

MARC Riders Advisory Council Meeting

February 12, 2026

4:30pm-6:00pm

See RAC meeting announcement email for Microsoft Teams web link

Dial in Number: 443-409-5228, Conference ID: 896 819 944#

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

- I. Call meeting to order and attendance
Steve Chan, RAC Chair
- II. Review of February minutes
Shelby Kennedy, RAC Secretary
- III. Review of February performance data
Katherine Read, MARC Chief Transportation Officer
- IV. Configuring MARC service alerts and the Transit app to optimize information you receive
Dave Johnson (“DJ”), MARC Deputy Director - Operations
- V. Penn Line March 16 schedule change
DJ
- VI. April 9 MARC RAC Riverside site visit and in-person meeting
MARC Train management team
- VII. Old Business
- VIII. New Business, including questions and comments from guests

Upcoming meetings:

- April 9, In person all-day site visit to MARC Riverside Facility in Baltimore and monthly meeting in person, which MTA Administrator Holly Arnold will attend.
- May 14, 4:30pm to 6:00pm
- June 11, 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

February 12, 2026

4:30pm-6:00pm

I. Call meeting to order and attendance

Steve Chan, RAC Chair

II. Remembrance of and moment of silence for Penn Line Conductor Pat Ussery

David Johnson (DJ), MARC Deputy Director – Operations

Shaquana Stephens, Amtrak Commuter Operations Superintendent

Dave Johnson (DJ), MARC Deputy Director-Operations:

- Penn Line Conductor Pat Ussery passed away unexpectedly two weeks ago
- Primarily worked on morning trains; most recently trains 403, 404, 421, some midday turns, and 422. With Amtrak for 33 years.
- As was said during the [funeral today](#), Pat was welcoming, loving to all, and a very kind and caring woman
- Pat survived by her husband Charles, also a MARC Conductor
- Pat was known for her kindness and generosity. She was a fierce advocate for her passengers.
- She most recently brought the issues passengers on the 404 affected by the new Acela timing were experiencing missing their shuttle busses at Odenton

Shaquana Stevens (Acting Amtrak Penn Line Superintendent):

- Pat was known for her professionalism, pride, genuine care, kindness, and respect for every rider.
- Pat was reassuring, had a warm smile, calm demeanor, a mentor who shaped other Conductor's careers

Moises Mojica (Amtrak Assistant Superintendent):

- Pat believed in safety first. I was honored to work beside her. She was a mentor and coach.
- A council member shared that Ms. Ussery helped them learn about train service when they first began riding the Penn Line.

(The Council observed a moment of silence in Pat Ussery's honor.)

Steve Chan reported that members of the Riders Advisory Council took up a collection to purchase a memorial tree in Pat's memory. DJ, Shaq and Mo thanked RAC members for their generosity.

III. Winter Storm impacts on MARC Train service

Brandon Dean, MARC Facilities Department Program Manager

MARC Operations staff and railroad partners

Brandon Dean:

- Winter Storm Fern started January 25
 - Crews dispatched @ 9p 1/24 to all facilities; by the early morning of the 25th crews were in full force until midnight 1/26
- MARC service cancelled 1/26, but facilities were in good shape
 - Handful of crews worked overnight 1/26; some slept in their trucks
 - On 1/27 the crews did cleanup, handled snowdrifts; the west and north sides of Brunswick parking lots got re-covered and crews had to take care of them
 - Crews dispatched nightly to hotspots of snow melt refreezing
- Camden and Dorsey Stations have to be shoveled by hand
- Halethorpe and Odenton Stations have large parking lots which require 3-4 plows and 15-20 people shoveling platforms
- MARC was ready to run the Saturday-schedule on Tuesday 1/27; crews were out
- Rockville MARC Station looked a lot better than the WMATA Station
- Sleet and ice created operational challenges

Shaquana Stephens:

- Amtrak's winter storm operations plan has 3 priorities: operations, employee safety, and equipment preparation
- There are 3 snow plans:
 - Plan A (light-moderate conditions, 3" snow): Preparation and Readiness
 - Plan B: (more than 3"): Maintain reliability during an active storm
 - Plan C (more than 8" and/or ice and deteriorating conditions) (this went into effect evening of 24th)
- Snow Plan C limits MARC to only running a straight route, can't cross at interlockings, switches can't operate, Martins Airport switch is non-operational during snow plan C

- Amtrak runs a snow train from here to Philly which clears the catenary and lets trains behind it come through
- Conductors, engineers, customer service employees, and managers get put in hotels close to train stations within walking distance

Adam:

- CSX monitors snow similar to Amtrak, freight was curtailed to only critical freight, ramped up after Tuesday 1/27, maintains communication with the state
- CSX's main focus is the shared interlockings with MARC at Union Station, Camden, Brunswick. Switch heaters melt ice, keep switches moving. Engineering team Signal Maintainers go out when switches fail and manually chip out the ice.

DJ:

- MARC Team takes Amtrak and CSX input and decides what service can be offered
- MARC, DC-area transit providers, and State Highway managers have a conference call around 8p each night of a storm with the Office of Personnel Management (OPM) and National Weather Service who listen to transit status and decide the Federal Government's operating status

Questions/Comments from the Council:

- One councilmember thanked the transit teams for their hard and dangerous work during the storm
- Generally, plows on locomotives can clear the snow, but ice was a complicating factor, so iced switches had to be cleaned by hand. Amtrak has electric and propane switch heaters, but sometimes even those can't keep up. Sometimes maintenance staff uses blowtorches!

IV. Review of November and January minutes

Shelby Kennedy, RAC Secretary

- When the Council sends Letters of Support, councilmembers' names and the line they ride is included, but not the agency they work for
- MTA clarified that the Council cannot testify in front of the Maryland State General Assembly since MTA is part of the Executive Branch

(The Council accepted the November and January meeting minutes.)

V. Review of January performance data

Katherine Read, MARC Chief Transportation Officer

- MARC service operated at an overall rate of 94.02%

VI. MARC Student Saver Fares

Chris Dodd, MARC Customer Experience Analyst

- Just like the MTA Senior fare and Disability fare, the Student Saver fare is a 50% discount
- As of January 21, students in high school, college, vocation school, and trade apprenticeships can register with their student ID and enrollment form
- The MARC Saver Flyer features a list of colleges in MARC's service area
- Use the MTA TBM registration form to apply for the fare
- Student Saver fare is not sold on train
- MTA's website explains how to register for disability fare
- Within the first 48 hours, ~300 students enrolled. *(Josh Wolf will check that stat and follow-up.)*

VII. Old Business

(No old business.)

VIII. New Business, including questions and comments from guests

- A councilmember reported that the 404 Penn Line heading Northbound is arriving early at Odenton and departing before the scheduled time (sometimes departs at 7:04).
 - DJ asked Shaq/Mo to follow-up with Amtrak

- A councilmember mentioned that non-peak time Penn Line trains don't usually have quiet cars, but on one train Quiet Car signs were out when it wasn't a quiet car. Requested to take the signs down.
- A councilmember noted that bathroom at Laurel Station was locking shut.
- The Council had trees planted in honor of Conductor Pat Ussey.
- A councilmember noted that the senior discount is only available through the kiosk with a PIN. An out-of-state visitor can't use the kiosk. Credit cards aren't accepted on board.
 - MTA responds to call convention store for assistance through TBM. The fare can be paid in cash. MTA is not currently considering accepting credit cards on trains. MTA accepts disability IDs from all transit systems. Riders can register for the senior disability fare via mail, or in-person at Odenton or the other commuter connect locations
- MTA continues to plan the April 9th facility tour at Riverside.
 - Attendees will gather at Union Station at 9:30 and take the 414 to Baltimore, and an MTA bus to Riverside
 - There will be a tour of the heavy maintenance building and comms center, then the in-person council meeting in the conference room (Teams link will be available)
 - Holly Arnold, MTA Administrator, and others will present. Lunch will be provided and dietary restrictions honored.
 - Then return via the 885 Camden equipment.

MARC On Time Performance Summary

February 2026

Monthly OTP

Linename	OTP	Cancelled	Delay	Terminated
☐ Brunswick Line	95.35%	0.00%	4.4%	0.29%
Brunswick	98.28%	0.00%	1.7%	0.00%
Frederick	96.43%	0.00%	3.6%	0.00%
West Virginia	91.38%	0.00%	7.8%	0.86%
☐ Camden Line	91.37%	1.52%	7.1%	0.00%
Camden	91.37%	1.52%	7.1%	0.00%
☐ Penn Line	83.93%	1.71%	14.4%	0.00%
Baltimore	83.51%	1.88%	14.6%	0.00%
Perryville	84.64%	1.43%	13.9%	0.00%
Total	88.51%	1.27%	10.2%	0.07%

Number of Cancelled and Terminated Trains

	Cancel	Vs. Prior Month	Term	Vs. Prior Month
Penn Weekday	12	+8	0	-1
Penn Weekend	0	0	0	0
Camden	6	+5	0	0
Brunswick	0	-0	1	+1

MARC On Time Performance Summary

February 2026

Penn Line weekday



Previous Month OTP

92.20%

Year to Date OTP

88.47%

Monthly Change

-8.13%

Previous Year OTP Rate

86.42%

OTP by Time & Direction

Time & Direction	OTP
AM NB	90.30%
AM SB	87.14%
PM NB	79.82%
PM SB	76.92%
Total	83.93%

Trains under 90%

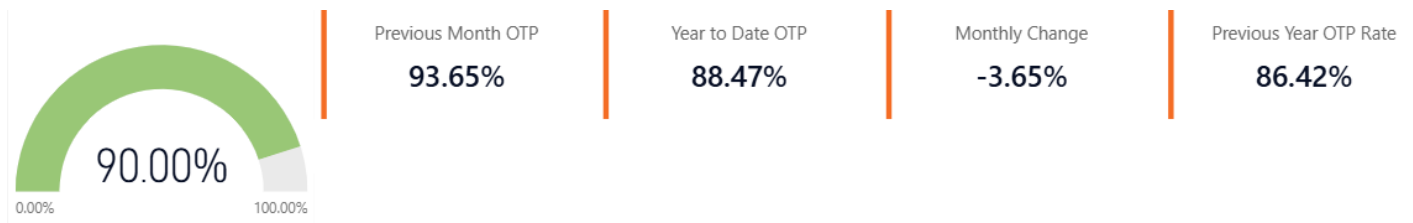
Train	OTP	Year to Date OTP
401	88.89%	94.29%
408	88.89%	91.43%
409	88.89%	94.29%
410	78.95%	89.47%
412	88.89%	91.43%
413	78.95%	86.84%
415	77.78%	85.71%
419	88.89%	91.43%
430	42.11%	65.79%
438	83.33%	91.43%
439	77.78%	88.57%
440	84.21%	92.11%
443	84.21%	86.84%
445	66.67%	82.86%
446	83.33%	91.43%
...
447	77.78%	82.86%
448	63.16%	78.95%
449	68.42%	78.95%
505	88.89%	88.57%
511	68.42%	65.79%
525	73.68%	65.79%
532	72.22%	85.71%
536	83.33%	88.57%
537	84.21%	84.21%
554	88.89%	77.14%
610	88.89%	94.29%
612	89.47%	94.74%
634	73.68%	81.58%
641	78.95%	84.21%
642	89.47%	92.11%

100% Trains: 407, 502

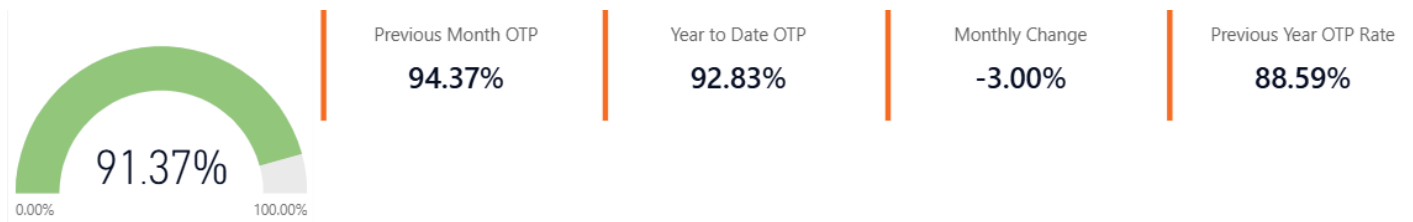
MARC On Time Performance Summary

February 2026

Penn Line weekend



Camden Line



OTP by Time & Direction		Trains under 90%		
Time & Direction	OTP	Train	OTP	Year to Date OTP
AM EB	90.54%	844	72.22%	82.86%
AM WB	92.98%	845	85.00%	87.18%
PM EB	93.94%	848	88.89%	94.29%
PM WB	85.14%	853	66.67%	82.86%
Total	91.37%	854	88.89%	91.43%
		855	88.89%	94.29%
		858	85.00%	89.74%

100% trains: 842, 843, 850, 852, 860

Brunswick Line



OTP by Time & Direction		Trains under 90%		
Time & Direction	OTP	Train	OTP	Year to Date OTP
AM EB	93.53%	878	85.00%	89.74%
PM WB	97.13%	879	88.89%	91.43%
Total	95.35%			

100% Trains: 873, 875, 876, 877, 883, 891, 893, 894



MARC Train Breakdown By Delays -- February 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	157	4	32.8%	23.5%	181	3	17.1%	8.1%	56	3	1.1%	0.9%	394	10	5.9%	2.5%
COMMUNICATION/SIGNALS	0	0	0.0%	0.0%	0	0	0.0%	0.0%	66	4	1.3%	1.1%	66	4	1.0%	1.0%
CREW	0	0	0.0%	0.0%	35	1	3.3%	2.7%	17	2	0.3%	0.6%	52	3	0.8%	0.7%
DISPATCHER/INTERFERENCE	150	7	31.4%	41.2%	264	20	25.0%	54.1%	3319	234	64.6%	66.5%	3733	261	55.9%	64.3%
MECHANICAL-EQUIP.	97	3	20.3%	17.6%	74	2	7.0%	5.4%	299	10	5.8%	2.8%	470	15	7.0%	3.7%
MECHANICAL-HUMAN ERR.	0	0	0.0%	0.0%	0	0	0.0%	0.0%	36	3	0.7%	0.9%	36	3	0.5%	0.7%
PASSENGER	32	1	6.7%	5.9%	0	0	0.0%	0.0%	148	17	2.9%	4.8%	180	18	2.7%	4.4%
POSITIVE TRAIN CONTROL	0	0	0.0%	0.0%	13	1	1.2%	2.7%	108	8	2.1%	2.3%	121	9	1.8%	2.2%
SECONDARY DELAY	0	0	0.0%	0.0%	451	8	42.7%	21.6%	874	38	17.0%	10.8%	1325	46	19.9%	11.3%
SECURITY	15	1	3.1%	5.9%	11	1	1.0%	2.7%	0	0	0.0%	0.0%	26	2	0.4%	0.5%
TRACK/CATENARY	27	1	5.6%	5.9%	28	1	2.6%	2.7%	204	28	4.0%	8.0%	259	30	3.9%	7.4%
WEATHER	0	0	0.0%	0.0%	0	0	0.0%	0.0%	12	5	0.2%	1.4%	12	5	0.2%	1.2%
TOTALS	478	17			1057	37			5139	352			6674	406		

Brunswick Line	% By Minutes	% By Delays	# of Minutes	# of Delays
Delays within MTA's control	27.0%	23.5%	129	4
Delays within CSX's control	25.5%	5.9%	122	1
Delays within Amtrak's control	11.5%	41.2%	55	7
Acts of God/outside forces	36.0%	29.4%	172	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	10.3%	8.1%	109	3
Delays within CSX's control	23.8%	51.4%	252	19
Delays within Amtrak's control	3.8%	5.4%	40	2
Acts of God/outside forces	18.2%	10.8%	192	4
Other (incl. PTC)	43.9%	24.3%	464	9

Penn Line	% By Minutes	% By Delays	# of Minutes	# of Delays
Delays within MTA's control	9.7%	9.1%	500	32
Delays within Amtrak's control	69.8%	75.6%	3589	266
Acts of God/outside forces	1.3%	2.3%	68	8
Other (incl. PTC)	19.1%	13.1%	982	46

System Total	% By Minutes	% By Delays	# of Minutes	# of Delays
Delays within MTA's control	11.1%	9.6%	738	39
Delays within Host RR control	60.8%	72.7%	4058	295
Acts of God/outside forces	6.5%	4.2%	432	17
Other (incl. PTC)	21.7%	13.5%	1446	55

MARC Cancellations, Terminations, and 60+ minute delays

February 2026

<u>Date</u>	<u>Line</u>	<u>Train</u>	<u>Cause</u>	<u>Synopsis of Situation</u>
2-Feb	P	447	Secondary Delay	Cancelled due to severely delayed Train 430. Passengers accommodated on Train 449.
10-Feb	P	410	Dispatcher/Interference	Cancelled due to terminal congestion. Passengers accommodated on Train 610 making additional stops.
10-Feb	P	423	Secondary Delay	Cancelled due to cancelled Train 410. Passengers accommodated on Train 525 making additional stops.
10-Feb	C	844	Secondary Delay	Cancelled due to delayed Train 845. Passengers accommodated on Train 846.
11-Feb	P	440	Secondary Delay	Cancelled due to no crew available due to railroad congestion caused by a disabled Amtrak train. Passengers accommodated on Train 642.
12-Feb	P	413	Track/Catenary	Cancelled due to frozen track switch which prevented equipment from departing Martin Airport storage facility. Passengers accommodated on Train 415.
12-Feb	P	511	Mechanical Equipment	Cancelled due to diesel locomotive failure. Passengers accommodated on Train 517 and Train 409 making additional stops.
14-Feb	P	476	Secondary Delay/Dispatcher/Interference	Train arrived in Baltimore over an hour late due to late arrival of 675 and holding for and following Amtrak trains.
23-Feb	C	849	Mechanical Equipment	Cancelled due to diesel locomotive failure. Passengers accommodated on Train 851.
23-Feb	C	856	Secondary Delay	Cancelled due to lack of equipment from cancelled Train 849. Passengers accommodated on Train 858.
23-Feb	C	857	Accident	Train arrived in Washington two hours late due to striking and fatally injuring a person walking on the tracks.
23-Feb	C	858	Secondary Delay	Train arrived at Camden two hours late due to late arrival of severely delayed Train 857.

MARC Cancellations, Terminations, and 60+ minute delays

February 2026

<u>Date</u>	<u>Line</u>	<u>Train</u>	<u>Cause</u>	<u>Synopsis of Situation</u>
23-Feb	B	872	Accident	Terminated at Germantown due to striking a downed tree, which damaged the train's braking system. Passengers transferred to Train 892.
25-Feb	P	413	Mechanical Equipment	Cancelled due to diesel locomotive failure. Passengers accommodated on Train 415.
26-Feb	P	641	Mechanical Equipment	Cancelled due to rail car failure. Passengers accommodated on Train 443.
26-Feb	C	858	Secondary Delay	Cancelled due to cancelled Train 641. Passengers accommodated on Train 860.
27-Feb	C	844	Secondary Delay	Cancelled due to previous day's cancellations of Train 641 and 858. Passengers accommodated on Train 846.
27-Feb	C	845	Secondary Delay	Cancelled due to cancellation of Train 845. Passengers accommodated on Train 847.
27-Feb	P	409, 511	Dispatcher/Interference	Trains arrived in Washington over an hour late due to holding for then operating around a disabled Amtrak train.
27-Feb	P	413,415	Dispatcher/Interference	Cancelled due to the Penn line disruption caused by a disabled Amtrak train. Passengers accommodated on Train 517.
27-Feb	P	412, 610	Secondary Delay	Cancelled due to equipment and crews out of position due to a disabled Amtrak train. Passengers accommodated on Train 612.
27-Feb	P	612	Secondary Delay	Train arrived at Martin Airport an hour late due to late arrival of severely delayed Train 409.
27-Feb	P	642	Secondary Delay	Cancelled due to late make up of equipment caused by morning Penn Line service disruption. Passengers accommodated on Train 440 operating to Martin Airport.

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

Penn Line	North 2026	South 2026	Total 2026	North 2025	South 2025	Total 2025
Perryville	0	85	85	0	63	63
Aberdeen	0	113	113	0	74	74
Edgewood	3	179	182	1	98	99
Martin Airport	2	287	289	1	159	160
Penn	61	2,666	2,727	68	2,379	2,447
West Baltimore	3	560	563	15	340	355
Halethorpe	24	772	796	36	696	732
BWI	98	931	1,029	101	789	890
Odenton	161	1,542	1,703	111	1,522	1,633
Bowie	134	264	398	95	201	296
Seabrook	45	142	187	40	138	178
New Carrollton	408	140	548	397	133	530
Washington, Union Station	6,095	0	6,095	4,654	0	4,654
Totals	7,034	7,681	14,715	5,519	6,592	12,111
% of pre-pandemic			63.3%			52.1%

Camden Line	East 2026	West 2026	Total 2026	East 2025	West 2025	Total 2025
Camden	0	353	353	0	350	350
St. Denis	0	4	4	0	5	5
Dorsey	7	352	359	16	307	323
Jessup	0	0	0	0	0	0
Savage	26	203	229	13	181	194
Laurel Race Track	0	0	0	0	0	0
Laurel	40	293	333	21	271	292
Muirkirk	23	162	185	14	142	156
Greenbelt	41	9	50	39	2	41
College Park	105	18	123	95	29	124
Riverdale	25	39	64	21	35	56
Washington, Union Station	1,255	0	1,255	1,503	0	1,503
Totals	1,522	1,433	2,955	1,722	1,322	3,044
% of pre-pandemic			57.7%			59.4%

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

Brunswick Line	East 2026	West 2026	Total 2026	East 2025	West 2025	Total 2025
Washington, Union Station	0	1,515	1,515	0	1,358	1,358
Silver Spring	13	287	300	13	221	234
Kensington	144	4	148	130	5	135
Garrett Park	40	0	40	33	2	35
Rockville	108	369	477	85	157	242
Washington Grove	15	0	15	13	0	13
Gaithersburg	139	9	148	146	8	154
Metropolitan Grove	125	10	135	99	4	103
Germantown	374	9	383	409	5	414
Boyds	59	0	59	16	0	16
Barnesville	48	0	48	52	0	52
Dickerson	13	0	13	8	0	8
Point of Rocks	229	0	229	200	0	200
Monocacy	176	0	176	149	0	149
Frederick	70	0	70	90	0	90
Brunswick	230	0	230	250	0	250
Harpers Ferry	36	0	36	25	0	25
Duffields	67	0	67	75	0	75
Martinsburg, WV	82	0	82	79	0	79
Totals	1,968	2,203	4,171	1,872	1,760	3,632
% of pre-pandemic			54.3%			47.3%

**MARC Train Service
Penn Line Station Boardings Report
Saturday, February 21, 2026**

Station	North	South	Total	Line Percent	System Percent
Martin Airport	0	32	32	1%	1%
Penn	2	1,222	1,224	34%	34%
West Baltimore	5	102	107	3%	3%
Halethorpe	6	98	104	3%	3%
BWI	33	286	319	9%	9%
Odenton	42	126	168	5%	5%
Bowie	42	18	60	2%	2%
Seabrook	0	0	0	0%	0%
New Carrollton	151	15	166	5%	5%
Washington, Union Station	1,382	0	1,382	39%	39%
Totals	1,663	1,899	3,562	100%	100%
% Pre-pandemic			63.6%		

**MARC Train Service
Penn Line Station Boardings Report
Sunday, February 22, 2026**

Station	North	South	Total	Line Percent	System Percent
Martin Airport	0	10	10	1%	1%
Penn	0	723	723	37%	37%
West Baltimore	0	48	48	2%	2%
Halethorpe	1	50	51	3%	3%
BWI	9	140	149	8%	8%
Odenton	14	60	74	4%	4%
Bowie	28	8	36	2%	2%
Seabrook	0	0	0	0%	0%
New Carrollton	118	6	124	6%	6%
Washington, Union Station	757	0	757	38%	38%
Totals	927	1,045	1,972	100%	100%
% Pre-pandemic			49.3%		



WEEKDAY SCHEDULE

PENN LINE NORTHBOUND

Effective March 16, 2025

TRAIN NUMBER	554	400	502	404	408*	410	610	612	412	414	416	418	520	422	424	426	428	532*	430	634*	536	438*	440	642	544	446	448	548	454	452	
			R			R		R		R	R		R		R	Q/R	Q	Q	Q/R	Q/R	Q	Q	Q/R	Q/R	Q/R	Q	Q/R	Q/R	Q/R	Q/R	Q/R
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Washington	DP	-	5:40	6:12	6:40	7:00	7:15	7:50	8:20	9:00	9:45	10:10	11:15	12:15	1:05	2:15	3:00	3:40	4:10	4:30	4:45	5:18	5:27	5:35	6:00	6:27	7:15	8:05	9:10	10:05	10:55
New Carrollton	DP	-	5:52	6:24	6:52	-	7:27	-	8:32	9:12	9:57	10:22	11:27	12:27	1:17	2:27	3:12	3:52	4:22	4:42	-	-	-	5:47	6:12	6:39	7:27	8:17	9:22	10:17	11:06
Seabrook	DP	-	5:56	6:28	-	-	7:31	-	8:36	9:16	R	10:26	11:31	12:31	1:21	2:31	3:16	-	-	L4:46	-	-	-	5:51	6:16	6:43	7:31	8:21	9:26	10:21	11:10
Bowie State Univ.	DP	-	6:02	6:34	-	-	7:37	8:06	8:42	9:22	R	10:32	11:37	12:37	1:27	2:37	3:22	4:00	-	-	5:02	-	-	5:58	6:23	6:49	7:37	8:27	9:32	10:27	11:16
Odenton	DP	-	6:08	6:40	L7:09	-	7:43	8:12	8:48	9:28	10:10	10:38	11:43	12:43	1:33	2:43	3:28	L4:07	L4:38	R	L5:10	-	L5:51	6:06	6:32	6:55	7:43	8:33	9:38	10:33	11:22
BWI Airport	DP	-	6:15	6:47	7:16	-	7:50	L8:27	8:55	L9:35	10:17	10:48	11:50	12:50	1:41	2:50	L3:37	L4:15	-	L5:06	-	L5:45	-	L6:15	6:42	7:07	7:51	8:42	9:47	10:40	11:29
Halethorpe	DP	-	-	6:55	-	-	7:56	-	9:01	-	10:23	10:54	11:56	12:56	L1:47	2:56	L3:45	L4:20	-	L5:12	-	-	L6:03	L6:21	6:48	7:13	7:57	8:48	9:53	L10:46	L11:35
West Baltimore	DP	-	L6:29	L7:03	-	-	L8:03	-	L9:07	-	L10:30	L11:01	L12:03	1:03	L1:54	L3:03	L3:52	L4:27	-	L5:19	L5:27	-	L6:10	d6:29	L6:57	L7:20	L8:04	L8:55	10:00	L10:53	L11:42
Baltimore/Penn	DP	5:15	6:43	7:21	7:36	7:44	8:17	L8:46	L9:20	L9:56	10:43	11:13	12:17	1:29	2:03	3:17	4:00	4:40	L5:01	5:29	L5:37	L6:05	6:25	6:42	L7:10	7:29	8:21	9:07	10:11	11:05	11:56
Martin Airport	DP	-	-	L7:38	-	-	-	9:26	9:46	-	-	-	-	L1:41	-	-	-	-	L5:15	R	5:58	d6:18	-	R	7:31	L7:43	-	-	L10:23		
Edgewood	DP	L5:35	-	d7:53	-	-	-	-	-	-	-	-	-	L1:53	-	-	-	-	L5:27	R	-	d6:31	-	R	-	L7:56	-	-	L10:38	OPERATES MON-THURS	OPERATES ON FRIDAY ONLY
Aberdeen	DP	L5:43	-	d8:01	-	-	-	-	-	-	-	-	-	L2:01	-	-	-	-	L5:37	R	-	d6:41	-	R	-	L8:04	-	-	L10:46		
Perryville	AR	5:58	-	8:18	-	-	-	-	-	-	-	-	-	2:12	-	-	-	-	5:53	R	-	7:02	-	R	-	8:21	-	-	10:58		

- All trains accommodate full size bicycles. Visit www.mta.maryland.gov/MARCBikes prior to your trip for important information and policies.

PENN LINE SOUTHBOUND

TRAIN NUMBER	401	403	505	407	613	511	409	413	415	517	419	421	423	525	427	429	431	433	435	537	439	641	443	445	447	449	579	451	455	453		
	Q	Q/R	Q	Q/R	Q	Q/R	Q	Q/R	Q	Q/R	Q	Q/R	Q	Q/R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Perryville	DP	AM	-	4:25	-	-	5:05	-	-	-	6:30	-	-	-	8:45	-	-	-	-	-	2:35	-	-	-	-	-	-	-	6:20	-		
Aberdeen	DP	-	-	4:33	-	-	5:13	-	-	-	6:38	-	-	-	8:53	-	-	-	-	-	2:42	-	-	-	-	-	-	6:28	-			
Edgewood	DP	-	-	4:43	-	-	5:24	-	-	-	6:48	-	-	-	9:02	-	-	-	-	-	2:51	-	-	-	-	-	6:38	-				
Martin Airport	DP	-	-	4:55	-	5:20	5:38	-	-	-	7:00	-	-	-	9:15	-	-	-	-	-	3:02	-	3:35	-	-	-	-	L6:50	-			
Baltimore/Penn	DP	4:30	4:50	5:10	5:35	5:36	5:53	6:20	6:40	7:00	7:20	7:50	8:30	9:00	9:30	10:25	11:35	12:35	1:35	2:45	3:20	3:45	4:08	4:52	5:30	6:00	6:40	7:08	7:35	8:45	9:35	
West Baltimore	DP	4:39	4:59	5:18	5:43	-	6:03	-	6:48	7:08	7:28	7:58	8:38	9:08	9:37	10:32	11:42	12:42	1:42	2:52	-	3:52	R	-	5:36	-	R	-	-	8:53	9:42	
Halethorpe	DP	4:46	5:06	5:25	5:49	-	R	6:31	6:55	7:15	7:35	8:05	8:45	9:15	9:43	10:38	11:48	12:48	1:48	2:58	-	3:58	R	-	5:41	-	R	-	-	8:59	9:48	
BWI Airport	DP	4:53	5:13	5:32	5:55	-	6:14	6:38	7:02	7:22	7:42	8:12	8:52	9:22	9:50	10:45	11:55	12:55	1:55	3:05	3:34	4:05	4:23	5:06	5:46	6:14	6:54	-	7:49	9:06	9:55	
Odenton	DP	4:59	5:19	5:39	6:02	-	6:21	6:45	7:09	7:29	7:49	8:19	8:59	9:29	9:57	10:52	12:02	1:02	2:02	3:12	R	4:12	4:30	5:13	5:53	-	7:01	-	7:56	9:13	10:02	
Bowie State Univ.	DP	5:06	5:26	5:46	6:09	-	R	6:52	7:16	7:36	R	8:26	9:06	9:36	10:03	10:58	12:08	1:08	2:08	3:18	-	4:18	4:36	5:19	6:00	-	7:07	-	8:02	9:19	10:08	
Seabrook	DP	-	5:32	-	6:15	-	R	6:58	7:22	7:42	R	8:32	9:12	L9:42	-	11:04	12:14	1:14	-	-	-	4:24	R	5:25	6:06	-	R	-	-	9:25	10:14	
New Carrollton	DP	L5:13	L5:38	L5:56	L6:21	-	L6:32	L7:04	L7:28	L7:48	L8:00	L8:38	L9:18	L9:46	L10:11	L11:08	L12:18	L1:18	L2:16	L3:26	L3:54	L4:28	L4:44	L5:29	L6:10	L6:33	L7:19	-	L8:10	9:29	10:18	
Washington	AR	5:30	5:53	6:10	6:36	-	6:48	7:28	7:43	8:02	8:19	8:53	9:32	10:03	10:28	11:25	12:35	1:35	2:31	3:41	4:12	4:45	5:01	5:51	6:35	6:50	7:33	-	8:25	9:45	10:35	

Tickets purchased on board at a station with a Ticket Vending Machine or ticket agent are subject to a \$5.00 penalty.

L - Train may leave 5 minutes early.

d - Train stops to discharge passengers only and may depart ahead of schedule. Passengers boarding at these stations should arrive at least 10 minutes early.

Q - Trains operate with a "Quiet Commute" car. No cell phones, electronic devices that make noise or loud conversations. We request a library-like atmosphere in the "Quiet Commute" car. This car is adjacent to the locomotive.

R - ONLY trains designated with an R at the top of the column will operate when limited service conditions or special circumstances warrant. On days of heavy snowfall or other severe weather, MARC will operate this special schedule. Additional stops marked with an R will be made when this schedule is in effect.

HOLIDAY SERVICE:

There is no MARC Train service on Memorial Day (May 25) or Labor Day (September 7). MARC Train will operate regular Sunday service on Easter (April 5) and regular weekday service on Juneteenth (June 19). Please check www.mta.maryland.gov for the status of MARC Train service on the Independence Day weekend (July 3, 4, and 5), Columbus Day (October 12), and Veterans Day (November 11). Information will be posted approximately four weeks prior to these dates.

CARRY-ON POLICY

Only items which can be safely and easily carried by the passenger may be brought on the train. Large carry-on bags are discouraged due to lack of storage space. Conductors and management reserve the right to deny boarding to passengers with excessive luggage to maintain a safe trip for everyone.

Conductors are not required to handle luggage or any other type of baggage.