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20 percent reduction, New York MTA has about a 40 percent proposal on the table right now if they don't get some additional federal help, and then of course WMATA is looking at about a 25 percent reduction in service if there is not an additional federal CARES Act component for transit. So with that, I'll take a pause and see if Administrator Quinn wants to add anything, or if there are any further questions that we might be able to help answer. But we want to remain open to feedback on this proposal to understand maybe some perspectives that we may not have seen when we put it out there.

MR. QUINN: Sure. So Secretary Slater, thank you. Governor, Treasurer, Comptroller, good morning. This is Kevin Quinn, the Administrator of MTA. So I think Secretary Slater, you know, hit a lot of the main points of it. And Mr. Comptroller, to your point, I think this is very much kind of adjusting service to meet demand.

You know, we, our core bus system right now is about 50 percent where we were pre-COVID. But I will note that, you know, on those kind of commuter routes coming from the suburbs into the City, you know, we're down, you know, we went down immediately closer to 80 or 90 percent. A lot of those folks are able to telecommute or have cars and were going to park and ride lots. And so I think, you know, this really adjusts service to, you know, focus on continuing to provide that core service to those that need us the most.

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I want to also reiterate a point that Secretary Slater made just about public comment and the, really the importance of the public comment and public feedback process. We wanted to be sure to build that in. So we are having ten virtual hearings from October 6th to the 15th. And so we'll be doing those virtually on a number of days and different times, and that public feedback is absolutely so important to our process as we go through this. Thank you.

COMPTROLLER FRANCHOT: Could I, Lieutenant Governor, with your, I just have two or three quick questions, really for the Administrator would be best here. What's happened as far as the pandemic reduction in traffic, which I guess ebbs and flows? Has that improved our transit reliability as far as their schedules and on time?

MR. QUINN: Yeah, that's a really interesting question. So you know, our schedules, right now we're at around, I think yesterday we were about 74 percent on time. And I will note that, you know, you all know I'm very focused on reliability and on time performance. February of this year we actually hit an all-time high for on time performance. It was right before COVID hit and we hit around 79 or 80 percent. It was the highest in the agency's history. COVID hit. And we have dropped to 70 percent, yesterday we were around 74, 75.

So one of the reasons for that is that our schedules are actually built on a certain amount, a certain level of traffic that is in the system, right?

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You build a schedule to get from A to B, it takes ten minutes. That assumes a certain amount of ridership boarding a bus and sort of dwell time at a stop, as well as a certain amount of traffic. So as traffic has decreased and ridership has decreased, it has actually thrown our schedules a little out of whack. So we're at around 74, 75 percent now, and that's something that we're always looking at and trying to make tweaks to ensure that our reliability can get back up into the high seventies where we were before.

MR. SLATER: Now Kevin, just to be clear, the on-time component is because we are arriving there early.

MR. QUINN: That's right. Exactly. We're arriving a little early, which is sort of an ultimate sin in transit. You know, the last thing you want to do is be there early.

LIEUTENANT GOVERNOR RUTHERFORD: Yeah, my understanding from the old days when I used to ride the bus in D.C. that that's a negative.

MR. QUINN: That's right.

LIEUTENANT GOVERNOR RUTHERFORD: You can arrive late, but you don't arrive early.

MR. QUINN: That's exactly right.

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LIEUTENANT GOVERNOR RUTHERFORD: Because if you get there early, the bus is gone, and the person is like, wait a minute, they are supposed to be here, and they've already left me.

MR. QUINN: That's right. That's right. So that's taken some reeducation of our operators and talking to them about sort of the sin of leaving early, leaving a stop early. But also from our scheduling side of things, to be sure that we're scheduling for a less traffic, 50 percent less ridership bus routes.

COMPTROLLER FRANCHOT: On the issue of modal connectivity, how many of our bus routes terminate at a rail station, ballpark?

MR. QUINN: Terminate?

COMPTROLLER FRANCHOT: -- Light Rail or Metro stations, I guess.

MR. QUINN: I would probably say the vast majority. I don't have a number in front of me. But most of our routes, whether they are going north-south or crosstown, are hitting a Metro or a Light Rail station. I can get you the exact number. But just thinking of the network in my head, it's going to be the vast majority.

COMPTROLLER FRANCHOT: Okay. And then finally, do you see the growth in the Baltimore suburbs as something where you can do what WMATA has done, which is really invest in suburb to suburb bus routes? Or is that just not too much, too bold right now to think about?

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MR. QUINN: I think it's something that we've looked at in the past. We traditionally haven't seen high ridership when we have established suburb to suburb connections. You know, a few years ago we did, you know, some cross suburb kind of, you know, Owings Mills to Towson, or White Marsh to Towson, kind of work. And we didn't see particularly high ridership on that. And it just did not turn out to be a particularly efficient route. But to your point, you know, there's a lot of folks that are taking suburban routes into the City only to take routes back out of the City to get to where they need to go because those cross-suburban connections kind of don't exist. And so I hear what you're saying (indiscernible) not been particularly efficient.

COMPTROLLER FRANCHOT: Thank you, Lieutenant Governor.

LIEUTENANT GOVERNOR RUTHERFORD: Thank you. And let me just, I'm going to put an editorial comment on some of that, is that particularly as it relates to suburban to suburban and maybe more of the outer suburbs, for a long time, and I've asked different transportation officials about this, is the ability to go more to kind of the super shuttle approach and the on-demand approach that, you know, because you really don't have the ridership.

And I look at my county, Howard County. We have a bus service there that is kind of shared with Laurel and some of the surrounding area. But you have these large buses that may have five people on them. And you know, if you're going to have routes where, you know, go to a different type of, you know,

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kind of van pool approach, and then for those who need to get there right away to have something similar to the Ubers and Lyfts, I think is a much more reasonable approach than putting in a full, you know, bus service that is kind of based on an urban model of taking people from one centrally, or not, congested area to another congested area, versus more of the sparse areas of the distant suburbs. And I know the federal funding doesn't quite go in that direction right now. But that's something to probably talk to some of our legislators, particularly if they sit on a transportation related committee, to look at this kind of van pool shuttle services that can affect those distant suburbs, and even the rural communities that could service them a lot better than trying to start a full bus service when you have large buses that are, you know, spewing diesel fumes with just four or five people on a bus that can seat 35 to 50. So it's just, I see it as a waste when I watch those buses in Howard County all the time. And I've had those conversations and they talk about the federal funding issue.

MR. SLATER: Yes.

MR. QUINN: Yes, just a quick comment on that, Mr. Governor. So I couldn't agree with you more. We've tried a couple of these approaches, especially ones related to what's known as micro-transit. And so that is kind of an on-demand shuttle service. And we did actually last year put out a procurement where in essence there would have been kind of an on-demand shuttle that would have replaced some fixed route service around the BWI area,

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where it wasn't working particularly well. You know, fixed route works very well in a very linear way, not when it has to sort of dip in and out of job centers and come back on the main route, and dip into job centers, and come back. And so we have been looking at some different models. And that procurement, the price came in a bit higher than we anticipated and we weren't able to move forward with it. But we are absolutely committed to looking at these innovative models, especially now in kind of a COVID world, where --

LIEUTENANT GOVERNOR RUTHERFORD: Yeah.

MR. QUINN: -- we've got to be thinking more creatively and more innovatively about how to keep that service going for our riders. I couldn't agree with you more.

LIEUTENANT GOVERNOR RUTHERFORD: Okay. Thank you.

Any other questions on the Transportation Agenda?

TREASURER KOPP: I hope that when you look at that you will be looking at electric vehicles, too.

MR. SLATER: Absolutely, and potentially autonomous.

TREASURER KOPP: Autonomous.

LIEUTENANT GOVERNOR RUTHERFORD: Yeah.

TREASURER KOPP: I'm for that.

LIEUTENANT GOVERNOR RUTHERFORD: All right. Any questions on Transportation? Do we have a motion to --

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TREASURER KOPP: Favorable.

LIEUTENANT GOVERNOR RUTHERFORD: Did we lose the
Comptroller?

COMPTROLLER FRANCHOT: Yeah. Yeah. I was here. I don't
know whether anybody could hear me.

LIEUTENANT GOVERNOR RUTHERFORD: Just now, we
didn't hear you for a moment. So I guess we have a motion and approval, so
we're all in favor. Thank you, Mr. Secretary and Mr. Administrator. Department
of General Services.

TREASURER KOPP: Mr. Governor --

LIEUTENANT GOVERNOR RUTHERFORD: Oh, I'm sorry.

TREASURER KOPP: I don't know the appropriate time. It may
be now, it may be after. But we just received a couple of letters that I probably
should have referred to in the beginning, only I didn't have them in the beginning.
And it may deal with your budget, I'm not sure. One is the question of the
helicopters. Was that --

LIEUTENANT GOVERNOR RUTHERFORD: Okay.

TREASURER KOPP: We all just received a letter of, a concern
from Delegate Holmes. One thing was to undo the budget cut that dealt with the
State Police helicopters. And of course, we have heard about the request to undo
the budget cut that dealt with the Baltimore Symphony. And the one that dealt

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with the Enoch Pratt Library, and several others. And as you know, we have sent a letter to the Attorney General's Office asking for clarifications of the power of the Board of Public Works, the authority of the Board of Public Works, to rescind budget cuts. It is very unclear, but it looks as though it cannot be done unless the Governor agrees to doing it. But my understanding, Mr. Gontrum, is you sent a letter and we are waiting to hear authoritatively. Is that --

SECRETARY GONTRUM: That is correct, Madam Treasurer.

TREASURER KOPP: Okay.

SECRETARY GONTRUM: To clarify the authority of the Board. Whether the Governor agrees or disagrees could be a component to it. Another component to it is whether the budget amendment executing the reductions has become effective.

TREASURER KOPP: Right. And you're going to get back to us when we hear something?

SECRETARY GONTRUM: As soon as we hear back from the Attorney General's Office, yes, Madam Treasurer.

TREASURER KOPP: I'm in a difficult position because I didn't vote for it. Normally, you need somebody who voted in the majority to move to undo something. But that's one question. But the other, Governor, is we received a letter from Delegate Holmes asking if the base and the copter that, the plane that served Montgomery and Prince George's is, which is stationed at Andrews, is out

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of commission. Do you, is that something, Mr. Secretary, that you deal with? Or
that, I don't know --

LIEUTENANT GOVERNOR RUTHERFORD: That would be in
Public Safety. But I don't know. We can find out whether it's out of
commission. There is no decision with regard to closing any bases. The only
decision that was made was to reduce the fleet by one helicopter. So I think a lot
of these concerns are getting conflated, that they are looking at bases versus the
individual helicopter. I don't know what the status is and we can find out. We've
been trying to get some information about that in terms of how many of the
helicopters are in service and how many have been pulled for routine
maintenance. And we can get that information back to you and the Treasurer, I
mean, the Comptroller.

TREASURER KOPP: Thank you very much. I appreciate that and
apologize for interrupting you, but --

LIEUTENANT GOVERNOR RUTHERFORD: That's all right.

TREASURER KOPP: -- I didn't know when else to do it.

LIEUTENANT GOVERNOR RUTHERFORD: Okay.

TREASURER KOPP: Thank you.

LIEUTENANT GOVERNOR RUTHERFORD: -- will make sure
that we get that information to you. Okay. Mr. Secretary, General Services?

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MR. CHURCHILL: Well, good morning, Governor, Madam Treasurer, and Mr. Comptroller. For the record, I'm Ellington Churchill, Secretary for the Maryland Department of General Services. Today we are presenting 35 items for your consideration, including three supplementals. Please note that Item 12 was revised yesterday to highlight the agency's efforts to provide more justification for the jurisdictions' specific contract with hired firms, as well as to include the names of firms serving Calvert County. Item 30, also revised yesterday, was revised to more clearly define the appropriate authority and potential future actions to be taken. And then finally, the department is withdrawing four items today: Items 1, 14, 2.4 of Item 26, and Item 27. And we have representatives available to answer any questions that you may have at this time.

LIEUTENANT GOVERNOR RUTHERFORD: You withdrew 1-CGL?

MR. CHURCHILL: 1-CGL, we'll be bringing that back, 14 --

LIEUTENANT GOVERNOR RUTHERFORD: Okay. Well CGL, I was going to ask about that because I thought that the City had defunded the mounted police unit and I was going to ask wouldn't they have to, you know, pay back some funding if they went forward. And we are approving money for stables that don't appear that they are going to be used. And so, okay. There are going to be a lot of questions.

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MR. CHURCHILL: That is exactly right, Governor. And that is why we are withdrawing it, to get more specifics as to what that action will have on the grant. So we will advise.

LIEUTENANT GOVERNOR RUTHERFORD: All right. Thank you.

TREASURER KOPP: Mr. Secretary, you withdrew 14?

MR. CHURCHILL: 14, yes, ma'am.

TREASURER KOPP: 14. Could I just say that 14 is an item -- I won't oppose withdrawing. I couldn't anyhow, but I won't, withdrawing an item from Maryland 529 College Savings Program which will result in families saving money, the item will. I understand there is a dispute among attorneys for different departments and --

LIEUTENANT GOVERNOR RUTHERFORD: Lawyers disputing each other?

TREASURER KOPP: -- and attorneys from past, past advice and present advice. Can you, this is an important item. I don't want to get in between attorneys, and I respect disagreement, but the sooner this is completed, it's of no cost to the public, but the sooner it's completed, the better. Thank you.

MR. CHURCHILL: Yes.

COMPTROLLER FRANCHOT: Lieutenant Governor, I have a question, a series of questions about 23-IT-MOD.

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LIEUTENANT GOVERNOR RUTHERFORD: Sure. Yes --

MR. CHURCHILL: 23 --

LIEUTENANT GOVERNOR RUTHERFORD: 22 is related, I believe, also.

COMPTROLLER FRANCHOT: Yes. Yeah, I don't have a problem with the, I'm going to vote for the items, but I do have some questions for whoever if the Secretary has anyone from the State Board of Elections. We may have, let me look on the list, Linda Lamone, is Linda Lamone --

LIEUTENANT GOVERNOR RUTHERFORD: Or Nikki.

COMPTROLLER FRANCHOT: -- on the call list?

LIEUTENANT GOVERNOR RUTHERFORD: Is Linda Lamone or Nikki Charlson available?

MS. LAMONE: Linda Lamone, Governor, Administrator of Elections here. And I believe Ms. Charlson is also with me.

MS. CHARLSON: I am, thank you.

LIEUTENANT GOVERNOR RUTHERFORD: Very good.

COMPTROLLER FRANCHOT: Excellent. Madam Administrator, thank you for being on with us. We're 41 days away from the November 3rd election. Now, I guess we're a little over a month away from the beginning of early voting. So I would love to get a brief update from you as to where things stand with the staffing poll centers, that issue that we had, the

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mailing of absentee ballots, the ballot drop box, which I understand everybody is moving forward on, and public outreach efforts. But before that, I just wanted to comment that I'm not suggesting anymore it's going to be a train wreck. I'm just suggesting that there are a lot of balls up in the air here.

Two weeks ago, apparently, this Minneapolis group, SeaChange, the printing vendor for the June primary election, announced it was no longer printing ballots for the November election. So if you could comment on why that happened. And then secondly, we apparently have signed up with Taylor Corporation, another place in Minnesota, to handle printing and delivery of absentee ballots. That's a huge job. Then you've got another company, Single Point Sourcing, for a huge number of in-person ballots. I think 10 million or 15 million. And then Run Back Election Services, you've got a contract to print and send approximately 4 million ballots. So I guess do all these vendors have experience and a proven track record at printing and mailing ballots at this enormous scale, Madam Administrator? That would be the first thing, I guess.

MS. LAMONE: Thank you, Mr. Comptroller, for the opportunity here. First of all, I'd like to thank Governor Hogan and others for helping us recruit poll workers. It was a tremendous success and our efforts I think are well received. We have a lot of very enthusiastic people out there that have volunteered to be our poll workers and we hope they stay that way for elections to come.

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I want to ensure you all that the election preparations are well underway. The locations for early voting, Election Day, and ballot drop boxes are all now finalized, thankfully, and posted on our web page. Madam Treasurer, thank you for your compliments on our new web page. We are expecting the number of voters requesting a mail-in ballot to be very high. We have over 950,000 applications have been processed already. On Monday we opened a data center processing center at the Motor Vehicle Administration to help the local boards process these applications. The MVA and the Department of Budget and Management have been very, very helpful in getting the data center up and running at MVA. I really thank them for all their efforts.

As the Comptroller noted, ballots are being printed for in-person voting. That vendor, Single Source, has been printing our ballots for in-person voting for years. They are very experienced. They are very dependable, very much wanting to step in if we need anything in addition to that. The schedule for mailing the mail-in ballots is on time. We are expecting them to -- Nikki has the numbers, I don't, hundreds of thousands of ballots beginning this Thursday. And we met the federal deadline. And this is Taylor that is doing this for us. They have experience printing ballots, actually all of our vendors do. And as the Comptroller noted, we have four different printers because we had multiple printing jobs and we of course didn't want to put all our eggs in one basket. So we have different vendors performing different functions. Run Back, for

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example, did all the applications, or at least the initial close to 4 million applications for a mail-in ballot. So everybody is performing admirably.

The drop boxes are being delivered in three stages. The first, the list is posted on our web site, which shows the delivery date range for each box. Once they are delivered, they are going to be open 24/7 until 8:00 p.m. on November 3rd. Some of the -- voters who request a mail-in ballot will receive in their ballot packet a list of all the ballot drop-off boxes in their county. So we're well on our way to having all that established.

We have a massive voter education program in place and I hope you all, Governor, Madam Treasurer, Mr. Comptroller, got something with our tool kit this week. We tried to send it I think to over 8,000 stakeholders. The local boards are doing, are authorized to start counting ballots on October 1st, although I doubt that many of them will have a lot to count. The results will be embargoed. Everybody has to sign a confidentiality agreement. And we want to be able to release as much of the results from the mail-in voting as possible election night. Mr. Comptroller, does that answer your question about the --

COMPTROLLER FRANCHOT: It does. And I just want to emphasize, Madam Administrator, that obviously you have a lot of cooks in the kitchen here. But you are the chef in charge and we have got to have this work right. And I just hope we have as much oversight, squeaky wheel, sending people out in person to confirm and make sure that these entities that we're contracting

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with, I know some of them have a track record, but make sure that we're not going to have what happened before in the primary, wrong ballots, and ballots mailed late, in some cases after the election has taken place. That cannot happen this time. And I guess I just wanted to finish by asking you have you been in touch with the U.S. Postal Service? Because that sounds like another mess as far as information and are they giving you any assurances that they are going to be able to deliver ballots without delay?

MS. LAMONE: Lots of assurances, Mr. Comptroller. And that's from the Postmaster General himself. He has been briefing both the members, my colleagues, and the Secretaries of State around the country on their efforts. And but we have a really, really good relationship with the Post Office people here in Maryland, both the Capital region and the Baltimore. We have regular and frequent conversations with them, letting them know what's happening so that they are prepared to get this huge influx of ballots. For example, Taylor is not mailing the ballots from Minnesota. They are shipping them to Maryland to put into the mail stream directly here. So we don't have a long delay of getting them through the Postal Service to the Maryland delivery system. And our postal people are aware of what's coming, and we keep them regularly up to date so that they are not surprised with the amount of mail that they get. And I'm just pleased at how they have reacted and how responsive they have been to us.

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COMPTROLLER FRANCHOT: Could I just interject on a personal level, that if you pull this off and this works, given all of the hullabaloo out there and the problems with the primary, I am open-minded enough to be the first one to stand in line and praise you and your team. It sounds unbelievably difficult to coordinate to me right now, but I assume you or the Assistant Administrator Charlson are on this thing 24/7. Because if you guys aren't supplying the impetus to make sure this works right in a real time, obviously bad things can happen. So good luck. I am open-minded about the team you have. If you can do this, I will come over and bring, well, more than several six-packs of Maryland craft beer.

MS. LAMONE: Thank you.

LIEUTENANT GOVERNOR RUTHERFORD: Let me ask you. You said that the mailing of ballots will start this Thursday. Is that mailing from Maryland or the shipment from Taylor in Minnesota?

MS. LAMONE: So it's the latter, Mr. Governor. It's the latter. They are going to put them on the trucks Thursday. And Nikki, do you know, are they driving them overnight or if it, what? I don't know the answer to that.

LIEUTENANT GOVERNOR RUTHERFORD: Saturday or Monday maybe going into the mail system.

MS. CHARLSON: This is Nikki Charlson, Deputy Administrator. That timing is correct, Lieutenant Governor. They will get shipped starting on

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Thursday and then pretty much we're going to have shipments every day all the way through the first week of October. And so voters can start, I will expect they will be in mailboxes, you know, certainly next week for voters who have already requested their ballots. There is still time to request a mail-in ballot if voters haven't done so. Thank you to the Treasurer for announcing the voter registration deadline. Right behind that is the deadline to request a mail-in ballot. That is October 20th and the local boards have to receive the request by the 20th.

TREASURER KOPP: Nikki, could I interrupt? I was so afraid I had messed that up. Could you just clearly state what the different deadlines are?

MS. CHARLSON: Of course, and you were correct. So the deadline to register to vote is October 13th. So you can do it online. Our website will be up for voter registration until basically midnight on the 13th where voters -
-

TREASURER KOPP: -- afternoon, too.

MS. CHARLSON: Correct. Yesterday was National Voter Registration Day, so we can extend it to today and encourage people to go ahead and use the system to register now. You correctly pointed out that we have same day registration, so it's not a complete deal breaker. But it's easier, do it now when you're thinking about it, you'll be in the books, it will be a quicker voting experience. But we can accommodate voters who didn't register before the 13th.

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The deadline to request a mail-in ballot is October 20th. And the important, other than remembering the date, the important thing to keep in mind is it has to be received by the local board office by the 20th. So putting it in the mail on the 20th is late. We're suggesting that voters put their, if they are going to use the mail to deliver that request, to mail it by October 15th. That gives five days to do it. Of course, our website will be up and available until, again, midnight on the 20th. But if you prefer to use the paper form and get it in, it has got to be received by the 20th.

TREASURER KOPP: Thank you.

LIEUTENANT GOVERNOR RUTHERFORD: Thank you. I want to, if there's no more questions on those two items, I want to go back to Item 15. And it's just a simple question on the IT, 15-IT, intergovernmental cooperative purchasing agreement. Is Mr. Gleason on the line, or --

MR. CHURCHILL: Governor, we have Danny Mays, the Director of Procurement, on the line and he'll come on now.

MR. MAYS: Good morning, Mr. Governor, Madam Treasurer, Mr. Comptroller. For the record, Danny Mays, Director of Procurement for the Office of State Procurement. I'm happy to address any questions on this item.

LIEUTENANT GOVERNOR RUTHERFORD: Yeah, my question has to do with the utilization of the intergovernmental cooperative agreement for this purchase, the license purchase. What type of savings do we

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think that we're getting from this, actual savings versus having to solicit, you know, on our own? And I know there is a savings associated with the utilization of our procurement officers. But what is the difference? Do we have an understanding of the difference in pricing that we're getting through this process versus a fair and open?

MR. MAYS: Certainly. Thank you for the question. We actually analyzed multiple ICPs to find the best vehicle. And of course, we found the one that we feel aggregates the greatest amount of potential spend, which therefore drives the discounts on the licenses down further. I don't have the historical data in front of me to give you an exact figure on what we expect to save. But obviously, this is a very significant spend for us and we think we found the best aggregated vehicle to get us the most advantageous pricing for the State, in addition to, you know, obviously the cost savings of not conducting our own procurement and really getting to the same players since, you know, it would have to be licensees that are authorized to sell Microsoft to us.

LIEUTENANT GOVERNOR RUTHERFORD: All right. Okay. I apologize if the Administrator from Board of Elections is gone. But I actually did have a question on the Item, I believe it was 23. And is Ms. Lamone still available?

MS. LAMONE: Oh, we're still here.

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COMPTROLLER FRANCHOT: Thank you. And I would move
approval on the rest of the Agenda.

TREASURER KOPP: Second.

LIEUTENANT GOVERNOR RUTHERFORD: Okay. And we're
all in favor of the remainder of the Agenda. Thank you very much. This has
been, always enjoyable. Okay.

TREASURER KOPP: Thank you.

LIEUTENANT GOVERNOR RUTHERFORD: All right. Take
care.

(Whereupon, at 11:36 a.m., the meeting was concluded.)