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*STATE OF MARYLAND*  
**BOARD OF PUBLIC WORKS**  
*ANNAPOLIS, MARYLAND*

**July 19, 2023**  
**10:06 a.m.**

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# PRESENT

**HONORABLE WES MOORE**

Governor

**HONORABLE DERECK DAVIS**

Treasurer

**HONORABLE BROOKE LIERMAN**

Comptroller

**JOHN GONTRUM**

Secretary, Board of Public Works

**ATIF CHAUDHRY**

Secretary, Department of General Services

**VALERIE RADOMSKY**

Chief Procurement Officer, Department of Transportation

**JOSH KURTZ**

Secretary, Department of Natural Resources

**THOMAS HICKEY**

Director of Procurement and Real Property Initiatives,  
University System of Maryland

**LISA GRIGSBY**

Recording Secretary, Board of Public Works

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# PROCEEDINGS

GOVERNOR MOORE: I hope everybody is doing all right. Good morning and welcome to today's BPW meeting. And before we start today's meeting, I'd like to recognize our Treasurer, who has some comments about the late Senator Tommie Broadwater. So Mr. Treasurer, good morning and thank you.

TREASURER DAVIS: Thank you, Governor. And good morning, and welcome to each and every one of you. I just wanted to take this opportunity to I guess commemorate, recognize, the life, the legacy, of former Senator Tommie Broadwater. Senator Broadwater was the first African American Senator from Prince George's County and throughout his career, and certainly I never had the opportunity to serve with him. But his counsel to young politicians, aspiring politicians, and even seasoned politicians was invaluable in Prince George's County.

I remember when I was first elected in 1994, I had spent, you know, that past year running and, you know, excited, and being everywhere, doing everything. And then after I was elected, you know, and after that sort of passed a little bit, the moment hit me, all right, now what am I going to do? You know, my mom had always told me, she said, Dereck, one day that big mouth is going to get you into trouble. And then I thought about that and I was like, you know, I kept saying I wanted to be in office, and now you know, I was on the doorstep of it, and what was I going to do? So a good friend of mine who knew Senator Broadwater well said you need to go see Tommie. And I said okay. So I grabbed, you know, I made an appointment with him, I grabbed a notebook and pen, and I went to see him, you know, because I was ready to write down these

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heavy words of wisdom he was going to give me and what to do. And so I said, Senator Broadwater, I'm Dereck Davis. I just won in the 25th, which was the adjacent district to his old district in 24. And I said, do you have any words for me? And you know, he was busy, you know, doing his stuff. And then he stopped and he looked at me. I'm ready, and he said, Dereck, don't be no punk.

(Laughter.)

TREASURER DAVIS: And I was from Capitol Heights and them is fighting words.

(Laughter.)

TREASURER DAVIS: So at the time, I was like, okay, got it, thank you. At the time, I didn't know exactly what he meant. I mean, I knew what he meant, but not exactly. It wasn't until I got down here that I understood exactly what he was saying. You have to, you know, work with others and, you know, play the game, whatever, all those things. But at the end of the day, you still are sent down here to represent the people and you don't compromise that. You don't compromise the people you are representing and you fight with everything that you have. And so he may not have been as colorful with others as he was with me that day. But the Senator, politicians whether they are new delegates, to Congressman Hoyer, I know that they have gone to him for his counsel, for his advice. And it has helped. You know, I have heard other people mention similar tales and advice that they have gotten and so forth. And for those of you that didn't have the pleasure, I would invite you to go to Ebony Inn and get you some ribs and that chicken that, he was one of the best caterers. I used him for all of my events, you know, once I was able to afford Senator Broadwater.

(Laughter.)

TREASURER DAVIS: But he was, again, he was an inspiration to a lot of us in Prince George's County, especially you know, African American

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politicians, and he will certainly be missed. So Governor, thank you for this opportunity. It would have been remiss of me if I did not say a few words about all that he has meant to Prince George's County.

GOVERNOR MOORE: Amen. Amen. And thank you for that. Because it is a well-deserved tribute, and a beautiful one that you just gave. And it's true. I mean, he was a history making figure. And one thing we all acknowledge, that there is some serious shoulders for each and every one of us that we are standing on. And his shoulders are just some of them. So thank you for that. Thank you for that.

And before I turn it over to the Secretary, who is going to kick us off with the Secretary's Agenda, I wanted to take a quick moment to say you look a year older, sir.

(Laughter.)

(Applause.)

GOVERNOR MOORE: -- you know, it's like Benjamin Button for you, actually.

(Laughter.)

GOVERNOR MOORE: But Happy Birthday. We are grateful for you. We are thankful for you. And just, and you know, it's funny, we have a rule in our office that people are not allowed to come into work on their birthdays. And so, but I respect you being here, deeply. And because today should be a celebration of you. So Happy Birthday. It's wonderful to see you. And please proceed.

TREASURER DAVIS: Is there a better way to celebrate your birthday than at BPW?

(Laughter.)

SECRETARY GONTRUM: My sentiments exactly --

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(Laughter.)

SECRETARY GONTRUM: -- there are 13 items on the Secretary's Agenda this morning, and four reports of emergency procurements. I'm happy to assist with answering any questions.

GOVERNOR MOORE: Great. Thank you. We have one speaker request from the Water's Edge Museum over in Oxford in support of Item 4, which will direct \$1 million in operating grant funding towards the organization. So Ms. Monica Davis, the Executive Director from the museum, is joining us. Ms. Davis, good morning.

MS. DAVIS: Good morning.

GOVERNOR MOORE: Good morning, and it's good to see you. Good morning.

MS. DAVIS: Good morning to all. My name is Monica Davis. I'm the Director of the Bellevue Passage Museum (indiscernible) and the Water's Edge Museum. This is --

VOICE: -- I'm director of moral support today.

(Laughter.)

COMPTROLLER LIERMAN: We all need that.

GOVERNOR MOORE: I know --

(Laughter.)

COMPTROLLER LIERMAN: -- encourage --

MS. DAVIS: -- this funding will give us funding for operationals and also to hire new individuals to bring forth our mission. We are a wonderful, please come to our wonderful museum on the Eastern Shore. Our artisans celebrate African American history on the Eastern Shore from black (indiscernible) enslaved so please come tour our museum. You will be fascinated. Again, thank you for this opportunity. I think that the funds here will really

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cultivate young people and give a different reality of black people (indiscernible) museum and are doing things for the Eastern Shore in Maryland. So Governor Wes Moore we welcome you to the museum and (indiscernible) --

GOVERNOR MOORE: Yes.

MS. DAVIS: Thank you.

GOVERNOR MOORE: We are so happy to see you and we are so grateful for the museum, for the leadership, for what you are bringing to not just the Eastern Shore, but what you are bringing truly to the entire State. It is important that people know that when they see and understand their history and understand their culture, it means that they know that nothing in the future is impossible. Nothing. So thank you and bless you.

MS. DAVIS: Thank you.

GOVERNOR MOORE: Are there any further discussion on the Secretary's Agenda?

COMPTROLLER LIERMAN: No.

TREASURER DAVIS: No.

GOVERNOR MOORE: Okay. May I have a motion to approve the Agenda?

COMPTROLLER LIERMAN: Move to approve the Secretary's Agenda.

GOVERNOR MOORE: Outstanding. Is there a second?

TREASURER DAVIS: Second.

GOVERNOR MOORE: Great. Thank you so much. The next up for DNR, Secretary Kurtz. Good morning, sir.

MR. KURTZ: Good morning. Mr. Governor, Mr. Treasurer, Madam Comptroller, for the record, my name is Josh Kurtz. I am the Secretary of the Department of Natural Resources. The department has eight items for your

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consideration today. Myself and staff are here. If you have any questions, we'll be happy to answer them.

GOVERNOR MOORE: Wonderful. Thank you. May I have a motion to approve the Agenda?

COMPTROLLER LIERMAN: Move to approve.

GOVERNOR MOORE: Excellent. Is there a second?

TREASURER DAVIS: Second.

GOVERNOR MOORE: Outstanding. Thank you so much. Thank you, Mr. Secretary. Next up, University System of Maryland. Mr. Hickey, as always, good morning. It's good to see you.

MR. HICKEY: Good morning, Governor, Mr. Treasurer, Madam Comptroller. Tom Hickey representing the University System of Maryland. There are two items for your consideration. I'm happy to answer any questions you have.

GOVERNOR MOORE: Are there any questions?

COMPTROLLER LIERMAN: No questions.

GOVERNOR MOORE: Okay. Do I have a motion to approve?

COMPTROLLER LIERMAN: Move to approve.

GOVERNOR MOORE: And is there a second?

TREASURER DAVIS: Second.

GOVERNOR MOORE: Outstanding. Thank you so much, Mr. Hickey. Thank you. And we will proceed with the MDOT Agenda. Ms. Radomsky, good morning. Good to see you. And before we proceed, I would actually like to call up an item, that's right, for Item 20-GM-MOD, which represents modification number seven to the public-private partnership agreement, and that's for the Purple Line Transit Partners.

The decisions and the circumstances around some of the delays

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that we have seen around the Purple Line, which have been heavily reported and major cost overruns that predate our administration, are known. But we wanted to spend a little bit of time speaking about this.

We are firmly committed, firmly committed, to making sure we're getting this critical project back on track and also minimizing future delays and cost increases because they have been real. But we are firmly committed to making sure that in this time, and in this moment, and with this administration, we are going to get this right. And so while I share the frustration, and frankly the disappointment of my colleagues on this Board, the partners in government, business, and civic leaders, most importantly I share the frustration of our residents and I share the frustration of our taxpayers, people who have been waiting and have deserved better. This item before the Board today and this project, it is critical to the economic competitiveness of our State and it is critical to the quality of life of millions of people in this State and the shared goals of actually expanding mass transit, mass transit opportunities, and also doing it in a way that is also helping to address the climate crisis. This is important because it checks off a whole collection of different boxes. And so our administration will complete this project, but we will complete it in a fiscally responsible manner while also ensuring that we are being fair and transparent with our project partners. And we will hold ourselves and our partners accountable for completing this project with a focus on transparency and with a focus on partnership. And so before I recognize my colleagues for their comments, I would also like to ask our MTA Administrator Holly Arnold if you wouldn't mind, Madam Administrator, come up and discuss this modification. What exactly it means and also the approach that we are taking to managing this project moving forward.

MS. ARNOLD: Thank you, Governor.

GOVERNOR MOORE: Thank you.

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MS. ARNOLD: Good morning, Governor Moore, Comptroller Lierman, and Treasurer Davis. For the record, my name is Holly Arnold. I'm the Administrator of the Maryland Transit Administration. And with me this morning is Purple Line Project Director Ray Biggs. We're here today to request the Board approval of modification number seven of the Purple Line P3 Agreement to provide for an extension of the revenue service availability deadline from Fall 2026 to Spring 2027, essentially that's the opening day for the project. This modification also provides net compensation of approximately \$148 million as interim relief for the delayed work that includes the completion of the utility work being undertaken by MTA.

I'd like to start by briefly providing some background on the Purple Line Project and the construction cash flow. This project has seen unique and uncommon challenges since the P3 was initially awarded in 2016 to our concessionaire, Purple Line Transit Partners. Shortly after the project was awarded in October of 2016, the environmental approval was (indiscernible) causing initial delays to the project. Then in late 2019, the prime design builder under the P3 left the project and in 2020 MTA took on several contracts to continue construction. In 2022, MTA and PLTP brought on a new design build contractor, Maryland Transit Solutions, or MTS, and signed an updated P3 agreement.

The work that MTA took on in 2020 when the prime design builder left has taken longer than expected to complete. The (indiscernible) expected completion this fall. Additionally, MTS has experienced some issues due to the national work force shortage, supply chain issues, and high inflation.

That said, MTS has significantly intensified construction along the project alignment, with nearly 700 construction workers at 60 active construction sites across the entire length. Just a few examples of major activities include the

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Bethesda Station, where workers are currently excavating a vertical 130-foot elevator shaft before starting construction on connecting to Metro-WMATA Red Line Metro platform. Light rail vehicles continue to be assembled (indiscernible). Currently we have 26 of the 28 light rail vehicles completed and the final two are being built. And we expect delivery of those in early next year. And at the Paul S. Sarbanes Transit Center in Silver Spring, crews have completed the concrete platform for the new Silver Spring Red Line Station. They are now building the platform (indiscernible). Crews have started work on the mezzanine that will act as shared platform at the Transit Center creating that real connection between Metro Red Line for commuter rail and Purple Line (indiscernible).

The Purple Line is a complex transportation project. It requires coordination of stakeholders throughout the region. All of us at MTA understand the impact that the prolonged construction creates for residents and businesses along the project alignment. A project of this magnitude can be disruptive, but the entire team is going to continue work on minimizing those disruptions. Our team is working daily with MTS to identify opportunities to advance the schedule of the project and mitigate in the future.

I want to thank our partners throughout the region for their patience and support throughout this process, and we are going to continue to work through the challenges to deliver this incredible transit project to the citizens of Maryland.

The problems with the project is more than just a few (indiscernible), transit connected region (indiscernible). More transit means better outcomes for everyone, fewer cars on the road, lower emissions, and more opportunity for (indiscernible). It is an incredible project for the future of the region and one that will bring numerous opportunities for the State. This modification will better position our team to deliver the project (indiscernible).

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Thank you for the opportunity to speak today. I'm happy to answer any questions.

GOVERNOR MOORE: Thank you so much, Madam Administrator. And honestly, I know this project has been incredibly challenging. And but your leadership throughout has just been stalwart. So I just want to say thank you, thank you to Secretary Wiedefeld as well for the leadership. I mean, getting this right means getting into the details. And getting this right means taking this personally. And so we are very much committed to doing that to get to completion and we are thankful for the leadership you have provided.

Before I -- I should turn it over to my colleagues as well for comments. I would also just like to acknowledge the withdrawing of two items. Ms. Radomsky, I just want to make a note of the withdrawal before I turn it over to my colleagues.

MS. RADOMSKY: Thank you. For the record, I'm Valerie Radomsky, Chief Procurement Officer for the Department of Transportation. Today we are presenting 19 items for your consideration. At this time, we are withdrawing Items 9-AE and 21-E-MOD. So MDOT will be seeking approval to award four MBE and six SBR firms, valued at approximately \$3.5 million. Thank you.

GOVERNOR MOORE: Thank you so much. Madam Comptroller, your turn --

COMPTROLLER LIERMAN: Sure. Thank you. Thank you, Mr. Governor. Thank you, Ms. Radomsky, and thank you, Administrator Arnold, for all of your work.

I am, as I think most people in this room know, an enthusiastic public transit supporter, founder of the Transit Caucus in the General Assembly. And yet today, I'm only reluctantly supporting this item because at this point our

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hands are really tied. And I think this is a little bit like the tip of an iceberg. All of the problems, this little tip that is coming up, this \$148 million modification, is just the tip. Because what all of the problems that have happened before it are underwater and we don't see them right now. But it is really years of failures by the previous administration that have led us to this point.

This is a critical transportation project that is years behind schedule and it is nearly \$4 billion over budget. And at this point, it has been a bad deal for Maryland taxpayers. From the earliest days when the previous Governor insisted on restructuring the deal for the supposed purpose of saving money, that has been a pennywise and pound foolish decision. And I also think that the Purple Line is a textbook case of why long term transportation P3s can be so dangerous to taxpayers. At the end of the day, if there is a disagreement or if the numbers no longer work for the private partner, they can just walk away. But we are still here, right? The taxpayers are still here. The people who have construction cones in their yards are still here. And there is nothing the State can do to stop it. And it is just the taxpayers and residents who suffer. And of course, MDOT doesn't have the capacity to then jump in and quickly take over because our State agency work forces have been decimated and there has been a big impact at MDOT as well. And I think that is a big contributing factor to why we are here today, because as Administrator Arnold said, when the previous contractor stepped out, MDOT came in and said, okay, we'll keep going with this utility work. But they weren't able to do it. They couldn't get the job done on time because of their depleted work force and issues that were facing them.

And so I think, you know, this is just an illustration of some of the huge challenges that the current administration is facing in transportation because of mismanagement over previous years. You may not say that, but I will say it.

GOVERNOR MOORE: Thank you --

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(Laughter.)

COMPTROLLER LIERMAN: I lived through it as a member of the General Assembly. So you know, and I think today's modification also just shows that we need to do better for taxpayers. So I really appreciate the leadership of the new Secretary, of Administrator Arnold, and our new, the Purple Line Administrator, and the person who is overseeing it as well. So I sincerely hope that the valuable lessons have been learned to ensure that these types of delays and costs and I think we're all done with additional delays and more modifications for the Purple Line. So I want to thank the Administrator and the team for talking me through this and letting me know where we are. I also want to thank them for discussion about what this amazing project will eventually mean to the people of Maryland and what it will actually look like, right? This is part of the MTA system, right? The Purple Line, the Penn Line, the Brunswick Line, the Camden Line, these are all part of the MTA system, our transit agency. So all the signage and the work that needs to be done, we're going to make sure that it's, it has to all be in tune so that when you are approaching and you are getting on an MTA line, you know that it is run by our State government and we can be proud of that. So just thank you to all of you for your leadership and your work. I look forward to continuing to partner with you on it. Thanks.

GOVERNOR MOORE: Thank you so much, Madam Comptroller. And very well said, thank you. Thank you. Are there any other items for discussion on MDOT's Agenda? Do I have a motion to approve?

COMPTROLLER LIERMAN: Move to approve.

GOVERNOR MOORE: Is there a second?

TREASURER DAVIS: Second.

GOVERNOR MOORE: All right. Thank you so much, Ms. Radomsky. Thank you. And we will conclude with the DGS Agenda. Secretary

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Chaudhry, good morning.

MR. CHAUDHRY: Good morning, sir. Good morning, Mr. Governor, Madam Comptroller, Mr. Treasurer. For the record, I'm Atif Chaudhry, Secretary of the Maryland Department of General Services. Today the department is presenting 31 items on our Agenda. We are withdrawing one item. It is 23-S-OPT. And our Agenda does feature over \$10 million in capital grants and loans. I did want to highlight just a couple of those.

I did want to highlight Item 4-CGL that provides \$4 million in State support for the Baltimore City Department of Public Works for a new transportation small hauler site in East Baltimore. This project will reduce costs for transporting waste to disposal sites, including reducing the number of vehicles traveling to and from disposal sites.

I also wanted to highlight Item 7-CGL, which provides \$100,000 of support to the Board of Directors of Alpha Genesis Community Development Corporation in Dorchester County. This support is for the construction of the Harriet Tubman Pavilion. This will complement the Harriet Tubman Mural in Cambridge. This project is a partnership between Alpha Genesis and the City of Cambridge to create a multipurpose outdoor pavilion encompassing the nationally acclaimed Harriet Tubman Mural. The development plan also includes space for concerts and festivals, and a replica of Harriet Tubman's father, Ben Ross's cabin, which was just very recently discovered in 2021 by the State Highway Administration archaeology team.

And lastly, I wanted to highlight Item 8-CGL, which includes \$1.2 million in State support to the Sheppard Pratt Health System for a new residential crisis services center in Baltimore City. This project will develop an innovative 16-bed diversion program for individuals with severe mental illness. And the new crisis center will (indiscernible) from emergency departments and inpatient units

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at participating hospitals. And it is projected to save the State up to \$2 million per year in emergency room admissions at hospitals.

As we monitor MBE contracts and MBE awards, this particular Agenda does include two contracts, two awards, for MBE prime contractors totaling \$1.2 million. We have agency representatives here and we are happy to answer any questions you may have.

GOVERNOR MOORE: All right. Thank you so much. Some fantastic items. Thank you so much. Is there any discussion on the DGS Agenda?

COMPTROLLER LIERMAN: I have just one item. I just want to call attention to Item 21, for the SEED School. This is a request from the State Department of Education to exercise a five-year renewal option on a contract with the SEED School Foundation to operate a residential boarding education program for \$97.9 million. The SEED School is fantastic. Since 2007, they have probably educated hundreds of at risk youth in grades 6 through 12 from throughout Maryland on its campus in Baltimore City. And so I just want to start by commending the incredible work that the SEED School does with providing its 400 students educational opportunities. I have incredible respect and appreciation for Mr. Sykes, the head of the SEED School. I just want to point out I do have some concerns with the contract that MSDE has created. It seems to have unlimited, undefined renewal options and a low MBE goal. And I'm concerned about whether this is the appropriate vehicle to fund the SEED School moving forward. At the end of this extension, the contract will have been in place for 21 years. So I think that we have to absolutely make sure that the SEED School continues. But I would just ask that MSDE and our partners in the Legislature and the SEED School leadership consider a different way of funding this rather than through a procurement process so that it can continue to do its important

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work. Thanks.

GOVERNOR MOORE: Thank you. Mr. Treasurer? Thank you so much. Thank you. And I echo the comments on both the great work that is taking place at the SEED School and the leadership that the SEED School continues to provide, and knowing that how to make sure that it can be a sustainable, equitable, and transparent way continuing forward is going to be really important. So thank you. With that, is there a motion to approve the Agenda?

COMPTROLLER LIERMAN: Move to approve.

GOVERNOR MOORE: And is there a second?

TREASURER DAVIS: Second.

GOVERNOR MOORE: All right. Oh yes, absolutely. So we have voted, seconded. Mr. Treasurer, I'd like to turn it over to you, sir.

TREASURER DAVIS: Thank you. We did vote, right? Okay. Listen, is there anything else on the Agenda, Governor?

GOVERNOR MOORE: No.

TREASURER DAVIS: Then before we exit, I've been going back and forth about whether or not I should say something. But and I see all of you all looking, it's not that heavy.

(Laughter.)

TREASURER DAVIS: I'm not dying or --

(Laughter.)

TREASURER DAVIS: -- but one thing that is concerning to me, and that's what is going on, or the lack thereof, between the Stadium Authority and the Baltimore Orioles.

There has been a lot of conversation over the past couple of years. We are not talking about building a new stadium or something like that. If there

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is something going on, we need to know. That there is too much foot dragging on this. And I think the longer -- what I have learned in 30 years is the longer nothing is being said, the longer it takes. I am saying this for the explicit purpose so it gets out there and folks have to start answering what is taking so long. You know, we went through a lot of lean years the past half-decade. And now that things are going well, I want to know what is going on. A significant investment has been made on behalf of the State. And I am not saying it is anybody's fault, because I honestly don't know. But it is time. It is time and folks need to be called out on it. So I'm hoping all the good people back there with the cameras and the pads bring this up. I want to put pressure on the Stadium Authority, on the Baltimore Orioles. And I'm hoping that in two weeks we can come and bring this up for a vote. I know we aren't. But it's time we start putting timelines out there and say get this damn thing done. Get, they owe it to the State, the taxpayers, and this foot dragging has got to stop. So forgive me for ending the meeting this way. I've been going back and forth over the last 24 or 48 hours. You know, I know the Governor is working hard to make this happen. But the principals, they have to do so as well. And it can't just drag on indefinitely. If somebody is being unreasonable, we need to know. But this thing needs to come to a head. So I'm hoping that with these remarks, at least folks have to start answering and not just making, oh, we're making progress or whatever. No, that time is done. So thank you, Governor.

GOVERNOR MOORE: Oh, thank you.

(Laughter.)

COMPTROLLER LIERMAN: Hear, hear.

(Laughter.)

COMPTROLLER LIERMAN: Let's go O's.

TREASURER DAVIS: You just never know which side of the bed

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I'm going to wake up on.

(Laughter.)

GOVERNOR MOORE: Well that is an excellent way to conclude today's Board of Public Works meeting. The next meeting of the Board will be on August 2nd. Once again, Happy Birthday and I hope you get to enjoy the rest of your day. So thank you so much.

(Whereupon, at 10:30 a.m., the meeting was concluded.)