DIRECTOR'S REPORT**

Mr. Bruce Gartner updated the Board on the following: New Communication Resources Recently Launched for the key Bridge Rebuild Project; the October 20 Industry Forum for the Bay Bridge Protection Project; the October 23 Relocation of the I-895 Overhead Toll Collection Gantries North of the Baltimore Harbor Tunnel and the Childs Street Entry and Exit Ramps; the Ongoing CTP Tour Meetings; the October 2 Employee Town Hall; and the Bay Bridge and Customer Experience Team Recognition Ceremonies.

Mr. Gartner also recognized MDTA's Employee of the 3<sup>rd</sup> Quarter, 2025, Mr. Michael Himmer. Mr. Himmer started with the MDTA on January 15, 2003 and has been recognized for exemplary customer service and integrity to the MDTA. He has provided exceptional support and services in his role as Radio Shop Manager within the Division of Fleet Management and his efforts have significantly improved radio communications with Police and operations personnel by establishing patches, enabling code patches, allowing dispatchers to communicate with other officers outside of detachment of various campuses which allows officers to communicate seamlessly when security measures are needed. Mr. Himmer also implemented the manual programming of radios to over-the-air radio programming and functionality which greatly improved and efficiently managed any required updates for radio interoperability and has been a vital contributor and leader in assisting the



Fleets Quality Assurance Manager in the movement and installation of 165 radios in new police vehicles. His management in that effort has enabled seamless coordination between Quality Assurance and the Police which has led to a successful project completion of June 30, 2025.

**VOTE TO GO INTO CLOSED SESSION**

At 10:30 a.m., upon motion by Member William H. Cox, Jr. and seconded by Member Maricela Cordova, the Members voted unanimously to move into Closed Session under the Maryland Open Meetings Act, the MDTA Board met in Closed Session under the General Provisions Article, Section 3-305(b)(15) to discuss the MDTA's Cyber Security including discussions regarding security assessments and deployment of information technology and network security related to detecting and investigating possible criminal activity; Section 3-305(b)(10) and (12) to receive an update on deployment of police staff and resources and other security measures and to discuss a pending investigative proceeding involving possible criminal conduct; and Section 3-305(b)(8) to receive a status update on all litigation currently pending against the MDTA.

In attendance for the Closed Session were Chair Samantha J. Biddle; Members Carroll, Cordova, Cox, Gangemi, Penny-Ardinger, Rosen-via Phone, Snead, and von Paris; Bruce Gartner; Percy Dangerfield, Charles Markakis; David Goldsborough; Lieutenant Colonel Corey McKenzie; Megan Mohan, Esq.; and Natalie Henson.

**VOTE TO ADJOURN CLOSED SESSION**

At 11:01 a.m., a motion was made by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., which was unanimously approved, to adjourn the Closed Session and return to Open Session. There were no actions taken in Closed Session that require ratification.

**VOTE TO ADJOURN MEETING**

There being no further business, upon motion by Member Mario J. Gangemi and seconded by Member Cynthia D. Penny-Ardinger, the Members unanimously voted to adjourn the meeting at 11:03 a.m.

The next MDTA Board Meeting will be held on Tuesday, November 25, 2025 at 9:00 a.m. at MDTA, 2310 Broening Highway, Baltimore MD and will be livestreamed on the MDTA Board webpage.

APPROVED AND CONCURRED IN:



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Samantha J. Biddle, Chair