



Maryland Transportation Authority

CAPITAL COMMITTEE MEETING

THURSDAY, JANUARY 5, 2023

2310 BROENING HIGHWAY
BALTIMORE, MARYLAND 21224

CAPITAL COMMITTEE MONTHLY MEETING
January 5, 2023 – 9:00 AM

This meeting will be livestreamed on the [MDTA Capital Committee Page](#)

NOTE: This is an Open Meeting being conducted via livestreaming. The public is welcomed to watch the meeting at the link listed above. *If you wish to comment on an agenda item please email your name, affiliation, and the agenda item to esogard@mdta.state.md.us no later than 5:00 p.m. on Tuesday, January 3, 2023. You MUST pre-register in order to comment.* Once you have pre-registered you will receive an email with all pertinent information.

AGENDA

OPEN SESSION – 9:00 a.m.

Call Meeting to Order

- | | | |
|---|----------------|---------|
| 1. <u>Approval</u> - Open Session Meeting Minutes of November 15, 2022 | Chairman | 5 mins |
| 2. <u>Approval</u> – Conveyance-Kane Street (MC #22-7048) | John Wedemeyer | 5 mins |
| 3. <u>Update</u> – Bay Bridge Automated Lane Closure System | James Harkness | 10 mins |

Vote to Adjourn Meeting

**MARYLAND TRANSPORTATION AUTHORITY
CAPITAL COMMITTEE MEETING
THURSDAY, NOVEMBER 3, 2022
OPEN MEETING VIA LIVESTREAMING**

OPEN SESSION

MEMBERS ATTENDING: Mario J. Gangemi – Chairman
William C. Ensor, III
William H. Cox, Jr.
W. Lee Gaines

STAFF ATTENDING: Will Pines
Joseph Sagal
James Harkness
Kimberly Millender
Sushmita Mitra
Robert Michael
Min Zheng
Kevon Dunn
Selena McKissick
Jennifer Stump
Natalie Henson
Jeanne Marriott
Jeff Davis
Timothy Sheets
Ganine Steffe

OTHERS ATTENDING: Liz Zito-Lynch - Stantec

At 9:00 a.m. Member Gangemi called the meeting of the Maryland Transportation Authority (MDTA) Capital Committee to order. The meeting was held via video conference and livestreamed on the MDTA Board Meeting web page.

APPROVAL – OPEN SESSION MEETING MINUTES OF OCTOBER 6, 2022

Upon motion by Member Gaines and seconded by Member Cox, the Open Session meeting minutes of the Capital Committee’s meeting held on October 6, 2022, were unanimously approved.

**APPROVAL – HT-2709-0000 – ENVELOPE AND SWITCHGEAR REPLACEMENTS
AT BALTIMORE HARBOR TUNNEL VENT BUILDINGS**

Mr. Michael presented this request to seek a recommended approval from the Capital Committee for HT-2709-0000 – Envelope and Switchgear Replacements at Baltimore Harbor Tunnel Vent Buildings to the full MDTA Board for award at its next scheduled meeting.

The work to be performed under this Contract is located at the Fairfield and Canton Vent buildings of the BHT facility. The scope of work includes the complete removal of the existing building facades, intake louvers, and roofs with the installation of new architectural precast concrete wall panels, storm proof louvers, and new roofing systems implementing phased construction practices at each building. Complete removal and replacement of the existing end of service life primary Switchgear/MCC lineups that support all tunnel operations (ventilation, life safety, lane use, traffic signing, lighting, and pumps). These primary units will be removed and new installed applying detailed phased construction to maintain all safe tunnel operations during the construction duration. A single-story building addition is required at the Canton building to accommodate new switchgear and other new electrical components. Existing deficient elevators will be removed and replaced with new modern code compliant systems and construction of additional safety egress stairway. New code compliant fire pumps will be installed to complete the fire safety systems. All new systems will be integrated into the SCADA controls system and tested.

Upon motion by Member Cox and seconded by Member Ensor, Chairman Gangemi, Member Cox and Member Ensor unanimously recommended contingent approval of Contract No. HT 2709-0000 – Envelope and Switchgear Replacements at Baltimore Harbor Tunnel Vent Buildings to W.M. Schlosser Company, Inc. to the full MDTA Board for award at its next scheduled meeting. Member Gaines abstained from the vote.

**APPROVAL – KH-3031-0000 – NOISEWALL ALONG I-95 SOUTHBOUND SOUTH OF
CALVARY ROAD**

Mr. Harkness presented this request to seek a recommended approval from the Capital Committee for KH-3031-0000 Noisewall along I-95 Southbound South of Calvary Road to the full MDTA Board for award at its next scheduled meeting.

The work to be performed under this Contract is located adjacent to I-95 (John F. Kennedy Memorial Highway) in Harford County. The scope of work includes constructing a noise barrier along I-95 southbound south of Calvary Road for approximately 0.7 miles. The noise barrier is needed to attenuate noise coming from vehicular traffic on the existing and planned future expansion of I-95.

Upon motion by Member Ensor and seconded by Member Cox, the Members unanimously recommended contingent approval of KH-3031-0000 – Noisewall along I-95 Southbound South of Calvary Road to The Six-M Company, Inc. to the full MDTA Board for award at its next scheduled meeting.

APPROVAL – FINAL FY 2023-2028 CONSOLIDATED TRANSPORTATION PROGRAM (CTP)

Ms. Marriott presented this request to seek a recommended approval from the Capital Committee for Final FY 2023-2028 Consolidated Transportation Program (CTP) to the full MDTA Board for award at its next scheduled meeting.

The six-year FY 2023-2028 budget in the proposed CTP is \$2.7 billion. The proposed CTP reflects a net increase in the six-year FY 2023-2028 budget of \$52.6 million. The net FY 2023-2028 increase is the result of the following:

- Increase in the six-year CTP budget by \$15.8 million for the Nice/Middleton Bridge.
- Increase in the six-year CTP budget by \$9.2 million for the I-95 ETL Northern Extension.
- Increase in the six-year CTP budget by \$107.9 million for all projects except Nice/Middleton Bridge, I-95 ETL Northern Extension, and reserves.
- Decrease in the Allocated and Unallocated Reserves by \$80.3 million.

FY 2022 expenditures were \$496.2 million vs. \$548.6 million in the Draft FY 2023-2028 CTP. FY 2022 underspending was \$52.4 million and has been rolled over into the Final FY 2023-2028 CTP.

Highlights of project and reserve changes incorporated in the proposed Final FY 2023-2028 CTP included:

Added New Projects

Added three system preservation projects and one enhancement project for an increase of \$6.3 million in the FY 2023-2028 period.

Modified Budgets to Reflect Bids Received

Adjusted one project to reflect bids received that were lower than Engineer's Estimate and one project to reflect bids received that were higher than Engineer's Estimate for a net increase of \$15.9 million.

Added Construction Phase

The construction phase of two projects was funded for a total of \$45.7 million transferred from the reserves as design reached 60% level and cost estimates were developed on fully developed scopes.

Modified Budgets to Reflect Completed Projects

One project was completed, and one project was deleted for a total decrease of \$15.0 million in the FY 2023-2028 period.

Modified Active Projects Due to Cost Changes and Cash Flow Adjustments

Adjusted cash flows and funded changes in engineering and/or construction budgets for 112 projects for a net budget increase of \$80.1 million.

Reserve Changes

The allocated reserves decreased by \$80.3 million, and the unallocated reserves remained the same at \$25.0 million.

Upon motion by Member Gaines and seconded by Member Cox, the Members unanimously recommended approval of Final FY 2023-2028 Consolidated Transportation Program (CTP) to the full MDTA Board for award at its next scheduled meeting.

There being no further business, the meeting of the MDTA Capital Committee was adjourned by consensus at 10:02 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 1, 2022, at 9:00 a.m. at Point Breeze Headquarters, 2310 Broening Highway, Baltimore, Maryland.

APPROVED AND CONCURRED IN:

Mario J. Gangemi, Chairman



Maryland Transportation Authority

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
James F. Ports, Jr., Chairman

Board Members:

Dontae Carroll	Mario J. Gangemi, P.E.
William H. Cox, Jr.	Cynthia D. Penny-Ardinger
William C. Ensor, III	Jeffrey S. Rosen
W. Lee Gaines, Jr.	John F. von Paris

William Pines, PE, Executive Director

TO: Capital Committee

PRESENTED BY: Melissa Williams, Director

PREPARED BY: John Wedemeyer, Manager

SUBJECT: Conveyance- Kane Street
(MC #22-7048)

DATE: January 5, 2023

PURPOSE

To seek the approval from the Capital Committee for the conveyance of MDTA owned parcels. MDTA Real Estate Services (RES) will seek the approval of the MDTA Authority Board at their next scheduled meeting.

SUMMARY

In 2015, MDTA acquired the subject property from Baltimore City. At that time, both the City and MDTA incorrectly thought the Canton Railroad Company (CRC) was owned by the State of Maryland. MDTA owned 100% of the stock in the Canton Development Company (CDC), parent company to CRC. Recently, clarity was provided as to the duties, obligations, or other possible responsibilities for MDTA as the sole stockholder of CDC and its subsidiaries from the perspective of MDTA. As noted in the corporate bylaws of CDC, MDTA's primary duty as the sole stockholder of CDC is to elect the Board of Directors. The CDC is not, however, a public corporation. The ultimate use of the property would be a propriety in nature because the CRC functions and operates as a for-profit business entity. Moreover, the property is not being utilized as an operating railroad pursuant to 23 CFR 646.

On September 6, 2022, MDTA Real Estate Services received a letter from MDOT SHA's Office of Real Estate which is FHWA's Stewardship Liaison. It provided guidance on whether or not MDTA could convey the subject property below fair market value (FMV) to Canton RR. It was determined that MDTA could not sell the property to CRC for below the FMV and should the property not be used for a public transportation purpose, that sale of the property is subject to the reversionary condition written in the agreement of sale dated May 7, 2014.

On October 20, 2022, Canton RR agreed to purchase the property for the fair market value. An appraisal has since been ordered to determine what that value is.

A request was made to the other divisions within MDTA to determine if there were any current or future needs for the subject property. It was determined and confirmed that there were no needs for this property.

ANALYSIS:

MDTA plans to convey a total of 7.886 acres, plus or minus, to Canton RR (Parcel 1 and Parcel 2 on the attached plat) for Fair Market Value.

The recommended course of action would be to seek the approval of the Authority Board to convey the land. Should the Authority Members approve, RES will proceed through MDOT's Modal Clearance process for approval and recommendation to the Maryland Board of Public Works.

ATTACHMENTS

- Salient Fact Sheet
- Aerial Map
- Conveyance Plat 62015

Salient Fact Sheet
 Conveyance of Real Property
 Maryland Transportation Authority
 Division of Planning and Program Development

Date of Preparation: November 2, 2022 **Refer to MC#:** 22-7048
Property Name: Kane Street
Property Item/Reference # N/A **Internal Clearance:** November 15, 2022
Plat No: 62015 **Dated:** January 13, 2022
Location: Baltimore City, Maryland, Near the I-95 interchange with Eastern Avenue

SDAT Property Tax Information: Parcel 1 - Acct # Ward- 26 Section -17 Block - 6345D Lot - 9

County:	Baltimore City	Tax Map #:	0026	Parcel:	
Grid:		Block:	6345D	Lot	9

SDAT Property Tax Information: Parcel 2- Acct # Ward- 26 Section -17 Block - 6345D Lot - 13

County:	Baltimore City	Tax Map #:	0026	Parcel:	
Grid:		Block:	6345D	Lot	13

Type of Transaction: Conveyance
Acreage: Parcel 1: 314,352 square feet or 7.217 acres of land, plus or minus
 Parcel 2: 29,140 square feet or 0.669 acres of land, plus or minus
Improved: N/A
Description of Improvements: N/A
Consideration: TBD
Federal Approval: Yes

Additional Notes/Info: MDTA will retain a perpetual aerial easement in the Pedestrian Overpass from Kane Street to Quinton Street, as shown on plat I-95-101A.

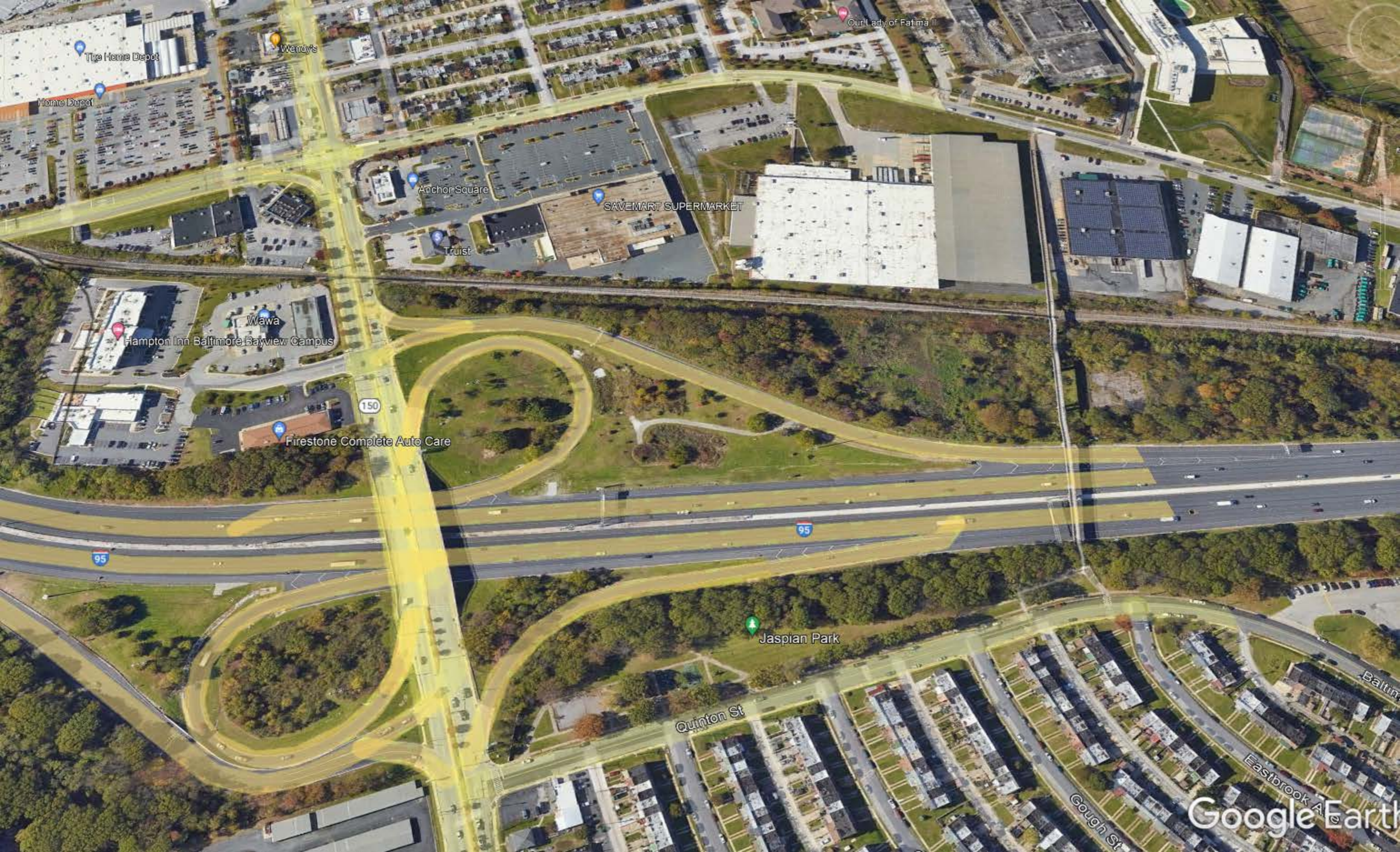
The following information is provided subject to Appraisal and is in no way warranted:

Assumed Zoning: Industrial
Utilities Available: Recorded sewer easements on site
Estimated Market Value: TBD

Prepared by:

Bethany Howard
 Real Property Specialist III, Division of Planning and Program Development
 Maryland Department of Transportation MDTA
 2310 Broening Highway

Phone: 410.537.7898
 Fax: 410.537.7899Baltimore, MD 21224
 email: bhoward@mdta.state.md.us



The Home Depot

Wendy's

Home Depot

Anchor Square

SAVEMART SUPERMARKET

Truist

Wawa

Hampton Inn Baltimore Bayview Campus

Firestone Complete Auto Care

150

95

95

Jaspian Park

Quinton St

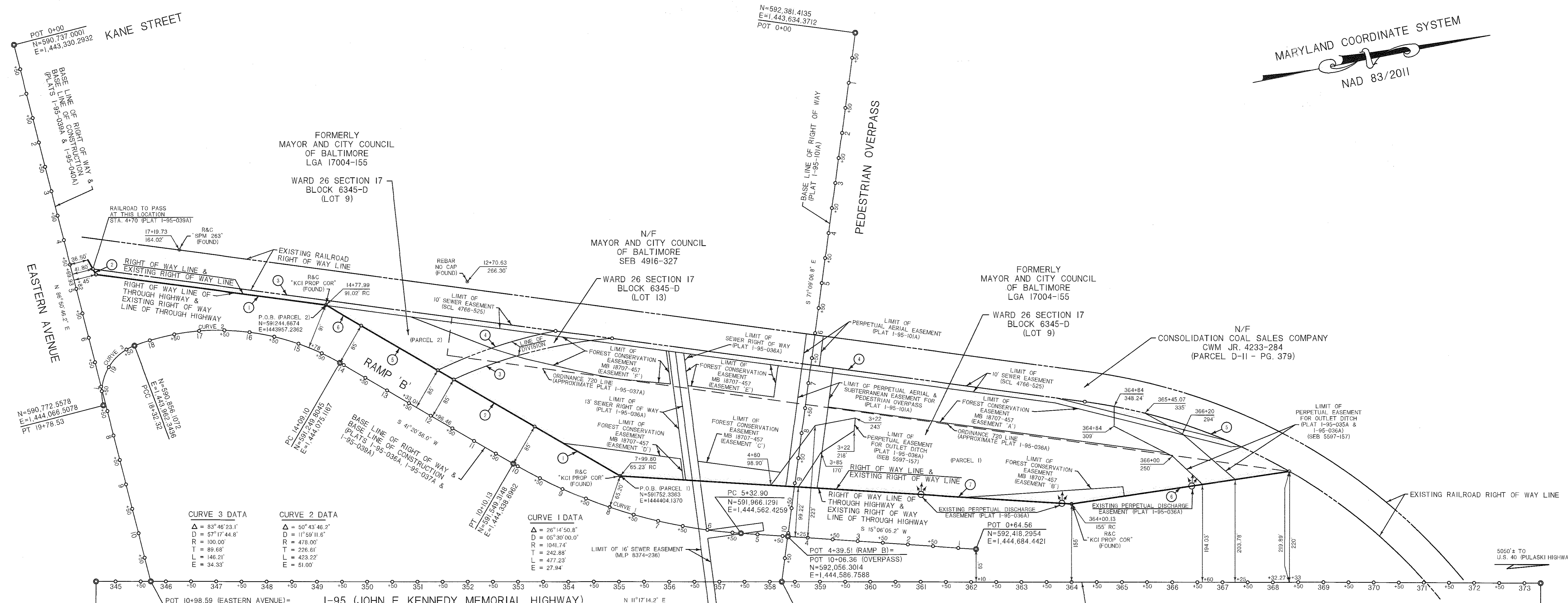
Gough St

Eastbrook Ave

Baltimore

Google Earth

MARYLAND COORDINATE SYSTEM
NAD 83/2011



CURVE 3 DATA

Δ = 83°46'23.1"
D = 57°17'44.8"
R = 100.00'
T = 89.68'
L = 146.21'
E = 34.33'

CURVE 2 DATA

Δ = 50°43'46.2"
D = 11°59'11.6"
R = 478.00'
T = 226.61'
L = 423.22'
E = 81.00'

CURVE 1 DATA

Δ = 26°14'50.8"
D = 05°20'00.0"
R = 1041.74'
T = 242.88'
L = 477.23'
E = 27.94'

POT 10+98.59 (EASTERN AVENUE) =
POT 345+70.15 (I-95)
N=590,797.4409
E=1,444,427.2193

I-95 (JOHN F. KENNEDY MEMORIAL HIGHWAY)
N 11°17'14.2" E

FORMERLY
MAYOR AND CITY COUNCIL
OF BALTIMORE
LGA 17004-155
PARCEL 2

REC'D	FOLIO	LIBER	FOLIO
1	S 18°45'31" W	460.69'	
2	S 71°58'14" W	12.48'	
3	N 18°50'46" E	928.07'	
4	R = 970.37' L=247.33'		
5	CHD. S 07°08'00" E	246.66'	
6	S 41°20'56" W	176.09'	
7	S 41°25'06" W	81.73'	

CONVEYANCE AREA
29,140 SQ. FT. OR 0.669 ACRES±
SHOWN THUS:

FORMERLY
MAYOR AND CITY COUNCIL
OF BALTIMORE
LGA 17004-155
PARCEL 1

REC'D	FOLIO	LIBER	FOLIO
1	S 41°20'58" W	195.65'	
2	S 41°20'56" W	186.33'	
3	R = 940.37' L=326.08'		
4	CHD. N 03°14'56" W	324.45'	
5	N 18°50'46" E	948.40'	
6	R = 1110.00' L=431.98'		
7	CHD. N 29°59'34" E	429.26'	
8	S 02°45'00" W	437.12'	
9	S 14°45'46" W	899.60'	

CONVEYANCE AREA
314,352 SQ. FT. OR 7.217 ACRES±
SHOWN THUS:

(PARCEL 1)
AREA CONVEYED OR TO BE CONVEYED BY THE
MARYLAND TRANSPORTATION AUTHORITY
314,352 SQ. FT. OR 7.217 ACRES+/- SHOWN THUS:

(PARCEL 2)
AREA CONVEYED OR TO BE CONVEYED BY THE
MARYLAND TRANSPORTATION AUTHORITY
29,140 SQ. FT. OR 0.669 ACRES+/- SHOWN THUS:

GENERAL NOTES:
1) THE MAYOR & CITY COUNCIL OF BALTIMORE OWN ALL SEWER EASEMENTS & ALL PERPETUAL AERIAL & SUBTERRANEAN EASEMENTS FOR PEDESTRIAN OVERPASS.
2) THE DEPARTMENT OF NATURAL RESOURCES OWN ALL THE FOREST CONSERVATION EASEMENTS.

COORDINATES AND BEARINGS SHOWN HEREON ARE IN REFERENCE TO THE MARYLAND COORDINATE SYSTEM, AS DEFINED BY THE NORTH AMERICAN DATUM OF 1983, ADJUSTED IN 2011 (NAD 83/2011) AND ARE BASED ON THE FOLLOWING CONTROL STATIONS:

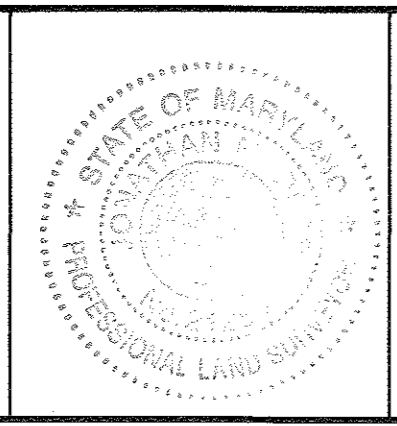
DESIGNATION	NORTH	EAST	SOURCE	POINT DESCRIPTION
JMT 1	591,567.8724	1,444,472.9383	RTN (SMARTNET)	R&C
JMT 2	591,060.0296	1,444,360.8874	RTN (SMARTNET)	R&C

MARYLAND TRANSPORTATION AUTHORITY
STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
STATE ROADS COMMISSION

RIGHT OF WAY PROJECT: PROPERTY CONVEYANCE BETWEEN KANE STREET, I-95 & EASTERN AVENUE
RIGHT OF WAY PROJECT NO. MA232M8N
ISSUED January 13, 2022 FEDERAL AID PROJECT NO. _____
CHIEF, PLATS & SURVEYS DIVISION SCALE: 1"=100'

CONVEYANCE **PLAT No. 62015**

SURVEYOR'S CERTIFICATION
THE RIGHT OF WAY LINES AND LINES OF DIVISION SHOWN HEREON WERE ESTABLISHED FROM DEEDS AND PLATS OF RECORD AND FIELD SURVEYS. THE UNDERSIGNED WAS IN RESPONSIBLE CHARGE OF THE PREPARATION OF THIS PLAT AND THE SURVEYING WORK REFLECTED ON IT THIS PLAT WAS DEVELOPED IN COMPLIANCE WITH THE REQUIREMENTS SET FORTH IN COMAR REGULATION 09.13.06.
JONATHAN DERR
PROFESSIONAL LAND SURVEYOR MD REG. NO. 21255
EXP. DATE 06-20-2023
DATE 1-11-2022



LEGEND OF PROPOSED EASEMENTS

- TEMPORARY CONSTRUCTION EASEMENT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAT.
- REVERTIBLE EASEMENT FOR SUPPORTING SLOPES.
- PERPETUAL EASEMENT FOR SPECIAL PURPOSE AS INDICATED ON THIS PLAT.
- PERPETUAL EASEMENT FOR DRAINAGE FACILITY AS INDICATED BY NOTATION ON THIS PLAT.
- PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER FROM OR INTO AN EXISTING WATERWAY OR NATURAL DRAINAGE COURSE.
- PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER UPON EXISTING GROUND.

THIS IS AN EXPRESSWAY AND NO ACCESS EITHER VEHICULAR, PEDESTRIAN, OR ANIMAL WILL BE PERMITTED ACROSS THE LINES DESIGNATED "RIGHT OF WAY LINE OF THROUGH HIGHWAY" EXCEPT BY MEANS OF SUCH PUBLIC ROAD CONNECTIONS AS ARE AUTHORIZED BY LAW.

SCALE: 1"=100'

SENT TO RECORD OFFICE _____ 20____

APPROVED BY: STATE ROADS COMMISSION CHAIRMAN _____ 20____

NO.	DATE	REVISION

BOOKS	PART OF PLATS	LOCATED IN	CITY
	BALTIMORE CITY DPW I-95-035A I-95-036A I-95-037A I-95-038A I-95-040A I-95-101A	BALTIMORE	CITY

PREPARED BY: JOHNSON, MIRMIRAN & THOMPSON
ADDRESS: 40 WIGHT AVENUE, HUNT VALLEY, MD 21030

CONSTRUCTION PROJECT: _____
CONSTRUCTION PROJECT NO: _____

A large, semi-transparent image of the Bay Bridge spans the left side of the slide. The bridge is shown from a low angle, extending from the foreground into the distance. The water below the bridge is calm, reflecting the structure. A white and blue graphic element, resembling a stylized 'C' or a road sign, is overlaid on the bottom right of the bridge image.

Bay Bridge Automated Lane Closure System (ALCS)

MDTA Capital Committee

January 5, 2023



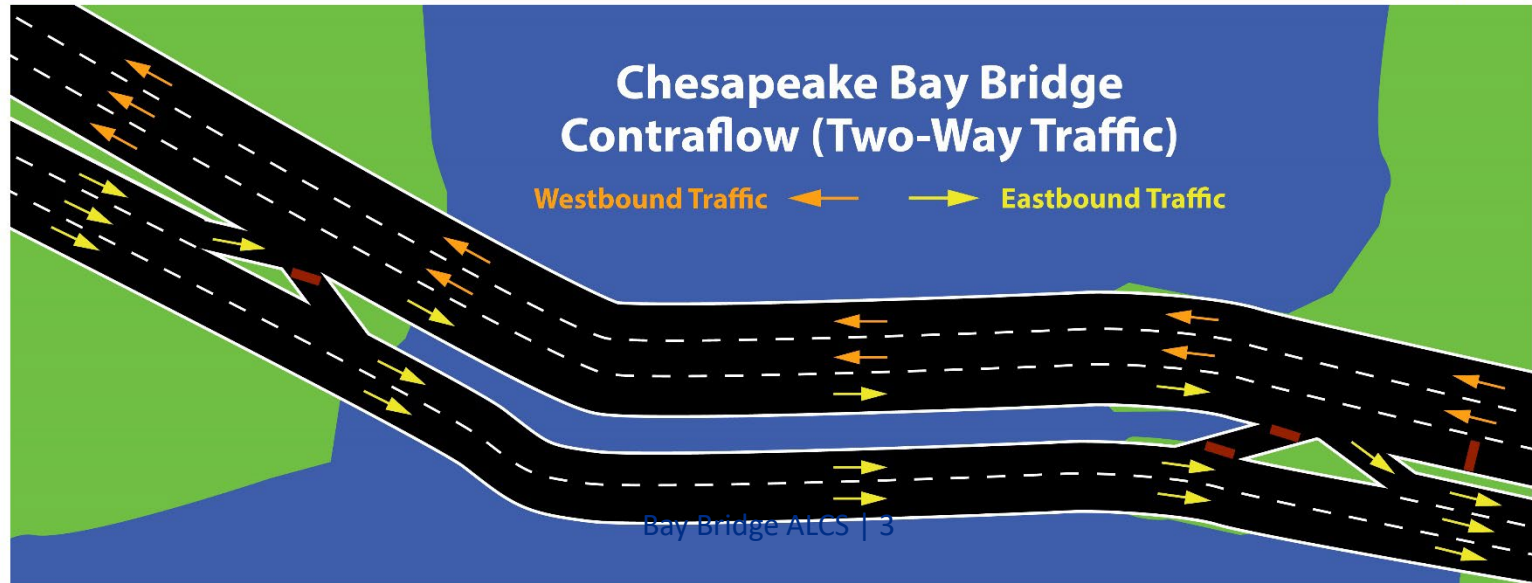
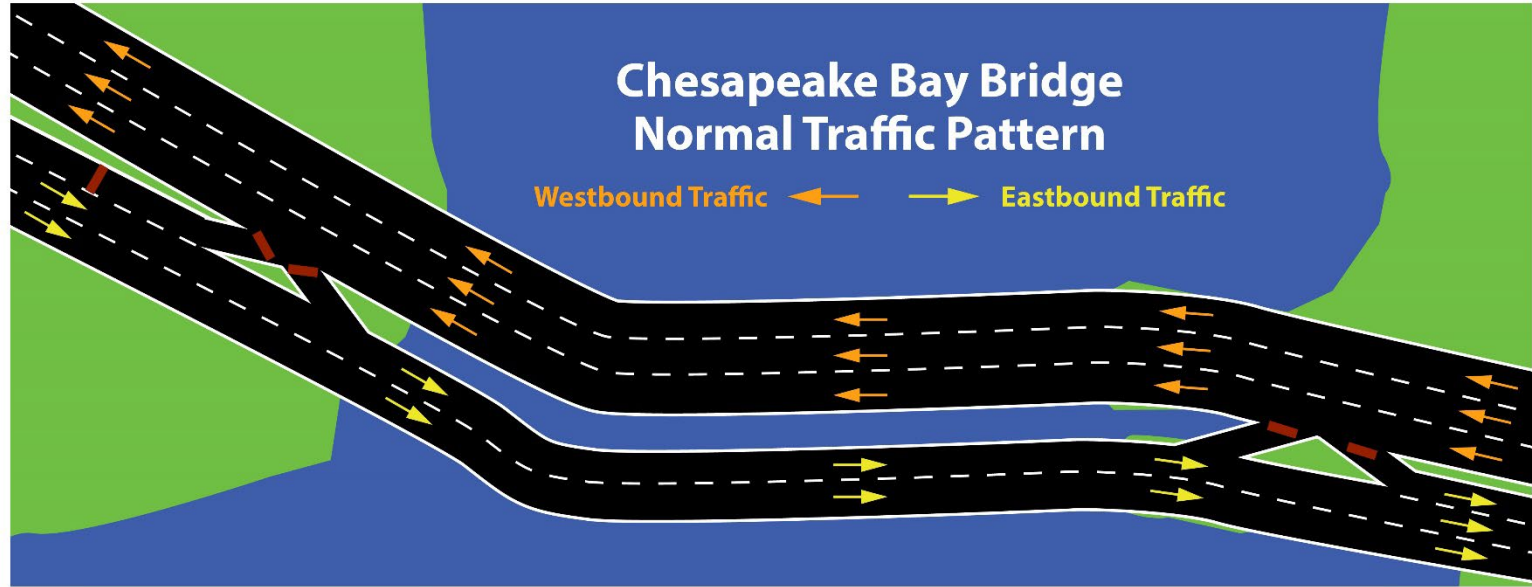
Bay Bridge (US 50/301)

- The original span opened in July 1952 and provides a two-lane roadway for eastbound traffic
- The parallel structure opened in June 1973 and has three lanes for westbound traffic
- Roadway approaches are three lanes in each direction with five lanes on the two bridge spans
- During periods of heavy traffic, incidents, or construction contraflow (two-way) traffic is implemented

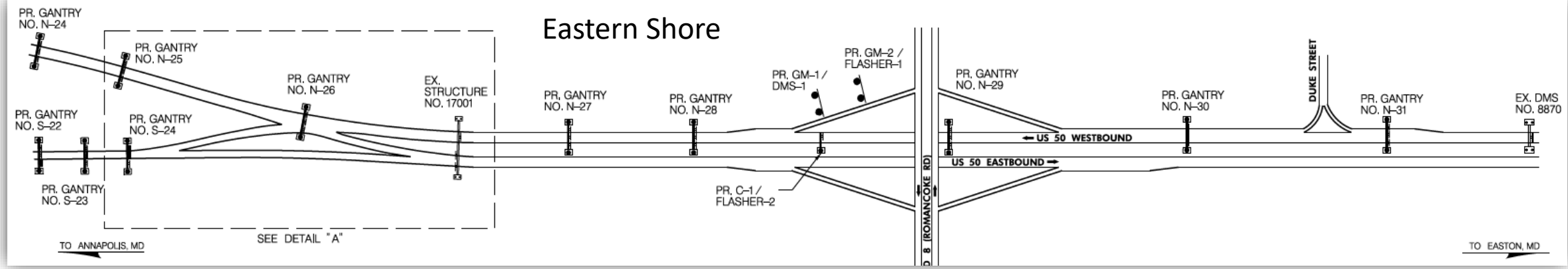




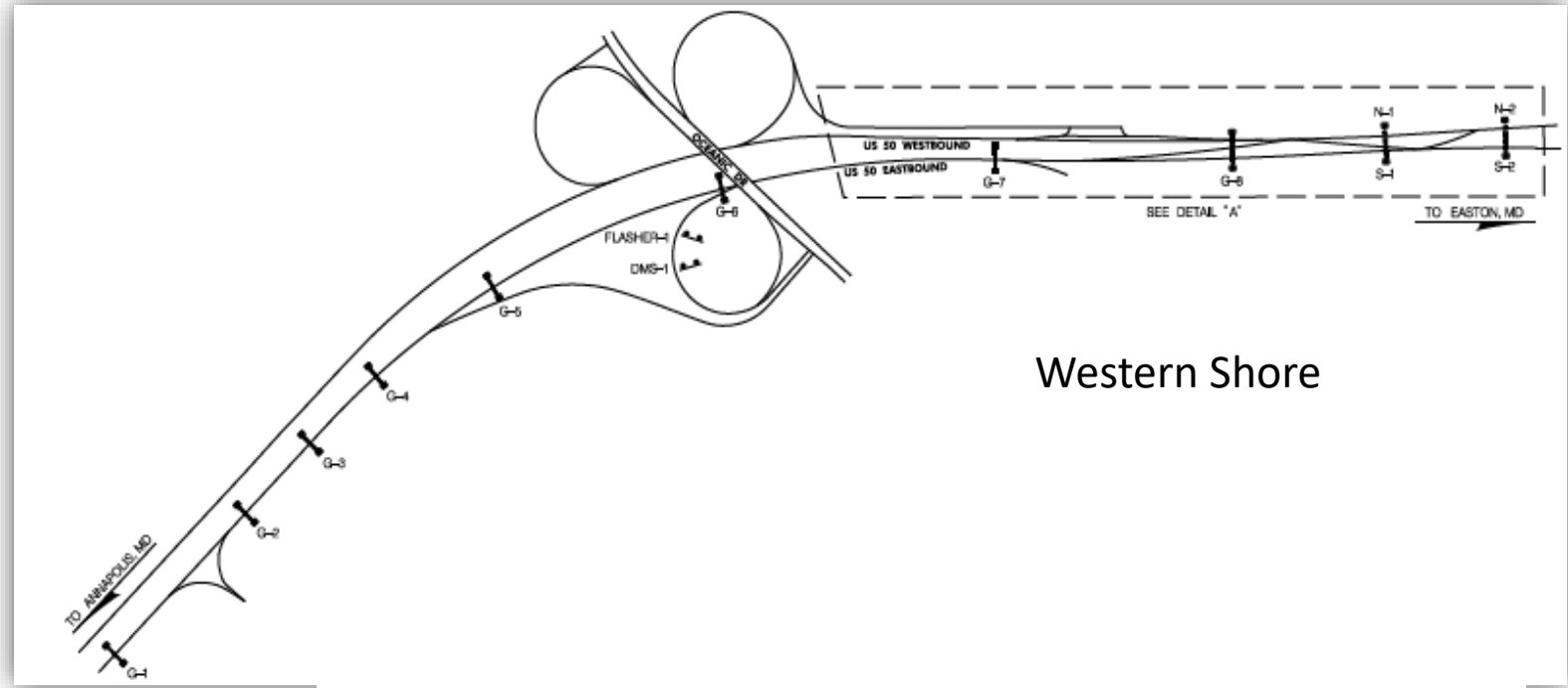
Bay Bridge Lane Balance



ALCS Project Scope



- Safer environment for workers, reduce set-up and breakdown time for two-way operations
- Replace existing lane use control gantries and static sign structures, add additional gantries to increase advance notification of lane use control
- Signing and marking, MOT, electrical modifications, SWM/E&SC, and landscaping
- Testing, commissioning, and integration into existing Bay Bridge Traffic Control System



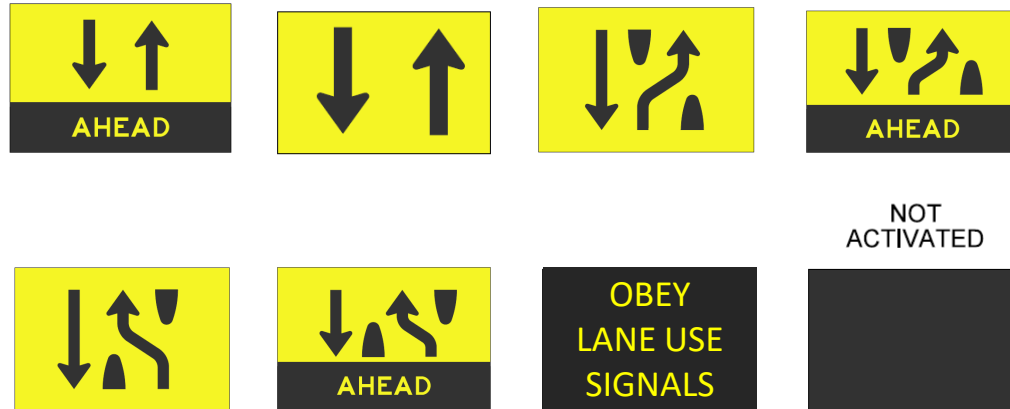
ALCS Project Elements

- Lane Use Control Signals
 - 100 Signals on approach roads
- Dynamic Message Signs
 - 12 Signs on approach roads

Lane Use Control Signals – Displays



Dynamic Message Sign - Warning Messages

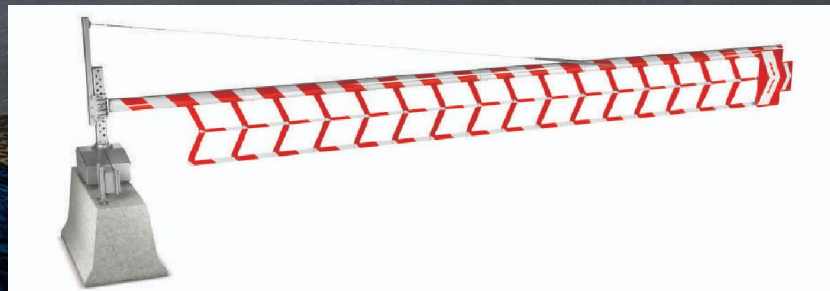


ALCS Project Elements

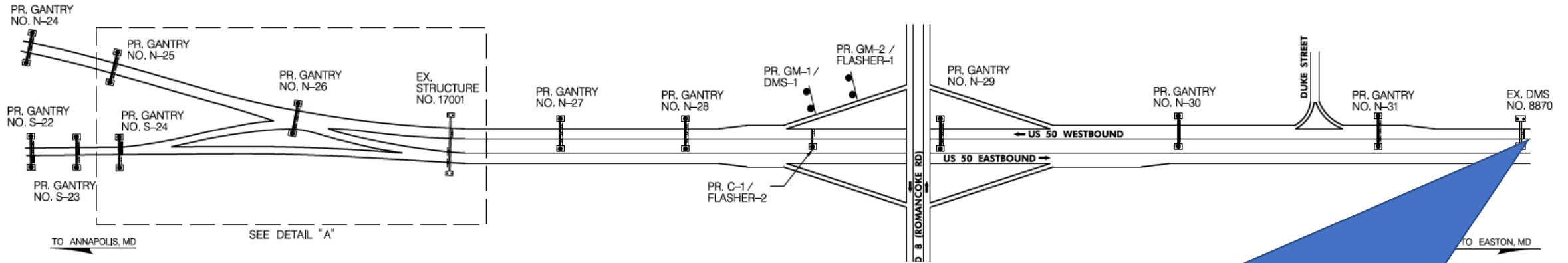
Illuminated Pavement Markers



Horizontal Swing Gates



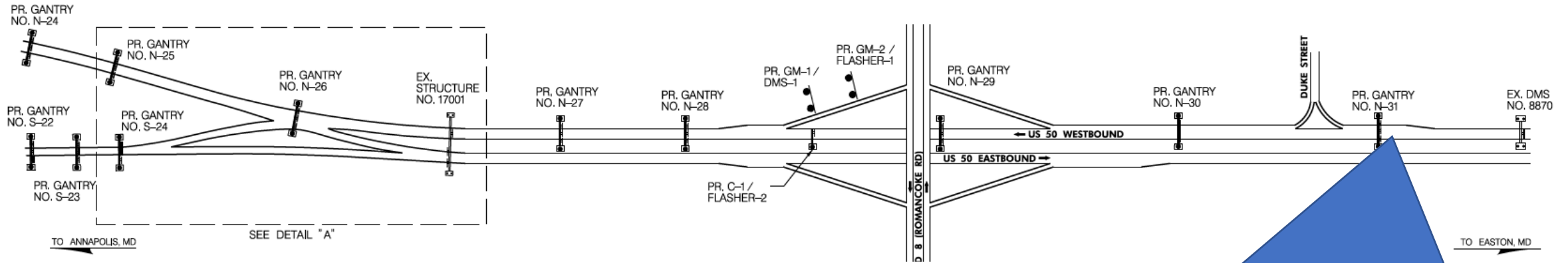
ALCS Eastern Shore Walk-Through



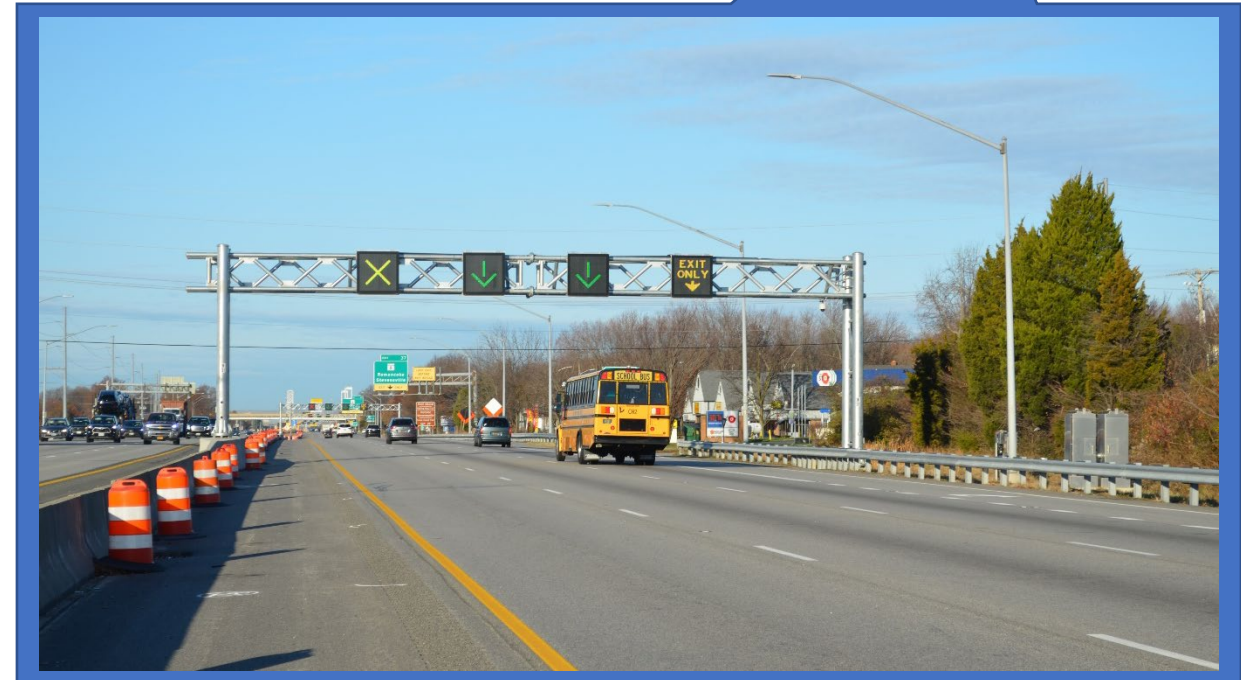
Two-way Traffic on Westbound Bridge with Normal Traffic on Eastbound Bridge



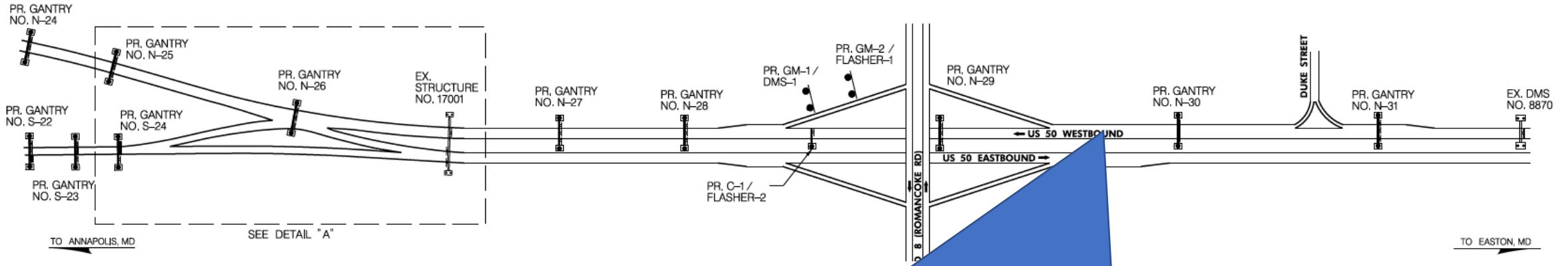
ALCS Eastern Shore Walk-Through



Two-way Traffic on Westbound Bridge with Normal Traffic on Eastbound Bridge



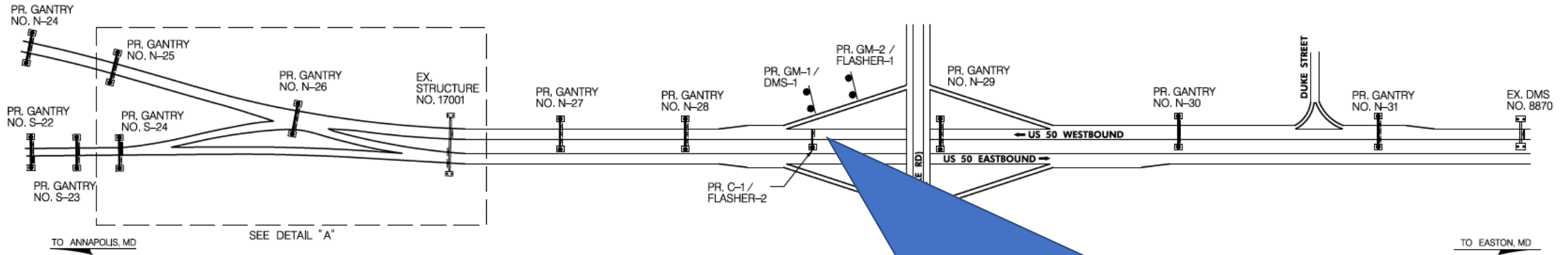
ALCS Eastern Shore Walk-Through



Two-way Traffic on Westbound
Bridge with Normal Traffic on
Eastbound Bridge



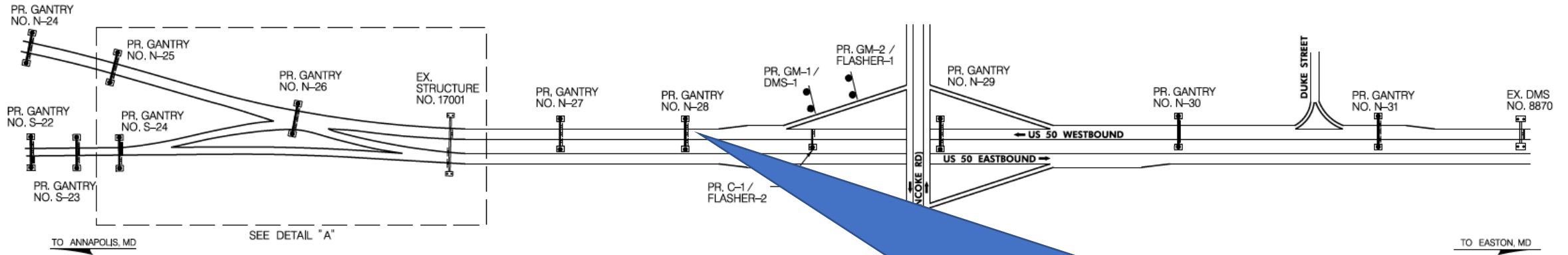
ALCS Eastern Shore Walk-Through



Two-way Traffic on Westbound Bridge with Normal Traffic on Eastbound Bridge



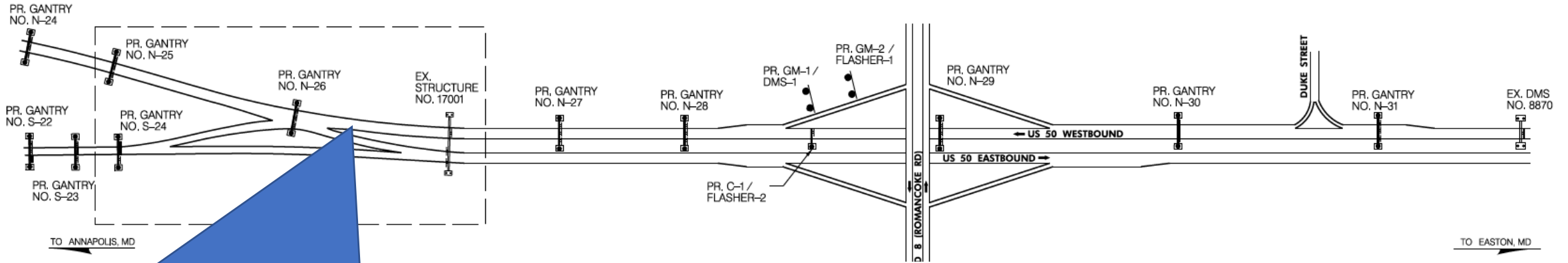
ALCS Eastern Shore Walk-Through



Two-way Traffic on Westbound
Bridge with Normal Traffic on
Eastbound Bridge

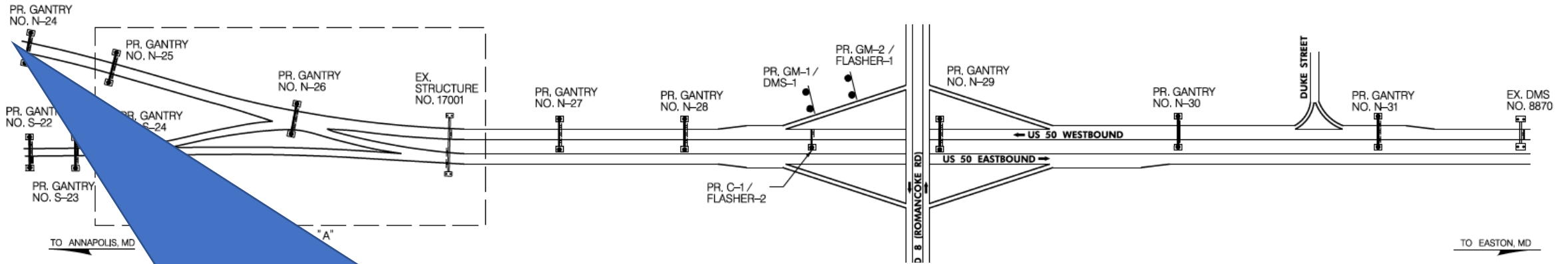


ALCS Eastern Shore Walk-Through



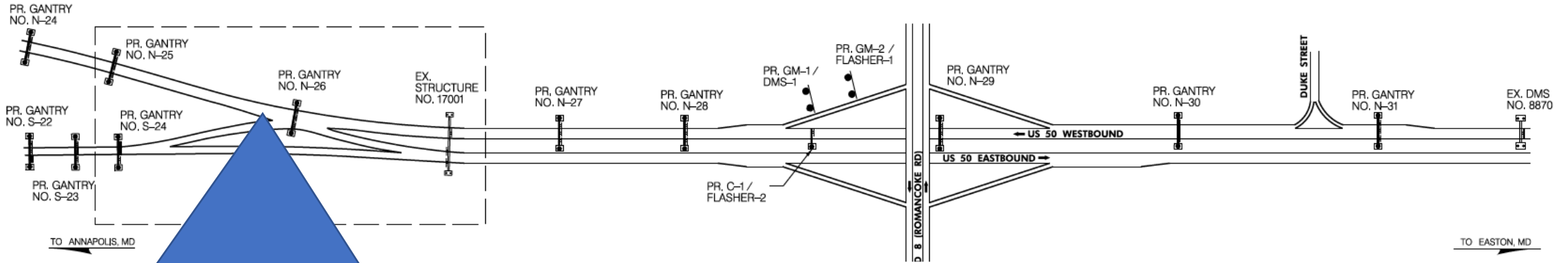
Two-way Traffic on Westbound Bridge with Normal Traffic on Eastbound Bridge

ALCS Eastern Shore Walk-Through



Two-way Traffic on Westbound Bridge with Normal Traffic on Eastbound Bridge

ALCS Eastern Shore Walk-Through



Two-way Traffic on Westbound Bridge with Normal Traffic on Eastbound Bridge



Maryland
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