

Meeting Summary

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

Follow-Up

- **Student Transit IDs.** The MTA announced that it had changed its policy regarding student fare cards, switching from providing paper passes to issuing Student Transit ID cards with a magnetic strip to students eligible for discounted fares. The agency made this change in part to conserve the amount of paper it was using. Students can use their ID cards to receive a discounted fare of \$1.10 per trip aboard all MTA local buses, MTA Metro and Light Rail. ID cards can be obtained by students through contacting their school administrator. If the school isn't currently registered for its students to receive discounted fares, school administrators can contact the agency to apply.
- **Linthicum Light Rail.** The agency reported that it was holding a public meeting later in the day to receive feedback on its decision to move the closing time of the station from 12 am to 8 pm. The decision to move the station closing time up by four hours was made after the agency researched the volume of traffic that the station received after 8 pm. Research revealed that an average of just 119 boardings per weeknight occurred at the Linthicum Station after 8 pm. Several people had contacted the agency to oppose the changed closing time, as some of these individuals relied on light rail to and from work between 8 pm and 12 am. The agency made several changes to security and service at Linthicum Light Rail following a robbery in February.

Linthicum Light Rail Plan of Action

Communication

1. Maintain open communication with local elected officials, community leaders and citizens in area

Enhancements

1. Installation of 15 new CCTV cameras
2. A blue light post with a panic button to assist distressed light rail riders
3. Removal of a bench to deter loitering

Service Adjustments

1. Reduction of service hours by closing station at 8 pm (will require public hearing, tentatively set for mid-May)
2. Placement of a safety kiosk at station for MTA Police, Cadets, Security Guards, etc.

Long-Term Study

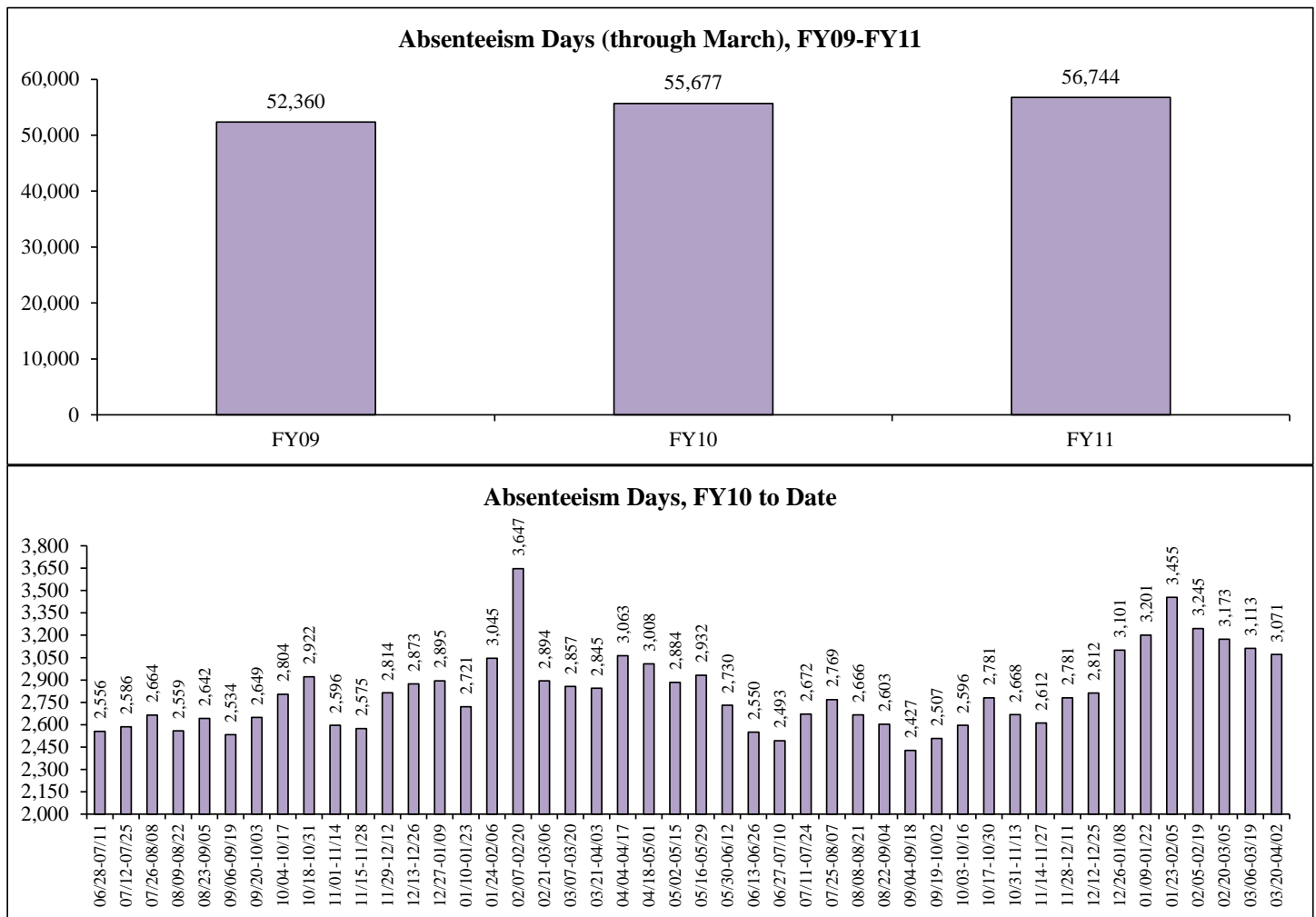
1. Conducting year-long study examining the feasibility and cost of closing, and assessing the strategic value of station

Employee Relations

- LAMP MOA.** The agency is reported that a final draft of the agency's LAMP (Labor and Management Partnership) MOA (Memorandum of Agreement) was presented to the agency's unions at the most recent LAMP meeting held on April 13, 2011 and was well received. The agency reported that it received complaints and suggestions regarding the document from the union after the meeting on April 13. These complaints, along with consultant best practice recommendations, are now being condensed and included into revisions of the LAMP MOA. The agency expects to have a final document ready in the next few months.

Absenteeism

- Recent Increases.** Absenteeism days through March of FY11 is currently above absenteeism days through March in FY09 and FY10, indicating that a second consecutive increase in absenteeism days could be likely. Absenteeism days have been at elevated levels over the past few months, as the agency has experienced 7 consecutive pay periods above 3,000 absenteeism days. Prior to the last 7 pay periods, absenteeism days at the agency had only exceeded 3,000 days in a given pay period 4 times, with the highest recorded absenteeism period on record coinciding with the February 2010 snow storm. The agency reported that it holds weekly absenteeism meetings to review absenteeism data.



New Starts Projects

- **Red Line.** The proposed Red Line project is a 14 mile, east-west transit line connecting the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton and the Johns Hopkins Bayview Medical Center Campus. When constructed, the Red Line will be a Light Rail Transit (LRT) line that runs mostly as a dedicated surface transitway in the median of existing roads with tunneling under Cooks Lane, downtown and Fells Point. The Red Line would provide enhanced mobility and connecting service to Baltimore's existing transit systems - MARC commuter service, metro, light rail and local and commuter bus routes.

The next step for the Red Line project is to enter into preliminary engineering. The agency has submitted a request to enter preliminary engineering to the FTA (Federal Transit Administration), and reported that they are engaged in a formal review of its preliminary engineering application with the FTA. Though dependent on action by the FTA, the agency anticipates that it should receive approval to begin preliminary engineering by the end of the summer.

Submit Request To Enter Preliminary Engineering	Spring 2011
Complete Preliminary Engineering	Spring 2013
Begin Final Design	Summer 2013
Begin Construction	2014
Begin Revenue Service	2020

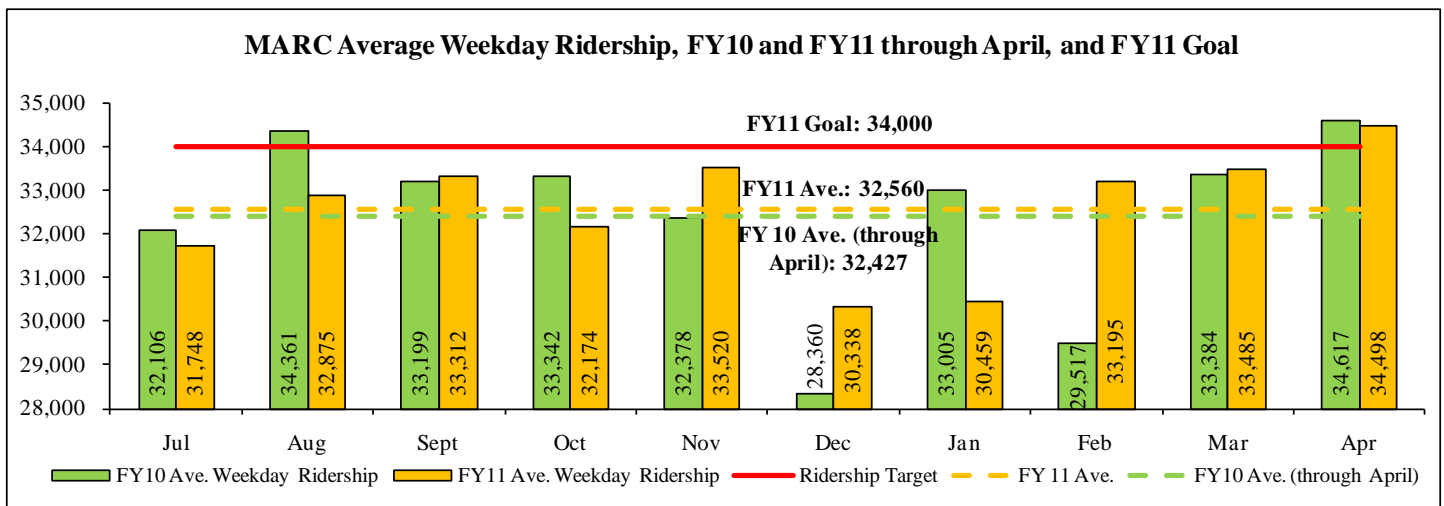
- **Purple Line.** The proposed Purple Line project is a 16.3 mile light rail line and will have 21 stations in Montgomery and Prince George's County. This project is intended to improve mobility and revitalize inner Beltway communities.

The agency has also submitted a request to enter preliminary engineering to the FTA for the Purple Line project. Review of the request to enter preliminary engineering for the Purple Line project is still at a preliminary phase, with the agency assembling additional documents for submission. The Purple Line application is slightly behind the Red Line, but the agency believes that it should receive approval to begin preliminary engineering no later than this fall.

Select Locally Preferred Alternative	August 2009
Request to Enter Preliminary Engineering	Summer 2010
Preliminary Engineering/Final Environmental Impact Statement	Spring 2012
Request to Enter Final Design	Summer 2012
Begin Construction	2013
Begin Revenue Service	2020

MARC Service

- Ridership and Improvements.** Though MARC ridership has increased by .5% to date in FY11, ridership figures remain below the fiscal year goal of 34,000 average weekday riders. The agency reported that a number of changes have been made or are in progress to increase MARC ridership. In mid-March, the agency implemented schedule and service improvements that will allow for extra capacity on the Penn Line, particularly during the AM and PM rush hours. The agency reported that it is working with consultants to implement similar schedule overhauls to the Camden and Brunswick Lines. The agency has also completed the acquisition of 26 new low emission diesel locomotives. The diesel locomotives should improve service reliability, as they are less prone to mechanical failures during the summer. The implementation of the 26 diesel locomotives will limit the number of trains operating with electric locomotives. The agency is also involved in negotiations to purchase 54 new bi-level cars for MARC trains, which will provide a boost to train capacity.



MARC Penn Line Schedule and Service Improvements

- Two additional trains will run during AM and PM rush hours
- 1,000 additional seats during AM and PM rush hours
- Reduced headways during rush hour for travel between Baltimore and Washington
- Increased frequency to all stations between Baltimore and Washington
- Limited stop train to Odenton during the evening rush hour
- 7 additional frequencies to/from BWI Marshall Airport
- 5 additional frequencies to/from Martins Airport stop
- Final notifications to public and elected officials
- New policies become effective