

MARC Riders Advisory Council Meeting

April 9, 2026

11:00am – 1:00pm Meeting

1:00pm – 3:00pm Riverside Shop Tour

See RAC meeting announcement email for Microsoft Teams web link

Dial in Number: 443-409-5228, Conference ID: 720 092 975#

****PLEASE ENSURE THAT TEAMS OR YOUR PHONE IS ON MUTE WHEN YOU ARE NOT SPEAKING****

- I. Call meeting to order
Steve Chan, RAC Chair
- II. Welcome to MARC Train offices and introduction of MTA Administrator
Josh Wolf, MARC Director
- III. Remarks from MTA Administrator Holly Arnold
- IV. Review of March meeting minutes
Shelby Kennedy, RAC Secretary
- V. Review of March performance data
Katherine Read, MARC Chief Transportation Officer
- VI. Break and pick up lunch
- VII. MARC Growth and Transformation Plan update
Darrell Smith, Director, MTA Office of Statewide Planning
- VIII. MARC's Riverside Heavy Maintenance Building – Planning & Construction Background
Dean Del Peschio, MARC Chief Strategy Officer
- IX. Old Business
- X. New Business, including questions and comments from guests

Upcoming meetings: May 14, June 11 and July 9, all 4:30pm to 6:00pm

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

MARC Riders Advisory Council Meeting

March 12, 2026

4:30pm-6:00pm

I. Call meeting to order and attendance

Steve Chan, RAC Chair

II. Review of February minutes

Shelby Kennedy, RAC Secretary

(Meeting minutes accepted.)

III. Review of February performance data

Katherine Read, MARC Chief Transportation Officer

On-Time Performance

- Brunswick – 95%
 - No cancellations in February
 - 3 deer strikes, 1 debris strike
- Camden – 91%
 - 5 more cancellations than January
 - Delays were mainly due to late turns from Penn Line trains
 - Trespasser strike on the 23rd
- Penn – 83.93%
 - 8 more cancellations than January
- Overall OTP – 88.51%

- Delays within MTA's control -- 11.1%, Delays within host railroad's control -- 60.8%, acts of God -- 6.5%, other, to include PTC --21%
- Station boarding info -- 386,043 passengers on Feb 11, 2026 vs. 346,841 from February 12, 2025, 14.5% increase

IV. Configuring MARC service alerts and the Transit app to optimize information you receive

Dave Johnson ("DJ"), MARC Deputy Director – Operations

- Stewart Mader at Rider Experience has been interviewing MARC passengers, customer feedback indicates they're not getting alerts at all or the specific types of alerts they want
- Go to MTAMarylandAlerts.com, log in, and click Sign Up
- Select all 5 times on the list because MARC sends alerts all the time, and then select all the Lines you want notifications for

- Select 'Update my Alerts'
- The second step is very important: click "Confirm" button. You'll receive an email with a code, then you confirm. You're now signed up
- The site was built by a third-party vendor used MTA-wide, not just by MARC. MARC can ask for website changes but there are no guarantees.
- [Transit App](#) shows all local public transit options by default. Select the small settings button in upper left of screen. From here, select 'Public Transit' and then select the systems you want.
- MTA Department of Innovation talks directly with Transit
- MTA's GTFS real-time data is publicly available; some individuals have made other apps
- Transit Apps receives all MTA Service Alerts
- Riders get alerts in real-time, but MTA sometimes can't send them until after customers have been on a delayed train for a while. If there's an expectation of a delay an alert gets sent.
- When we tour the MARC Operations and Communications Center we'll see the screens they can see and the tools they have to monitor issues
- [MARCTracker.com](#)—MARC was the first commuter railroad to have GPS tracking, started in 2000. Site got a heavy overhaul in 2020 and was relaunched in August 2020. The site used to be third-party but is now in-house at MTA. MTA is working on an RSS feed at the top of the screen so service alerts go to MARCTracker.com. MTA maintains the site because it's very popular and works in security-sensitive jobs where people need a web-based monitoring tool.
- The MTA Light Rail tracker site is falling apart—DJ will ask the MTA Real-Time Team
- The Transit App icon can be changed to the Maryland flag
- Transit App works with Service Alerts
- MTA pays for premium version of the app for riders and has sway with Transit
- A councilmember reported that they sometimes get old alerts at 5a the next morning; DJ requested that they forward a copy to him
- 3 councilmembers reported not getting MTA service alert push notifications from Transit App

V. **Penn Line March 16 schedule change**

- Interim Penn Line schedule that was in place for a month ends Friday 3/13
- NJ project is on schedule; the Governors of NJ & NY rode train across the renovated bridge today
- Amtrak resuming full service Monday also
- MARC 511 interference from 2 Amtraks at Penn Station, 511 will depart Perryville 10 min and Baltimore 15 min earlier to keep them ahead of the Amtraks.
- 407, 409 will depart 5 min early.
- 7a and 8a-hour service is better spaced, with small adjustments here and there, morning is biggest change
- Amtrak did not finalize the schedule until this Monday (3/9)
- Printed versions came out and will start being distributed tomorrow, posters will be changed
- New schedule will be in effect until Sept/Oct. No Camden/Brunswick changes.

VI. **4/9 Riverside site visit and in-person mtg**

- Complete the Office registration form to tell us where you'll start and end the trip and your dietary restrictions (attendees are welcome to leave at any point needed)
- Meet 9:30a @ Union Station, take the 404 at 9:45a to Penn Station. We'll see the new platform at the Amtrak building at New Carrollton and transit-oriented development at Bowie State, Odenton, BWI. See the preparation for new tunnel construction. MTA bus will take us from Penn Station to Riverside.
- The Council Meeting and lunch will take place from 11-1 with a conversation with MTA Administrator Holly Arnold
- Tour of the Riverside facility and MARC Operations from 1-3p
- @ 3:15 we'll take the non-revenue Camden 885 back to Union Station. First 6 mi of the return trip will be on the first right-of-way in the US. We'll arrive at Union Station at 4:25.
- Attendees must wear closed-toed shoes with sturdy heels; you're welcome to bring your own PPE
- A locomotive will be set up over the inspection platform so attendees can get close
- Teams link will be available for those attending virtually

VII. **Old Business**

(No Old Business heard.)

VIII. **New Business**

- A councilmember reported a light out on top of a telephone poll in the parking lot at Boyds Station. At night and on the weekends, people park there and hang out. Some of the lights are State Highway's responsibility. It is believed to be an LED light. People dumped trash there last year and the councilmember reports that they clean it up. MTA replied that they just finished 180 inspections at every station, so the light may not be MTA's. MTA/DJ will follow-up.
- A councilmember reported that train 404 boarded on track 15 instead of 13/14 the morning of 3/12, which is kind of unusual. MTA/Mo (Assistant Superintendent) responded that tracks 11, 12, 13, and parts of 14 were out; there was water on 13 and 14, and on 11 and 12 debris came down. 13 and 14 are back in service.
- On 3/9 train 544 northbound out of DC in the afternoon, which left after 6p, arrived at Odenton at 6:27 and experienced a mechanical issue there—the HEP engine which provides climate control failed. It was very warm, so MTA terminated that train, transferred everyone to 446, and went on to Perryville. The 544 trainset returned to the maintenance facility for servicing. Since the engine was separate it didn't need to be towed out
- A year ago, Amtrak did a preliminary assessment to determine whether the Point of Rocks building could be renovated. The cost was \$2M+, so that isn't feasible currently. CSX owns the building. If funding were found to buy it, MTA is certain CSX would agree to sell. Director of Statewide Planning will be at Riverside next month and can answer more questions.
- Penn and Camden Connector meetings continue to advance its design. Norfolk Southern owns parts of the abandoned Right of Way under a ConRail/Penn Central transfer. MTA will provide a planning update and the Penn and Camden Connector map.
- A councilmember reported that Savage Station has a lot of trash in the waterway pond in the ditch by the parking garage. MTA/DJ will alert Facilities.

MARC On Time Performance Summary

March 2026

Monthly OTP

Linename	OTP	Cancelled	Delay	Terminated
⊖ Brunswick Line	96.75%	0.00%	3.3%	0.00%
Brunswick	96.32%	0.00%	3.7%	0.00%
Frederick	95.45%	0.00%	4.5%	0.00%
West Virginia	98.48%	0.00%	1.5%	0.00%
⊖ Camden Line	87.39%	0.87%	11.3%	0.43%
Camden	87.39%	0.87%	11.3%	0.43%
⊖ Penn Line	89.80%	0.89%	9.1%	0.22%
Baltimore	90.56%	1.22%	8.0%	0.17%
Perryville	88.48%	0.30%	10.9%	0.30%
Total	90.75%	0.68%	8.3%	0.23%

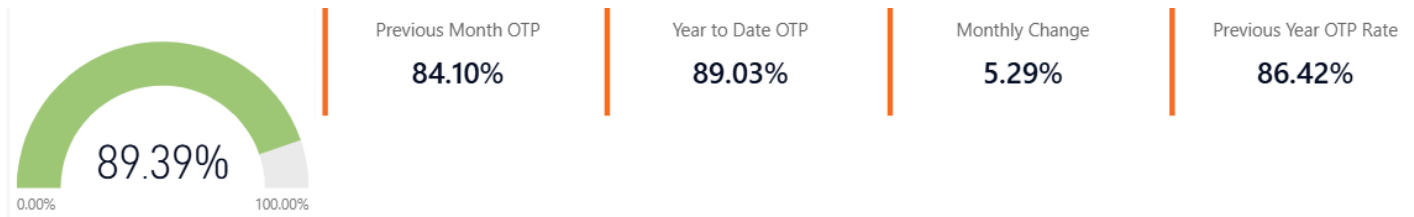
Number of Cancelled and Terminated Trains

	Cancel	Vs. Prior Month	Term	Vs. Prior Month
Penn Weekday	9	-3	2	+2
Penn Weekend	0	0	0	0
Camden	3	-3	2	+2
Brunswick	0	0	0	-1

MARC On Time Performance Summary

March 2026

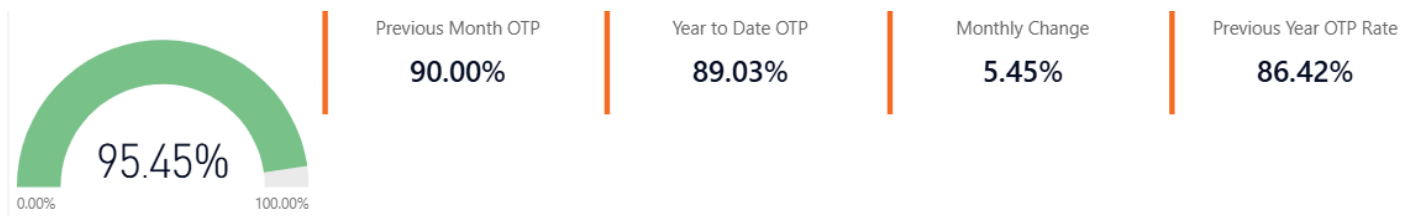
Penn Line weekday



OTP by Time & Direction		Trains under 90%		
Time & Direction	OTP	Train	OTP	Year to Date OTP
AM NB	96.46%	413	81.82%	85.00%
AM SB	91.26%	415	86.36%	85.96%
PM NB	85.98%	426	77.27%	86.89%
PM SB	85.06%	430	77.27%	70.00%
Total	89.80%	439	81.82%	85.96%
		448	54.55%	70.00%
		525	50.00%	60.00%
		537	54.55%	73.33%
		544	68.18%	85.00%

100% Trains: 401, 403, 407, 412, 419, 502, 517, 536, 554, 610, 612

Penn Line weekend



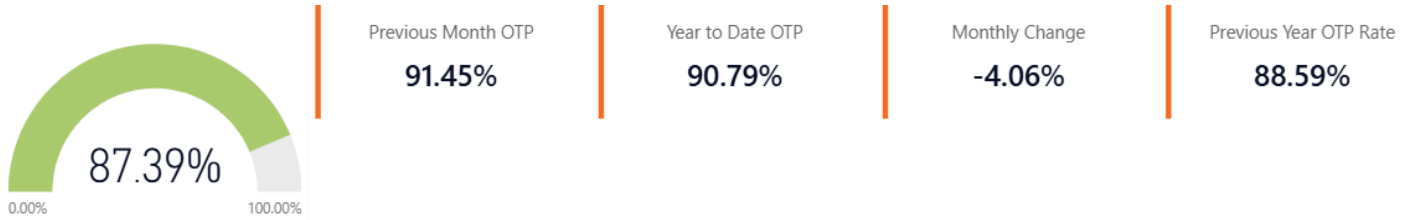
March 28 ridership: 9,963

March 29 ridership: 7,242

MARC On Time Performance Summary

March 2026

Camden Line



OTP by Time & Direction		Trains under 90%		
Time & Direction	OTP	Train	OTP	Year to Date OTP
AM WB	91.67%	844	77.27%	80.70%
AM EB	88.64%	846	81.82%	86.89%
PM EB	88.24%	851	72.73%	78.69%
PM WB	78.16%	853	54.55%	71.93%
Total	87.39%	857	81.82%	90.16%
		858	68.18%	81.97%
		859	86.36%	91.23%
		860	86.36%	94.74%

100% trains: 842, 843, 847

Brunswick Line



OTP by Time & Direction		Trains under 90%		
Time & Direction	OTP	Train	OTP	Year to Date OTP
AM EB	98.99%	873	86.36%	91.23%
PM WB	94.55%	891	86.36%	94.74%
Total	96.75%			

100% Trains: 870, 872, 874, 875, 876, 877, 879, 880, 892, 894, 895



MARC Train Breakdown By Delays -- March 2026

	Brunswick Line				Camden Line				Penn Line				System Total			
	Minutes	Delays	% By Minutes	% By Delays	Minutes	Delays	% By Minutes	% By Delays	Minutes	Delays	% By Minutes	% By Delays	Minutes	Delays	% By Minutes	% By Delays
ACCIDENT	130	2	40.1%	12.5%	0	0	0.0%	0.0%	0	0	0.0%	0.0%	130	2	2.9%	0.6%
COMMUNICATION/SIGNALS	10	1	3.1%	6.3%	37	1	3.0%	1.5%	74	8	2.5%	3.0%	121	10	2.7%	2.8%
CREW	0	0	0.0%	0.0%	0	0	0.0%	0.0%	8	1	0.3%	0.4%	8	1	0.2%	0.3%
DISPATCHER/INTERFERENCE	133	10	41.0%	62.5%	805	49	66.3%	73.1%	1563	165	53.2%	61.1%	2501	224	55.8%	63.5%
MECHANICAL-EQUIP.	0	0	0.0%	0.0%	101	3	8.3%	4.5%	377	12	12.8%	4.4%	478	15	10.7%	4.2%
MECHANICAL-HUMAN ERR.	0	0	0.0%	0.0%	15	1	1.2%	1.5%	29	2	1.0%	0.7%	44	3	1.0%	0.8%
PASSENGER	0	0	0.0%	0.0%	0	0	0.0%	0.0%	108	9	3.7%	3.3%	108	9	2.4%	2.5%
POSITIVE TRAIN CONTROL	0	0	0.0%	0.0%	33	1	2.7%	1.5%	104	7	3.5%	2.6%	137	8	3.1%	2.3%
SECONDARY DELAY	0	0	0.0%	0.0%	167	7	13.7%	10.4%	453	21	15.4%	7.8%	620	28	13.8%	7.9%
SECURITY	39	1	12.0%	6.3%	23	1	1.9%	1.5%	27	1	0.9%	0.4%	89	3	2.0%	0.8%
TRACK/CATENARY	0	0	0.0%	0.0%	20	2	1.6%	3.0%	139	29	4.7%	10.7%	159	31	3.5%	8.8%
WEATHER	12	2	3.7%	12.5%	14	2	1.2%	3.0%	58	15	2.0%	5.6%	84	19	1.9%	5.4%
TOTALS	324	16			1215	67			2940	270			4479	353		

Brunswick Line	% By Minutes	% By Delays	# of Minutes	# of Delays
Delays within MTA's control	0.0%	0.0%	0	0
Delays within CSX's control	41.0%	62.5%	133	10
Delays within Amtrak's control	3.1%	6.3%	10	1
Acts of God/outside forces	55.9%	31.3%	181	5
Other (incl. PTC)	0.0%	0.0%	0	0

Camden Line	% By Minutes	% By Delays	# of Minutes	# of Delays
Delays within MTA's control	9.5%	6.0%	116	4
Delays within CSX's control	53.6%	58.2%	651	39
Delays within Amtrak's control	17.4%	19.4%	211	13
Acts of God/outside forces	3.0%	4.5%	37	3
Other (incl. PTC)	16.5%	11.9%	200	8

Penn Line	% By Minutes	% By Delays	# of Minutes	# of Delays
Delays within MTA's control	17.8%	8.9%	522	24
Delays within Amtrak's control	60.4%	74.8%	1776	202
Acts of God/outside forces	2.9%	5.9%	85	16
Other (incl. PTC)	18.9%	10.4%	557	28

System Total	% By Minutes	% By Delays	# of Minutes	# of Delays
Delays within MTA's control	14.2%	7.9%	638	28
Delays within Host RR control	62.1%	75.1%	2781	265
Acts of God/outside forces	6.8%	6.8%	303	24
Other (incl. PTC)	16.9%	10.2%	757	36

MARC Cancellations, Terminations, and 60+ minute delays

March 2026

<u>Date</u>	<u>Line</u>	<u>Train</u>	<u>Cause</u>	<u>Synopsis of Situation</u>
2-Mar	P	413	Secondary Delay	Cancelled due to previous day's locomotive failure. Passengers accommodated on Train 415.
3-Mar	P	408	Mechanical Equipment	Cancelled due to electric locomotive failure. Passengers accommodated on Train 410.
4-Mar	C	841	Mechanical Equipment	Cancelled due to diesel locomotive failure. Passengers accommodated on Train 843.
4-Mar	C	840	Secondary Delay	Cancelled due to cancellation of Train 841. Passengers accommodated on Train 842.
5-Mar	P	447	Secondary Delay	Cancelled due to prior diesel locomotive mechanical issues on Train 430. Passengers accommodated on Train 449.
5-Mar	P	642	Secondary Delay	Cancelled due to cancellation of Train 447. Passengers accommodated on Train 544.
5-Mar	C	850	Positive Train Control	Cancelled due to positive train control issues. Passengers accommodated on Train 852.
6-Mar	P	413	Secondary Delay	Cancelled due to previous day's mechanical issues and cancellations. Passengers accommodated on Train 415.
9-Mar	P	544	Mechanical Equipment	Terminated at Odenton station due to diesel locomotive failure. Passengers accommodated on Train 446.
10-Mar	B	891	Accident	Train arrived in Frederick over an hour late due to striking a trespasser at Monocacy station.
12-Mar	C	860	Security	Terminated at Dorsey station due to police/fire activity. Passengers accommodated on a Commuter Bus to Camden station.
13-Mar	P	438	Mechanical Equipment	Cancelled due to diesel locomotive failure. Passengers accommodated on Train 440.
13-Mar	C	854	Mechanical Equipment	Terminated at Greenbelt station due to diesel locomotive failure. Passengers accommodated on Train 856.

MARC Cancellations, Terminations, and 60+ minute delays

March 2026

<u>Date</u>	<u>Line</u>	<u>Train</u>	<u>Cause</u>	<u>Synopsis of Situation</u>
16-Mar	P	548	Mechanical Equipment	Cancelled due to diesel locomotive failure. Passengers accommodated on Train 454 operating to Perryville.
17-Mar	P	413	Secondary Delay	Cancelled due to previous day's locomotive failure. Passengers accommodated on Train 415.
27-Mar	C	852	Secondary Delay	Cancelled due to Terminated non revenue Train 885 debris strike. Passengers accommodated on Train 854.
30-Mar	P	408	Mechanical Equipment	Terminated just north of Union Station due to electric locomotive failure, train returned to Washington. Passengers accommodated on Train 610.
30-Mar	P	421	Secondary Delay	Cancelled due to terminated Train 408. Passengers accommodated on Train 423.

MARC Train Service
Weekday Station Boardings Comparison Report
March 11, 2026 vs. March 12, 2025

Penn Line	North 2026	South 2026	Total 2026	North 2025	South 2025	Total 2025
Perryville	0	91	91	0	95	95
Aberdeen	0	168	168	0	136	136
Edgewood	1	156	157	1	174	175
Martin Airport	5	297	302	5	279	284
Penn	89	2,377	2,466	104	2,552	2,656
West Baltimore	3	535	538	38	440	478
Halethorpe	5	769	774	54	727	781
BWI	84	873	957	143	1,050	1,193
Odenton	168	1,711	1,879	103	1,633	1,736
Bowie	119	230	349	142	303	445
Seabrook	27	121	148	41	189	230
New Carrollton	489	126	615	574	193	767
Washington, Union Station	6,652	0	6,652	6,453	0	6,453
Totals	7,642	7,454	15,096	7,658	7,771	15,429
% of pre-pandemic			64.9%			66.4%

Camden Line	East 2026	West 2026	Total 2026	East 2025	West 2025	Total 2025
Camden	0	352	352	0	354	354
St. Denis	0	9	9	0	1	1
Dorsey	11	365	376	8	334	342
Jessup	0	0	0	0	0	0
Savage	18	223	241	14	212	226
Laurel Race Track	0	0	0	0	0	0
Laurel	28	354	382	30	323	353
Muirkirk	32	153	185	19	179	198
Greenbelt	57	3	60	34	12	46
College Park	120	22	142	86	35	121
Riverdale	40	44	84	32	38	70
Washington, Union Station	1,124	0	1,124	1,325	0	1,325
Totals	1,430	1,525	2,955	1,548	1,488	3,036
% of pre-pandemic			57.7%			59.3%

**MARC Train Service
Weekday Station Boardings Comparison Report
March 11, 2026 vs. March 12, 2025**

Brunswick Line	East 2026	West 2026	Total 2026	East 2025	West 2025	Total 2025
Washington, Union Station	0	1,501	1,501	0	1,647	1,647
Silver Spring	10	266	276	18	366	384
Kensington	141	5	146	144	12	156
Garrett Park	37	0	37	38	3	41
Rockville	108	167	275	106	202	308
Washington Grove	24	0	24	20	0	20
Gaithersburg	161	7	168	173	13	186
Metropolitan Grove	118	6	124	128	10	138
Germantown	417	5	422	478	4	482
Boyds	15	0	15	15	0	15
Barnesville	55	0	55	80	0	80
Dickerson	11	0	11	11	0	11
Point of Rocks	212	0	212	246	0	246
Monocacy	168	0	168	169	0	169
Frederick	86	0	86	103	0	103
Brunswick	268	0	268	317	0	317
Harpers Ferry	25	0	25	41	0	41
Duffields	69	0	69	86	0	86
Martinsburg, WV	82	0	82	128	0	128
Totals	2,007	1,957	3,964	2,301	2,257	4,558
% of pre-pandemic			51.6%			59.4%

**MARC Train Service
Penn Line Station Boardings Report
Saturday, March 14, 2026**

Station	North	South	Total
Martin Airport	0	29	29
Penn	1	2,099	2,100
West Baltimore	0	117	117
Halethorpe	0	115	115
BWI	18	292	310
Odenton	19	197	216
Bowie	58	43	101
New Carrollton	156	12	168
Washington, Union Station	1,955	0	1,955
Totals	2,207	2,904	5,111
		% pre-pandemic	91.3%

**MARC Train Service
Penn Line Station Boardings Report
Sunday, March 15, 2026**

Station	North	South	Total
Martin Airport	0	19	19
Penn	0	741	741
West Baltimore	0	75	75
Halethorpe	0	60	60
BWI	15	149	164
Odenton	46	128	174
Bowie	10	19	29
New Carrollton	78	20	98
Washington, Union Station	1,070	0	1,070
Totals	1,219	1,211	2,430
		% pre-pandemic	60.8%