

# MARC Riders Advisory Council Meeting

Summary Minutes – April 21, 2016

4:30pm-6:00pm

Hall of States, Room 233/235

Teleconference 877-431-1883, Code 205-036-2463#

- Call meeting to order (Steve Chan, Chairman)
- Verify if anyone is on the conference call line
  - No one was on the teleconference line.
- Welcome to and introduction of new members of the RAC (Ross Turlington, Special Assistant to the MTA Administrator and Erich Kolig, Director-MARC Train Service)
  - Dave Johnson (DJ) – MARC Assistant Chief Transportation Officer and Ross Turlington – Special Assistant to the MTA Administrator, welcomed the new council members
  - New council members introduced themselves, where they worked, and which train lines/stations they used.
    - Dan Sutherland Weiser – Penn Line from Baltimore to Union Station
    - June Marie Brandt – Penn Line from Perryville to Union Station
    - DeMyra Harvey – Penn Line from Aberdeen to Union Station.
    - Aviva Glaser
    - Kelly Kopeikin
    - Cheryl Bates-Harris – Penn Line from Perryville to Union Station
    - Jamie Wilson – Brunswick Line from Brunswick to Union Station
    - Latoya Griffin – Brunswick Line from Metropolitan Grove to Union Station
    - Jeff Jordan – Camden Line from Savage or Penn Line from Odenton to Union Station
    - Matthew Wingerter – Reverse Commuter - Camden Line from Union Station to Baltimore, Penn Line from Baltimore to Union Station.
    - Brian McElwain- Brunswick Line from Harpers Ferry to Union Station
- Recognition of outgoing RAC members (Ross and Erich)
  - Miriam Schoenbaum – Brunswick Line
  - Lawrence Gross – Brunswick Line and Charter member since 2005
  - Kelby Funn – Penn Line
  - Rafi Guroian – Charter member since 2005 and Council Chairman for six years
- MARC and Riders Advisory Council overview (Dave Johnson “DJ”, MARC Assistant Chief Transportation Officer)
  - Dave Johnson gave a presentation on the MARC Train Service that covered
    - History and Service Area of the MARC Train System
    - Equipment and Facilities
    - Organization
    - Roles and responsibilities
  - The slides are attached to these minutes.
- Introduction of MARC, Amtrak, Bombardier Transportation Services, and CSX Transportation management (DJ)
  - Howard Carter – Superintendent of Operations for Amtrak
  - Katherine Read – Assistant to the General Manager – Bombardier Transportation Services
  - Amika Anderson – Customer Service Advisor for Bombardier Transportation Services

- Matthew Sturgeon – Manager of Signals and Services for Bombardier Transportation Service
- Joe Lisska – Manager of Passenger Operations for CSX Transportation
- Craig Wietscher – Trainmaster for CSX Transportation
- Distribution and discussion of MARC RAC Handbook, including by-laws (Ross)
  - Ross Turlington – Special Assistant to the MTA Administrator, passed out welcome folders with amended by-laws and procedures/protocols.
- Preparation for election of RAC Chair, Vice-Chair, and Secretary at May meeting (Ross)
- Review of March performance data (Donna Walsh, Chief Customer Communications Officer, MARC Train Service)
  - Donna Walsh – MARC Chief Communications Officer, presented the performance metrics for March 2016. A copy of the on-time performance figures and ridership are attached to these minutes.
- Penn Line schedule changes and Amtrak trackwork (DJ)
  - Dave Johnson briefed the council on schedule changes, which are required to allow Amtrak to perform significant track work in the May to October 2016 timeframe between Washington and Perryville and June to August 2016 for work between New Carrollton and Bowie State.
  - This track work is required for proper safety and operations, and to bring the tracks up to standard.
  - MTA news releases regarding the schedule changes will be going out Friday April 22<sup>nd</sup> or Monday April 25<sup>th</sup>, and revised printed schedules will also be issued.
- Brunswick Line boarding/detraining procedures when platform is blocked by a freight train (Donna and CSX and Bombardier management)
  - At the request of Miriam Schoenbaum, Donna Walsh briefed the council on the policies and procedures when freight trains are stopped and are blocking passenger access to the boarding platforms.
  - After discussions with Bombardier, MARC is changing the policy, and will require conductors to call the MARC Operations Center and work out how best to handle each situation.
  - Craig Wietscher reported that the CSX Dispatch Center has direct communication with the trains, and can make arrangements as necessary.
  - Dave Johnson noted that if a rider needs to take a cab due to freight train blockages, they should get a receipt, and submit it to MTA for reimbursement.
- Old Business
  - Dave Johnson reported that last year's study to look into the feasibility of WiFi service on the Penn Line showed that there were many holes in signal coverage. To provide signal between Washington to Perryville would require service from T-Mobile, Sprint, AT&T and Verizon.
  - Dave Johnson reported that there has been greater usage of single-level cars on the Penn Line due to maintenance on the trucks and wheel sets of a number of the bi-level cars.
  - Howard Carter reported that station signage for Dorsey has been upgraded, and Camden Yards is next.
  - The returning members of the MARC Council were introduced:
    - Christopher Field – Penn Line from Baltimore to Seabrook

- Brian Love – Penn Line – reverse commuter from Washington to Baltimore
- Joe Conney – Frederick to Metropolitan Grove
- Steve Chan – Penn Line from Halethorpe to Washington and Council Chairman for the past several years.
- New Business, including questions and comments from guests

Upcoming meetings (all Thursdays, 4:30-6:00pm)

- May 19, 2016
- June 16, 2016
- July 21, 2016

Reminder: E-mail rail car or station defects to Donna Walsh – [dwalsh@mta.maryland.gov](mailto:dwalsh@mta.maryland.gov)



## **MARC Riders Advisory Council Meeting**

April 21, 2016

4:30pm-6:00pm

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- II. Welcome to and introduction of new members of the RAC (Ross Turlington, Special Assistant to the MTA Administrator and Erich Kolig, Director-MARC Train Service)
- III. Recognition of outgoing RAC members (Ross and Erich)
- IV. MARC and Riders Advisory Council overview (Dave Johnson "DJ", MARC Assistant Chief Transportation Officer)
- V. Introduction of MARC, Amtrak, Bombardier Transportation Services, and CSX Transportation management (DJ)
- VI. Distribution and discussion of MARC RAC Handbook, including by-laws (Ross)
- VII. Preparation for election of RAC Chair, Vice-Chair, and Secretary at May meeting (Ross)
- VIII. Review of March performance data (Donna Walsh, Chief Customer Communications Officer, MARC Train Service)
- IX. Penn Line schedule changes and Amtrak trackwork (DJ)
- X. Brunswick Line boarding/detraining procedures when platform is blocked by a freight train (Donna and CSX and Bombardier management)
- XI. Old Business
  - I. New Business, including questions and comments from guests

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MARC Train Service  
On-Time Performance  
Thursday, March 31, 2016

	Today	Month To Date	Year To Date	Same Month Last Year
<b>Penn Line</b>				
1831	0.0%	0.0%	0.0%	
B5altimore	0.0%	0.0%	0.0%	
Baltimore	97.6%	95.5%	94.7%	89.2%
Perryville	100.0%	92.2%	93.1%	89.9%
<b>Total Penn Line OTP</b>	<b>98.2%</b>	<b>94.5%</b>	<b>94.2</b>	<b>89.4</b>
<b>Brunswick Line</b>				
Brunswick	100.0%	98.6%	96.8%	85.4%
Frederick	100.0%	99.3%	95.8%	97.5%
West Virginia	100.0%	97.8%	97.2%	93.3%
<b>Total Brunswick Line OTP</b>	<b>100.0</b>	<b>98.6%</b>	<b>96.6</b>	<b>92.0</b>
<b>Camden Line</b>				
Camden	95.2%	92.5%	94.9%	95.1%
<b>Total Camden Line OTP</b>	<b>95.2%</b>	<b>92.5%</b>	<b>94.9</b>	<b>95.1</b>
<b>CSXT OTP</b>	<b>97.4%</b>	<b>95.3%</b>	<b>95.7%</b>	<b>93.7%</b>
<b>MARC SYSTEM OTP</b>	<b>97.9%</b>	<b>94.9%</b>	<b>94.8%</b>	<b>91.0%</b>

**Penn WEEKDAY – 94.20% month, 93.83% YTD**

AM Southbound OTP (Trains 401-523): 93.11%

PM Northbound OTP (Trains 426-448): 95.28%

AM Reverse-flow OTP (Trains 400-412): 93.71%

PM Reverse-flow OTP (Trains 537-579): 96.19%

Trains below 90% (late more than twice, **red-bold lower than 80%**):

419 (87% month, 90% YTD)

554 (87% month, 95% YTD)

517 (74% month, 84% YTD)

427 (78% month, 83% YTD)

520 (87% month, 94% YTD)

536 (70% month, 79% YTD)

100% for the month: 400, 401, 403, 409, 413, 424, 426, 440, 445, 447, 544, 634, 642, 448, 451

**Penn WEEKEND – 98.33% month, 96.67% YTD**

**Bombardier Transportation Services OTP (Brunswick & Camden lines) – 95.34% month**

**Brunswick – 98.56% month, 96.43% YTD**

AM eastbound OTP: 99.59%

PM westbound OTP: 97.58%

Trains below 90% (late more than twice, **red-bold lower than 80%**):

None

100% for the month: 870, 872, 890, 874, 876, 878, 894, 880, 871, 891, 875, 877, 893, 895

**Camden – 92.54% month, 94.83% YTD**

AM westbound OTP: 89.85%

PM eastbound OTP: 93.78%

Trains below 90% (late more than twice, **red-bold lower than 80%**):

842 (87% month, 95% YTD)

843 (87% month, 95% YTD)

847 (87% month, 93% YTD)

849 (87% month, 92% YTD)

851 (87% month, 87% YTD)

848 (87% month, 93% YTD)

100% for the month: 845, 853

**MARC Train Service  
Breakdown By Delays and Minutes  
Tuesday, March 01, 2016 to Thursday, March 31, 2016**

		Period To Date				Year To Date			
		System	Penn	Camden	Brunswick	System	Penn	Camden	Brunswick
	Delay	0	0	0	0	1	1	0	0
	Minutes	0	0	0	0	0	0	0	0
	% By Delays	0%	0%	0%	0%	0%	0%	0%	0%
	% By Minutes	0%	0%	0%	0%	0%	0%	0%	0%
Accident	Delay	11	11	0	0	17	14	3	0
	Minutes	779	779	0	0	1070	1008	62	0
	% By Delays	7%	10%	0%	0%	3%	3%	3%	0%
	% By Minutes	24%	31%	0%	0%	9%	11%	3%	0%
Communications/Signal	Delay	4	1	1	2	32	23	4	5
	Minutes	65	17	12	36	462	348	54	60
	% By Delays	3%	1%	3%	22%	5%	6%	4%	8%
	% By Minutes	2%	1%	2%	25%	4%	4%	3%	5%
Crew	Delay	15	4	11	0	34	20	12	2
	Minutes	104	38	66	0	346	234	82	30
	% By Delays	10%	4%	28%	0%	6%	5%	11%	3%
	% By Minutes	3%	2%	11%	0%	3%	3%	4%	2%
Dispatcher/Interference	Delay	54	38	12	4	215	161	39	15
	Minutes	774	509	223	42	2707	1925	637	145
	% By Delays	35%	36%	31%	44%	37%	39%	37%	25%
	% By Minutes	24%	20%	37%	30%	22%	21%	31%	11%
Mechanical	Delay	11	10	1	0	42	35	3	4
	Minutes	368	346	22	0	1197	985	108	104
	% By Delays	7%	9%	3%	0%	7%	8%	3%	7%
	% By Minutes	11%	14%	4%	0%	10%	11%	5%	8%

**MARC Train Service  
Breakdown By Delays and Minutes  
Tuesday, March 01, 2016 to Thursday, March 31, 2016**

		Period To Date				Year To Date			
		System	Penn	Camden	Brunswick	System	Penn	Camden	Brunswick
Passenger	Delay	19	15	3	1	47	38	4	5
	Minutes	182	96	62	24	532	401	69	62
	% By Delays	12%	14%	8%	11%	8%	9%	4%	8%
	% By Minutes	6%	4%	10%	17%	4%	4%	3%	5%
Secondary Delay	Delay	21	19	2	0	70	64	4	2
	Minutes	669	640	29	0	2569	2266	113	190
	% By Delays	14%	18%	5%	0%	12%	15%	4%	3%
	% By Minutes	21%	25%	5%	0%	21%	25%	5%	14%
Security	Delay	9	0	9	0	21	10	9	2
	Minutes	184	0	184	0	633	429	184	20
	% By Delays	6%	0%	23%	0%	4%	2%	8%	3%
	% By Minutes	6%	0%	31%	0%	5%	5%	9%	2%
Track/Catenary	Delay	7	6	0	1	73	38	22	13
	Minutes	91	56	0	35	2178	1065	644	469
	% By Delays	5%	6%	0%	11%	13%	9%	21%	21%
	% By Minutes	3%	2%	0%	25%	18%	12%	31%	36%
Weather	Delay	4	3	0	1	32	13	6	13
	Minutes	45	40	0	5	666	318	107	241
	% By Delays	3%	3%	0%	11%	5%	3%	6%	21%
	% By Minutes	1%	2%	0%	4%	5%	4%	5%	18%









# MARC Train Service

## Penn Line Sunday Boardings

**Sunday, February 14, 2016**

### *Northbound*

Station	On	Off
Washington Union Station	959	0
New Carrollton	106	11
Seabrook	0	0
Bowie	9	12
Odenton	4	115
BWI	4	146
Halethorpe	0	51
West Baltimore	2	35
Penn	0	698
Martins	0	16
<i>Totals</i>	<b>1084</b>	<b>1084</b>

### Systemwide Total

<b>Washington Union Station</b>	<b>959</b>
<b>New Carrollton</b>	<b>114</b>
<b>Seabrook</b>	<b>0</b>
<b>Bowie</b>	<b>20</b>
<b>Odenton</b>	<b>82</b>
<b>BWI</b>	<b>196</b>
<b>Halethorpe</b>	<b>46</b>
<b>West Baltimore</b>	<b>32</b>
<b>Penn</b>	<b>911</b>
<b>Martins</b>	<b>5</b>

2,365

### *Southbound*

Station	On	Off
Martins	5	0
Penn	911	0
West Baltimore	30	2
Halethorpe	46	8
BWI	192	57
Odenton	78	27
Bowie	11	19
Seabrook	0	0
New Carrollton	8	221
Washington Union Station	0	947
<i>Total</i>	<b>1281</b>	<b>1281</b>

**Grand Total**

**2365**

**2365**

**Notations:**

# IMPORTANT MARC PENN LINE SCHEDULE CHANGE ALERT!

Amtrak has notified the MARC Train Service that Penn Line schedules will be revised as follows. These changes are necessary due to track work taking place on the Penn Line both in the MARC service area and work taking place north of Perryville, which is necessitating schedule changes to many Amtrak trains.

The schedule changes this summer will be in two phases:

- Phase #1: Schedule change on May 2, effective until October 31
- Phase #2: Additional changes for the period June 20 until August 31. The Phase #1 changes will remain in effect as well.

This alert covers Phase #1 changes. Phase #2 changes will be announced later.

## Southbound

Train 403 (5:00am departure from Penn Station) will depart Baltimore and all stops en route to Washington **ten minutes earlier**.

Train 425 (9:25am departure from Penn Station) will depart **Baltimore ONLY three minutes earlier**. All other station times remain the same.

Train 427 (10:25am departure from Penn Station) will depart Baltimore and all stops en route to Washington **five minutes earlier**.

Amtrak Train 151, which stops at Perryville, Aberdeen, and Edgewood for MARC weekly and monthly pass holders, will depart all stations five minutes later.

*(continued)*

## Northbound

Train 400 (5:50am departure from Union Station) will depart Washington and all stops en route to Baltimore **five minutes earlier**.

Train 502 (6:15am departure from Union Station) will depart Washington and all stops en route to Baltimore and Perryville **five minutes earlier**.

Train 610 (7:50am departure from Union Station) will depart Washington and all stops en route to Baltimore **five minutes earlier**.

Train 532 (4:25pm departure from Union Station) will depart Washington and all stops en route to Baltimore and Perryville **three minutes earlier**.

Train 536 (5:10pm departure from Union Station) will depart Washington and all stops en route to Baltimore and Perryville **two minutes earlier**.

Train 440 (5:25pm departure from Union Station) will depart **Washington ONLY one minute earlier**. All other station times remain the same.

Train 642 (5:50pm departure from Union Station) will depart Washington and all stops en route to Baltimore and Martin Airport **five minutes earlier**.

Amtrak Train 188, which carries MARC weekly and monthly pass holders from Washington, New Carrollton, BWI Marshall Airport, and Penn Station to Aberdeen, will depart all stations **three minutes earlier**.

Copies of the new schedule will be available at stations and online at [www.mta.maryland.gov](http://www.mta.maryland.gov)

Additional information about the Phase #2 schedule changes will be released on or about June 1.

# MARC

Taking Stock and Rolling Forward



## MARC TRAIN SERVICE OVERVIEW

### MARC Riders Advisory Council

April 21, 2016



## MARC 101

- 202 route-miles of commuter rail services
- 42 locomotives and 177 commuter rail coaches
- 42 stations
  - Maryland, West Virginia, & District of Columbia
- 96 trains per weekday
  - 18 Brunswick Line (+ 1 on Friday)
  - 21 Camden Line
  - 57 Penn Line
- 18 Saturday, 12 Sunday (Penn only)
- 38,000 weekday passengers



# MARC



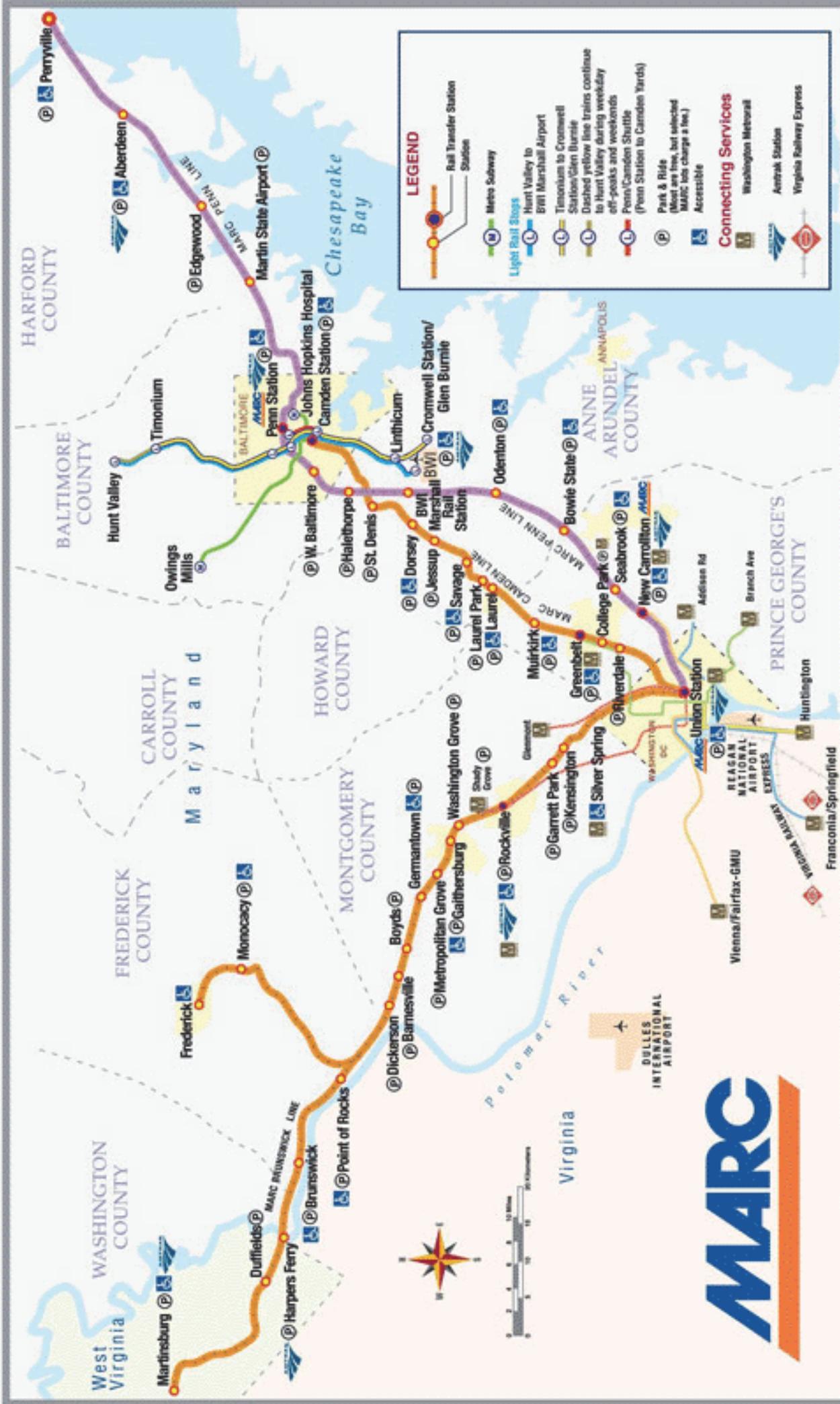
## MARC 101

*Unlike other commuter railroads, MARC is a “virtual railroad”*

- MARC does not own any track, except a small portion of the Frederick Branch
  - Penn Line: Amtrak
  - Camden and Brunswick: CSX Transp.
- Conductors, Engineers, and mechanical staff are not MTA employees
  - Penn Line: Amtrak
  - Camden & Brunswick: Bombardier



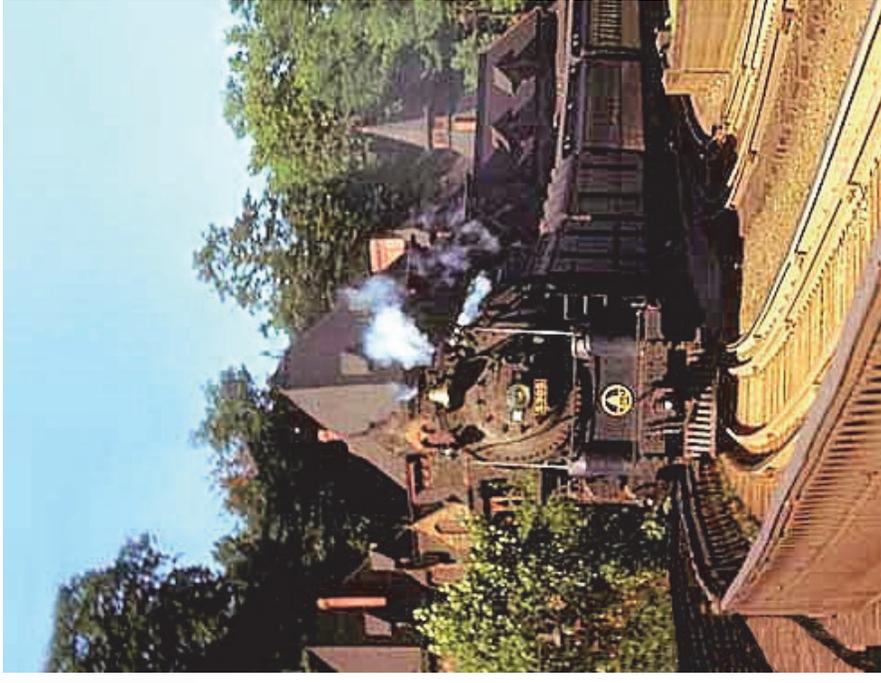
# MARC TRAIN SERVICE



## Rich History

*History of MARC traces to the beginning of railroads in the United States*

- Camden Station – St. Denis part of the very first railroad in America: 1830. Service extended on a “branch line” to Washington in 1835
- Brunswick Line was opened in 1873 as another “branch” off the B&O mainline. Two different companies went bankrupt trying to build it!



## Rich History

*History of MARC traces to the beginning of railroads in the United States*

- Penn Line was originally the Baltimore & Potomac Rail Road, opened in 1872
- Until Union Station opened in 1909, all trains entered Washington in the middle of streets! The predecessor station for the B&O was located one block south of where we are now.



# MARC

MTA  
Maryland

## State Subsidies Begin

*The State of Maryland began subsidizing commuter rail service provided by the B&O Railroad and Conrail in 1974 and 1976, respectively*

- Commuter Rail service was administered from MDOT through the State Rail Authority starting in 1974
- MARC “brand” created in 1985
- Oversight and management transferred to the MTA in 1992.



BALTIMORE—WASHINGTON  
LOCAL SERVICE



CONRAIL

Effective April 30, 1978

Read Down		Mon. Thru Fri. (Exc. Hol.)	Read Up		
405	407		420	414	400
AM	AM		PM	PM	PM
6.30	7.00	BALTIMORE.....Ar.	5.25	6.20	7.01
6.37	7.07	Lv.....Edmondson.....Ar.	—	6.11	6.52
6.40	—	Lv.....Frederick Road.....Ar.	—	6.08	—
—	7.13	Lv.....Halethorpe.....Ar.	—	6.05	—
6.53	7.24	Lv.....ODENTON.....Ar.	5.07	5.54	6.38
6.59	—	Lv.....Jericho Park.....Ar.	—	5.48	—
7.01	7.32	Lv.....Bowie.....Ar.	4.59	5.45	6.31
7.06	7.38	Lv.....Seabrook.....Ar.	—	5.41	6.27
7.08	—	Lv.....Lanham.....Ar.	—	5.38	—
7.11	—	Lv.....Landover.....Ar.	—	5.35	—
7.25	7.52	Ar...WASHINGTON, D. C...Lv	4.45	5.25	6.15
AM	AM		PM	PM	PM

Holidays: New Year's Day, Washington's Birthday, Memorial, Independence, Labor, Columbus, Veterans, Thanksgiving, Christmas Days.  
 National Railroad Passenger Corporation trains will also run Washington's Birthday, Columbus and Veterans Days. One-way fares higher than on Conrail trains.

RESPONSIBILITY

Conrail cannot assume responsibility for inconvenience, expense or damage resulting from errors in time tables, delayed trains, failure to make connections, or for shortage of equipment. The schedules shown in this time table are subject to change without notice.

BALTIMORE—WASHINGTON  
LOCAL SERVICE



EFFECTIVE DECEMBER 13, 1976

Read Down		Mon. Thru Fri. (Exc. Hol.)	Read Up	
405	407		414	400
AM	AM		PM	PM
6.20	7.05	BALTIMORE.....Ar.	6.26	7.05
6.27	7.12	Lv.....Edmondson.....Ar.	6.19	6.56
F 6.31	—	Lv.....Frederick Road.....Ar.	F 6.15	—
—	F 7.20	Lv.....Halethorpe.....Ar.	F 6.12	—
6.49	7.34	Lv.....ODENTON.....Ar.	5.58	6.39
F 6.57	—	Lv.....Jericho Park.....Ar.	F 5.52	—
7.00	7.42	Lv.....Bowie.....Ar.	5.49	F 6.30
7.05	7.47	Lv.....Seabrook.....Ar.	5.44	F 6.25
7.07	—	Lv.....Lanham.....Ar.	5.41	—
F 7.11	—	Lv.....Landover.....Ar.	F 5.37	—
7.25	8.02	Ar...WASHINGTON, D. C...Lv	5.25	6.10
AM	AM		PM	PM

F-Stops only on signal.

Holidays: New Year's, Memorial, Independence, Labor, Veterans, Thanksgiving, Christmas Days.

RESPONSIBILITY

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BALTIMORE  
- WASHINGTON  
LOCAL SERVICE



MONDAYS THRU FRIDAYS (EXCEPT HOLIDAYS)

Read Down		Mon. Thru Fri. (Exc. Hol.)	Read Up	
405	407		414	400
AM	AM		PM	PM
6.20	7.05	BALTIMORE.....Ar	6.26	6.57
6.27	7.12	Lv.....Edmondson.....Ar	6.19	6.49
F 6.31	—	Lv.....Frederick Road.....Ar	F 6.15	—
—	F 7.20	Lv.....Halethorpe.....Ar	F 6.12	—
6.49	7.34	Lv.....ODENTON.....Ar	5.58	6.31
F 6.57	—	Lv.....Jericho Park.....Ar	F 5.52	—
7.00	7.42	Lv.....Bowie.....Ar	5.49	F 6.23
7.05	7.47	Lv.....Seabrook.....Ar	5.44	F 6.19
7.07	—	Lv.....Lanham.....Ar	5.41	—
F 7.11	—	Lv.....Landover.....Ar	F 5.37	—
7.25	8.02	Ar...WASHINGTON, D. C...Lv	5.25	6.05
AM	AM		PM	PM

f - Stops only on signal.

Holidays: New Year's, Memorial, Independence, Labor, Veterans, Thanksgiving, Christmas Days.

Responsibility—The Penn Central cannot assume responsibility for inconvenience, expense or damage resulting from errors in time tables, delayed trains, failure to make connections, or for shortage of equipment. The schedules shown in this time table are subject to change without notice.

## Rapid Growth: mid 1980's to present

*Once the State began a more direct role in MARC Train service, improvements came quickly*

- New Equipment purchased to replace 40-60 year old railcars and locomotives
- Frequency of service increased
- Penn Line reverse-flow service introduced
- Parking significantly expanded



## Weekend Service

- Penn Line began weekend service in December 2013
- Ridership has exceeded expectations
- Primarily leisure travel, but some work as well
- Cherry Blossoms has been the most popular/heaviest ridership
- Introduction of MARC Bike Car
- Ability to adjust capacity to demand (3-6 railcars)



## Explosive Growth – With Challenges

*MARC has seen ridership explode over the past 20 years. However, investment in capacity – both on the trains and in station facilities – has struggled to keep pace due to limited funding.*

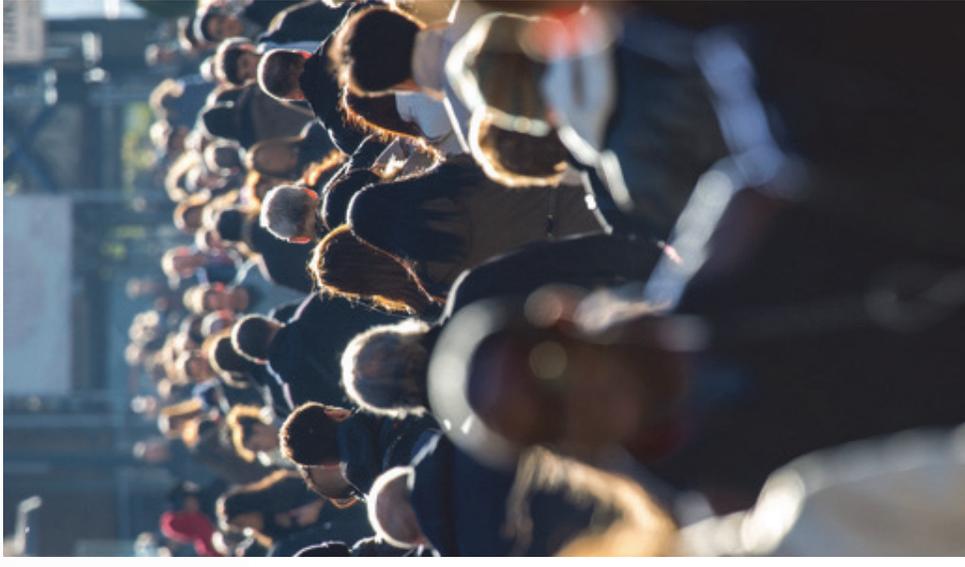
- Relatively very few new railcars added
- Limited parking expansions
- New/updated station facilities have not kept pace



## That's Where You Come In!

*We have to make MARC work – no it isn't perfect! Your feedback is essential to helping us attract new passengers.*

- You are our eyes and ears in your daily commute. Report equipment or service quality problems
- Listen to your fellow commuters and present us with yours & their ideas to improve service



## Key Contacts

- Donna Walsh, Chief Customer Communications Officer  
[dwalsh@mta.maryland.gov](mailto:dwalsh@mta.maryland.gov)
- David Johnson “DJ”, Assistant Chief Transportation Officer  
[djohnson25@mta.maryland.gov](mailto:djohnson25@mta.maryland.gov)
- Ross Turlington, Special Assistant to the Administrator  
[rturlington@mta.maryland.gov](mailto:rturlington@mta.maryland.gov)



**MARC**



Questions?