

# WMATA Facts



The Washington Metropolitan Area Transit Authority operates the second largest rail transit system and the fifth largest bus network in the United States.

Safe, clean and reliable, “America’s Transit System” transports more than a third of the federal government to work and millions of tourists to the landmarks in the Nation’s Capital.

## Background

The Authority was created in 1967 by an Interstate Compact to plan, develop, build, finance and operate a balanced regional transportation system in the National Capital area. Construction of the Metrorail system began in 1969. Four area bus systems were acquired in 1973. The first phase of Metrorail began

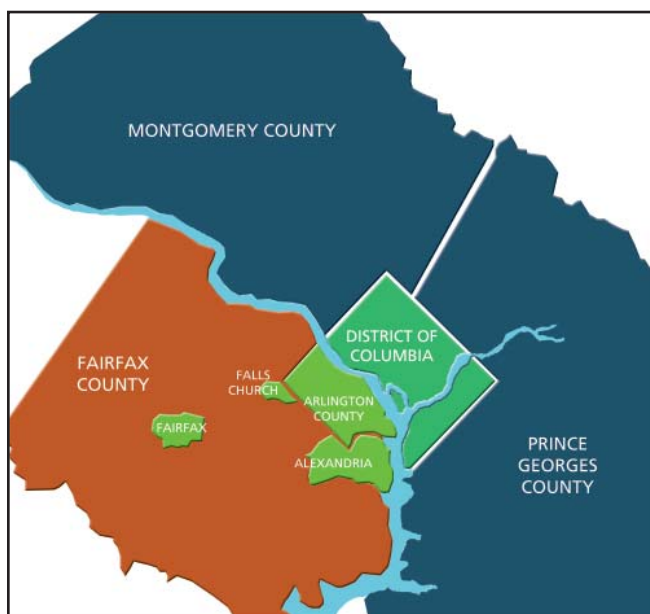
operation in 1976. The final leg of the original 103-mile rail network was completed in early 2001. Today, there are 86 Metro stations in service within a 106.3 mile network.

## Service area

Metrorail and Metrobus serve a population of 3.5 million within a 1,500 square-mile area. The transit zone consists of the District of Columbia, the suburban Maryland counties of Montgomery and Prince George’s and the Northern Virginia counties of Arlington, Fairfax and Loudoun and the cities of Alexandria, Fairfax and Falls Church. Overall, 42 percent of those working in the center core Washington and parts of Arlington County—use mass transit.

## RIDERSHIP

Fiscal Year 2007 total trips  
RAIL—207.9 million  
BUS—131.5 million  
Combined—339.4 million



## Revenue

Metro and the federal government are partners in transportation. Thirty-five Metrorail stations serve federal facilities and nearly half of Metro’s peak period commuters are federal employees.

Since WMATA’s inception, the federal government has contributed 65 percent of the capital costs. Fares and other revenue fund 57.6 percent of the daily operations while state and local governments fund the remaining 42.4 percent.



## Metrorail

### System

- Size: 106.3 miles, 86 stations
- Subway: 50.5 miles, 47 stations
- Surface: 46.31 miles, 33 stations
- Aerial: 9.22 miles, 6 stations
- All stations and trains are accessible to people with disabilities

### Operating fleet

- | Manufacturer | Series    | Number of cars  |
|--------------|-----------|---|
| Rohr         | 1000      | 290   |
| Breda        | 2000/3000 | 364 (All cars are being rehabilitated by Alstom ; 242 completed as of April 2007) |
| Breda        | 4000      | 100   |
| CAF          | 5000      | 190   |
| Alstom       | 6000      | 72 (184 total cars ordered; delivery ongoing)                                     |
- Car dimensions: 75 feet long by 10 feet wide

### Train operating speed

- 59 mph maximum
- 33 mph average including stops

### Number of lines

- 5—Blue, Green, Orange, Red and Yellow

### Escalators and elevators

- 588 escalators in the operating system
- 230 elevators in stations
- 35 elevators and one escalator in training lab
- Longest escalator in the Western hemisphere, Wheaton station—230 feet

### Deepest station

- Forest Glen—21 stories—196 feet
- High-speed elevators take less than 20 seconds to travel from street to platform

## Cars per average train per line and time between trains

Line	Weekday rush train size	Rush periods intervals between train	Midday and evening train size	Midday intervals between trains	Evening intervals between trains
Red	6-8 cars	5 min.	6 cars	12 min.	15 min.
Green	6-8 cars	6 min.	6 cars	12 min.	20 min.
Yellow	6 cars	6 min.	4-6 cars	12 min.	20 min.
Blue	6 cars	6 min.	4-6 cars	12 min.	20 min.
Orange	6-8 cars	6 min.	6 cars	12 min.	20 min.

When two colors of trains serve the same track, the time between trains during rush hours is three minutes on the Green, Yellow, Blue and Orange lines. On the Red Line between Grosvenor-Strathmore and Silver Spring stations, the time is two and a half minutes.



## Metrorail continued

### Service hours

- Opens: 5 a.m. weekdays  
7 a.m. weekends
- Closes: midnight Sunday–Thursday  
3 a.m. Friday–Saturday nights

### Cell phone access

- Only Verizon Wireless cell phones work in the tunnels
- All cellular services work on the surface.

### Communication and security

- Digital signs in the stations show next train arrival times, system status and time of day
- Digital signs outside some stations show system status and time of day
- Two-way radios between train operator and operations control center

- Hotlines from operations control center to police and fire departments
- Automated electronic fire protection system in stations and tunnels
- Call boxes spaced 800 feet along tracks
- Fire extinguishers on platforms and inside rail cars
- Video monitoring of stations, elevators and some station parking lots
- Public address systems on trains and platforms
- Passenger-to-station manager intercoms on platforms, in elevators and landings
- Passenger-to-operator intercoms inside rail cars—one at each end
- Chemical detection systems in underground stations

### Metrorail facilities by political jurisdiction

Jurisdiction	Miles*	Stations
<b>Total District of Columbia</b>	<b>38.30</b>	<b>40</b>
Montgomery	18.43	11
Prince George's	19.86	15
<b>Total Maryland</b>	<b>38.29</b>	<b>26</b>
Alexandria	6.11	3
Arlington	12.19	11
Fairfax County	11.17	6
<b>Total Virginia</b>	<b>29.47</b>	<b>20</b>

\*The sum of miles does not equal the total because of rounding.



## Sequence of Metrorail openings

Line	Segment	Stations	Miles*	Date
■	Farragut North to Rhode Island Ave	5	4.6	3/29/1976
■	Gallery Pl-Chinatown	1	none	12/15/1976
■	To Dupont Circle	1	1.1	1/17/1977
■ ■	National Airport to Stadium-Armory	17	11.8	7/1/1977
■	To Silver Spring	4	5.7	2/6/1978
■	To New Carrollton	5	7.4	11/20/1978
■	To Ballston-MU	4	3	12/1/1979
■	To Addison Road	3	3.6	11/22/1980
■	To Van Ness-UDC	3	2.1	12/5/1981
■	Gallery Pl-Chinatown to Pentagon	1	3.3	4/30/1983
■	To Huntington	4	4.2	12/17/1983
■	To Grosvenor	5	6.8	8/25/1984
■	To Shady Grove	4	7	12/15/1984
■	To Vienna/Fairfax-GMU	4	9.1	6/7/1986
■	To Wheaton	2	3.2	9/22/1990
■	To U St/African-Amer Civil War Memorial/Cardozo	3	1.7	5/11/1991
■	To Van Dorn Street	1	3.9	6/15/1991
■	To Anacostia	3	2.9	12/28/1991
■	To Greenbelt	4	7	12/11/1993
■	To Franconia-Springfield	1	3.3	6/29/1997
■	To Glenmont	1	1.4	7/25/1998
■	Columbia Heights to Fort Totten	2	2.9	9/18/1999
■	To Branch Ave	5	6.5	1/13/2001
■	To Largo Town Center	2	3.2	12/18/2004
■	New York Avenue	1	none	11/20/2004
	<b>Total System</b>	<b>86</b>	<b>106.3</b>	

\*The sum of miles does not equal the total because of rounding.



## Metrobus

### Bus fleet

- All buses are accessible to people with disabilities
- Bike racks on all buses
- 12,301 bus stops and 3,133 shelters
- NextBus technology—customers may call in bus stop number to learn time of the next bus—currently at 1,600 bus stops.
- 127,437 average weekday revenue miles
- 338 routes on 171 lines
- Hours vary by route

### Communications and security

- Two-way radio links to operations control center
- Emergency radio silent alarm
- Automatic vehicle locators
- Cameras installed on 640 buses

## Types of buses in fleet

### ■ Authorized

100 hybrid electric buses each year in FY08-FY12

### ■ In service

Total	Manufacturer	Size	Seating	Capacity
189	New Flyer CNG	40 feet	40	75
21	Neoplan Articulated	60 feet	66	100
41	Ikarus Articulated	60 feet	65	100
303	ADB Flxible Metro with lift	40 feet	45	78
460	Orion	40 feet	38-46	57-77
51	Orion	30 feet	30	46
20	Orion II low floor	26 feet	22	33
215	Orion CNG	40 feet	41	77
35	Orion CNG	30 feet	29	56
50	New Flyer hybrid electric	40 feet	39	59
117	New Flyer	40 feet	39	59
6	Chevrolet	26 feet	20	26

CNG – Fueled by compressed natural gas

## MetroAccess



MetroAccess paratransit service is available to eligible people with disabilities who are unable to use regular accessible Metrorail, Metrobus and local bus service. Service is available seven days a week.

### Hours

- 5:30 a.m. to midnight
- 5:30 to 3 a.m., weekends

### For information

- 301-562-5360 or
- 800-523-7009
- TTY 301-588-7835