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In re: :
MARC RIDERS ADVISORY :
COUNCIL MEETING :
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MARC RIDERS ADVISORY COUNCIL MEETING
was held on Thursday, February 15, 2007,
commencing at 4:30 p.m., at 441 North Capitol
Street, NW, Washington, DC, before Kim Brantley,
Notary Public.

REPORTED BY: Kimberly Brantley

1 APPEARANCES:

2 MARC RIDERS ADVISORY COUNCIL:

3 LYNDA CLARKE, Chairperson

4 RON JACKSON, Vice Chairperson

5 MARYLAND TRANSIT ADMINISTRATION:

6 Office of Customer Information

7 GAIL MORAN

8 CHERON WICKER

9

10 MARC Representatives:

11 HAMEED AHMED - Camden Line

DAVID FREDERICK - Brunswick Line

12 RAFAEL GUROIAN - Penn/Camden Lines

BRENDA KLAUNBERG - Camden Line

13 CAROL OBERDORFER - Brunswick Line

LUKE RITTER - Penn Line

14

TRANSIT RIDERS ACTION COUNCIL

15 CHRISTOPHER FIELD

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1 MS. CLARKE: Hi, everybody, this is our
2 very first meeting with our own chairperson and
3 vice chairperson and not being conducted by anyone
4 else, so this is kind of interesting. I
5 appreciate the few of us that are here and I'm
6 hoping other people will show up as we go on.

7 Gail Moran is here from MTA. She's
8 taking over. Jim Knightly has taken another
9 position and is leaving within two weeks to go to
10 work for the motor vehicle people and he will be
11 straightening all that out, I guess. So Gail's
12 taking his place for the time being and she
13 commuted down from Baltimore on the train. It
14 turns out she and I ride the same bus, so we have
15 a lot of work to do. So we know that Gail is here
16 to help us out.

17 You guys are signed in I'm sure on the
18 attendance sheet and I want to make sure we keep
19 track of that, because I'm concerned about making
20 sure we have people -- I mean, I think there is
21 this little nucleus of us who always try to come

1 on some unusual circumstances. I want to find out
2 if people who perpetually cannot come, whether
3 it's a function of the day or if it's a function
4 of a lack of interest. I'm also toying with the
5 idea, and I'd like your input on this, of trying
6 like the next couple of weeks, we'll have it on
7 the third Thursday, but then maybe we will switch
8 to like the third Tuesday and try to see if we can
9 figure it out, because even though people gave
10 votes, you know, sometimes when you actually try
11 to have the meetings, it doesn't quite jibe. So I
12 think by the next meeting let's talk about whether
13 we want to keep it -- like the third week seemed
14 to be the most popular week, at least, and whether
15 we want to have a little bit of flexibility with
16 the day. I don't know. I'm torn, because I like
17 the idea of having a specific day, a specific
18 thing, but I also want to get as many people
19 involved as we can.

20 MR. RITTER: It's really strange, this
21 is the first meeting since we had our own

1 leadership and picked our own date and no one is
2 here.

3 MS. CLARKE: And it's the first meeting
4 after a snowstorm. Larry has a huge commute and
5 he's not the only one. A lot of people have a
6 very long commute and whether they made it in or
7 not, I think it was Steve that was like out of
8 state. He wasn't even around, so, you know, I
9 mean, I literally heard from, let's see, Ron,
10 Steve, Debra Foster and Harry let me know they
11 weren't going to be able to be here. At least
12 there is an acknowledgment so there is a tendency
13 to participate.

14 The other thing is to make sure, and I
15 think all of us here are fine with this, that we
16 speak loudly so the court reporter gets things,
17 but also so we can hear as that tends to be a
18 problem. But I don't think any of us have that
19 problem. My plan in the future is to have, to try
20 and keep these as close to an hour to an hour and
21 fifteen minutes as possible, so that we can all

1 get out of here to catch trains. I know that if I
2 miss the 6:05, then I can't go till 6:40 and
3 that's a really long wait. So I'm sure you all
4 feel the same way, so I'm hoping we can conduct
5 our business in a very organized fashion, and what
6 I hoped today we could do, which is obviously not
7 going to happen, is I wanted to be able to get our
8 subcommittees rolling and Luke has taken on the
9 responsibilities of the safety subcommittee, but
10 we don't really have anybody, except for the
11 nominating committee, which really doesn't have to
12 do anything now. We don't have any other
13 committees as far as I'm aware of that established
14 any kind of anything. So, I'm not sure -- I'm
15 open to suggestions if any of you have as to how
16 we can go about getting these subcommittees going.
17 Because I think until they get moving it's going
18 to be hard to get our meetings organized.
19 Everybody is going to be coming with ideas and I
20 think it's going to be a lot better if we can have
21 concerns funneled to an appropriate subcommittee.

1 If we can have research, which Luke's been doing
2 on a variety of issues, whatever has to be done,
3 all of that can be pulled together and then
4 brought to the committee, so that we can actually
5 have a logical, intelligent discussion. But if we
6 don't have any subcommittees functioning, we can't
7 do that. So, I don't know. I don't know if any
8 of you who are here are interested in leading any
9 of the subcommittees or not, but I'm sort of in
10 this mode of anybody who wants to jump in and make
11 the offer, we'll put it out to the other members
12 of that subcommittee, and if no one shoots and
13 says -- or no one says they want to do it instead,
14 we will kind of do it by our own volition. So
15 think about that so we can kind of figure out how
16 to approach that. The only other thing I can
17 think of to do, and I am really kind of
18 disinclined to do this, is to take one of our
19 actual meetings and spend that meeting talking
20 about the subcommittees, making the people who are
21 there choose leaders, determine the date and all

1 that. And I hate to waste the meeting doing that,
2 but if that's the only way we can get them moving,
3 we may have to do that.

4 So, does anybody have any thoughts?

5 MR. RITTER: We, on the Safety and
6 Security Subcommittee, there are three of us, and
7 we just decided amongst ourselves who was going to
8 lead and then we also agreed that that person
9 would take the lead for one year and then it would
10 rotate.

11 MS. CLARKE: Right.

12 MR. RITTER: I mean, we just made that
13 up, but it seems to make sense.

14 MS. CLARKE: I think that does make
15 sense.

16 MR. RITTER: I think we can get away
17 with being informal now, because there aren't any
18 issues on the table now really. I think if you
19 request that each subcommittee go through that
20 same progress, you will probably get where you
21 need to go.

1 MS. KLAUNBERG: Someone to record what
2 we had, we just get like E-mail.

3 MS. CLARKE: We will do that. By that
4 point hopefully we will have gotten the
5 subcommittees to know who their riders will be.
6 If somebody has a topic that eludes to a specific
7 committee, they can funnel that information to the
8 leader of the subcommittee and we can actually
9 start getting some business done.

10 I think that that's kind of sad that we
11 have been around now for nine months and we don't
12 have any babies to show for it. And I'm a little
13 frustrated because Carol and I have been E-mailing
14 and Chris is going to be here, Christopher Field
15 is going to be here at some point in time to talk,
16 because there is legislation floating around out
17 there that we actually all should have been
18 talking about weeks and weeks ago, and we didn't,
19 and it's now getting close to the deadlines with
20 votes being cast.

21 MR. RITTER: And the other thing I

1 would say is I think your agenda is really good,
2 and if we get to the point where we have a
3 subcommittee lead for each subcommittee, we can
4 just take a couple minutes and go around them.

5 MS. CLARKE: That's exactly what I was
6 going to do.

7 MR. RITTER: With threefold business
8 and then go around.

9 MS. CLARKE: That's exactly my plan.
10 That's why I want to appoint people so we can get
11 through things, get a sense of where everybody is,
12 if there's a problem coming up, you know, that
13 becomes the old business and then the new business
14 is anything we specifically need to deal with.

15 MR. RITTER: That should also lead us
16 away from this kind of random bulletin board
17 format.

18 MS. CLARKE: Exactly. Yes, I think we
19 all are on the same page with that, at least those
20 of us who are constantly in attendance. So I
21 think that's exactly what my plan is for having

1 the subcommittees do a brief update. I think we
2 will also then be able to afford ourselves an
3 opportunity to decide if there are people from
4 MARC, from MTA who we might want specifically to
5 come and speak about a particular issue. I think
6 there is a lot we can still learn about particular
7 things, but we need to know what we want to know,
8 and not just have people kind of sitting here and
9 randomly talking about an issue. I think if Luke
10 is done looking into the whole thing on the
11 drinking on the MARC, which had been brought up at
12 several meetings, it makes more sense to have Luke
13 do a little research, you know, talk to the right
14 people, come back to us and talk about it, and
15 then have an intelligent conversation instead of
16 having it kind of piecemeal. So that's the goal
17 of doing that.

18 (Christopher Field now present at the
19 meeting.)

20 MS. CLARKE: So that's my plan. And I
21 think -- well, Chris, Christopher Field, welcome.

1 Chris is involved in another commuter action
2 council, but a whole different ball game.

3 Chris you want to tell people what you
4 do and why you are here?

5 MR. FIELD: My name is Christopher
6 Field. I prefer Christopher to Chris. I'm a
7 member of the Transit Riders Action Council, which
8 is a Metropolitan/Baltimore -- which is a transit
9 advocacy in Baltimore. It's about two years old,
10 and we have a bunch of local Baltimore issues, and
11 I'm also chairman of the Rail Committee of the
12 Transit Advisors Action Council, and that's one of
13 the reasons I've been attending meetings as a
14 visitor for as long as I can remember they have
15 been happening.

16 I'm here to talk today about three
17 bills that we have had introduced into the
18 legislature. I have a very short description of
19 them here. I have three copies of the bills.

20 MS. CLARKE: I have mine.

21 MR. FIELD: You have yours. I printed

1 on both sides of this. Senator Pugh introduced
2 these bills in the Senate and Delegate Haynes
3 introduced them in the House. On the back side of
4 the sheet I put down a very abbreviated
5 congressional schedule for the state legislature.
6 Basically these bills will be finished in each
7 chamber by the 26th of March and will be sent to
8 the other chamber, and then the other chamber has
9 until the 8th of April -- the 9th of April to vote
10 them through.

11 Very quickly, I promise to be less than
12 five minutes. The first bill, Senate Bill 0438
13 and House Bill 0770, all three of these bills have
14 been what they call cross filed, which means the
15 same bill has been filed in both chambers. There
16 is continuation of passenger rail service on
17 Amtrak and CSK lines. Basically the idea is that
18 the law that established MARC required them to
19 operate a minimum level of service that was
20 equivalent to the service that existed in 1981.
21 The service in 1981 did not go to Perryville or

1 Frederick, and this law simply updates the
2 existing law to include the service to Perryville
3 and Frederick at a minimum service level. The
4 bill does nothing in terms of operational changes.
5 It updates the law and while it's not very --
6 where I use the word section, I thought it would
7 be good that if we got MARC riders to call their
8 representatives and agitate for this bill, it
9 would be a show of how much support there is for
10 MARC. I think people down in Annapolis do not get
11 the fact that MARC is important. I think they
12 view it as this cute thing, really. I mean,
13 honestly, that's the impression I get. So if we
14 can agitate for that across the state, that we
15 want this bill, it causes no bill, because it
16 mandates a level of service less than what is
17 currently there.

18 MR. RITTER: What leads you to believe
19 that the folks in Annapolis have that opinion of
20 MARC?

21 MR. FIELD: Well this isn't Annapolis

1 but I testified before the Baltimore Regional
2 Transportation Board on which the mayor of
3 Baltimore and Annapolis mayors and the county
4 execs of Hartford, Baltimore, Howard and Anne
5 Arundel county and the head of Carol county.
6 It's not an executive. And I told them that I had
7 done some studies comparing ridership numbers on
8 the MARC train to highway council on traffic
9 counts on Interstate 95 and 295 and I found that
10 the MARC train in morning rush hour carries ten to
11 twenty percent of the southbound traffic during
12 rush hour and that it needed more support and they
13 asked their staff to study my numbers, and they
14 agreed with me, but their final conclusion was
15 that they would get a better return on their money
16 by investing and extending Interstate 495 than
17 expanding any money to MARC. Well I ride the MARC
18 train and I'm a rail buff and so forth, but I
19 just, I'm aghast at their conclusion.

20 MR. RITTER: Um-hum.

21 MR. FIELD: The impression I get from

1 Ira Silverman and others at MTA is they're simply
2 tired of asking for resources. You know, if you
3 say no to somebody long enough they give up asking
4 and that's the feeling I get from the MTA, is
5 they're not going to ask any more because it's not
6 worth it, and I think the only way we're going to
7 get anything in MARC is for the ridership to just
8 rise up and say, we're important.

9 MS. KLAUNBERG: I was in Annapolis last
10 year, testifying before the House and the Senate,
11 when they were trying to close our stations and
12 stuff.

13 MR. FIELD: Right.

14 MS. KLAUNBERG: And when they had the
15 initial public hearings at the station, they were
16 blown away because they were packed. Annapolis
17 was blown away because they had no idea that so
18 many people cared about these tiny little stations
19 that they were trying to close. So I think in
20 support of the entire line and the resources, I
21 think --

1 MR. FIELD: And while you're talking
2 about that, let me be clear that while my group is
3 the Transit Riders Action Council
4 Metropolitan/Baltimore, we view the MARC system as
5 a whole, and we're not going to say cut off
6 Brunswick as long as you invest in the Penn Line.
7 No, I see it as a whole and in fact I'd like to
8 see more service throughout the state. So I'm not
9 parochial in that sense.

10 I don't have much time. Let me go
11 through the others. The second bill is a
12 Baltimore area bill primarily. It would create an
13 Independent Transit Advisory Council in the
14 Baltimore/Metropolitan district. That wasn't said
15 very well. Basically it creates an independent
16 one of these for the whole MTA in the Baltimore
17 region, and what makes it independent is it's a
18 thirteen-member council with six members appointed
19 by the mayor of Baltimore, three members appointed
20 by the county exec of Baltimore county, two
21 appointed by the county exec of Anne Arundel and

1 one appointed by the county execs of Hartford and
2 Howard County. This council would have the power
3 to request any information from any state or local
4 jurisdiction that they feel is important in terms
5 of finding out about transit and transit issues
6 and they would have the power to publicize that.
7 Unlike the other citizens advisory councils that
8 the MTA has, this one and a variety of others,
9 which were all under the authority and pressure of
10 the administrator and the Secretary of
11 Transportation, this particular council would be
12 truly independent, would serve for two years.
13 It's a staggered term and so forth. The model is
14 based on what they have in New York City. They
15 have used this in New York City since 1980. This
16 bill was entered into the legislative. There was
17 a bill like this last year. It was opposed by
18 Secretary Flanagan and it did not make it out of
19 the committee. But Secretary Designate Paraci
20 looked at all three of our bills and has no
21 objection to any of them. So we hope for a

1 different outcome this year.

2 The third one makes some technical
3 changes in the requirement for public hearings in
4 MTA, primarily in the Baltimore region.
5 Basically right now they only need to hold public
6 hearings if they establish a line or terminate a
7 line, but if they reduce service once a day, that
8 would not be termination and they would not have
9 to hold a hearing. The new, this bill would
10 require that they have hearings, if they make
11 substantial changes to a line, and mostly the bus
12 lines, obviously they're not going to move a train
13 line. But I think the MARC bill, the first one at
14 the top requires hearings if they are going to
15 close the station or open the station, and so
16 forth.

17 Now, this is the summary version here.
18 (Reading) All three bills are in the Finance
19 Committee. In the Senate for some reason the
20 first bill was put in Ways and Means. That's what
21 I have at the top here. A hearing had not been

1 scheduled yet. All the bills have hearings.
2 However today it was moved from Ways and Means
3 into the Environmental Matters Committee in the
4 House and my guess is it will be scheduled for a
5 hearing on the 16th of March which is when the
6 other bills will be heard, if we can fit it in
7 there. I don't know.

8 Two other things I'll just mention very
9 quickly, on the back side. I have a website where
10 you can find out bill information. You can find
11 out who your legislative officials are, you know,
12 their E-mail addresses, their phone numbers and so
13 forth, and if you type in the bill number, HB
14 number, such and such for house and SB for Senate
15 bills, number such and such, it will tell you the
16 text of the bill. There is also a bill HB 681,
17 which requires that the MTA by July of next year
18 run one train a day to Elkton, Maryland and a
19 variety of other service increases. That's a bill
20 to keep on eye on. The Transit Riders Action
21 Council has taken a position to favor that bill.

1 I spoke to Ira Silverman and he didn't have any
2 fundamental issues on it. Our website, I
3 scribbled it down there, in case you can't read my
4 writing. It's "getontrack.org," and I have three
5 copies of each of these bills for those who really
6 want it and don't want to go online.

7 Thank you for your time.

8 MS. CLARKE: Is there anything in
9 particular that you feel that we could be doing,
10 aside from obviously, you know, contact our
11 people.

12 MR. FIELD: Monday I'm getting together
13 with some people from Track 2 to plot out the
14 agenda. Obviously if you can show up on the day
15 of the hearings in Annapolis, which is a tall
16 order, but the more support that they get down
17 there, for these bills, the better the chances
18 are. That's what saved the stations last year.
19 It was a large turn out.

20 MS. KLAUNBERG: It really made an
21 impression on the entire Senate Finance Committee

1 and they heard these business too last year, and
2 even our local representatives, you know, who were
3 trying to sort of vie for us, but they had no idea
4 how many people, you know, really cared enough to
5 show up in Annapolis. I mean, we filled their
6 docket, you know. They didn't even have enough
7 time to like hear the other issues.

8 MR. FIELD: Well in all honesty, if you
9 go down there, the chances, if there is a big, big
10 group, what they're going to say is they have one
11 or two people testify and then they're going to
12 say anybody else hear, and literally you stand up
13 and you say, me, too. And it's really
14 discouraging if you are not expecting what's going
15 to happen, but that's what happens if a lot of
16 people turn out. But it does make a difference.
17 If you can't go to Annapolis, and believe me, I
18 know that, I know how painful it can be to go,
19 just call your elected officials, and you don't
20 have to just call them once, call them several
21 times over a period of time. Basically these

1 committees are going to vote, and then if it comes
2 out of the committee, if it gets voted on in each
3 chamber, two or three times, I'm not quite sure
4 how it all works, and then it crosses over to the
5 other chamber and has to be voted on there. So in
6 the absence of appearing in Annapolis before these
7 hearing dates, call and spread the word about
8 these on the trains. I really think if the MARC
9 riders were to actually storm Annapolis it would
10 make a difference, but right now I think they just
11 don't get it.

12 MS. CLARKE: Anybody else have
13 questions.

14 MS. OBERDORFER: Would it be
15 appropriate for us to vote to endorse these bills?
16 Because if it would be, I would move that the
17 council support these three bills and the two that
18 you are stressing.

19 MR. FIELD: I mean, it would be great
20 if we did. I don't know if that's an appropriate
21 position for the Citizens Advisory Committee to

1 take.

2 MS. CLARKE: We don't have bylaws yet
3 to tell us what we can do but I'm sure there are
4 laws and public policy against that.

5 MR. JACKSON: We have to have a forum.

6 MS. CLARKE: We can't do it today,
7 because we don't have a forum.

8 MR. FIELD: The House hearings -- I'm
9 sorry, the Senate hearings are Friday next week, a
10 week from tomorrow. The House hearings are on the
11 16th, which is probably the day after the next
12 meeting.

13 MR. RITTER: I think as a council
14 that's a very important decision to make, though,
15 whether we want to jump into the political
16 environment or stay strictly advisory. We lose,
17 you know, some of our objectivity, obviously, if
18 we start endorsing legislation. So, you know, I
19 just think we need to be eyes wide open about that
20 decision and decide what we really want to be.
21 Once we cross over that line and start endorsing

1 legislation, then we lose a lot of our ability to
2 speak objectively, I think, as an advisory body.

3 MS. CLARKE: It may be that the best we
4 can do is to get the message out to the fellow
5 riders and get them to be -- or let them be the
6 spokespeople for us.

7 MR. RITTER: Yes.

8 MR. FIELD: Well, I mean certainly as
9 individuals, it wouldn't hurt to call people.

10 MS. CLARKE: Right.

11 MR. GUROIAN: He said show up for both
12 hearings.

13 MR. FIELD: As painful as it is, there
14 is a hearing in the House and there is a hearing
15 in the Senate Committee.

16 MS. KLAUNBERG: I went to both.

17 MR. FIELD: You're talking about
18 different people. So, yes, in short, you should.
19 The more people who show up at each of them, the
20 better it is. Of course it doesn't guarantee
21 anything, but at least at this time we don't have

1 opposition from the Secretary of Transportation.

2 MS. MORAN: You can also write letters
3 to the secretary. In some cases those letters are
4 made known to the members. In some cases they're
5 not, but the staff certainly sees them or the
6 chairman or one of them, particularly if there is
7 a sizable amount. So it's not critical that you
8 necessarily go to the hearing if you want to be on
9 record at some point. There is that option.

10 MR. FIELD: Next to each bill I wrote
11 down how many cosponsors there are and it's an
12 impressive number. So I think there is a lot of
13 support for them. But that doesn't insure that --
14 I mean, last year only one of our bills even got a
15 vote in this committee. The others didn't even
16 get a vote.

17 MS. MORAN: I know I'm the new kid. I
18 used to do legislation so I'm somewhat aware of
19 some of this. Some of the communities are more
20 reluctant to impose more task forces on the state
21 government. I just want to alert you to that, not

1 because it's not a very valid issue, not because
2 there are not concerns with people who want to be
3 involved, but there are thousands of task forces,
4 and so to have a state mandated task force, they
5 often take fairly a lot to do that. Just so you
6 are aware of that. Also on the bill that would
7 impose a new station in Elkton, there would be a
8 substantial physical amount of that, millions and
9 millions of dollars, so -- in the last several
10 years there has been a limit as to -- a threshold
11 that's way over a million dollars as to what bills
12 can pass and what cannot. So I know for some of
13 the bills that have been expanded the offers
14 they're talking about thirty, fifty million
15 dollars for a new station. So it's a substantial
16 endeavor, and there is nothing in the current
17 consolidated transportation plan for a new station
18 in Elkton. It doesn't mean it's not wonderful, it
19 doesn't mean it could not become a priority but
20 it's just not currently in the budget.

21 MS. CLARKE: There are some things that

1 people in that area need to do is to get their
2 voices heard that they need a station. People
3 think if there is only a thousand people, they're
4 not going to build a huge station.

5 MR. FIELD: Well there is a station at
6 Elkton already. There are two things that would
7 have to be done to fix it up. The problem, it's
8 twenty miles beyond Perryville, which is forty
9 miles, or twenty miles each way, and the trains
10 cruise at a hundred miles an hour. It could cover
11 the distance very quickly.

12 The major issue is with Amtrak, and
13 Amtrak for any additional service they want a lot
14 of capital money to alleviate bottlenecks and they
15 have their own financial situation. I do have a
16 couple more copies of this sheet if you want to
17 take them with you and be able to hand them to
18 people on the train. I have a few copies and I'd
19 like to be able to E-mail them to anybody. I just
20 have one more question, I was specifically asked
21 by one of our members, who is here from Hartford

1 county and Cecil county? Nobody. Okay. Thank
2 you.

3 MS. CLARKE: Thanks, Christopher, I
4 appreciate your coming by.

5 I'm kind of getting off my own little
6 track here, only because I wanted Christopher to
7 be able to talk, but then he can leave if he wants
8 to or he can stay. Going back to some old
9 business, I'm going to have Luke just say a couple
10 of words. He is doing some research on the
11 alcohol consumption issues, and he has a lot of
12 stuff he's gathering together, but it wasn't all
13 able to come together by today, but that's
14 probably okay, because we're probably all sick of
15 hearing about this from the other meeting. But,
16 Luke, if you want to.

17 MR. RITTER: Yes. We already mentioned
18 that we selected a lead for the Safety and
19 Security Subcommittee, which is myself. This
20 issue obviously falls into that subcommittee's
21 area, so what we thought it made sense to do was

1 to do some background research and give everybody
2 some sort of background that kind of stated the
3 problem and then laid out some facts. Before we
4 got into what probably will prove to be a pretty
5 contentious issue, we wanted to at least have
6 everybody on the same page about what the current
7 laws are; things like, you know, what's a
8 conductor's authority? What's the MTA's authority
9 and jurisdiction? How do the various police,
10 local and state jurisdictions overlap onto the
11 railroad property, and then applicable state laws,
12 applicable local laws. There is a railroad act
13 called the Prohibited Acts Statute that lays out
14 very specifically some things that you aren't
15 allowed to do on trains. Usually they're more
16 oriented towards safety, but those are all the
17 kind of things that I'm building in this file, and
18 I did meet with Jim Knightly, and he promised me
19 some information that he wasn't able to get to me
20 because of the weather and everything.

21 So, I think what you can expect by the

1 next meeting or even before that is a
2 backgrounder, and it will strictly be fax'd.
3 It's going to say here's what we have been asked
4 to take a look at, and the -- you know, our
5 understanding is that MARC does actually want us
6 to dig into this issue. They didn't actually say
7 that I don't think at the last meeting, but they
8 had the captain here from the police force and he,
9 you know, threw a bunch of fresh meat into the
10 cage, and I don't think that's really the best way
11 to go at this. So, let's kind of rewind, state
12 what the problem is, and layout the facts and then
13 as a council I think we can go forward with that
14 baseline and decide, you know, what we want to
15 recommend. Jim's going to tell me what he
16 believes MARC's position to be on some of this,
17 and clearly we're not a legislative body, but if
18 MARC's looking for some advice from the Advisory
19 Council, we should be able in theory to come up
20 with a position that represents our ridership, and
21 that's a quick point that I wanted to make about

1 representing the ridership. I'll speak for
2 myself, but I suspect that some of us have the
3 same kind of concern. There is no effective way
4 for us as a representative body to gather input
5 from the riders. I mean, short of, you know,
6 walking up and down the train and, you know,
7 confronting people and asking them to tell us how
8 they think about certain things, I don't believe
9 that we have done anything to really make people
10 aware that we are their representatives and they
11 can speak to -- back to MARC and through the
12 council by contacting us, so perhaps there is some
13 way we could do some, you know, really limited --

14 MS. CLARKE: You're so good at giving a
15 segues to my next topic. We didn't even plan
16 this.

17 MR. RITTER: Okay, I'll stop there. I
18 think that's a very important part of this. We as
19 the Safety and Security Subcommittee and the
20 council at large are going to need that input from
21 people so we know that when we decide what our

1 opinion is on this alcohol consumption thing, and
2 we're not just speaking for the sixteen of us that
3 are sitting here talking from our decisions and
4 point of view. I'm not sure how we do that, but.

5 MS. CLARKE: That brings us to, there
6 is also some semi-old business, because we have
7 all talked about this old issue with communication
8 and making sure people know who we are and that
9 we're here and what we're here to do, and I
10 contacted Jim and he is -- I don't know if he had
11 a chance to do it yet, but he was going to get to
12 find out who the vendor was that prepared badges
13 that some of the other advisory groups have had,
14 which I think is a start, something that
15 identifies that we are members of the MARC Riders
16 Advisory Council, so if somebody sees you on the
17 train, they will at least look at it and they will
18 think twice.

19 I think the other couple of things are
20 a new web link, which Jim has gotten, so that it's
21 an E-mail address that things can go to that's to

1 the Council. It's not just a generic, MTA kind of
2 thing. It's not something where you type
3 something in your comments and you have no idea
4 where the thing is going. It would it directly to
5 the council. It will go actually to Gail at this
6 point, probably. It goes to somebody at the MTA
7 and it is forwarded on to Ron or somebody here.
8 We may decide we want to have it go to certain
9 things, you know, come to one of us and then they
10 get forwarded to a particular subcommittee,
11 depending on what the issue is. But I think that
12 having E-mail addresses will be very helpful, but
13 in order for people to know about that, we have
14 got to somehow make their presence known, and
15 right now the only other thing I can think of is
16 to do it through the newsletter, which I think
17 actually should come out a lot more regularly than
18 it does. I would rather see it not be this fancy
19 polished multicolored kind of thing. I would
20 rather it be something that comes out every month,
21 you know, the first week of the month or whatever

1 time you want to pick it. It's going to come out.
2 It can be a two-sided thing that people have, but
3 I think that it needs to be something that will
4 have a column that's devoted to this council
5 that -- something like "Meet the Council," and you
6 can have little things about each of those and we
7 can write things about, you know, some particular
8 subcommittee or whatever, but we need to identify
9 who we are. If there is anybody who doesn't want
10 to do it, they will have to let us know and we
11 will have to figure out what we're going to do
12 with you. But we need to identify who we are,
13 what our goals are, that we are there for the
14 ridership. That's the whole purpose of us, you
15 know, existing.

16 I would also like to see a column in
17 that newsletter where people, if they send
18 questions to us, if we find that there are a lot
19 of people asking a series of questions, it's like
20 a "Dear Abby," something that's a response to the
21 ridership. Right now I think the newsletter is

1 for the MTA to tell us about how wonderful they
2 are, which is fine. We do like to hear that the
3 MTA has been doing good things and that MARC has
4 been doing wonderful things. I think we need a
5 flip of that. We need to have a portion of that
6 that is allowing the ridership to speak out and I
7 don't know how else to do that, except through
8 that newsletter. And I think if you have a
9 newsletter that does all these things, you know,
10 tells who we are, you won't get everybody reading
11 it, but if you make it like the front page the
12 first time you do it, you make it obvious, this is
13 for you, the rider, kind of changed that focus a
14 little bit, I think it will -- a lot of times I
15 hear people who read it say a lot of times "This
16 is propaganda." I don't think anybody wants it
17 viewed that way. I don't think MARC wants it that
18 way. I don't think anybody wants it viewed as
19 propaganda. I think we want it as a means of
20 getting information out that's useful, and it
21 needs to go both ways. Does anybody else have any

1 other thoughts on ways to get ourselves out to
2 people? I know some people are getting bumper
3 sticker-like things. We don't necessarily need
4 bumper stickers, per se, but things that you can
5 put in the cars. Right now you can't put big
6 posters, because there is not enough room, but if
7 you had a bumper sticker that says "Contact your
8 MARC council" and it has the web site that you
9 could put up in cars, that wouldn't take a lot of
10 room, and I also suggested to MARC that we get
11 generic business cards and have the information of
12 the Advisory Council, and if you have a problem on
13 the train, somebody can say, "Here, E-mail us," so
14 you don't have to hand out your personal business
15 card. They would be generic, just a contact piece
16 of information. So anybody? Nobody has any
17 thoughts.

18 MR. GUROIAN: I have two thoughts,
19 along with the badge thing. You know it's good
20 for me that not everybody would want this, but I
21 wouldn't mind having something I can hang above my

1 seat that says "Advisory Councilmember Sitting
2 Here," a little arrow.

3 MS. CLARKE: Flashing.

4 MR. GUROIAN: That way people could
5 know they could talk to me, sort of like leaving
6 your house light on at Halloween.

7 MR. FIELD: One advantage of that is
8 when you are in that bad mood, you could just
9 leave it in your bag, not hang it up.

10 MR. GUROIAN: That was one idea, and
11 the other idea, I don't know how popular it would
12 be, would be to have an E-mail mailing list that
13 people can opt into that we get to send out and
14 compose.

15 MR. AHMED: Like a list serve.

16 MS. KLAUNBERG: I already have one
17 established for people -- because we have such a
18 small station.

19 MR. GUROIAN: Sure.

20 MS. KLAUNBERG: I have thirty-five
21 people already.

1 MR. GUROIAN: Not just for St. Dennis,
2 but everybody.

3 MS. CLARKE: What we could potentially
4 do, for instance, if people want to know for
5 instance what's going on in state issues, or
6 what's going on in communications that we could be
7 put on an E-mail list?

8 MR. GUROIAN: Yes, just an E-mail
9 newsletter.

10 MS. CLARKE: Good idea.

11 MR. GUROIAN: That way if they are
12 interested in the stuff we do, we can maintain a
13 little list, a newsletter.

14 MR. RITTER: I think people would be
15 very encouraged to know that somebody is just
16 working on these things. I mean, that information
17 that shows, you know, that MARC's being proactive.
18 It let's people know that they have a way of
19 contacting the system, you know, and you could
20 accomplish a lot through that. I think you could
21 even take that to the extreme. If you wanted to

1 have it twice a year, you know, "Meet Your
2 Representative" or something, or how many people
3 are engaged.

4 MS. CLARKE: That's not a bad idea.

5 MR. RITTER: But I would personally be
6 willing to stand up in front of Penn Line people
7 and say, "Hey, this is what we're working on, and
8 if you have safety and security concerns, you need
9 to talk to us, because we need your input"; that
10 kind of thing, you know -- people can opt in or
11 opt out, but at least you have given them the
12 opportunity to be part of the system. Absent
13 those kinds of efforts, there is no real good way
14 for us to get in touch with folks.

15 MS. WICKER: I'm from the
16 Communications Office and I'd like to offer to the
17 advisory council that you could come on the
18 monthly cable television show, as well as our
19 radio show that airs weekly. That would
20 definitely be a good way to get your face on TV
21 and let the public hear from MARC riders.

1 MS. CLARKE: Didn't even know it
2 existed.

3 MS. WICKER: I didn't either until I
4 started working here. One thing about the TV, I
5 did see it on the web site. For those who live in
6 Frederick, Montgomery county, we don't have it.
7 There is stuff on the NBT, that we could kind of
8 expand the base that way.

9 MS. CLARKE: Well, great. I work in
10 public broadcasting. That's an interesting idea.

11 MS. WICKER: Actually, there are three
12 things that VRE does that we could kind of help
13 out. This might be something to discuss more in
14 the subcommittee. First off they put out their
15 newsletter twice a month and it's usually like an
16 eight-page newsletter, and it has the standard
17 filled with, you know, "This is what we're doing,"
18 and they're actually -- I know VRE is actually in
19 the process now, they're doing the same thing,
20 they're developing a riders' council and they
21 actually provide free food for the rental of my

1 web site, so I think definitely trying to increase
2 the frequency of the newsletter is something
3 feasible, and even though it's just four pages
4 stapled with a piece of colored paper on it, you
5 maybe could cut down the cost to get it out more
6 frequently, to make it more positive. Another
7 thing they do is every month they host an online
8 chat where they basically ask people to E-mail the
9 questions beforehand and they take all the
10 questions and they post the responses to you,
11 fifty or so of the questions right on the web site
12 and they can go back to the room and basically
13 track. And people are asking what's the status of
14 this project, you know, what can you guys do about
15 this, and they usually have the president or one
16 of their managers partake in that, but that could
17 be something that, you know, you get the head of
18 the subcommittees together to answer those kind of
19 questions and post them, and then the third thing
20 that they do, and this may have -- I don't know if
21 it's monthly or it's whenever they are able to --

1 they have a "Meet the VRE At Your Station," and
2 they just like, in the morning, they have, you
3 know, people on hand that are there to answer
4 questions. So if there be councilmembers that
5 would be willing to say, "Hey, I'll be at my
6 station two hours early and I will be there to
7 answer questions," and then you hop on the last
8 train...

9 MR. GUROIAN: And also they used to
10 have a "Meet the Management." They haven't done
11 it in a while.

12 MS. WICKER: MARC doesn't do it as
13 frequently as Metro Subway or Commuter Bus.

14 MR. RITTER: That makes sense to me,
15 and I think people orient with their station as a
16 way of identifying with the system, and I think --
17 we don't have a column here for which station that
18 we're from, but I think the way they created the
19 council was that we had at least all the major
20 stops represented. So that's another way.

21 MS. CLARKE: I can put the stations on

1 the list if you want them.

2 MR. RITTER: But I think we can touch
3 base with our constituents through our stations if
4 that makes sense.

5 MS. WICKER: Even though you say as a
6 council, we have to take into consideration what's
7 on all three lines, plus somebody riding from
8 Brunswick to DC is not going to be as concerned as
9 somebody from Perryville to DC. If the council is
10 not taking that into consideration, the everyday
11 rider is not taking that into what their commute
12 is.

13 MR. RITTER: It sounds like a lot of
14 the problems that have been raised are station
15 specific with the length of the platform and
16 places where they have to cross and different
17 things happening, so, I think that also justifies
18 the station orientation.

19 MS. CLARKE: Right.

20 MS. MORAN: One thing I can tell you is
21 I met with Jim this morning and he got me a

1 marching order. But around 11:00 o'clock he did
2 instruct me to work to get the badges. I just
3 didn't have the time before the train, and also
4 directed me to work on the web link for the
5 council, so both of those will happen.

6 MS. CLARKE: Okay.

7 MS. MORAN: Hopefully by the next
8 meeting.

9 MS. CLARKE: Anybody else have any
10 thoughts about the communications issues? I think
11 almost everybody -- actually I think everybody
12 who's on this council has serious things about the
13 whole communication thing and I think that's our
14 number one, the "Big C," if we all walked around
15 with shirts, the "Big C Communications." So I
16 think that's one of the subcommittees we have got
17 to get rolling really quick, that and marketing.
18 They kind of intertwine. So that's really good.

19 MS. MORAN: One thing, I apologize to
20 you because I have not had a chance to look at the
21 minutes of the meetings before coming here. For

1 prior meetings, have you had any information
2 provided on what's happening at each of the
3 stations? Because I have that information in my
4 office about what we're doing, because there is a
5 lot going on. There is a lot of money going into
6 MARC. The budget is well over a hundred million
7 for one year. So a lot of that stuff is stuff you
8 don't see. It's for car overhaul and repairing
9 track and stuff, but it's critical and it's
10 expensive.

11 MR. GUROIAN: We got a list like that a
12 couple of months, three months ago.

13 MS. MORAN: You did. I was just going
14 to offer to do that at the next meeting if you
15 needed it. But some of that information, a lot of
16 that information is public and may be helpful to
17 the riders, as well. They want to know what is
18 going into the service and what is coming at the
19 various stations, so this may be some fodder for
20 some members.

21 MS. CLARKE: I think what we may want

1 to do is, there are four people who are signed up
2 for Capital Projects Station Improvements. We
3 need those people. Once we get that subcommittee
4 going, we can get some more information from Gail
5 in terms of those specific issues, anything that
6 relates to maintenance, you know, that are part of
7 the budget. Maybe we can have the subcommittees
8 try to pull the related information from Gail so
9 we know we have got some facts, like Luke is doing
10 fact checking on his particular aspect of the
11 project. So I think that the more information
12 each of our subcommittees can pull together, so
13 that they become the sort of the authorities for
14 all of us, because none of us have the time to
15 worry about everything, so I really am going to be
16 relying on the subcommittees to act as our heart,
17 so to speak, and really just provide what we need
18 to get going.

19 Let's see, what else do we want to talk
20 about? That is kind of the old business. I
21 think.

1 Is there anything else anybody can
2 think of that we need to address that's old? I
3 think that was kind of -- we had a lot of old
4 stuff. We haven't had much of anything except
5 miscellany to talk about. I think again the new
6 business, as far as I'm concerned, is just getting
7 the subcommittees together, and my plan is I will,
8 in the next -- hopefully the next week, send out
9 E-mails, and what I will do is I will make them
10 subcommittee specific. I will send one E-mail to
11 the members of a particular subcommittee and ask
12 them to coordinate amongst themselves and figure
13 out who their leader is going to be and to let me
14 know. Let Ron run copies on everything because I
15 want him to be as much involved on this. Actually
16 I had to be away for a week and it was not -- so
17 I'm going to be incredibly reliant on Ron to back
18 me up.

19 MR. JACKSON: I get all your E-mails.

20 MS. CLARKE: And I think the other
21 thing we need the subcommittee to do is get

1 leaders. If the particular group has things that
2 they already know are concerns, things they want
3 to start thinking about so we can kind of get
4 moving, get some goals going and that kind of
5 thing. We also need to adopt bylaws, and I was
6 mentioning to Luke and the couple of people when
7 they first came in, I received from Jim copies of
8 past bylaws from similar kinds of advisory
9 communities, including the ones for the former
10 Maryland Transit Administration MARC Commuter
11 Advisory Committee from 2002. What I think I'm
12 going to do, I had great plans of copying this and
13 handing it out, but I ran out of time, and since
14 this was only available in a hard copy, not
15 electronically, I'm going to create an electronic
16 version and send it out to each of you so you can
17 see it. I think it's a pretty good starting
18 point. There may be some things we want to
19 change. One of the things that I find I'm using,
20 because I think we all need a laugh at this time
21 in the day, is it talks to the committee size and

1 it says "The size of the committee shall be
2 thirteen; representation from the same service
3 lines shall be equal." I haven't figured out how
4 they plan to do that, but anyway. So, we won't go
5 into that, but anyhow I decided later maybe part
6 of it was because they were going to have three
7 members -- then they went on to say, "Oh, well,
8 three of the members are going to be from each
9 line, three at-large members," which is not what
10 we have done. So part of this, when you get it,
11 you will find it doesn't really apply, so I will
12 put this together. Actually what I may do is
13 doctor part of it. When I see like that part that
14 doesn't apply, I will put it back to the bases so
15 we can all kind of look at it and get some idea of
16 what we think should be changed or if these are
17 okay. It includes a mission statement and
18 election things, which is going to be interesting
19 because we didn't do the election at all like they
20 say in the bylaws, but that's okay.

21 So, anyway, so that we can kind of deal

1 with this in the next meeting and actually
2 officially have some bylaws to make us feel like
3 we're a real honest to goodness functioning group.

4 MR. GUROIAN: What happened to that
5 committee?

6 MS. CLARKE: Pardon?

7 MR. GUROIAN: What happened to that
8 committee?

9 MS. CLARKE: I have no idea. I guess
10 it just ceased to exist.

11 MR. FIELD: We can talk about it on the
12 way home.

13 MS. CLARKE: It has a selection of the
14 how the committee members were chosen, how large
15 the committee is to be. The term of service is
16 interesting, because I asked Jim at one point what
17 is our term of service and he said indefinitely.
18 So I said, "Okay, fine, we're here forever."
19 That's not the way it's been done in the past.
20 In the past they had staggered three-year terms.
21 So I don't know how you have staggered three-year

1 terms so you get booed out faster.

2 MS. MORAN: Sometimes when they
3 appoint, they initially appoint you for one year,
4 and you for two and you for three, and just make a
5 random selection.

6 MS. CLARKE: That wasn't done. We need
7 to decide that. They had the terms when it
8 started and ended. You know, it had "resignation
9 removal," you know how that happens, who the
10 officers are supposed to be, when the elections
11 should happen, how long to serve. I mean, they
12 are kind of important details.

13 MR. RITTER: I think it's really
14 important for us tougher somewhere in there what
15 our process is going to be. We have to know when
16 we're finished with an issue, otherwise we'll just
17 talk and talk and talk. So you know, we do our
18 consultations and debates end in a vote.

19 The other thing is what is our work
20 product. Is it just the minutes, or is it
21 something else? You know, I think we just need to

1 say, so we know when we're finished.

2 MR. GUROIAN: I got considerations that
3 a lot of the things we recommend may just get
4 ignored. A lot of the things I send to Jim,
5 unless I send it to Ira, because Ira is good about
6 replying, but other things just go into the ether.
7 I have sent E-mails several times and not got
8 replies.

9 MS. CLARKE: Another thing we need to
10 know is to find out what the administration is
11 going to allow us to do. We can say we're going
12 to have this happen, but if the reality is our
13 purpose is limited as to how far we can go and
14 what we can actually accomplish, that's going to
15 dictate how we do things, so we will see if we can
16 get some kind of answers to, I'll go back and work
17 on the various mission things and see if I can
18 delve through these other things and see if there
19 are any answers to these questions. The only
20 thing we did do is vote by secret ballot. And
21 then they do have a function of the advisory

1 committee, which may be helpful, and it talks
2 about the fact that the MTA provides staff
3 support. So the next time I will not make four
4 hundred copies of these things, and it says we
5 don't get compensation. I wanted you to know we
6 don't get paid.

7 So anyhow I will get that out to you
8 hopefully within the next week, if the snow
9 doesn't make me crazy and my eyesight continues to
10 be okay.

11 Then, the other thing that I wanted to
12 have brought up today is Carol asked to speak
13 about SMART. We have all kinds of wonderful
14 acronyms. So Carol is going to be SMART for us.

15 MS. OBERDORFER: Okay, SMART is the
16 Safe Maryland Area Transit group that was
17 mobilized just about a year ago when the -- there
18 was that threat to close several of the MARC
19 stations and we are focused on the stations that
20 are threatened up in upper Montgomery county,
21 specifically the Boyds and the Dickerson stations,

1 and we have been quite busy over the year meeting
2 with our elected representatives, both at the
3 state and county level and shepherding through the
4 legislation that Brenda was talking about last
5 year, and we also have -- were able to draw up
6 sort of a briefing material for both the county
7 and the state representatives explaining, you
8 know, what we think our needs are and how we think
9 the governments, the applicable government should
10 go about meeting those needs, and our goal is to
11 preserve the service that we have on the Brunswick
12 line and the stations that we have and to improve
13 the service.

14 So, one of the things that I wanted to
15 tell you about today, because it just happened
16 this weekend, is that Montgomery county has
17 produced this very nice brochure (indicating),
18 which went to everybody in the Boyds, Barnes and
19 Dickerson ZIP Codes, and as you can see, it's very
20 attractive and it has the schedule and the maps
21 and the price of the tickets, and then it also

1 offers a free week pass on the MARC train, which
2 the county is covering, and our group,
3 particularly one woman from Boyds, essentially
4 drew up all the copy for this brochure and we
5 proposed it to the county government, and they
6 hired some artists and others to put together
7 essentially what we gave them, and inside is a
8 survey that our group is taking of the Montgomery
9 county residents in that particular, you know,
10 group, and asking them things like, you know, "Do
11 you know about MARC and how do you get to work and
12 when do you go to work and would you ride MARC,"
13 and things like that. And the survey will be sent
14 back to the Montgomery County Commuters Services,
15 which is a branch of the Montgomery county
16 government, and they will collect them for us and
17 then our group will analyze them and come up with
18 some kind of, you know, report about one of the
19 questions that asks what do you think of this
20 brochure. So one of our goals is to see if this
21 kind of communication is an effective way to

1 stimulate interest in MARC and increase ridership.
2 The reason why we want to increase ridership is
3 that we think that there is a direct correlation
4 between, you know, the pressure from the public to
5 have a good train line and the response from the
6 funding agencies and, you know, the law makers to
7 support expansion, improvement of the train line.
8 So, you know, we really want people who don't know
9 about MARC to know about it and this is we think a
10 very good first step for us to know. It went
11 through all the ZIP Codes and it will be in
12 libraries and places like that, too, and I Xeroxed
13 the copy. Of course it's very difficult to do
14 something that's this funny shape and two sided
15 and color, but I made enough copies for you to at
16 least get a notion as to what it looks like.
17 Here, I'll just pass them around.

18 You know, we're kind of constantly
19 looking for avenues like this, because we still
20 feel somewhat threatened by the potential loss of
21 our stations, and they're very little stations.

1 We have expanded the ridership somewhat, but
2 compared with you folks on the Penn Line, we have,
3 you know, at some stations just a dozen or so
4 people catching the train every day, and, you
5 know, by some people's calculations, that doesn't
6 make sense, but at those very same stations, the
7 one I ride, which is Dickerson, there have been
8 trains stopping there for -- ever since there have
9 been trains in the United States, so, we think
10 that's a tradition worth preserving. So that's my
11 report, and if you have any questions, I'd be glad
12 to hear them.

13 MS. CLARKE: That's interesting.
14 That's part of our marketing committee. There you
15 go. Anybody else have any questions?

16 MR. GUROIAN: I have a question: How
17 receptive was the county to proposing this? I
18 mean, you know, from what I can tell, this is a
19 great achievement to get this made.

20 MS. OBERDORFER: It was quite
21 expensive, and they were -- they had a wonderful

1 man there in their Department of Transportation,
2 Gary Aronwright (phon), and he was the one that we
3 met with, but we also met with our delegation in
4 the county council, and, you know, they thought it
5 was worthwhile, and they really didn't bat an
6 eyelash. When we asked whether they could do it
7 they said, "Well, let us think about it," and then
8 within a couple of weeks it was done, and the
9 reason why I'm offering this is partly to brag
10 about it, but also to suggest that it might be
11 something that other people and other people in
12 other parts of the train system might consider
13 doing, or at least some of the ideas, and if you
14 have any reactions to it, it would help us and I
15 would appreciate that, too, so.

16 MS. CLARKE: Anybody else have
17 anything? If not, guess what, we got through our
18 first whole meeting. If there is anything else
19 anybody wants to bring up for the next --
20 specifically for the next meeting, I am going to
21 send out the bylaws. I'm going to deal with the

1 subcommittee, getting that set up. Gail's going
2 to bring back the information about the web site,
3 and we will try to get some -- I'm going to try to
4 mull this over and figure out the best way to get
5 some more information on the -- maybe you can give
6 us information on the newsletter, what we could
7 potentially do to put out the newsletter on a more
8 frequent basis, maybe not so glossy, but, you know
9 cut down the cost.

10 MS. KLAUNBERG: Can we get her E-mail
11 address?

12 MS. WICKER: Sure.

13 MS. KLAUNBERG: Can we get it from Jim.

14 MS. MORAN: I don't think Jim is going
15 to be very active. He's only with us for the next
16 few weeks. So it's going to be me.

17 MS. CLARKE: You can send it to
18 "g Moran." A number one after "g Moran."

19 MS. MORAN: My phone is (410) 767-3767.

20 MS. CLARKE: Anything anybody else has
21 to bring up?

1 I want to thank you for coming out in
2 this really bad weather.

3 (Time noted: 5:35 p.m.)

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1 CERTIFICATE OF NOTARY PUBLIC

2 I, KIM M. BRANTLEY, the officer before whom
3 the foregoing meeting was taken, do hereby,
4 certify that the proceedings were taken by me in
5 stenotype and thereafter reduced to typewriting
6 under my direction; that said meeting is a true
7 record of the proceedings; that I am neither
8 council for, related to, nor employed by any of
9 the parties to the action in which this meeting
10 was taken; and, further, that I am not a relative
11 or employee of any council or attorney employed by
12 the parties hereto, nor financially or otherwise
13 interested in the outcome of this action.

14
15
16

17 KIM M. BRANTLEY
18 Notary Public in and for
19 the District of Columbia

20 My commission expires:
21 October 14, 2007

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