

MARYLAND TRANSPORTATION AUTHORITY
BOARD MEETING
THURSDAY, MARCH 31, 2016
2310 BROENING HIGHWAY, BALTIMORE, MD 21224

OPEN SESSION

Pete K. Rahn, Chairman
Jim F. Ports, Acting Chairman

MEMBERS ATTENDING:

P. Jack Basso
Rev. Dr. William C. Calhoun, Sr.
William Ensor
W. Lee Gaines, Jr. (via Telephone)
William K. Hellmann
Michael Leahy, Esquire
Randall Nixon, Esquire
Michael Whitson

STAFF ATTENDING:

Milt Chaffee	Jeanne Marriott
David Chapin	Jody McCurley
Percy Dangerfield	Kimberly Millender, Esquire
Ricky DeGraffenreid	Tonya Morant
Donna DiCerbo	John O'Neill
Trudy Edwards	William Pines
David Goldsborough	Mike Rice
Michele Gross	Deb Sharpless
Jaclyn Hartman	Russ Walto
Meshelle Howard	Melissa Williams
Colonel Jerry Jones	

OTHERS ATTENDING:

Ryan Barth – STV
Lewn Bryagian – Sagamore Development Company, LLC
Duane Gibson – Livingston Group
Karen Kahl – RKK
Nick Manis – Manis Canning & Assoc.
Caroline Pfaff – Sagamore Development Company, LLC
Michael Pokony – Sagamore Development Company, LLC
Steven Siegel – Sagamore Development Company, LLC
Liz Williams - Sagamore Development Company, LLC

At 9:00 a.m. Chairman Pete Rahn called the meeting of the Maryland Transportation Authority (“MDTA”) Board to order.

APPROVAL – CLOSED AND OPEN SESSION MINUTES OF FEBRUARY 25, 2016

Upon motion by Member P. Jack Basso and seconded by Member Michael Leahy, Esq., the closed and open meeting minutes of the MDTA Board meeting held on February 25, 2016 were unanimously approved.

APPROVAL – RESOLUTION NO. 16-01 – PORT COVINGTON DEVELOPMENT

Mr. Dennis Simpson requested approval to be the lead State Agency for the Port Covington Development I-95 Access National Environmental Policy Act (NEPA) Project; and requested approval for MDTA to submit a FASTLANE grant application for the Port Covington Development and dedicate \$32.997 Million of MDTA funding for Phase 1 of this project. The NEPA work has begun for the proposed improvements and will require coordination between MDTA, Baltimore City and the Maryland Transit Administration (MTA), who all have jurisdiction over segments of the project with Sagamore Development Company that has developed the Port Covington Master Plan.

Sagamore Development Company has developed a Master Plan for the 266-acre Port Covington site, which will contain a mixed-use development comprising residential, restaurant, retail, entertainment, hospitality, maker space, commodity, and office space. In order to accommodate the development, improvements to the infrastructure will be required, including I-95, to provide access to the site. Additionally, local transit improvements are necessary to accommodate the development’s desired mode split.

Chairman Rahn ended his participation in the meeting and Jim Ports sat as Acting Chairman.

I-95 improvements include modifications at the existing I-95/MD 295 interchange, I-95-I-395 Interchange, I-95/Hanover Street Interchange and the I-95/Key Highway Interchange. Improvements are anticipated to be constructed under two phases, with funding comprising federal and State contributions, and Baltimore Tax Increment Financing (TIF) bond issuances.

Phase 1 improvements include:

1. **Hanover Street on ramp to I-95 southbound** – Reconstruct the existing single lane Hanover Street ramp to I-95 southbound to accommodate two lanes and transitioning back to a single lane before merging with I-95 - \$46.860 Million **(4)**
2. **Hanover Street north of McComas Street** – Widen Hanover Street from the Hanover Street on ramp to I-95 southbound to Wells Street - \$20.623 Million **(HN)**
3. **McComas Street between Hanover Street and Key Highway** – Relocate McComas Street between Hanover Street and Key Highway to the south side of I-95 - \$42.246 Million **(MCE)**
4. **McComas Street at Key Highway Intersection** – Reconstruct the existing CSX bridge over Key Highway and widen southbound Key Highway by one lane - \$17.560 Million **(6)**

5. **I-95 southbound off ramp to Key Highway** – Widen the existing single lane off ramp from I-95 to Key Highway to accommodate two lanes - \$19.133 Million (**7**)
6. **CSX Track Relocation** – Relocate the existing CSX sidetrack that services the Maryland Port Administration over top of the I-95 Fort McHenry Tunnel (FMT) - \$5.815 Million (**CSX**)
7. **National Environmental Policy Act and Interstate Access Point Approval Study** – Costs for consultant to develop alternatives and traffic and environmental analyses to support National Environmental Policy Act and Interstate Access Point Approval requirements - \$5.074 Million

(#) Represents nomenclature identified on heavy infrastructure master schedule.

Phase 1 funding is anticipated to be broken down into four funding categories:

Federal Funding (FASTLANE Grant)	\$76,118,500
State Funding (MDTA)	\$32,996,500
Local/TIF Funding (Baltimore City)	\$43,122,000
Private (Sagamore Development Company)	\$ 5,074,000
TOTAL	\$157,311,000

Phase 2 improvements include:

1. **MD 295 northbound off ramp to McComas Street** – Construct a single lane off ramp from MD 295 to McComas Street on the west side of the Port Covington - \$80.315 Million (**1**)
2. **I-395 northbound off ramp to McComas Street** – Construct a single lane off ramp from I-395 to McComas Street on the west side of Port Covington - \$81.151 Million (**2**)
3. **McComas Street between MD 295 off ramp to Hanover Street** – Relocated McComas Street between the MD 295 off ramp and Hanover Street – Relocate McComas Street to align with the proposed MD 295 off ramp and the Hanover Street intersection - \$13.724 Million (**MCW**)
4. **I-95 northbound off ramp to Hanover Street** – Remove the existing I-95 northbound ramp to Hanover Street - \$5.799 Million (**K**)
5. **I-95 northbound off ramp to McComas Street** – Reconstruct the existing single lane off ramp from I-95 northbound to McComas street to the east side of Port Covington - \$69.442 Million (**3**)
6. **Hanover Street on ramp to I-95 northbound** – Construct a new single lane on ramp from Hanover Street to I-95 northbound - \$59.532 Million (**5**)
7. **Light Rail Spur** – Construct a light rail spur to serve the Port Covington area – \$165.436 Million (**LTR**)
8. **CSX Swing Bridge** – Reconstruct the CSX swing bridge as a pedestrian bridge - \$15.337 Million (**SB**)
9. **Shared Use Path** – Construct a shared use path connecting Port Covington to south Baltimore - \$9.623 Million (**SU**)
10. **Hanover Street south of McComas Street** – Lower grade of Hanover Street and create a boulevard along the frontage of Port Covington - \$48.123 Million (**HS**)

(#) Represents nomenclature identified on heavy infrastructure master schedule.

The total cost of Phase 2 improvements is \$548,482,000. Funding for Phase 2 is not being sought under the current FASTLANE Grant Application nor is a funding commitment being sought from the MDTA Board for the I-95 improvements included in Phase 2 at this time.

Upon motion by Member Reverend Doctor William C. Calhoun, Sr. and seconded by Member Michael Leahy, Esq., Resolution 16-01 Port Covington I-95 Infrastructure improvements where MDTA will submit a FASTLANE grant application for the Port Covington Development and dedicate \$32.997 Million of MDTA funding for Phase 1 of the project, was unanimously approved.

UPDATE – AUDIT COMMITTEE

Member Michael Whitson presented an update from the Audit Committee meeting that was held on March 15, 2016. The Office of Audits is on track to complete by the end of the fiscal year fourteen of the fifteen audits it was assigned in the Fiscal Year (FY) 2016 Audit Plan. Due to one unscheduled audit and several special reviews that were assigned to the Office of Audits during the year, the completion of one audit is expected to be delayed until the first quarter of FY 2017. The results will be reported at the September 2016 Audit Committee meeting.

Three internal audit reports were presented: (1) Audit of Project Management Methodology for IT Systems; (2) Audit of Corporate Purchasing Card Controls; (3) License Plate Reader Compliance Audit.

The Committee was satisfied with the results of the audits; there was concern with the importance of the deficiencies reported in the Audit of Project Management Methodology for IT Systems. The Committee requested Management to return at the next meeting with an update on the progress of implementing corrective actions for the findings in the report.

UPDATE – LEGISLATIVE SESSION

Ms. Michele Gross reviewed legislation that impacts MDTA: Senate Bill (SB) 56 – Transportation – Chesapeake Bay Bridge Crossing – Environmental Impact Study – Cost Estimate and Payment; SB 196 – Vehicle-Miles-Traveled Tax and Associated Mandated Devices – Prohibition; SB 210 – Intercounty Connector – Public School Bus – Exemption From Toll; SB 416 Transportation – Toll Transportation facilities Project – Annual Pass; SB 654 Maryland Transportation Authority – Membership; SB 907 Transportation – Harry W. Nice Memorial Potomac River Bridge – Replacement. House Bills (HB) 35 Maryland Transportation Authority – Chesapeake Bay Bridge – Toll Collection; HB 73 Intercounty Connector – Public School Bus – Exemption From Toll; HB 240 Maryland Transportation Authority – Toll Rates; HB 296 Maryland Transportation Authority – Vehicle Not Using Bridge – Toll Prohibited; HB 523 E-ZPass Accounts – Transponder Theft – Reporting and Unauthorized Charges; HB 672 Transportation – Harry W. Nice Memorial Potomac River Bridge – Replacement; HB 964 Maryland Transportation Authority – Francis Scott Key Bridge – Toll Discount; HB 1013 Maryland Open Transportation Investment Decision Act of 2016; and HB 1394 Maryland Transportation Authority – Decreases in Tolls and Other Charges – Notice and Public Comment.

UPDATE – EXECUTIVE DIRECTOR’S REPORT

Mr. Milt Chaffee asked Ms. Deb Sharpless to give a brief update on the 3G Procurement Process. A Press Release went out on March 18, 2016 stating MDTA will be seeking comments on two Requests for Proposals (RFPs) to develop and operate the third generation of its electronic toll-collection systems. MDTA will hold two business forums to present and discuss details regarding the procurements and offer site visits of its customer-service and toll facilities: Customer-Service System Forum – Wednesday, April 6, 2016, 1 p.m. and Tolling System Forum – Thursday, April 7, 2016, 9:30 a.m.

At 10:25 a.m. upon motion by Member Reverend Doctor William C. Calhoun, Sr. and seconded by Member Randall Nixon, Esq., the Board unanimously voted to move into Closed Session pursuant to § 3-305(b)(1) of the General Provisions Article of the Annotated Code of Maryland, to discuss the appointment of an individual to serve as the Director of Operations including a discussion of the qualifications of one specific individual for the position.

The following persons were present during the closed session: Jim Ports, Acting Chairman, Reverend Dr. William C. Calhoun, Sr., William Ensor III, W. Lee Gaines, Jr. (via telephone), William Hellmann, Michael Leahy, Randall Nixon, Michael Whitson, Milton Chaffee, Percy Dangerfield, Trudy Edwards, Kimberly Millender, Esquire and Tonya Morant.

At 10:34 a.m., upon a motion by Member Leahy and seconded by Member Nixon, the Members unanimously voted to return to Open Session.

RATIFICATION OF ACTION TAKEN DURING CLOSED SESSION

Upon motion by Member Calhoun and seconded by Member Nixon, the Members ratified the vote from Closed Session to approve the appointment of John J. O’Neill, Director of Operations.

There being no further business, the meeting of the MDTA Board was adjourned by general consensus at 10:36 a.m.

The next MDTA Board Meeting will be held on April 28, 2016 at 9:00 a.m. at the Point Breeze Headquarters, 2310 Broening Highway, Baltimore, Maryland 21224.

APPROVED AND CONCURRED IN:

Jim Ports, Acting Chair