

1 MARYLAND TRANSIT ADMINISTRATION

2 MARC ADVISORY COUNCIL MEETING

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The above-entitled Maryland Transit Administration meeting was held on Thursday, January 25, 2007, commencing at 4:30 p.m. at Hall of the States, Room 383, 444 North Capitol Street, N.W., Washington, DC, before William A. Bodenstein, Notary Public.

REPORTED BY: William A. Bodenstein

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| 1 | APPEARANCES: | |
| 2 | Jim Knighton | Pages 5-9, 12, 26, 27, 44, 54, |
| 3 | | 61, 64, 68, 70, 71, 72, 74, 75 |
| 4 | | |
| 5 | LYNDA CLARKE | Pages 6, 56, 58 |
| 6 | DEBORAH FOSTER | Pages 4, 52, 54 |
| 7 | EARL LEWIS | Pages 21, 34, 43, 67, 73 |
| 8 | IRA SILVERMAN | Pages 13, 21, 22, 23, 24, 25, 29, 32, |
| 9 | | 33, 34, 35, 37, 39, 41, 42, 43, 44, 50, 52, 53, 71 |
| 10 | RAFAEL GUROIAN | Pages 12, 18, 18, 19, 37, 38, 43, 46, 51, 52, 57, |
| 11 | | 65, 72, 75 |
| 12 | STEVE CHAN | Pages 21, 22, 23, 24, 25, 29, 41, 42, 44 |
| 13 | LUKE RITTER | Pages 26, 27, 45, 46, 60, 61 |
| 14 | LARRY GROSS | Pages 27, 32, 33, 34, 35, 54, 56, 58, 59, 68 |
| 15 | DAVE MARZOLA | Pages 44, 45, 46, 50, 51, 52, 53, 54, 56, 57, 58, 59, |
| 16 | E. DONALD HUGHES | Pages 60, 61, 62, 68, 69, 71 |
| 17 | JUAN CALVO | Page 64, 65, 68 |
| 18 | CHARON WICKER | Page 66 |
| 19 | HAMEED AHMED | Pages 68 |
| 20 | BRENDA KLAUNBERG | Pages 5, 69, 70, 71 |
| 21 | HARRIET HASSIER | Page 71 |

1 P R O C E E D I N G S

2 MR. JIM KNIGHTON:

3 Welcome everyone, and happy new
4 year. Welcome back to MARC Advisory Council.
5 My name is Jim Knighton. I'm Director of
6 External Affairs at the Maryland Transit
7 Administration. And with me today from the MTA
8 is Charon Wicker, who's with our Office of
9 Public Information, and Captain Dave Marzola
10 from the MTA Police, and Ira Silverman from MARC
11 Train.

12 We are expecting one of our deputy
13 administrators who will be coming to say a few
14 words, but I guess he's gotten delayed. I'm not
15 sure. And I know we have some important things
16 to do this afternoon, and folks who have to
17 catch trains. So what I would propose we do is
18 just proceed to the next item and when Mr. Lewis
19 gets here, then he can speak to us, if that's
20 okay with everyone else.

21 Obviously, our main item of business

1 is the election of the chair. I understand that
2 the nomination sub-committee has been doing
3 their thing. So shall we just go ahead and
4 vote?

5 Unless anyone has any questions, I
6 guess we can go on with the procedure.

7 What I had thought of doing, was
8 doing it by secret ballot and then we could have
9 someone count them after they're turned in. I
10 just thought that might be a way to avoid
11 upsetting anyone, since we have the candidates
12 here in the room and they'll be voting for
13 themselves.

14 If you all would rather do it by
15 show of hands or whatever, it's totally up to
16 you but we do have a quorum, so we can go ahead
17 and take official action at this meeting. I
18 mean, if nobody has any problem with what I've
19 suggested, I'll start passing around these
20 little slips of paper.

21 (Off the record.)

1 MR. JIM KNIGHTON:

2 Okay. I've passed out little slips
3 of paper that you can use as ballots. While we
4 were off the record, Brenda asked about voting
5 for Chair vs. Co-chair, and I don't know what
6 the discussion has been among the members, but
7 certainly, if you would like Chair and Co-chair
8 or Chair and Vice-Chair, however you want to do
9 it is fine with me.

10 MS. BRENDA KLAUNBERG:

11 What I think would be the easiest is
12 just everybody put a single name down and then
13 whoever gets the second most votes.

14 MS. LYNDA CLARKE:

15 Yes, that's what I was going to say.
16 Because unless you do two ballots, it's going to
17 get really crazy. Somebody's going to take a
18 lot longer to pass the can.

19 MR. JIM KNIGHTON:

20 Okay. Well we have three candidates
21 for Chair. Mr. Ronald Jackson, Ms. Lynda

1 Clarke, and Mr. Larry Gross down there in the
2 corner. So go ahead and write your choice in
3 and would someone like to collect them?

4 MS. DEBORAH FOSTER:

5 I'll collect them.

6 MR. JIM KNIGHTON:

7 Okay. Thank you. Write your choice
8 down and pass it to Deborah down there. And
9 Larry Gross.

10 MS. DEBORAH FOSTER:

11 Did I get everyone?

12 MR. JIM KNIGHTON:

13 Would you like to count?

14 MS. DEBORAH FOSTER:

15 Nothing up my sleeve.

16 MR. JIM KNIGHTON:

17 I'll write the names down and I'll
18 just keep a tally.

19 MS. DEBORAH FOSTER:

20 Mr. Jackson. Mr. Gross. Ms.
21 Clarke. Mr. Jackson. Ms. Clarke. Ms. Clarke.

1 Mr. Gross. Ms. Clarke. Mr. Jackson. Mr.

2 Jackson. Mr. Gross. Ms. Clarke. Ms. Clarke.

3 Mr. Gross.

4 MR. JIM KNIGHTON:

5 Okay. Our top vote getter was Lynda

6 Clarke with six. And then Mr. Jackson and Mr.

7 Gross both came in second with four. Should we

8 do a runoff between the two?

9 MS. LYNDA CLARKE:

10 What about Mr. Sadler. He couldn't

11 be here.

12 MR. JIM KNIGHTON:

13 Oh, Mr. Sadler. Yes, he voted for

14 you and Mr. Jackson. Yes. That's right.

15 You're right. Thank you. Thanks. So yes, Ms.

16 Clarke ends up with seven and Mr. Jackson has

17 five.

18 VOICE:

19 He has two votes? He only gets one

20 vote.

21 MR. JIM KNIGHTON:

1 He wanted to vote for co-chairs.

2 VOICE:

3 But nobody else did. It's not fair.

4 MR. JIM KNIGHTON:

5 Oh, I see what you're saying. His
6 first choice was Mr. Jackson, I think. Okay.
7 According to this tally then, Ms. Clarke has
8 six, Mr. Jackson has five, and Mr. Gross has
9 four. So congratulations to our new Chair and
10 Vice-Chair.

11 (Applause)

12 MR. JIM KNIGHTON:

13 Joining us now, you just missed all
14 the fun, is Earl Lewis who's the Deputy
15 Administrator for Transit Operations at Maryland
16 Transit Administration and the MARC Train and
17 commuter bus comes under his aegis. So he
18 reports directly to our Administrator and MARC
19 is part of his area of responsibility. Did you
20 want to say anything?

21 MR. EARL LEWIS:

1 Just to keep it brief. Good
2 afternoon. I'm glad to be here. I've been
3 making a point trying to get around to all the
4 various customer advisory committees for the
5 transit modals that are part of MTA. So I
6 definitely appreciate your feedback. I want to
7 hear what you have to say so we can continuously
8 work together to improve the service.

9 Thank you.

10 MR. JIM KNIGHTON:

11 Well now that we have some officers,
12 I guess it's totally up to you in terms of what
13 you want to do going forward. Just some ideas
14 that I had had recently that I was kicking
15 around is maybe thinking about adopting some by-
16 laws. MTA's other advisory committees have
17 those. So if there are particular things you
18 would like brought before the council for a
19 briefing or information or whatever, just let me
20 know and we'll try to do that.

21 Did anyone have any comments,

1 questions? Anything at this point? No? Okay.

2 There were two items, one is from
3 the last meeting, regarding having either a
4 dedicated section of the MTA website or some
5 email address or just something to allow the
6 general passengers to communicate with the
7 Council. And I've spoke with our marketing
8 director because his folks oversee the website,
9 about this. And they're all for it. So what my
10 thought was, maybe having an email address like
11 marccouncil@mta.md.com or something like that.

12 And then what they're willing to do
13 is to actually put a link on it from our front
14 home page as well as the MARC home page under
15 things that are new, so you know, new MARC
16 Council email, you would click on that and it
17 would say here we have this MARC Council. We
18 could list your names if you want or not, and if
19 you have any comments, anything you'd like to
20 pass along, just click on this link and it would
21 send an email to the Council.

1 I guess the way it would work in
2 terms of receiving it, is it would come to me
3 and I could send it out to you if that sounds
4 reasonable. So that at least is something that
5 we can start to get going on in terms of getting
6 input from the public. So we can do that. And
7 I'm going to talk to our IT director in the next
8 couple of days about setting that up. So once
9 that's done I'll certainly let you all know.

10 The other item, this is from a
11 couple of meetings ago, but Mr. Sadler who
12 couldn't be here tonight, mentioned it in his
13 email. And he just wanted to raise the issue
14 again of alcohol consumption on the trains. And
15 he's concerned about it and I don't know if this
16 is something we want to consider maybe making a
17 resolution on to recommend to the MDOT secretary
18 or sort of a sense of the Council as to what we
19 want to do.

20 I know two meetings ago there was a
21 lot of discussion about it and what approaches

1 it might take. So that's just something to
2 think about. And since Mr. Sadler mentioned
3 that specifically and I knew he couldn't be
4 here, I just wanted to bring that up again.

5 He's concerned about it and would
6 like to see if there's some way we can address
7 it. So that encompasses obviously a wide
8 variety of things. So that may be something the
9 Public Safety sub-committee wants to discuss
10 among themselves. But that's just a topic that
11 I would throw out there.

12 Did anyone have any other questions,
13 comments? I know Raffy had sent an email about
14 the issue that you were having with riding the
15 Amtrak trains on Martin Luther King.

16 MR. RAFAEL GUROIAN:

17 Yes. May I approach?

18 MR. JIM KNIGHTON:

19 Yes.

20 MS. LYNDIA CLARKE:

21 I know people had comments about

1 that. It changed and a lot of people had to
2 work on Martin Luther King's birthday and
3 suddenly they couldn't get in. I don't have to
4 because I don't drive at all. So if I had to
5 try to come in here I would have either had to
6 pay \$20 to take an Amtrak or I would have had to
7 take a day off. Fortunately my friend was
8 lucky. He borrowed a car and drove in. But I'm
9 sure there were a lot of people that got stuck,
10 and the same thing is apt to happen on
11 President's Day.

12 MR. IRA SILVERMAN:

13 Mr. Guroian, is this a new
14 precedent? My concern is if somebody could just
15 tell us is this a new precedent?

16 MS. LYNDA CLARKE:

17 Could I just ask you to speak up so
18 we can hear.

19 MR. IRA SILVERMAN:

20 All I can ask directly is we have an
21 agreement with Amtrak. It's been there for a

1 long time. It's got two portions. One portion
2 is the specific Amtrak trains, specific points
3 you see in the time table and we do samples of
4 ridership and we pay Amtrak, it was \$8.50 up
5 until the new contract. It's now \$10.00 a
6 person to be able to ride those trains.

7 In addition, since the beginning of
8 time, there has been an arrangement which I
9 suspect was set up by the state administration
10 to provide alternate service on weekends and
11 things like that when MARC can run with Amtrak.
12 And our contract with them says that you can
13 ride before 6:00 a.m. and after 10:00 p.m. on a
14 weekday and on certain trains on a weekend. But
15 all the material that we have out there says
16 weekends and holidays that MARC doesn't run.
17 Well this was probably the first - most
18 holidays that we have not run on in the past
19 have been the six major holidays which when
20 there's relatively few people going to work, and
21 secondly, Amtrak is already on a weekend

1 schedule. So the weekend schedule was the same
2 as a normal weekend schedule and there's no
3 difference.

4 This one was the first one where
5 Amtrak was not on a weekend schedule. There
6 will be a weekend schedule on President's Day
7 but not on Martin Luther King.

8 And we put that out because we
9 thought that the normal rule applied. I guess
10 we thought that. They came back and said no,
11 your can't do that, your contract doesn't cover
12 Martin Luther King's birthday. So they said we
13 can only ride the trains that are in the time
14 table, which is, I heard someone in Aberdeen say
15 is basically valueless. And they told us that.
16 I mean we didn't put it out until two days
17 before when people asked. And they came back
18 the day before the weekend and said that. And
19 there is no appeal if that's their
20 interpretation.

21 It so happens that I went and pulled

1 the contract out today in preparation for
2 President's Day and at some point, I don't know
3 because I don't negotiate the contracts, but
4 somewhat unsuspecting maybe in 2004 when it was
5 rewritten, whoever wrote it took the word
6 holidays out of there. And the good news is
7 that without telling Amtrak that I knew that, I
8 asked them what was their policy on President's
9 Day, and they said no, it will be the same as a
10 normal weekend.

11 I think what scared them initially,
12 and it could have been a problem, is that
13 although it's only about 20 percent of the
14 normal ridership on Martin Luther King's
15 birthday and President's Day, that that might be
16 enough on one train because they can't handle
17 it. I'm not sure if that's what their thinking
18 was or not.

19 But in any event, as far as
20 President's Day goes, we are okay and I guess we
21 are going to negotiate and go beyond the

1 extension of our contract, and I know Jim Hoover
2 is going to add that point of the items to be
3 discussed.

4 The weekend and before 6:00 a.m. and
5 after 10:00 p.m. is actually kind of a bargain
6 basically. We don't know how many people ride
7 it on those days. It used to be that you had to
8 pay \$2.00 extra to the conductor and whatever,
9 and they took that away. And so what we paid
10 and I'm assuming that there's one person on
11 every train. So that's a pretty good bargain
12 for what we're getting.

13 The only thing I can add that the
14 VRE which had an agreement with Amtrak and
15 allowed you to ride on the weekends, they do
16 still have an agreement on weekdays. They
17 withdrew that agreement because basically they
18 said they couldn't afford it. They were trading
19 off as everybody else. They have a budget and
20 the increases in fuel and the railroad costs, so
21 they withdrew that. So in theory you can't ride

1 on weekends.

2 And of course, you can't ride the
3 weekends on the Brunswick line or the Camden
4 line. It was just an inheritance from what was
5 there, set up years ago. I don't like to stress
6 where it was done, because I didn't write this
7 contract, I don't know. And I don't know
8 whether it changed. I can't tell you how that
9 happened. I don't think it happened
10 deliberately. But it sounds like they don't
11 seem to know because all their material,
12 everything they told their employees, had to
13 work highlighting in there. So it was clearly
14 there at one time and nobody has picked up. The
15 only thing that made this unusual was the fact
16 that they weren't operating weekend service.

17 MR. RAFAEL GUROIAN:

18 Just to be clear, the President's
19 Day is definitely on. Beyond President's Day is
20 still questionable as are the holidays for the
21 rest of the year?

1 MR. IRA SILVERMAN:

2 The contract doesn't say it but I
3 don't think they think that's a problem. And if
4 on Veteran's Day or Columbus Day because we're
5 going to operate as scheduled on that day
6 because we looked at the ridership and I can
7 tell you why, the ridership on Martin Luther
8 King's Day and President's Day is dropping over
9 the year. And Veteran's Day and Columbus Day
10 are not, although the federal government workers
11 observe it, most other people don't. So you
12 have maybe 60 percent or 50 or 60 percent of
13 normal on the fall holidays and you have 20 or
14 25 percent of normal on the two winter holidays.

15 So if there's service on those two
16 holidays, it's irrelevant and you can't ride
17 Amtrak other than the ones that are in the time
18 tables. So the two fall holidays really aren't
19 an issue. I mean the only other issues are
20 obviously July 4th, Labor Day, holidays like that
21 which I expect there are very few riders.

1 But we're not going to discriminate
2 and you'll still be able to ride. If we find
3 out something else, if they figure it out, then
4 we're not going to tell them, but if they find
5 it out, then we obviously will have to try and
6 negotiate something with them. And they don't
7 give anything for free even though we have that
8 to begin with.

9 And the whole issue of weekends and
10 before 6:00 a.m. and after 10:00 p.m. on
11 weekends which I don't there's hardly any trains
12 in there. But the whole issue of what we have
13 to pay on weekends is something that came up
14 with the last contract and it essentially got
15 deferred because they wanted I think
16 substantially more money, a lot of money. And
17 the problem was, we don't know how many people
18 are actually there. But the plan at least as I
19 heard last, we would not do anything until we
20 surveyed for how many people are actually on
21 these trains on a normal weekend. Because

1 nobody really knows. I mean maybe there's only
2 10 or 20 and maybe there's 100. We don't know.
3 If there are 100, we'll have to pay for 100.

4 MR. EARL LEWIS:

5 Now the issue of President's Day,
6 we're going to make best effort to have service
7 on President's Day. Is that going to definitely
8 happen?

9 MR. IRA SILVERMAN:

10 Oh certainly, in fact, yes. Yes. I
11 was told that today. They talked to the people
12 at Amtrak and she said she would pull out all
13 the email, she said fine and so I don't think
14 that's an issue.

15 MR. STEVE CHAN:

16 Steve Chan. Question. When does
17 the contract expire?

18 MR. IRA SILVERMAN:

19 It was just signed for an 18-month
20 extension I think in December, so that would be
21 the middle of 2008.

1 MR. STEVE CHAN:

2 What would be the closing times of
3 the next time the contract comes up for renewal,
4 explicitly put in language.

5 MR. IRA SILVERMAN:

6 We should. I only knew that it was
7 not there. I mean the only con to it, the pro
8 obviously it's all pro, other than they'll use
9 that to extract some more money. I mean even
10 though it's only 8 days a year. You know, they
11 don't give anything free. We used to be able to
12 negotiate things when they were more
13 decentralized but in the Washington commuter
14 district we sign agreements with them. Now that
15 -- since Steve Dunn was there it's a very
16 centralized operation and the people who are
17 responsible for the contract, their primary
18 concern is collecting more money.

19 MR. STEVE CHAN:

20 So we pay

21 MR. IRA SILVERMAN:

1 We pay them for every, on a weekday
2 there are about, I'm not sure of the exact
3 number, but I want to say it's about 250 people
4 who ride those trains that are listed in the
5 time table, that we pay \$10 a person for each of
6 those.

7 And in some cases that's probably
8 all the revenue we take in, but we do that
9 because most of the trains with a handful
10 exception, are places north of Baltimore where
11 there's less service. Most of them are to
12 Aberdeen.

13 MR. STEVE CHAN:

14 Do they actually count heads?

15 MR. IRA SILVERMAN:

16 No, they do a survey once a year or
17 they did a survey about a year ago. One of the
18 trains they were talking about actually
19 eliminating and they backed off from that. But
20 they talked about eliminating. They went out,
21 we recently did a survey and last year when the

1 survey was done, there were 21 passengers on the
2 train, that was the 7:05 train to Aberdeen.
3 This year there were 33. So it had gone up
4 quite a bit.

5 So we will pay, instead of paying
6 \$210 a day, we'll pay \$330 a day when they
7 modify that.

8 MR. STEVE CHAN:

9 So it's a fixed dollar amount based
10 on the last survey.

11 MR. IRA SILVERMAN:

12 Right. And that's for the trains on
13 the weekdays. But on the weekends right now
14 they've never done a survey. So all we do is pay
15 \$10 for every train and in a week there are 85
16 trains. So we're paying \$850 for all the
17 weekend trains. And I don't know if there are
18 any trains after 10:00 p.m. or before 6:00 a.m.
19 If there are, there's only one or two.

20 So that's not based on a survey.

21 It's just based on, well I don't know how they

1 reach that number. That's a number that they
2 negotiated that.

3 MR. STEVE CHAN:

4 As if there were one passenger per
5 train? On average.

6 MR. IRA SILVERMAN:

7 Right.

8 MR. STEVE CHAN:

9 And they charge for one.

10 MR. IRA SILVERMAN:

11 Right. And they charge the same
12 \$10. And that's the same amount they charge the
13 VRE.

14 MR. STEVE CHAN:

15 Well not to upset the financial
16 applecart too much, you'll probably want
17 language the next time the contract comes up to
18 say the defined holidays are X, Y, Z.

19 MR. IRA SILVERMAN:

20 Yes. I agree with you. I agree
21 with you. And Steve, we had it and I don't

1 think there was ever any intention to eliminate
2 it because as I say, they've reviewed our
3 material which says that, and it's okay. And
4 it's in their conductor's stuff and all. I
5 don't know - like I say. I'm just speculating.
6 Someone rewrote the thing and they left a word
7 out and nobody caught it and since nobody caught
8 it, they kept doing it and it wasn't an issue
9 till Martin Luther King Day. And that's one day
10 we have to negotiate with them about doing
11 something different for next year.

12 MR. JIM KNIGHTON:

13 Mr. Ritter.

14 MR. LUKE RITTER:

15 Back in November we had a discussion
16 with the Secretary about what the MTA wanted the
17 council to accomplish. And if I recall
18 correctly, there was a commitment made to give
19 us a charter. Or a draft charter. Has that
20 survived the new administration and are we going
21 to get that?

1 MR. JIM KNIGHTON:

2 What I think we were talking about
3 was the charge, the mission statement that I had
4 sent out, I think in October, it might have been
5 November. But yes, that would survive the new
6 administration.

7 Although, if you all would like to
8 adopt a different one, that's up to you. The
9 way that things had been working is the
10 Secretary's office had been reviewing and
11 approving the agendas for these meetings. So
12 far that's not happening with the new
13 administration. So I think there will be a lot
14 more flexibility to set the agendas.

15 MR. LUKE RITTER:

16 Okay.

17 MR. JIM KNIGHTON:

18 Did anybody else have any questions
19 or anything they wanted to discuss? Yes, Mr.
20 Gross?

21 MR. LARRY GROSS:

1 Yes. Just for new business
2 yesterday on train 892 out of Frederick, it was
3 about 30 minutes late when it got to Washington.
4 There was no announcement the whole way in of
5 what was going on. There was nothing on any of
6 the marquees all the way in that I could see.
7 I'm not going to say I saw them all but I know
8 there was nothing in Rockville.

9 The train was pretty much empty
10 because I believe we were following the one that
11 gets in at 8:05 and he was probably picking
12 everybody up. But the only announcement I heard
13 all day is that Monocacy, they told us when the
14 train was leaving the Frederick Station, but the
15 train still took about 10 minutes to get there.
16 But I don't know what the deal was.

17 Today I came in on the 872 which is
18 a three-car train. And people are starting to
19 stand up now at Germantown. I don't know why
20 there was only three cars on that train. It's a
21 pretty busy train.

1 MR. IRA SILVERMAN:

2 I can answer that. Because A, I
3 don't think we have any more cars that
4 consistently operate on that train, but we have
5 an agreement with Amtrak which allows us to have
6 a certain number of units, either cars or
7 locomotives in the station at Washington. And
8 we are about 20 over that limit. And Amtrak
9 over the years has looked the other way and said
10 yes, you can do this and that.

11 We have an agreement with them and a
12 part of this was we had agreed to build an
13 additional storage yard in Washington and we had
14 the money for that. And we've been negotiating
15 with them probably five, six years over, well
16 somebody said actually it's eight. I'm not sure
17 of the exact number but it's a long time over
18 the contracts that are required to let us build.
19 A lot of them focused on liability. And the
20 negotiations, I don't know the details. But
21 it's a project that everybody wants. We've had

1 two Amtrak presidents promise the Secretary of
2 Transportation they would expedite it. Then we
3 finally signed the contract, actually when the
4 Amtrak operating agreement was extended in
5 December. But by the time we engineered and
6 build it, it's probably four or five years.

7 We've tried to, when possible, we've
8 tried to run that train with one Kawasaki bi-
9 level car and two low levels in order to provide
10 a few more seats. But we've been dealing with
11 that but obviously we didn't do it that day.
12 There's only so many cars that we have and so
13 many bi-levels we have and we can't always do
14 that and we should have had it on more trains
15 but we don't have them. So we have a limited
16 number of cars and we also have a limited number
17 of cars we can store in Washington which is an
18 even bigger constraint, probably on any one
19 train maybe for a short time we could squeeze
20 out a car. But the problem is multiple trains
21 and everyone wants one more car. But the

1 biggest hurdle is Washington. I mean we can't
2 even deal with that other issue until we can
3 store more in Washington. We can't right now.
4 Like I said, we're 20 over the limit but every
5 year we've prepped up a little bit and they sort
6 of look the other way and as I say, we're
7 probably hurt more by the centralization of
8 power in Amtrak. All I'm saying is if we had
9 another car, there are cars for instance on the
10 Penn Line with very large numbers of standees
11 which would get any extra cars first. I mean
12 for standing from Germantown to Rockville, I
13 mean that's nothing compared to the Penn Line.

14 So we just sort of make the best we
15 can and I will talk to them. I know they know
16 about having the bi-level car because the bi-
17 level car gets around 30 extra seats or it gets
18 about 40 extra seats in reality. People on the
19 Brunswick Line generally will not sit in the
20 middle seat. They don't consider that a seat.
21 You'll get some, but not a lot.

1 MR. LARRY GROSS:

2 The train was filled at Germantown.

3 MR. IRA SILVERMAN:

4 The middle seat was filled?

5 MR. LARRY GROSS:

6 Yes. I got on at Barnesville today
7 and that train was, there was only middle seats
8 left at Barnesville, and that train has only
9 made two stops, Brunswick and then it's Point of
10 Rocks.

11 MR. IRA SILVERMAN:

12 Well you were there, and I'm sure
13 you're right. The train is I'm sure, very close
14 to being full. I don't think of having it that
15 crowded.

16 MR. LARRY GROSS:

17 I'll go back to my last statement
18 though. When the 892 is following the other
19 train, it goes in empty. So I mean, what's the
20 count on all those trains? That's probably what
21 needs to be looked at. How many people are on

1 each train from each station?

2 MR. IRA SILVERMAN:

3 We have counts.

4 MR. LARRY GROSS:

5 What do you count though?

6 MR. IRA SILVERMAN:

7 The conductors count the passengers
8 on and off at each station on the second
9 Wednesday of each month. And we put them in the
10 computer and they're not perfect and they're
11 probably better on the Brunswick Line because
12 they count people when they get on and off the
13 train as opposed to on the Penn Line with a
14 place like Odenton it's much more of an
15 estimate. But they count the numbers and they
16 send them in. We look at the numbers and we try
17 to balance it.

18 I mean the problem with 892, for
19 example, is you don't need four cars in the
20 morning in terms of ridership, but you do need
21 four cars in the evening. So we have to run

1 that train with four cars. We had a situation
2 there where they said people couldn't get off
3 the train because it was so crowded in the
4 evening at Kensington and things like that.

5 MR. EARL LEWIS:

6 We don't have a lot of flexibility
7 to move things around. Now in a few years ...
8 we can have a little bit more flexibility.

9 MR. IRA SILVERMAN:

10 It's not so much moving; it's
11 expanding. And we can move any way we want and
12 the total doesn't change. But then that makes
13 somebody better at the expense of someone else.
14 And until you can add more, you're just shifting
15 the problem.

16 MR. LARRY GROSS:

17 Well we usually end up losing the
18 passengers.

19 MR. IRA SILVERMAN:

20 Well what train should I take it off
21 of? If I take the 870, have them stand on that

1 train? Should I have people on the 892 and have
2 them stay on the night before on the way out? I
3 mean that's

4 MR. LARRY GROSS:

5 If you look on some of the trains
6 that are only like 15 minutes apart, people will
7 know what trains are going to be full and
8 they'll wait for the next train anyway.

9 MR. IRA SILVERMAN:

10 Well actually 872 is only 15 minutes
11 behind 890.

12 MR. LARRY GROSS:

13 Right.

14 MR. IRA SILVERMAN:

15 So if it gets too crowded and they
16 say oh I don't want to stand, they can ride 890.
17 And if I would guess, 872 isn't too far ahead.
18 Excuse me, 872. Yes, 872, the train behind it
19 is 874, and that's only 25 minutes later. So I
20 would say if it's too crowded and we can't
21 provide another car, and they don't want to be

1 on a crowded train, then the 890 is the choice.
2 And they know it's actually at Germantown. It's
3 only 12 minutes ahead of 872.
4 But I'll look into others. But I'm
5 sure of getting a Kawasaki on there which we
6 kind of do, but I told them to do that, and
7 that's what the offsetter tried to do. Short of
8 that, the total number of cars that we can run
9 is fixed where we are today. And we're just
10 moving things around. So it's just moving
11 things around. As a matter of fact we had a
12 problem on the Camden Line between train 849 and
13 852 which is the Express which is the biggest
14 train on the Camden Line. We have gradually
15 been robbing Kawasakis off that train for trains
16 like on the Brunswick Line or the Penn Line or
17 whatever and we took a look at the ridership and
18 we got complaints that there were standees, and
19 so we moved back to running four. Prior to
20 running four Kawasakis on that train we only
21 have three today. But they need it. Trains on

1 the Brunswick Line need it. Trains on the Penn
2 Line, we could probably run 7 or 8 more cars on
3 the Penn Line if we had them, then we could run
4 them. But we don't have it. So we try and do
5 what, with the minimum amount of pain, and the
6 Brunswick generally when there are standees,
7 they're relatively short, they're distances
8 between Germantown or Gaithersburg and
9 Rockville, because then at Rockville a lot of
10 people get off and connect to Metro. So it's a
11 relative short distance. I mean you don't like
12 it but it's shorter than where people stand on
13 other lines.

14 MR. GUROIAN:

15 So even if we had more cars like the
16 money was there, there's nowhere to put them.

17 MR. IRA SILVERMAN:

18 There's nowhere to put them the way
19 we operate now. I mean it's conceivable that if
20 we could convince CSX to take trains out of
21 Washington in the middle of the day and take

1 them to Baltimore, we could do that. Every
2 train that goes say to Baltimore at Camden
3 Station during the day, we pay CSX about a
4 quarter million dollars a year in access fees,
5 we pay about \$14 a train. Remember, that's
6 consistent I think with what other railroads
7 pay. And there's things where we might be able
8 to take them up on the Penn Line to Penn
9 Station, although the problem is we don't have
10 anyone during the middle of the day to make
11 payment.

12 So if we would invest to pay for
13 more positions or whatever, maybe we could do
14 that. I mean I've argued. When we've asked how
15 we use extra cars, then we're offered several
16 options, all of which cost more operating
17 dollars. And so it can be done if we had more
18 cars. But you have to have the cars and you'll
19 have to spend more in operating dollars.

20 MR. RAFAEL GUROIAN:

21 Are there any cars out for repair

1 right now or is everything pretty much in place?

2 MR. IRA SILVERMAN:

3 Well actually, the number of cars go
4 up and down and actually, this time of year is
5 one of the better ones. In the summer when you
6 have the air conditioning problem, the heat, I
7 guess it's less moving parts or whatever, tends
8 to be more reliable. But we're going through,
9 we've get like five or six cars at Frederick, I
10 think there's two cars which are in what's
11 called this extraordinary clean from E-Clean
12 where they go over them and like detail the car
13 to get all the grunge that's been built up over
14 the years and they look great when they're done.

15 And then there's also a requirement
16 by the FRA to install I call it lighting, but
17 apparently it's a reflective things, they're
18 reflective disks in the floor.

19 MR. STEVE CHAN:

20 They glow in the dark.

21 MR. IRA SILVERMAN:

1 If the lights went out and there was
2 a fire and you were down on the floor, it would
3 show you how to get to the exit. So every one
4 of the cars I think by the end of this year, has
5 to go up to Frederick. And from what I can see,
6 I have not actually witnessed the project, but
7 like on the Kawasaki they have to cut little
8 holes in the floor and place the things in and
9 so it's a very labor-intensive process. So we
10 have about five cars up there.

11 Also, the car situation is going to
12 get worse because not so much that it will
13 affect how the trains run, but enough that we
14 will be close to the margin. There are, I think
15 34 of the MARC II cars, those are the single-
16 level cars. And they are due for, I think their
17 10-year overhaul, but they are two or three
18 years late because of various time tracking
19 issues. That's about to start at some point in
20 the near future and eventually when that program
21 gets going, there will be five cars out in that

1 program. There's a positive that we finally
2 have gotten a contract to repair three cars that
3 were damaged many years ago for a collision with
4 a side truck with a coal train. So that'll help
5 offset that when they come back.

6 MR. STEVE CHAN:

7 How long are the cars out when they
8 go out?

9 MR. IRA SILVERMAN:

10 I want to say two, three months.
11 But they can never have more than five. In
12 other words they can't take another one before
13 they give one back. And I think they're going
14 to start with two till they see how the process
15 goes, and is supposed to start soon. I mean I
16 keep asking them and trying to get an answer, it
17 turns out not to be right. But that's supposed
18 to start soon, and then sometime by the end of
19 the year they will be up to the five cars.

20 And it's necessary that they work on
21 the air conditioning, they work on the trucks,

1 they work on everything associated with the car
2 and it needs to be done. These cars, most cars
3 are 10 years old, well I think they're getting
4 to be 15. It's 15 years. I'm not sure. But
5 they are overdue and it's been for the
6 contractual issues.

7 MR. STEVE CHAN:

8 So the 10-year overhaul takes about
9 two or three months?

10 MR. IRA SILVERMAN:

11 Yes. Don't put me in the paper on
12 that. It's a long period. But that's one thing
13 I'm not directly involved in other than the
14 consequences. But it's a month or two I think,
15 and the cars have to go up, I believe, to
16 upstate New York, so there's a certain amount of
17 transit time because they have to go on a
18 freight train. But you know, I'm saying 10
19 years but I don't know whether 10 years is a
20 midlife overhaul. I've got to figure that out
21 and let you know. I'll let you know how long

1 they're out there for because I don't really
2 know.

3 MR. RAFAEL GUROIAN:

4 Where do you send them?

5 MR. IRA SILVERMAN:

6 I think it's a division of Allsum
7 Company which is a large transportation company
8 that built the TGB and the Excelsa. I think they
9 go to Elmira or Colonie or some place there's a
10 factory there, an old factory which they've
11 converted for railroad work. I'm almost certain
12 that's where they went for a meeting.

13 MR. EARL LEWIS:

14 The bottom line though is we try to
15 manage all this maintenance work in a way that
16 doesn't impact on existing services.

17 MR. IRA SILVERMAN:

18 Right. We should have enough cars
19 so you won't see any impact. But it takes away
20 any marketing. When you say well also we could
21 run a 7-car train. We couldn't come up with a

1 7-car train while we were doing that. We could
2 come up with maybe a car, maybe not a car. I
3 always am concerned about the summer because the
4 summer is the worst time.

5 MR. STEVE CHAN:

6 How many cars are there on the total
7 MARC fleet?

8 MR. IRA SILVERMAN:

9 It's 120 and on a given day I think
10 we run 95.

11 MR. JIM KNIGHTON:

12 Thank you. Did anybody else have
13 any questions or comments, anything you wanted
14 to bring up, anything at all?

15 MR. DAVE MARZOLA:

16 I'm going to assume everybody's a
17 MARC rider. My question to you and I'll bring
18 up the drinking, do you see the prevalence of
19 disorderly conduct, people attacking other
20 people because of the alcohol consumption on a
21 given line on a given day? I've been here for

1 23 years, dealt with different issues throughout
2 the MTA and the MARC alcohol consumption really
3 bothers me. And we've been working very hard to
4 try to get some things changed.

5 My concern is I'm afraid somebody's
6 going to get hurt on our system. And then after
7 that once they get off of our system, what are
8 they doing? Okay, they have arrived, but what
9 really concerns me, does anybody see where
10 people are very unruly, speaking negatively to
11 other folks on the train? That's my question.

12 MR. LUKE RITTER:

13 I've been riding the train for 7
14 years. I've never seen one incident of that.
15 Never.

16 MR. DAVE MARZOLA:

17 Brunswick? No, you're Penn Line.

18 MR. LUKE RITTER:

19 Not once.

20 MR. DAVE MARZOLA:

21 You're not the mayor of the Martin,

1 are you?

2 (Laughter)

3 MR. LUKE RITTER:

4 Dave, really, I think the problem
5 like most people see it is because there's two
6 trains, the 4:55 train to Martinsburg and it's
7 on the 5:25 train to Perryville. Generally, on
8 other trains you don't have anything like that.

9 MR. RAFAEL GUROIAN:

10 Well the 5:25, I take that every
11 day. My impression is that it's not disorderly.

12 MR. DAVE MARZOLA:

13 Just alcohol consumption.

14 MR. RAFAEL GUROIAN:

15 Just alcohol.

16 MR. DAVE MARZOLA:

17 But they're not on the quiet car
18 either, are they? I mean these are the emails
19 that I get when Ira sends them to me. It's
20 dealing with rowdy folks, annoying.
21 Unfortunately I got one today that we were

1 forwarded about bottles being thrown at
2 passengers from the upstairs on a bi-level to
3 the downstairs, and I've never seen that one
4 before. And my biggest concern, being in law
5 enforcement and dealing with Mothers Against
6 Drunk Drivers, being a partner with them, is
7 what we're doing afterwards. I can let you know
8 we're going to be talking with the
9 Administration. We're going to put signs on the
10 parking lot, it's been recommended that we put
11 signs that drinking and driving, as you're
12 exiting, drinking and driving is against the
13 law.

14 I have a new Major. He's very pro-
15 active. He's a retired State Police so he's a
16 road cop. And you know, State Police, they're
17 very concerned about drinking and driving, and
18 what he's suggesting that we do some spotty
19 checkpoints as we get off coming out of our
20 parking lot.

21 My peace with that I think it's a

1 good thing. But we want to warn our ridership
2 first, to let them know what we're going to be
3 doing. And it's truly about safety. It's not
4 picking on anybody. It's truly about safety and
5 I've seen too many people get killed. Being a
6 transit cop, I still get around all of
7 Baltimore. Baltimore County. Howard County.
8 Anne Arundel County. So I'm dealing with a lot
9 of different issues. And I've seen many
10 accidents where drinking has been involved and
11 people have been killed. I've had friends,
12 family members get killed. So I'm really pro-
13 active in this. It's not to target anybody. I
14 just don't want anybody to get hurt. And I
15 think that's what the Administration feels as
16 well.

17 We know that it's only a handful,
18 say we have 25,000 riders, it's probably about
19 150 that drink and ride on our system. So the
20 other thing is we have had plain clothes out. I
21 think Channel 5 did a follow-up, D. C. Channel 5

1 did a follow-up last night on a previous
2 investigative report.

3 One of the things that disturbed me
4 when we did the ride-along in plain clothes just
5 to see, was I guess looking at folks in this day
6 and time, somebody brought a fifth of Jack
7 Daniels on and between five of them, from the
8 time they got from Union Station to BWI, the
9 fifth of Jack Daniels was gone. And they didn't
10 use a cup. They passed it around and swigged.

11 I don't know you. But just to let everybody
12 know, we're taking a pro-active approach but we
13 also want to be conscientious to our ridership.

14 I know with more so the Martins
15 group is less violent, so to speak, than what
16 I've heard about the Brunswick group, at least
17 recently. I know that they do have that little
18 Martins group where they have the mayor and all
19 that formed. But they also have to understand
20 our concept and what we're trying to do. It's
21 not about anybody in particular. It's just that

1 the law is the law. Drinking and driving is not
2 permitted. And on all of our other systems
3 that's within the MTA, we don't allow drinking.
4 We don't allow eating. We cite people. We have
5 citations where we cite people for eating, and
6 it could be a candy bar. But yet we're going to
7 allow folks to drink on our system, bring
8 coolers of beer and everything.

9 So just to let everybody know what
10 my, our philosophy is and what we're trying to
11 do and being pro-active and working with the
12 MARC Citizens Advisory group, I thank you for
13 letting me come. I was invited. Before I had
14 to send my Lieutenant because I had another
15 engagement that I could not get away from. But
16 feel free, I don't know, do you have a
17 newsletter?

18 MR. IRA SILVERMAN:

19 There's the Martin newsletter.

20 MR. DAVE MARZOLA:

21 Okay. My contact information is

1 410-454-7519. That's my direct line. 410-454-
2 7519. My email address is dmarzola@mta.md.com.
3 We'd like the emails to go through MARC because
4 it impacts MARC and then they always send them
5 to myself or another, Captain Collins, and we
6 try to work together trying to solve the issues
7 that we have.

8 MR. RAFAEL GUROIAN:

9 Have you guys talked to some of the
10 other railroads about the future of the transit,
11 the Long Island Railroad, see how they deal with
12 this, because this is an accepted kind of thing
13 on their trains.

14 MR. DAVE MARZOLA:

15 It's accepted, yes it is. And we
16 started this in 2005, by the way. So during
17 that we contacted Long Island Railroad, we
18 contacted SEPTA, we contacted New Jersey
19 transit. We've seen what they do. The biggest
20 thing with Amtrak, Amtrak they serve beer. They
21 don't bring it on. And that's my concern. At

1 least on an airplane, on an Amtrak train, if I'm
2 serving the beer or if I'm serving the mixed
3 drink, I can stop you when you've had enough,
4 when I think you've had enough. Here people
5 bring on a case of beer in a styrofoam cooler, a
6 fifth of Jack Daniels. I have no control over
7 them. That's all I'm trying to do is control
8 that aspect of it.

9 But yes, we've made contact with all
10 of the above, VRE, everybody, trying to find out
11 what their standards are and what kind of issues
12 that they're running into before we make this
13 decision that we forwarded to MDOT.

14 MR. RAFAEL GUROIAN:

15 And in the cases of the trains where
16 they don't have bar cars and bartenders, what
17 did you find?

18 MR. IRA SILVERMAN:

19 I don't remember.

20 MR. DAVE MARZOLA:

21 Because I know our legal department

1 did all that investigating. I know Long Island
2 Railroad, if I'm not mistaken, allowed it.

3 Whether it's MTA, Long Island, Metro
4 North, New Jersey Transit.

5 MR. IRA SILVERMAN:

6 Sherlock.

7 MR. DAVE MARZOLA:

8 I don't know about Sherlock. That's
9 a new one.

10 MR. IRA SILVERMAN:

11 Maybe not. They all allow it. The
12 ones that are new, when they start up that way
13 like VRE and Metrolink in California, I'm pretty
14 sure they don't allow it because they don't want
15 the problems associated with it, but once
16 something is there, it's difficult to remove.
17 So it occurs on Metro North, it's an issue
18 because they actually have bar cars, and they're
19 buying some new cars and the issue is whether or
20 not they should buy bar cars, one because of the
21 alcohol, and two because they don't have any

1 seats for them. But they're the only ones I
2 know that actually sell it on the train. I may
3 be wrong, I don't know.

4 MR. JIM KNIGHTON:

5 Mr. Gross had a question, then Mr.
6 Calvo.

7 MR. LARRY GROSS:

8 The only thing I want to say is I
9 hate to see a couple people ruin it for
10 everybody else. Because most of the people are
11 only having a beer or two. And people ride that
12 train sometimes an hour and fifty minutes I
13 think in some places, to Martinsburg and
14 Perryville, and I think, I mean what you're
15 saying is good that they do it that way. I hate
16 to see it really go away because I just think
17 the average person isn't sitting there with a
18 fifth of Jack Daniels going around. But there
19 are people also doing it.

20 MR. DAVE MARZOLA:

21 Just so you know, I interviewed a

1 couple people. I was in uniform being a Captain
2 and I showed up down at BWI and I was talking to
3 a young lady who was consuming some alcoholic
4 beverages on the train. And I just rode it from
5 BWI to Penn Station, so I can get off and walk
6 to my office.

7 But I asked her, I said where are
8 you going to? She said Perryville. And I said
9 are you getting a ride home from there and she
10 said no, I'm driving. I'll be sober by then.
11 So my talk to her was well, let me tell you
12 about alcohol. And just, if we could educate
13 the ridership first and let them know that if
14 you drink 8 beers it takes 8 hours for it to get
15 out of your system. If you do this, you know,
16 this is what it... We just want to educate
17 before we go to the enforcement end.

18 And I agree with you, you know, but
19 I also put it in this term. If it takes me an
20 hour and 15 minutes to drive home, man I could
21 go for a beer during that hour and 15 minutes.

1 I'm not going to pick one up and put it in my
2 hand and drive with it.

3 MR. LARRY GROSS:

4 Yes, but you're not driving the
5 train either. There's an engineer doing that.

6 MR. DAVE MARZOLA:

7 That is correct. I understand that.

8 MR. LARRY GROSS:

9 If you go on the train, a lot of
10 times it's a lot longer than what the schedule
11 says.

12 MR. DAVE MARZOLA:

13 Right.

14 MR. LARRY GROSS:

15 And sometimes we know about that in
16 advance and I'm not defending people who are
17 drinking a bottle of Jack Daniels on there. I'm
18 just defending the people that have a beer or
19 two and are on that train.

20 MS. DEBORAH FOSTER:

21 You also have to take into

1 consideration if they're drinking the beer at
2 the very beginning of the ride is one thing. If
3 they're drinking the beer or the Jack Daniels
4 throughout the course of the ride, then they're
5 still drunk by the time they get to where
6 they're going.

7 MR. RAFAEL GUROIAN:

8 There are plenty of people getting
9 picked up at Penn Station.

10 MR. DAVE MARZOLA:

11 Absolutely. And when they come down
12 to Martins and get off and we have a sobriety
13 checkpoint, it will be very well announced
14 before we do so, so they can make arrangements
15 to get a ride home. And as my Major said, once
16 they see us, they're not going to get in their
17 cars. They're going to be calling somebody
18 because they live in the area hopefully anyway.

19 But it's just an educational piece
20 that we're trying to get out and we're going to
21 have to do what we have to do to make do and

1 right now the law permits the drinking. So it
2 ties law enforcement's hands to a point until
3 they become disorderly, and that's why I asked
4 those questions, have you seen anybody, you
5 know.

6 MR. LARRY GROSS:

7 Just like Ira says, there's certain
8 trains.

9 MR. DAVE MARZOLA:

10 And that's just two, maybe three. I
11 think there's a third one but I don't know.

12 MR. LARRY GROSS:

13 We've ridden that train to
14 Martinsburg and it got pretty hectic so.

15 MS. DEBORAH FOSTER:

16 Are you aware of any incidences
17 where people have gotten off the train and have
18 driven and gotten into an accident of some kind?

19 MR. DAVE MARZOLA:

20 No accidents but Anne Arundel County
21 Police when they set up a sobriety checkpoint

1 coming out of BWI, and they did it one evening
2 and they got one person who was actually over
3 the limit.

4 MR. LARRY GROSS:

5 I will say this too. I have seen
6 them kick people off in Barnesville. I think
7 they were going to Brunswick. Which is a good
8 place to get to go.

9 MR. DAVE MARZOLA:

10 Most recently, and hopefully
11 everybody's aware, we have 193 law enforcement
12 on-board participants in our program right now.
13 Most recently and I have the date, in December a
14 conductor had a gentleman boarding at, what's
15 the station before Gaitherburg? Rockville. They
16 boarded. He was drunk. He didn't pay. He
17 asked were any law enforcement on board. They
18 jumped up. They held onto the guy. They
19 detained him, should I say, until he got to
20 Gaithersburg where they called ahead and had the
21 Gaithersburg Police come and get the guy.

1 So we're trying to work with
2 everybody here and trying to understand
3 everybody's thought processes.

4 MR. LUKE RITTER:

5 I wonder if maybe it's not a matter
6 of changing existing law but enforcing the ones
7 that we already have. Some of that behavior
8 that you just described, if someone's drunk and
9 throwing bottles at passengers, that's a crime
10 that can be dealt with.

11 MR. DAVE MARZOLA:

12 Absolutely. And we just got that
13 today and the author of the email indicated that
14 she had this problem and told us a year ago and
15 I was in charge, and I never got a call. I
16 never got an email. I went through and checked
17 all my emails. I didn't get one from her.

18 MR. LUKE RITTER:

19 What should somebody do in that
20 situation? Would the conductor be the first
21 point of contact for dealing with that?

1 MR. DAVE MARZOLA:

2 They could also call 911. I mean
3 they can and say we are at Rockville. We're
4 leaving Rockville. Because I know most MARC
5 riders know the time tables better than I do.
6 You know, we're due to be at Gaithersburg, have
7 the Gaithersburg Police meet us. And then tell
8 the conductor that they've called 911.

9 MR. LUKE RITTER:

10 Right.

11 MR. DAVE MARZOLA:

12 You want them to work. The
13 conductor is your point of contact but if it
14 gets that bad where like this rider said, I
15 would be calling 911 myself.

16 MR. JIM KNIGHTON:

17 What do you do other than changing
18 the law per se? And I know we have a couple
19 people that have to leave.

20 What I would propose we do is, now
21 that you have the Chair and Vice-Chair, send

1 your agenda ideas or anything, you know, if your
2 sub-committees have started discussing things
3 yet, send it to them and we can put them on the
4 agenda for future meetings.

5 And I know that we might want to
6 think about having a standing meeting, a certain
7 day every third week of the month or something
8 like that. And I can work with the Chair and
9 Vice-Chair. Maybe they can call you all and see
10 if there's a particular time of the month that's
11 better and I'll work with them to set the next
12 meeting up.

13 I know a couple of you have to
14 leave.

15 MR. E. DONALD HUGHES:

16 Unfortunately I have to try to catch
17 the 5:51. I just appreciate all of the remarks,
18 especially yours, Captain.

19 MR. DAVE MARZOLA:

20 Thank you.

21 MR. E. DONALD HUGHES:

1 I made the suggestion, I guess a
2 couple meetings ago that I believe that being
3 pro-active is probably a good way. Education,
4 as you said, I would like to see and I think
5 that there are a lot of opportunities for MARC
6 to be able to educate the consumers on the train
7 where there would be announcements made by the
8 conductors prior to leaving the station. I
9 don't know if there's a budget for any type of
10 advertisement.

11 I think there's a lot of kind of
12 grass root things that can be done and I think
13 that the real key is that if everybody gets on
14 board with this literally, it makes your job and
15 the administration of this issue a lot easier.
16 And I think that we're all susceptible to harm
17 here, and we're talking peoples' lives here, and
18 I think that we can't take that for granted.

19 I know I'm one of those subject to
20 it and I certainly think we can put some input
21 in.

1 MR. JIM KNIGHTON:

2 Mr. Calvo.

3 MR. JUAN CALVO:

4 Juan Calvo. One, it sounds like
5 there's a lot more to discuss on this issue. I
6 mean a whole meeting almost in November was
7 taken up by this issue.

8 MR. JIM KNIGHTON:

9 Right.

10 MR. JUAN CALVO:

11 I mean it seems like the sub-
12 committee could really delve into all the
13 possible options and maybe make some
14 recommendations and maybe we need a few officers
15 to talk about those things.

16 So is there a committee that this
17 meets under? In my opinion, there's a Safety
18 and Security Committee.

19 MR. JIM KNIGHTON:

20 Yes, that's where I think it would
21 fit.

1 MR. JUAN CALVO:

2 And then does anybody know on the
3 Penn Line, on the 5:25 which car this happened
4 in? I mean I've heard a loud car but I've never
5 really...and I wouldn't mind observing.

6 MS. LYNDA CLARKE:

7 The second car and if you sit closer
8 to the station it dovetails.

9 MR. RAFAEL GUROIAN:

10 If you go into the first open
11 entrance on that train and to the left.

12 MR. JUAN CALVO:

13 The very first car?

14 MR. RAFAEL GUROIAN:

15 Well the first car, the door is
16 closed and then you have to walk that car to get
17 to the first open door.

18 MS. LYNDA CLARKE:

19 The one closest to the station.

20 MR. RAFAEL GUROIAN:

21 Second to the left?

1 MS. LYNDA CLARKE:

2 Second to the left.

3 MS. CHARON WICKER:

4 I'm Charon Wicker, the spokesperson
5 at the MTA and for MARC and I can tell you that
6 it's still a very hot topic with the media. And
7 I defend what I have to defend which is the law
8 that states that people can drink and eat.

9 However, disorderly conduct is
10 against the law and I keep telling them MARC
11 riders are civil people. We are human. I
12 developed the rookie driver program at the MVA
13 so I've been like Captain Marzola. Drinking and
14 driving has been very close to my heart and my
15 career. I've been teaching the new drivers the
16 perils of drinking and driving. Then they see
17 me on TV defending this drunk driver who caused
18 a crash, and they're going, you know, what's
19 happening.

20 So the education component will be
21 very important and my office will be very active

1 in helping you with whatever message that we can
2 craft to try to get this curtailed.

3 MR. EARL LEWIS:

4 That's something that we do want to
5 do. We talked about that internally. We have
6 to figure out how we're going to structure the
7 messages that we've put out and how we're going
8 to do it for the train.

9 MR. DAVE MARZOLA:

10 And if you go and observe, you can
11 just email me and let me know what your
12 observations were, pros and cons. If you see
13 something that, hey the ones I saw, I watched
14 them from this point to this point and they
15 weren't disorderly. They were just drinking.
16 It helps me out as well when I get that call
17 from that rider who might be, oh, they were
18 doing this, they were doing this. And I'll say
19 well I just got an email from a MARC rider on
20 the MARC Council. This is what they just told
21 me.

1 MR. LARRY GROSS:

2 There's some riders out there who
3 will do that too.

4 MR. DAVE MARZOLA:

5 They'll make it look a lot worse
6 because there's definitely one on the 5:10.

7 MR. LARRY GROSS:

8 That's on plenty of transit systems.

9 MR. DAVE MARZOLA:

10 I'm sure. If things don't go their
11 way. Yesterday they were mad because they
12 didn't get the seat they normally sit in.

13 MR. JIM KNIGHTON:

14 Did you have another point, Mr.
15 Calvo?

16 MR. JUAN CALVO:

17 No. We're okay.

18 MR. JIM KNIGHTON:

19 Oh, okay, okay.

20 MR. HAMEED AHMED:

21 I would agree with what Mr. Calvo

1 thinks. One of the sub-committees. I'm not on
2 the Safety Committee but I guess I'll make my
3 point. Do you need something like a point where
4 let's take an idea and make it so people don't
5 share their drinks. Maybe it's easier so that
6 they're all by themselves. If it comes into a
7 group I guess that's when they encourage each
8 other. Maybe go step by step. If that doesn't
9 work, then you can go on to the next step.

10 MR. DAVE MARZOLA:

11 Talk to them about swapping stuff
12 up. It reminds me of when I was a young kid,
13 you know, if we had one beer it would go between
14 us.

15 MS. BRENDA KLAUNBERG:

16 Hi, I'm Brenda Klaunberg. Just a
17 comment and a suggestion. I observe people
18 drinking on the train and I have done it myself
19 in a reasonable manner. And the folks that I
20 know that do it, they never get loud and
21 obnoxious either, on the Camden Line. Okay?

1 But I share your concern, especially if people
2 are downing a fifth by the time they get to BWI
3 because I know that train too.

4 And I think education is the best
5 way to start. We, the Council, can pass the
6 word to people that we know as a topic of
7 discussion. I think maybe a full-page article
8 in On Your MARC would be a great place to start.

9 MR. JIM KNIGHTON:

10 Yes, that would be a really good
11 idea.

12 MS. BRENDA KLAUNBERG:

13 And put it on the web.

14 MR. JIM KNIGHTON:

15 Yes, that's a good idea.

16 MS. BRENDA KLAUNBERG:

17 At least people will start to
18 realize that this is a topic of issue and if
19 they continue this obnoxious behavior, you guys
20 are going to crack down.

21 MR. JIM KNIGHTON:

1 Yes, that's excellent.

2 MR. DAVE MARZOLA:

3 It's important that we just get
4 started, and get started now with the
5 educational piece.

6 MS. LYNDA CLARKE:

7 We might have to put you on that
8 committee, Brenda.

9 MS. BRENDA KLAUNBERG:

10 Thank you.

11 MR. JIM KNIGHTON:

12 Anybody else have anything you
13 wanted to bring up before we close? Yes?

14 MS. HARRIET HASSIER:

15 Is there any update on how long
16 Route 28 at Point of Rocks... I know when you
17 sent out the email there was no time frame.

18 MR. IRA SILVERMAN:

19 It's supposed to be two weeks
20 depending upon the weather. That's what they
21 told us. So that would be two weeks I guess

1 from yesterday.

2 MR. RAFAEL GUROIAN:

3 Where do we send to sub-committees.
4 Is it up to the sub-committees to start
5 attending our meetings? How does this work?

6 MR. JIM KNIGHTON:

7 I think the thought was that they
8 would just have sort of like email sessions
9 among themselves and then if they wanted a
10 meeting, certainly they've done that. If they'd
11 like to start meeting in a physical location or
12 if they want to do it by email, but go ahead and
13 start and brainstorm and think about issues and
14 pass the suggestions along to your Chair and
15 Vice-Chair and then we can discuss them at
16 future meetings.

17 So yes, just take a moment. And
18 as we conclude, I just wanted to say as we wrap
19 up here, I feel very strongly that as we move
20 into the new year, this council is your council
21 and if there are things you want to look into

1 and issues that you want to explore, please
2 bring them up and send them to your Chair and
3 Vice-Chair and we'll try and put them on the
4 agenda and discuss them as thoroughly as we can.

5 So I really hope we can move forward
6 and try and get some things accomplished this
7 year. Thanks to all of you for your service so
8 far. We'll set up a meeting for some time next
9 month. I talk with the Chair and Vice-Chair and
10 we'll figure it out. But thank you all very
11 much.

12 MR. EARL LEWIS:

13 The only thing I'll add to that,
14 just so you understand that, we clearly
15 understand the context of these discussions. We
16 know there's a lot of great things about MARC.
17 So we're trying to make things on MARC better.
18 So if we end up spending a lot of time talking
19 about things that are maybe not so great, we
20 understand the context of that and thank you for
21 all of your comments and feedback that we

1 receive. Don't be shy about talking to us about
2 problems.

3 MR. JIM KNIGHTON:

4 I'm going to get email out tomorrow.

5 It's posted on the web on February 12th we're
6 going to have a schedule change. Other than the
7 two non-rush hour trains, most of them are five
8 minutes or less, and the reason for that is
9 we've been riding, we've got a lot of problems
10 especially on the trains that go to Perryville
11 because when we get late then we go in deciding
12 for the Excelsa and we get later. And we're
13 doing some, the 5:25 train is actually going to
14 run at 5:20 so it gets a head start on the
15 Excelsa and Amtrak is going to move their train
16 up five minutes so we that we don't catch them.
17 The same thing with the transit, train 428 to
18 Baltimore, well say I'm in Perryville, the
19 problem is that Perryville is right behind it
20 and passes it up around West Baltimore. So
21 instead of leaving at 4:20, he'll leave at 4:15.

1 And I think most of the other changes is two or
2 three minutes. But it's on the web of the
3 schedule page and I'll be sending an email out
4 tomorrow. It's principally to try and improve
5 the performance which is pretty mediocre.

6 MR. RAFAEL GUROIAN:

7 Why now, why not April?

8 MR. JIM KNIGHTON:

9 This has been going on since the end
10 of October and it's getting worse. And why if
11 we can fix it, we can fix it.

12 (Everyone talking at once.)

13 (Whereupon the MARC Advisory Council
14 Meeting held on January 25, 2007, was concluded
15 at 5:45 p.m.)

16

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21

1 State of Maryland

2 County of Anne Arundel, to wit:

3 I, WILLIAM A. BODENSTEIN, a Notary Public of the State of
4 Maryland, Anne Arundel County, do hereby certify that the
5 within-named proceedings took place before me at the time and place
6 herein set out.

7 I further certify that the proceedings were recorded
8 stenographically by me and this transcript is a true record of the
9 proceedings.

10 I further certify that I am not of counsel to any of the
11 parties, nor an employee of counsel, nor related to any of the
12 parties, nor in any way interested in the outcome of this action.

13 As witnessed my hand and notarial seal this 30th day of
14 January, 2007.

15 _____
16 William A. Bodenstein

17

18

19

20 My commission expires:

21 November 1, 2007

| A | | | | |
|---|--|--|---|--|
| Aberdeen 15:14 23:12 24:2 | afford 17:18 | answer 29:2 41:16 | 26:15 32:17 36:19 41:5,13 | both 7:7 |
| able 14:6 20:2 22:11 38:7 63:6 | afraid 45:5 | anybody 27:18 44:12 45:9 48:4,13,14 49:21 58:4 65:2 71:12 | backed 23:19 | bothers 45:3 |
| about 5:4 7:10 9:15 10:9 11:8,15,21 12:2 12:5,13,21 16:13 23:2 23:3,17,18,20 26:10 26:16 27:2 28:3,15 29:8 31:16,18 38:3,5 40:10,19 42:8 44:3 47:1,17 48:3,4,18 49:16,21 51:10 53:8 55:12 56:15 62:6 64:15 67:5 69:11 72:13 73:16,19 74:1,1 | after 4:9 14:13 17:5 20:10 24:18 45:6 | anyone 4:5,11 9:21 12:12 38:10 | bad 61:14 | bottle 56:17 |
| above 52:10 | afternoon 3:16 9:2 | anything 8:20 10:1,19 20:7,19 22:11 27:19 44:13,14 46:8 62:1 71:12 | balance 33:17 | bottles 47:1 60:9 |
| above-entitled 1:8 | afterwards 47:7 | apart 35:8 57:18 | ballot 4:8 | bottom 43:14 |
| Absolutely 57:11 60:12 | again 11:14 12:4 | apparent 39:17 | ballots 5:3,16 | brainstorm 72:13 |
| accepted 51:12,15 | against 47:5,12 66:10 | appeal 15:19 | Baltimore 23:10 38:1,2 48:7,7 74:18,20 | Brenda 2:20 5:4,10 69:15,16 70:12,16 71:8,9 |
| access 38:4 | agenda 62:1,4 73:4 | APPEARANCES 2:1 | bar 50:6 52:16 53:18 53:20 | brief 9:1 |
| accident 58:18 | agendas 27:11,14 | Applause 8:11 | bargain 17:5,11 | briefing 9:19 |
| accidents 48:10 58:20 | ago 11:11,20 18:5 23:17 41:3 60:14 63:2 | Applecart 25:16 | Barnesville 32:6,8 59:6 | bring 12:4 44:14,17 50:7 51:21 52:5 71:13 73:2 |
| accomplish 26:17 | agree 25:20,20 55:18 68:21 | applied 15:9 | bartenders 52:16 | brought 9:18 49:6 |
| accomplished 73:6 | agreed 29:12 | appreciate 9:6 62:17 | based 24:9,20,21 | Brunswick 18:3 31:19 32:9 33:11 36:16 37:1,6 45:17 49:16 59:7 |
| According 8:7 | agreement 13:21 17:14 17:16,17 29:5,11 30:4 | approach 12:17 49:12 | basically 15:15 17:6,17 | budget 17:19 63:9 |
| action 4:17 76:12 | agreements 22:14 | approaches 11:21 | become 58:3 | build 29:12,18 30:6 |
| active 47:15 48:13 66:21 | ahead 4:3,16 6:2 35:17 36:3 59:20 72:12 | approving 27:11 | beer 50:8 51:20 52:2,5 54:11 55:21 56:18 57:1,3 69:13 | built 39:13 43:8 |
| actually 10:13 17:5 20:18,20 23:14,18 29:16 30:3 35:10 36:2 39:3,4 40:6 53:18 54:2 59:2 74:13 | AHMED 2:19 68:20 | April 75:7 | beers 55:14 | bus 8:17 |
| add 17:2,13 34:14 73:13 | air 39:6 41:21 | apt 13:10 | before 1:11 9:18 14:13 15:17,18 17:4 20:10 24:18 35:2 41:12 47:4 50:13 52:12 55:17 57:14 59:15 71:13 76:5 | business 3:21 28:1 |
| addition 14:7 | airplane 52:1 | area 8:19 57:18 | begin 20:8 | busy 28:21 |
| additional 29:13 | alcohol 11:14 44:20 45:2 46:13,15 53:21 55:12 | argued 38:14 | beginning 14:7 57:2 | buy 53:20 |
| address 10:5,10 12:6 51:2 | allow 10:5 50:3,4,7 53:11,14 | around 4:19 9:3,15 31:17 34:7 36:10,11 48:6 49:10 54:18 74:20 | behavior 60:7 70:19 | buying 53:19 |
| administration 1:1,8 3:7 8:16 14:9 26:20 27:6,13 47:9 48:15 63:15 | allowed 17:15 53:2 | arrangement 14:8 | behind 35:11,18 74:19 | BWI 49:8 55:2,5 59:1 70:2 |
| Administrator 8:15,18 | allows 29:5 | arrangements 57:14 | being 32:14 47:1,4,6 48:5 50:11 55:1 63:2 | C |
| administrators 3:13 | Allsum 43:6 | arrived 45:8 | believe 28:10 42:15 63:2 | C 3:1 48:21 |
| adopt 27:8 | almost 43:11 64:6 | article 70:7 | best 21:6 31:14 70:4 | California 53:13 |
| adopting 9:15 | along 10:20 72:14 | Arundel 48:8 58:20 76:2,4 | better 33:11 34:13 39:5 61:5 62:11 73:17 | call 39:16 60:15 61:2 62:9 67:16 |
| advance 56:16 | already 14:21 60:7 | asked 5:4 15:17 16:8 38:14 55:7 58:3 59:17 | between 7:8 36:12 37:8 49:7 69:13 | called 39:11 59:20 61:8 |
| advertisement 63:10 | alternate 14:10 | asking 41:16 | beverages 55:4 | calling 57:17 61:15 |
| advisory 1:2 3:4 9:4,16 50:12 75:13 | although 16:13 19:10 27:7 38:9 | aspect 52:8 | beyond 16:21 18:19 | Calvo 2:17 54:6 64:2,3 64:4,10 65:1,12 68:15 68:16,21 |
| aegis 8:17 | always 30:13 44:3 51:4 | associated 42:1 53:15 | bi 30:8 31:16 | Camden 18:3 36:12,14 38:2 69:21 |
| Affairs 3:6 | among 5:6 12:10 72:9 37:5 42:16 | assume 44:16 | bigger 30:18 | came 7:7 15:10,17 20:13 28:17 |
| affect 40:13 | amount 24:9 25:12 37:5 42:16 | assuming 17:10 | biggest 31:1 36:13 47:4 51:19 | candidates 4:11 5:20 |
| | Amtrak 12:15 13:6,21 14:2,4,11,21 15:5 16:7 17:14 19:17 21:12 29:5,8 30:1,4 31:8 51:20,20 52:1 74:15 | attacking 44:19 | birthday 13:2 15:12 16:15 | candy 50:6 |
| | announced 57:13 | attending 72:5 | bit 24:4 31:5 34:8 | Capitol 1:11 |
| | announcement 28:4,12 | author 60:13 | bi-level 31:16 47:2 | Captain 3:9 51:5 55:1 62:18 66:13 |
| | announcements 63:7 | average 25:5 54:17 | bi-levels 30:13 | car 13:8 30:9,20,21 31:9,16,17 35:21 39:12 40:11 42:1 44:2,2 46:17 65:3,4,7 65:13,15,16 |
| | annoying 46:20 | avoid 4:10 | board 59:17 63:14 | career 66:15 |
| | another 31:9 35:21 41:12 50:14 51:5 68:14 | aware 58:16 59:11 | boarded 59:16 | cars 28:20 29:3,6 30:12 30:16,17 31:9,11 |
| | | away 17:9 43:19 50:15 54:16 | boarding 59:14 | |
| | | a.m 14:13 17:4 20:10 24:18 | Bodenstein 1:12,21 76:3,16 | |
| | | B | borrowed 13:8 | |
| | | back 3:4 15:10,17 | | |

| | | | | |
|---|---|---|---|---|
| <p>33:19,21 34:1 36:8 37:2,15 38:15,18,18 38:21 39:3,9,10 40:4 40:10,15,16,21 41:2,7 41:19 42:2,2,15 43:18 44:6 52:16 53:18,19 53:20 57:17 case 52:5 cases 23:7 52:15 catch 3:17 62:16 74:16 caught 26:7,7 caused 66:17 centralization 31:7 centralized 22:16 certain 14:14 29:6 42:16 43:11 58:7 62:6 certainly 5:7 11:9 21:10 63:20 72:10 certify 76:4,7,10 chair 4:1 5:5,7,8,21 8:9 61:21 62:8 72:14 73:2,9 Chan 2:12 21:15,16 22:1,19 23:13 24:8 25:3,8,14 39:19 41:6 42:7 44:5 change 34:12 74:6 changed 13:1 18:8 45:4 changes 75:1 changing 60:6 61:17 Channel 48:21,21 charge 25:9,11,12 27:3 60:15 Charon 2:18 3:8 66:3,4 charter 26:19,19 checked 60:16 checkpoint 57:13 58:21 checkpoints 47:19 choice 6:2,7 8:6 36:1 citations 50:5 cite 50:4,5 Citizens 50:12 civil 66:11 Clarke 2:5 5:14 6:1,21 6:21,21 7:1,2,2,6,9,16 8:7 12:20 13:16 65:6 65:18 66:1 71:6 clean 39:11 clear 18:18 clearly 18:13 73:14 click 10:16,20 close 32:13 40:14 66:14 71:13 closed 65:16 closer 65:7 closest 65:19</p> | <p>closing 22:2 clothes 48:20 49:4 coal 41:4 collect 6:3,5 collecting 22:18 Collins 51:5 collision 41:3 Colonie 43:9 Columbus 19:4,9 come 11:2 13:5 41:5 43:21 44:2 50:13 57:11 59:21 comes 8:17 22:3 25:17 69:6 coming 3:13 47:19 59:1 commencing 1:9 comment 69:17 comments 9:21 10:19 12:13,21 44:13 73:21 commission 76:20 commitment 26:18 committee 64:12,16,18 69:2 71:8 committees 9:4,16 communicate 10:6 commuter 8:17 22:13 company 43:7,7 compared 31:13 complaints 36:18 component 66:20 computer 33:10 con 22:7 conceivable 37:19 concept 49:20 concern 13:14 22:18 45:5 47:4 51:21 70:1 concerned 11:15 12:5 44:3 47:17 concerns 45:9 conclude 72:18 concluded 75:14 conditioning 39:6 41:21 conduct 44:19 66:9 conductor 17:8 59:14 60:20 61:8,13 conductors 33:7 63:8 conductor's 26:4 congratulations 8:9 connect 37:10 cons 67:12 conscientious 49:13 consequences 42:14 consider 11:16 31:20 consideration 57:1 consistent 38:6 consistently 29:4</p> | <p>constraint 30:18 consumers 63:6 consuming 55:3 consumption 11:14 44:20 45:2 46:13 contact 50:21 52:9 60:21 61:13 contacted 51:17,18,18 context 73:15,20 continue 70:19 continuously 9:7 contract 14:5,12 15:11 16:1 17:1 18:7 19:2 20:14 21:17 22:3,17 25:17 30:3 41:2 contracts 16:3 29:18 contractual 42:6 control 52:6,7 converted 43:11 convince 37:20 cooler 52:5 coolers 50:8 cop 47:16 48:6 corner 6:2 correct 56:7 correctly 26:18 cost 38:16 costs 17:20 council 1:2 3:4 9:18 10:7,16,17,21 11:18 26:17 67:20 70:5 72:20,20 75:13 counsel 76:10,11 count 4:9 6:13 23:14 32:20 33:5,7,12,15 counts 33:3 County 48:7,7,8 58:20 76:2,4 couple 11:8,11 54:9 55:1 61:18 62:13 63:2 course 18:2 57:4 cover 15:11 Co-chair 5:5,7 co-chairs 8:1 crack 70:20 craft 67:2 crash 66:18 crazy 5:17 crime 60:9 crowded 32:15 34:3 35:15,20 36:1 CSX 37:20 38:3 cup 49:10 curtailed 67:2 customer 9:4 cut 40:7</p> | <p style="text-align: center;">D</p> <p>D 3:1 48:21 damaged 41:3 Daniels 49:7,9 52:6 54:18 56:17 57:3 dark 39:20 date 59:13 Dave 2:15 3:9 44:15 45:16,20 46:4,12,16 50:20 51:14 52:20 53:7 54:20 56:6,12 57:10 58:9,19 59:9 60:11 61:1,11 62:19 67:9 68:4,9 69:10 71:2 day 13:7,11 15:6,18 16:2,9,15,20 18:19,19 19:4,4,5,8,8,9,9,20 21:5,7 24:6,6 26:9,9 28:13 30:11 37:21 38:3,10 44:9,21 46:11 49:5 62:7 76:13 days 11:8 15:16 17:7 22:10 DC 1:11 deal 28:16 31:2 51:11 dealing 30:10 46:20 47:5 48:8 60:21 dealt 45:1 60:10 Deborah 2:6 6:4,8,10 6:14,19 56:20 58:15 December 21:20 30:5 59:13 decentralized 22:13 deciding 74:11 decision 52:13 dedicated 10:4 defend 66:7,7 defending 56:16,18 66:17 deferred 20:15 defined 25:18 definitely 9:6 18:19 21:7 68:6 delayed 3:14 deliberately 18:10 delve 64:12 department 52:21 depending 71:20 deputy 3:12 8:14 described 60:8 detail 39:12 details 29:20 detained 59:19 developed 66:12 difference 15:3 different 26:11 27:8</p> | <p>45:1 48:9 difficult 53:16 direct 51:1 directly 8:18 13:20 42:13 director 3:5 10:8 11:7 discriminate 20:1 discuss 12:9 27:19 64:5 72:15 73:4 discussed 17:3 discussing 62:2 discussion 5:6 11:21 26:15 70:7 discussions 73:15 disks 39:18 disorderly 44:19 46:11 58:3 66:9 67:15 distance 37:11 distances 37:7 district 22:14 disturbed 49:3 division 43:6 dmarzola@mta.md.c... 51:2 doing 4:2,7,8 26:8,10 44:1 45:8 47:7 48:3 54:19 56:5 67:18,18 74:13 dollar 24:9 dollars 38:4,17,19 DONALD 2:16 62:15 62:21 done 11:9 18:6 24:1,14 38:17 39:14 42:2 63:12 69:18 72:10 door 65:15,17 dovetails 65:8 down 5:12 6:1,8,8,17 39:4 40:2 55:2 57:11 70:20 downing 70:2 downstairs 47:3 draft 26:19 drink 48:19 50:7 52:3 55:14 66:8 drinking 44:18 47:11 47:12,17 48:10 50:1,3 56:17 57:1,3 58:1 66:13,16 67:15 69:18 drinks 69:5 drive 13:4 55:20 56:2 driven 58:18 driver 66:12,17 drivers 47:6 66:15 driving 47:11,12,17 50:1 55:10 56:4 66:14,16</p> |
|---|---|---|---|---|

| | | | | |
|--|---|--|--|---|
| <p>dropping 19:8 drove 13:8 drunk 47:6 57:5 59:16 60:8 66:17 due 40:16 61:6 Dunn 22:15 during 38:3,10 51:16 55:21</p> <hr/> <p style="text-align: center;">E</p> <p>E 2:16 3:1,1 62:15,21 each 23:5 33:1,1,8,9 69:7 Earl 2:7 8:14,21 21:4 34:5 43:13 67:3 73:12 easier 63:15 69:5 easiest 5:11 eat 66:8 eating 50:4,5 educate 55:12,16 63:6 education 63:3 66:20 70:4 educational 57:19 71:5 effort 21:6 eight 29:16 either 10:3 13:5 29:6 46:18 56:5 69:21 election 4:1 eliminate 26:1 eliminating 23:19,20 Elmira 43:9 email 10:5,10,16,21 11:13 12:13 21:13 51:2 60:13,16 67:11 67:19 71:17 72:8,12 74:4 75:3 emails 46:18 51:3 60:17 employee 76:11 employees 18:12 empty 28:9 32:19 encompasses 12:7 encourage 69:7 end 34:17 40:4 41:18 55:17 73:18 75:9 ends 7:16 enforcement 47:5 55:17 59:11,17 enforcement's 58:2 enforcing 60:6 engagement 50:15 engineer 56:5 engineered 30:5 enough 16:16 40:13 43:18 52:3,4 entrance 65:11</p> | <p>especially 62:18 70:1 74:10 essentially 20:14 estimate 33:15 even 20:7 22:9 30:18 31:2 37:15 evening 33:21 34:4 59:1 event 16:19 eventually 40:20 ever 26:1 every 17:11 23:1 24:15 31:4 38:1 40:3 46:10 62:7 everybody 5:12 17:19 28:12 29:21 49:11 50:9 52:10 54:10 60:2 63:13 everybody's 44:16 59:11 60:3 everyone 3:3,20 6:11 30:21 75:12 everything 18:12 39:1 42:1 50:8 exact 23:2 29:17 example 33:19 Excelsa 43:8 74:12,15 excellent 71:1 exception 23:10 Excuse 35:18 existing 43:16 60:6 exit 40:3 exiting 47:12 expanding 34:11 expect 19:21 expecting 3:12 expedite 30:2 expense 34:13 expire 21:17 expires 76:20 explicitly 22:4 explore 73:1 Express 36:13 extended 30:4 extension 17:1 21:20 External 3:6 extra 17:8 31:11,17,18 38:15 extract 22:9 extraordinary 39:11 E-Clean 39:11</p> <hr/> <p style="text-align: center;">F</p> <p>fact 18:15 21:10 36:11 factory 43:10,10 fair 8:3 fall 19:13,18</p> | <p>family 48:12 far 16:19 27:12 35:17 73:8 February 74:5 federal 19:10 feedback 9:6 73:21 feel 50:16 72:19 feels 48:15 fees 38:4 few 3:13 14:20 19:21 30:10 34:7 64:14 fifth 49:6,9 52:6 54:18 70:2 fifty 54:12 figure 20:3 42:20 67:6 73:10 filled 32:2,4 finally 30:3 41:1 financial 25:15 find 20:2,4 52:10,17 fine 5:9 21:13 fire 40:2 first 8:6 14:17 15:4 31:11 48:2 55:13 60:20 65:10,13,15,17 fit 64:21 five 7:17 8:8 29:15 30:6 39:9 40:10,21 41:11 41:19 49:7 74:7,16 fix 75:11,11 fixed 24:9 36:9 fleet 44:7 flexibility 27:14 34:6,8 floor 39:18 40:2,8 focused 29:19 folks 3:16 10:8 45:11 46:20 49:5 50:7 69:19 following 28:10 32:18 follow-up 48:21 49:1 formed 49:19 Fortunately 13:7 forward 9:13 73:5 forwarded 47:1 52:13 FOSTER 2:6 6:4,10,14 6:19 56:20 58:15 four 7:7 8:9 30:6 33:19 33:21 34:1 36:19,20 FRA 39:16 frame 71:17 Frederick 28:2,14 39:9 40:5 free 20:7 22:11 50:16 freight 42:18 friend 13:7 friends 48:11 from 3:7,10,10 10:2,13</p> | <p>11:6,10 18:4 23:19 31:12 33:1 39:11 40:5 47:2 49:7,8 50:15 55:4,9 60:17 67:14,17,19 72:1 front 10:13 fuel 17:20 full 32:14 35:7 full-page 70:7 fun 8:14 further 76:7,10 future 40:20 51:10 62:4 72:16</p> <hr/> <p style="text-align: center;">G</p> <p>G 3:1 Gaithersburg 59:15 Gaithersburg 37:8 59:20,21 61:6,7 general 10:6 generally 31:19 37:6 46:7 gentleman 59:14 Germantown 28:19 31:12 32:2 36:2 37:8 gets 3:19 5:13 7:19 28:11 31:17,17 35:15 40:21 61:14 63:13 74:14 getter 7:5 getting 11:5 17:12 36:5 42:3 55:9 57:8 75:10 give 20:7 22:11 26:18 41:13 given 44:9,21,21 glad 9:2 glow 39:20 go 4:3,6,16 6:2 16:21 32:17 39:3,12 40:5 41:8 42:15,17 43:9 51:3 54:16 55:17,21 56:9 59:8 65:10 67:10 68:10 69:8,9,13 72:12 74:10,11 goes 16:20 32:19 38:2 41:15 going 5:15,16,17 9:13 11:5,7 14:20 16:21 17:2 19:5 20:1,4 21:6 21:7 26:20 28:5,7 35:7 39:8 40:11,21 41:13 44:16 45:6 47:8,9 48:2 50:6 54:18 55:8 56:1 57:6 57:16,17,20 59:7 66:18 67:6,7 70:20 74:4,6,13,15 75:9</p> | <p>gone 24:3 49:9 good 9:1 16:6 17:11 48:1 54:15 59:7 63:3 70:10,15 gotten 3:14 41:2 58:17 58:18 government 19:10 gradually 36:14 granted 63:18 grass 63:12 great 39:14 70:8 73:16 73:19 Gross 2:14 6:1,9,20 7:1 7:2,3,7 8:8 27:20,21 32:1,5,16 33:4 34:16 35:4,12 54:5,7 56:3,8 56:14 58:6,12 59:4 68:1,7 group 49:15,16,18 50:12 69:7 grunge 39:13 guess 3:14 4:6 9:12 11:1 15:9 16:20 35:17 39:7 49:5 63:1 69:2,7 71:21 Guroian 2:10 12:16 13:13 18:17 37:14 38:20 43:3 46:9,14 51:8 52:14 57:7 65:9 65:14,20 72:2 75:6 guy 59:18,21 guys 51:9 70:19</p> <hr/> <p style="text-align: center;">H</p> <p>Hall 1:10 HAMEED 2:19 68:20 hand 56:2 76:13 handful 23:9 48:17 handle 16:16 hands 4:15 58:2 happen 13:10 21:8 happened 18:9,9 65:3 happening 27:12 66:19 happens 15:21 happy 3:3 hard 45:3 hardly 20:11 harm 63:16 HARRIET 2:21 71:14 HASSIER 2:21 71:14 hate 54:9,15 having 10:3,10 12:14 31:16 32:14 54:11 62:6 head 74:14 heads 23:14 hear 9:7 13:18</p> |
|--|---|--|--|---|

| | | | | |
|--|---|--|--|--|
| <p>heard 15:14 20:19 28:12 49:16 65:4 heart 66:14 heat 39:6 hectic 58:14 held 1:9 59:18 75:14 help 41:4 helping 67:1 helps 67:16 her 55:7,11 60:17 hey 67:13 he'll 74:21 Hi 69:16 highlighting 18:13 him 59:19 holes 40:8 holidays 14:16,18,19 16:6 18:20 19:13,14 19:16,18,20 25:18 home 10:14,14 55:9,20 57:15 Hoover 17:1 hope 73:5 hopefully 57:18 59:10 hot 66:6 hour 54:12 55:20,21 74:7 hours 55:14 Howard 48:7 HUGHES 2:16 62:15 62:21 human 66:11 hurdle 31:1 hurt 31:7 45:6 48:14</p> <hr/> <p style="text-align: center;">I</p> <p>idea 69:4 70:11,15 ideas 9:13 62:1 II 40:15 impact 43:16,19 impacts 51:4 important 3:15 66:21 71:3 impression 46:11 improve 9:8 75:4 incidences 58:16 incident 45:14 increases 17:20 indicated 60:13 information 3:9 9:19 50:21 inheritance 18:4 initially 16:11 input 11:6 63:20 install 39:16 instance 31:9 instead 24:5 74:21</p> | <p>intention 26:1 interested 76:12 internally 67:5 interpretation 15:20 interviewed 54:21 invest 38:12 investigating 53:1 investigative 49:2 invited 50:13 involved 42:13 48:10 Ira 2:8 3:10 13:12,19 19:1 21:9,18 22:5,21 23:15 24:11 25:6,10 25:19 29:1 32:3,11 33:2,6 34:9,19 35:9 35:14 37:17 39:2,21 41:9 42:10 43:5,17 44:8 46:19 50:18 52:18 53:5,10 58:7 71:18 irrelevant 19:16 Island 51:11,17 53:1,3 issue 11:13 12:14 19:19 20:9,12 21:5,14 26:8 31:2 53:17,19 63:15 64:5,7 70:18 issues 19:19 40:19 42:6 45:1 48:9 51:6 52:11 72:13 73:1 item 3:18,21 11:10 items 10:2 17:2</p> <hr/> <p style="text-align: center;">J</p> <p>Jack 49:6,9 52:6 54:18 56:17 57:3 Jackson 5:21 6:20,21 7:1,2,6,14,16 8:6,8 January 1:9 75:14 76:14 Jersey 51:18 53:4 Jim 2:2 3:2,5 5:1,19 6:6 6:12,16 7:4,12,21 8:4 8:12 9:10 12:18 17:1 26:12 27:1,17 44:11 54:4 61:16 64:1,8,19 68:13,18 70:9,14,21 71:11 72:6 74:3 75:8 job 63:14 Joining 8:13 Juan 2:17 64:3,4,10 65:1,12 68:16 July 19:20 jumped 59:18 just 3:18 4:3,10 5:12 6:18 8:13 9:1,13,19 10:5,20 11:13 12:1,4 12:10 13:14,17 18:4</p> | <p>18:18 21:19 24:21 26:5 28:1 31:14 34:14 36:9,10 46:13 46:15 48:14 49:4,11 49:21 50:9 54:16,21 55:4,12,16 56:18 57:19 58:7,10 60:8,12 62:17 67:11,15,19,20 69:16 71:3 72:8,17,18 73:14</p> <hr/> <p style="text-align: center;">K</p> <p>Kawasaki 30:8 36:5 40:7 Kawasakis 36:15,20 keep 6:18 9:1 41:16 66:10 Kensington 34:4 kept 26:8 key 63:13 kick 59:6 kicking 9:14 kid 69:12 killed 48:5,11,12 kind 17:5 36:6 51:12 52:11 58:18 63:11 King 12:15 15:7 26:9 King's 13:2 15:12 16:14 19:8 Klaunberg 2:20 5:10 69:15,16 70:12,16 71:9 knew 12:3 16:7 22:6 Knighton 2:2 3:2,5 5:1 5:19 6:6,12,16 7:4,12 7:21 8:4,12 9:10 12:18 26:12 27:1,17 44:11 54:4 61:16 64:1,8,19 68:13,18 70:9,14,21 71:11 72:6 74:3 75:8 know 3:15 5:5 9:20 10:15 11:9,15,20 12:13,21 16:2 17:1,6 18:7,7,11 20:17 21:2 22:10 24:17,21 26:5 28:7,16,19 29:20 31:15,15 35:7 36:2 42:18,19,21,21 43:2 47:7,16 48:2,17 49:11 49:12,14,17 50:9,16 52:21 53:1,8 54:2,3 54:21 55:13,15,18 56:15 58:5,11 61:4,5 61:6,18 62:1,5,13 63:9,19 65:2 66:18 67:11 69:13,20 70:3,6</p> | <p>71:16 73:16 knows 21:1</p> <hr/> <p style="text-align: center;">L</p> <p>Labor 19:20 labor-intensive 40:9 lady 55:3 language 22:4 25:17 large 31:10 43:7 Larry 2:14 6:1,9 27:21 32:1,5,16 33:4 34:16 35:4,12 54:7 56:3,8 56:14 58:6,12 59:4 68:1,7 last 10:3 20:14,19 23:21 24:10 32:17 49:1 late 28:3 40:18 74:11 later 35:19 74:12 Laughter 46:2 law 47:4,13 50:1,1 58:1 58:2 59:11,17 60:6 61:18 66:7,10 laws 9:16 least 11:4 20:18 49:16 52:1 70:17 leave 61:19 62:14 74:21 leaving 28:14 61:4 63:8 74:21 left 26:6 32:8 65:11,21 66:2 legal 52:21 less 23:11 39:7 49:15 74:8 let 9:19 11:9 29:18 42:21,21 47:7 48:2 49:11 50:9 55:11,13 67:11 letting 50:13 let's 69:4 level 30:9 31:17 40:16 levels 30:9 Lewis 2:7 3:18 8:14,21 21:4 34:5 43:13 67:3 73:12 liability 29:19 Lieutenant 50:14 lighting 39:16 lights 40:1 like 5:7 6:3,13 9:18 10:10,11,19 12:6 14:11 18:5,10 19:20 26:5 27:7 31:4 33:14 34:4 35:6 36:16 37:11,15 39:9,12 40:7 46:5,8 51:3 53:13 58:7 61:14 62:8 63:4</p> | <p>64:4,11 66:13 69:3 72:8,11 limit 29:8 31:4 59:3 limited 30:15,16 line 18:3,4 31:10,13,19 33:11,13 36:12,14,16 36:16 37:1,2,3 38:8 43:14 44:21 45:17 51:1 65:3 69:21 lines 37:13 link 10:13,20 list 10:18 listed 23:4 literally 63:14 little 4:20 5:2 31:5 34:8 40:7 49:17 live 57:18 lives 63:17 location 72:11 locomotives 29:7 long 14:1 29:17 41:7 42:12,21 51:11,17 53:1,3 71:15 longer 5:18 56:10 look 31:6 33:16 35:5 36:4,17 39:14 68:5 72:21 looked 19:6 29:9 32:21 looking 49:5 losing 34:17 lot 5:18 11:21 13:1,9 20:16 27:13 29:19 31:21 34:6 37:9 47:10,20 48:8 56:9,10 63:5,11,15 64:5 68:5 73:16,18 74:9 loud 65:4 69:20 low 30:9 lucky 13:8 LUKE 2:13 26:14 27:15 45:12,18 46:3 60:4,18 61:9 Luther 12:15 13:2 15:7 15:12 16:14 19:7 26:9 Lynda 2:5 5:14,21 7:5 7:9 12:20 13:16 65:6 65:18 66:1 71:6</p> <hr/> <p style="text-align: center;">M</p> <p>mad 68:11 made 18:15 26:18 32:9 52:9 63:1,7 main 3:21 maintenance 43:15 major 14:19 47:14 57:15</p> |
|--|---|--|--|--|

| | | | | |
|---|---|--|--|---|
| <p>make 21:6 31:14 38:10 52:12 57:14,21 64:13 68:5 69:2,4 73:17 makes 34:12 63:14 making 9:3 11:16 man 55:20 manage 43:15 manner 69:19 many 17:6 20:17,20 30:12,13 32:21 41:3 44:6 48:5,9 MARC 1:2 3:4,10 8:16 8:18 10:14,15,17 14:11,16 40:15 44:7 44:17 45:2 50:12 51:3,4 61:4 63:5 66:5 66:10 67:19,20 70:8 73:16,17 75:13 marccouncil@mta.m... 10:11 margin 40:14 marketing 10:7 43:20 marquees 28:6 Martin 12:15 13:2 15:7 15:12 16:14 19:7 26:9 45:21 50:19 Martins 49:14,18 57:12 Martinsburg 46:6 54:13 58:14 Maryland 1:1,8 3:6 8:15 76:1,4 Marzola 2:15 3:9 44:15 45:16,20 46:12,16 50:20 51:14 52:20 53:7 54:20 56:6,12 57:10 58:9,19 59:9 60:11 61:1,11 62:19 66:13 67:9 68:4,9 69:10 71:2 material 14:15 18:11 26:3 matter 36:11 60:5 may 12:8,17 54:2 maybe 9:15 10:10 11:16 16:4 19:12 21:1,2 30:19 38:13 44:2,2 53:11 58:10 60:5 62:9 64:13,14 69:5,8 70:7 73:19 mayor 45:21 49:18 MDOT 11:17 52:13 mean 4:18 15:16 19:19 21:1 22:7,9 31:1,11 31:13 32:19 33:18 35:3 37:11,19 38:14 41:15 46:18 54:14 61:2 64:6,11 65:4</p> | <p>media 66:6 mediocre 75:5 meet 61:7 meeting 1:2,9 4:17 10:3 43:12 62:6,12 64:6 72:10,11 73:8 75:14 meetings 11:11,20 27:11 62:4 63:2 72:5 72:16 meets 64:17 members 5:6 48:12 mentioned 11:12 12:2 message 67:1 messages 67:7 Metro 37:10 53:3,17 Metrolink 53:13 middle 21:21 31:20 32:4,7 37:21 38:10 midlife 42:20 might 4:10 12:1 16:15 27:4 38:7 62:5 67:17 71:7 million 38:4 mind 65:5 minimum 37:5 minutes 28:3,15 35:6 35:10,19 36:3 54:12 55:20,21 74:8,16 75:2 missed 8:13 mission 27:3 mistaken 53:2 mixed 52:2 modals 9:5 modify 24:7 moment 72:17 money 20:16,16 22:9 22:18 29:14 37:16 Monocacy 28:13 month 33:9 42:14 62:7 62:10 73:9 months 41:10 42:9 more 20:16 22:9,12,18 27:14 29:3 30:10,14 30:21 31:3,7 33:14 34:8,14 37:2,15 38:13 38:16,17,19 39:8 41:11 49:14 64:5 morning 33:20 most 5:13 14:17 19:11 23:9,11 42:2 46:5 54:10 59:10,13 61:4 74:7 75:1 Mothers 47:5 move 34:7,11 72:19 73:5 74:15 moved 36:19 moving 34:10 36:10,10</p> | <p>39:7 MTA 3:7,10 9:5 10:4 26:16 45:2 50:3 53:3 66:5 MTA's 9:16 much 25:16 28:9 33:14 34:10 39:1 40:12 73:11 multiple 30:20 MVA 66:12 myself 51:5 61:15 69:18</p> <hr/> <p style="text-align: center;">N</p> <hr/> <p>N 3:1 name 3:5 5:12 names 6:17 10:18 near 40:20 necessary 41:20 need 33:19,20 36:21 37:1 64:14 69:3 needs 32:21 42:2 negatively 45:10 negotiate 16:3,21 20:6 22:12 26:10 negotiated 25:2 negotiating 29:14 negotiations 29:20 never 24:14 41:11 45:14,15 47:3 60:15 60:16 65:4 69:20 new 3:3 8:9 10:15,15 13:13,15 14:5 26:20 27:5,12 28:1 42:16 47:14 51:18 53:4,9,12 53:19 66:15 72:20 news 16:6 newsletter 50:17,19 next 3:18 11:7 22:3 25:17 26:11 35:8 62:11 69:9 73:8 night 35:2 49:1 nobody 4:18 8:3 18:14 21:1 26:7,7 nomination 4:2 non-rush 74:7 normal 15:2,9 16:10,14 19:13,14 20:21 normally 68:12 north 1:10 23:10 53:4 53:17 notarial 76:13 Notary 1:12 76:3 nothing 6:15 28:5,8 31:13 November 26:15 27:5 64:6 76:21</p> | <p>nowhere 37:16,18 number 23:3 25:1,1 29:6,17 30:16,16 36:8 39:3 numbers 31:10 33:15 33:16 N.W 1:11</p> <hr/> <p style="text-align: center;">O</p> <hr/> <p>O 3:1 obnoxious 69:21 70:19 observations 67:12 observe 19:11 67:10 69:17 observing 65:5 obviously 3:21 12:7 19:20 20:5 22:8 30:11 occurs 53:17 October 27:4 75:10 Odenton 33:14 off 4:21 5:4 13:7 17:19 23:19 33:8,12 34:2,20 36:15 37:10 45:7 47:19 55:5 57:12 58:17 59:6 offered 38:15 office 3:8 27:10 55:6 66:21 officers 9:11 64:14 official 4:17 offset 41:5 offsetter 36:7 oh 7:13 8:5 21:10 35:16 67:17 68:19 okay 3:20 5:2,20 6:7 7:5 8:6 10:1 16:20 26:3 27:16 45:8 50:21 68:17,19,19 69:21 old 42:3 43:10 once 11:8 23:16 45:7,19 53:15 57:15 75:12 one 3:12 7:19 10:2 14:1 15:4,4 16:16 17:10 18:14 23:17 24:19 25:4,9 26:9 27:8 28:10 30:8,18,21 39:5 40:3 41:12,13 42:12 45:14 46:21 47:3 49:3 53:9,20 56:1 57:2 58:11 59:1,2 60:17 63:19 64:4 65:19 68:6 69:1,13 ones 19:17 39:5 53:12 54:1 60:6 67:13 only 7:19 15:13 16:13</p> | <p>17:13 18:15 19:19 21:1 22:6,7,10 24:19 28:12,20 30:12 32:7,8 35:6,10,19 36:3,20 48:17 54:1,8,11 73:13 onto 59:18 on-board 59:12 open 65:10,17 operate 19:5 29:4 37:19 operating 18:16 30:4 38:16,19 operation 22:16 Operations 8:15 opinion 64:17 opportunities 63:5 opposed 33:13 options 38:16 64:13 order 30:9 other 9:16 11:10 12:12 19:11,17,19 22:8 29:9 31:2,6 32:18 37:13 38:6 41:12 42:13 44:19 45:11 46:8 48:20 50:2 51:10 61:17 69:8 74:6 75:1 others 36:4 out 5:2 11:3 12:11 14:15 15:8,16 16:1,6 20:3,3,5 21:12 23:20 26:7 27:4 28:2 30:20 35:2 37:20 38:21 40:1,21 41:7,8,17 42:20 43:1 47:19 48:20 52:10 55:15 57:20 59:1 67:6,7,16 68:2 71:17 73:10 74:4 75:3 76:6 outcome 76:12 over 19:8 29:8,9,15,17 31:4 39:12,13 52:6 59:2 overdue 42:5 overhaul 40:17 42:8,20 oversee 10:8</p> <hr/> <p style="text-align: center;">P</p> <hr/> <p>P 3:1 page 2:17,18,21 10:14 10:14 75:3 Pages 2:2,5,6,7,8,10,12 2:13,14,15,16,19,20 paid 17:9 pain 37:5 paper 4:20 5:3 42:11 parking 47:10,20 part 8:19 9:5 29:12</p> |
|---|---|--|--|---|

| | | | |
|---|---|--|--|
| <p>participants 59:12 particular 9:17 49:21 62:10 parties 76:11,12 partner 47:6 parts 39:7 pass 5:18 6:8 10:20 70:5 72:14 passed 5:2 49:10 passenger 25:4 passengers 10:6 24:1 33:7 34:18 47:2 60:9 passes 74:20 passing 4:19 past 14:18 pay 13:6 14:4 17:8 20:13 21:3 22:20 23:1,5 24:5,6,14 38:3 38:5,7,12 59:16 paying 24:5,16 payment 38:11 peace 47:21 Penn 31:10,13 33:13 36:16 37:1,3 38:8,8 45:17 55:5 57:9 65:3 people 12:21 13:1,9 14:20 15:17 17:6 19:11 20:17,20 21:11 22:16 23:3 28:18 31:18 32:21 33:12 34:2 35:1,6 37:10,12 44:19,20 45:10 46:5 48:5,11 50:4,5 52:4 54:9,10,11,19 55:1 56:16,18 57:8 58:17 59:6 61:19 66:8,11 69:4,17 70:1,6,17 peoples 63:17 per 25:4 61:18 percent 16:13 19:12,12 19:14 perfect 33:10 performance 75:5 perils 66:16 period 42:12 permits 58:1 permitted 50:2 Perryville 46:7 54:14 55:8 74:10,18,19 person 14:6 17:10 23:5 54:17 59:2 philosophy 50:10 physical 72:11 pick 56:1 picked 18:14 57:9 picking 28:11 48:4 piece 57:19 71:5</p> | <p>place 33:14 39:1 40:8 43:9 59:8 70:8 76:5,5 places 23:10 54:13 plain 48:20 49:4 plan 20:18 please 73:1 plenty 57:8 68:8 point 9:3 10:1 16:2 17:2 32:9 40:19 58:2 60:21 61:13 67:14,14 68:14 69:3,3 71:16 points 14:2 Police 3:10 47:15,16 58:21 59:21 61:7 policy 16:8 portion 14:1 portions 14:1 positions 38:13 positive 41:1 possible 30:7 64:13 posted 74:5 power 31:8 precedent 13:14,15 preparation 16:1 prepped 31:5 presidents 30:1 President's 13:11 15:6 16:2,8,15,20 18:18,19 19:8 21:5,7 pretty 17:11 28:9,21 39:1 53:13 58:14 75:5 prevalence 44:18 previous 49:1 primary 22:17 principally 75:4 prior 36:19 63:8 pro 22:7,8 47:14 48:12 probably 14:17 23:7 25:16 28:11 29:15 30:6,18 31:7 32:20 33:11 37:2 48:18 63:3 problem 4:18 16:12 19:3 20:17 30:20 33:18 34:15 36:12 38:9 39:6 46:4 60:14 74:19 problems 53:15 74:2,9 procedure 4:6 proceed 3:18 proceedings 76:5,7,9 process 40:9 41:14 processes 60:3 program 40:20 41:1 59:12 66:12 project 29:21 40:6</p> | <p>promise 30:1 propose 3:17 61:20 pros 67:12 provide 14:10 30:9 35:21 pro-active 49:12 50:11 63:3 public 1:12 3:9 11:6 12:9 76:3 pull 21:12 pulled 15:21 put 5:12 10:13 15:8,16 22:4 33:9 37:16,18 42:11 47:9,10 55:19 56:1 62:3 63:20 67:7 70:13 71:7 73:3 p.m 1:10 14:13 17:5 20:10 24:18 75:15</p> <hr/> <p style="text-align: center;">Q</p> <p>quarter 38:4 question 21:16 44:17 45:11 54:5 questionable 18:20 questions 4:5 10:1 12:12 27:18 44:13 58:4 quiet 46:17 quite 24:4 quorum 4:16</p> <hr/> <p style="text-align: center;">R</p> <p>R 3:1 RAFAEL 2:10 12:16 18:17 38:20 43:3 46:9,14 51:8 52:14 57:7 65:9,14,20 72:2 75:6 Raffy 12:13 railroad 17:20 43:11 51:11,17 53:2 railroads 38:6 51:10 raise 11:13 rather 4:14 reach 25:1 real 63:13 reality 31:18 realize 70:18 really 5:17 19:18 21:1 43:1 45:2,9 46:4 48:12 54:16 64:12 65:5 70:10 73:5 reason 74:8 reasonable 11:4 69:19 recall 26:17 receive 74:1 receiving 11:2</p> | <p>recently 9:14 23:21 49:17 59:10,13 recommend 11:17 recommendations 64:14 recommended 47:10 record 4:21 5:4 76:8 recorded 76:7 reflective 39:17,18 regarding 10:3 related 76:11 relative 37:11 relatively 14:20 37:7 reliable 39:8 remarks 62:17 remember 38:5 52:19 reminds 69:12 remove 53:16 renewal 22:3 repair 38:21 41:2 report 49:2 REPORTED 1:21 reports 8:18 required 29:18 requirement 39:15 resolution 11:17 responsibility 8:19 responsible 22:17 rest 18:21 retired 47:15 revenue 23:8 reviewed 26:2 reviewing 27:10 rewritten 16:5 rewrote 26:6 ridden 58:13 ride 14:6,13 15:13 17:6 17:15,21 18:2 19:16 20:2 23:4 35:16 48:19 54:11 55:9 57:2,4,15 rider 44:17 61:14 67:17 67:19 riders 19:21 48:18 61:5 66:11 68:2 ridership 14:4 16:14 19:6,7 33:20 36:17 48:1 49:13 55:13 ride-along 49:4 riding 12:14 45:13 74:9 right 7:14,15 24:12,13 25:7,11 31:3 32:13 35:13 39:1 41:17 43:18 56:13 58:1 59:12 61:10 64:9 74:19 Ritter 2:13 26:13,14</p> <p>27:15 45:12,18 46:3 60:4,18 61:9 road 47:16 robbing 36:15 Rocks 32:10 71:16 Rockville 28:8 31:12 37:9,9 59:15 61:3,4 rode 55:4 Ronald 5:21 rookie 66:12 room 1:10 4:12 root 63:12 Route 71:16 rowdy 46:20 ruin 54:9 rule 15:9 run 14:11,16,18 30:8 33:21 36:8 37:2,3 40:13 43:21 44:10 74:14 running 36:19,20 52:12 runoff 7:8</p> <hr/> <p style="text-align: center;">S</p> <p>S 3:1 Sadler 7:10,13 11:11 12:2 safety 12:9 48:3,4 64:17 69:2 same 13:10 15:1 16:9 25:11,12 74:17 samples 14:3 saw 28:7 67:13 saying 8:5 31:8 42:18 54:15 says 14:12,15 26:3 56:11 58:7 scared 16:11 schedule 15:1,1,2,5,6 56:10 74:6 75:3 scheduled 19:5 se 61:18 seal 76:13 seat 31:20,20 32:4 68:12 seats 30:10 31:17,18 32:7 54:1 second 5:13 7:7 33:8 65:7,21 66:2 secondly 14:21 secret 4:8 secretary 11:17 26:16 30:1 Secretary's 27:10 section 10:4 Security 64:18 see 8:5 12:6 14:3 28:6</p> |
|---|---|--|--|

| | | | | |
|---|--|--|--|--|
| 40:5 41:14 43:19 44:18 45:9 46:5 49:5 51:11 54:9,16 57:16 62:9 63:4 66:16 67:12 seem 18:11 seems 64:11 seen 45:14 47:3 48:5,9 51:19 58:4 59:5 sell 54:2 send 10:21 11:3 33:16 43:4 50:14 51:4 61:21 62:3 72:3 73:2 sending 75:3 sends 46:19 sense 11:18 sent 12:13 27:4 71:17 SEPTA 51:18 serve 51:20 service 9:8 14:10 18:16 19:15 21:6 23:11 73:7 services 43:16 serving 52:2,2 sessions 72:8 set 14:9 18:5 27:14 58:21 62:11 73:8 76:6 setting 11:8 seven 7:16 several 38:15 share 69:5 70:1 Sherlock 53:6,8 shifting 34:14 short 30:19 36:7 37:7 37:11 shorter 37:12 show 4:15 40:3 showed 55:2 shy 74:1 side 41:4 sign 22:14 signed 21:19 30:3 signs 47:9,11 Silverman 2:8 3:10 13:12,19 19:1 21:9,18 22:5,21 23:15 24:11 25:6,10,19 29:1 32:3 32:11 33:2,6 34:9,19 35:9,14 37:17 39:2,21 41:9 42:10 43:5,17 44:8 50:18 52:18 53:5,10 71:18 since 4:11 12:2 14:7 22:15 26:7 75:9 single 5:12 40:15 sit 31:19 65:7 68:12 | sitting 54:17 situation 34:1 40:11 60:20 six 7:6 8:8 14:19 29:15 39:9 sleeve 6:15 slips 4:20 5:2 sober 55:10 sobriety 57:12 58:21 solve 51:6 some 3:15 9:11,13,15 10:4 12:6 16:2 22:9 23:7 31:21 35:5 40:19 43:9 45:4 47:18 51:9 53:19 54:13 55:3 58:18 60:7 63:20 64:13 68:2 73:6,8 74:13 somebody 13:14 29:16 34:13 49:6 57:17 60:19 somebody's 5:17 45:5 someone 4:9 6:3 15:14 26:6 34:13 someone's 60:8 something 10:5,11 11:4 11:16 12:1,8 20:3,6 20:13 26:11 53:16 62:7 67:4,13 69:3 sometime 41:18 sometimes 54:12 56:15 somewhat 16:4 soon 41:15,18 sort 11:18 31:5,14 72:8 sounds 11:3 18:10 64:4 speak 3:19 13:17 49:15 speaking 45:10 specific 14:2,2 specifically 12:3 speculating 26:5 spend 38:19 spending 73:18 spoke 10:7 spokesperson 66:4 spotty 47:18 squeeze 30:19 stand 28:19 34:21 35:16 37:12 standards 52:11 standees 31:10 36:18 37:6 standing 31:12 62:6 start 4:19 11:5 40:19 41:14,15,18 53:12 70:5,8,17 72:4,11,13 74:14 started 51:16 62:2 71:4 | 71:4 starting 28:18 state 14:9 47:15,16 76:1,3 statement 27:3 32:17 states 1:10 66:8 station 28:14 29:7 33:1 33:8 38:3,9 49:8 55:5 57:9 59:15 63:8 65:8 65:19 stay 35:2 stenographically 76:8 step 69:8,8,9 Steve 2:12 21:15,16 22:1,15,19 23:13 24:8 25:3,8,14,21 39:19 41:6 42:7 44:5 still 17:16 18:20 20:2 28:15 48:6 57:5 66:6 stop 52:3 stops 32:9 storage 29:13 store 30:17 31:3 Street 1:11 stress 18:5 strongly 72:19 structure 67:6 stuck 13:9 stuff 26:4 69:11 styrofoam 52:5 sub 64:11 subject 63:19 substantially 20:16 sub-committee 4:2 12:9 sub-committees 62:2 69:1 72:3,4 suddenly 13:3 suggested 4:19 suggesting 47:18 suggestion 63:1 69:17 suggestions 72:14 summer 39:5 44:3,4 supposed 41:15,17 71:19 sure 3:15 13:9 16:17 23:2 29:16 32:12,13 36:5 42:4 53:14 68:10 survey 23:16,17,21 24:1,10,14,20 surveyed 20:20 survive 27:5 survived 26:20 susceptible 63:16 suspect 14:9 swapping 69:11 | swigged 49:10 system 45:6,7 48:19 50:7 55:15 systems 50:2 68:8 <hr/> T <hr/> table 14:3 15:14 23:5 tables 19:18 61:5 take 4:17 5:17 12:1 13:6,7 23:8 34:20,21 37:20,21 38:8 41:12 46:10 56:21 63:18 69:4 72:17 taken 64:7 takes 42:8 43:19 55:14 55:19 taking 49:12 talk 11:7 31:15 55:11 64:15 69:11 73:9 talked 21:11 23:20 51:9 67:5 talking 23:18 27:2 47:8 55:2 63:17 73:18 74:1 75:12 tally 6:18 8:7 target 48:13 teaching 66:15 tell 13:15 18:8 19:7 20:4 55:11 61:7 66:5 telling 16:7 66:10 tends 39:7 term 55:19 terms 9:12 11:2,5 33:20 TGB 43:8 thank 6:7 7:15 9:9 44:12 50:12 62:20 71:10 73:10,20 Thanks 7:15 73:7 their 4:3 15:19 16:8,17 18:11,12 22:17 26:4 40:16 51:13 52:11 57:16 68:10 69:5 74:15 themselves 4:13 12:10 69:6 72:9 theory 17:21 they'd 72:10 thing 4:3 13:10 17:13 18:15 26:6 42:12 48:1,20 51:12,20 54:8 57:2 73:13 74:17 things 3:15 9:17 10:15 12:8 14:11 22:12 27:9 34:4,7 36:10,11 38:7 39:17 40:8 45:4 49:3 62:2 63:12 64:15 68:10 72:21 | 73:6,16,17,19 think 5:11 8:6 12:2 16:11 18:9 19:3,3 20:15 21:13,20 26:1 27:2,4,13 29:3 32:14 38:6 39:10 40:4,14,16 41:13 42:3,14 43:6,8 44:9 46:4 47:21 48:15,21 52:4 54:13 54:14,16 58:11 59:6 62:6 63:4,11,12,16,18 63:20 64:20 70:4,7 72:7,13 75:1 thinking 9:15 16:17 thinks 69:1 third 58:11 62:7 thoroughly 73:4 though 20:7 22:10 32:18 33:5 43:14 thought 4:7,10 10:10 15:9,10 60:3 72:7 three 5:20 28:20 36:21 40:17 41:2,10 42:9 58:10 75:2 three-car 28:18 through 39:8 51:3 60:16 throughout 45:1 57:4 throw 12:11 throwing 60:9 thrown 47:1 Thursday 1:9 ties 58:2 till 26:9 41:14 time 14:1,3,8 15:13 18:14 19:17 22:3 23:5 25:17 29:17 30:5,19 39:4 40:18 42:17 44:4 49:6,8 57:5 61:5 62:10 70:2 71:17 73:8,18 76:5 times 22:2 56:10 today 3:7 16:1 21:11 28:17 32:6 36:9,21 46:21 60:13 together 9:8 51:6 told 15:15 18:12 21:11 28:13 36:6 60:14 67:20 71:21 tomorrow 74:4 75:4 tonight 11:12 top 7:5 topic 12:10 66:6 70:6 70:18 total 34:12 36:8 44:6 totally 4:15 9:12 tracking 40:18 |
|---|--|--|--|--|

| | | | | |
|---|--|---|--|--|
| trading 17:18 train 3:11 8:16 16:16 17:11 24:2,2,15 25:5 28:2,9,14,15,18,20,21 29:4 30:8,19 32:2,7,8 32:13,19 33:1,13 34:1 34:3,20 35:1,8,18 36:1,12,14,15,20 38:2 38:5 41:4 42:18 43:21 44:1 45:11,13 46:6,7 52:1 54:2,12 55:4 56:5,9,19 58:13 58:17 63:6 65:11 67:8 69:18 70:3 74:13,15,17 trains 3:17 11:14 12:15 14:2,6,14 15:13 20:11 20:21 23:4,9,18 24:12 24:16,17,18 30:14,20 32:20 35:5,7 36:15,21 37:1,20 40:13 46:6,8 51:13 52:15 58:8 74:7,10 transcript 76:8 transit 1:1,8 3:6 8:15 8:16 9:5 42:17 48:6 51:10,19 53:4 68:8 74:17 transportation 30:2 43:7 tried 30:7,8 36:7 truck 41:4 trucks 41:21 true 76:8 truly 48:3,4 try 9:20 13:5 20:5 33:16 37:4 43:14 45:4 51:6 62:16 67:2 73:3,6 75:4 trying 9:3 41:16 49:20 50:10 51:6 52:7,10 57:20 60:1,2 73:17 turned 4:9 turns 41:17 TV 66:17 two 5:16 7:8,19 10:2 11:20 14:1 15:16 19:14,15,18 24:19 30:1,9 32:9 39:10 40:17 41:10,14 42:9 42:14 46:5 53:21 54:11 56:19 58:10 71:19,21 74:7 75:1 type 63:9 <hr/> U under 8:17 10:14 64:17 | understand 4:1 49:19 56:7 60:2 73:14,15,20 Unfortunately 46:21 62:16 uniform 55:1 Union 49:8 units 29:6 unless 4:5 5:16 unruly 45:10 unsuspecting 16:4 until 14:5 15:16 20:19 31:2 34:14 58:2 59:19 unusual 18:15 update 71:15 upset 25:15 upsetting 4:11 upstairs 47:2 upstate 42:16 use 5:3 22:8 38:15 49:10 used 17:7 22:11 usually 34:17 <hr/> V valueless 15:15 variety 12:8 various 9:4 40:18 very 19:21 22:15 31:10 32:13 40:9 45:3,10 47:14,17 57:2,13 65:13 66:6,14,21,21 72:19 73:10 Veteran's 19:4,9 Vice-Chair 5:8 8:10 61:21 62:9 72:15 73:3,9 violent 49:15 VOICE 7:18 8:2 vote 4:4 7:5,20 8:1 voted 7:13 votes 5:13 7:19 voting 4:12 5:4 VRE 17:14 25:13 52:10 53:13 vs 5:5 <hr/> W wait 35:8 walk 55:5 65:16 want 5:8 8:20 9:6,13 10:18 11:16,19 23:3 25:16 34:11 35:16,21 41:10 48:1,14 49:13 53:14 54:8 55:16 61:12 62:5 67:4 72:12,21 73:1 | wanted 8:1 11:13 12:4 20:15 26:16 27:19 44:13 71:13 72:9,18 wants 12:9 29:21 30:21 warn 48:1 Washington 1:11 22:13 28:3 29:7,13 30:17 31:1,3 37:21 wasn't 26:8 watched 67:13 way 4:10 11:1 12:6 27:9 28:4,6 29:9 31:6 34:11 35:2 37:18 43:15 51:16 53:12 54:15 63:3 68:11 70:5 76:12 weather 71:20 web 70:13 74:5 75:2 website 10:4,8 Wednesday 33:9 week 24:15 62:7 weekday 14:14 23:1 weekdays 17:16 24:13 weekend 14:14,21 15:1 15:2,5,6,18 16:10 17:4 18:16 20:21 24:17 weekends 14:10,16 17:15 18:1,3 20:9,11 20:13 24:13 weeks 71:19,21 Welcome 3:3,4 well 5:20 9:11 10:14 14:17 24:21 25:15 29:15 32:12 34:17,20 35:10 39:3 42:3 43:20 46:10 48:16 55:11 57:13 65:15 67:16,19 74:18 went 15:21 23:20 40:1 43:12 60:16 were 5:4 10:2 12:14 13:9 17:18 22:12 23:18 24:1,3 25:4 27:2 28:10 32:12 36:18 40:2 41:3 44:1 46:21 59:7,17 67:12 67:15,17,18 68:11 76:7 weren't 18:16 67:15 West 74:20 we'll 9:20 21:3 24:6 73:3,8,10 we're 17:12 19:4 20:1,4 21:6 24:16 31:4,6 36:9 38:15 39:8 47:7 47:8,9 48:2 49:12,20 | 50:6,10 57:20,20 60:1 61:3,6 63:16,17 67:6 67:7 68:17 73:17 74:5,12 we've 29:14,21 30:7,7 30:10 31:5 38:14 39:9 45:3 51:19 52:9 58:13 67:7 74:9,9 while 5:3 44:1 whole 20:9,12 28:4 64:6 Wicker 2:18 3:8 66:3,4 wide 12:7 William 1:11,21 76:3 76:16 willing 10:12 winter 19:14 wit 76:2 withdrew 17:17,21 within-named 76:5 witnessed 40:6 76:13 wonder 60:5 word 16:5 26:6 70:6 words 3:14 41:12 work 9:8 11:1 13:2 14:20 18:13 41:20,21 42:1 43:11,15 51:6 60:1 61:12 62:8,11 69:9 72:5 workers 19:10 working 27:9 45:3 50:11 worse 40:12 68:5 75:10 worst 44:4 wouldn't 65:5 wrap 72:18 write 6:2,7,17 18:6 wrong 54:3 wrote 16:5 <hr/> X X 25:18 <hr/> Y Y 25:18 yard 29:13 year 3:4 18:21 19:9 22:10 23:16,17,21 24:3 26:11 31:5 38:4 39:4 40:4 41:19 60:14 72:20 73:7 years 18:5 29:9,15 30:6 34:7 39:14 40:18 41:3 42:3,4,19,19 45:1,14 yesterday 28:2 68:11 72:1 | York 42:16 young 55:3 69:12 <hr/> Z Z 25:18 <hr/> \$ \$10 23:5 24:15 25:12 \$10.00 14:5 \$14 38:5 \$2.00 17:8 \$20 13:6 \$210 24:6 \$330 24:6 \$8.50 14:4 \$850 24:16 <hr/> 1 1 76:21 10 21:2 28:15 42:3,18 42:19 10-year 40:17 42:8 10:00 14:13 17:5 20:10 24:18 100 21:2,3,3 12 36:3 12th 74:5 12,18,18,19,37,38,43,... 2:10 12,26,27,44,54 2:2 120 44:9 13,21,22,23,24,25,29,... 2:8 15 35:6,10 42:4,4 55:20 55:21 150 48:19 18-month 21:19 193 59:11 <hr/> 2 20 16:13 19:13 21:2 29:8 31:4 2004 16:4 2005 51:16 2007 1:9 75:14 76:14 76:21 2008 21:21 21 24:1 21,22,23,24,25,29,41,... 2:12 21,34,43,67,73 2:7 23 45:1 25 1:9 19:14 35:19 75:14 25,000 48:18 250 23:3 26,27,45,46,60,61 2:13 |
|---|--|---|--|--|

| | | | | |
|---|---|--|--|--|
| <p>27,32,33,34,35,54,56,... 2:14 28 71:16</p> <hr/> <p style="text-align: center;">3</p> <hr/> <p>30 28:3 31:17 30th 76:13 33 24:3 33,34,35,37,39,41,42,... 2:9 34 40:15 383 1:10</p> <hr/> <p style="text-align: center;">4</p> <hr/> <p>4 2:6 4th 19:20 4:15 74:21 4:20 74:21 4:30 1:10 4:55 46:6 40 31:18 410-454 51:1 410-454-7519 51:1 428 74:17 44,45,46,50,51,52,53,... 2:15 444 1:10</p> <hr/> <p style="text-align: center;">5</p> <hr/> <p>5 48:21,21 5,69,70,71 2:20 5-9 2:2 5:10 68:6 5:20 74:14 5:25 46:7,10 65:3 74:13 5:45 75:15 5:51 62:17 50 19:12 52 2:6 54 2:6 56 2:5 58 2:5</p> <hr/> <p style="text-align: center;">6</p> <hr/> <p>6 2:5 6:00 14:13 17:4 20:10 24:18 60 19:12,12 60,61,62,68,69,71 2:16 61,64,68,70,71,72,74,... 2:3 64,65,68 2:17 65,72,75 2:11 66 2:18 68 2:19</p> <hr/> <p style="text-align: center;">7</p> <hr/> | <p>7 37:2 45:13 7-car 43:21 44:1 7:05 24:2 71 2:21 7519 51:2</p> <hr/> <p style="text-align: center;">8</p> <hr/> <p>8 22:10 37:2 55:14,14 8:05 28:11 849 36:12 85 24:15 852 36:13 870 34:21 872 28:17 35:10,17,18 35:18 36:3 874 35:19 890 35:11,16 36:1 892 28:2 32:18 33:18 35:1</p> <hr/> <p style="text-align: center;">9</p> <hr/> <p>911 61:2,8,15 95 44:10</p> | | | |
|---|---|--|--|--|