

## MARC Riders Advisory Council Meeting

March 15, 2018

4:30 pm – 6:00 pm

Hall of States, Room 333

Summary minutes

- I. Call meeting to order (Steve Chan, Chairman): Called to order at 4:31
- II. Introductions (Steve Chan)
  - a Donna Walsh retired. Not attending today. Will attend a future meeting.
  - b Bill Egan, Superintendent of Operations for Bombardier recognized Bombardier Road Foreman Chris Bostic. On March 1, Chris was at Union Station for the afternoon rush hour service when the Conductor on Brunswick Line Train 895 told Chris that he had a passenger in medical distress. Chris responded and quickly realized that the passenger was choking. Chris swiftly applied the Heimlich maneuver to the customer, which dislodged the object and permitted the customer to resume breathing. All in attendance congratulated Chris for his efforts
- III. BWI Rail and Camden Station renovations/improvements Toby Johnson, Chief, Architecture & Sustainability, MTA Facilities Engineering & ADA:
  - a BWI Station was built about 1980 by Amtrak and turned over to MTA.
  - b Major points about the BWI station renovation:
    - i. Construction to start late April/early May and be finished summer 2019. New station footprint does not impact the ability to add a forth track.
    - ii. Temporary station building to the north of the current station will go into service July 2018.
    - iii. There will be a temporary walkway to the north of current station. The present walkway adjacent to the station will be out of service during the construction. The southern walkway will remain open.
    - iv. Renovated station will have:
      - About 1000 square feet more space.
      - 60 seats vs. the current 36 (counted by Christopher Field on 20 March.)
      - Additional bathroom fixtures with an added family toilet.
      - Canopies on the north, east, and south side for shelter from the rain.
      - After the meeting, Toby Johnson responded to a question to say there are currently no plans to provide Wi-Fi as part of the renovations.
  - c Soon the Camden Station will be replaced by a new building:
    - i. Funding has been approved.
    - ii. In design stage now.
    - iii. Construction will take 8 to 10 months.
    - iv. There will be a presentation on it at a future meeting.
    - v. Any council member comments/suggestions should be sent to DJ or Katherine Read. (Follow-up after the meeting. Not really taking public comment. Tight design schedule.) On 3 April, there will be a Maryland Stadium Authority board meeting open to the public to discuss the design, but not likely taking public comment.

- IV. Review of February minutes (Christopher Field Secretary):
  - a Not distributed because of bicycle accident.
- V. Review of February performance data (Katherine Read, MARC Assistant Chief Transportation Officer)
  - a February report attached.
  - b The original report has been replaced by one that fixed several typographical errors.
- VI. Penn Station schedule change update David Johnson (DJ), MARC Chief Transportation Officer
  - a Have seen a few issues with the Penn Line summer schedule. Will wait a week to see if it works out. May make some adjustments.
  - b Feedback: Evening departures. There is a large gap because a cluster of Amtrak trains.
  - c Moved train to 7:05 to even the gaps. 7:05 will move back to 6:45 after track work finished.
- VII. Planning for large events in Washington, DC on March 24 and notes for August weekend work: DJ
  - a Saturday, 24 March 2018 several large events. :
    - i. Projected attendance is near 600,000, about what the women's march had.
    - ii. Gun control march.
    - iii. Start of the Cherry Blossom Festival.
    - iv. A sold out concert at the Verizon Center.
  - b Special schedule for "extremely heavy ridership."
  - c Have added 2 trains in morning and afternoon trains to the Saturday schedule.
  - d Several protect trains available that can be dispatched if trains become over crowded.
  - e Staff people will be at various stations to help guide riders.
  - f Questions:
    - i. What is our capacity? Will have capacity about equal to weekend rush hour capacity; about 10,000 in each direction.
    - ii. The published schedule is regular Saturday with some extra trains. Why does it say Why does it say "the regular schedule will not be in effect?" Answer: worded that way to encourage people to seek the live, MTA web page for a full update on the situation.
  - g During the weekend of 18/19 August 2018, a switch in Penn Station (Charles Interlocking) will be replaced, restricting Penn Station and the B&P Tunnels to a single track. :
    - i. Work will take about 26 hours.
    - ii. Most MARC trains will run only between West Baltimore and Washington.
    - iii. More information at a later date.
- VIII. Old Business
  - a. First refurbished HHP electric locomotive has been running for about 3 weeks without issues. There were some minor software issues that have been resolved. Starting second locomotive.
  - b. Received 5 of the 8 new diesels. Remaining 3 in St Lous. Delivery expected well before the next meeting. .
    - i. The first one is expected to run revenue service by the end of March.

- ii. It will run in tandem for two weeks: as the “second” locomotive for the first week then as the head locomotive for the second week before independent operations.
    - iii. Initial runs will be done on the Camden Line so that they can be checked at Riverside mid-day.
  - c. Parts orders have been placed to install bike racks on MARC 3 cars. Funding for the rest of the cars has not yet been identified.
  - d. June Brandt emailed the sponsor of HB 180 (which requires two operators in the locomotive of freight trains that share track with passenger trains) to inquire on the motivation. Received no answer. Bill appears to be dead.
- IX. New Business, including questions and comments from guests:
  - a. Steve Chan has an appointment to MDOT attainment committee.
    - i. Committee is assembled every 5 years to set performance measures and targets for the Maryland Department of Transportation.
    - ii. Meets 5 times for 2 hours each.
    - iii. It contains representatives from a wide range of interests including government, business (including Chamber of Commerce), transportation providers and users (including AAA) from diverse geographic regions.
    - iv. The group has hired a consulting firm that makes recommendations. The group generally approves the consultant’s recommendations.
  - b. Status of MARC funding contribution from West Virginia:
    - i. Last month, we learned that because the agreement to operate MARC trains into West Virginia has expired, MARC has requested that West Virginia contribute toward the operating cost to support operations going forward. (West Virginia has not contributed for 27 years.)
    - ii. This month, we learned that West Virginia has appropriated \$1.5 million for one year. At the end of the year, the situation will be reassessed.
    - iii. Question: Some years ago, West Virginia fares were raised to compensate for the lack of state funding. Are there plans to reduce that surcharge. Answer: not at this time. Perhaps in the future when steady funding has been assured.
  - c. Council members from the Brunswick Line raised concerns regard locked stations and a lack or poor conditions of bathroom facilities. Response:
    - i. The buildings with bathroom facilities in poor shape are supposed to be locked and closed. They are open because the buildings have been broken into.
    - ii. The buildings are owned by Montgomery County, which has failed to provide any money to maintain them. To reduce vandalism and hazard, MTA has locked them.
  - d. Comment that trains now have an excessive number of announcements. Some don’t apply (“Platforms may be slippery” when it is sunny and overhead bins when there are none.) Response:
    - i. MTA wants to significantly increase public awareness of safety issues.
    - ii. MTA has provided crews with flexibility permitting the skipping of some announcements at small station and initiating morning detraining related announcements only when close enough to Washington that people actually detrain.
  - e. Congestion at Union Station on 13 March because of closure of Northeast Corridor due to fire at West Baltimore.

- i. People in Union Station were all over asking "What is going on?" as they were trying to figure out what to do.
  - ii. A major problem was while there was equipment in DC, the crews were unable to ride from the north.
  - iii. The public announcement system in Union Station is very difficult to hear when there are large crowds. Shaquana Stephens, the Union Station Manager, reported that she went around with a bullhorn to inform people why the delay; information for which people were very grateful.
  - iv. Comment that Union Station renovation should include a much better public address large numbers of passengers. It is hoped that more distributed public information boards will reduce crowding and increase access to information.
  - f. Apparently, the safety stop was eliminated on the Brunswick Line when trains arrive on the opposite track. MARC management became aware of this shortly before the RAC meeting and has reinstated the stop.
- X. Meeting adjourned at 5:48

Upcoming meetings (Third Thursday of each month 4:30 to 6:00)

April 19, 2018            In person – presentations on new ticket machines and mobile ticketing  
 May 17, 2018            Teleconference  
 June 21, 2018            In person

Reminder: E-mail rail car or station defects to Katherine Read – [kread@mta.maryland.gov](mailto:kread@mta.maryland.gov)

Attendance:

An "X" means present in the room.

A "P" means present by phone.

A "L" means late.

| <b>MRAC</b>            |   | <b>Amtrak</b>      |   | <b>CSX</b>       |   |
|------------------------|---|--------------------|---|------------------|---|
| Aviva Glaser           |   | Howard Carter      |   | Dan Wagner       | X |
| Brian Love             | X | Mike Tierney       |   | Joe Lisska       | P |
| Charles Enders         |   | Justin Waldron     |   | Marco Tura       |   |
| Cheryl Batis-Harris    |   | Shaquana Stephens  | X |                  |   |
| Christopher Field      | X |                    |   |                  |   |
| Dan Sutherland Weiser  | X | <b>Bombardier</b>  |   | <b>MTA</b>       |   |
| DeMyra Harvey          |   | Amika Anderson     |   | Andrea Farmer    | X |
| Jaime Streeter Wilson  |   | Bill Egan          | X | David Johnson    | X |
| James Burrows-McElwain |   | Christopher Bostic | X | Dean Del Peschio | X |
| Jeff Jordan            |   | Jeff Gaffney       |   | Katherine Read   | X |
| Joe Conny              | X | Josh McCormack     | X | Matt Mitchel     |   |
| June Brandt            | X | Lee Woodward       | X | Paul Krysovaty   |   |
| LaToya R. Griffin      |   | Matthew Sturgeon   | X | Toby Johnson     | X |
| Kelly Kopeikin         |   |                    |   |                  |   |
| Matthew Wingerter      |   |                    |   |                  |   |
| Steve Chan             | X | <b>Guests</b>      |   |                  |   |
|                        |   | John Morris        | X |                  |   |
|                        |   | Vince Hodge        |   |                  |   |
|                        |   | Jeff Becker        |   |                  |   |
|                        |   | Clark Transkipton  |   |                  |   |



**MARC Train Service  
On-Time Performance  
February 2018**

|                              |                        | Month         | Year to Date  | Same Month 2017 |
|------------------------------|------------------------|---------------|---------------|-----------------|
| <b>Brunswick Line</b>        | Brunswick              | 98.32%        | 98.40%        | 95.38%          |
|                              | Frederick              | 95.69%        | 96.27%        | 94.85%          |
|                              | West Virginia          | 97.44%        | 97.53%        | 94.09%          |
|                              | <i>Total Brunswick</i> | <b>97.15%</b> | <b>97.40%</b> | <b>94.77%</b>   |
| <b>Camden Line</b>           | Camden                 | <b>98.03%</b> | <b>95.75%</b> | <b>92.70%</b>   |
|                              | <b>BTS OTP</b>         | <b>97.63%</b> | <b>96.52%</b> | <b>93.66%</b>   |
| <b>Penn Line</b>             | Baltimore              | 92.93%        | 91.70%        | 88.84%          |
|                              | Perryville             | 85.32%        | 85.94%        | 89.54%          |
|                              | <b>Amtrak OTP</b>      | <b>89.12%</b> | <b>88.82%</b> | <b>89.19%</b>   |
| <b>MARC SYSTEM TOTAL OTP</b> |                        | <b>93.21%</b> | <b>92.39%</b> | <b>94.23%</b>   |



## MARC Train Cancellations and Terminations

February 2018

| <u>Date</u> | <u>Line</u> | <u>Train</u> | <u>Cause</u>           | <u>Synopsis of Situation</u>   |
|-------------|-------------|--------------|------------------------|--|
| 2/1/2018    | P           | 440          | Mechanical - Equipment | Train cancelled due to failure of PTC equipment on diesel locomotive. Passengers accomodated on Trains 642 and 544.  |
| 2/2/2018    | P           | 443          | Mechanical - Human     | Train cancelled due to improperly configured/set up cab car. Passengers accomodated on Train 445.  |
| 2/2/2018    | P           | 544          | Secondary Delay        | Train cancelled due to no equipment or crew available from cancelled Train 443. Passenegers accomodated on Train 446, which operated through to Perryville.  |
| 2/5/2018    | P           | 517          | Mechanical - Human     | Train terminated north of Penn Station due to diesel locomotive failure caused by over-filled oil tank. Passengers already on train transfered to Amtrak train 151. Passengers at downline stations accomodated on Trains 419 and 421. |
| 2/5/2018    | P           | 425          | Secondary Delay        | Train cancelled due to equipment and crew being used to rescue Train 517.  |
| 2/6/2018    | P           | 440          | Mechanical - Equipment | Train cancelled due to diesel locomotive failure. Passengers accomodated on Trains 438 (which made all stops) and 642.   |
| 2/9/2018    | P           | 400          | Mechanical - Equipment | Train cancelled due to electric locomotive failure. Passengers accomodated on Train 502.   |
| 2/9/2018    | P           | 415          | Secondary Delay        | Train cancelled due to cancellation of Train 400. Passengers accomodated on Trains 517 and 419.  |
| 2/15/2018   | P           | 453          | Mechanical - Equipment | Train terminated at Odenton due to diesel locomotive failure. Rescue set of equipment dispatched from Baltimore to complete the trip.  |
| 2/15/2018   | B           | 893 & 895    | Security               | Trains terminated at Point of Rocks due to automobile fouling tracks. Passengers accomodated by Frederick TRANSIT buses  |
| 2/16/2018   | P           | 413          | Mechanical - Equipment | Train cancelled due to shortage of locomotives. Passengers accomodated on Trains 415 and 517.  |
| 2/20/2018   | P           | 413          | Mechanical - Equipment | Train cancelled due to electric locomotive failure. Passengers accomodated on Trains 415 and 517.  |

## MARC Train Cancellations and Terminations

February 2018

| <u>Date</u> | <u>Line</u> | <u>Train</u> | <u>Cause</u>           | <u>Synopsis of Situation</u>  |
|-------------|-------------|--------------|------------------------|---|
| 2/20/2018   | P           | 435          | Mechanical - Equipment | Train terminated at Odenton due to diesel locomotive failure. Non-revenue equipment move train transferred passengers to complete the trip. |
| 2/21/2018   | P           | 428          | Mechanical - Equipment | Train cancelled due to electric locomotive failure. Passengers accomodated on Trains 532 and 634.   |
| 2/21/2018   | P           | 445          | Secondary Delay        | Train cancelled due to cancellation of Train 428. Passengers accomodated on Train 447.  |
| 2/27/2018   | P           | 433          | Mechanical - Equipment | Train cancelled due to cab control car failure. Passengers accomodated on Train 435 and Amtrak 125.   |
| 2/27/2018   | C           | 860          | Mechanical - Equipment | Train terminated at Jessup due to diesel locomotive failure. Rescue set of equipment dispatched from Baltimore to complete the trip.        |
| 2/28/2018   | C           | 847          | Mechanical - Equipment | Train severely delayed due to railcar door issues. Train 849 operated ahead and carried both trainloads of customers.                       |
| 2/28/2018   | B           | 890          | Mechanical - Equipment | Train terminated west of Germantown due to diesel locomotive failure. Train 892 coupled and shoved to Washington.                           |





**MARC Train Service  
Breakdown by Delays and  
Minutes: February 2018**

|                         | Brunswick Line |        |              |             | Camden Line |        |              |             | Penn Line |        |              |             |
|-------------------------|----------------|--------|--------------|-------------|-------------|--------|--------------|-------------|-----------|--------|--------------|-------------|
|                         | Minutes        | Delays | % By Minutes | % By Delays | Minutes     | Delays | % By Minutes | % By Delays | Minutes   | Delays | % By Minutes | % By Delays |
| ACCIDENT                | 0              | 0      | 0.0%         | 0.0%        | 0           | 0      | 0.0%         | 0.0%        | 20        | 1      | 0.9%         | 0.7%        |
| COMMUNICATION/SIGNALS   | 20             | 1      | 4.4%         | 9.1%        | 0           | 0      | 0.0%         | 0.0%        | 37        | 3      | 1.6%         | 2.0%        |
| CREW                    | 0              | 0      | 0.0%         | 0.0%        | 0           | 0      | 0.0%         | 0.0%        | 42        | 4      | 1.9%         | 2.7%        |
| DISPATCHER/INTERFERENCE | 167            | 6      | 36.9%        | 54.5%       | 57          | 4      | 18.1%        | 40.0%       | 862       | 80     | 38.2%        | 53.7%       |
| MECHANICAL-EQUIP.       | 152            | 1      | 33.6%        | 9.1%        | 203         | 4      | 64.4%        | 40.0%       | 357       | 14     | 15.8%        | 9.4%        |
| MECHANICAL-HUMAN ERR.   | 0              | 0      | 0.0%         | 0.0%        | 0           | 0      | 0.0%         | 0.0%        | 36        | 2      | 1.6%         | 1.3%        |
| PASSENGER               | 0              | 0      | 0.0%         | 0.0%        | 0           | 0      | 0.0%         | 0.0%        | 239       | 18     | 10.6%        | 12.1%       |
| SECONDARY DELAY         | 25             | 1      | 5.5%         | 9.1%        | 45          | 1      | 14.3%        | 10.0%       | 612       | 23     | 27.1%        | 15.4%       |
| SECURITY                | 89             | 2      | 19.6%        | 18.2%       | 0           | 0      | 0.0%         | 0.0%        | 0         | 0      | 0.0%         | 0.0%        |
| TRACK/CATENARY          | 0              | 0      | 0.0%         | 0.0%        | 10          | 1      | 3.2%         | 10.0%       | 48        | 3      | 2.1%         | 2.0%        |
| WEATHER                 | 0              | 0      | 0.0%         | 0.0%        | 0           | 0      | 0.0%         | 0.0%        | 3         | 1      | 0.1%         | 0.7%        |

**MARC Train Service  
Weekday Station Boardings Comparison Report  
February 2018 vs. February 2017**

| <b>Penn Line</b>          | <b>North 2018</b> | <b>South 2018</b> | <b>Total 2018</b> | <b>North 2017</b> | <b>South 2017</b> | <b>Total 2017</b> |
|---------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Perryville                | 0                 | 152               | 152               | 0                 | 128               | 128               |
| Aberdeen                  | 0                 | 227               | 227               | 0                 | 200               | 200               |
| Edgewood                  | 0                 | 230               | 230               | 1                 | 273               | 274               |
| Martin Airport            | 1                 | 359               | 360               | 7                 | 377               | 384               |
| Penn                      | 177               | 2,992             | 3,169             | 134               | 4,022             | 4,156             |
| West Baltimore            | 11                | 827               | 838               | 7                 | 858               | 865               |
| Halethorpe                | 40                | 1,470             | 1,510             | 16                | 1,336             | 1,352             |
| BWI                       | 117               | 2,026             | 2,143             | 109               | 1,656             | 1,765             |
| Odenton                   | 138               | 2,129             | 2,267             | 135               | 2,240             | 2,375             |
| Bowie                     | 151               | 676               | 827               | 202               | 591               | 793               |
| Seabrook                  | 46                | 440               | 486               | 60                | 375               | 435               |
| New Carrollton            | 520               | 557               | 1,077             | 660               | 458               | 1,118             |
| Washington, Union Station | 10,719            | 0                 | 10,719            | 11,009            | 0                 | 11,009            |
| <b>Totals</b>             | <b>11,920</b>     | <b>12,085</b>     | <b>24,005</b>     | <b>12,340</b>     | <b>12,514</b>     | <b>24,854</b>     |

| <b>Camden Line</b>        | <b>East 2017</b> | <b>West 2017</b> | <b>Total 2017</b> | <b>East 2017</b> | <b>West 2017</b> | <b>Total 2017</b> |
|---------------------------|------------------|------------------|-------------------|------------------|------------------|-------------------|
| Camden                    | 0                | 380              | 380               | 0                | 213              | 213               |
| St. Denis                 | 0                | 13               | 13                | 0                | 6                | 6                 |
| Dorsey                    | 19               | 567              | 586               | 5                | 253              | 258               |
| Jessup                    | 0                | 1                | 1                 | 0                | 0                | 0                 |
| Savage                    | 24               | 371              | 395               | 10               | 158              | 168               |
| Laurel Race Track         | 0                | 2                | 2                 | 0                | 2                | 2                 |
| Laurel                    | 40               | 649              | 689               | 18               | 324              | 342               |
| Muirkirk                  | 20               | 440              | 460               | 10               | 145              | 155               |
| Greenbelt                 | 30               | 30               | 60                | 19               | 13               | 32                |
| College Park              | 132              | 46               | 178               | 60               | 18               | 78                |
| Riverdale                 | 16               | 54               | 70                | 17               | 13               | 30                |
| Washington, Union Station | 2,189            | 0                | 2,189             | 1,542            | 0                | 1,542             |
| <b>Totals</b>             | <b>2,470</b>     | <b>2,553</b>     | <b>5,023</b>      | <b>1,681</b>     | <b>1,145</b>     | <b>2,826</b>      |

| <b>Brunswick Line</b>     | <b>East 2018</b> | <b>West 2018</b> | <b>Total 2018</b> | <b>East 2017</b> | <b>West 2017</b> | <b>Total 2017</b> |
|---------------------------|------------------|------------------|-------------------|------------------|------------------|-------------------|
| Washington, Union Station | 0                | 3,229            | 3,229             | 0                | 2,283            | 2,283             |
| Silver Spring             | 45               | 531              | 576               | 49               | 271              | 320               |
| Kensington                | 217              | 14               | 231               | 156              | 16               | 172               |
| Garrett Park              | 64               | 1                | 65                | 44               | 0                | 44                |
| Rockville                 | 248              | 265              | 513               | 201              | 183              | 384               |
| Washington Grove          | 54               | 2                | 56                | 25               | 0                | 25                |
| Gaithersburg              | 518              | 36               | 554               | 437              | 16               | 453               |
| Metropolitan Grove        | 295              | 10               | 305               | 265              | 6                | 271               |
| Germantown                | 960              | 14               | 974               | 744              | 4                | 748               |
| Boyds                     | 20               | 0                | 20                | 9                | 0                | 9                 |
| Barnesville               | 91               | 0                | 91                | 65               | 0                | 65                |
| Dickerson                 | 23               | 0                | 23                | 20               | 0                | 20                |
| Point of Rocks            | 369              | 0                | 369               | 255              | 0                | 255               |
| Monocacy                  | 317              | 0                | 317               | 164              | 0                | 164               |
| Frederick                 | 114              | 0                | 114               | 79               | 0                | 79                |
| Brunswick                 | 515              | 1                | 516               | 293              | 0                | 293               |
| Harpers Ferry             | 57               | 0                | 57                | 65               | 0                | 65                |
| Duffields                 | 103              | 0                | 103               | 116              | 0                | 116               |
| Martinsburg, WV           | 84               | 0                | 84                | 116              | 0                | 116               |
| <b>Totals</b>             | <b>4,094</b>     | <b>4,103</b>     | <b>8,197</b>      | <b>3,103</b>     | <b>2,779</b>     | <b>5,882</b>      |

**MARC Train Service  
Penn Line Station Boardings Report  
Saturday, February 17, 2018**

| <b>Station</b>            | <b>North</b> | <b>South</b> | <b>Total</b> | <b>Line Percent</b> | <b>System Percent</b> |
|---------------------------|--------------|--------------|--------------|---------------------|-----------------------|
| Martin Airport            | 0            | 23           | <b>23</b>    | 1%                  | 1%                    |
| Penn                      | 0            | 1,642        | <b>1,642</b> | 37%                 | 37%                   |
| West Baltimore            | 0            | 81           | <b>81</b>    | 2%                  | 2%                    |
| Halethorpe                | 3            | 114          | <b>117</b>   | 3%                  | 3%                    |
| BWI                       | 11           | 347          | <b>358</b>   | 8%                  | 8%                    |
| Odenton                   | 23           | 162          | <b>185</b>   | 4%                  | 4%                    |
| Bowie                     | 38           | 12           | <b>50</b>    | 1%                  | 1%                    |
| Seabrook                  | 0            | 0            | <b>0</b>     | 0%                  | 0%                    |
| New Carrollton            | 142          | 22           | <b>164</b>   | 4%                  | 4%                    |
| Washington, Union Station | 1,770        | 0            | <b>1,770</b> | 40%                 | 40%                   |
| <b>Totals</b>             | <b>1,987</b> | <b>2,403</b> | <b>4,390</b> | <b>100%</b>         | <b>100%</b>           |

**MARC Train Service  
Penn Line Station Boardings Report  
Sunday, February 18, 2018**

| <b>Station</b>            | <b>North</b> | <b>South</b> | <b>Total</b> | <b>Line Percent</b> | <b>System Percent</b> |
|---------------------------|--------------|--------------|--------------|---------------------|-----------------------|
| Martin Airport            | 0            | 6            | <b>6</b>     | 0%                  | 0%                    |
| Penn                      | 0            | 949          | <b>949</b>   | 34%                 | 34%                   |
| West Baltimore            | 0            | 52           | <b>52</b>    | 2%                  | 2%                    |
| Halethorpe                | 0            | 41           | <b>41</b>    | 1%                  | 1%                    |
| BWI                       | 9            | 204          | <b>213</b>   | 8%                  | 8%                    |
| Odenton                   | 8            | 89           | <b>97</b>    | 3%                  | 3%                    |
| Bowie                     | 26           | 13           | <b>39</b>    | 1%                  | 1%                    |
| Seabrook                  | 0            | 0            | <b>0</b>     | 0%                  | 0%                    |
| New Carrollton            | 90           | 10           | <b>100</b>   | 4%                  | 4%                    |
| Washington, Union Station | 1,300        | 0            | <b>1,300</b> | 46%                 | 46%                   |
| <b>Totals</b>             | <b>1,433</b> | <b>1,364</b> | <b>2,797</b> | <b>100%</b>         | <b>100%</b>           |