

Meeting Summary

Following is a summary of issues discussed at the MDOT (MTA) Stat on September 17, 2010. Analysis is provided by StateStat and the Governor's Delivery Unit (GDU).

Follow-up Items

- **Red and Purple Line Consultants Proposal.** The panel will recall the discussion at the last StateStat meeting about \$160 million agreement with transportation consultants for the red and purple line projects. At the August 11 Board of Public Works meeting, MDOT Secretary Swaim-Staley pulled the consultant proposal from the agenda in order to allow her staff to get 'basic answers' to questions about the scope of the contracts. The agency reported that this procurement would be back before BPW on September 22, and that BPW approval was fully expected.

Baltimore Grand Prix

- **Baltimore Grand Prix.** The agency reported that it was already gearing up for anticipated service interruptions related to the Baltimore Grand Prix, which is set for Labor Day weekend of 2011. Because the Grand Prix will coincide with the Maryland State Fair, the agency expecting a high volume of light rail and metro passengers during this time period. The agency will also have to stop service due to the Grand Prix race route at Hamburg St. on its southbound line, and Lexington Market on its northbound line.

MBE/SBR Participation

- **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 was again under goal in FY10. 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 (Gov's Office of Minority Affairs) representative identified a possible issue for MTA is that many of their smaller procurements may be slipping through the cracks for SBR participation. GOMA and the agency both reported that they were working together to resolve SBR issues, and GOMA indicated that they were pleased with the agency's progress to date. Despite missing the 10% goal, SBR participation in FY10 was at its highest point in agency history.

MTA SBR Participation: FY09				
SBR INDICATORS	Agency Total	Total SBR	Designated Procurements	%
Payment Totals	\$336,449,511	\$16,061,144	164	4.77%

MTA SBR Participation: FY10				
SBR INDICATORS	Agency Total	Total SBR	Designated Procurements	%
Payment Totals	\$246,481,601	\$17,894,649	212	7.26%

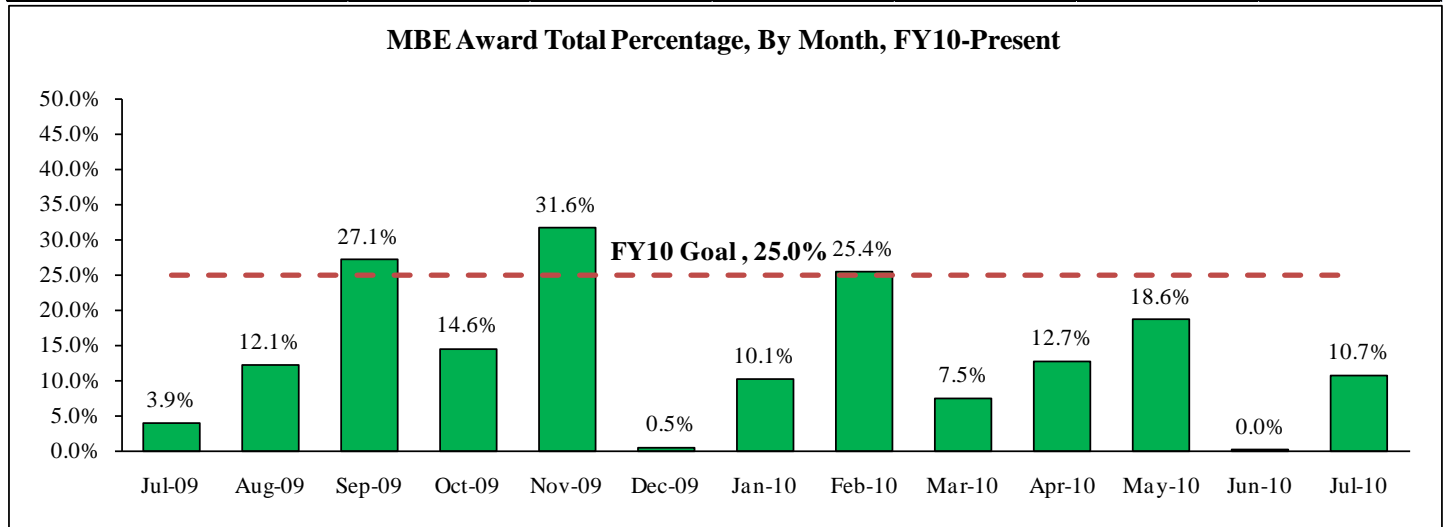
MTA SBR Participation: July 2010				
SBR INDICATORS	Agency Total	Total SBR	Designated Procurements	%
Award Totals	\$18,161,042	\$1,719,810	25	9.47%

- MBE Goal.** The agency’s MBE performance for FY10 was 11.35% of total awards, which is well below the 25% MBE contracting goal for a second consecutive year. In June, just 0.04% of the over \$260 million in awards made by the agency went to certified MBE’s. In July, MBE performance improved to 10.7% but remained well below goal. The agency explained that though the numbers don’t reflect as such, MBE performance has improved at the agency. The percentage of total MBE performance was being held down by a \$150 million sole source contract with CSX. If that contract is removed from the MBE calculation, the agency’s MBE rate is 27.8%.

MTA MBE/WBE Participation: FY09						
MBE/WBE Indicators	Agency Total	Ethnic/Disabled	Women	Disabled/Non-Profit/Shelter	Total MBE/WBE	%
Award Totals	\$806,563,313	\$66,989,132	\$12,678,797	\$95,822	\$79,263,751	9.83%

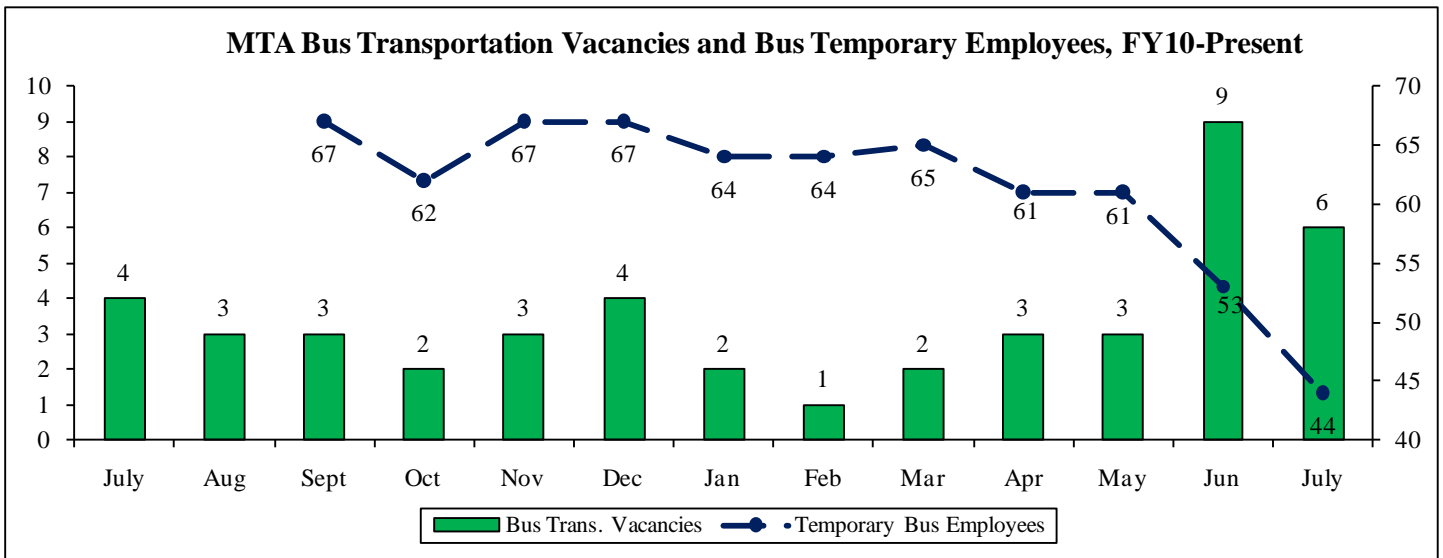
MTA MBE/WBE Participation: FY10						
MBE/WBE Indicators	Agency Total	Ethnic/Disabled	Women	Disabled/Non-Profit/Shelter	Total MBE/WBE	%
Award Totals	\$806,942,396	\$59,858,191	\$22,200,489	\$9,529,518	\$91,588,198	11.35%

MTA MBE/WBE Participation: July 2010						
MBE/WBE Indicators	Agency Total	Ethnic/Disabled	Women	Disabled/Non-Profit/Shelter	Total MBE/WBE	%
Award Totals	\$7,421,182	\$734,053	\$59,549	\$438	\$794,041	10.70%

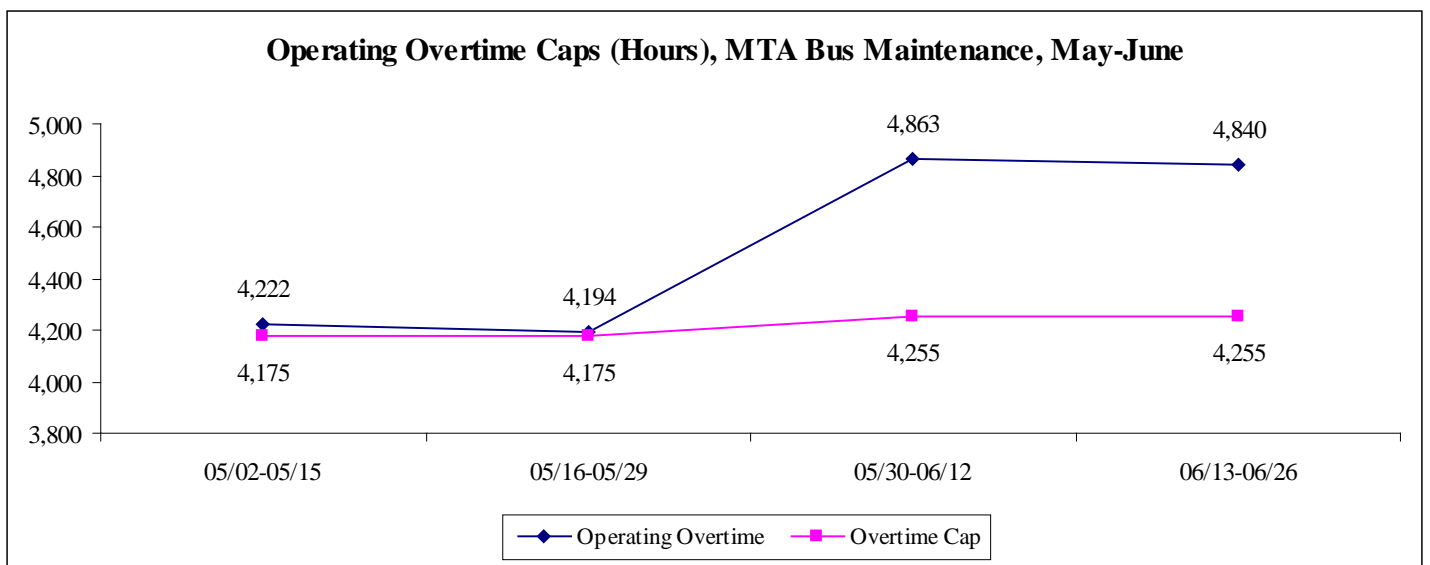


MTA Bus

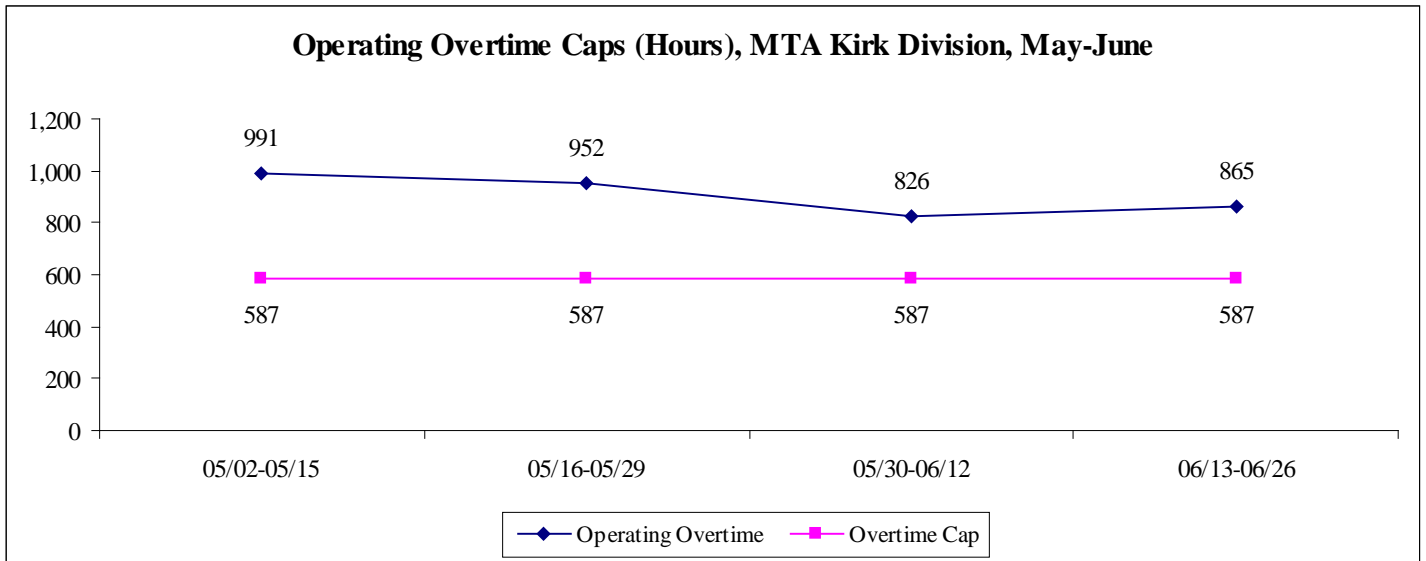
- Operator Terminations.** As part of its plan to reduce bus preventable accidents, the agency announced in May that it would begin automatically terminating probationary bus operators who were engaged in a preventable accident. Temporary bus employees have fallen from 61 to 44 over the last 2 months. Additionally, bus transportation vacancies increased from 3 to 6 over the same time period. The agency reported that reductions were related due to terminations and suspensions for a pattern of accidents, and that it believed that reductions in preventable accidents would soon follow.



- Mt. Vernon Bus Stop Closings.** The agency decided to hold off on closing of 8 bus stops in the Mt. Vernon area after the Transit Riders Action Council (TRAC) complained that the decision to close came without seeking the opinion of transit riders. TRAC stated that decisions to close bus stops have frequently occurred without notice or discussion with transit riders. The agency reported that it had reached out to TRAC, and that they would communicate and seek TRAC’s input before any bus stops were eliminated in the future.
- Overtime.** Though data wasn’t provided for July, bus maintenance has been over its operating overtime cap for all reported pay periods in May and June. The Kirk bus maintenance has been significantly over its overtime cap and appears to be a driving force for maintenance being above cap as a whole. The agency reported that it was aware of increasing overtime levels at Kirk bus maintenance, and that overtime should reduce in 2 to 3 months.

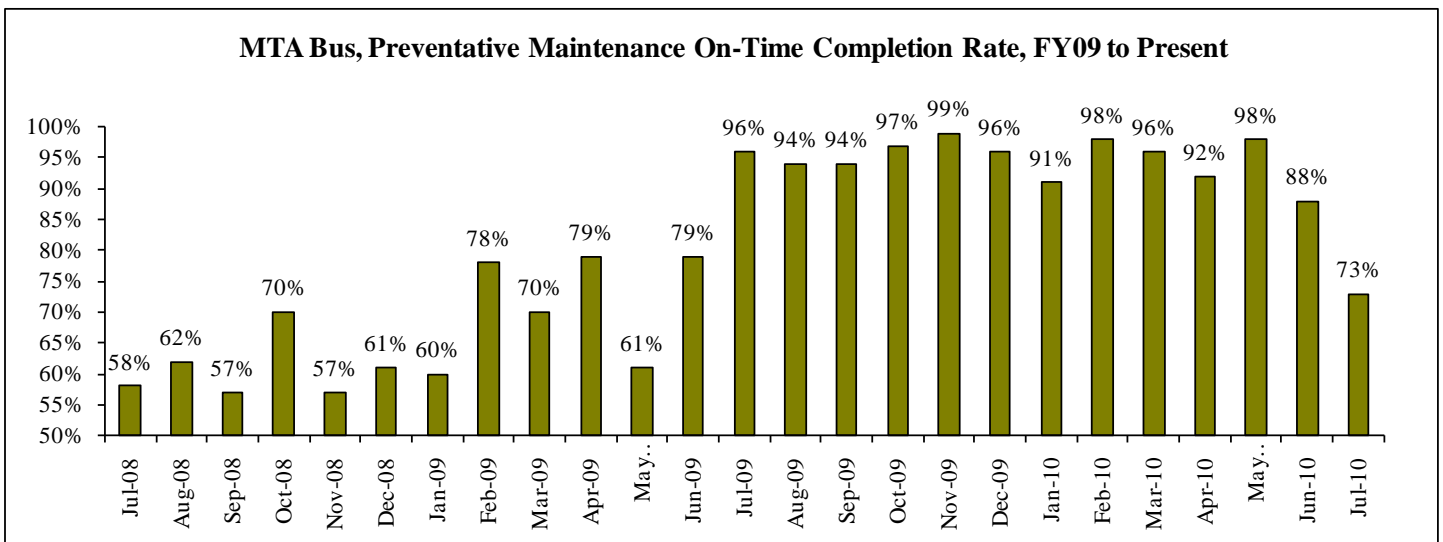


Operating Overtime Caps (Hours), MTA Kirk Division, May-June



- Inter-County Connector Bus Delivery/Acceptance Inspections.** The agency recently procured a fleet of buses to operate on the new ICC Express Bus Lines, and that it should begin to receive these buses shortly. The agency reported that buses will begin arriving at the end of September, and that acceptance inspections of the new buses should be completed by the mid-November.
- Preventative Maintenance.** After great improvements in FY10, on-time performance of preventative maintenance sharply declined in July. The agency believed that the reduction was an anomaly, and that on-time completion of maintenance would improve in the upcoming months.

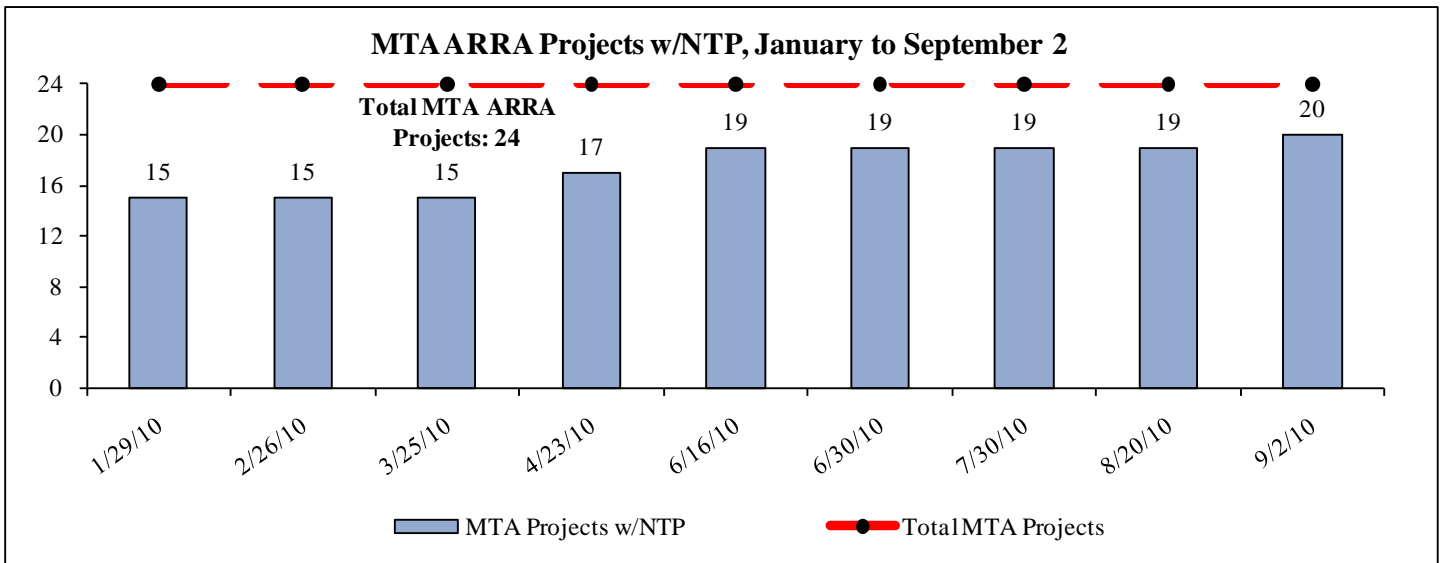
MTA Bus, Preventative Maintenance On-Time Completion Rate, FY09 to Present



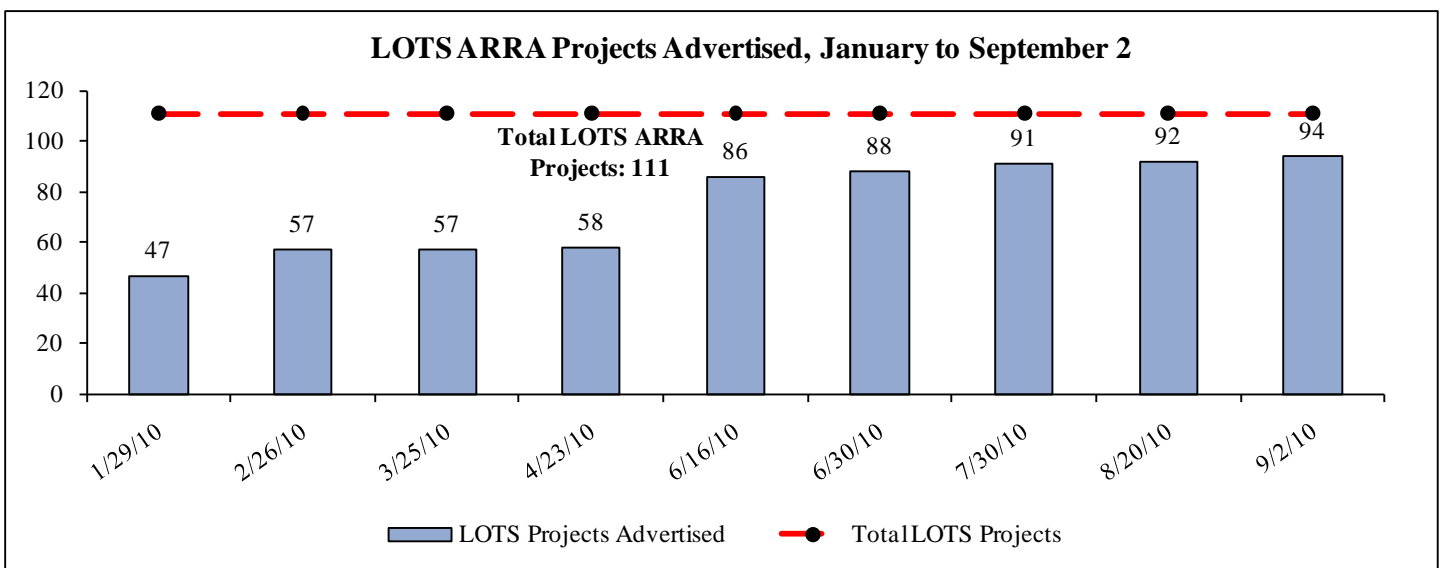
ARRA

(Suggested Discussion Length: 10 Minutes)

- MTA Projects.** The agency’s ARRA dashboard may be projected at the request of the panel. According to data provided by the agency, 4 of the agency’s 24 total ARRA projects have yet to be given a notice to proceed, with a combined value of \$16.9 million. The agency reported that it was working toward issuing NTP’s for each of the remaining four projects, and that it expected all projects to have NTP’s well before the end of the year.



- Locally Operated Transit System (LOTS) Projects.** Of the 111 ARRA projects being performed by LOTS, 23 projects have yet to be advertised, with a total value of \$2.3 million. The agency reported that it likely wouldn't have all LOTS projects advertised by the end of the year, as additional funding could possibly open up that would allow the agency to add to its total of LOTS projects.



- ARRA Auditing Metrics.** The StateStat team has requested that the agency develop metrics to measure auditing/monitoring activity of its ARRA projects. The agency is reporting that it is currently developing an internal audit plan for ARRA funds, and that it expects to complete this plan by September 30. After the audit plan is complete, the agency's first audit report will cover 8 MTA projects that are over 80% complete. A second audit report will cover 10 to 15 local projects that are also over 80% complete. The agency reported that its internal audit reports would be issued on a quarterly basis once prepared.

