

MARC Riders Advisory Council

Minutes of Meeting

July 21, 2016, 4:30 pm

Hall of the States Building, Room 235

444 North Capitol Street NW, Washington, DC 20001

I. Meeting called to order at 4:30 pm by Steve Chan, Council Chair.

II. Attendees:

NAME	AFFILIATION
Cheryl Bates-Harris	RAC Penn Line
June Brandt (teleconference)	RAC Penn Line
James Burrows-McElwain	RAC Brunswick Line
Steve Chan	RAC Penn Line
Joe Conny	RAC Brunswick Line
Charles Enders	RAC Brunswick Line
Aviva Glaser	RAC Penn Line
LaToya Griffin (teleconference)	RAC Brunswick Line
Jeff Jordan	RAC Camden Line
Kelly Kopeikin	RAC Penn Line
Brian Love	RAC Penn Line
Matthew Wingerter (teleconference)	RAC Camden Line
Howard Carter	Amtrak
Dan Sporik	Amtrak
David Zaidain	Amtrak
Joe Lisska (teleconference)	CSX
Amika Anderson	Bombardier
Ronald Russell	Bombardier
Donna Walsh	MTA-MARC Train
Natiya Bennett	MTA-MARC Train
Dave Johnson (DJ)	MTA-MARC Train
John Morris	Guest
Marcia Saver	Guest

III. Review of Minutes from June Meeting -- Unavailable

IV. Presentation* by David Zaidain, Senior Infrastructure Planning Manager, Amtrak Washington Union Station Concourse Renovations

***pdf file emailed to attendees on 7/26/16**

Amtrak will undertake an extensive renovation of the Claytor Concourse at Union Station beginning spring 2017. The concourse renovation is Phase 1 of a master plan extending 20-30 years to address future needs at Union Station. Phase 1 is expected to be completed by 2020. The concourse will not be shut down during the renovation. Completion of the planning phase and initial HVAC work will take place later this year. The renovation will substantially expand the concourse egress to allow ease of movement in the east-west directions to bus/taxi areas and Metro. Concourse space is expected to be doubled, with the additional space provided in part by moving mechanical rooms, currently near the concourse, to the station roof. Direct viewing of the trains will be allowed from the renovated concourse.

Additional modifications to Union Station within Phase 1:

- Amtrak Police will be move to a new two-story building adjacent to the station, which will also house the K-9 unit.
- The mezzanine and bus deck will be reconfigured.
- Space below the concourse will be better utilized for ticketing and baggage.
- Both male and female bathrooms will be located at the east and west ends of the concourse.
- Amtrak will work with Metro to provide an additional escalator or stairway to ease congestion to and from the Metro station at the west end of the concourse.

Council members raised the following concerns. It appears that access to Metro at the west end of the concourse may be hindered, in particular, if there are long lines at the west end bathrooms. Also, an additional stairway to access the Metro station may be insufficient to handle traffic at peak times to and from Metro and when bidirectional traffic is heavy.

Phase 1 will include some renovation of the track area, which will take place in 2018. Tracks 8 and 9 will be electrified. Platforms 15 and 16 will be elevated for high boarding. There will also be an expansion of the crew base facility.

V. Review of on-time performance (Donna Walsh)

Month-to-date on-time performance on the Brunswick, Camden, and Penn lines was 96.77%, 92.42%, and 93.94%, respectively. On the Brunswick line, no trains were late more than twice

for the month; 9 trains had no recorded delays. On the Camden line, 5 trains were late more than twice; 5 trains had no recorded delays. On the Penn line, 7 trains were late more than twice; 17 trains had no recorded delays.

VI. Old business

- Safety signage at MARC stations. Signage is especially a concern at the Duffield Station on the Brunswick line. The issue was duly noted by MARC officials.
- Effects of Metro repairs on MARC. With single tracking occurring on Metro during Surge #5, there was an uptick in MARC traffic, particularly at the Seabrook Station on the Penn line. Due to the fact that Silver Spring is a major point for morning commuters to detrain, the Brunswick line can handle more Metro riders coming into Union Station than the Penn line.
- Status of cab cars on trains with bi-level Bombardier cars. MARC officials indicated that deployment of cab cars is imminent. All that is needed are authorizations by MTA officials to proceed.

VII. New business

- Ticketing security at Union Station. Amtrak will be doing more ticket checks in September and they will be more regular. In addition, MTA police will be riding the trains, although the Brunswick line may not be included because the return of MTA police to DC from outlying Brunswick stations would be impractical.

Meeting adjourned 5:57 pm

Upcoming Meetings (Hall of the States, Washington, DC)

August 18, 2016 – Presentation on MTA MARC Ridership Survey

September 15, 2016

October 20, 2016

Minutes prepared 7/26/16 by Joe Conny, Council Vice Chair. Send comments to jconny@comcast.net.

MARC Riders Advisory Council Meeting

July 21, 2016

4:30pm-6:00pm

Hall of States, Room 235

- I. Call meeting to order (Steve Chan, Chairman)
- II. Introductions (Steve)
- III. Review of June minutes (Christopher Field, RAC Secretary)
- IV. Washington Union Station Concourse Renovations – short term impacts but long term improvements for MARC (David Zaidain, Senior Infrastructure Planning Manager, Amtrak)
- V. Review of June performance data (Donna Walsh, Chief Customer Communications Officer, MARC Train Service)
- VI. Old Business
- VII. New Business, including questions and comments from guests

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

- August 18, 2016 – Presentation on MTA MARC Ridership Survey
- September 15, 2016
- October 20, 2016

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



**MARC Train Service
On-Time Performance
June 2016**

		Month To Date	Year to Date
Brunswick Line	Brunswick	94.85%	94.19%
	Frederick	97.73%	95.28%
	West Virginia	97.73%	96.37%
	Total Brunswick Line OTP	96.77%	95.28%
Camden Line	Camden	92.42%	94.08%
Penn Line	Baltimore	93.39%	93.87%
	Perryville	94.5%	93.13%
	Total Penn Line OTP	93.94%	93.5%
	Bombarider OTP	94.43%	94.63%
	MARC SYSTEM OTP	94.01%	94.02%

Penn WEEKDAY – 93.78% month, 93.53% YTD

AM Southbound OTP (Trains 401-523): 93.56%
PM Northbound OTP (Trains 426-448): 94.70%
AM Reverse-flow OTP (Trains 400-412): 96.02%
PM Reverse-flow OTP (Trains 537-579): 88.64%

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

511 (86% month, 93% YTD)	430 (86% month, 91% YTD)
517 (81% month, 88% YTD)	445 (81% month, 86% YTD)
610 (86% month, 93% YTD)	537 (86% month, 92% YTD)
427 (63% month, 80% YTD)	

100% for the month: 400, 401, 412, 414, 416, 424, 425, 429, 431, 440, 502, 520, 532, 544, 554, 612, 634

Penn WEEKEND – 93.33% month, 94.67% YTD

Bombardier Transportation Services OTP (Brunswick & Camden lines) 94.43% month

Brunswick – 96.75% month, 95.27% YTD

AM eastbound OTP: 98.48%
PM westbound OTP: 94.94%

Trains below 90% (late more than twice): None!

100% for the month: 870, 872, 874, 876, 878, 881, 890, 891, 892

Camden – 92.42% month, 94.08% YTD

AM westbound OTP: 96.21%
PM eastbound OTP: 90.26%

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

844 (86% month, 93% YTD)
853 (72% month, 89% YTD)
854 (81% month, 91% YTD)
855 (86% month, 87% YTD)
856 (77% month, 93% YTD)

100% for the month: 840, 842, 847, 849, 858



MARC Train Service
Breakdown by Delays and Minutes
 Wednesday, June 01, 2016 to Thursday, June 30,
 2016

Delay Type	Brunswick Line				Camden Line				Penn Line			
	Mins	Delays	% By Mins	% By Delays	Mins	Delays	% By Mins	% By Delays	Mins	Delays	% By Mins	% By Delays
COMMUNICATION/SIGNALS	16	2	6%	11%	50	6	6%	12%	192	12	9%	9%
CREW	59	1	21%	6%	26	2	3%	4%	106	8	5%	6%
DISPATCHER/ INTERFERENCE	54	6	20%	33%	352	27	45%	52%	754	70	35%	51%
MECHANICAL	25	1	9%	6%	73	2	9%	4%	338	14	16%	10%
PASSENGER	0	0	0%	0%	6	1	1%	2%	47	7	2%	5%
SECONDARY DELAY	0	0	0%	0%	46	2	6%	4%	601	17	28%	13%
SECURITY	0	0	0%	0%	63	1	8%	2%	33	1	2%	1%
TRACK/CATENARY	0	0	0%	0%	66	4	9%	8%	95	5	4%	4%
WEATHER	121	8	44%	44%	93	7	12%	13%	7	2	0%	1%
	275	18	100%	100%	775	52	100%	100%	2173	136	100%	100%



Washington Union Station's 2nd Century

*Near-term Improvement
Projects Update*

Prepared for MARC Riders Council
July 21, 2016

2012 Master Plan Vision:
Informs ongoing planning and
project implementation



Washington Union Station's 2nd Century Plan:

A modular and phased set of both
near-term improvements and long-term
planning initiatives to dramatically
modernize and expand the station.

Near-term Improvements

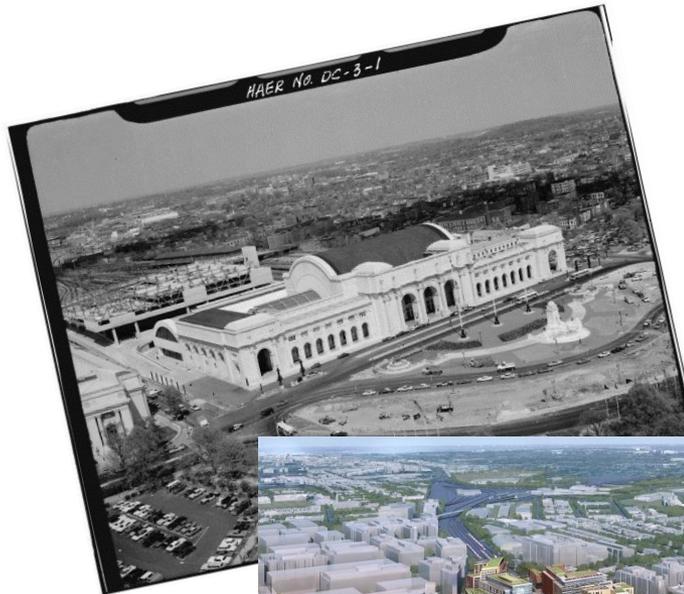
Claytor Concourse
Expansion
[Amtrak]

Station Operational
Rail Improvements
[Amtrak]

Long-term Improvements

Union Station
Expansion Project
[FRA/USRC/Amtrak]

Burnham Place Air
Rights Development
[Akridge]



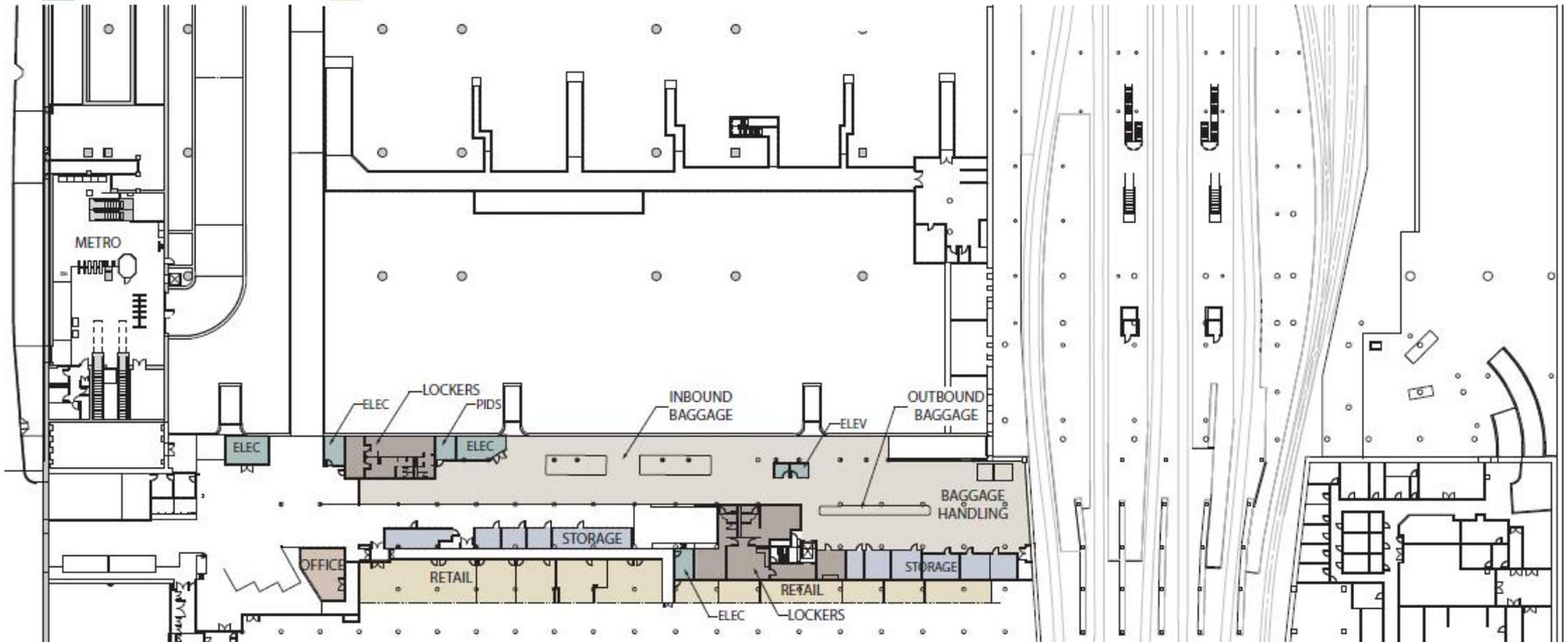
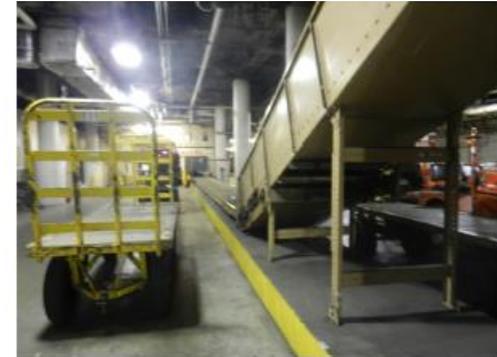
*A strategic set of
proposed, phased
improvements – inspired
by the 2012 Vision – to
meet the transportation,
passenger, and economic
needs of Union Station's
2nd Century.*

NEAR-TERM IMPROVEMENT PROJECTS
Concourse Modernization Project

Floor Plans

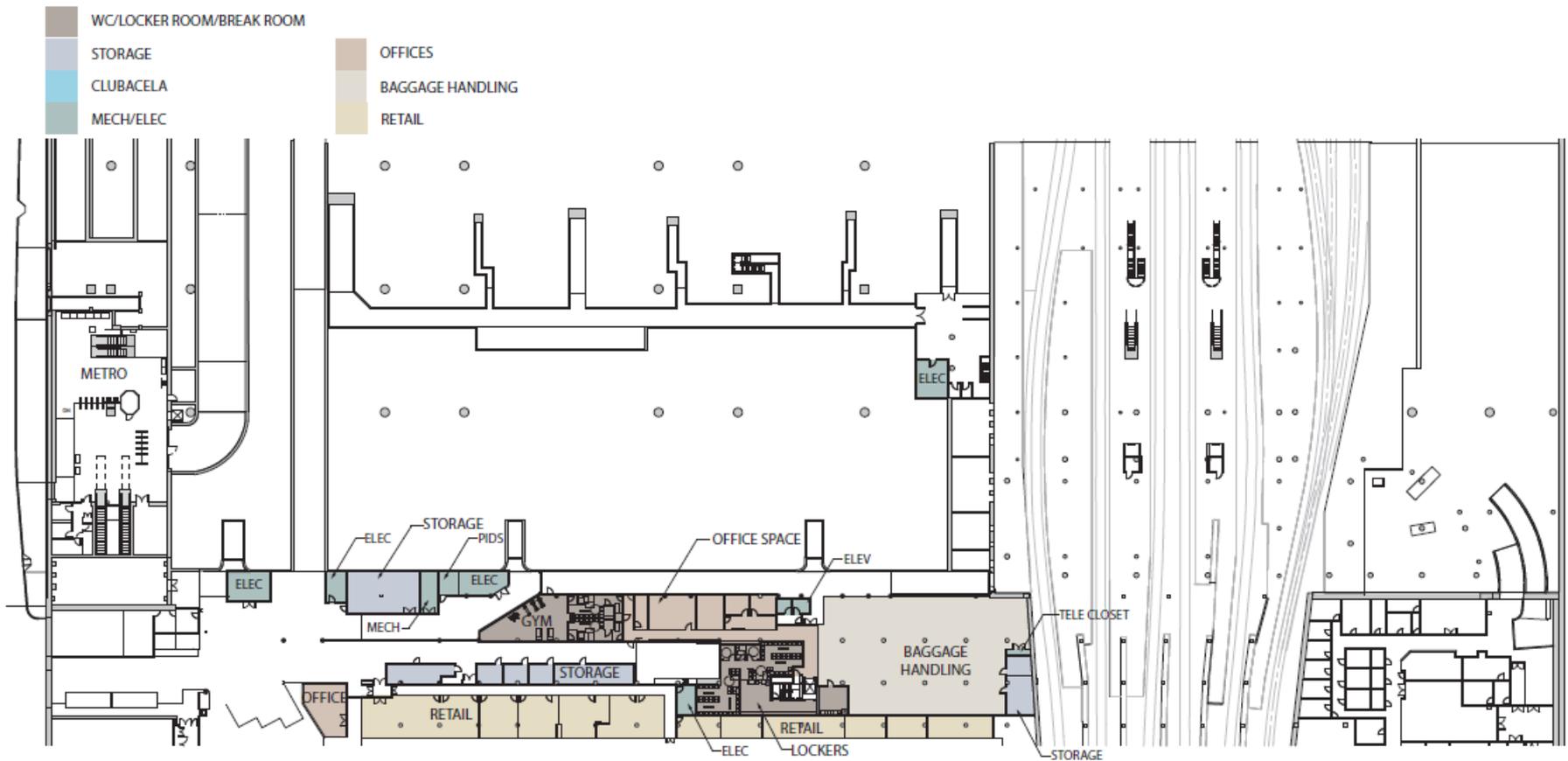
Lower Level - EXISTING

- WC/LOCKER ROOM/BREAK ROOM
- STORAGE
- CLUBACELA
- MECH/ELEC
- OFFICES
- BAGGAGE HANDLING
- RETAIL



Floor Plans

Lower Level - PROPOSED

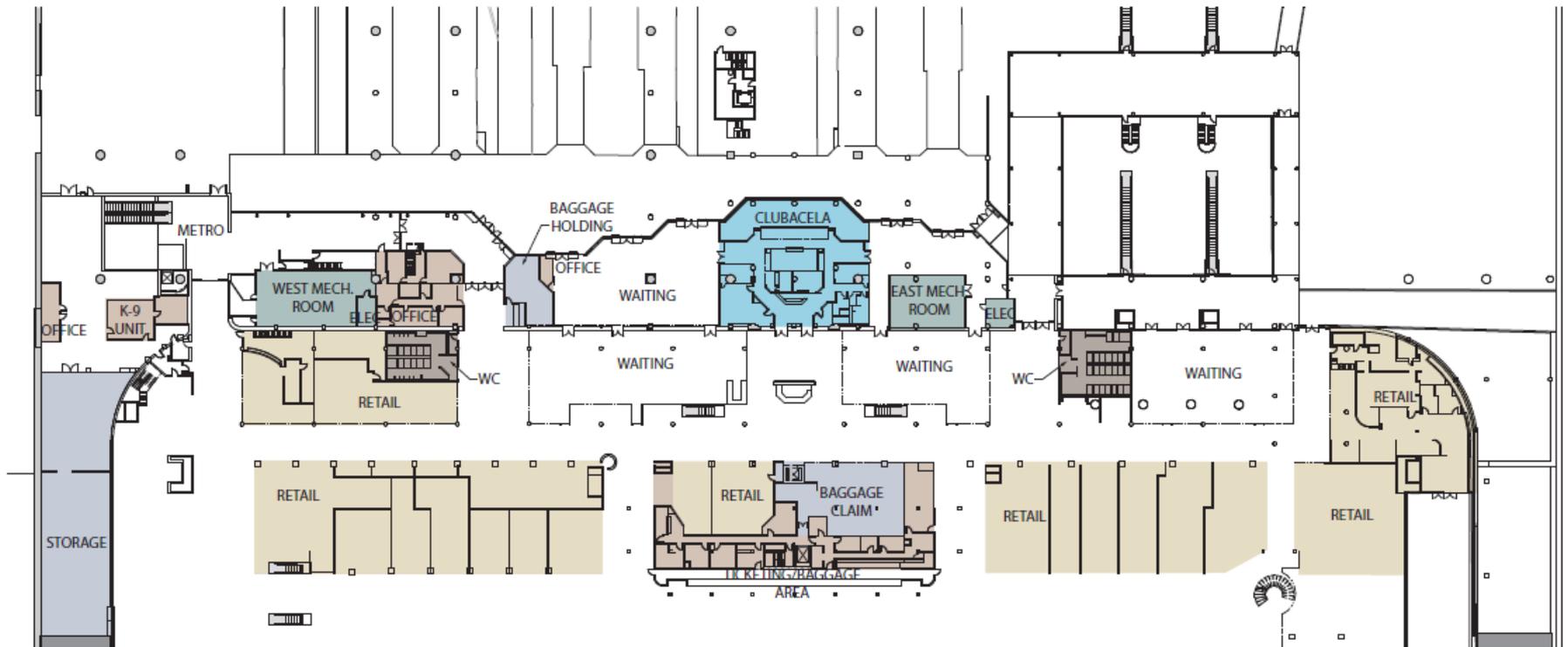


Floor Plans

Concourse Level - EXISTING

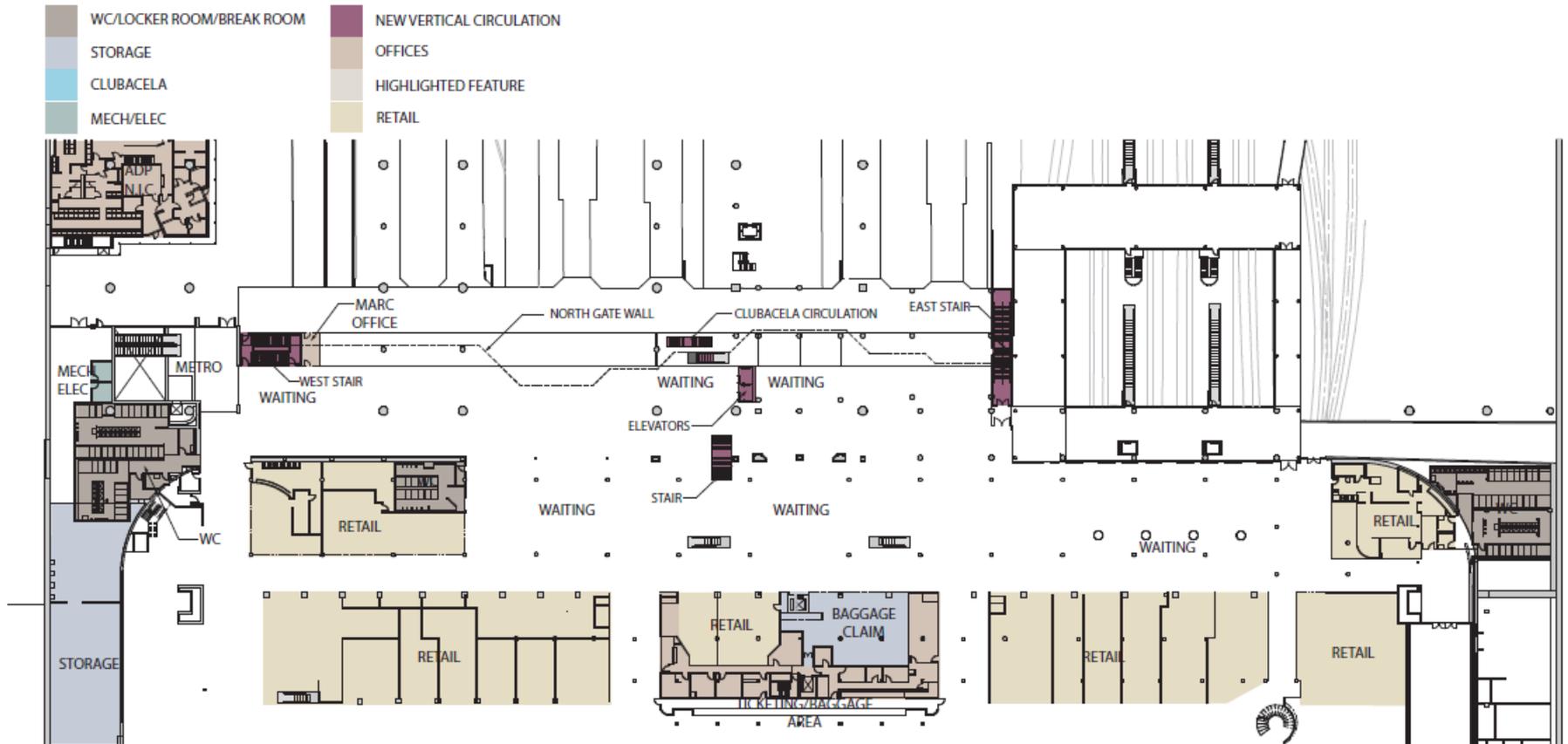
- WC/LOCKER ROOM/BREAK ROOM
- STORAGE
- CLUBACELA
- MECH/ELEC

- OFFICES
- HIGHLIGHTED FEATURE
- RETAIL



Floor Plans

Concourse Level - PROPOSED



Horizontal Circulation and Egress

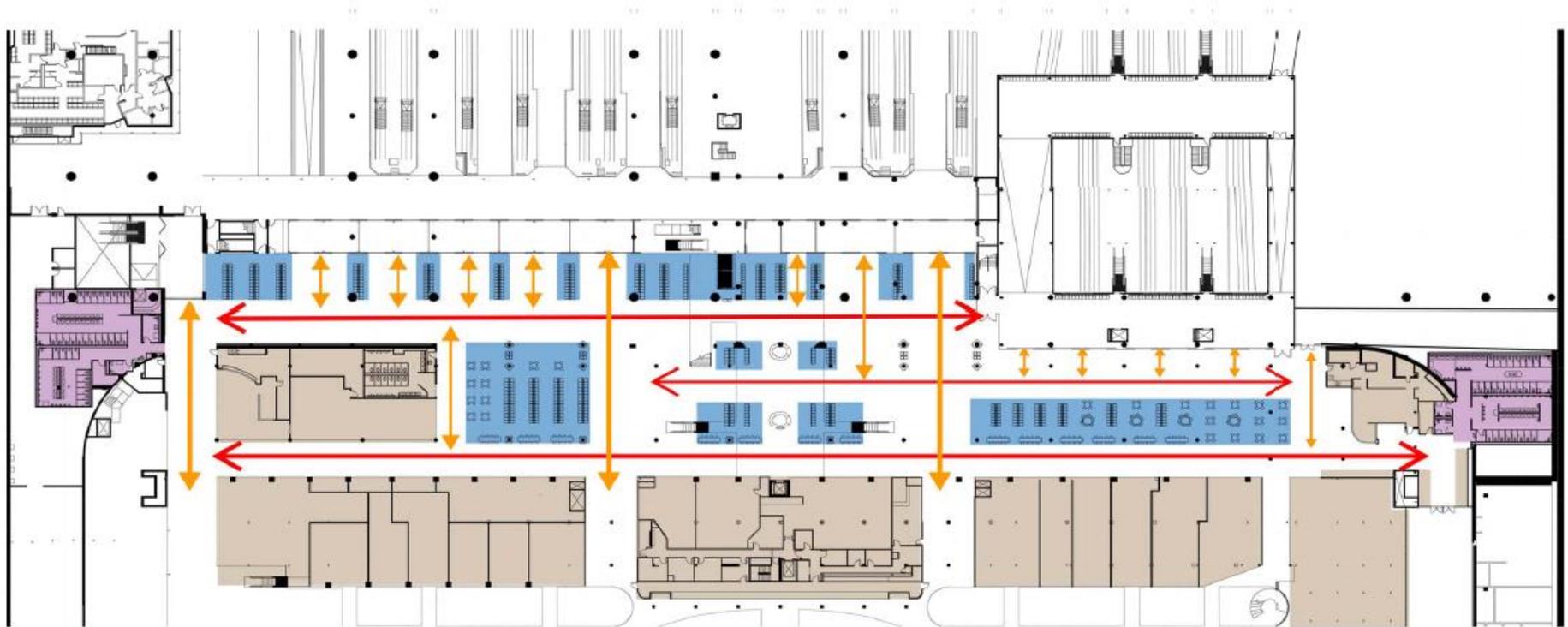
Waiting Areas ■

New Restrooms ■

Retail/Services ■

East-West Circulation ↔

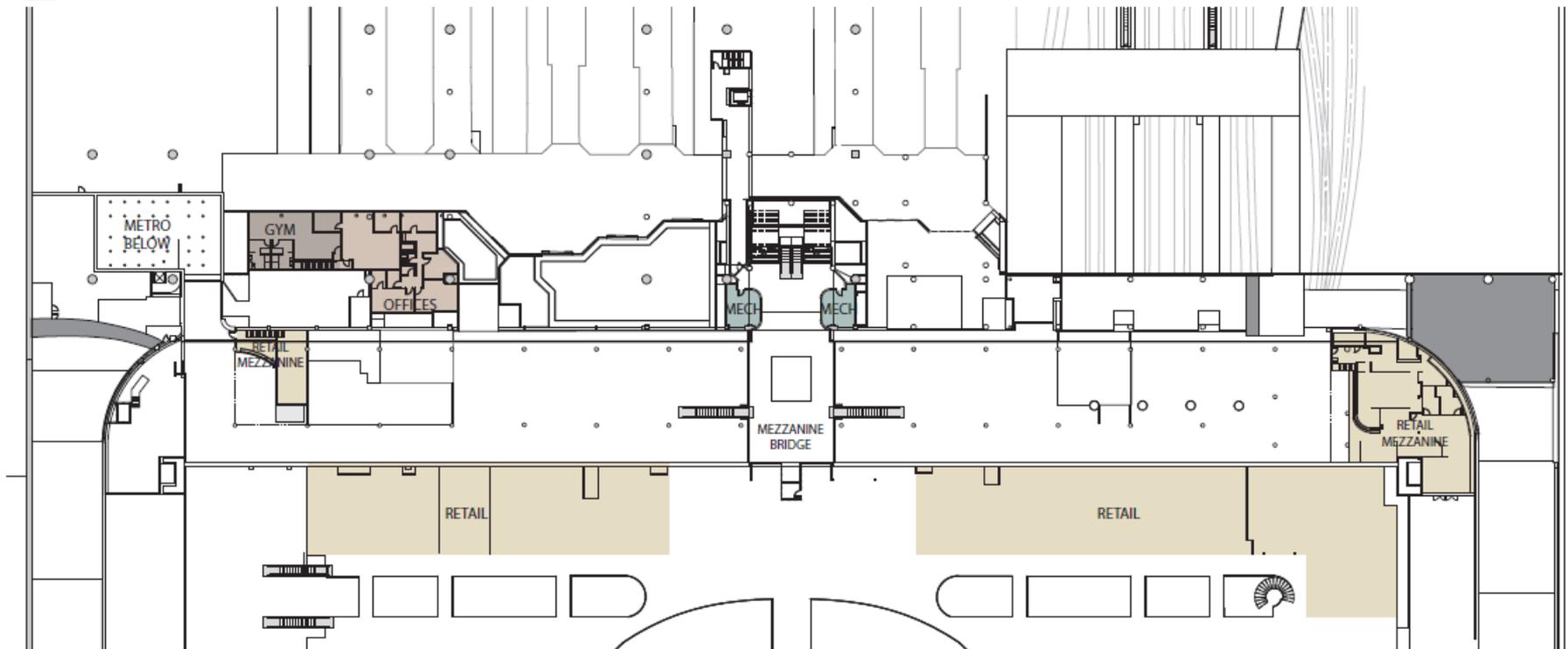
North-South Circulation ↔



Floor Plans

Mezzanine Level - EXISTING

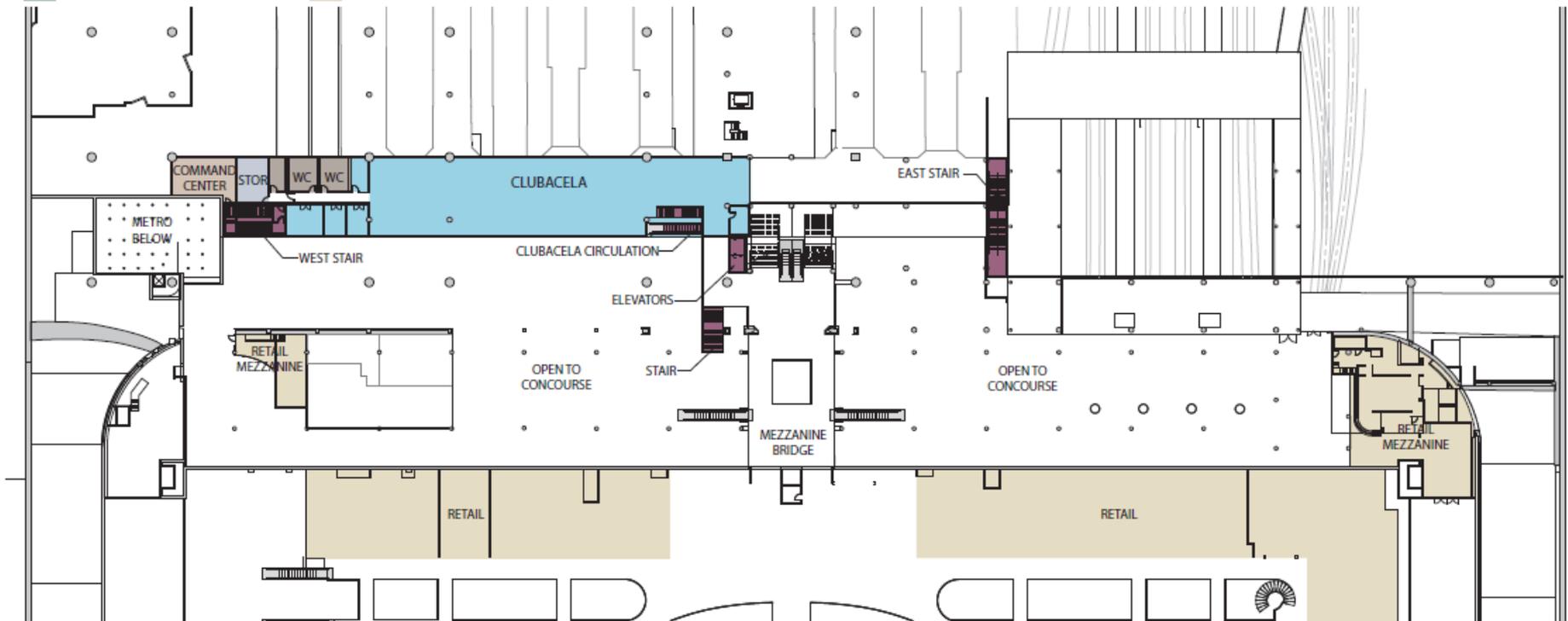
- WC/LOCKER ROOM/BREAK ROOM
- STORAGE
- CLUB/CELA
- MECH/ELEC
- OFFICES
- HIGHLIGHTED FEATURE
- RETAIL



Floor Plans

Mezzanine Level - PROPOSED

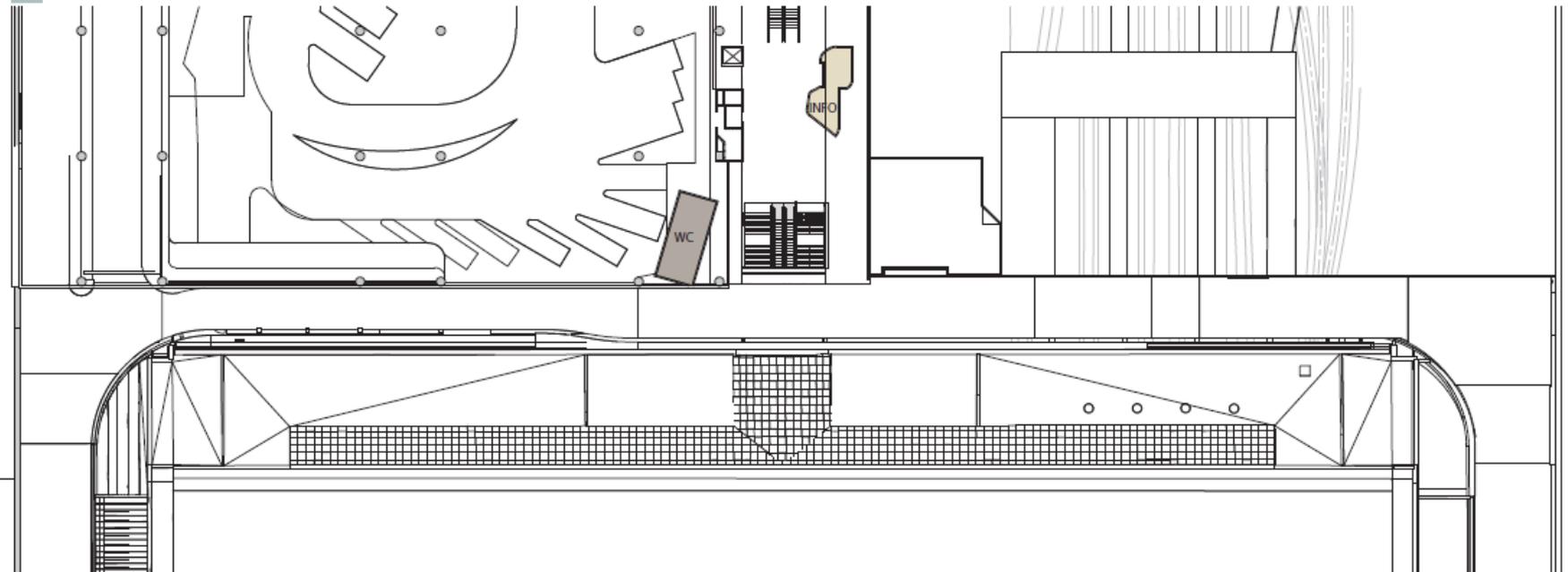
- | | | | |
|--|---------------------------|---|--------------------------|
|  | WC/LOCKER ROOM/BREAK ROOM |  | NEW VERTICAL CIRCULATION |
|  | STORAGE |  | OFFICES |
|  | CLUBACELA |  | HIGHLIGHTED FEATURE |
|  | MECH/ELEC |  | RETAIL |



Floor Plans

Bus Deck Level - EXISTING

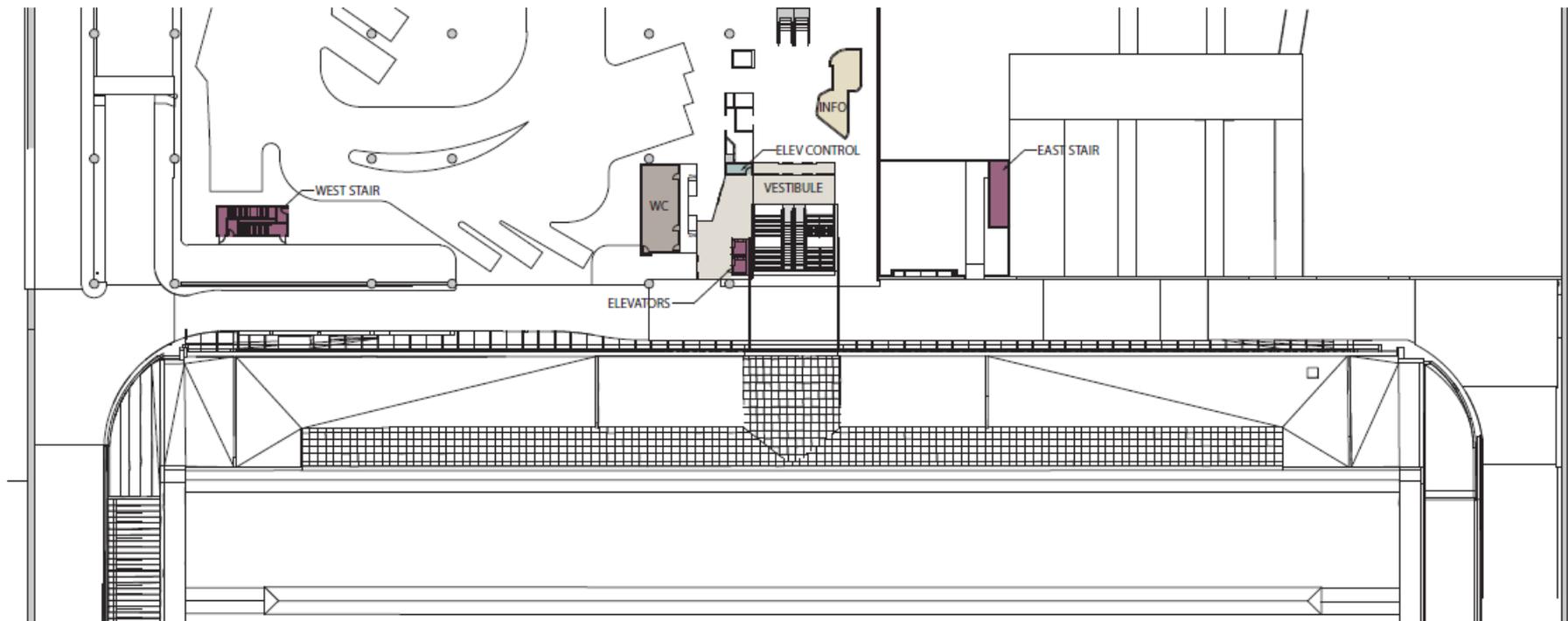
- OFFICES
- HIGHLIGHTED FEATURE
- RETAIL
- WC/LOCKER ROOM/BREAK ROOM
- STORAGE
- CLUBACELA
- MECH/ELEC

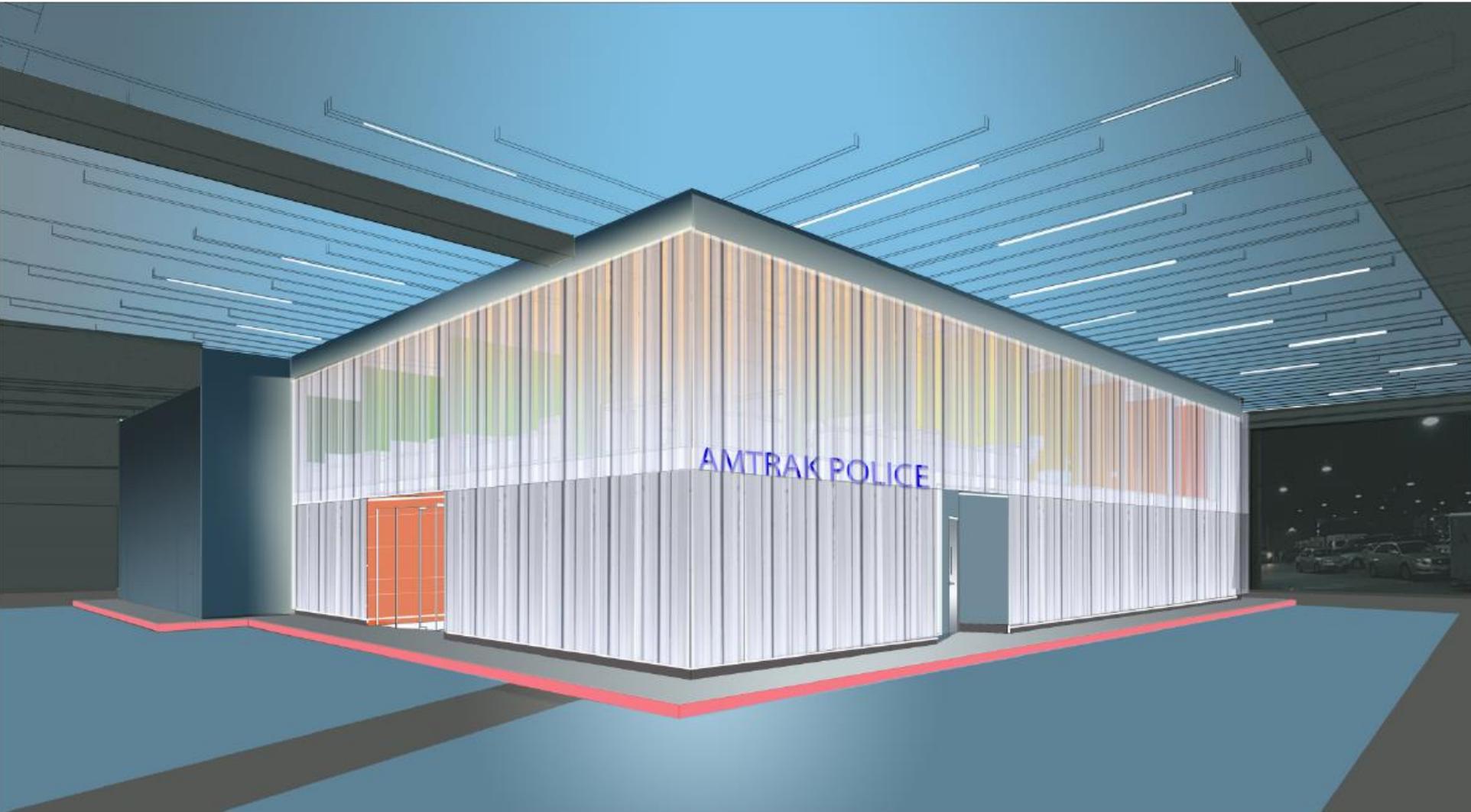


Floor Plans

Bus Deck Level - PROPOSED

- | | | | |
|--|---------------------------|---|--------------------------|
|  | WC/LOCKER ROOM/BREAK ROOM |  | NEW VERTICAL CIRCULATION |
|  | STORAGE |  | OFFICES |
|  | CLUB/CELA |  | VESTIBULE |
|  | MECH/ELEC |  | RETAIL |







EXISTING CONCOURSE



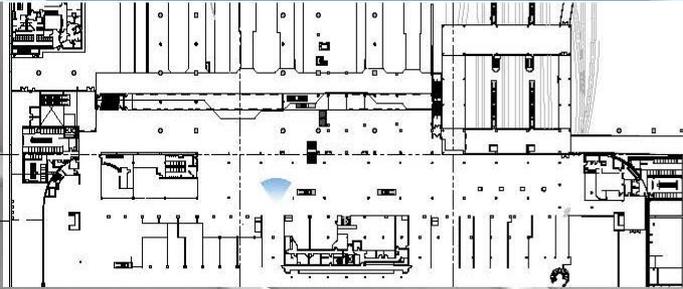
CONCOURSE MODERNIZATION

The expansion of Concourse A will nearly double passenger capacity when compared to current conditions.

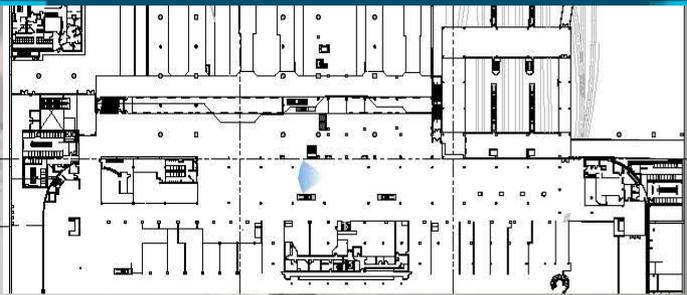




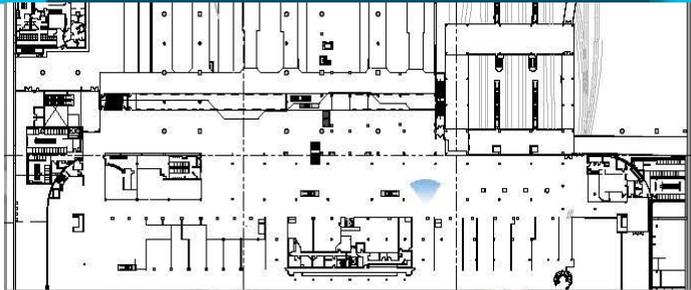
View from Crumbs looking East.



Concourse Level - PROPOSED



Concourse Level - PROPOSED



Concourse Level - PROPOSED





NEXT STEPS

Summer 2016

- Concourse Modernization Project 60% Design
- HVAC relocation construction starts

Winter 2016/Early 2017

- 10,000 SF Amtrak Police Department Relocation Construction starts

Late 2017/Early 2018

- Concourse Modernization Project phased construction to start 2017

2020

- Project completion estimated in alignment with *Acela Express* service expansion

THANK YOU FOR YOUR TIME

nec.amtrak.com