

# Baltimore Metropolitan Council



2700 Lighthouse Point East, Suite 310  
Baltimore, MD 21224-4774

Telephone: (410) 732-0500  
Fax: (410) 732-8248  
[www.baltometro.org](http://www.baltometro.org)

Anne Arundel County  
Baltimore City  
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Harford County  
Howard County

## **BMC BOARD OF DIRECTORS APRIL 24, 2007**

### **MINUTES**

#### **MEMBERS PRESENT**

John Leopold, Anne Arundel County Executive  
Sheila Dixon, Mayor, Baltimore City  
James T. Smith, Jr., Baltimore County Executive  
Dean L. Minnich, Vice President, Carroll County Board of Commissioners  
David R. Craig, Harford County Executive  
Ken Ulman, Howard County Executive

#### **OTHERS PRESENT**

Tony Brown, Assistant Administrator, Mass Transit Administration  
Lorraine Costello, Harford County  
Andy Frank, Baltimore City  
Alan Friedman, Anne Arundel County  
William Goodwin, Chief, Baltimore City Fire Department  
Deborah Henderson, Harford County Procurement  
Jamie Kendrick, Baltimore City Department of Transportation  
Joan Kennedy, Howard County  
Steve Myer, Baltimore County Purchasing  
Steve Powell, Carroll County  
Frank Principe, Baltimore County  
Paul Wiedefeld, Administrator, Mass Transit Administration

#### **BMC STAFF**

Larry Klimovitz, Executive Director  
Regina Aris  
Harry Bain  
Harvey S. Bloom  
Barbara Herron  
Mary Logan  
Ryan O'Doherty  
Sandra Spears

## **Call to Order**

County Executive and Chairman Craig called the meeting to order at 3:10 p.m. He then turned the meeting over to Mr. Klimovitz.

Mr. Klimovitz stated that we were waiting on the Mayor and County Executive Smith who will be here momentarily. He stated that this meeting begins with three presentations covering a wide swath of BMC activities. He introduced Chief Goodwin of the Baltimore City Fire Department to brief the Board on the ongoing activities of the Urban Area Work Group (UAWG). This presentation was skipped at the previous Board meeting because of the transition taking place at that time. Mr. Klimovitz informed the Board that Chief Goodwin would provide an update at each quarterly BMC meeting. He also noted the handouts from the Chief.

Chief Goodman briefed the Board on the establishment of the UAWG in 2003. Chief Goodwin explained that in 2003 the Federal government, under the Department of Homeland Security developed what was called the Urban Area Security Initiative. It identified the 29 largest urban areas in the country and identified them for their risk analysis and potential targets in that area following the 911 attacks. From this came the development of the Urban Area Working Group (UAWG). When this all began on 2003, there was no framework or books, but money to be offered and that brought people together and called attention to it. Chief Goodwin further reported that from that point, we developed structure and governance.

At that time, Mayor O'Malley, now Governor O'Malley, saw to expand it to a regional concept. He saw to expand in a regional approach which is now required. We expanded to the framework of the BMC which is already doing transportation planning and used that structure to bring together the City of Baltimore and the five surrounding counties. The handouts show what took place from 2003 to the present. He then explained the handouts (attached). Chief Goodwin stated that unfortunately, the difficulties for us managing this is that every year the DHS makes changes every year as they grow. The changes this year were all electronic and we were able to do things more efficiently, but the criteria changed drastically. They developed a two tier system for the country which our region is a tier two. The tier one areas are the larger areas combined along with the national capital region. They compete for 45% of the funds and the rest compete for the other 55%. What we have worked on is broken down in the documents. This region has led some of the country in communications. We implemented a voice interoperability system for Central Maryland, which allows us to communicate with police/fire throughout the region as well as with the Eastern Shore with a program that they have. We planned two back up 911 centers to serve northern and southern regions of Baltimore. In the area of hazardous materials/WMD, we acquired seven mobile decontamination vehicles and conducted ongoing collaborative exercises and training. This program spans over seven jurisdictions. The Chief also reported that we purchased regional cache of prophylaxis for the region's first responders. In the area of urban search and rescue we established a regional search and rescue team. The Maryland Task Force was expanded for all hazards response capability. Regional training exercises were conducted, along with response to Hurricane Katrina through mutual aid.

In the area of Health and Medical, Chief Goodwin reported that we have brought all the disciplines together. We do things in a democratic fashion. They are a group of individuals that would have never been at the table on a monthly basis, at least exchanging ideas. We have our own urban search and rescue team and incident management team. This operated for ten days in New Orleans. We have a Maritime Security Initiative which takes many assets from the Port of Baltimore and surrounding areas. We have a law enforcement component that works and does all the management of the non-governmental organizations apply to the UASI managing itself up to about \$25,000 based on their critical infrastructure we award them money.

Chief Goodwin also discussed the Urban Area Security Initiative (UASI). He stated that this is one of several Homeland Security Grant Programs. It addresses unique needs of high-threat, high-density urban areas. He stated that we also have a community infrastructure which established a grant program to enhance security of high-risk non-governmental organizations. Over \$1 million was awarded to more than 30 organizations. We have a closed circuit TV system which started in Baltimore City and has grown to every jurisdiction having some sort of closed circuit surveillance that can be monitored and linked together. We are looking monitoring them together along with state assets and the highway transportation cameras. Emergency planners that work in every jurisdiction that continually meet even in addition to the UAWG and plan issues of all sorts to every jurisdiction and local government's needs.

Chief Goodwin also reported that we have a public information network that sends campaigns out, building it along with the current partners in our cities and counties, which informs people on how to prepare for an all hazards approach, not just terrorism. This year we submitted a grant application for \$38 million. This is a little outside of what DHS recommended we elected to submit an application based on our needs.

County Executive Craig stated that this was an excellent report and called for any questions or comments.

Mr. Klimovitz stated that he would like to inform the Board, especially the new Board members, of the function that BMC plays in the continuing meetings of the UAWG. He stated that the BMC provides staff and support function. We do have staff that are assigned to the UAWG and attend meetings and provide a coordinating role. We help in the way of agreements and procurement activities, bidding, insuring that contracts are put out in accord with guidelines. We provide an overall coordinating role. UAWG meets here before Board meeting and you will receive a report.

Mr. Klimovitz then introduced the new MTA Administrator, Paul Wiedefeld and Tony Brown, Assistant Administrator. He stated that some of you may have worked with Mr. Wiedefeld in his former position with the airport. The Governor has now put him in charge of the MTA. Mr. Wiedefeld was also a former employee of the BMC (formerly the Regional Planning Council (RPC). Mr. Klimovitz invited Mr. Wiedefeld to get acquainted with the Board members and to review some of the current and future activities of MTA and start a dialogue here help provide direction to some of the BMC staff.

Mr. Wiedefeld gave brief report on his background. He grew up on the Baltimore area and has been in the transportation business for the past 25 years. He started out at the RPC and then worked under two secretaries managing capital budget for Secretary Trainor and Secretary Lighthizer. He joined the private sector for approximately eight years. He then ran the BWI Airport for about four years after 9/11 and went back to the private sector for about a year and is now back in the public sector.

Mr. Wiedefeld stated that his focus at MTA is three things. The first is customer service – if this isn't done well we are not doing our job. He stated that he has been literally meeting with the 3,500 employees so that they understand this. The second major focus is partnerships. We have to create partnerships as an agency and they start internally. We have labor/management issues, different modes, providing metro rail, subway to light rail to bus. Then, it goes outwards from there to our riders, customers, communities, businesses, media and elected officials and staff to get transit where we want it across the state. The third area is basically is having transit be a tool for everyone. Mr. Wiedefeld stated that there are tremendous opportunities, especially in the area of BRAC. Overall, we have to take a 20, 30, 40, 50 year look at what transit does in this region and the state. We want to make sure we looking at customer service, partnerships, and shaping the future with our partners here.

In terms of opportunities in front of us, in addition to BRAC, it starts with the Governor and Secretary of Transportation who are very strong supporters of transit. The business community and media have become more engaged over the past few years. Right now, we are looking at many more articles per day with criticism about doing a better job, but this is an opportunity.

Mr. Wiedefeld continued by saying that the biggest opportunity is the public. They get it and understand the energy costs, environment and congestion and they are looking to us as a transit agency to give them alternatives. Tied to that opportunity is the potential for a revenue increase and making sure that transit plays a big part in that. He said that he has two priorities – one is preservation. We have both an aging system and growing system that we have to maintain. At the same time, we have to grow ridership. We have to improve existing services and provide additional services from bus to major rail.

Mr. Wiedefeld stated that what he has noticed in joining MTA is that we have a fantastic work force. They have been under some stress, but they are passionate and touch 330,000 lives/day and they are ready to go. He concluded by saying that he looks forward to working with everyone to take transit to where it should be in this region and across the state.

Mayor Dixon stated that in looking at customer service and quality, it was interesting that Baltimore City has the least amount of cars anywhere in the state, but public transportation is very crucial. Aside of crime, Mayor Dixon stated that is the other issue. It is an ongoing concern, especially with the changes over the last couple of years with the bus lines and the availability of the lines, particularly in crucial areas and before and after school.

Mr. Wiedefeld stated that he agreed and we have to reach out to our customers and our operatives. They know the system better than any of us. We have to tap into that resource.

Commissioner Minnich asked what the greatest impediment to ridership now. Mr. Wiedefeld said it is a combination of things. Customer service is the biggest and public safety. Some of it is perception and we have to fight that. Commissioner Minnich asked if it was equipment or environmental safety. Mr. Wiedefeld stated that part of it is personal safety.

County Executive Ulman asked if there is additional capacity with the current infrastructure and ways to get additional seats, double decker buses or more trains on the tracks. Mr. Wiedefeld replied by saying that there are tremendous challenges with the existing service that we can't overcome until we do some major investments. We don't own the track; we rent to use it so there are different agendas on each side. AMTRAK and CSX has there own mission. Physically to make it work you can't just put out more trains. We have to have an honest frank discussion to see what we can do. The demand is there and we need to maximize.

County Executive Smith stated that all of us have settled on the importance of the MARC system to meet significantly some of our transportation needs. We have a work group that has been working to put this all together. If we can come together and help you get the resources that you need in order to expand that service. Invited him to include the work group in his thinking to develop his vision of what he needs. This group is very interested in your component in this transportation vision. It will be a mutual benefit of all parties. In speaking with Secretary Porcari, the cars alone cost \$2 million/piece and then you have to work through the logistics, but the resources with this Board are here.

County Executive Ulman briefly discussed the recent article on the west Baltimore MARC. Clearly, people are using the system. Mr. Wiedefeld stated that we have had a lot of obstacles, but he would like to get away from that. He wants the MTA to be defined as addressing the opportunities. County Executive stated that the help is available because it is important to MTA and all of the jurisdictions. Mr. Klimovitz welcomed Mr. Wiedefeld and stated that it is a good spirit of cooperation and partnership. In March, we were tasked BMC to coordinate with local BRTB staff, chiefs of staff, economic development staffs, etc. and come up with a list of BRAC-related transportation projects. To their credit, they have come together on the mass transportation projects. We are more than willing to enter into a contract with you to work out some sort of overall plan. We can then continue on with highway projects. There is a lot of support.

County Executive Craig then stated that the next presentation would be from the BRCPC's Energy Committee. Mr. Klimovitz then introduced Mr. Steve Myer, Senior Buyer from Baltimore County and Chair of the Energy Committee and Ms. Deborah Henderson, Director of Procurement for Harford County. He stated that they would give a briefing on the electricity purchases and the status of natural gas procurement, and future plans for other energy sources. They have been working on this for the past 10 months insofar as buying it in bulk and purchasing the natural gas in the same way. All of the local staffs have been involved.

Ms. Henderson stated that they were going to talk about some of the accomplishments as far as the energy group goes and how we plan on addressing some of the challenges with the rising costs of energy. We have tackled three areas to date: electricity, natural gas and heating

oil. In July of 2006, we started purchasing electricity off of the PJM grid and during that time we were purchasing electricity for \$77.65 megawatt hour. We had budgeted \$90, so we already saw a savings. The most recent purchase was in March and we saved approximately \$10 million over the standard office service and almost \$25 million if we would have purchased it through BGE, which is the provider of last resort.

Mr. Myer then reported that in the area of electricity, we have a consultant who understands the market plan – South River Consultants. We don't buy all of our power at one time. We use the membership of a transactional contract and license to be able to buy power off of the grid markets. He stated that this is the same philosophy we want to use to buy natural gas. A couple of elements need to be looked at with natural gas. All of the gas from our region comes is traded from Henry Hub Louisiana because all of our gas comes from the Gulf. Getting from there to here comes up the pipeline. We wanted to find a transactional contractor who would buy gas in 10,000 decatherms of gas and also buy basis for a period of time. If you buy in blocks, you spread you risks. Mr. Myer stated that the market changes on a daily basis. We are buying blocks for a period of time. Right now, we are awarding a contractor to Constellation New Energy. With Constellation we will pay a contractor fee for them to buy the gas for us. They will also buy the space on the pipeline. Just on the transactional fee alone, we have estimated \$250,000 just on the transaction. The key is breaking down the cost of the product into its elements. This is where we will see a savings. They should be on board mid-May. We still start purchasing the end of May.

Mr. Myer then briefed the Board on heating oil. Fuels we haven't tackled in the same manner because we all of contracts with locked-in prices. Because the schools use more heating oil then other municipal buildings, we let one of them be the lead. They are going to try a reverse auction process for the group. We will pay for a factor. We will also pay a factor over top if what the price would be if want to lock in for a period of time. Mr. Myer then discussed green power. As such, we are like a licensed supplier of electricity and are acting as a member of PGM. There is a requirement in the State of Maryland that we have to supply some of our own power from a green source. He then explained how this process works.

County Executive Smith stated that the group was great. The program really has been a success. He thanked them for a job very well done for continuing to develop ways that we can, as a group save money which all of group has an interest in. County Executive Ulman asked if there were any other areas where we can buy smarter or pool our purchasing power further. Mr. Myer stated that we have a group that goes back to the 1960s. We have other areas in the areas of furniture, vehicles, etc. Mr. Klimovitz stated that we are also working with other regions throughout the country that as a region we can buy off of. County Executive Ulman stated that his jurisdiction is buying hybrids, better light bulbs, etc., so it would be important for us to pool our resources together for savings. Ms. Henderson stated that her jurisdiction started out with a silver and ended up with a gold certificate. Mr. Klimovitz stated that the education group is looking into buying books. Ms. Henderson stated that so far this year Harford County has saved \$500,000.

### **Action Item - Approval of Minutes from January 23, 2007 Board Meeting**

County Executive Craig called for a motion to approve the minutes. Before a motion could be finalized, County Executive Leopold wanted a brief discussion. On page 6, we were talking about loss of revenue in the counties in seeing that this Council does thorough research in determining what actions are available as a regional initiative to amend federal law. If so, what is the best way to do this? This would help us to recoup monies that we are losing. This was not reflected in the minutes. He stated that County Executive Smith voiced his concern. There is an urgency in this request. Mr. Klimovitz stated that if he would like to put this in the form of a motion. County Executive Craig stated that we have to first approve the minutes. Commissioner stated that he was omitted from the attendance. It was agreed that minutes would reflect this conversation. County Executive Craig called for a vote. All were in favor and the minutes passed with noted changes.

### **Action Item – Consideration of FY 2008 Baltimore Metropolitan Council (BMC) Budget**

County Executive Craig called for a motion to approve the budget. County Executive Smith motioned for approval and seconded by Commissioner Minnich. He stated that this item has also been approved by the Management Committee.

Mr. Klimovitz then explained the items in the packets. The one item is the proposed FY 2008 operating budget alongside the current FY 2007 budget. There is also the most recent income statement and balance sheet for the month of March, 2007, as well as a summary sheet detailing the dues costs to each member subdivision and the amount of “pass thru” UPWP funded returned to each of your individual operating budgets. He asked the group to look at the income statement. This points out our a very positive fiscal year showing to date a net income of \$226,622.79 against a projected year end net income of \$66,516.00. We are holding about \$730,000 in accounts receivable versus \$177,000 in accounts payable. Though expenses generally pick up in the last quarter due to MACO, purchase of computers, software licenses, etc., we will finish this year out very strong, adding to our stated goal of maintaining a three-month reserve fund in order to weather temporary grant interruptions, unanticipated emergency expenses, or budget recessions on the part of federal, state, or local government. He further explained that the March 31<sup>st</sup> balance sheet shows our retained earnings amount of just over \$920,000, \$600k being held in short term CDs, the remainder in our working sweep account, held in money market funds.

Mr. Klimovitz further reported that the FY 2008 dues and pass thru payments is the same as what was seen at the January meeting, whereupon you approved the dues amounts payable by each member jurisdiction for FY 2008. These have been at this level for several years now. Though revenues increase a modes \$72,254 (1.2%), operating expenses increase \$63,987 (1.1%), general expenses have been reduced over \$100,000, staff salaries have risen with COLAs and merit adjustment, no increases in position count and carrying four vacancies, rent has modestly increased (\$22.82/sf) pass thru has increased as has advertising and professional dues and subscription costs. This year’s budget proposal includes a 3% COLA and an equal merit-based adjustment amount which is 3% of the salary line. He continued by saying that on April 16<sup>th</sup>, the

Management Committee met and approved the FY 2008 budget proposal, and recommended it here for adoption. County Executive Craig called for approval of the FY 2008 budget. As all were in favor, the budget was approved by voice vote.

### **Program Updates**

#### a) BRAC-Related Transportation Projects

Mr. Klimovitz reported that at the January 23<sup>rd</sup> meeting, the Board directed the BMC staff to prepare a listing of regionally significant transportation projects related to BRAC. Subsequent to that direction, BMC staff generated a quantitatively-based list of BRAC-related projects and then met with and coordinated through your BRTB empowered representatives. From that meeting, the list of projects considered regionally significant was expanded and then further expanded after consultation with the Management Committee. After continued meetings with the empowered reps and the Management Committee, the list is as you see it. The list now, all inclusive, comprises over \$3.5 billion in mass transit and transportation projects, which by itself will require complete dedication of the transportation budget for several years to come. The price tag is light because we have no good means of estimating some of the projects on the list. We have reached this large list that could consume the trust fund for years to come. We agreed in the meetings that we work on the transit first and then go to highway. We will continue to meet with Management Committee and BRTB reps and put together a group that comes together on mass transit projects and then once that is done and submitted to the appropriate people, we will then move on to highway projects.

County Executive Craig asked if this would be proposed at the July meeting. Mr. Klimovitz replied that this was what he hoped for. County Executive Craig asked if this was how the Board wanted to proceed.

Mayor Dixon asked what these projects consist of. Mr. Klimovitz referred her to the handout of the list. He stated that he hoped we could come to an agreement on those mass transit projects or some number of them. These would then be submitted to the Governor and Secretary of Transportation.

County Executive Ulman stated that it seemed to be a lot of highway projects that still need a great deal of discussion. He questioned that the seven listed were the total list. Mr. O'Doherty stated these are related to BRAC. County Executive Ulman asked if he could have an explanation of the list. Mr. O'Doherty responded by saying that on the transit side there is general consensus about MARC and this would be an opportunity for the executives to come together and move forward. County Executive Ulman and County Executive Smith were both in agreement to move forward. County Executive Smith stated that it was his understanding that not everyone had agreed to these and if they haven't that would be the reason to delay. This was more of a communication issue than the objection to the list. Mayor Dixon asked if a "hold" was being put on the highway projects. Mr. Klimovitz stated that they wouldn't be on hold, but after we get an agreement on the mass transit projects. She then asked what the timeframe was and Mr. Klimovitz stated that it is as soon as possible. Originally in January, we were asked to come up with an all inclusive list in 60 days. Between the Management Committee and BRTB

members, there was not going to be a consensus because there were still questions that needed to be answered on individual projects, particularly on the highway side. This was followed by a discussion and it was agreed that whatever needs to be done to improve and do this study. In parting comments with Mr. Wiedefeld as soon as we can come to an agreed the quicker he can move on his side. County Executive Smith stated that he moved to adopt this list. The motion was seconded by County Executive Leopold. County Executive Craig stated that this motion means that we would agree on all seven mass transit issues. Mr. Klimovitz stated that these would be better refined.

Mr. O'Doherty stated that he wanted to let Mr. Powell and Carroll County to know that in working with Baltimore County he was trying to get something that everyone could agree with MARC and transit and that there was a sensitivity that MARC doesn't reach Carroll County. Mr. Powell stated that Carroll County will work better in the future on communication. County Executive Craig called for a vote. As there were no objections, the motion was executed by voice vote.

b) Amendments to BRTB Bylaws Regarding Frequency of Meetings

Mr. Klimovitz reported that at the January 23<sup>rd</sup> Executive Board meeting, the Board supported an amendment to the BRTB bylaws to reduce the frequency of meetings for elected official or appointees from no fewer than four times per year to no less than one time. This bylaw amendment was advertised for public comment. The Citizens Advisory Committee (CAC) to the BRTB considered this change, with the majority voting to oppose it. However, Mr. Klimovitz stated, the empowered reps of the BRTB voted to accept the changes as proposed, allowing chief elected officials or appointees to meet less frequently, if desired. It doesn't say you can't meet more.

County Executive Craig asked if we needed to take any action and Mr. Klimovitz stated that they did not. Mr. Klimovitz stated that he sent an e-mail to the Management Committee as soon as the BRTB approved the change.

c) Status of Regional Protective Action Coordination Guidelines

Mr. Klimovitz stated that this is a UAWG related item and you may recall, the guidelines are actually an addendum to our Regional Emergency Assistance Compact and form the basis for a coordinated response to a regional emergency event of a prolonged basis. Areas of coordination include command and management, communications, public information and warning, evacuation, and reception and shelter. He also stated that each Board member has recently signed on this addendum as well as the Director of MEMA. They have it and it is all signed. Your offices will be getting a copy.

d) Update on Clean Commute Month Activities

Mr. Klimovitz stated that May is designated as Clean Commute Month in the region. Sunday was Earth Day. Some of our activities were in partner with MDE and Precision Tune and we provided a clean car clinic that was hosted by Towson University and was held on one of

their parking lots. We inspected about 70 cars for emissions, safety issues, etc. These will be held in all of the jurisdictions. As part of Clean Commute Month, you will be seeing a lot of media and advertising. On June 5<sup>th</sup>, County Executive Craig, as Chair of the BMC, will be signing a MOU reaffirming the region's commitment to Clean Air Partners along with the Washington Council of Governments.

County Executive Craig asked for any comments. He announced that the next Board meeting is July 10th and is already on your calendars.

Mr. Klimovitz then stated that with regard to CMAQ funds coming to the region thru BMC, we have gotten very positive response from Sam Minnitte's office at MDOT and we are trying to schedule a meeting between myself, Harvey Bloom as Director of Transportation, Sam Minnitte and Nelson Castellanos of FHA. Mr. Bloom has been persistent in getting these funds from CMAQ to come from MDOT and be apportioned to BMC so that you can lay out the guidelines and make recommendations for local CMAQ projects in each of your jurisdictions.

As there was no further business, County Executive Craig thanked everyone for attending and called for a motion to adjourn. The motion to adjourn was made by County Executive Smith and seconded by County Executive Leopold.

Respectfully submitted,

Larry W. Klimovitz  
Executive Director