

Meeting Summary

StateStat website, June 25, 2010

Agency: MDOT (MTA)

Date of Meeting: June 25, 2010

Following is a summary of issues discussed at the MDOT (MTA) Stat on June 25, 2010. Analysis is provided by StateStat and the Governor's Delivery Unit (GDU).

MARC Issues

- **Train 538 Shut Down.** On June 21st, MARC train 538 shut down around 6:20 PM, leaving hundreds of passengers stranded in extreme heat for over two hours without air conditioning. Though officials have yet to determine an official cause for the shut down, MARC spokesman Terry Owens reportedly believes a failed locomotive in conjunction with jammed brakes, making rescue from a relief locomotive impossible, were at the root of the issue. The agency has also posited that an overuse of electricity to cool the train may have exacerbated the failure. A primary issue with agency response was that emphasis was placed on getting the stranded train working at the expense of moving passengers off the train. Some passengers were reportedly having medical issues like asthma attacks related to the heat, and received no assistance from MARC employees. Accounts of the incident also state that passengers received little to no notification about the status of the service interruption. The café cart usually present to distribute water was absent, and passengers were further angered by several MARC trains passing by without providing relief. The agency will be conducting a full investigation into this incident, and will work to develop guidelines for off-loading trains in cases of extreme heat.
- **Diesel Locomotives.** The agency reported that 6 of the 26 diesel locomotives the agency recently purchased are currently operational and that another 6 locomotives are undergoing testing and should be in operation shortly. The agency previously set a goal to have all 26 diesel locomotives operational by December 2010. The agency is confident that all 26 diesel locomotives will be operational by December. In response to the issues MARC faced on train 538, the agency has also decided to have two diesel locomotives running on larger trains to reduce stress to its electric locomotives.
- **Concrete Tie Replacements.** The agency reports that repairs are now at BWI and Halethorpe. Though repairs are slightly behind schedule, the agency expects to complete the replacements by the middle of September.
- **3rd Party Agreement.** The agency expects to award the 3rd party contract in August or September. The decision on who the contract will be awarded to should be given to the Governor by the end of July.
- **Meet the Manager Events.** 'Meet the Manager' events have reportedly been occurring at Metro, Light Rail and MARC stations and allowing riders to speak directly to managers. The agency announced that a special 'Meet the Manager' event would be held on June 30 to specifically address concerns related to the train 538 break down.

Follow-up Items

- **CharmCard Autoload Feature.** The autoload feature would allow CharmCard users to enter a credit card and have the system automatically restore their balance when low, similar to E-Z Pass. The agency is reporting that WMATA's decision to increase fares will cause implementation of the autoload feature to be pushed back until at least November. The agency reported that it has reached out to WMATA and stressed that a timely roll-out of this feature is a high priority.
- **CharmCard Light Rail Installation.** To achieve roll-out of CharmCards on Light Rail in late August, the agency is reporting that several steps must be completed. The agency reported that they aren't expecting any complications in getting CharmCard installed on Light Rail on schedule.

CharmCard Installation on Light Rail	
Steps Necessary for Completion	
1.	Install Validation Software on Light Rail Ticket Vending Machines
2.	Implement Hand Held Units for Fare Inspectors
3.	Ensure Data Transfers to Regional Smart Card Network
4.	Soft Pilot for CharmCard on Light Rail

- **Local 1300 Arbitration Result.** The agency is reporting that a decision was rendered in its arbitration case against the Local 1300. The award amounts to a \$35.3 million increase in costs over 3 fiscal years, including an 11.5% wage increase (\$19.4 million), a 40% pension enhancement (\$15.9 million), and health care enhancements (\$7 million). Four 2.75% wage increases are scheduled for January 1, 2009, January 1, 2010, October 1, 2010 and July 1, 2011. Budget costs for FY2010 and FY2011 will be covered by MDOT, but the \$16.4 million budget increase in FY2012 is currently uncovered.

Local 1300 Arbitration Award Breakdown	
Purpose	Amount
Wage Increase	\$19.4 Million
Pension Enhancement	\$15.9 Million
Health Care Enhancement	\$7 Million
Total	\$35.3 Million

Local 1300 Arbitration Award: Wage Increases	
Date of Increase	% Increase
January 1, 2009 (retroactive)	2.75%
January 1, 2010 (retroactive)	2.75%
October 1, 2010	2.75%
July 1, 2011	2.75%

Local 1300 Arbitration Award: Budgetary Cost of Award	
Year	Cost
FY2010	\$8.6 Million (covered by MDOT)
FY2011	\$10.3 Million (covered by MDOT)
FY2012	\$16.4 Million (<i>not covered by MDOT</i>)

- **MaryLand of Opportunity Ad Campaign.** The agency is reporting that it was contacted by DBED to arrange for advertisements to be placed on the sides of MTA buses. The agency is reporting that DBED will have to pay for some space and production of materials, and that space for advertising inventory is very limited. A meeting between MTA and DBED is set for next week.

GDU Goal Related Items

- **Jobs Goal.** MDOT is facilitating the creation and retention of 23,000+ jobs through the implementation of State supported TOD and Smart Site projects, and through its implementation of its partnership with Ports America in Baltimore.
- **Red Line Milestones.** The milestones listed below are to be completed by the agency within the next 6 months.

Red Line Milestones in the Next 6 Months	
Date	Milestone
June 2010	Submit draft finance plan
Aug 2010	Submit request to enter preliminary engineering (PE)
Sept 2010	Receive permission to enter PE
Sept 2010	Initiate PE
Sept 2010	Station Area Advisory Committees begin meeting

- **Transit Ridership Goal.** MDOT is working to double transit ridership in Maryland by 2020.
- **WMATA.** According to WMATA, in 2007, 21% of Metrorail ridership was in Maryland. Because of the geographical overlap of services provided, any expansion of WMATA services will impact the MTA transit goal delivery plan.
- A mix of transportation choices can fulfill the needs of transit riders and encourage those who currently do not ride to begin to utilize these services. Ridership growth will come from people who are currently driving but would choose transit in the future if it was improved to meet their needs (so-called “choice riders”).
- **Mondawmin Transit Center.** What has been the effectiveness of the Mondawmin Transit Center in terms of the number of customers served compared to past levels of service provided elsewhere?

SBR Program

- **Small Business Reserve (SBR) Outreach.** Each of the state’s agencies has a 10% contracting goal for SBR-designated businesses. MTA fell well short of this goal in FY09, and is again under goal through April of FY10, though SBR participation has been improving in recent months. MTA reported in early January that it had begun to mail SBR program information to 3,500 certified MBE’s/DBE’s who weren’t certified under the SBR program. A GOMA representative identified a possible issue for MTA is that many of their smaller procurements may be slipping through the cracks for SBR participation.

MTA SBR Participation: FY10 to Date (May)				
SBR INDICATORS	Agency Total	Total SBR	Designated Procurements	%
Payment Totals	\$213,014,208	\$15,045,534	166	7.06%

MTA SBR Participation: May 2010				
SBR INDICATORS	Agency Total	Total SBR	Designated Procurements	%
Payment Totals	\$12,632,201	\$762,841	39	6.04%

- MBE/WBE Participation.** The agency appears to be short of the 25% contracting goal for MBE/WBE businesses as well. The agency reported that it is aware of these shortcomings and has been working closely with GOMA to address these issues.

MTA MBE/WBE Participation: FY10 to Date (May)						
MBE/WBE Indicators	Agency Total	Ethnic/Disabled	Women	Disabled/Non-Profit/Shelter	Total MBE/WBE	%
Award Totals	\$479,249,400	\$50,003,887	\$19,029,470	\$9,529,458	\$78,562,815	16.39%
MTA MBE/WBE Participation: May 2010						
MBE/WBE Indicators	Agency Total	Ethnic/Disabled	Women	Disabled/Non-Profit/Shelter	Total MBE/WBE	%
Award Totals	\$6,805,685	\$838,815	\$426,674	\$0	\$1,265,489	18.59%