

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING

THURSDAY, MAY 30, 2024
9:00 A.M.

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

OPEN SESSION

Paul J. Wiedefeld, Chairman

MEMBERS ATTENDING:

Dontae Carroll
William H. Cox, Jr.
W. Lee Gaines, Jr.
Mario J. Gangemi
Jeffrey S. Rosen
Samuel D. Snead
John F. von Paris

STAFF ATTENDING:

Jeffrey Brown
Sarah Clifford
Donna DiCerbo
Tonya Dorsey
Allen Garman
Bruce Gartner
Chantelle Green
James Harkness
Natalie Henson
Richard Jaramillo
Andrew Keough
Heather Koeberle
Kelly Melhem
Kimberly Millender, Esq.
Mary O'Keeffe
Christopher Parris
Joseph Quattrone
Nairobi Sanchez
Acting Col. Joseph Scott
Deborah Sharpless
Cheryl Sparks
Jennifer Stump

OTHER ATTENDEES:

Samantha Biddle, Deputy Secretary, MDOT

At 9:02 a.m. Chairman Paul J. Wiedefeld 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 APRIL 25, 2024

Upon motion by Member Mario J. Gangemi and seconded by Member William H. Cox, Jr., the open session meeting minutes of the MDTA Board meeting held on April 25, 2024 were unanimously approved.

APPROVAL – CLOSED SESSION MEETING MINUTES OF APRIL 25, 2024

Upon motion by Member Jeffrey S. Rosen and seconded by Member Dontae Carroll, the closed session meeting minutes of the MDTA Board meeting held on April 25, 2024 were unanimously approved.

APPROVAL – OPEN SESSION MEETING MINUTES OF MAY 13, 2024

Upon motion by Member W. Lee Gaines, Jr. and seconded by Member William H. Cox, Jr., the open session meeting minutes of the MDTA Board meeting held on May 13, 2024 were unanimously approved.

APPROVAL – BOARD RESOLUTION NO. 24-02 – MDTA BOARD OPERATING POLICY – PROPOSED AMENDMENT FOR TOLLING CONTRACT MODIFICATIONS

Ms. Kimberly Millender, Esq. requested MDTA Board approval of Board Resolution No. 24-02 to require MDTA Board approvals for contract modifications for MDTA's tolling contracts.

Ms. Millender explained that this Resolution is in follow-up to the discussion of the Board at its March meeting regarding a modification to one of MDTA's two tolling contracts. At that meeting, the MDTA Board questioned if future modifications should be presented to the MDTA Board for approval and not merely presented as an update.

The amendment would require that future modifications to MDTA's tolling contracts be presented to the MDTA Board for approval highlighting the critical nature of these contracts to the overall MDTA operations.

Upon motion by Member Mario J. Gangemi and seconded by Member W. Lee Gaines, Jr., Board Resolution 24-02 was unanimously approved.

APPROVAL – BOARD RESOLUTION NO. 24-03 – MDTA BOARD COMMITTEES

Mr. Bruce Gartner requested MDTA Board approval of Board Resolution No. 24-03 to re-establish the Capital Committee and establish a new Finance and Administration Committee.

Mr. Gartner explained that per MDTA Board Resolution No. 10-09, the MDTA Board formally established the Capital Committee and Finance Committee, as permanent standing committees of the MDTA Board and public bodies for purposes of compliance with the Maryland Open Meetings Act (OMA). Per MDTA Board Resolution No. 14-05, the MDTA Board established quorum requirements for each Committee in compliance with the OMA.

He further explained that MDTA Board Resolution No. 24-03 confirms the Capital Committee as a permanent standing committee of the MDTA Board and a public body under the OMA. Further, Resolution No. 24-02 defines the matters and issues to be reviewed by the committee.

Mr. Gartner also explained that MDTA Board Resolution No. 24-03 replaces the former Finance Committee and Human Resources Committee with a new Finance and Administration Committee. The new Finance and Administration Committee will be a permanent standing committee of the MDTA Board and a public body under the OMA. Further, Resolution No. 24-03 defines the matters and issues to be reviewed by the committee.

The MDTA Board shall periodically designate members from the MDTA Board to serve on each Committee and designate an individual to serve as Chair.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Samuel D. Snead, Board Resolution 24-03 was unanimously approved.

APPROVAL – CONTRACT AWARD

****** Member John F. von Paris recused himself prior to this agenda item and left the room. ******

MDTA 2022-02A – Construction Management and Inspection Services

Ms. Donna DiCerbo requested approval from the MDTA Board to execute Contract No. MDTA 2022-02A – Construction Management and Inspection Services with:

Greenman-Pedersen, Inc. (GPI)	AE 3117	\$16,000,000.00
Rummel, Klepper & Kahl, LLP (RKK)	AE 3119	\$16,000,000.00
WSP	AE 3120	\$14,000,000.00
Whitman, Requardt and Associates (WRA)	AE 3121	\$14,000,000.00
Johnson, Mirmiran & Thompson, Inc.	AE 3122	\$14,000,000.00
AECOM Technical Services, Inc.	AE 3125	\$11,000,000.00

Ms. DiCerbo explained the services to be performed under this contract are Construction Management and Inspection (CMI) Services for the MDTA. The consultant shall provide professional Construction Management and Inspection Services related to supplementing and supporting the construction phase of the MDTA Consolidated Transportation Program. The consultants shall perform services in the following general areas: constructability reviews, detailed inspections of all construction work including erosion and sediment control contract compliance, maintenance of traffic, materials testing,

critical path method cash flow schedules, document control and assist the MDTA's compliance officers with monitoring and enforcement of Disadvantaged or Minority Business Enterprise goals.

Upon motion by Member Mario J. Gangemi and seconded by Member W. Lee Gaines, Jr., the Members unanimously gave approval to execute Contract No. MDTA 2022-02A – Construction Management and Inspection Services.

**** Member John F. von Paris returned to the meeting after the vote was complete. ****

- **MA-2868-0000 – 3rd Generation Electronic Toll Collection – Customer Service Center Systems & Services – Retroactive Modification No. 3**

Ms. Donna DiCerbo requested approval from the MDTA Board of Modification No. 3 for Contract No. MA 2868-0000 with TransCore LP (TransCore), for the 3rd Generation Electronic Toll Collection – Customer Service Center Systems and Services.

Mr. DiCerbo explained that Modification #3 is needed to continue to process and collect toll revenue; is primarily driven by increased *E-ZPass*® and Pay-by-Plate accounts (aka Pre-Registered Accounts) and Video Tolls transactions; will not require an operating budget amendment or impact the MDTA's ability to maintain its financial standards; and is retroactive because BPW's approval was not obtained prior to March 1, 2024, nor the adoption of certain contract requirement changes.

She further explained that Modification #3 will add \$50,382,892.19 and give back \$1,223,624.00 in unused funds from Modification #1 for a total Modification #3 amount of \$49,159,268.19. As a result, the new contract total will be \$357,012,569.56.

Upon motion by Member John F. von Paris and seconded by Member William H. Cox, Jr., the Members unanimously gave approval of Modification No. 3 for Contract No. MA 2868-0000 with TransCore LP (TransCore), for the 3rd Generation Electronic Toll Collection – Customer Service Center Systems and Services.

UPDATE – PROCURMENT REPORT ON OPEN CONTRACTS

Ms. Donna DiCerbo presented the MDTA Board with a verbal report on how many contracts are currently open with the MDTA excluding state credit card purchases. There are currently 221 total contracts totaling \$2,918,666,081.83.

APPROVAL – MDTA 2024 STRATEGIC PLAN

Ms. Sarah Clifford requested MDTA Board approval of the MDTA 2024 Strategic Plan.

Ms. Clifford explained that in May 2023, the MDTA began the strategic planning process with a Strategic Advance meeting with senior leadership. During the meeting, themes were identified, a SWOT analysis was completed, and the Moore-Miller Transition Plan was reviewed. From June 2023 through December 2023, work sessions were held with senior MDTA staff during designated

Leadership Round Table meetings for the purpose of developing the content and look of a new Strategic Plan.

She further explained that the strategic plan will be an internally and externally available document – one which all MDTA employees can rally around and relate back to the agency strategy. The new Strategic Plan is one that envisions how the MDTA can deliver on the Governor's commitment to building an efficient and equitable transportation system that unharnesses economic growth in our region, drives billions in new investment, protects our environment and our neighbors, and connects people with employers.

This plan is people and team focused. Throughout the strategic planning process, it was evident that MDTA's greatest strength is the people and team of MDTA. There are 4 goals, 24 objectives, and 16 key focus areas and initiatives within the Strategic Plan. The plan lays the foundation for MDTA; and contains the Roadmap for MDTA, which spans 3 years from 2024-2027. The Roadmap will be a living document and will be updated as needed. The 'roadmap' was first introduced in 2022 and provides MDTA employees with a visual tool to showing how their jobs directly connect with MDTA's Strategic Plan and MDTA.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Mario J. Gangemi, the Members unanimously approved the MDTA 2024 Strategic Plan

UPDATE – FISCAL YEAR 2023 SINGLE AUDIT REPORT

Ms. Deborah Sharpless advised the MDTA Board the results of the Independent Auditors' Report on Compliance for Major Federal Awards (Single Audit).

Ms. Sharpless explained that on March 27, 2024, CliftonLarsonAllen (CLA) issued its report on the MDTA's compliance with the types of compliance requirements required for federal awards. The report indicated that in the auditors' opinion, the MDTA complied, in all material respects, with the types of compliance requirements that could have a direct and material effect on the major federal program for the fiscal year ended June 30, 2023. However, the audit disclosed a deficiency in Internal Control over Compliance as it relates to the timely submission of a certain report and the segregation of duties regarding the preparation and review of the report. Ms. Sharpless advised the Board that the Office of Engineering and Construction has established written procedures that outline the process for preparing, reviewing, and submitting the required quarterly reports to the Federal Highway Administration. She ended her presentation by informing the MDTA Board that this finding has been rectified and will not happen again.

APPROVAL – QUARTERLY REVIEW OF INVESTMENT STRATEGY AND BENCHMARKS

Mr. Allen Garman requested MDTA Board approval to continue with the current investment strategies and benchmarks for all accounts.

Mr. Garman explained that for the trailing twelve-month period ended March 31, 2024, investments conformed to Investment Policy limitations. The longer duration strategies employed in certain reserves generate higher return volatility with expected higher average annual returns over

multiyear periods. Portfolio structuring by account adhered to Board approved strategy and should remain consistent, despite short-term return volatility associated with the rising interest rate environment. No changes in performance strategy or benchmark are recommended.

Upon motion by Member Mario J. Gangemi and seconded by Member Dontae Carroll, continuation of the current investment strategies and benchmarks for all accounts was unanimously approved.

UPDATE – 3RD QUARTER OPERATING BUDGET COMPARISON

Mr. Jeffrey Brown updated the MDTA Board on actual versus projected year-to-date spending for the third quarter of Fiscal Year (FY) 2024 Operating Budget. As of March 31, 2024, 62% of the budget was spent compared to a target of 72%. The primary drivers for the underspending include personnel vacancies and expenses that have yet to occur for costs that are incurred during the fourth quarter of the fiscal year. Underspending is partially offset by overtime expenses and higher insurance premiums due to market pressures.

He further explained that while fiscal year-to-date overspending (primarily insurance premiums) is anticipated to be fully offset by underspending in other categories, uncertainty remains regarding additional operating expenses incurred primarily in the fourth quarter due to the FSK Bridge Collapse. As such, the MDTA anticipates requesting a budget amendment in June to cover estimated operating budget expenses of no more than \$60 million for debris and salvage removal.

UPDATE – 3RD QUARTER CAPITAL BUDGET COMPARISON

Ms. Jennifer Stump updated the MDTA Board on the second quarter Fiscal Year (FY) 2024 Capital Budget Comparisons. As of March 31, 2024, 40.7% of the FY 2024 budget was spent as compared to the targeted spending level of 75%. The total budget for FY 2024 is \$539.6 million. The actual spending through the third quarter was \$219.6 million.

Ms. Stump explained that twenty-one of the 83 projects budgeted in FY 2024 were within the acceptable spending limits of 50% to 100% (plus or minus 25% of the 75% target). Due to normal lags in invoicing, generally two months, a plus or minus 25% threshold was determined to be reasonable. And that actual spending through the third quarter for ten projects budgeted for more than \$11 million each in FY 2024 was \$146.9 million.

She further explained that due to the collapse of the Francis Scott Key Bridge and the subsequent impact on traffic along I-895 and I-95, several projects in those regions may experience delays. These delays are intended to prevent further disruptions to traffic on these critical routes. The Office of Engineering and Construction (OEC) is currently assessing these projects to determine their definitive impact on FY 2024 spending.

Interestingly, the reduced traffic around the I-695 Key Bridge area presents an opportunity. It may allow us to expedite certain projects, potentially leading to an increase in spending during the 4th quarter of FY 2024. Notably, this includes the Rehabilitation of Curtis Creek Drawbridges Superstructure and the FSK Staging Dock Construction, both of which have been identified for consideration.

UPDATE – QUARTERLY UPDATE ON TRAFFIC AND REVENUE

Ms. Deborah Sharpless gave a quarterly and year-to-date update to the MDTA Board regarding traffic and toll revenue trends compared to the previous year and the forecast.

Ms. Sharpless explained that this quarterly review looks at traffic and toll revenue trends and compares actual system-wide experience with traffic and toll revenue forecasts. CDM Smith tracks and evaluates the performance of traffic at the lane level and traffic and revenue collected on a cash basis

She further explained that the key takeaways are: 1) For the period ended March 31, 2024, actual toll revenue (in-lane and administrative toll) was below the forecast by \$3.5 million, or 0.6%; 2) *E-ZPass*® revenue continued to exceed the forecast due to higher than forecasted daily average toll revenue; and, administrative toll revenue and video toll collections were below the forecast mostly due to lower than anticipated video toll collections at the NOTD and CCU phases.

UPDATE – CONSOLIDATED TRANSPORTATION PROGRAM (CTP) PROCESS AND ADDITIONS

Ms. Jennifer Stump provided the MDTA Board with an overview of the MDTA Consolidated Transportation Program (CTP) Process and an update on the additions to the capital program.

Ms. Stump explained that the CTP is MDTA's six-year plan for the capital program and includes ongoing and new capital projects for a six-year period for MDTA facilities. The CTP is updated twice a year and brought to the Board Members for approval in June as the Draft CTP and in November as the Final CTP.

After approval by the Board Members in June, the Draft CTP is presented as part of the Maryland Department of Transportation (MDOT) CTP Tour to local elected officials and citizens throughout the State of Maryland for review and comment. It is then revised and submitted, after MDTA Board approval in November, 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 other MDOT business units.

She further explained that the Fiscal Year (FY) 2025-2030 Draft CTP, to be presented for approval in June, will include 13 new projects: Maintenance and Repair of Curtis Creek Draw Bridge; Rehabilitation of Curtis Creek Draw Bridge Bascule Piers; Update Phone System to NEC SV9500 – Phase 2; Replace I-895 Bridge over Lombard Avenue; Resurface Northbound and Southbound I-95 from the Tydings Bridge to the MD 24 Interchange; Miscellaneous Structural Repairs Inside Fort McHenry Tunnel; On-Call Miscellaneous Paving Repairs; Bay Bridge Queue Detection System –

Phase 2; Pier Protection System at the Bay Bridges; FMT Maintenance Building Renovation; FSK Building 305 Roof/HVAC/Window Replacement; Portable Radio Replacement; and Replace the Francis Scott Key Bridge.

UPDATE – FRANCIS SCOTT KEY BRIDGE UPDATE

Mr. Bruce Gartner and James Harkness gave an update on the Francis Scott Key Bridge. They discussed the salvage operation, traffic issues, process for environmental assessment, procurement, and industry and community events.

Mr. Gartner began by acknowledging the tremendous efforts of the MDTA and our local, state, and federal partners stating that their collaborative work has been instrumental in addressing the aftermath of the bridge collapse and that the collapse has deeply affected our local communities and the entire state of Maryland. He then turned the floor over to Mr. James Harkness.

Mr. Harkness stated that since last meeting, a lot of activity has been happening out on the river. In late April, a portion of the main channel was temporarily reopened at a width of 300 feet x 38 feet allowing some ships to leave the port that had been there since March 26. It also allowed for some ships to enter the port, restoring some commerce to Baltimore.

He further stated that by the end of the month of May, the 4 temporary channels had provided for more than 500 transits some of which included sugar, paper, aluminum, and small container vessels.

Mr. Harkness explained that on Monday, May 13, the salvage team responsible for the removal of the Dali performed a controlled blasting operation on the truss section that was resting on the vessel. This was very similar to the method used for portions of the Nice Bridge demolition. The blast was successful at removing most of the steel truss section 4 from the Dali. Only small portions of truss needed to be removed to prepare the vessel for refloat and return to berth. A week later, on Monday, May 20, the Dali was refloated and taken to Seagirt terminal where the salvage team would work on removing the remaining bridge deck, pier, and truss pieces.

He further explained that a few days later, the main channel was reopened for one-way traffic at a width of over 400 feet and depth of 50 feet. That meant the Port of Baltimore was open. Any ship that called on the port prior to the emergency could once again call on the Port of Baltimore.

The MDTA's contractor team, Skanska, continues to work on clearing portions of the truss from the areas outside of the main channel. They are also continuing to process steel and concrete from the main channel as well as from the vessel and, to date, the processing yard has received 18,000 tons of steel and has processed 10,000 tons.

Mr. Harkness ended his portion of the presentation by stating that the Army Corps of Engineers expects to have the full channel reopened by June 8-10 and that Skanska will be completed with work on the water around the same time, with the processing yard continuing to work through the end of the month, maybe early July. He then turned the floor over to Mr. Bruce Gartner.

Mr. Gartner explained that the loss of the Key bridge as a travel option has caused traffic disruptions, rerouting approximately 39,000 vehicles daily to I-895 and I-95. And, to mitigate these impacts, MDTA is:

- Continuously monitoring traffic patterns and adjusting to alleviate congestion;
- Keeping the public informed through regular updates and working closely with local communities to address concerns; and
- Implementing temporary traffic management solutions to ease the burden on local roads and city streets.
- On May 20th, MDTA re-opened the turnaround from Inner Loop I-695, onto Outer Loop, to Broening Highway (Exit 44). Tolling operations at the I-695 turnaround are not in effect at this time. We will be reassessing the status of I-695 turnaround tolling operations in late June.
- Additionally, where we can, MDTA is proud to work in cooperation with MTA in promoting the transportation options available through Commuter Choice Maryland such as ride matching information, and the guaranteed ride home program for eligible carpool and transit users.

He further explained that a National Environmental Policy Act (NEPA) documented categorical exclusion is being prepared, with the Federal Highway Administration (FHWA) as the lead federal agency and the MDTA in cooperation with the State Highway Administration (SHA) as the lead state agency. Completion is anticipated this summer, which is essential for obtaining the necessary permits to stay on schedule.

Mr. Gartner informed the Board that it is MDTA's goal to get the Request for Proposals (RFP) for the Progressive Design-Build contract out by the end of the month, which is May 31. The RFP will focus on selecting a qualified team to provide initial project development services, including preliminary engineering and bridge concept development. The rebuild project presents numerous opportunities for industry engagement, particularly for minority and small businesses.

Upon successful completion of Phase 1, which includes preliminary design tasks, the Progressive Design-Build team will negotiate a Guaranteed Maximum Price (GMP) for Phase 2. Once the GMP is negotiated, Phase 2 will commence. Phase 2 involves finalizing the design, developing various work packages, and beginning construction. The work packages will be strategically sequenced to minimize disruption to shipping and commerce and ensure safety throughout the project. A Guaranteed Maximum Price offers MDTA transparency into the Design Build Teams proposal cost and the ultimate cost for final design and construction of the project.

Mr. Gartner expressed that MDTA's goal is to engage the community throughout the process. On Tuesday, May 7, MDTA held a virtual industry forum, which was attended by over 1,300 attendees from over 900 different organizations. The MDTA is also planning to hold a Virtual Community Update Meeting on Tuesday, June 11 from 6:00-7:00 p.m. This is for our residential communities, as well as the business communities impacted by the bridge. At this event, there will be an opportunity to ask questions and tell MDTA what matters most to them and their communities as MDTA begins the Key Bridge rebuild process.

He also stated that this is not a one and done meeting and that our team is putting plans together to do a grassroots tour by hitting farmers markets and fairs and festivals over the summer to be able to engage with people one-on-one and visit the large employers in the area to keep them informed about the rebuild process and address any of their questions or concerns.

He ended by explaining that the rebuilding of the Francis Scott Key Bridge is more than a construction project; it is a collective effort to restore a vital piece of infrastructure and honor the memory of those we lost. MDTA is committed to an inclusive, transparent, and efficient rebuild process that reconnects our communities and supports the state's economic vitality.

UPDATE – HUMAN RESOURCES COMMITTEE

Member W. Lee Gaines, Jr. presented an update on the Human Resources (HR) Committee meeting that took place on May 7, 2024. The Members were provided with a proposal to combine the HR Committee with the Finance Committee to form the Finance and Administration Committee. Moving in this direction will allow the MDTA to provide efficiencies for staff and committee members. Going forward, the Office of Human Resources and Workforce Development will present relevant topics at the monthly Finance and Administration Committee meetings.

UPDATE - EXECUTIVE DIRECTOR'S REPORT

Mr. Bruce Gartner updated the MDTA Board on the following items: E-blast that was sent to E-ZPass customers offering assistance for those with routes impacted by the collapse of the Key Bridge; April 22nd opening of the new DriveEzMD Customer Service Center at the Elkton Motor Vehicle Administration in Cecil County; and, the start of MDTA's Summer Travel Campaign.

Mr. Gartner also updated the Members on the May 22nd Annual Roadeo, Training, and Appreciation Day. He thanked Member Cox for stopping by to represent the MDTA Board at the event.

The winners of the Truck Roadeo Event were:

- 1st Place Antonio Louis – WPL – Bay Bridge
- 2nd Place Steven Metz – ICC
- 3rd Place Mike Dorbit – BHT

The 1st and 2nd Place Winners of the Truck Roadeo and their Supervisors will be going to the National Roadeo in Colorado in the Fall.

The winners of the VRT Roadeo Event were:

- 1st Place Garrett Denny
- 2nd Place Brian Jefferson
- 3rd Place James Ling

The MDTA Annual Award Winners were:

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| ○ Rising Star | Shanika Doggett |
| ○ SUPERvisor of the Year | Ronald Westervelt |
| ○ Award of Excellence | Christopher Parris |
| ○ Lifetime Achievement | Billy Clough |
| ○ Leading by Example | Finance Division, Revenue Unit <ul style="list-style-type: none">• Walter Laun• Elayne Garrad• Valerie Calvert• Michelle McDowell |
| ○ Customer Service | Employee Services and Programs Team <ul style="list-style-type: none">• Tenea Allen• Adonna Robinson• Criss Shelton |
| ○ Unsung Hero | Jerell Reynolds |
| ○ Unmatched Dedication | Theodore Williams |
| ○ Executive Director's
Distinguished Leader | Chantelle Green |

The winners of the Cornhole Tournament were:

- Ryan Bandy and Matt Strzegowski

Mr. Gartner thanked Natalie Henson, Ebony Moore, Scott Still, and Mary O'Keeffe for all their efforts in putting the event together and Paul Truntich for organizing the Cornhole Tournament to benefit the MCC. A great time was had by all who attended.

Mr. Gartner recognized Ms. Nairobi Sanchez as the Employee of the Quarter for the 1st Quarter of 2024. Ms. Sanchez spearheaded the "Tag Swap Program" by creating tools to assist her and her team to be the most efficient possible; she is a team player who is open to suggestions from the team and often implements those suggestions; she rises to the challenge and has been instrumental throughout the transition to TransCore in verifying documents which have been translated into Spanish; she takes on extra tasks and works with the team to produce the best outcome for customers and MDTA; and she often puts her own priorities on hold to ensure the success of the group and has been described as a true great asset to E-ZPass.

Lastly, Mr. Gartner updated the Board on the June IBTTA Finance and Road Usage Charging Summit that will be held in Baltimore from June 9-11. Deb Sharpless has served as one of the chief meeting organizers and MDTA will be participating.


VOTE TO ADJOURN MEETING

There being no further business, upon motion by Member William H. Cox, Jr. and seconded by Member W. Lee Gaines, Jr., the Members unanimously voted to adjourn the meeting at 10:36 a.m.

OPEN SESSION
MAY 30, 2024
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The next MDTA Board Meeting will be held on Friday, June 28, 2024 at 1:00 p.m. at MDTA, 2310 Broening Highway, Baltimore MD and will be livestreamed on the MDTA Board webpage.

APPROVED AND CONCURRED IN:



For Paul J. Wiedefeld, Chairman