

**MARYLAND TRANSPORTATION AUTHORITY
MONTHLY CAPITAL COMMITTEE MEETING
THURSDAY, NOVEMBER 5, 2015
PT. BREEZE HEADQUARTERS BUILDING
BALTIMORE, MD**

OPEN SESSION

MEMBERS ATTENDING: William Ensor, III
W. Lee Gaines, Jr.
William K. Hellmann, P.E.
Michael J. Whitson

STAFF ATTENDING: Milt Chaffee
Deb Sharpless
Dan Williams
James Harkness
Robert Michael
Dave LaBella
Bob Jordan
David Dabkowski
Dennis Simpson
Jaclyn Hartman
Jeanne Marriott
Heather Koeberle
Cheryl Sparks
Meshelle Howard
Donna DiCerbo
Chris Thompson
Kimberly Millender, Esquire

OTHERS ATTENDING: Liz Sogard, Stantec
Wayne McFall, URS
John Volk, URS

At 9:00 a.m. the meeting of the Maryland Transportation Authority (MDTA) Capital Committee was called to order by Chairman Hellmann.

APPROVAL- OPEN SESSION MINUTES OF October 1, 2015

Upon motion by Member Ensor and seconded by Member Gaines, the Open Session and Closed Session meeting minutes of the Capital Committee's Meeting held on October 1, 2015 were unanimously approved.

Member Hellmann recused himself and left the meeting for the approval of the following contract.

APPROVAL CONTRACTS

Contract No. AE 3013 and AE 3014 - Project No. MDTA 2014-01 - Comprehensive Building and Facility Engineering and Architectural Design Consulting Services for the MDTA

Mr. Robert Michael presented this request seeking a recommended approval from the Capital Committee to present Contract Numbers: AE 3013-0000 and AE 3014-0000 for Comprehensive Building and Facility Engineering and Architectural Design Consulting Services for the MDTA, to the full MDTA Board for award at its next scheduled meeting. Approval of this contract is contingent upon the approval of the Transportation Professional Services Selection Board (TPSSB) and the Board of Public Works (BPW).

The services to be performed under these Contracts are Comprehensive Building and Facility Engineering and Architectural Design Consulting Services for the Maryland Transportation Authority (MDTA).

The MDTA proposes to utilize consultant services to perform design, investigation, miscellaneous studies, and other consultation services listed in this scope of services for an undetermined number of projects at any of the various facilities maintained by the MDTA, which include but are not limited to: John F. Kennedy Memorial Highway (JFK), Thomas J. Hatem Memorial Bridge (TJH), Baltimore Harbor Tunnel (BHT), Fort McHenry Tunnel (FMT), Francis Scott Key Memorial Bridge (FSK), Governor Harry W. Nice Memorial Bridge (HWN), William Preston Lane, Jr. Memorial Bridge (WPL, BAY BRIDGE), Point Breeze (PB) and the Intercounty Connector (ICC), on an as needed basis.

The Consultant shall provide the resources and expertise needed to perform architectural and engineering design and analysis for buildings and facilities, development of complete contract bid documents, facility condition inspections, asset management, and miscellaneous consulting services including but not limited to, space planning, facility master plan studies, emergency inspections, building envelope evaluations, specialized building systems analysis and design including security, life safety, data, communications, audio/video, electrical, mechanical and plumbing engineering design services.

These final two (2) of four (4) task-based contracts will be cost plus fixed fee Contracts, valued at Three Million Dollars (\$3,000,000.00) each with a total Not-to-Exceed cost of \$6,000,000 Million Dollars. The project was initially approved by Secretary of Transportation, James T. Smith on November 7, 2013. The MDTA requested an extension which was approved by Secretary Smith on July 15, 2014.

The Minority Business Enterprise (MBE) participation goal for each contract is 35% with sub-goals of 6% for African American-Owned firms, 2% Hispanic American-Owned firms, and 9% Women-Owned firms; and the contract includes a 1% Veteran-Owned Small Business Enterprise (VSBE) participation goal. The prime contractors have submitted MBE and VSBE plans that meet the goals.

History from Solicitation of Interest

- Advertised Expression Interest on August 1, 2014
- Ten (10) firms responded by submitting Expressions of Interest on September 16, 2014
- Expressions of Interest were received and evaluated and seven (7) firms were placed on the Reduced Candidate List. The list was subsequently reduced to six (6) firms as AECOM purchased URS. AECOM withdrew and URS participated in the Technical phase.
- The RFP was issued on February 11, 2015
- Technical Proposals were received on March 19, 2015 and evaluated and ranked.
- Debriefings were held with the non-selected firms.
- The Consultant Screening Committee requested and received approval from Executive Director, Bruce W. Gartner on June 1, 2015 to Solicit Price Proposals from the top ranked firms.
- Price Proposals were received on July 8, 2015 (PB) and September 2, 2015 (URS) and negotiations were held.
- Requested and received approval from Executive Director on October 5, 2015 with respect to AE-3013-0000 and August 27, 2015 with respect to AE-3014-0000 on the negotiated price proposals.

The firm selected for award of Contract No. AE 3013-0000 in the amount of \$3,000,000.00 is URS Corporation (the third highest rated firm). Its sub-consultants are:

CTA Consulting Engineers, Inc. – MBE;
Daniel Consultants, Inc. – MBE;
M2H Protection, LLC – VSBE;
Ernest Bland Associates, P.C. – MBE;
The INTEC Companies, Inc. – MBE;
J.A. Rice, Inc. – MBE;
RJM Engineering, Inc. – MBE;
Soil and Land Use Technology, Inc. – MBE and;
Integrated Control Systems, Inc.

The recommended firm has committed to the established MBE goal and sub-goals and the VSBE goal.

The firm selected for award of Contract No. AE 3014-0000 in the amount of \$3,000,000.00 is Parsons Brinckerhoff, Inc. (the fourth highest rated firm). Its sub-consultants are:

Puente Consultants, LLC – MBE;
Columbia Telecommunications Corp. – MBE;
Navarro & Wright Consulting Engineers, Inc. – MBE;
KES Engineering, Inc. – MBE;
RJM Engineering, Inc. – MBE;
Mimar Architects – MBE and;
Environmental Research Group, LLC – VSBE

The recommended firm has committed to the established MBE goal and sub-goals and the VSBE goal.

Notice to Proceed (NTP) for these contracts is anticipated in December 2015. The Contracts will be valid for a five (5) year period and include a provision authorizing an extension of one-third of the original base term in accordance with BPW Advisory 1995-1.

Upon a motion by Member Gaines and seconded by Member Ensor, the Members unanimously recommended approval of this contract by the MDTA Board at its next scheduled meeting.

Member Hellman rejoined the meeting.

Contract No. HT 2752-000-006R – BHT Vent Building Switchgear Repainting

Mr. Robert Jordan presented this request seeking a recommended approval from the Capital Committee to present this Contract No. HT 2752-000-006R – BHT Vent Building Switchgear Repainting to the full MDTA Board at its next scheduled meeting.

This project, located in Baltimore City, is for the provision of all labor, materials, equipment, and supervision for the repainting of electrical switch gear in the Baltimore Harbor Tunnel Fairfield and Canton Vent Buildings.

There is an allowance of \$30,000 for Industrial Hygienist Services included in the Invitation for Bids (IFB) that will only be used if necessary and with prior approval of the Engineer.

This project was advertised on June 30, 2015.

Three (3) Bids were received on August 20, 2015 and the responsive Bid results were as follows:

<u>Contractor</u>	<u>Bid Amount</u>	<u>% Variance To Eng. Est.</u>
EASE Painting & Construction, Inc.	\$221,310.00	(31.26%)
Excel Painting Co.	\$239,700.00	(25.55%)
Ionion Painting	\$249,500.00	(22.50%)

The Engineers Estimate for this project is \$321,946.00. It was noted that the low bid was 31.26% below the Engineer's Estimate. EASE Painting & Construction, Inc., has performed work on prior MDTA projects. EASE Painting & Construction, Inc., is the lowest responsive and responsible bidder and is therefore recommended for award to the full Authority. An analysis of the bid compared to the Engineer's Estimate was performed by the Division of Engineering and the low bid submitted by EASE Painting & Construction, Inc., was determined to be fair and reasonable. A bid justification was completed and the bid was determined to be fair and reasonable. This company has performed work on prior MDTA projects.

This IFB was advertised as a SBR, with no Minority Business Enterprise (MBE) goals. EASE Painting and Construction, Inc. is certified as a Small Business through the SBR

Program. Notice-to-Proceed (NTP) for this Contract is anticipated in December, 2015. The Contract term is One Hundred Eighty (180) Calendar Days from Notice-To-Proceed.

A protest was filed and denied after review. No appeal has been filed to date.

After reviewing and discussing the differences between the Engineer's Estimate and the bid submitted by the recommended Contractor, upon a motion by Member Gaines and seconded by Member Ensor, the Members unanimously recommended approval of this contract by the MDTA Board at its next scheduled meeting.

Contract No. KH 2842-000-006 – Rehabilitation of JFK Administration Parking Lots and Access Road

Mr. Dave LaBella presented this request seeking a recommended approval from the Capital Committee to present this Contract No. KH-2842-000-006, Rehabilitation of JFK Administration Parking Lots and Access Roads to the full MDTA Board at its next scheduled meeting.

The work to be performed under this contract is located at the John F. Kennedy Administration facility located in Cecil County. The scope of work includes but is not limited to:

1. Variable depth milling
2. Variable depth pavement patching
3. Paving using Superpave Asphalt mix
4. Miscellaneous repairs to curb and gutter
5. ADA compliant sidewalk and ramp upgrades
6. Miscellaneous drainage repairs
7. New pavement construction for widening of the Nouthbound slip ramp and the Southbound access road
8. Pavement markings
9. Turf establishment

An allowance of \$100,000.00 has been included in the Invitation for Bids (IFB) for miscellaneous repairs that will only be used if necessary with prior approval of the Engineer.

This project was advertised on August 17, 2015. Two (2) bids were received on September 30, 2015 and the responsive bid results were as follows;

Contractor	Bid Amount	% Variance To Eng. Est.
Allan Myers MD, Inc.	\$1,620,000.00	(24.87)%
Image Asphalt	\$1,905,833.00	(9.16)%

The Engineers Estimate for this project is \$2,156,163.50. It was noted that the low bid was 24.87% below the Engineer's Estimate. Allan Myers MD, Inc., is the lowest responsive and responsible bidder and is therefore recommended for award to the full Authority. An analysis of the bid compared to the Engineer's Estimate was performed by the Division of Engineering and the low bid submitted by Allan Myers MD, Inc., was determined to be fair and reasonable. A bid justification was completed and the bid was determined to be fair and reasonable. This company has performed work on prior MDTA projects.

This was advertised with an overall MBE participation goal of Thirty-one Percent (31%) and subgoals of Seven Percent (7%) for African-American and Four Percent (4%) for Asian-American; with a One Percent (1%) VSBE participation goal. Allan Myers MD, Inc. has submitted MBE and VSBE plans that meet the goals. Notice-to-Proceed (NTP) for this Contract is anticipated in March, 2016. The contract term is Three Hundred Sixty-Five (365) Calendar Days from Notice-To-Proceed.

After reviewing and discussing the differences between the Engineer's Estimate and the bid submitted by the recommended Contractor, upon a motion by Member Gaines and seconded by Member Ensor, the Members unanimously recommended approval of this contract by the MDTA Board at its next scheduled meeting.

FY 2016-2021 CONSOLIDATED TRANSPORTATION PROGRAM (CTP)

Ms. Jeanne Marriott presented this request seeking a recommendation for approval for the proposed Final FY 2016-2021 CTP. The Final CTP will also be presented to the Finance Committee for recommendation for approval and the full MDTA Board for final approval.

The Final CTP increased by \$46.0 million from the Draft CTP. This increase is comprised of a \$186.9 million increase in projects offset by a \$140.9 million decrease in reserves.

The six-year FY 2016-2021 budget in the proposed CTP is \$1.9 billion. The proposed CTP reflects an increase in the six-year FY 2016-2021 budget of \$46.0 million (Attachment #1 – Line 6). The net FY 2016-2021 budget increase is the result of the following changes:

- Increase in the six-year CTP budget by \$156.0 million for all projects except ICC, ETL and reserves (Attachment #1 – Line 3)
- Decrease in the system preservation allocated and unallocated reserves by \$140.9 million (Attachment #1 – Line 4)
- Shift of ICC budget by \$2.1 million and ETL budget by \$28.7 million from FY 2015 to the FY 2016-2021 time period (Attachment #1 – Lines 1 & 2)

Highlights of changes that have been incorporated in the proposed Final FY 2016-2021 CTP are shown in Attachment #2.

Added New Projects

Funded 15 new system preservation projects for a total of \$45.7 million transferred from the reserves.

Added Construction Phase

Funded the construction phase of 12 projects for a total of \$120.8 million transferred from reserves as design reached 60% level and cost estimates were developed based on a fully established scope.

Projects Modified to Reflect Bids Received

Adjusted five projects to reflect bids received for a net increase of \$3.6 million. Two contracts were lower than Engineer's Estimate, which resulted in budget reductions of \$2.1 million while three contracts were higher than Engineer's Estimate, which resulted in budget increases of \$5.7 million.

Modified Budget to Reflect Completed Projects

Thirty-eight projects were completed, closed-out, or deleted for a net reduction of \$9.6 million.

Modified Active Projects Due to Cost Changes and Cash Flow Adjustments

Adjusted cash flows and funded changes in engineering and/or construction budgets for 105 projects for a net budget increase of \$26.3 million.

System Preservation Reserve Change

The unallocated reserves decreased by \$43.2 million and the allocated reserves decreased by \$97.6 million.

These changes resulted in an overall six-year FY 2016-2021 budget increase of \$46.0 million.

The proposed Final FY 2016-2021 CTP increased by \$46.0 million, which includes the rollover of FY 2015 unspent funds of \$38.6 million.

Upon motion by Member Whitson and seconded by Member Gaines, the Members unanimously recommended approval of the Final FY 2016-2021 Consolidated Transportation Program (CTP) to the full Board for final approval.

LESSONS LEARNED – CONTRACT NO. KH 1403-000-006 – I-95 EXPRESS TOLL LANES PROJECT I-95 FROM NORTH OF MD 43 TO NORTH OF JOPPA ROAD

Mr. Dave LaBella provided an update regarding the “Lessons Learned” in the above I-95 Express Toll Lanes (ETLs) contract as a result of a 2013 slope failure located at the proposed Support of Excavation (SOE) movement on I-95 northbound, north of the MD 43 interchange. The update and accompanying presentation summarized the events and activities associated with the ground and SOE wall movement, and presented ideas for improvements to the planning, design and construction process that could help reduce the risk of these types of ground and SOE wall movements on future projects.

In 2013, during construction of the above contract, the ground under and adjacent to northbound I-95 began to subside in the vicinity of a recently constructed temporary SOE wall. Pavement cracks and pavement subsidence were observed in the I-95 median and northbound lanes approximately 3,300 feet north of the MD 43 interchange. It was determined that this ground and wall movement was due to a shear plane failure (i.e. a “deep slide”) associated with the SOE wall construction.

The presentation presented alternatives and options to improve design and construction processes to address the issues and risks associated with SOE walls and high, complex retaining walls. They included:

- Perform a cost-benefit-risk evaluation at the beginning of the final design phase for large structures that are proposed for the primary purpose of reducing impacts.
- For critical SOE structures (e.g. supporting a highway embankment), expand the design-phase geotechnical exploration requirements to include data for eventual SOE design by the contractor.
- Include a Special Provision in the Invitations for Bids book that would provide greater control over the SOE design and construction, including: a detailed Work Plan, monitoring, design analysis software requirements, and additional borings by the contractor.
- Perform more in-depth independent reviews during design phase. Critical elements (such as large complex structures) would receive an in-depth review and possibly a value engineering study by design specialists and construction managers who have experience with this type of structure.
- Require more detailed SOE wall shop drawing submittals (see #3, above) and hold a pre-submittal meeting to establish requirements, expectations, and schedule.
- For critical SOE structures, engage an independent reviewer who is a specialist in SOE walls and works with this type of construction on a regular basis. The review could include an independent computer analysis to compare to the SOE wall designer's computer analysis.
- Inspection staff should ensure that the contractor follows the detailed work plan and assess if conditions warrant any changes. Additional training of inspectors for SOE wall construction may be warranted. Additional oversight of the SOE wall construction should be by a geotechnical engineer.

VIDEO TOLL AND CITATIONS PROJECT

Ms. Deb Sharpless updated the Capital Committee on the issues and activities underway to support the implementation of the video toll and citation process approved in HB420. Activities included;

- Recommence CCU warning letters and referrals until backlog is resolved
- Begin MVA warning letters and referrals for suspensions and denial of registration
- Work with MDOT, MVA and CCU to verify and/or refine process and public messaging on referrals
- Increase volume of court cases to address backlog

DISPOSTION OF THE INTERMODAL CONTAINER TRANSFER FACILITY

Mr. Dennis Simpson and Ms. Jaclyn Hartman provided a history of the Maryland Transportation Authority's (MDTA) ownership of the Intermodal Container Transfer Facility (ICTF) and to request recommended approval from the Capital Committee to the full MDTA Board to declare the ICTF as excess land and transfer it to the Maryland Port Administration (MPA) for \$14.2 million.

Following a public-private partnership (P3) for the Seagirt Marine Terminal in 2010, MDTA retained ownership of the ICTF, a 66 acre facility used for port-related operations. In recent months, MDTA and MPA have been in negotiations regarding the disposition of the facility. The proposed agreement provides for the transfer of the ICTF from MDTA to MPA for a one-time payment of \$14.2 million. The transfer allows MDTA to receive a return on its investment in the facility and to focus on its core mission, resolves a current issue with revenue from the facility, aligns MPA's core port-related competencies with ownership of the ICTF, and promotes business growth at the Port of Baltimore.

Construction and Operation of Seagirt Marine Terminal

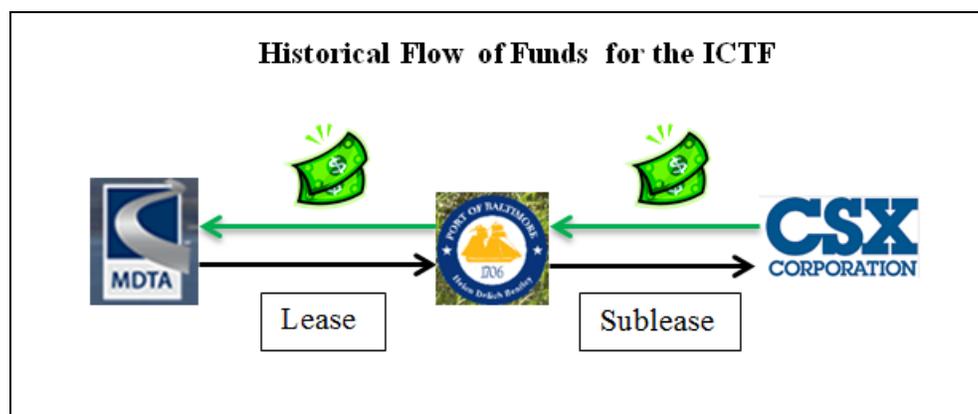
In the late 1980s, MDTA constructed and financed the development of the Seagirt Marine Terminal (Seagirt) and the ICTF at a cost of \$204 million. Seagirt was designed as a state-of-the-art high speed container facility to provide additional capacity for cargo since the Dundalk Marine Terminal was at capacity. The project was constructed on MPA's behalf and MPA acted as MDTA's agent for the construction and operation of the

facility. MDTA utilized available cash to fund construction of the facility; however, the use of available cash resulted in the issuance of bonds for MDTA's capital program totaling \$55 million in 1989 at a true interest cost of 6.7%.

In fiscal 1991 through 2010, MPA made annual payments ranging from \$3.5 million to \$8.8 million to MDTA for use of the facility. Total payments of \$128.2 million were made over this time period, including approximately \$15 million in principal payments and the remaining in interest payments, for use of the facilities and to repay MDTA's investment in the facilities.

Since 1992, operations of the ICTF have been subleased from MPA to CSX. A separate agreement between MDTA, MPA and CSX provides for payments from CSX to MPA based on an annual rental rate and the number of lifts in excess of 125,000. Subsequent lease modifications extended the lease term and allowed CSX to terminate the agreement early by providing 30 days written notice to MPA. Currently, the lease terminates November 3, 2016, with three one-year renewal options remaining.

The diagram below shows the flow of funds under this historical model.



Public-private Partnership for Seagirt Marine Terminal

In 2009, MPA began the process of obtaining a P3 for Seagirt Marine Terminal. In April 2009, MPA made a presentation to the MDTA Board regarding the proposed P3. At that time, the P3 was assumed to be a 30 year lease with the following goals:

- Fund construction of Seagirt Berth 4 at an estimated cost of \$80 million including 4 new container cranes;
- Fund repayment to MDTA of its investment in Seagirt of approximately \$190 million;
- Provide ongoing revenues to MPA for administrative and other Port purposes; and
- Maintain public ownership of Seagirt with transfer to MPA from MDTA.

In subsequent discussions with the MDTA Board, the Board continued to assume a payment of approximately \$200 million to repay its investment in Seagirt and the ICTF. In September 2009, Ports America Chesapeake (PAC) submitted its P3 proposal and subsequently entered into exclusive negotiations with MPA. Over the next several months, MPA, MPA's P3 advisor, and a Steering Committee that included an MDTA Board Member negotiated an upfront payment to MDTA in the amount of \$140 million.

In November 2009, MPA returned to the MDTA Board for approval of the P3 agreement, including the \$140 million upfront payment to MDTA for transfer of ownership of Seagirt from MDTA to MPA. MDTA Board members expressed significant concerns about the level of funding being provided to MDTA since the amount was considerably below the expected amount of approximately \$200 million. MDTA's financial advisors, PFM and Davenport, provided financial analysis of the proposed \$140 million and concluded that the payment failed to provide MDTA with a 2.9% return on its investment, even with the ICTF excluded; however, other factors also warranted consideration, including:

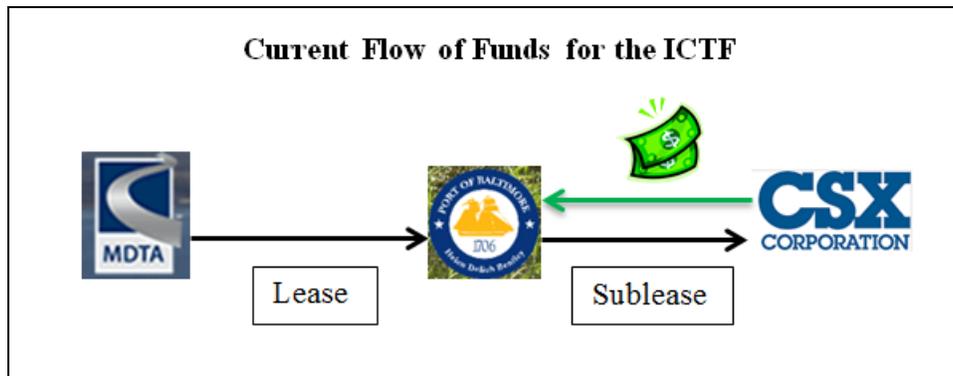
- Approval of the Seagirt P3 provides MPA the financial means to obtain a 50-foot berth in time for the larger ships expected to come to the Port of Baltimore as a result of the expansion of the Panama Canal;
- The \$140 million negotiated amount was substantially higher than the initial offer by PAC of \$110 million;
- The infusion of cash from the one-time payment would allow MDTA to advance high-priority system preservation projects sooner; and
- Business growth at the Port provides jobs and supports economic benefits to the entire region.

Despite the concerns of MDTA's Board regarding the amount of compensation being provided, there was a strong desire by MPA and the former MDOT Secretary to complete negotiations for the P3. There was also a clear understanding that the private partner was not willing to increase its payment to MDTA. As a compromise solution that

would keep the Seagirt P3 on track, the ICTF was carved out of the P3 agreement and the MDTA Board worked with MPA to include a provision in the Seagirt P3 agreement that asserts MDTA's future claim to revenues on the ICTF once the CSX lease expires or is terminated. The provision granted PAC the right of first refusal to lease the ICTF when the lease with CSX expired, if another Class I Railroad or Canton Railroad did not want to lease the facility. The agreement stipulates a rental rate of \$30,000 per acre per year, increasing beginning in Year 2 by CPI-U, with stipulated minimum and maximum increases. Thus, the \$140 million capital reinvestment payment was for the transfer of the Seagirt only, MDTA retained ownership of the ICTF, and MDTA retained its future revenue stream for the ICTF.

Following execution of the Lease and Concession Agreement in January 2010, MDTA and MPA began negotiating an annual lease payment that MPA would pay MDTA for the ICTF. This was taking place at the same time as the General Assembly's annual review of the State's operating budget. Due to the timing of the P3, MPA's fiscal 2011 budget allowance did not fully reflect all of the budget changes that were necessary as part of the P3 agreement. Thus, the legislature reduced MPA's budget by \$40.4 million and 31 positions to right size MPA's budget following the P3 agreement. Included in these reductions was a reduction of \$500,000 that had been included in MPA's budget as a placeholder for an operating lease payment from MPA to MDTA that was still being negotiated for the ICTF. As a result of the budget reduction, no additional negotiations took place between MDTA and MPA for the use of the ICTF, although MPA continued to collect annual revenues of approximately \$3.2 million from CSX for use of the facility. Although not happy with the current financial arrangement, the MDTA Board accepted this as only a short-term situation, recognizing that additional revenues would flow to MDTA once the CSX lease is terminated or expires.

The diagram below shows the current flow of funds.



Approval from the MDTA Board is required to begin the State Clearinghouse process. With a declaration of the ICTF as excess land, the modal clearance process begins. MPA would then express its interest in acquiring the facility as an exclusionary disposition item. From there, a legislative review period and approval by the Board of Public Works (BPW) is required. MDTA, MPA and TSO's Office of Real Estate are working together with the State Clearinghouse and BPW process. It is expected that the transfer of land would not take place until January 2016 following all necessary approvals.

At 10:15 a.m. upon motion by Member Whitson and seconded by Member Gaines, the Members unanimously voted to move into Closed Session pursuant to Section §3-305(b)(4) of the General Provisions Article, Annotated Code of Maryland to discuss a proposal from a current business located in Maryland that wants to expand its operations in the State, which expansion impacts MDTA assets. The following persons were present during the closed session discussion: Chairman Hellmann, Member Ensor, Member Gaines, Member Whitson, Milt Chaffee, Deb Sharpless, Dennis Simpson, Jaclyn Hartman, Cheryl Sparks, and Kim Millender, Esq.

At 10:30 a.m., a motion was made by Member Whitson and seconded by Member Gaines, with the unanimous approval of the Members, to adjourn the Closed Session and return to Open Session.

No actions were taken in the closed session.

Upon motion by Member Whitson and seconded by Member Ensor, the Members unanimously recommended approval of the Intermodal Container Transfer Facility

(ICTF) to the full MDTA Board to declare the ICTF as excess land and transfer it to the Maryland Port Administration (MPA) for \$14.2 million.

There being no further business, the meeting of the MDTA Capital Committee was adjourned by general consensus at 10:35 a.m. following a motion by Member Gaines and seconded by Member Ensor.

The next meeting of the MDTA Capital Committee is scheduled for Thursday, December 3, 2015 at 9:00 a.m., at Point Breeze Headquarters, 2310 Broening Highway, Baltimore, Maryland.