

MARYLAND TRANSPORTATION AUTHORITY  
BOARD MEETING

THURSDAY, JANUARY 29, 2026  
9:00 A.M.

OPEN MEETING – VIRTUAL AND LIVESTREADED

OPEN SESSION

Samantha J. Biddle, Acting Chair

MEMBERS ATTENDING:

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

STAFF ATTENDING:

Lt. Col. Ronce Alford  
Jeffrey Brown  
Kevin Cullity  
Percy Dangerfield  
Jeffrey P. Davis  
Tonya Dorsey  
Lt. Col. Timothy Eikenberg  
Allen Garman  
Bruce Gartner  
David Goldsborough  
Chantelle Green  
James Harkness  
Pilar Helm  
Natalie Henson  
Richard Jaramillo  
Kendra Joseph  
Heather Koeberle  
Megan Mohan, Esq.  
Mary O'Keeffe  
Bradley Ryon  
Col. Joseph Scott  
Timothy Sheets  
Cheryl Sparks  
Khadriah Ward  
Brian Wolfe

OTHERS ATTENDING:

Jaclyn Hartman, Assistant Secretary, MDOT  
Tanya Wojtulewicz, Business Development &  
Management Chief, MAA

At 9:00 a.m. Acting Chair Samantha J. Biddle called the meeting of the Maryland Transportation Authority (MDTA) Board to order. The meeting was held virtually and was livestreamed on the MDTA Board Meeting web page.

**APPROVAL – OPEN SESSION MEETING MINUTES OF DECEMBER 18, 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 December 18, 2025 were unanimously approved.

**APPROVAL – CONTRACT AWARDS**

• **J01B3400081 – NetApp Storage Hardware**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. J01B3400081 - NetApp Storage Hardware with Cas Severn in the amount of \$3,999,880.00.

Mr. Davis explained that this contract is for the provision of NetApp Storage Hardware and Manufacturers Extended Warranty to support MDTA's software defined infrastructure for hybrid cloud environments at the John F. Kennedy and Intercounty Connector Facilities. MDTA has been utilizing NetApp storage hardware for over fifteen years to support composing physical and virtual computing.

This contract will provide storage resources to support mission critical databases and applications that are used by MDTA business units. Without the NetApp storage hardware refresh, MDTA will not be able to continue providing the infrastructure necessary to service the MDTA business units that rely on it to perform its daily operations.

Upon motion by Member Maricela Cordova and seconded by Member Dontae Carroll, the Members unanimously approved Contract No. J01B3400081 - NetApp Storage Hardware.

• **J01B6600028 – Rubrik Identity Resiliency Software**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. J01B6600028 – Rubrik Identity Resiliency Software with Cas Severn, Inc in the amount of \$751,060.00

Mr. Davis explained that this contract is for the provision of Rubrik Identity Resiliency Software which enables the MDTA enhanced protection of Microsoft Active Directory (AD). By enhancing our Rubrik backup infrastructure, MDTA will be able to enable protection of AD forests and domain controllers with global orchestration, ensuring backups are enforced across distributed environments.

Mr. Davis further explained that the enhanced protection also allows MDTA to support forest and domain controller-level recovery, with options for recovery to the same or new hosts, ensuring fast return to business operations after a cyberattack. The granular object-level recovery option will allow MDTA to restore individual AD objects (users, groups, etc.) with full attribute and relationship preservation, eliminating the need for manual rebuilds during recovery.

Upon motion by Member William H. Cox, Jr., and seconded by Member Mario J. Gangemi, the Members unanimously approved Contract No. J01B6600028 – Rubrik Identity Resiliency Software.

- **MDTA 2024-04A – Structures Inspection Program and Miscellaneous Engineering Services (First 2 of 5)**

Mr. Jeffrey Davis requested approval from the MDTA Board to execute Contract No. MDTA 2024-04A – Structures Inspection Program and Miscellaneous Engineering Services (First 2 of 5).

AE 3143	Rummel, Klepper & Kahn/Modjeski & Masters	\$14,000,000.00
AE 3144	AECOM Technical Services/Wallace, Montgomery	\$14,000,000.00

Mr. Davis explained that this project entails the award of five (5) contracts to consultant engineering firms to perform routine condition inspection, reporting, design, non-destructive testing, asset management, asset health monitoring, and project management services for MDTA.

Mr. Davis further explained that seven (7) proposals were received and five (5) were selected for award. Two (2) of these awards are being presented to the MDTA Board for approval. The remaining three (3) contracts will be presented at the next Board meeting in February. As this contract exceeds the MDTA's delegated authority, the award of this contract would be pending approval at the next available Board of Public Works (BPW) meeting.

Upon motion by Member Mario J. Gangemi and seconded by Member Maricela Cordova, the Members unanimously approved Contract No. MDTA 2024-04A – Structures Inspection Program and Miscellaneous Engineering Services (First 2 of 5).

### **APPROVAL – CONTRACT MODIFICATIONS**

- **KB-4903-0000 – Key Bridge Rebuild Progressive Design Build Contract – Modification 3**

Mr. James Harkness and Mr. Brian Wolfe requested approval from the MDTA Board of additional Early Work Packages (EWP) funding to continue critical path work on the Key Bridge Rebuild in the amount of \$150,000,000.00.

Mr. Harkness summarized that on May 29, 2025, the MDTA Board approved Contract Modification 1 to KB-4903-0000, which allowed for the issuance of EWPs for the Key Bridge Rebuild project. Additionally, the MDTA Board authorized a not-to-exceed amount of \$250,000,000.00 for EWPs, with the specific EWP approval authority delegated to the Chief Engineer. On November 25, 2025, the MDTA Board authorized an additional \$95,000,000.00 for EWP, for a not-to-exceed total of \$345,000,000.00.

Mr. Harkness explained that the materials and work authorized under the not-to-exceed \$345,000,000.00 are of significant cost and scope. To continue progressing critical path work over the coming months, additional funding is required. The Office of Engineering and Construction, in coordination with the Progressive Design Build (PDB), has reviewed scopes of work and estimated costs for work necessary to progress the construction critical path, including continued pile installation, trestle installation, footing material procurement, additional pile material procurement, and long lead construction items.

Mr. Harkness further explained this work requires the authorization of an additional \$150,000,000.00 in early works funding, increasing the not-to-exceed authorization to \$495,000,000.00. The cumulative total of all EWPs shall not exceed \$495,000,000.00 without MDTA Board approval.

Upon motion by Member Jeffrey S. Rosen and seconded by Member Mario J. Gangemi, the Members unanimously approved Contract Modifications – KB-4903-0000 – Key Bridge Rebuild Progressive Design Build Contract – Modification 3.

**APPROVAL – COLLECTIVE BARGAINING AGREEMENT WITH FATERNAL ORDER OF POLICE (FOP) LODGE #34 FOR FISCAL YEAR (FY)**

Mr. Percy Dangerfield and Ms. Tonya Dorsey requested approval from the Maryland Transportation Authority (MDTA) Board of the negotiations between the MDTA and the Fraternal Order of Police (FOP) Lodge #34.

Mr. Dangerfield summarized that on December 31, 2024, the State and the FOP reached a tentative agreement through collective bargaining. The final agreed upon package is a one (1) year agreement, effective July 1, 2026, through June 30, 2027.

Ms. Tonya Dorsey outlined the following details the agreed upon proposals with significant economic impact: (1) A one-step increase for all bargaining unit members effective January 1, 2027; and (2) Adjustment to the MDTA/MTA pay scale from the current step ratio of two percent (2%) to five percent (5%) between steps 17 and 18 resulting in a three percent (3%) increase. The percentage difference between steps 18 and 19 and between steps 19 and 20 will remain at two percent (2%), respectively.

Ms. Dorsey further explained when fully implemented, the agreement provides an additional \$1,289,407.00 in salaries and benefits to bargaining unit members. The three percent (3%) increase between steps 17 and 18 and its impact upon the salary structure accounts for \$826,231.00 of the cost. The additional step accounts for \$ 463,176.00 of the cost. There will be no general cost-of-living adjustment (COLA) for the 2027 fiscal year.

Upon motion by Member Maricela Cordova and seconded by Member Mario J. Gangemi, the Members unanimously approved the Memorandum of Understanding between the MDTA and FOP Lodge #34.

### **APPROVAL – BOARD RESOLUTION 26-01**

Mr. Kevin Cullity requested MDTA Board approval for Board Resolution 26-01 - Municipal Financing.

Mr. Cullity explained that the resolution authorizes the issuance of Passenger Facility Charge (PFC) backed bonds to finance a portion of BWI Airport capital projects in fiscal 2027 and 2028. The PFC revenue backed bonds are issued under a separate trust agreement and are solely secured by PFC revenues.

Mr. Cullity further explained that the Municipal Financing Resolution authorizes the issuance of up to \$130 million of bonds to finance a portion of capital projects for an approximately two-year period through fiscal 2028. The financing is expected during the second half of 2026 and will be sized to account for the capital program, passenger facility charge revenues, bond premium, debt service reserve funding, and cost of issuance.

Upon motion by Member William H. Cox, Jr. and seconded by Member Jeffrey S. Rosen, the Members unanimously approved MDTA Board Resolution 26-01 for Municipal Financing.

### **UPDATE – CREDIT RATING AGENCIES**

In accordance with the Board Operating Policy requirement, management will provide an update on the status of the MDTA's double-A credit ratings to the MDTA Board.

Mr. Cullity explained that in spring 2025, both Moody's Corporation and S&P Global Ratings affirmed the MDTA's ratings at Aa2 and AA-, respectively, and assigned Negative outlooks. Subsequently, on December 11, 2025, Moody's again affirmed the rating and maintained the Negative outlook. On September 23, 2025, Fitch Ratings affirmed MDTA's AA rating and maintained a Stable outlook.

### **UPDATE – LEGISLATIVE SESSION**

Mr. Bradley Ryon updated the MDTA Board regarding bills that have been filed that will have an impact to the MDTA, visits with Maryland General Assembly members and staff, upcoming MDOT overview briefings, and MDTA budget hearings.

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

- **Feasibility of Capturing Images of Only Rear License Plates of Vehicles**

Ms. Heather Koeberle explained that during the 2025 Legislative Session, committees requested MDTA to prepare a report on the feasibility of capturing the image of only the rear license plate of a vehicle at toll facilities in the State, equipment upgrades necessary to switch to a process of capturing only the image of the rear license plate of a vehicle, and any potential impacts that may occur as the result of only capturing the image of the rear license plate of a vehicle rather than both the front and rear license plates.

Ms. Koeberle explained that as a vehicle travels through one of MDTA's toll facilities and an active transponder is not read, images of both the front and rear plates are captured. The information from the best image, of either the front or rear license plate, is used to identify the vehicle's registered owner. A Notice of Toll Due (NOTD) is then sent to the vehicle's owner. This is the standard tolling procedure used by other *E-ZPass* agencies.

Using license plate images of vehicles registered in Maryland, MDTA processed more than 15 million 2-axle transactions in calendar year 2024. The front plate image was used for 43% of the transactions and the rear plate was used for the remaining 57%. Not having a front license plate image available to use for tolling these vehicles would have resulted in a loss of about \$35M in revenue. For the first three quarters in calendar year 2025, the front plate image was used approximately 40% of the time, which resulted in \$22.6M in possible toll revenue.

She further explained that while no system or equipment upgrades are necessary to only collect images of the rear license plate on vehicles registered in Maryland, MDTA's ability to invoice and collect toll revenue would be severely hampered if limited to only using the rear license plate image. Additionally, not having a front license plate would contribute to the ongoing problem where license plates are deliberately obscured or altered to avoid paying tolls, which is an unfair practice.

- **Assessments and Actions to Reduce Vessel Collision Vulnerability of Bridges in the State**

Mr. James Harkness 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 Joint Chairmen's Report (JCR) that includes the findings of vulnerability assessments of the eastbound and westbound spans of the William Preston Lane, Jr. Memorial Bridge (Chesapeake Bay Bridge), and a discussion of the steps necessary for the Maryland Department of Transportation (MDOT) and MDTA to develop and implement comprehensive risk reduction plans for these bridges to reduce the likelihood of a bridge collapse in the case of a vessel collision. The report includes a discussion of the estimated costs and funding sources needed to conduct the development and implementation of the comprehensive vessel collision risk reduction plans.

He further explained that the MDTA has conducted the industry-standard American Association of State Highway and Transportation Officials (AASHTO) vessel collision risk assessment for the evaluation of vessel collision risk for the Chesapeake Bay Bridge. The findings from the vessel collision study are contributing to the comprehensive analysis of safety risks associated with the regional highway network and the safe navigation of vessels under and near the Chesapeake Bay Bridge. MDTA has implemented short-term risk reduction plans, while at the same time rapidly advancing the pier projection and studying the replacement of the existing Chesapeake Bay Bridge spans as part of the MDTA Bay Crossing Study.

- **Francis Scott Key Bridge Reconstruction**

Mr. James Harkness 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 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.

He further explained that the first quarterly JCR was due July 1, 2025. The second quarterly JCR was due October 1, 2025. The third quarterly update was due January 1, 2026. The final quarterly update is due 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 November 2025 were also provided along with an explanation of federal reimbursements.

### **UPDATE – MAJOR PROJECTS**

Mr. James Harkness updated the MDTA Board on the status of Major Projects in the Capital Program.

Mr. Harkness explained that as of January 15, 2026, there are thirteen major projects in the Capital Program. Eight of the projects are under construction and three are under design. This update includes projects funded for construction in the current Consolidated Transportation Program and includes five projects valued in excess of \$100 million. There are two projects from the \$1.1 billion I-95 ETL Northbound Expansion program.

### **UPDATE – INFORMATION TECHNOLOGY MAJOR PROJECTS**

Mr. David Goldsborough updated the MDTA Board on the Division of Information Technology (DoIT) major projects. As of January 29th, 2026, the Division of Information Technology maintains an active portfolio of 21 projects and continued support of the third-generation tolling system (3G) program.

Some of the significant initiatives that DoIT continues to work on include the following:

- Human Resources Central Conversion and Enhancements
- Maximo Enhancements
- Dynamics SL Upgrade
- Human Resources Information System
- Police Body Worn Cameras
- Maximo 9 Upgrade
- Procurement Milestone Tracking (PMR)
- Contract Migration
- P-Card Upgrade

#### **UPDATE – CIVIL RIGHTS FAIR PRACTICE'S SOCIOECONOMIC PROGRAMS**

Ms. Khadriah Ward updated the MDTA Board on MDTA's progress toward achieving the legislatively mandated socioeconomic program goals for Quarter 1 of Fiscal Year 2026, which covers the performance period from July 1, 2025, to September 30, 2025.

These programs include the following:

- Disadvantaged Business Enterprise (DBE) Program;
- Minority Business Enterprise (MBE) Program;
- Small Business Reserve (SBR) Program; and
- Veteran-Owned Small Business Enterprise (VSBE) Program.

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

Col. Joseph Scott updated the MDTA Board on MDTA Police activities including recruitment, community engagement, and the upcoming Polar Bear Plunge.

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

Mr. Bruce Gartner began his report by recognizing and thanking our Operations and Police team members who worked in very dangerous and uncomfortable conditions to ensure that our operations continued and that our customers were able to travel as safely as possible during the past weekend's snow event.

Mr. Gartner then updated the MDTA Board on the December 16 FSK Rebuild Virtual Community Update; Legislative Session, the January 7 Bay Bridge Reconstruction Advisory Group Meeting; and the Bay Crossing Study public hearing dates.

He ended his remarks by informing the MDTA Board that effective January 21, Ms. Megan Mohan, Esq. was named Principal Counsel for the MDTA. Ms. Mohan had been Acting Principal Counsel since October.

**\*\*\* Member Cynthia D. Penny-Ardinger left for the remainder of the meeting due to a scheduling conflict. \*\*\***

**VOTE TO GO INTO CLOSED SESSION**

At 11:01 a.m., upon motion by Member William H. Cox, Jr. and seconded by Member Dontae Carroll, 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)(1) to discuss the compensation of one or more specific individuals of the MDTA police command staff; 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.

**VOTE TO ADJOURN CLOSED SESSION**

At 11:29 a.m., a motion was made by Member Mario J. Gangemi and seconded by Member Dontae Carroll, which was unanimously approved, to adjourn the Closed Session and return to Open Session.

**RATIFICATION OF ACTION TAKEN IN CLOSED SESSION**

Upon motion by Member Mario J. Gangemi and seconded by Member Samuel D. Snead, the Members unanimously ratified their approval of extending the same compensation benefits to the members of the MDTA Police command staff that will be granted to union members in the Collective Bargaining Agreement with Fraternal Order of Police (FOP) Lodge #34 for Fiscal Year (FY) 2027.

**VOTE TO ADJOURN MEETING**

There being no further business, upon motion by Member William H. Cox, Jr. and seconded by Member Maricela Cordova, the Members unanimously voted to adjourn the meeting at 11:31 a.m.

The next MDTA Board Meeting will be held on Thursday, February 26, 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:

  
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for Kathryn Thomson, Chair