

MARC Riders Advisory Council Meeting

June 21, 2018

4:30 pm – 6:00 pm

Telephone Conference

Summary minutes

- I. Call meeting to order (Steve Chan, Chairman): Called to order at 4:32
- II. Introductions (Steve Chan)
- III. WMATA elimination of the “Metro Option” for MARC and VRE customers Charlie Scott, Senior Government Relations Officer, Maryland - Washington Metropolitan Area Transit Authority:
 - a WMATA has decided that everyone entering the system must swipe in and out.
 - b This means WMATA will no longer honor MARC or VRE tickets in the event of service disruptions effective 1 July.
 - c TransitLink is unchanged.
 - d Questions:
 - i. Was money being paid by MARC to WMATA for the this privilege? Answer: in the past 20 years, MARC hasn't been billed or paid for the service.
 - ii. Is there a work around? The current WMATA ticket system has no flexibility. Perhaps, in the future, it can accept special fare payments valid only during, for example, a MARC service disruption.
- IV. Review of March minutes (Christopher Field Secretary):
 - a No corrections
- V. Review of February performance data (Katherine Read, MARC Assistant Chief Transportation Officer)
 - a Report attached.
- VI. Update on Penn Line track work David Johnson (DJ), MARC Chief Transportation Officer:
 - a Track work at Odenton and Bowie, moved from track 2 (center) to track 3 (southbound side.)
 - b Work will continue until about Labor Day plus or minus a week.
 - c Questions:
 - i. Will there be a schedule change when the work is finished? Yes return to pre-work schedule.
 - ii. There will be a significant schedule change in mid November as Positive Train Control is implemented because train turns will take much longer than they currently do. There will be a report about this at a later meeting.

- VII. Update on MARC Ticket Machines and Mobile ticketing TVMs: DJ, Mobile: Katherine Read:
- a Ticket Machines:
 - i. New machines will be installed next week (last week in June) on all three lines.
 - ii. Machine installed at every location that currently has an Amtrak Quick Ticket.
 - iii. Additional stations as listed in the attachment will receive machines.
 - 1. New locations of particular note are the BWI garage and BWI baggage claim.
 - 2. The transit store at 6 St. Paul in Baltimore.
 - iv. Some smaller stations will not get ticket machines. Cash purchase on the train will still be permitted from those stations.
 - v. After 16 July, there will be a \$5 surcharge for on-train purchase of tickets from stations with machines.
 - b Mobil Ticketing:
 - i. On track for 31 July start MTA system wide across all MTA modes.
 - ii. MTA is soliciting about 200 beta testers to start Monday 9 July.
 - iii. There will be 2 weeks of Beta leaving 1 week to make corrections before 31 July launch MTA system wide.
 - iv. Questions:
 - 1. Comment that given the very short testing cycle, monthly pass holders can't be beta testers. Response that trying to find a way for monthly pass holders to participate; perhaps with some sort of MTA refund.
- VIII. Update on Bike Racks on trains Dean Del Peschio, MARC Chief Mechanical Officer:
- a Actively installing bike racks on MARC 3 bi-levels. All parts have been ordered.
 - b Kits for racks on the MARC 2 have been ordered.
 - c Service is expected to be open later this summer on the Penn Line.
 - d The goal is for every car except for toilet and cab cars to have a spot for two bikes.
 - e On the weekend, some bikes board from low platforms at West Baltimore and Martin's Airport and low platform boarding will be permitted.
 - f Questions/comments:
 - i. How many cars currently have racks? 10 to 15 cars.
 - ii. There was some discussion about what happens if all of the bicycle spots are taken on a train. There are no plans to "reserve" spots.
 - iii. There was discussion about adding information for bicycle users in the MARC rider's guide, which will be updated when mobile ticketing goes live. Some suggested topics include letting pedestrians off the train first and, if taking a full size bike every day, consider a two bike solution.
- IX. Old Business:
- a At the May meeting we were informed of plans to remove MARC equipment from the Brunswick Yard because of flood concern. The Potomac River flood waters almost reached the rail yard, but didn't actually flood it.
 - b All 8 diesel Charger locomotives are now in service.
 - c One HPP electric locomotive has been through the complete reliability enhancement program. A second unit has had the least reliable power control components replaced

and is in service. The rest of the upgrade will be done before the year end. The other HHP(s) will also be upgraded.

- X. New Business, including questions and comments from guests:
 - a There was no new business.

XI. Meeting adjourned at 5:26 PM

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

July 19, 2018 In person
 August 16, 2018 Teleconference
 September 20, 2018 In person

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

Attendance:

An “X” means present in the room.

A “P” means present by phone.

A “L” means late.

MRAC		Amtrak		CSX	
Atif Adam	P	Howard Carter		Dan Wagner	
Brian Love	P	Mike Tierney	P	Joe Lisska	P
Carrie Blough	P	Justin Waldron	P	Marco Tura	
Charles Enders		Shaquana Stephens			
Cheryl Batis-Harris	P				
Christopher Field	P	Bombardier		MTA	
Corrine Lopez	P	Amika Anderson	P	Andrea Farmer	P
Dan Sutherland Weiser		Bill Egan		David Johnson	P
J.C. Hendrickson	P	Christopher Bostic		Dean Del Peschio	P
Joe Conny	P	Jeff Gaffney		Josh Wolf	
J.P. Carnes Stein	P	Josh McCormack		Katherine Read	P
Judah Prero	P	Lee Woodward		Kyle Nembhard	
June Brandt	P	Matthew Sturgeon	P	Matt Mitchel	
Katina Dashiell	P			Paul Kryswaty	
Kelly Kopeikin		Guests		Thomasina Swilling	
LaToya R. Griffin		John Morris			
Steve Chan	P	Charlie Scott	P	Toby Johnson	



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

		Month	Year to Date	Same Month 2017
Brunswick Line	Brunswick	85.95%	95.65%	94.97%
	Frederick	87.50%	95.02%	96.12%
	West Virginia	81.82%	94.39%	94.70%
	<i>Total Brunswick</i>	85.09%	95.02%	95.26%
Camden Line	Camden	88.29%	92.72%	93.10%
	BTS OTP	86.88%	93.78%	94.10%
Penn Line	Baltimore	84.33%	88.70%	89.78%
	Perryville	85.09%	85.06%	88.75%
	Amtrak OTP	84.71%	86.88%	89.26%
MARC SYSTEM TOTAL OTP		85.43%	89.90%	91.23%

MARC On Time Performance Summary

May 2018

Penn Line Weekday

83.89% Month **86.80% Year to Date**

89.02% AM Southbound (Trains 401-423)

78.41% PM Northbound (Trains 426-448)

85.35% AM Northbound (Trains 400-412)

83.77% PM Southbound (Trains 537-449)

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

410 (72% month, 87% YTD)	449 (81% month, 79% YTD)
412 (77% month, 90% YTD)	452 (54% month, 78% YTD)
418 (50% month, 66% YTD)	453 (59% month, 82% YTD)
421 (50% month, 79% YTD)	502 (81% month, 87% YTD)
423 (72% month, 82% YTD)	511 (81% month, 85% YTD)
426 (81% month, 81% YTD)	520 (81% month, 84% YTD)
430 (59% month, 84% YTD)	525 (86% month, 89% YTD)
433 (68% month, 85% YTD)	532 (68% month, 79% YTD)
440 (59% month, 77% YTD)	536 (77% month, 80% YTD)
443 (86% month, 86% YTD)	544 (59% month, 76% YTD)
445 (77% month, 88% YTD)	610 (77% month, 91% YTD)
446 (81% month, 89% YTD)	612 (86% month, 92% YTD)
447 (54% month, 78% YTD)	634 (77% month, 78% YTD)

100% for month: 400, 403, 407, 414, 415, 448, 641

Penn Line Weekend

91.67% Month **94.61% Year to Date**

(continued)

MARC On Time Performance Summary

May 2018

Bombardier Transportation Services OTP (Brunswick and Camden Lines):

86.77% Month **93.75% Year to Date**

Brunswick Line

85.08% Month **95.02% Year to Date**
91.01% AM Eastbound **79.35% PM Westbound**

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

873 (84% month, 96% YTD)	881 (80% month, 94% YTD)
874 (85% month, 95% YTD)	883 (85% month, 95% YTD)
875 (68% month, 93% YTD)	891 (80% month, 94% YTD)
877 (76% month, 94% YTD)	893 (73% month, 93% YTD)
879 (76% month, 94% YTD)	895 (84% month, 95% YTD)

100% for month: None

Camden Line

88.10% Month **92.68% Year to Date**
88.64% AM Westbound 85.71% PM Eastbound

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

843 (86% month, 89% YTD)	854 (81% month, 96% YTD)
849 (86% month, 88% YTD)	856 (72% month, 93% YTD)
851 (86% month, 86% YTD)	857 (81% month, 84% YTD)
853 (72% month, 90% YTD)	858 (72% month, 90% YTD)

100% for month: 840

MARC On Time Performance - Discussion

May 2018

Penn Line weekday OTP continues to struggle due to Amtrak trackwork both in the MARC service area and to the north. A Norfolk Southern freight train derailment on the Amtrak Northeast Corridor between Philadelphia and Wilmington has caused two of four tracks in this heavily-traveled corridor to be removed from service. This is causing delays to most southbound Amtrak trains, which in turn is affecting our service. Compounding this problem was a track occupancy light (TOL) in the B&P tunnel between Penn Station and West Baltimore from Sunday, May 27 through the end of the month (and into June). A TOL means that the signal system thinks there is a train in the block when none is present. The signal system defaults to a “fail-safe” mode of displaying “stop” signals, requiring trains to proceed at significantly reduced speed. This is causing extensive southbound delays. The cause of the problem was May 27’s extreme heavy rains (the same storms that caused the devastating flooding in Ellicott City), which resulted in standing water in the tunnel.

Some additional details on particularly low OTP trains:

- 410, 412, 610 – Trains are being delayed due to trackwork between Bowie and Odenton (being held to follow Amtrak trains) and will continue to experience delays until the work is complete.
- 418 – Despite the April 23 schedule change, this train continues to be held north of West Baltimore for an Acela Express train to pass. We have asked Amtrak to review this conflict.
- 421 – Train is often held for late Amtrak 111 to proceed ahead at Baltimore – 111 is late due to the above-referenced emergency trackwork in Pennsylvania.
- 430 – Due to one of two tracks being out of service between Bowie and Odenton, Train 430 cannot pass Train 428 as it usually does, it must follow it. These delays will continue until the trackwork is complete.
- 440 – This train continues to operate on time from Washington to West Baltimore then is held for an Acela Express train to pass. We have again asked Amtrak to give our train priority, but they continue to run the Acela ahead.
- 447 – Train is often held for late Amtrak 85 to proceed ahead at Baltimore – 85 is late due to the above-referenced emergency trackwork in Pennsylvania.
- 453 – Train 453 is often held for late Amtrak Acela 2171 and Amtrak 55 to proceed ahead at Baltimore – the Amtrak trains are late due to the above-referenced emergency trackwork in Pennsylvania.
- 452 – Train 452 departs Washington late due to the late arrival of Train 453.
- 532, 536 – Despite adjusting both train’s schedules and regularly operating with HHP-8 electric locomotives, Amtrak continues to hold these trains at either West Baltimore or in the Martin Airport area for Acela Express trains to proceed ahead. We have asked Amtrak to review this conflict.

- 544 – Train is often held at West Baltimore for an Acela Express to operate ahead. We have asked Amtrak to review this conflict.
- 634 – Train is in a difficult timeslot due to the Bowie-Odenton trackwork and will continue to experience delays until the work is complete.

Penn Line weekend service did not experience any significant issues.

The Brunswick Line had a very difficult month, after a near perfect April, Brunswick Line OTP was the lowest in over five years. The vast majority of the delays were due to severe weather. There was also no service on May 16 and reduced/modified service May 17, 18, and 21 due to a track washout between Point of Rocks and Brunswick.

Camden Line OTP continues to struggle due to CSX freight train interference. Bombardier and MDOT MTA MARC management continue to work with CSX on solutions to mitigate train delays. Weather was a factor as well, although not nearly to the extent of the Brunswick Line.



MARC Train Service Breakdown by Delays and Minutes: May 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%	0	0	0.0%	0.0%
COMMUNICATION/SIGNALS	310	19	11.5%	25.0%	20	3	1.3%	4.2%	181	25	4.3%	8.0%
CREW	32	1	1.2%	1.3%	81	3	5.2%	4.2%	92	6	2.2%	1.9%
DEPARTMENTAL COMMUN.	20	1	0.7%	1.3%	0	0	0.0%	0.0%	14	2	0.3%	0.6%
DISPATCHER/INTERFERENCE	461	21	17.0%	27.6%	595	39	38.5%	54.9%	2148	211	50.7%	67.6%
MECHANICAL-EQUIP.	165	3	6.1%	3.9%	65	1	4.2%	1.4%	616	17	14.5%	5.4%
MECHANICAL-HUMAN ERR.	35	1	1.3%	1.3%	37	2	2.4%	2.8%	90	4	2.1%	1.3%
PASSENGER	3	1	0.1%	1.3%	9	1	0.6%	1.4%	189	9	4.5%	2.9%
SECONDARY DELAY	0	0	0.0%	0.0%	299	10	19.4%	14.1%	783	30	18.5%	9.6%
SECURITY	0	0	0.0%	0.0%	0	0	0.0%	0.0%	35	1	0.8%	0.3%
TRACK/CATENARY	60	3	2.2%	3.9%	30	3	1.9%	4.2%	68	5	1.6%	1.6%
WEATHER	1618	26	59.8%	34.2%	408	9	26.4%	12.7%	24	2	0.6%	0.6%

MARC Train Cancellations and Terminations

May 2018

<u>Date</u>	<u>Line</u>	<u>Train</u>	<u>Cause</u>	<u>Synopsis of Situation</u>
5/1/2018	C	855, 856	Mechanical - Equipment & Secondary Delay	Train 855 cancelled due to railcar mechanical problem. Passengers accomodated on Train 857. Train 856 cancelled due to no crew or equipment, passengers accomodated on Train 858 and Penn Line.
5/7/2018	P	413	Mechanical - Equipment	Cancelled due to diesel locomotive failure. Passengers accomodated on Trains 511 and 415.
5/7/2018	P	502	Mechanical - Equipment	Cancelled due to diesel locomotive failure. Passengers accomodated on Train 404 and by bus to stations north of Baltimore
5/7/2018	P	511, 610	Mechanical - Equipment & Secondary Delay	Train 511 cancelled due to railcar mechanical problem. Passengers accomodated on Train 517. Train 610 cancelled due to no crew or equipment, passengers accomodated on Train 612.
5/14/2018	B, C	Multiple	Weather	Major delays to most evening trains due to severe weather and resulting CSX-issued weather alerts.
5/15/2018	B, C	Multiple	Weather	Major delays to most evening trains due to severe weather and resulting CSX-issued weather alerts. All Brunswick Line service suspended between Point of Rocks and Brunswick due to track washout.
5/16/2018	B	All	Weather	All Brunswick Line service suspended due to track washout and severe weather.
5/16/2018	P	452	Mechanical - Equipment	Train terminated south of New Carrollton due to electric locomotive failure. A rescue train was dispatched from Baltimore to transfer passengers and complete the trip, it departed New Carrollton two hours behind schedule.
5/17/2018	P	438, 449	Mechanical - Equipment & Secondary Delay	Train 438 cancelled due to diesel locomotive failure. Passengers accomodated on Trains 440 and 642. Train 449 cancelled due to no crew or equipment to operate Train, passengers accomodated on Amtrak 173 and MARC 449.

MARC Train Cancellations and Terminations

May 2018

<u>Date</u>	<u>Line</u>	<u>Train</u>	<u>Cause</u>	<u>Synopsis of Situation</u>
5/17/2018	B	All	Weather	Modified Brunswick Line service due to ongoing CSX track repairs due to washout. 5 of 9 trains operated and no service to Brunswick station or West Virginia.
5/18/2018	P	413	Mechanical - Equipment	Cancelled due to diesel locomotive failure. Passengers accommodated on Trains 511 and 415.
5/18/2018	P	410, 423, 610	Secondary Delay	Trains cancelled due to crew and equipment out of position due to lengthy delays to other trains. Passengers accommodated on subsequent trains.
5/21/2018	B	All	Weather	Modified Brunswick Line service due to ongoing CSX track repairs due to washout. 5 of 9 trains operated and no service to Brunswick station or West Virginia.
5/21/2018	P	416, 431	Mechanical - Equipment & Secondary Delay	Train 416 terminated at BWI due to diesel locomotive failure. Passengers accommodated on Amtrak Acela Express train and MARC 418. Train 431 cancelled due to no crew or equipment available, passengers accommodated on Amtrak 141 and MARC 433.
5/21/2018	C	856	Mechanical - Human Error	Cancelled due to low fuel on diesel locomotive, engine was not properly fueled at the beginning of the day. Passengers accommodated on Trains 854 and 858.
5/18/2018	B	All	Weather	Modified Brunswick Line service due to ongoing CSX track repairs due to washout. 5 of 9 morning trains operated and no service to Brunswick station or West Virginia. Full service restored for afternoon schedule.
5/22/2018	P	430, 447	Mechanical - Equipment & Secondary Delay	Train 430 cancelled due to railcar mechanical problem. Passengers accommodated on Trains 634 and 536 Train 447 cancelled due to no crew or equipment, passengers accommodated on Amtrak 85.
5/22/2018	B	880	Mechanical - Equipment	Train cancelled due to diesel locomotive failure, no spare locomotive or train available. Metro option opened and passengers informed to drive to Shady Grove.

MARC Train Cancellations and Terminations

May 2018

<u>Date</u>	<u>Line</u>	<u>Train</u>	<u>Cause</u>	<u>Synopsis of Situation</u>
5/31/2018	P	447, 446	Mechanical - Equipment & Secondary Delay	Train 447 cancelled due to diesel locomotive failure. Passengers accomodated on Amtrak Train 85. Train 446 cancelled due to no crew or equipment, passengers accomodated on Amtrak 186 and MARC 448.
5/31/2018	B	894	Mechanical - Equipment	Departed Frederick over one hour late due to railcar mechanical problem. Passengers east of Monocacy accomodated on Train 880. Train operated discharge-only east of Monocacy to Washington.
5/31/2018	B	PM svc	Weather	With the exception of the first two trains, all evening Brunswick Line trains experienced extensive delays due to severe thunderstorms and resulting CSX flash flood speed restrictions. Delays ranged from 45-80 minutes.

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

Penn Line	North 2018	South 2018	Total 2018	North 2017	South 2017	Total 2017
Perryville	0	118	118	0	113	113
Aberdeen	1	194	195	0	192	192
Edgewood	0	714	714	1	224	225
Martin Airport	5	309	314	5	347	352
Penn	170	3,318	3,488	215	3,317	3,532
West Baltimore	8	772	780	4	721	725
Halethorpe	9	1,364	1,373	33	1,493	1,526
BWI	84	2,314	2,398	100	2,155	2,255
Odenton	146	2,263	2,409	165	2,413	2,578
Bowie	186	491	677	161	612	773
Seabrook	43	332	375	48	329	377
New Carrollton	662	466	1,128	604	492	1,096
Washington, Union Station	10,452	0	10,452	11,067	0	11,067
Totals	11,766	12,655	24,421	12,403	12,408	24,811

Camden Line	East 2018	West 2018	Total 2018	East 2017	West 2017	Total 2017
Camden	0	388	388	0	347	347
St. Denis	0	10	10	0	8	8
Dorsey	20	657	677	22	457	479
Jessup	0	2	2	0	0	0
Savage	16	432	448	15	353	368
Laurel Race Track	0	7	7	0	2	2
Laurel	45	702	747	55	586	641
Muirkirk	38	448	486	25	418	443
Greenbelt	28	17	45	34	62	96
College Park	151	41	192	142	39	181
Riverdale	16	68	84	12	35	47
Washington, Union Station	2,391	0	2,391	2,267	0	2,267
Totals	2,705	2,772	5,477	2,572	2,307	4,879

Brunswick Line	East 2018	West 2018	Total 2018	East 2017	West 2017	Total 2017
Washington, Union Station	0	3,310	3,310	0	3,119	3,119
Silver Spring	52	426	478	41	456	497
Kensington	185	10	195	188	21	209
Garrett Park	57	1	58	58	2	60
Rockville	239	213	452	242	271	513
Washington Grove	47	1	48	39	0	39
Gaithersburg	420	15	435	489	34	523
Metropolitan Grove	289	4	293	307	12	319
Germantown	905	5	910	846	15	861
Boyds	18	0	18	21	0	21
Barnesville	81	0	81	78	0	78
Dickerson	19	0	19	28	0	28
Point of Rocks	317	0	317	389	0	389
Monocacy	289	0	289	208	0	208
Frederick	114	0	114	110	0	110
Brunswick	345	0	345	515	0	515
Harpers Ferry	57	0	57	62	0	62
Duffields	104	0	104	109	0	109
Martinsburg, WV	85	0	85	124	0	124
Totals	3,623	3,985	7,608	3,854	3,930	7,784

**MARC Train Service
Penn Line Station Boardings Report
Saturday, May 12, 2018**

Station	North	South	Total	Line Percent	System Percent
Martin Airport	0	32	32	1%	1%
Penn	1	1,648	1,649	35%	35%
West Baltimore	0	65	65	1%	1%
Halethorpe	7	84	91	2%	2%
BWI	15	383	398	8%	8%
Odenton	33	217	250	5%	5%
Bowie	27	18	45	1%	1%
Seabrook	0	0	0	0%	0%
New Carrollton	159	10	169	4%	4%
Washington, Union Station	1,996	0	1,996	43%	43%
Totals	2,238	2,457	4,695	100%	100%

**MARC Train Service
Penn Line Station Boardings Report
Sunday, May 13, 2018**

Station	North	South	Total	Line Percent	System Percent
Martin Airport	0	10	10	0%	0%
Penn	0	875	875	31%	31%
West Baltimore	0	44	44	2%	2%
Halethorpe	2	27	29	1%	1%
BWI	6	292	298	10%	10%
Odenton	9	94	103	4%	4%
Bowie	20	4	24	1%	1%
Seabrook	0	0	0	0%	0%
New Carrollton	121	5	126	4%	4%
Washington, Union Station	1,346	0	1,346	47%	47%
Totals	1,504	1,351	2,855	100%	100%



New MARC Ticket Machine Installation Schedule

MARC's new Ticket Vending Machines will be installed on the Penn Line as follows. At stations indicated with an * the installation time will conflict with train arrivals and departures and passengers will not be able to purchase tickets. MTA staff will be on site to distribute complementary one-way tickets to passengers who cannot use the machine during these times. If a station does not have an * next to it, there will be either be no interruption in ticket sales or the machine will be installed when no trains are stopping at the station.

Monday, June 25

Odenton, Martin Airport

Tuesday, June 26

Perryville, Aberdeen, Edgewood* (Train 525 only), Halethorpe* (1pm-6pm), Penn Station

Wednesday, June 27

BWI Rail Station and Airport, Union Station, Bowie State

Thursday, June 28

New Carrollton

Friday, June 29

West Baltimore, MTA Transit Store (6 St. Paul – MTA Headquarters)

As a reminder, there will be a grace period until Monday, July 16 for tickets purchased on board at West Baltimore and Bowie State University. Starting July 16, the \$5.00 penalty should be charged for all full-fare tickets purchased at these stations (there is never an on board penalty for senior or disability fares).



New MARC Ticket Machine Installation Schedule

MARC's new Ticket Vending Machines will be installed on the Brunswick and Camden Lines as follows. At stations indicated with an * the installation time will conflict with train arrivals and departures and passengers will not be able to purchase tickets. MTA staff will be on site to distribute complementary one-way tickets to passengers who cannot use the machine. If a station does not have an * next to it, there will be either be no interruption in ticket sales or the machine will be installed when no trains are stopping at the station.

Monday, June 25

Laurel, Savage, Dorsey* (Train 853 only)

Germantown, Gaithersburg, Rockville* (3pm-5:30pm)

Tuesday, June 26

Metropolitan Grove, Camden Yards* (Train 853 only)

Wednesday, June 27

Union Station, College Park

Thursday, June 28

Kensington, Silver Spring, Martinsburg, Brunswick, Monocacy

As a reminder, there will be a grace period until Monday, July 16 for tickets purchased on board at Metropolitan Grove and College Park. Starting July 16, the \$5.00 penalty should be charged for all full-fare tickets purchased at these stations (there is never an on board penalty for senior or disability fares).