

STATE OF MARYLAND
BOARD OF PUBLIC WORKS
GOVERNOR'S CONFERENCE ROOM
STATE HOUSE
ANNAPOLIS, MARYLAND

May 23, 1990

10:00 o'clock, a.m.

Reported by:

HUNT REPORTING COMPANY
12 Crain Highway, N.W.
Glen Burnie, Maryland
(301) 766-4868

P R E S E N T

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HONORABLE LOUIS L. GOLDSTEIN, Comptroller;

HONORABLE LUCILLE MAURER, Treasurer;

JAMES J. MCGINTY, Secretary, Board of
Public Works;

EARL SEBODA, Secretary, Department of
General Services;

MICHAEL NELSON, Assistant Secretary,
Department of Natural Resources;

DEBORAH PHOTIADIS, Director of Real Estate,
Department of General Services;

SANDRA REYNOLD, Procurement Advisor, Board
of Public Works; and,

MARION J. BOSCHERT, Administrative Assistant,
Board of Public Works.

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P R O C E E D I N G S

GOVERNOR SCHAEFER: The Board will come to order. Anything special that we want to do first?

MR. MCGINTY: Not right now. We may take something special.

GOVERNOR SCHAEFER: What's first on the agenda?

MR. MCGINTY: Department of Transportation.

MR. MCALLISTER: Good morning. Brian McAllister with the Department of Transportation. This morning we have an agenda consisting of 31 items. We're ready to answer any questions you may have.

MR. GOLDSTEIN: Governor, Item 1-C and 2-C and 3-C deal with the light rail. We got real good bids based on the estimates of the engineers. Maybe Mr. Hartman would enlighten us.

MR. HARTMAN: Good morning. My name is Ron Hartman from the Mass Transit Administration. The first three items on your agenda this morning are major construction contracts for the central light rail line.

The first contract is for a -- actually, I'll

point it out on the map. This is a map of downtown Baltimore. The first contract is for construction of a bridge over the Middle Branch, which essentially will run from a point south of Hamburg Street in Baltimore paralleling the ramps of 395 across onto the shore just north of the Westport community. That contract is with McLean Construction. The bridge is about 9/10 of a mile, and essentially the bid is lower than the engineer's estimate as a result of some changes we have made as well as a fairly favorable bidding climate.

The second item we have on there is a construction contract for the line itself that will take the line through downtown Baltimore, and that contract will cover construction from a point at the corner of Mount Royal and Dolphin Street, basically at the University of Baltimore, down Dolphin Street and then down Howard Street all the way out to surface, through downtown to a point just below Camden Street. That will include putting up catenary walks, putting the tracks into the ground, some ballasting and some utility relocation. That contract was awarded to Herzog, who

has done a number of light rail projects in other cities.

The third item is a construction contract that actually has two pieces to it that are in the light blue color that essentially pick up either end of the bridge that I mentioned in the first contract.

On the north end, there is a small piece of line that actually comes across the portal of the Howard Street Tunnel; and, essentially to have the line fit in well and work well with the stadium site plan and our own plan, we are lengthening the CSX tunnel about 100 feet and crossing over that with this piece of the line. On the south end, there is some structure and other line work that will take the line through the Westport community where there will be a station as well as a crossover over a very active CSX line.

Together, these three contracts are a total of at least \$10 million below the amount of money that we have in the budget for this work; and, as I said, we have made some changes that reduces the price of the contract -- reduces the cost of the work as well as, I think, a very favorable bidding climate right now.

MR. GOLDSTEIN: The second contract with this company, Herzog Contracting, have you checked them out to be sure they can --

MR. HARTMAN: Yes, we have. They have done light rail work almost identical to this kind of work in other cities where there are light rail lines, particularly on the West Coast, and they have all been done reliably, not many change orders or something. They have done a good job and completed on time.

MR. GOLDSTEIN: And you feel comfortable with them?

MR. HARTMAN: Yes, we do.

MR. GOLDSTEIN: Thank you.

GOVERNOR SCHAEFER: On the change orders, does it materially affect the line, the changes which were made?

MS. MAURER: Cost savings.

MR. HARTMAN: The changes that were made, yes, have brought the cost of the line down.

GOVERNOR SCHAEFER: I know. What's it do as far as the line is concerned?

MR. HARTMAN: No, it doesn't -- from a point of view of the service it provides, no, there are no changes to the line itself.

GOVERNOR SCHAEFER: You've taken some pretty heavy hits by the press over the \$150 million error that we made, we made. I don't think you're going to get a good story for the 10 or 15 million dollars you saved, but let me express my personal appreciation to you. You've had a rough time with that. That's all they've ever used. They've never used the fact that you are a dedicated employee, that you've done superb work with the department for years, that you saved the state millions and millions of dollars over your career time. The only thing you've ever heard is the one error that, possibly, we all make in life.

So let me just express again my personal appreciation for what you're telling me today.

MR. HARTMAN: Thank you.

GOVERNOR SCHAEFER: Okay. What's next?

MR. GOLDSTEIN: Well, Item 4-C and 5-C are Mass Transit. One is for that Bush facility that came

under bid about 340. And the big one, that Johns Hopkins Station in front of the big old building on Broadway, \$42,497,000 bid, that came under by almost \$3,800,000.

MR. HARTMAN: You're referring to Item 5-C? 5-C is the construction contract for the Johns Hopkins Station. That includes actually construction of the station, of the Metro extension under Broadway, in front of the Johns Hopkins Hospital complex, as well as the finish to that station.

This bid, again, is under the estimate that we have set and is significantly under the amount of money in the budget. In fact, this entire project is running fairly significantly under the budget we have set. So we are fairly happy with that.

Another item of importance with this contract, we have set one of the highest goals ever set for a state project for disadvantaged business participation. We set the goal at 20 percent. This contract is the first test of that, and the contractor, The Hyman Corporation, has come in with a package just about at

the 20 percent mark, slightly under, and we feel real good about that. It's been checked out.

Just to give you a quick -- the station is under Broadway. This is the hospital, looking towards the east. This is Broadway. We'll be restoring the surface. In fact, we're adding landscaping, working with people who are particularly interested in the correct kind of landscaping. The station itself has one interesting feature, which is a skylight that's in this area. Underground, there is a dome feature that kind of mirrors the dome on the hospital, and then a skylight feature with different colored glass in it, which will be part of the art project.

MS. MAURER: How long will the construction be? I'm sure it's difficult for the employees and patients.

MR. HARTMAN: It is, and we are working literally in front of the operating room, the Wilmer Eye Clinic, which is right here. So we are working extremely carefully. It will be about a three-year project, but the hospital has been very cooperative.

They are constructing an ambulatory care center right here. So they have a major construction site. In fact, you may have seen a crane fell over last week. It was their crane, not ours, and there were no injuries.

So it's very important that we very carefully coordinate the station.

MR. GOLDSTEIN: Was that your crane or their crane?

MR. HARTMAN: Their crane. It fell on us, though.

MS. MAURER: When you are digging there, have they worked on the question of vibrations?

MR. HARTMAN: Yes.

MS. MAURER: When they're working with the laser beams and things for surgery --

MR. HARTMAN: There are a variety of special techniques being used to protect, and there will be some special protection in that area as well. We are now down to the track level. The hole is now dug at this point down as deep as we'll need to go, and the next step is to begin tunneling back to downtown.

GOVERNOR SCHAEFER: Very good.

MR. GOLDSTEIN: Governor, I think we ought to have some talk about Items Number 12-AE on page 25 and Item 13 -- and Item 31 on page 72 (sic). Those two relate to each other about the concrete railroad ties.

MR. HARTMAN: That is construction, design and management for the replacement of the railroad ties. As you recall, last summer we brought you an expedited procurement action to allow us to replace railroad ties along the extension of the Baltimore Metro between the city line and Owings Mills. The ties, which were supposed to last 50 years, were deteriorating after two. We and several other railroads had a batch of ties from one particular plant of the contractor that experienced the same problem. We have, as everyone else involved, initiated action against the contractor.

At this point, from the standpoint of the work, it's going very well. It is nearly half over. To make everything work, we have had to operate the Metro on one track, running both directions on one track; and, admittedly, the first week or two was a little rough, as

our passengers got used to it, but we have been doing extremely well the last three months, in fact, getting a lot of compliments. We've been running exactly on time.

The one track is just about done. We'll be converting over to the next one and the next stretch of track beyond -- between Owings Mills and the Old Court Station.

With respect to the litigation, we are before the Board of Contract Appeals because of the state procurement, the state procurement action. Discovery is underway right now, and we're waiting for a hearing date to be set. There is a parallel track in court with some of the other litigants, and we are working together and sharing information, and we are -- our goal is absolutely full compensation for the state. We have secured federal funds to pay for the cost of replacement ties.

GOVERNOR SCHAEFER: You are going to go after full restitution?

MR. HARTMAN: Yes.

GOVERNOR SCHAEFER: You're not going to let

the lawyers sit around and suddenly decide it's only worth 50 cents on the dollar, court costs will be too much, and it will tie us up for the next 20 years? That happens when we're on the offensive and just the opposite when we're on the defensive.

MR. HARTMAN: We're going after full restitution. We have kept track of every hour. We have put customer information people in the station. For instance, we've had a lot of customer information people at the stations to explain that the trains are running on the new timetables. We've kept track of every staff hour, and we are going after them not only for the cost of replacement but all of the additional costs we've incurred to make this job work for our customers.

GOVERNOR SCHAEFER: I'm really pleased to hear that. Fine. Thank you.

MR. GOLDSTEIN: Item 13-AE on page 27.

MS. HOMER: Yes, sir.

MR. GOLDSTEIN: That's that new bridge and access out of Calvert County into Prince George's and Prince George's into Anne Arundel.

MS. HOMER: Yes, sir.

MR. GOLDSTEIN: I asked the other day about that access, those people that have that shopping center.

MS. HOMER: Yes.

MR. GOLDSTEIN: Did you find anything out about that?

MS. HOMER: Yes, I did. Mr. Kassoff is going to offer to meet with those folks.

MR. GOLDSTEIN: I can't hear you.

MS. HOMER: Mr. Kassoff will offer to meet with those folks on the 30th.

MR. GOLDSTEIN: He's going to meet with them on the 30th?

MS. HOMER: Yes.

MR. GOLDSTEIN: That's good. Thank you. Governor, I think we ought to have some comments on Item 17-A (sic), page 35. That's the Maryland Transportation Authority contract for underwater inspection of bridges.

MR. MOELLER: Good morning. My name is Jack Moeller for the Maryland Transportation Authority.

MR. GOLDSTEIN: Yes, sir. How often are you making inspections of these underwater bridges, underwater facilities carrying the bridges?

MR. MOELLER: We make detailed inspections every five years where we actually have divers go down and look at all the piers; but, on an annual basis, we do a hydrographic survey, which basically is checking the depths around all the piers to make sure we don't have wash-outs around the piers; and we also do it more often after significant storms.

MR. GOLDSTEIN: Are any bridges in trouble?

MR. MOELLER: We don't believe that there's any in trouble today. We believe they're all in excellent shape.

MR. GOLDSTEIN: Good.

MS. MAURER: These are all the Maryland Transportation Authority bridges, not the State Highway bridges.

MR. MOELLER: That's correct.

MS. MAURER: I had asked the question from State Rail what was also -- what was happening with the

Amtrak bridges. We might get that, because while that's under federal, the problem is they were doing it less frequently than we were doing it on ours.

MR. NESSEL: I have a letter here -- my name is Joe Nessel; I'm with the State Railroad Administration -- which addresses, hopefully, your question in regards to this. As far as the Amtrak bridges are concerned, the State Railroad Administration -- I'm sorry -- the Federal Railroad Administration imposes certain standards on the railroads in regards to the track bed, not the bridges.

As a result of the issues that came up with the two Amtrak bridges last year, Amtrak does inspections every five years on their bridges underwater. They do an inspection every two years, and then basically weekly, they do a weekly inspection of the track bed itself; but they do the bridge itself two years underwater. We'll do it as -- approximately five years.

The arrangement we have is that the certified inspectors with the State of Maryland are given the

ability to review what the railroads have done when they do them. The arrangements here in the state is the Department of Licensing and Regulation has the certified railroad inspectors, and then they are the ones that are reviewing what the railroad has done; and, if there's any discrepancies or whatever, then they get in contact with us to the extent that we need to follow up with the railroad.

MS. MAURER: You have in here that Amtrak is expending six million on the Gunpowder River and Bush River bridges. Is that for testing or doing --

MR. NESSEL: Those bridges were programmed for improvements. They moved it up, I believe, two years as a result of last year's issues, and work is currently underway. It is -- they are pouring concrete and everything. So some of it is underwater as well as above water; but they're, in essence, rebuilding those bridges.

MS. MAURER: You're satisfied?

MR. NESSEL: We are satisfied with the work that is being done.

MS. MAURER: We have the safety issues if there's ever a problem. We have the major Amtrak heavy usage of the Northeast Corridor going across our waters. Thank you.

MR. GOLDSTEIN: See, that's the trouble. So many of these railroad bridges are old and haven't been maintained over the years, as you well know, sir.

MR. NESSEL: Yes. They have -- the typical railroad bridge, as I am told by our engineers, is just overdesigned, which probably highway bridges and so on are as well; but, with things that have come to light, this issue has been brought more to the attention of people at the federal and state levels.

MR. GOLDSTEIN: Thank you. I wonder if we can have somebody explain Item 18-S on page 37. That's that new pavement distress survey that uses laser beams.

MS. HOMER: Yes, Mr. Comptroller. This is a new technology to survey road conditions using a truck with a laser beam mounted on the front of it, which will give us a far more objective view than reviewing this in a manual mode.

I believe a question had been asked about the cost effectiveness of doing this in this manner, and the numbers that I've accumulated indicate that doing that kind of research manually is costing us approximately \$29 a lane mile. This technique for this number of miles will cost us \$31 a lane mile. We expect, however, if we find it to be a useful technology and we increase the number of lane miles, that we might get some savings in terms of cost per lane mile.

In addition to that, we think that the information that we'll get will be more reliable and less objective.

MR. GOLDSTEIN: Good.

MS. HOMER: Less subjective, I'm sorry.

MR. GOLDSTEIN: You see so many of these concrete highways breaking up with all these big trucks, when you have them freezing, like December it went down to about a minus-zero, and July and August will be about 110 degrees Fahrenheit, the expansion and contraction of that concrete.

MS. HOMER: yes. You also asked a question at

the pre-Board about why we use asphalt and concrete in various places.

MR. GOLDSTEIN: Right.

MS. HOMER: And the engineers -- I'm not an engineer, but the engineers tell me that the primary reasons that we use concrete would be for the life. Concrete will generally last longer under harder conditions than asphalt. So what we have to look at is the life cycle kind of costing in order to determine what's the appropriate surface in a given instance.

MR. GOLDSTEIN: How about the cost factor?

MS. HOMER: Well, the cost would include a determination of the initial cost, the maintenance cost over time, major maintenance costs that would be incurred through resurfacing, and any added user costs. Concrete, they tell me, is usually the winner -- is frequently the winner on very heavily used roads; and, if you notice that we have two pieces of I-97, the one piece is concrete, and that's the more heavily traveled portion, whereas the other portion further down is the asphalt and is a lesser traveled portion.

MR. GOLDSTEIN: I know, some years ago, they ran some tests on 301 down in the vicinity of LaPlata as to the very thin you were talking about. I haven't seen any recent tests.

MS. HOMER: Okay. I don't know. I could check for you. U.S. 301?

MR. GOLDSTEIN: Yes, ma'am.

MS. HOMER: Around LaPlata?

MR. GOLDSTEIN: South right there on 301 as you go down towards the Nice Bridge, they ran a test over there for several years, blacktop versus concrete.

MS. HOMER: Okay.

MR. GOLDSTEIN: And they had the same volume of traffic going over both. Thank you.

MS. HOMER: Okay.

MR. GOLDSTEIN: Governor, are you satisfied with this Item 23 now? That was the one about the light rail that ran up there by --

GOVERNOR SCHAEFER: Oh, yes.

MR. GOLDSTEIN: That's all I have on that agenda. Do you have anything else, Lucy?

MS. MAURER: No.

MR. GOLDSTEIN: I move we approve the Department of Transportation Agenda.

MS. MAURER: Second.

GOVERNOR SCHAEFER: No objection. So ordered.

MR. MCGINTY: Could we go out of order now and take Item 3A, Secretary's Open Space Agenda. We have Delegate Eileen Rehrmann and, also, Mayor Goles from the Town of Belair.

MR. GOLDSTEIN: Open Space, what item?

MR. MCGINTY: 3A.

MR. NELSON: Governor, Board of Public Works, we were asked some time ago by the chairperson for the Harford County Delegation, Eileen Rehrmann, to pursue an acquisition for the Town of Belair.

What we're here to do today is ask your authorization to approve this acquisition. Took a lot of work. The Department of General Services provided excellent assistance in negotiating a very, very tricky transaction with the property owner; and you have before you today Stan Kozenewski, who's the director of Parks

and Recreation for Harford County; Pat Goles, who is the president of the Belair Town Council; and, as I mentioned, Eileen Rehrmann, who's the chairman of the Harford Delegation.

We feel this is more than a 50-acre acquisition. This is very important in the Town of Belair in Harford County. It probably is the largest remaining parcel of undeveloped land in and around Belair; and, when coupled with the church which is nearby as well as a small local park, you really have a green nucleus in the center of an otherwise large development.

And I'll turn it over to Delegate Rehrmann.

MS. REHRMANN: Members of the Board, first, I'd really like to express my appreciation to Mike Nelson and Deb Photiadis, because this project is a very sensitive project and they helped in negotiations all the way through and helped us get where we are today.

This is a special day for us all. It's, I know, a personal hope and dream and vision that I had while on the Belair Town Board too many years ago on a

large parcel of open space that will be both passive and recreation. This is a unique parcel. This 50 acres is slotted for over 400 townhouses if it were to be developed, and it will be a whole green way of coming into the Town of Belair, because we have John Carroll property right next to it with substantive open space, and then we have Bynum Park on the Bynum lot. So we'll have a whole green way coming in.

So the significance to us is really a legacy for future generations, something that our grandchildren will be able to see, touch and feel and will be there. It's expensive, but it's not going to get any less expensive. The land costs up there are just escalating tremendously; and, when we did the open space, this is one of the things we talked about, is increasing the dollars, so we could do a purchase like this. It's a unique arrangement between a county and town, also on the maintenance after the acquisition.

I would like the mayor to say, perhaps, just a few words, because today really is a special day for us, because we've hoped for this day for so long, and it's

here and it's really special.

MR. GOLES: Very well. Thank you, first, for rearranging the agenda, so we may be on our way. It's something that the town absolutely does not have the resources to do by itself. So, without Debbie and Mike and Stan and the grace of Delegate Rehrmann, we wouldn't be here before you, and the generosity of the property owners, who could make a lot more. They're an old European family, Eastern European family, who -- the matriarch of the family, who's well close to 90 now, and sees that the land should be for the use of the people and not inundated with townhomes and shops. They're very unique. So we need to capture and take advantage of it.

GOVERNOR SCHAEFER: What are you going to do with it?

MR. GOLES: Active and passive recreation.

GOVERNOR SCHAEFER: What's that mean?

MR. GOLES: Means we'll have some ball fields and we'll have a lot of open space. A lot of it is in flood plain and not developable, if that's the proper

word, and that's great, because we don't want it to be just ball fields and just active. Right now, there's a homestead, a very elaborate homestead, and five surrounding acres, and we are talking about purchasing the 50 acres around that with right of first refusal on the homestead. So we see that that could be a senior citizen center down the road, limited only by our own creativity right now, but it's just exciting. It's probably the last entrance into Belair that we can keep green.

GOVERNOR SCHAEFER: Are you going to have a tree development program? Now, that's not fair, but --

MR. GOLES: Thank you for saying that.

GOVERNOR SCHAEFER: -- all of a sudden --

MR. GOLES: Yes, sir.

GOVERNOR SCHAEFER: -- I'm very interested in reforestation and trees and all the rest of this.

MR. GOLES: And we are, too.

GOVERNOR SCHAEFER: Yes.

MS. REHRMANN: There's an existing --

GOVERNOR SCHAEFER: I thought you might be.

MR. GOLES: It's very wooded now, Governor. It's very -- I would say, top of my head, that over half of it is wooded.

MR. GOLDSTEIN: Well, that's the point. You're not going to cut those trees down, are you?

MR. GOLES: No, sir. That's in the lease.

MR. GOLDSTEIN: Okay. Because, see, if you start building ball fields and everything and just knock a lot of trees down --

MR. GOLES: No. We negotiated that a few weeks ago with the property owner. You see, they're still going to be living there.

MR. GOLDSTEIN: Homestead.

MR. GOLES: So it's in their best interest to keep things as pristine as possible, and we have some restrictions in there in terms of lighting and access and hours of operation and those kinds of things.

GOVERNOR SCHAEFER: Where's the money coming from?

MR. GOLES: Open Space.

GOVERNOR SCHAEFER: Open Space.

MR. NELSON: From the counties -- the county receives an allocation for Program Open Space, which they distribute it to the municipalities. This is one that the county is making available to the Town of Belair.

MS. MAURER: What is the other half of the 50 acres used for? You said about half in woodland. Is any of it farmed?

MR. GOLES: It used to be farmed. Now it's just there.

MS. MAURER: And the owners live on it and will have a right to live on it?

MR. GOLES: Yes, ma'am. The entire parcel is 55 acres.

MS. MAURER: Fifty-five.

MR. GOLES: They will live on the --

MS. MAURER: Five?

MR. GOLES: -- five in the middle; and, if they ever decide to dispose of it, we have the right to come in, the first people that --

GOVERNOR SCHAEFER: I don't want to keep

pressing this point, but on things like this, when we have state programs that we're very interested in, the Department of Natural Resources ought to be thinking about how we're taking a look at the land, setting some land aside for trees and the rest of the stuff. Just to have a program without really trying to do something about it doesn't make any sense to me. So I think you ought to try to help them figure out part of that land for reforestation. It may not -- it may have enough forest on there and all the rest, but I think you ought to work on it.

MR. NELSON: Yes, sir. We'd be happy to work with the county.

MR. KOZENEWSKI: Governor, to help allay some of your concerns about that, we as a department have initiated in various parks a reforestation program, and this is one that's already involved with that aspect.

GOVERNOR SCHAEFER: Great, fine. Okay.
That's great.

MR. GOLES: We're not interested in knocking down trees at all, Governor.

GOVERNOR SCHAEFER: No, we've got to be interested in putting more in.

MR. GOLES: And putting in, we are.

GOVERNOR SCHAEFER: We have now hepped up on this. We've been cutting trees down for years and years and years, and now we're going to try to see if we can't get the state, whenever we have a development and we take trees down, to count the trees and make sure they're put back; and then, if we can put more trees back, we want to try to do this.

MR. GOLES: Agreed.

GOVERNOR SCHAEFER: I saw some of that stuff in some of the countries. You talked about middle Europe, how they use the land, put trees and all the rest of this.

MR. GOLDSTEIN: Governor, I'm glad to see you -- that's been my philosophy all my life, planting trees, and I live in a big forest and I know the value of trees. You take like a nice pin oak you planted over on the Governor's Mansion, that tree has grown four feet since last winter. It grows fast. Each mature tree is

equivalent to 10 air conditioners working all day and all night, not using any electricity, giving you pure air. You walk underneath a nice oak tree on the hottest day, it's 10 to 15 degrees cooler than it is out in the open space.

MR. GOLES: Not to belabor the point, but last year Delegate Rehrmann was very instrumental. If you come into Belair now on U.S. Business 1, you'll see -- through the State Highway Administration, I think it was -- lots of trees that weren't there two years ago.

MR. GOLDSTEIN: Right.

MR. GOLES: Because we share your interest in putting them in, not taking them down.

MR. GOLDSTEIN: You could call this "Rehrmann Park."

MR. GOLES: That's up for debate yet. That's up for debate.

MS. REHRMANN: You have to be long gone before you can have a park named after you in Harford County, and I don't intend to do that.

(Laughter.)

MS. REHRMANN: But, Governor, I mentioned last night I was up at North Harford Elementary School. We presented a citation on your behalf. The students at North Harford Elementary School did a recycling project and, also, had a grant from the Forestry Board. They have now constructed an outdoor education center, to start with trees and reforestation all around, and it is a really great project. Presented a citation last night on your behalf, and it is something that will continue to grow because the communities are really getting interested in the reforestation program.

Again, it was a partnership with DNR and the school in recycling, and it's really something to see, touch and feel.

GOVERNOR SCHAEFER: Well, when you're county executive, you know, you can keep on planting trees and trees and trees.

MS. REHRMANN: All right. Thank you.

MR. GOLES: Thank you very much.

GOVERNOR SCHAEFER: Thank you. That's great.

MR. GOLDSTEIN: Thank you.

GOVERNOR SCHAEFER: Bruce Hoffman is here.

Can I go out of order and let Bruce come up here? He's got his --

MR. GOLDSTEIN: Sure.

MR. MCGINTY: They wanted to wait till late.

I don't know --

GOVERNOR SCHAEFER: Do you want to wait, or are you ready?

MR. HOFFMAN: I don't mind going last, because I was hoping to get you downstairs on your way out the door.

GOVERNOR SCHAEFER: Oh, fine. All right.

MR. MCGINTY: This is something different. They want to be last instead of first.

MR. HOFFMAN: I'm trying to get some mileage out of being last.

GOVERNOR SCHAEFER: That would be good. Fine.

MS. MAURER: Are we waiting for the Crown Petroleum also, for the van plan?

MR. MCGINTY: That's what they're --

MR. GOLDSTEIN: That's the thing he wants to

wait for.

GOVERNOR SCHAEFER: All right. What's next?

MR. MCGINTY: Okay. We go to Department of General Services.

MR. SEBODA: We have 44 items. We wish to withdraw Item 3-C, and Item 32-RP is being withdrawn because the Comptroller would like to make an inspection of the property. I'm ready to answer any questions you may have.

MR. GOLDSTEIN: Governor, we had the two roofs on the State Office Building and the Court of Appeals Building. You gave the reason why. One roof is 16 years old, and one is 18 years old and leaked.

I move we approve the Department of General Services.

MS. MAURER: Second.

GOVERNOR SCHAEFER: No objection. So ordered.

What's next?

MR. MCGINTY: Secretary's Agenda.

MS. MAURER: You're adding Number 40?

MR. MCGINTY: I have a number of -- we have

one revised item, which is Item 1, page 1.

MR. GOLDSTEIN: Let's see here, Item 1, page 1, Secretary's Agenda. Why don't you give a little explanation what we're doing here, I think, for the record. This is this drug- and alcohol-free workplace.

MR. MCGINTY: Yes. Pursuant to the Governor's executive order relating to the drug-free and alcohol-free workplace for contractors doing business with the state, the Office of the Secretary of the Board was directed to draft regulations and have them promulgated which would carry out the intent and wishes of the executive order. Those proposed regulations are now drafted. They are before the Board now, and the Board is requested -- I'm requesting the Board to allow us to submit the proposed regulations to the AELR Committee and begin the promulgation process to have these regulations put in place.

GOVERNOR SCHAEFER: Is there a time limit when they have to get them back?

MS. REYNOLD: Fifteen days.

GOVERNOR SCHAEFER: Fifteen days.

MR. MCGINTY: The entire process, going through the state's promulgation process, will take us approximately all summer.

MS. REYNOLD: Yes. If everything goes swimmingly, we will be done by the middle of September, to go through the entire process, if nothing goes awry.

GOVERNOR SCHAEFER: So, if someone wants to hold up the drug-free workplace and the regulations, all he has to do is throw in a little monkey wrench and send it back, send it back to Personnel and talk some more. We're supposed to be trying to do something as far as drugs; and, every time we try to do something, somebody has a reason why we can't do it.

I don't understand -- I just don't understand this. I want to protect lives, people. If we're going to do something in drugs, we ought to do everything we can do to stop it. Okay.

MR. MCGINTY: We also would like to introduce several supplemental items, beginning with Supplemental Item 36 on page 75.

MR. GOLDSTEIN: Item 36?

MR. MCGINTY: Yes, sir.

MR. GOLDSTEIN: Yes, sir.

MR. MCGINTY: And Item 37 on page 76.

MS. MAURER: That you may want a separate motion on that. That's to indicate that, at our June 27th next general obligation bond sale, we're going out for 95 million. The details and the allocation will come just before the bond sale itself. We have put June 27 as the date for the next bond sale.

MR. MCGINTY: You want to make a motion?

MS. MAURER: I'll make a motion on that.

GOVERNOR SCHAEFER: Second?

MR. GOLDSTEIN: Yes, second it.

GOVERNOR SCHAEFER: No objection. So ordered.

MR. GOLDSTEIN: I want to go back to Item 5 on page 5. Have you finished?

MR. MCGINTY: No. I've got three more supplemental items to introduce.

MR. GOLDSTEIN: Well, go ahead. Excuse me. Go ahead, sir.

MR. MCGINTY: The next one is Item 38, page 77.

MR. GOLDSTEIN: That's that Baltimore County enhancement program for the shoreline.

MR. MCGINTY: Yes, sir. And then Item 39, page 79.

MR. GOLDSTEIN: That's the demolition contract.

MR. MCGINTY: And then Item 40, page 80.

MS. MAURER: Which is the best and final offers on the master lease that the Treasurer's Office does for financing. By asking for best and final offers, we saved about 70 basis points, and it's considerably under what vendors would charge for lease financing.

MR. GOLDSTEIN: Well, Governor, this is a consolidated program now.

MS. MAURER: It is the consolidated --

MR. GOLDSTEIN: It took a long time to get them to agree to this. Everybody wanted to have their own financing, and it risked the vendor.

MR. MCGINTY: Do you want to go back to Item 5?

MR. GOLDSTEIN: Yes. Governor, I think we

ought to have an explanation on Item 5, page 5. That's that boat wastewater program. Mr. Cassell here is doing a good job on that program.

MR. CASSELL: Good morning. My name is Harold Cassell, wetlands administrator for the Board of Public Works. Item 5 on the Secretary's Agenda requests the Board of Public Works' formal adoption of a boat wastewater pumpout facilities policy, the latest of wetlands licensing.

Increased numbers of dockside pumpout facilities are needed for the restoration and future protection of the Chesapeake Bay and its tributaries. The pumpout facilities legislation, the Governor's initiative, and the state grant assistance program have been initiated and actively pursued over the past couple of years to encourage the installation of pumpout facilities at marinas.

Less well known to the public has been the leadership of the Board of Public Works in assuring that pumpout facilities are established. Since June 7, 1989, the Board has imposed requirements that pumpout

facilities be installed, operated and maintained under conditions of wetlands licenses issued for marinas. Twenty such licenses have been granted in that time.

The purpose of the policy is to affirm the administration direction the Board has given in regard to pumpout facilities, to acknowledge the pumpout related licensing actions of the Board, to announce it more broadly to the public of the Board's requirements in this matter. The policy has been coordinated fully with the Department of Natural Resources and the Department of the Environment, and it's respectfully recommended for adoption.

MR. GOLDSTEIN: How about these older marinas that have 100 boats, 200 boats, 300 boats, and don't have pumpout facilities; what are you going to do about them?

MR. CASSELL: In the sense that projects come for wetlands license requests to refurbish or upgrade their facilities, these requirements will be imposed.

MR. GOLDSTEIN: Well, why should that be? Why should that be? If I've got a house with a septic tank

that's not working, the health department comes down and says, "You've got to put in a modern septic tank." Here we've got a big marina, has hundreds of boats, 50 to 75 percent never leave the marina, people live on them, party on them, and what happens to the waste product? It goes overboard. Would you swim in one of those marinas?

MR. CASSELL: No, I wouldn't, sir.

MR. GOLDSTEIN: You're damn right you wouldn't. So why shouldn't they be required to have a pumpout facility?

MR. CASSELL: My indication is that -- my point in the policy and in the requirements of the wetlands licenses, as those marinas come to the Board of Public Works for a license to do works, dredge, make some alterations in the marina, we're going to require --

MR. GOLDSTEIN: We're not talking about that, sir. They're in being, and you know what's going on down there. You've got eyes. You can smell, can't you?

MR. CASSELL: Sure.

MR. GOLDSTEIN: All you've got to do is walk

around them, you know what the hell is going on.

MR. NELSON: Mr. Comptroller, if it please the Board, the Department of Natural Resources will be willing to look into what authority it would need to review the existing marina facilities and make that a standard operating requirement. We'd be willing to look into that and provide a full report to the Board.

MR. GOLDSTEIN: Well, you've been a long time looking into it. I brought it up when they had the first meeting down at George Mason University when they talked about the Chesapeake Bay initiatives with Virginia, Maryland, Washington, D.C.; and I said, "What are you going to do about that?" And they almost laughed me off the floor, said, "Aw, that goes in the water, and the tide carries it out." Well, that's the great Chesapeake Bay.

MR. NELSON: Yes, sir.

MR. GOLDSTEIN: You impose burdens on individual homes. You build a home under the Chesapeake Bay initiatives today, you build a septic tank, you've got to comply with all kinds of restrictions. You know

that.

MR. NELSON: Yes, sir.

MR. GOLDSTEIN: You've got to have setbacks, you've got to have drain fields and every damn thing. So here you know you've got something that's happening every day. Every day it's happening, and you say, "Well, we're going to wait." Well, in the meantime, the damage is being done every day.

MR. NELSON: I think this policy --

MR. GOLDSTEIN: Just walk down here to the waterfront around Annapolis and see how many yachts are sitting around here. They have no pumpout facilities. The boat don't have any holding tank. So what in the hell happens to all the stuff? It's going overboard.

MR. NELSON: Yes, sir. Respectfully, all I'm saying is this policy represents a good first step.

MR. GOLDSTEIN: I understand that. I helped get that policy.

MR. NELSON: And then the next step which is to review the existing marina operations and what we can do about them.

MR. GOLDSTEIN: You've got to have the Health Department work along with the Department of Environment.

MR. NELSON: The Department of Environment is involved with this one now.

MR. GOLDSTEIN: I mean, it's nice to come up here and talk about it, but I bet you won't do a damn thing about it.

MR. NELSON: No, we'll do it, we'll do it.

MR. GOLDSTEIN: All right.

GOVERNOR SCHAEFER: Well, let's -- "Well, well," as the president would say -- when?

MR. NELSON: If you'd like to establish a deadline, I'll --

GOVERNOR SCHAEFER: Yes, why don't we establish a deadline.

MR. NELSON: Why don't we establish a deadline that by the --

GOVERNOR SCHAEFER: By next week, you come back and give us a deadline.

MR. NELSON: No.

GOVERNOR SCHAEFER: Do what?

MR. NELSON: Why can't we give you a report the next time the Board of Public Works meets, which is June 13.

GOVERNOR SCHAEFER: Okay.

MR. GOLDSTEIN: You see, you've got the police authority. You've got people out riding around in boats making inspections. Sitting in a little old duck blind in November and December, they come up there sneaking behind you trying to get your license for the guns, see; but here you know what's going on, and you close your eyes to it, see.

GOVERNOR SCHAEFER: Now, Louie, they've got a lot of pressure, you know.

MR. GOLDSTEIN: I know they've got a lot of pressure.

GOVERNOR SCHAEFER: It isn't quite as simple as that. They've got pressure from everybody, and they'll be running in here to you and saying the Board of Public Works is pushing everybody around, they take advantage of the small guy. If you really want to do

this, then you've got to make some provisions, such as another pumpout boat and things like this that can go around to these places while you set a deadline. So you've got a major problem on these, but it should be done. Louie's right, absolutely right.

MR. GOLDSTEIN: Governor, I don't want to impose any burden on anybody.

GOVERNOR SCHAEFER: Well, it will be a burden, but we have to do it.

MR. GOLDSTEIN: All we ask you do is comply with clean living, so everybody is on the same level playing field. That's all we're talking about.

MR. NELSON: Yes, sir. That's only fair, and we'd like to provide you with a report on the 13th.

MR. GOLDSTEIN: Now, here's our secretary of General Services. Do you have a pumpout facility on your boat?

MR. SEBODA: Electro-sail, an Electro-sail. What it is, is a macerator that treats the waste, and then it grinds it up and injects chemicals and neutralizes it before it goes over the side.

MR. GOLDSTEIN: I see.

GOVERNOR SCHAEFER: Well, take that. How do you know those chemicals aren't killing fish?

MR. SEBODA: Basically, it's a Coast Guard approved system.

GOVERNOR SCHAEFER: That's all right.

MR. GOLDSTEIN: That's what I'm trying to talk about.

GOVERNOR SCHAEFER: You'll find --

MR. GOLDSTEIN: The Governor wants one million Marylanders to work and clean up the Chesapeake Bay. We had "Earth Week," and I saw little kids walking around the shore picking up cans, planting trees. Man, I got up there and I just patted them on the back. See, and I plant a lot of trees and try to conform with every law. In other words, if you work land, you want to go back from the land and have it so the stuff stays on the field, don't go out in the water, you see. We can't pasture cattle down so many feet, had to move the fences. See what I mean? And we're all doing that.

So, in other words, I had to change our mode

of operation that was in being. So why can't the same law apply to these people?

MR. NELSON: I understand what you're saying. We agree with you. We're going to look into it and see what it's going to take to do that. In the meantime, what we've done is contact all existing marinas and have told them that the Waterway Improvement Program can make a grant to, in fact, help them install one of these facilities; and, of that initial mailing, already 39 marinas have asked us to work with them to establish facilities without a new regulatory requirement.

MR. GOLDSTEIN: Good.

MR. NELSON: So we're working on it, and we'll get back to --

MR. GOLDSTEIN: Thirty-nine responded?

MR. NELSON: Yes, sir.

MR. GOLDSTEIN: Out of how many?

MR. CASSELL: Four hundred -- forty-three marinas.

MR. GOLDSTEIN: -- forty-three marinas.

MS. MAURER: Old ones?

MR. CASSELL: Any kind of marinas.

MS. MAURER: Oh, some of them have already upgraded?

MR. CASSELL: That's correct.

MR. NELSON: We've contacted them all to make them aware of the fact that we have a grant program to assist them.

MR. GOLDSTEIN: So you're helping them. So, in other words, you're not giving them an increased burden.

MR. NELSON: Right.

MR. GOLDSTEIN: And they'll probably have to increase their rate for their slips in order to take care of it, but the boat owner ought to be happy to have that.

MR. NELSON: Yes, sir.

MR. GOLDSTEIN: Knowing that he or she is contributing to the cleaning up of the Chesapeake Bay and keeping clean water for generations yet unborn. That's what we're talking about. So, if everybody participates in the program, does his or her share --

MR. NELSON: We'll have a healthy bay.

MR. GOLDSTEIN: That's it. We don't want to put any extreme burdens on people. We thank you.

That's all I have, Governor. I think he said he wanted to wait till last, Item 23, page 36, on that Maryland Stadium.

GOVERNOR SCHAEFER: Motion, second? No objection. So ordered.

MR. GOLDSTEIN: I move we approve the Secretary's Agenda.

GOVERNOR SCHAEFER: Do you want to do this now?

MR. MCGINTY: You want to come now?

MR. HOFFMAN: What's that?

GOVERNOR SCHAEFER: Do you want to do it now?

MR. MCGINTY: Do you want to do it now?

MR. GOLDSTEIN: Yes, because the rest of the agenda is very short.

MR. HOFFMAN: I've got two orders of business, and then we would like to get you outdoors for a minute, if we could. I'd like to point out that there's trees

all over this site. We are going to plant about three or four hundred trees. We're only taking down about five.

GOVERNOR SCHAEFER: How about in the outfield?

MR. HOFFMAN: Out in the picnic area is the closest we get. I'm Bruce Hoffman, executive director of the Maryland Stadium Authority, and I have two businesses to take care of today.

One is the awarding of our last demolition contract. This is being awarded to P & J Contracting Company for \$397,400. We're very pleased that this is a 100 percent minority owned company; and, without considering this in our percentages, we are now at 21.17 percent of the dollars we've spent to date have gone to minorities. So we're extremely pleased with this.

Matter of fact, we had a very good response on this. There were six bids, and the low bid of 397,000 was under our estimate. So, with that, I request the Board of Public Works' approval.

MR. GOLDSTEIN: I so move.

MS. MAURER: Second.

GOVERNOR SCHAEFER: Bruce, before you -- we still get inquiries on why are we building a stadium and why should everybody in the world be paying for it and all that. I get a little tired of hearing it all the time. Are there any benefits that we get? Now, you said a minority firm is going to do some work here. Are we getting any benefit from the thing being built right now?

MR. HOFFMAN: Yes, sir. Well, first of all, one of the obvious reasons is we don't have to go to St. Petersburg to see the Orioles play. We will keep the Orioles in Baltimore for no less than 15 years. Number two, this --

GOVERNOR SCHAEFER: Is there any benefit in keeping the Orioles in the State of Maryland?

MR. HOFFMAN: Yes.

GOVERNOR SCHAEFER: What difference does it make if we -- you know, these are leading questions. I know the answers, but I'd like to get them -- I'd like to hear them again. Is there any benefit to keeping the Orioles in the state?

MR. HOFFMAN: Yes, there's many benefits.

There's the obvious --

GOVERNOR SCHAEFER: Could you tell us some of them.

(Laughter.)

MR. HOFFMAN: The first one of them, the least tangible, is the obvious benefit of pride. I mean, there's a lot of pride in Marylanders to have a team like the Orioles in Baltimore. Additionally, the Orioles being in downtown Baltimore, a city that has a tight fiscal situation right now, this brings people to Baltimore who pay parking taxes, admissions taxes, sales taxes. It brings people downtown. Instead of going home to the counties at the end of the day, they stay downtown and have dinner. It helps make Baltimore thrive, not to mention the fact that over 100 Maryland-based companies have worked on this project, who pay taxes.

During the life of this project, over 4,000 people will be employed. After the project is completed, 986 people will have full-time jobs, above

and beyond what normally would have happened in the old stadium.

This project costs a lot of money. There's no question about it, but this project will bring a lot of money back into the state. We project that, from revenue from parking on this site, renting out the warehouse and portions of the station, from the Orioles paying their profit share with us, receiving monies from the city who also will gain through admissions taxes and sales taxes, et cetera, this project will bring back many millions of dollars towards the cost that it will take to pay for it.

We haven't got a final projection yet, but Herb and I were looking at it yesterday, and it appears that, you know, more than half of the cost of this project is going to be paid for right from the site. So there's many benefits. As a matter of fact --

GOVERNOR SCHAEFER: Are there any benefits to the entire state, or does Baltimore City get it all?

MR. BELGRAD: If I may, Governor, we have had --

GOVERNOR SCHAEFER: Do you know what I'm

talking about, Herb?

MR. BELGRAD: We've had an economic impacts -- impact study, and the economic impact ripples throughout the state. During the course of construction, approximately \$259 million will be generated -- new dollars will be generated into the economy of the state. During the 15-year lease of the Orioles, it will be 1.1 billion dollars.

Bruce mentioned the number of jobs being created, and these are jobs that are not just in Baltimore City. During construction, there are 4,055 new jobs being created; and, as Bruce mentioned, about 100 of the contracts are from developers, from contractors throughout the State of Maryland. They're from the southern counties as well as the Eastern Shore as well as the Baltimore Metropolitan Area.

In terms of the day-to-day operations once the construction is completed, there are 958 new jobs that have been created; but you hear about taxes going out. Our study showed that, during the construction period, approximately 12 million new tax dollars will be

generated in the Baltimore Metropolitan Area. The State of Maryland will have six million new tax dollars. Once the construction is completed, the city and the metropolitan area will have about two million tax dollars, new tax dollars. The state will, on an annual basis, have about five million new tax dollars.

So that, in addition to taxpayers putting money in, taxes are going to be coming in that are going back into the general fund, and there will be a benefit, a ripple effect throughout the state.

MR. GOLDSTEIN: If I may make a suggestion, if that could be put in a nice Baltimore Orioles schedule and right on the back of it, say, "Here's what's going to be the benefits to the state and Baltimore City," new jobs, so much. See, I see a lot of these little schedules, and let's put that right on the back and distribute it first in Montgomery County, first place.

(Laughter.)

MR. HOFFMAN: That leads us directly into the next topic we'd like to discuss, and that is the van plan. The purpose of this is -- everybody in Baltimore

knows about the new facility, but it's the state that this project belongs to, and we are dedicated to bringing the word out to the balance of the state as to what we're doing. That's why we'd like to get you outdoors for just a minute, but this is the van right here that's going to be a part of the van plan.

MR. GOLDSTEIN: Understand that.

MR. HOFFMAN: I'd like to bring up, if I could right now, Mr. William Snyder, vice-president from Crown Petroleum, who is the -- the item is the second item on our agenda; that is, to help us sponsor the cost of bringing the good word out. This is the van. It sits outside along with our model and with our display boards, and the purpose again --

MR. GOLDSTEIN: That's great.

MR. HOFFMAN: -- is to show Maryland what we're doing here in Baltimore.

MR. GOLDSTEIN: I want to congratulate you and congratulate Mr. Meyers and Crown. They're great people, do a good job.

MR. HOFFMAN: So our request at this time is

that, since this is a --

GOVERNOR SCHAEFER: Bruce, let me re-emphasize what Louie has said. The model is great, the van is great, everything is great. You've got to sell the fact that this is of economic benefit to the entire state.

MR. GOLDSTEIN: Right.

GOVERNOR SCHAEFER: It's as important as the model. It's as important as the van. So, when Louie suggests that you have just a very simple statement on the amount of jobs that you just rattled off here -- people in other areas don't believe this.

MR. HOFFMAN: Okay. We'll put a brochure together and pass it out to everybody.

GOVERNOR SCHAEFER: It isn't a matter -- I guess that's wrong.

MR. GOLDSTEIN: See, have the schedule and have that on the back, see.

MR. HOFFMAN: We'll get the Orioles' schedule on the front for their games. On the back --

MR. GOLDSTEIN: That's it.

MR. HOFFMAN: -- will be the economic impact

and benefits of this project.

MR. GOLDSTEIN: That's it, and have a little map showing how they come from Montgomery County, Prince George's, Eastern Shore, access -- I'm a salesman. I know how to sell, see.

MR. HOFFMAN: That's true. We'll take care of it. It will be done. We'll take care of it. It will be taken care of immediately.

Okay. With that, we'd like to request the Board of Public Works' approval to allow us to accept \$107,900 from the Crown Petroleum, which is our estimated budget to run the van around for two full years, trying to average no less than three setups per week for two full years.

Mr. Rosenberg and Mr. Snyder have both been very gracious and helpful in helping us set up this program; and, as a result, we'd like your approval to finance it.

MS. MAURER: Does Mr. Snyder have something to tell us?

MR. SNYDER: Yes, yes, yes. Members of the

Board, I do have a check with me this morning.

MS. MAURER: All right.

MR. SNYDER: Governor and Louie, I think this will provide the means to do what you'd like to accomplish. Excellent idea, supplements some of the ideas we talked about. Governor Schaefer, may I present this to you, or would you prefer that I present it to the chairman of the commission?

GOVERNOR SCHAEFER: I think you ought to give it to Lucy. Lucy is the treasurer.

MR. HOFFMAN: Actually, I think Lucy and Louie will have pretty darn good control over it.

GOVERNOR SCHAEFER: Yes, they're the ones that get it. Let me thank Henry and Mr. Snyder. Henry --

MS. MAURER: We'll keep it.

GOVERNOR SCHAEFER: Crown has helped the state with a lot of things in addition to this. They've helped us with money for arts, culture and jobs. So this is just a continuation of the corporate responsibility you have, and I thank you.

MR. GOLDSTEIN: Governor, I deal quite often

not only with Crown but with all the big oil companies as part of my job, and I can say they're one of the best corporate citizens that we have, not only in Maryland, in the country; and that means something today when you have to have so many dollars come in from different things, and they're always right in the forefront. They're great corporate citizens, and I want to congratulate Henry and Mr. Meyers. I deal a lot with -- I don't always agree with them, and they don't always agree with me, but I'd say about 99 percent of the time we're on the same wave length.

MR. SNYDER: That's true.

MR. GOLDSTEIN: Yes, sir. They do a great job.

MR. SNYDER: Very kind words, and I think it's very important, I agree with the Governor and the Senate, that we carry out to all of the citizens information about the stadium. We will be working with Bruce Hoffman and with Chairman Belgrad to do that. It's our pleasure to be a part of this program, with the van plan. I know it will be a success. If that's a

success, the stadium will be a success.

GOVERNOR SCHAEFER: All right. Is there a motion?

MR. GOLDSTEIN: I move that we accept the check and congratulate Crown Petroleum for their generosity in reference to this program, this van plan.

GOVERNOR SCHAEFER: Second?

MS. MAURER: Second.

GOVERNOR SCHAEFER: No objection. So ordered. Thank you very much.

MR. BELGRAD: May I just add, members of the Board, that the van is going to be carrying the message, the information and the education all over the state. We're going to go as far west as Grantsville. We'll be at fairs and malls. We'll be in Harford County. We have scheduled all through the summer, and we hope when Jim Palmer is inducted in Coopersville to have the van and the model present at that point.

Those who were watching the Preakness on television may have seen Jim McKay discussing the new plans for the stadium and showing pictures of the model

of the new stadium, which got national coverage and, as a result, we have received a number of phone calls from people in various parts of the country who saw the pictures and the artist's renderings on TV last Saturday.

In addition, on the May 21st issue of the New Yorker Magazine, there is a major story about our new stadium and a picture, and that story along with the New York Times architectural review has complimented the State of Maryland Governor and the Stadium Authority for the design of the stadium. Both have agreed this is the best design they've seen in over 50 years, and we can all be proud.

Most of all, not just because I'm here, but the person who is the architect behind this plan, who's been our biggest supporter and voted to accept this money this morning, is the Governor, and we're always grateful for your support, and we always have to, I know, toe the line. You ask probing questions and you demand the best; but, in the long run, it's for the citizens of the state, and we're very appreciative of

your personal support as well as your support as Governor. Thank you.

GOVERNOR SCHAEFER: You're a nice man, Herbie.

MR. GOLDSTEIN: Thank you.

MR. HOFFMAN: Governor, when are we going to be open?

GOVERNOR SCHAEFER: Do what? When are you going to open?

(Laughter.)

MR. HOFFMAN: Thank you.

MR. GOLDSTEIN: Let's see, Governor, we can get right through here pretty quick.

GOVERNOR SCHAEFER: All right.

MR. GOLDSTEIN: There's one little item here, Office on Aging. I want to thank the state -- this is down in Calvert County -- for that senior citizens. The state is putting up 300,000, and the county is putting up a million two. That's one of the finest senior citizen facilities in the country. You were there at one time along with Lucy.

GOVERNOR SCHAEFER: Right.

MR. GOLDSTEIN: I move we approve the Secretary's Agenda.

MS. MAURER: Second.

GOVERNOR SCHAEFER: No objection. So ordered.

What's next?

MR. MCGINTY: Open Space.

MR. GOLDSTEIN: I move we approve the Open Space Agenda.

MS. MAURER: Second.

GOVERNOR SCHAEFER: No objection. So ordered.

What's next?

MR. MCGINTY: Budget and Fiscal Planning.

MS. REYNOLD: We'd like to withdraw Items 1 and 2, please, from the Budget Agenda.

MR. GOLDSTEIN: All right. Let me check that one minute. I move we approve the Budget and Fiscal Planning Agenda except the items that were withdrawn.

MS. MAURER: Second.

GOVERNOR SCHAEFER: No objection. So ordered.

What's next?

MR. MCGINTY: University of Maryland.

MR. GOLDSTEIN: I move we approve the University of Maryland Agenda.

GOVERNOR SCHAEFER: I'd like to --

MR. GOLDSTEIN: Excuse me.

GOVERNOR SCHAEFER: On the University of Maryland, I'd like a report next week on the progress that we're making on that Montgomery County situation.

MR. KRIEMELMEYER: You shall have it, sir.

GOVERNOR SCHAEFER: I'd like to know where we stand and how we stand. I know that Montgomery County and everyone is pushing hard, but I'd just like to get an update to make sure that we're not bogged down in that negotiation.

MR. KRIEMELMEYER: I believe everyone has a common intent, and I think we can give a good report to you next week, sir.

GOVERNOR SCHAEFER: I'm not interested in intent. I'm interested in making sure that everybody is moving on that and you'll let us know where we are next week.

MR. KRIEMELMEYER: Yes, sir.

GOVERNOR SCHAEFER: That's fine. Thank you.

(Whereupon, at 11:00 a.m., the above-entitled meeting was adjourned.)