

METRO HISTORY

1952

July 10: Congress passes National Capital Planning Act mandating preparation of plans for movement of people and goods in the region.

1954

March: Maryland and Virginia general assemblies approve joint commission, including representatives from Maryland, Virginia and District of Columbia, to study passenger transportation in Washington area.

1959

July 1: Congressionally funded Mass Transportation Survey presented to President Eisenhower calls for \$500 million rapid rail system by 1980.

1960

July 14: President Eisenhower signs National Capital Transportation Act creating National Capital Transportation Agency (NCTA) to develop rapid rail system.

1962

November 3: NCTA submits Transit Development Program to President Kennedy proposing an 83-mile, 65-station rapid rail system.

1965

September 8: President Johnson signs legislation he had sought authorizing 25-mile, \$431 million rapid transit system capable of future expansion.

1966

November 6: President Johnson signs bill creating Washington Metropolitan Area Transit Authority. Governors of Maryland and Virginia sign November 17 and commissioners of District of Columbia sign November 22.

1967

February 20: WMATA is officially born, coexisting with NCTA for seven months. NCTA expires September 30.

1968

March 1: WMATA Board unanimously approves 97.2-mile Adopted Regional System (ARS). System includes 38.4 miles in District of Columbia, 29.7 in Maryland and 29.1 in Virginia.

October 1: Original groundbreaking date is postponed pending release of District of Columbia Metro funds. Congressman William Natcher (D-Ky.), who chairs House Subcommittee on Appropriation for District of Columbia, withholds Metro funds in effort to ensure funding for federal highway projects in District of Columbia.

November 5: Voters decisively commit to Metro in Arlington County, Fairfax City, Fairfax County, City of Falls Church and Prince George's County through bond referendums to help finance local shares of Metro costs. Voters say yes by 71.4 percent.

1969

February 7: WMATA adopts revised Rapid Rail Plan and Program including relocation of three stations. System size grows to nearly 98 miles. By September 29, 1969 all jurisdictions have approved.

August 9: Council of District of Columbia approves construction of highway projects, meeting a condition of Congressman Natcher for release of District of Columbia Metro funds.

December 9: Metro breaks ground at Judiciary Square with high-ranking federal, state and local officials participating and an estimated audience of 1,500.

1970

June 11: WMATA Board realigns approximately 2.5 miles of mid city route to improve service for inner city.

1972

May 3: WMATA awards \$91.6 million contract to Rohr Corp. for first 300 Metro cars.

October 21: President Nixon signs bill authorizing WMATA acquisition of metropolitan area's four privately owned bus companies.

1973

January 14: WMATA buys D.C. Transit, Inc. and WV&M Coach Co. for \$38.2 million.

February 4: WMATA buys AB&W Transit Co. for \$10.7 million and WMA Transit Co. for \$4.5 million, creating Metrobus system.

WMATA drops transfer charges, extends senior citizen discounts region-wide and begins selected fare reductions on routes formerly served by different carriers at different rates. WMATA also unifies bus appearance with red, white and blue paint scheme and purchases 620 buses.

August 13: President Nixon signs Federal Aid Highway Act of 1973, authorizing up to \$65 million for construction of facilities to make Metrorail accessible for persons with disabilities.

August 16: President Nixon signs bill enabling U.S. Department of Transportation to pay WMATA \$90.4 million for fiscal 1974, \$7.5 million covering (1) design and construction of Arlington Cemetery station and (2) National Mall entrance to Smithsonian station.

1974

July 24: WMATA installs its first bus passenger shelter. Through 1986, it installed 828 shelters throughout the region.

September 1: Metrobus places last of 620 buses ordered from AM General into service.

November 26: President Ford signs amendment to 1974 Urban Mass Transportation Act providing first operating subsidies for transit from Highway Trust Fund.

1975

July 10: WMATA Board simplifies Metrobus fare structure in suburban areas effective September 1.

July 24: WMATA Board approves addition of Shady Grove station and 2.7 miles of line to Rockville route subject to federal and local funding. Later when Franconia and Springfield stations are combined, total planned system increases to 99.8 miles.

October 10: District of Columbia begins six-year transfer of \$2.2 billion of interstate highway funds for Metro construction.

1976

March 27: Six years, three months and 23 days after groundbreaking, Metrorail has its opening day. More than 51,000 persons ride free over the 4.2 miles of Metro's Phase 1. Five stations open on Red Line from Rhode Island Ave to Farragut North.

March 29: On first day of revenue service, 19,913 passengers ride on 188 train trips. System is open 6 a.m. to 8 p.m. weekdays and closed on weekends.

June 4: President Ford signs bill authorizing creation of Metro Transit Police.

1977

January 17: Dupont Circle station opens.

January 20: Jimmy Carter's Inaugural Committee charters \$170,000 worth of Metrobus service and rents rail system for 2.5 hours to move crowds.

July 1: Blue Line opens from National Airport to Stadium-Armory— 18 stations and 12 miles of line. Fare

collection switches from exact change fareboxes to Automatic Fare Collection System (AFCS).

1978

February 6: On snowy day, Red Line begins service to Silver Spring, adding four stations and 5.7 miles of line.

April 20: WMATA Board approves federally mandated alternatives analysis. Completed by WMATA working with local jurisdictions and the federal government, analysis reconfirms need to finish rail system. Total planned system mileage is now 101 miles.

August 16: WMATA, at request of U.S. DOT, presents financial plan for completing and operating Metrorail system to Secretary of Transportation Brock Adams. Adams says, "The federal government agrees with the goal of completing the 100-mile system over the next several years."

September 25: Metrorail extends weekday hours from 8 p.m. to midnight.

September 27, 1978: Metrobus Operator Frank Spadaro wins third annual International Bus Rodeo in Toronto. September 30: Metrorail begins Saturday service 8 a.m. to midnight. Service also includes three federal holidays in addition to July 4—Columbus Day, Veterans Day and Washington's Birthday.

November 20: Orange Line opening to New Carrollton begins Metrorail service to Prince George's County. Segment includes Deanwood and Minnesota Ave stations in District of Columbia and Cheverly, Landover and New Carrollton in Prince George's County.

1979

February 19: Blizzard on Washington's Birthday causes three-day shutdown of Metrorail. Metrobuses unable to move on first day but provide partial service on second and third days. Full service, rail and bus, restored on fourth day.

April 2: Metrobus tests lift-equipped, accessible buses on seven routes.

June 17: Forty-three articulated (bend-in-the-middle) buses begin Metrobus service on Benning Road line in District of Columbia.

July 1: Metrobus begins regular route lift-equipped accessible service on 12 lines.

July 12: WMATA announces award of \$75.3 million contract to Italian firm of Breda Costruzioni Ferroviarie for 94 rail cars with option for additional 200.

September 2: Metrorail begins Sunday service from 10 a.m. to 6 p.m.

December 1: Orange Line begins service to Ballston adding four stations—Court House, Clarendon, Virginia Sq-GMU and Ballston—and 2.63 miles to system.

1980

January 3: President Carter signs Stark-Harris bill authorizing \$1.7 billion in federal funds to finish Metrorail construction.

November 22: Benning Road, Capitol Heights and Addison Road stations open, adding 3.5 miles to Blue Line.

1981

June 25: WMATA orders additional 200 rail cars from Breda Costruzioni Ferroviarie for about \$200 million.

November 12: WMATA Board decides to rebuild more than 600 Metrobuses. Metrobus carries its one-billionth passenger.

December 5: Van Ness-UDC, Cleveland Park and Woodley Park-Zoo stations open, adding 2.07 miles to the Red Line.

1982

January 13: First Metrorail passenger fatalities occur when rail car derailed at a crossover switch south of Federal Triangle and is pulled sideways into abutment separating inbound and outbound tunnels. Three are dead, 25 injured. Investigations identify human error as primary cause. Crash is preceded by a major snowstorm, early release of federal employees and crash of airliner into 14th Street Bridge and Potomac River.

October 11: WMATA dedicates Montgomery Division, its first new Metrobus garage since 1973 bus acquisition.

1983

April 30: Yellow Line begins operating from Gallery Pl-Chinatown to National Airport, crossing Potomac on Metro's Charles R. Fenwick Bridge. Segment includes new station, Archives-Navy Mem'l, and opens second platform level at both Gallery Pl-Chinatown and L'Enfant Plaza transfer stations.

May: First of new Breda Metrorail cars arrive.

October 30: Amtrak opens its New Carrollton rail station with direct interface with Metro's New Carrollton station.

December 17: Yellow Line opens from National Airport to Huntington, adding Braddock Road, King Street, Eisenhower Ave and Huntington stations and 4.3 miles to rail system. Huntington is first station in Fairfax County.

1984

August 25: Red Line begins operating 6.81-mile segment to Grosvenor including Tenleytown-AU,

Friendship Heights, Bethesda and Medical Center stations.

September 13: WMATA Board adopts plan to complete 89.5 miles of 101-mile system using Stark-Harris federal funding and local matching grants.

December 13: WMATA Board selects Branch Ave terminus and St. Elizabeths Alignment for southern portion of Green Line, increasing system mileage to 103.

December 15: Red Line opens 6.98-mile extension, including four stations—White Flint, Twinbrook, Rockville and Shady Grove.

1985

April 11: Board approves 2.5-mile alignment of Green Line between Columbia Heights and Fort Totten stations in District of Columbia.

July 17: WMATA modifies safety plan to include passenger-activated escape doors in the event of a fire emergency aboard train. Employees from all departments trained in proper evacuation procedures.

December 9: Metro sales facility opens at Metro Center station.

1986

June 7: Orange Line grows by 9.11 miles with opening of East Falls Church, West Falls Church, Dunn Loring and Vienna stations in Fairfax County.

July 16: WMATA and Urban Mass Transportation Administration sign full-funding agreement releasing fiscal 1985 and 1986 capital funds needed to continue building 89.5-mile system funded under Stark-Harris authorization.

October 7: WMATA receives APTA Management Innovation Award for its Construction Safety Awareness Program.

October 18: For second year in a row, WMATA mechanics from Southeastern Division win International Bus Maintenance Rodeo. MTA in Baltimore is host.

1987

January 22 and 25: Two major snowstorms dump total of 25 inches of snow on region, shutting down everything including Metrorail surface operations. Within next two months, WMATA undertakes major winterization program to improve performance of rail and bus during extreme snow and ice conditions. Bulk of program is complete by year's end.

June 19: At 4:27 a.m. on a Friday, 21 CSXT freight cars derail into Metro's right-of-way north of Takoma station. Metrorail is not operating at this hour. Although no injuries result, Metro suffers demolished track, ties, ballast, fencing, automatic train control

equipment and communications lines. Extraordinary Metro repair efforts restore service by Monday morning, June 22.

September 5: It happens again, only this time 14 derailed CSXT cars tear up Metrorail right-of-way between Takoma and Fort Totten stations at 11:23 p.m. Metro restores service Wednesday afternoon, September 9. Incident leads to intensive safety precautions and studies by WMATA and CSXT.

1988

January 8: A 10-inch snowfall challenges transit system which is operating under full emergency snow plan mobilization. Buses and trains run without major problems.

February 3: Metrorail sets ridership record of 564,265 trips on day Washingtonians welcome Redskins home from Super Bowl victory with parade.

March 17: CSXT and WMATA announce joint recommendations to improve safety along shared rail corridors.

April 28: For fifth consecutive year, WMATA Board adopts budget with no fare increase.

June 22: Metrobus carries two billionth rider.

August 24: Metrorail carries one-billionth rider.

October 4: American Public Transit Association awards

WMATA its top honor, the Public Transportation System Outstanding Achievement Award. Metro dubbed America's Subway.

1989

January 20: Metrorail sets ridership record of 604,000 during inauguration of President Bush. Rail operations extended until 2 a.m.

February 26: Metrobus opens Landover Division bus garage to replace Prince George's Division. Latter becomes Southern Avenue Annex to support service in southern Prince George's County.

November 23 through New Year: Winterization program proves its effectiveness in series of snowfalls and record-low temperatures in late fall, early winter. Rail and bus systems operate with minimal disruption.

October: General Manager Carmen E. Turner receives APTA's Jesse L. Haugh Award. The award goes annually to the transit manager "who has done the most to advance the urban transit industry in the U. S. and Canada."

1990

April 18: WMATA establishes newspaper recycling program at all rail stations.

May 18: Metro awards \$6.3 million contract to Cubic Western Data to upgrade 275 of the 407 farecard vendors and 100 of the 164 addfare machines. Upgrade enables machines

to accept \$ 0 and \$20 bills in addition to \$1 and \$5 bills.

June 21: WMATA Board approves installation of pay telephones on station platforms.

September 22: Red Line begins operating north of Silver Spring to Forest Glen and Wheaton stations, adding 3.2 miles to system.

October 1: Metro adds four-story garage with 1,300 spaces on north side of Vienna station.

October 2: Robert L. Miles, Metrobus operator, earns second in field of 111 in 1990 International Bus Rodeo in Houston, missing first place by one point.

October 27: Congress gives final approval to legislation providing additional \$1.3 billion in federal funding over eight years for construction of rail system.

1991

April 16: Wheaton station parking garage is fully opened, adding 500 parking spaces to previous 450.

May 11: First Green Line stations open—U Street-Cardozo, Shaw-Howard Univ and Mt Vernon Sq-UDC—in 1.66 mile segment north of Gallery Pl-Chinatown.

June 7 and 8 (Friday and Saturday): Desert Storm victory celebration on Mall generates two ridership records for Metrorail—highest ridership on a Saturday - 786,300 trips, and highest weekday ridership - 577,800 trips.

June 15: Blue Line opens from King Street to Van Dorn Street in Alexandria, 3.57-mile extension bringing system to 79 miles and 67 stations.

August 17-18: Metrobus maintenance team—Leonard Makowski, Eugene Medley and Kent Harrison—takes second among 34 teams in International Bus Maintenance Rodeo in Chicago.

October 1: Metrobus Operator Robert Miles earns second place in International Bus Rodeo in Toronto.

October 22: U.S. Department of Transportation is first cabinet-level federal agency to join MetroPool program.

MetroPool offers tax-free employer subsidy to people who commute by Metrobus or Metrorail.

December 19: WMATA Board approves financial plan that sets schedule and funding for Fast Track program for finishing 103-mile Metrorail system by 2001. Fast Track allows Metro to build remaining 13.5 miles faster and within \$2.07 billion approved by Congress and local governments.

December 28: Metrorail opens 2.88-mile Green Line segment serving Waterfront, Navy Yard and Anacostia stations.

1992

April 26: Metrorail begins earlier Sunday hours, opening at 8 a.m. instead of 10 a.m.

August 1: Local neighbors join Northern Division in celebrating garage's conversion from turn-of-the-century trolley barn to modern bus garage.

1993

January 20: Metrorail sets new ridership record, 811,000 trips, during President Clinton's Inauguration Day.

February 2: WMATA launches Metrochek, voucher system that allows participants to redeem Metro fares for service on 29 Washington-area transit systems.

March 4: EPA holds press conference at newly renovated Northern Division announcing latest clean air standards for bus exhaust. Metro announces plan to buy 600 buses with cleaner-burning engines.

May 10: Metrobus earns APTA's Most Improved Safety Award for transit systems in North America.

August 28: Metrobus maintenance team takes second in APTA's International Maintenance Roadeo in Denver. Team includes Leonard Makowski, Eugene Medley and Kent Harrison.

October 5: Metrobus Operator Robert Miles ranks third in APTA International Bus Roadeo in New Orleans.

December 11: Metrorail begins service on 7.96-mile Green Line segment that includes West Hyattsville, Prince George's Plaza, College Park-U of Md and Greenbelt stations. It connects with Red Line at Fort Totten. This completes 89.5 miles of the 103-mile system.

December 19: Metro Transit Police Officer Harry Davis is killed in the line of duty.

December 31: Metro completes its safest year of heavy construction. Injury rate, 0.8, is fraction of industry average, 5.8. One sprained ankle and two pulled shoulders were only injuries during 794,000 hours of Metro construction in 1993.

1994

May 3: Metro Station Manager Steven Morrison receives Gold Award for Hospitality from Washington, D.C. Convention and Visitors Association.

May 16: Metro begins MetroAccess—curb-to-curb service for people whose impairments keep them from using Metrorail, Metrobus or fixed-route local bus service. Also: Metrobus receives top safety award, APTA's Alan S. Boyd Silver Award, for its low accident rate and innovative safety program.

1995

February 6: WMATA begins smart-card technology demonstration with its GO CARD program at 19 Metrorail stations, five parking lots and three Metrobus lines.

May 15: WMATA and Montgomery County open Kidstop, the first child care center at a Metrorail station, at Shady Grove.

May 22: Metrorail carries two billionth rider.

June 6: Prototype of American Ikarus, Metrobus' newest articulated bus, debuts at White House. President Clinton and Hungarian Prime Minister Gyula Horn give it a tour. Bus is American-Hungarian joint venture.

September 27: Metro unveils Passes/Farecard vendors at Metro Center. The machines dispense all rail fares, including passes and multiple farecards, accepts and updates GO CARDS and uses synthesized voice to guide sight-impaired through steps in using machine. Metro schedules installation of the machines on all station mezzanines over several years.

October 16: Million Man March yields second highest ridership in Metro's history—804,000 trips. Highest ridership day remains January 20, 1993 inauguration of President Clinton.

November 3: Metrobus carries its three billionth rider.

November 16: WMATA and RF&P Corporation formally sign an agreement to build Potomac Yard station with RF&P funds. It will be first Metro station built with private funds. Station is between National Airport and Braddock Road on Blue/Yellow Line.

1996

March 28 and 29: Some 500 experts in planning, architecture, engineering, development, financing and federal policymaking gather for first Metro-sponsored Symposium for Transit-Oriented Development and Livable Communities.

March 29: WMATA celebrates 20 years of providing efficient, reliable transit.

May 9: WMATA Board approves purchase of 262 new Metrobuses.

August 15: Richard A. White is sworn in as WMATA's new General Manager.

September 13: WMATA seeks thoughts and opinions of its riders. Employees in stations hand out Dear Fellow Rider brochures that encourage rider suggestions on an attached mail-in card.

October 27: WMATA begins Request-A-Stop demonstration program. Metrobus riders on designated routes may ask operators to let them off at other than Metrobus stops weekends, holidays and weekdays after 7 p.m.

1997

January 1: Commuter rail riders from Maryland and Virginia can buy monthly pass that offers unlimited MARC-Metrorail or VRE-Metrorail travel. It is part of one-year demonstration program.

January 10: WMATA conducts Regional Mobility Investment Conference as call to action for region to develop mobility plan for 21st century.

January 20: President Bill Clinton's second inaugural draws 620,000 passenger trips to Metrorail and Metrobus. Rail system remains open until 2 a.m. the following morning.

January 27: Green Line Shortcut begins as six-month experiment. Passengers during peak periods can ride between Greenbelt on Green Line and Farragut North on Red Line without transferring between trains. Later, shortcut is continued because of its success in drawing new riders.

February 27: Metro Board adopts Blue Line extension into the ARS (Adopted Regional System) contingent on the successful completion of the Final Environmental Impact Statement and a financing plan. The three-mile extension from Addison Road to Largo Town Center includes an intermediate station at Summerfield.

April 1: Maryland General Assembly budgets \$4.7 million in FY '98 for preliminary engineering and environmental impact study on extension of Blue Line by three miles and two stations to Largo Town Center.

June 7: Race for the Cure is first beneficiary of new Metro policy to open early, on request, to support large community events.

Sponsoring organization pays hourly rate to Metro and is reimbursed from revenues collected.

June 26: WMATA Board approves White Flint East, Metro's largest joint development project to date. To be phased in over 11 years, the 32.42-acre project includes 1.2-million sq. ft. of office space, 100,000 sq. ft. of retail space and 1,338 residences.

June 29: Service begins to Franconia-Springfield, adding 3.3 miles to Blue Line and increasing Metrorail to 75-station, 92.4-mile system.

September 11: Station Manager Tyrone Jefferson Sr. wins the 1997 Capital Star Award, the Washington Convention and Visitor Association's highest award for a frontline employee.

September 23: American Public Transit Association awards WMATA its Outstanding Achievement Award.

October 4: Metrorail registers fourth highest ridership, 725,900 trips, during Promise Keepers assembly on National Mall. System opens at 4 a.m.

Also: Single-engine plane crashes into Metro right-of-way west of College Park airport injuring its six occupants and damaging Metro fence and railing.

October 9: WMATA Board approves recommendations of Regional Mobility Panel (see January 10) to plan, fund and operate Metrobus in manner similar to Metrorail. Regional routes, 75 percent of current service, will be operated by Metrobus. Metro will compete to operate 25 percent designated as local routes. U.S. Congress must approve plan.

November 16: Metro opens new Gallery Pl-Chinatown entrance on northeast corner of 7th and F Streets N.W. in alcove of MCI Center, which opens December 2.

1998

February 20: Metro celebrates the 25th anniversary of Metrobus with 25 cent bus fares all day, a photo exhibit at the Capitol and The Silver Anniversary Bus. The bus, unveiled at Northern Division, gives free rides. The silver bus is rotated among the bus divisions for regular route service. When it serves their route, passengers pay only 25 cents and receive a free transfer.

May 14: Metro sponsors its first Clean Commute Fair and Concert as a part of Try Transit Week. The event at Freedom Plaza in Washington features entertainment and displays by Metro and others on commuting alternatives and clean air considerations and attractions. The week begins with free Metro rides on Sunday, May 10. Riders also can compete for a year of free rides by going on a Metro Trivia Quest, which involves answering a written quiz about details on the surroundings of specific Metro stations.

July 6: Metro begins its first assignment as outside contractor for bus service and maintenance. Under contract to the Potomac and Rappahannock Transit Commission, Metro runs and maintains 53 buses and 22 smaller vehicles for OmniRide and OmniLink service in Prince William County. The buses serve 22 routes in the county and the cities of Manassas and Manassas Park.

July 13: Metro finishes the first of 45 bumpy-tile station modifications at L'Enfant Plaza. The 24-inch strip of bumpy paver tiles combined with the existing 18-inch strip of granite creates a 42-inch wide warning strip. The modification is a federal requirement.

July 25: Montgomery County's final Metro station, Glenmont, opens on schedule and \$40 million under the \$290.9 million budget. The celebration and free rides draw some 5,000 people. The station, accessible from Georgia Avenue at Glenallen Road, features improved lighting and coverings over the outside escalators.

September 28: WMATA begins SmartMover-an experimental express bus service between Tysons Corner-Westpark and key points in Montgomery County. Free fares offered through December 31.

1999

January 1-15: SmartMover experiment proves successful as 90 percent of the riders continue using it after the end of the free ride promotion.

March 1: WMATA begins selling fares, passes and merchandise online. SmartLink allows people to use Visa, MasterCard or Discover at the Web site, www.wmata.com, and receive their purchase by mail in five days.

May 18: WMATA launches SmarTrip, the permanent, rechargeable plastic farecard that is good for Metrorail trips and Metro parking. The new card is faster, since it can be touched to a target to open faregates. It is also lose-proof when registered by the owner, because it can be replaced with the remaining value for a \$5 administrative fee.

May 22: Metrorail employees claim top overall score in the APTA International Rail Rodeo in Toronto. Metro mechanics John Panik, William Janke and David Hughson win the maintenance competition, competing against 49 mechanics from 18 properties. Operators Robert Elliott and Ronald Dews team up for sixth place, competing against 34 operators.

June 20: WMATA launches SmartDeals, fare simplification for Metrobus riders. The new system offers a single fare, \$1.10 to ride any regular route Metrobus at any time of day; a free transfer between buses and a 25-cent transfer from Metrorail. Express route riders pay \$2. SmartDeals also includes a variety of passes, including an all-day Metrobus pass for \$2.50.

June 23: Mayor Anthony A. Williams announces a financing plan for a New York Avenue station on the Red Line between Union Station and Rhode Island Ave. station.

September 7: Metro begins operating five new Ride On routes under contract with Montgomery County. These routes include two free shuttles—one between Silver Spring station and downtown Silver Spring and the other between Bethesda station and downtown Bethesda. It also includes three new routes from the Shady Grove station.

September 18: Metro begins revenue service on the Mid City Green Line segment that includes Columbia Heights and Georgia Ave.-Petworth stations in northwest Washington. Green Line now offers seamless travel between Greenbelt and Anacostia stations by way of downtown Washington, D.C.

November 5: Metrorail extends hours to 1 a.m. Friday and Saturday nights as part of an eight-month experiment.

2000

January 1: Metro's long preparation for the Y2K roll-over pays off with an uneventful day carrying passengers to and from the millennium celebrations on

the Mall and elsewhere. Metrorail hours are extended to 3 a.m.. The 21.5-hour day, which begins 5:30 a.m. December 31, generates 415,000 rail trips. As a precaution against Y2K glitches, Metro stages 300 buses near rail stations and stops all trains at station platforms for a five-minute pause before and after midnight.

January 25-28: Metrorail keeps operating as major snowstorm shuts down federal government, all schools and most businesses for two days (25th and 26th). As transit demand returns to normal on the 26th, 100 snow-damaged rail cars are removed from service for repairs, leading to overcrowding and delays. Most cars are back in service the morning of the 28th and all are back by the afternoon.

January 31: Metro moves customer service operations to its new Call Center near Silver Spring station.

February 4: Director of the U.S. Office of Management and Budget announces \$25 million for the New York Avenue station in the proposed fiscal year 2001 federal budget. The sum matches the \$25 million committed separately by the city and the business community.

Same Day: U.S. DOT Secretary Rodney Slater pledges \$259 million in federal funds to build the extension of the Blue Line from Addison Road to Largo. Governor Parris Glendening had already pledged \$175 million as the state's share for the project.

February 10: WMATA Board approves purchase of former Hechinger Distribution Center in Landover as a multipurpose WMATA building. The property is Metro's largest, with 647,000 square feet of floor space on 28 acres of land at 2500 Pennsy Drive, directly opposite Landover Metrobus Division.

July 1: Metrorail extends hours until 2 a.m. Friday and Saturday nights as a one-year experiment.

July 31: Average weekday ridership for the month of July hits record 616,233 making it the highest daily ridership month in Metro's history. The count is 40,000 higher than July 1999. Runner-up months were also in the calendar year, 611,000 in June and 585,000 in March.

September: First order of 100 full-size, low-floor buses enter service. The Orion low floor buses are part of a larger order that includes 132 regular sized buses and two, small low-floor buses for the District of Columbia.

September 14: SmartBenefits, a Web-based program that allows an employer to load the Metrochek benefit directly into an employee's registered SmarTrip card, is launched with a ceremony at L'Enfant Plaza.

October 2: Federal executive order becomes effective requiring that all federal agencies make full Metrochek benefits (\$65 per month) available to all federal employees in the region. Metrochek offers a tax-free benefit to employees who use public transit. General Manager Richard A. White joins federal and state officials at Crystal City station to launch the executive order.

October 16: Metrorail has its third highest ridership day as a result of the Million Family March. The Metrorail tally was 688,467, about 110,000 more than an average October Monday. That total was exceeded only by the 1993 Inaugural (811,257 riders) and the 1995 Million Man March (804,146 riders). Metrobus experiences a ridership surge, especially in the District of Columbia where the 353,496 riders represent a 21 percent increase over a normal weekday. Overall bus ridership is 594,687, up 17 percent.

October 17 and 19: Metrorail records 629,709 on the 17th and 627,170 trips on the 19th, respectively, making these the 16th and 19th highest ridership days in Metro's history.

October 26: Metro Board adds New York Avenue station to the Adopted Regional System (ARS), contingent on final approval of a financing plan to build and operate it. In the meantime, a House-Senate Conference Committee has approved \$25 million in federal funding for the station. The same legislation also appropriates the \$25 million that is in the city's budget for the project. The legislation must be ratified by the full House and Senate and be signed by the President in order to become effective. The District of Columbia has transferred an additional \$9 million to Metro for preliminary engineering and environmental assessment. The remaining \$25 million for the station will be raised through a special assessment district covering commercial properties that benefit directly from the new station.

October 28: Metro lifts a 160-foot long, 85-ton bridge truss onto a pair of towers for a pedestrian span above East-West Highway connecting Prince George's Plaza station with the shopping center.

Also: Metro Board expands Transit Zone to include Charles County, Maryland. Purpose of the expansion is to provide Metrobus service along the Indian Head Highway corridor serving Branch Avenue station when it opens January 13, 2001. The service is fully subsidized by Maryland. Service will require seven buses and 15 new positions.

October 31: Metrorail records the highest October ridership in its history. Total ridership of 15.2 million is more than 12 percent higher than the previous October. Weekday average is 610,116 trips.

November 23 (Thanksgiving Day): Metrorail returns to automatic train control after 624 days of manual operation. The rail system was operated manually while Metro ordered, inspected and installed new relays after several of the original relays were found to be defective in the spring of 1999.

December 4: Metrobus begins reverse commute service between L'Enfant Plaza station and Dulles airport with stops at Rosslyn station and the Herndon/Monroe Transit Center. The new service is designed to reduce transportation barriers for the working poor, help welfare recipients and low-income earners gain access to work opportunities and help all workers reach suburban jobs.

December 14: Metro Board approves purchase of 100 lowfloor compressed natural gas buses for \$35 million and another \$8 million for a CNG fueling station and other modifications at Bladensburg garage to service the buses.

Also: Metro awards the largest contract in its history, \$361 million, to ALSTOM Transportation Inc. to begin the overhaul and rehabilitation of 364 Breda-manufactured rail cars.

Also: Metro announces a \$60 million contract to Motorola that will make it the first U.S. transit agency to have an integrated radio communications system for police, bus, rail and maintenance employees.

Also: Metro Board approves a \$20 million contract with Cubic Transportation Systems to install a new farebox system in all 1,543 Metrobuses.

December 16: Metrorail breaks ground for New York Avenue in-fill station, the first to be added to the 103-mile, 83-station system. Scheduled for completion in late 2004, it is to be the centerpiece of an initiative to transform an area of abandoned warehouses into a high-tech urban center that will create new jobs for city residents. It is located on the existing Red Line between Union Station and Rhode Island Ave stations.

2001

January 13: Metro opens the five-station, 6.5-mile segment to Branch Ave, completing the 103-mile, 83 station Metrorail System. Two opening ceremonies are held; one each at Congress Heights and Branch Ave stations. The segment was built in slightly more than five years at a savings of \$139 million under the \$900 million budget.

January 18: Metro opens second multilevel parking facility at Vienna/Fairfax-GMU station. The 2,200-space six-level garage opens ahead of the original schedule and less than two years after award of the contract, Metro's first design-build agreement with a contractor.

January 20: Visitors from across the nation and the world come to Washington for the Inauguration of President George W. Bush and Vice President Richard Cheney. They help generate Metrorail ridership that is the third highest for a Saturday, 601,839 trips. The rail system opens 5:30 a.m. Saturday and closes 3 a.m. Sunday.

February 14: First of 364 Breda rail cars shipped from Alexandria to Hornell, New York for rehabilitation as part of the \$361 million contract approved by the Metro Board on December 14, 2000 (see above). All Breda cars are to be rehabbed by the end of 2005.

March 29: Celebrations of Metrorail's 25th Anniversary take place at work locations throughout the Authority. Some 1,400 employees have served Metro for at least that long. Formal cake-cutting takes place during a ceremony in the lobby meeting room of the Jackson Graham Building. Also: Metro publishes its first book, Metro at 25: Celebrating the Past. Building the Future.

March 30: Silver Anniversary Celebration at the National Building Museum focuses on regional leaders who were instrumental in making Metrorail happen. Guests include Virginia Senator John Warner; Maryland Senator Paul Sarbanes; D.C. Mayor Anthony Williams; Maryland Governor Parris Glendening; U.S. Representatives Eleanor Holmes Norton of the District of Columbia and Constance Morella of Montgomery County, Maryland; and former D.C. Mayor Walter Washington. Some participants played a key role as far back as the 1960s.

April 19: Metro Board approves purchase of up to 174 more rail cars. The cars are to be allocated to the Dulles Corridor Project, the extension of the Blue Line to Largo Town Center and for service growth.

Also: Metro Board, following a policy it adopted in 1987, declined to rename its airport station from National Airport to Ronald Reagan Washington National Airport. Letters signed by 24 Congressional Representatives advocated the change so Metro's signs would match the airport name change dating to 1998. Two Congressmen wrote opposing the name change.

May 4: Metro reports all-time highs in rail ridership for the months of March and April. April had highest ever average weekday ridership, 650,572 trips. March was runner-up with 628,380 trips.

May 8: Metro breaks ground for the Largo Town Center extension of the Blue Line, the first expansion beyond the 103-mile Metrorail System.

May 29: Metro begins six-month experiment to increase the hours cyclists may take their bikes aboard Metrorail. The new hours include all times except 7-10 a.m. and 4-7 p.m. weekdays, July 4 and during other high-ridership events.

June 13: Metro Transit Police Officer Marlon Morales, 32, succumbs to a gunshot wound to the head. Three days earlier, he was shot by a fare evader at the U Street station. He became the second MTPD officer killed in the line of duty. The first was Harry Davis Jr. on December 19, 1993.

July 4: Despite heavy rains, July 4 activities on the National Mall generate 486,256 Metrorail trips. For the third year in a row, Metro's special Revolutionary service pattern helps customers speed their trips to and from the National Mall.

There are fewer operational problems on the Metrobus and Metrorail systems than on a normal weekday.

July 19: Metro Board approves design for canopies to be installed over outdoor escalators. The design was submitted by the firm of Lourie & Chenoweth/Houghton as part of a design competition. It is a transparent arch reminiscent of the coffered arch design of the underground stations. The design will be installed at 46 locations over a period of three years starting in spring 2002.

August 23: The first four new 5000 Series rail cars rolled out of Greenbelt station at 6:40 a.m. on their maiden trip to Branch Avenue station.

September 11: Washington suffers a terrorist attack, as a hijacked airliner is intentionally crashed into the Pentagon. The attack in Washington follows shortly after two similar crashes level the World Trade Center towers in New York. Metro closes its Pentagon Metrorail station to help seal the area, aiding rescue and investigation efforts. Metro provides safe, orderly passage for its riders in the aftermath of the tragedy, efficiently clearing the mid-day rush hour created by the tragedy. Metrobus service to the Pentagon is suspended, but by September 12 WMATA establishes temporary bus staging areas at Pentagon City to continue serving those customers.

September 20: WMATA agrees to honor an emergency request from the U.S. Department of Defense to open the rail system a half-hour early for up to 30 days to relieve congestion around the Pentagon in the aftermath of the September 11 attack.

September 30-October 4: At APTA's 2001 annual meeting, Metro's 25th anniversary advertising campaign wins the Grand Prize award in the Special Events category of APTA's 2001 AdWheel Awards.

October 5: To improve station security, Metro begins removing trash and recycling bins from the paid area between the fare gates and station platforms. Trash and recycle bins will remain outside the fare gates in the unpaid area. Removal of the trash and recycling bins eliminates the possibility of someone leaving a harmful package or device in one of them.

October 13-14: Metro offers free rides on Metrorail and Metrobus, assisting in a regional effort to restore public confidence and stimulate the local economy in the wake of the Sept. 11 attacks.

October 19: Metro officials send letters to the Bush Administration and the regional Congressional delegation asking for \$190 million to fund additional security enhancements as well as the expansion of an existing chemical-biological sensor detection program.

November: Because certain post office facilities in the region were contaminated with anthrax, WMATA decides to test its own mail handling areas, finding no trace of contamination. Likewise, none of the employees tested shows signs of anthrax exposure. The mail room and ID office reopen on Nov. 1.

November 8: The effect of the September attacks and resulting economic impact is reflected in lower than expected ridership on Metro in October. Metrorail ridership is down by 6 percent on weekdays, 9 percent on weekends. If revenues continue to fall short of estimates, Metro's budget will be \$15-20 million in the red by June 30, 2002.

November 16-17: The Metro Transit Police Department earns accreditation through the Commission on Accreditation for Law Enforcement Agencies. The

department is only one of 483 police departments nationwide to meet the 443 standards of excellence.

December 4: Metro and Seattle-based company, Flexcar, begin region's first car-sharing program at nine Metro stations.

December 6: The board's Planning and Development Committee approves a \$4.5 billion blueprint to meet the system's needs identified in the Core Capacity Study.

December 16: Buses return to the Pentagon with the opening of the first phase of the \$36 million Pentagon Transit Center. Under construction since the spring, the 24-bay, bi-level facility moves the bus stops for 29,000 daily riders 280 feet from the Pentagon itself. Congress funded the security move more than a year before the Sept. 11 attack.

December 21: Metro staff outlines a \$15 million belt tightening program to stem the flow of red ink in the wake of declining ridership. In the last two months rail ridership is again growing but not at the pace projected when the budget was drafted in spring 2001. The federal government is providing \$49 million to make the Metro system even safer.

December 27: Richard A. White signs a 7.5-year contract as WMATA's chief executive officer extending his contract to June 30, 2009. The full length of the new contract represents the longest tenure of any Metro general manager in history.

2002

January 1: A change in federal regulations increases to \$100 per month the amount employers can provide as a commuter benefit on Metrocheck.

January 8: At the request of the Salt Lake City Winter Olympic Games, Metro sends 40 of its new compressed natural gas (CNG) buses to Salt Lake City to provide transportation for the Winter Olympic games.

January 17: Metro's board approves two new employee benefits as part of its strategy to attract new workers: a telework policy enabling employees to work from home and a long-term care insurance program. Arlington's Christopher Zimmerman is elected chairman of WMATA's board. D.C. Councilman Jim Graham is the first vice chairman and Cleatus E. Barnett, of Montgomery County, is the second vice chairman.

January 24: A six-month experiment to extend the hours bicyclists can use Metrorail was incident- and complaint-free. The expanded hours become permanent, permitting cyclists to use the trains anytime except during weekdays from 7 to 10 a.m. and 4 to 7 p.m.

January 25: The National Building Museum opens an exhibit with assistance from Metro. On Track: Transit and the American City will be on display until Oct. 27, 2002.

February 10: Ten New Flyer buses, powered by compressed natural gas, go into service as the new fueling station comes on line. Regional leaders including U.S. Representative Eleanor Holmes Norton of the District of Columbia join in a ceremony at the Bladensburg Metrobus facility marking the occasion. Metro has ordered 164 CNG buses.

February 21: Metro awards its largest construction contract ever. Lane, Granite, Slattery Joint Venture wins the \$217.7 million contract to build the 3.1 mile extension of the Blue Line from Addison Road to Largo.

Board Chairman Christopher Zimmerman describes his concept of the MetroTram – a third transportation mode by which WMATA can combine the accessibility of a bus with reliability that rivals heavy rail.

February 28: A two-year regional bus study by Metro and other transit agencies recommends a "family of services" to handle a variety of bus riders' needs.

March 13: The U.S. Senate confirms Jeanette Clark, Metro's associate general counsel, for a seat on the District of Columbia Superior Court bench.

April 2: Tourists flocking to the Tidal Basin to view the cherry blossoms generate 714,601 customers – Metro's third busiest day.

April 8: Lawmakers in the Maryland General Assembly approve funds to advance the planning of the Purple Line — a proposed light rail route from Bethesda to New Carrollton.

April 18: The board agrees to buy 250 additional compressed natural gas buses over the next two fiscal years.

April 25: An integrated development approach is proposed as the way to increase bus and rail capacity in manageable, six-year bites.

CAF, the builder of the Series 5000 rail cars, will open a second U.S. assembly plant in New York in an effort to boost its production and meet revised contract deadlines.

April 29: Construction crews complete the installation of steel girders that will support Metrorail tracks over the Beltway as the Blue Line is extended to Largo.

May 4: Long-time APTA Bus Roadeo champ, Robert Miles, wins his 14th title. The mechanical team of Oscar Hilliard, Locksley McKenzie and William Morgan wins for the third-straight time.

May 5: The name of Metro Transit Police Officer Marlon F. Morales is inscribed on the wall at the National Law Enforcement Officers Memorial. Morales died in June 2001 of gunshot wounds suffered while on duty.

May 10: Metro dedicates its new one-of-a-kind Emergency Training Facility located inside WMATA's Pennsy Drive building. Guests include FTA Administrator Jenna Dorn and dozens of regional fire

and emergency officials. The new facility will accommodate drills complete with smoke and full-scale rail cars without interrupting revenue service.

May 16: A \$65.2 million contract with Slattery-Skanska/Lane Construction to build the New York Ave station is approved.

May 17: Deputy Police Chief Polly Hanson is promoted to the rank of chief effective July 1 with the retirement of Chief Barry McDevitt. Hanson, the first woman to be named Chief, has been on the MTPD force for 21 years. McDevitt has served the last six years as chief.

May 23: A board committee approves the purchase of 62 new rail cars from Alstom Transportation. The first of the new Series 6000 cars will be delivered in November 2004 and put into service by June 2005. The initial purchase is valued at \$129 million.

June 4: Metro breaks ground for a 1,000 vehicle addition to the Franconia-Springfield parking garage. The \$15.8 million facility should be completed by summer 2003.

June 13: The board's budget committee approves a financing plan to fund 250 new compressed natural gas (CNG) buses; to renovate the Four Mile garage to handle CNG buses; to refit 100 1992 and 1993 model buses with state-of-the-art clean diesel engines; and to install devices to reduce fuel emissions on 925 diesel buses.

June 15: Metro and the National Building Museum co-host the Bus Rapid Transit/Light Rail Showcase drawing more than 150 transit proponents meet to learn about the two increasingly popular transit modes.

June 20: The board adopts an \$850 million operating budget and a \$522 million Capital Improvement Program. For the eighth straight year, Metro does not raise fares.

June 30: As the fiscal year closes, Metrorail records its highest usage ever – 181 million customers. Metrobus carries 147.7 million customers – its highest since 1980.

June 25: The new entrance opens at King Street station, shortening the walk for customers entering from the northwest side along King Street.

July 4: 356,673 use Metrorail to attend the fireworks on the National Mall. Ridership is down 26 percent from last year.

July 11: Metro CEO Richard White calls for the formation of blue ribbon panel of experts to examine the Authority's elevator and escalator program.

July 19-21: The first Cadillac Grand Prix at the RFK Stadium complex draws more than 50,000 Metrorail customers. The race course runs directly under the Orange Line.

Aug. 12: Six MTPD officers and their dogs begin an eight-week course to learn explosive detection techniques. The expansion of the K-9 team is funded by a federal security grant.

Aug. 21: Ground is broken for a 1,500-space parking garage built by Montgomery County at the Grosvenor-Strathmore Metrorail station. Metro will operate the garage once it is completed in the winter of 2004.

Aug. 30: Metro is awarded approximately \$1.2 million to purchase buses for use in the District of Columbia as a settlement of a 40-year-old legal dispute.

Sept. 1: The new security systems at Jackson Graham Building, Telegraph Road, Metro Supply and Stone Straw are activated.

Sept. 5: When fiscal year 2004 begins next July, Metro faces a potential \$48 million budget deficit. The local funding jurisdictions are asking the Metro board to hold the growth on the subsidy to 4.5 percent. To fill the gap, the subsidy needs to be increased by 16 percent.

Sept. 9: Rita Davis, a 28-year Metro veteran, is the first woman to win the Jackson Graham Memorial Award in its 20-year history.

Sept. 11: At 9:37 a.m. — the moment of the Pentagon attack one year earlier — Metro joins the region in observing a moment of reflection. All Metrobuses keep headlights on throughout the day, and all buses and trains display flags or flag decals. Metro employees wear special commemorative lapel pins to mark the day.

Sept. 19: WMATA's board endorses the Northern Virginia sales tax referendum, which could provide critical funding of future Metro rehabilitation and expansion projects. Also: A \$92.8 million contract to build the Largo Town Center station and adjoining 2,100-space garage and the Morgan Boulevard station and its 596-space parking lot on the Blue Line Extension are approved by the board.

Sept. 25: Eight new CAF cars (Series 5000) begin service on the Orange Line.

Oct. 1: The \$8 million, three-story brick and precast building over the Court House Metrorail station is dedicated. It took a year to build the joint development project.

Oct. 4: As the first step in building a fiber optic network linking all Metro facilities, crews are installing a fiber optic cable between Jackson Graham Building and Metro's Pennsy Drive facility. The cable will provide a critical link between the Operations Command Center at JGB and the backup OCC now under construction at Pennsy.

Oct. 15: The Branch Ave rail yard is energized as the \$90 million project near completion.

Oct. 17: As Metro converts the Four Mile Run bus garage in Arlington to handle the next order of CNG buses, it plans to have liquefied natural gas, or LNG, delivered to 30,000-gallon storage tanks instead of constructing a new 3.5-mile natural gas supply line.

Oct. 19: As the American Society of Civil Engineers marks its 150th anniversary, Metrorail is honored as one of the nation's 40 "best of the best" engineering projects in the society's 150-year history.

Oct. 21: The New York Ave. Metrorail station, now under construction, is awarded a "Smart Moves" award by the American Association of State Highway and Transportation Officials.

Oct. 26: With the graduation of the Metro Transit Police Department's Explosive Detection K-9 Teams, six additional dogs are at work patrolling the system.

Oct. 15: The Branch Ave rail yard is energized as the \$90 million project near completion.

Nov. 5: Northern Virginia voters, by a 55 percent vote, reject a ballot referendum to increase regional sales tax hike to help fund transportation projects.

Nov. 12: The 90-day test of SmarTrip technology on Metrobus begins along the Arlington routes. Metrobus customers will now have the option of paying their fares with SmarTrip cards.

Nov. 14: When the Series 6000 rail cars arrive in 2004 they will have a slightly different interior from the current Metrorail cars. Changes will enable the cars to carry more standing customers, wheelchairs and bikes while losing only six seats.

Nov. 18: In keeping with its tradition of customer-service firsts, Metro adds voice-activation to its telephone RideGuide service.

Nov. 21: The board adopts a \$12.2 billion, 10-year Capital Improvement Plan as WMATA's vision for the future.

Nov. 21: Based on extensive public input, environmental reviews and engineering analyses, Metro's board endorses a 24-mile Metrorail extension of the Orange Line from West Falls Church in the Dulles Corridor. Also on this date, the U.S. Department of Defense hosts a grand opening celebration of the Pentagon's new Metro Entrance Facility, designed to improve security by eliminating direct entry from Metro into the Pentagon. The new entrance also provides a secure screening facility outside the perimeter of the Pentagon.

2003

January 16: The WMATA Board of Directors approves changing the name of the Pennsy Facility to the Carmen E. Turner Maintenance and Training Facility, named after WMATA's General Manager from 1983-1990.

January 20: A Blue Line train derails near RR Washington National Airport. The accident caused delays but there were no injuries. Improper work on the track was discovered to be the main factor in the derailment.

January 31: Metro and Flexcar add 10 new hybrid vehicles to the car-sharing program.

President's Day Weekend: A massive snowstorm cripples the area and causes extensive service restrictions for Metro. By week's end, service was nearly normal.

March 14: Metrobus begins its yearlong 30th Anniversary celebration at Bladensburg Division.

Week of March 17: A protesting farmer and his tractor—parked in the reflecting pool on the National Mall—causes many people to take Metro and boosts ridership on Tuesday to 705,892, Metro's sixth highest day.

April 14: Metro, The American Red Cross of the National Capital Area, the Department of Homeland Security and the Federal Transportation Administration launch a new safety campaign to address terrorism and increase security on Metro.

June 19: Cleatus Barnett, Board member from Maryland since 1971, retires.

June 25: A car jumps a security fence and lands on the Red Line track just south of Silver Spring station, causing major delays during the evening rush hour.

June 29: Metro increases fares on bus and rail for the first time in eight years. Metrorail begins opening at 7 a.m. on weekends from terminal stations.

June 30: More than 100 Metro employees take advantage of "early-out" retirement package.

August 4: *The Washington Post* begins distributing its *Express* newspaper to Metro customers.

August 14: Robert J. Smith joins WMATA Board, filling vacancy left by retiring Cleatus Barnett.

September 7: Metro and Arlington County launch "Pike Ride," a family of bus routes offering frequent service and limited stops along Columbia Pike.

September 18: Metro closes at 11 a.m. in preparation for Hurricane Isabel. The weakened storm ultimately causes little damage to the system.

October 10: Metro opens the 1,000-space parking facility at Franconia-Springfield station.

October 23: The Authority launches Metro Matters, a campaign to raise awareness of the Authority's imminent need for capital funding.

October 27: The first of the reconditioned Breda 2000/3000 series rail cars rolls into service.

2004

January 17: Carlton Sickles, one of the fathers of Metro and Board member, passes away at 82.

February 11: WMATA breaks ground on a new parking garage at West Falls Church-VT/UVA station.

March 30: Metro launches a promotion for the Metrobus 30 routes in the District designed to build discretionary ridership via offers from participating retail outlets.

May 3: WMATA Board member Decatur Trotter, 72, dies at Johns Hopkins Hospital in Baltimore where he was undergoing treatment for bone cancer.

May 14: In preparation for a move to parking payment via SmarTrip card only, WMATA installs SmarTrip dispensing machines at stations with parking lots.

May 24: Walter Johnson is found guilty in the murder of MTPD Officer Marlon Morales.

May 29: Metro helps thousands of WWII veterans and their families get to the dedication of the Nat'l WWII Memorial on the National Mall.

Week of June 7: Metro provides transportation to those coming to Washington to take part in the ceremonies surrounding the funeral of Ronald Reagan.

June 9: Metro sets daily ridership record of 850,636 as thousands come to pay respects to Ronald Reagan.

June 27: Metro's second fare increase in as many years goes into effect.

June 28: Metro parking lots begin accepting SmarTrip as the only way to pay parking fees.

July 6: Metro opens the new 1,500-space parking facility at Grosvenor-Strathmore station.

August 9: All Metrobuses are now equipped with SmarTrip fareboxes.

September 20: Metro begins construction of the expanded mezzanine at King Street station.

September 27: Metrorail begins operating at 5 a.m. on weekdays from terminal stations.

October 21: Metro Board approves the "Metro Matters" \$3.3 billion six-year funding agreement that will address urgent capital needs including the purchase of 120 more railcars.

November 1: A new and improved Metro Web site makes its debut.

November 3: A non-revenue train collides with a revenue train at Woodley Park-Zoo/Adams Morgan station, injuring approximately 20 people. A subsequent investigation finds no equipment failure and cites the operator with gross violation of basic operations. The operator is dismissed.

November 13: Metro breaks ground on its first light rail line, a 2.7-mile stretch in Anacostia running from Pennsylvania Avenue near the John Phillip Sousa Memorial Bridge to Bolling Air Force Base.

November 16: An Open House and Town Hall Meeting at Metro Headquarters draws hundreds of citizens to voice concerns and hear questions answered by a panel

of Metro officials. Moderated by Bob Levey, former columnist for the Washington Post.

November 20: Metro opens New York Ave-Florida Ave-Gallaudet U station on the Red Line, the nation's first in-fill station.

December 11: A 1,200-space parking garage opens at West Falls Church-VT/UVA station on the Orange Line.

December 16: Through a first-ever joint promotion with ING Direct, an online banking service, Metro offers free morning rides on Metrorail, Metrobus and MetroAccess.

December 17: Lunchtalk Online—Metro's Web-based chat between the riding public and Metro officials—makes its debut.

December 18: The Blue Line Extension and its two new stations—Morgan Boulevard and Largo Town Center—opens on the east end of the Blue Line. This marks the first construction beyond Metro's original 103-mile planned system and the first Metrorail service beyond the Capital Beltway in PG County, Maryland.

2005

January 19: Metro experiences its fifth highest ridership day, providing 748,900 trips. The increased ridership is due in large part to the various inaugural events.

January 20: On this Inauguration Day, Metro provides 575,069 trips. Though concerns of safety and security were top of mind, no major incidents occur in the system or the city.

January 27: Board Member Dana Kauffman was sworn in as chairman for 2005. D.C. Councilmember Marion Barry joins the board as an alternate member, replacing David Catania.

March 18: Dan Tangherlini joins the Metro Board of Directors as an alternate member representing the District of Columbia. He replaces Calvin Nophlin.

March 30: Spring break and cherry blossom time draws visitors to the area, creating the sixth highest ridership day with 748,751 trips.

April 3: The return of baseball to D.C. draws many fans to Metro as the preferred way to get to RFK Stadium. Metro provides 232,084 trips on this Sunday with 19,000 entries and exits at Stadium-Armory station for the Nationals' exhibition game.

April 12: A second Town Hall Meeting is held, this time in Virginia. The event draws approximately 100 people.

April 21: For the first time, the public is allowed to speak at a WMATA Board Meeting. Eleven people take the opportunity to express their views and concerns.

2006

May 9: Metro rolls out its first "wrapped" (exterior covered in an advertisement) train which promotes a salad from McDonald's. The revenue from this new advertising outlet will be applied to improvements that benefit the customer.

May 18: Metro celebrates the sale of the one millionth SmarTrip card.

May 27: Train consist length returns to platform PIDS.

June 1: Following a reorganization of Rail into teams divided by lines, the Red Line Manager B.J. Jones begins her duties.

June 6: The first Chevy Chase Bank ATM is installed at Bethesda station. When complete, there will be 37 ATMs located throughout the Metrorail system.

June 25: The new six-story parking garage opens at College Park - U of MD station.

June 2005 is a ridership record-breaker with 18,556,046 trips provided, more than in any other month in Metro's history.

July 10: Metro-managed DC Circulator begins bus service for the downtown DC area with two routes.

August 1: The Board approves the use of Automatic Balancing Wheeled Conveyances on Metro. Their usage restrictions are similar to those of Bike On Rail.

August 19: Metro begins charging \$25 for parking at Largo Town Center and Morgan Boulevard stations on games days at FedEx Field.

September 26: Just over four years after 9-11, Metro begins installing explosion containment trash cans on Metro station platforms.

October 1: The Public Access to Records Policy (PARP) takes effect. The policy is designed to protect the privacy of individuals and align WMATA's policy more closely with the federal government's Freedom of Information Act (FOIA).

October 8: The six-level, 1,272 space parking facility opens at White Flint station.

October 22: Bus operator Robert Miles wins his 17th Metrobus Rodeo, competing against 19 fellow bus operators.

October 29: The eight-level, 1,850 space parking facility opens at New Carrollton station.

November 4: WMATA dedicates its 1957 Metrobus in honor of civil rights activist Rosa Parks. It is used to transport Parks family members in the procession to the U.S. Capitol.

December 15: The Board establishes a first-ever Riders Advisory Council. The 21-member group will provide input from riders and public transit oriented organizations to Metro managers and the Board.

January 18: Gladys Mack is sworn in as Board chairperson for 2007, succeeding Dana Kauffman.

January 25: The Riders Advisory Council holds its first official meeting.

January 26: Six new diesel electric hybrid Metrobuses begin service out of Landover and Montgomery bus divisions.

January 30: Metro begins operating some eight-car trains during the morning peak period on the Orange Line to test whether fewer, longer trains could ease the bottleneck around Rosslyn station.

February 3: Randi Miller is chosen out of 1,258 people to be the new voice of Metro. She is to record new door announcements and other station announcements. The search for the new voice received national and local media coverage.

February 15: Board chairperson Gladys Mack swears in Dan Tangherlini as interim general manager after Richard A. White steps down.

March 3: Metro begins testing new 6000 Series railcars during revenue service without passengers. The railcars feature a different seating configuration than past series.

March 27: Metro marks its 30th Anniversary.

April 4: Tunnel advertising, a first for the Metrorail system, debuts on the Red Line between Metro Center station and Judiciary Sq. station. Tunnel ads are expected to generate \$400,000 in FY'06 and \$700,000 in FY'07.

July 11: Metrobus becomes 100% accessible for people with disabilities.

July 31: A test railcar with a more open floorplan and more bench seating is placed into service.

September 22: WMATA opens an escalator/elevator training lab at the Carmen Turner Facility. The facility also will be available to fire, police and emergency response departments from local jurisdictions.

October 4: Interim General Manager Dan Tangherlini announces he will leave WMATA and join the new D.C. government later this year. Board resumes search for a permanent replacement.

November 6: Board selects Jack Requa to serve as acting general manager while search for a permanent GM continues.

November 7: Selected Metrobus routes get Next Bus technology which allows customers to find out when the next bus will arrive at their stop.

November 11: This Veterans Day marks the first of four holidays that Metro will begin offering regular service.

November 16: John B. Catoe, Jr. accepts offer to become WMATA's new general manager.

November 30: WMATA trackworkers Leslie Cherry and Matthew Brooks are struck by a train near Huntington station. Neither survive the accident.

2007

January 25: John B. Catoe, Jr. joins WMATA as General Manager. Catoe previously served as Deputy Chief Executive Officer for the Los Angeles County Metro system.

March 23: Helen Lew is sworn in as Metro's first Inspector General.

March 19: Metrobus Route 79, better known as Metro Extra, begins service along the Georgia Avenue corridor, offering customers faster, limited stop service.

March 27: At the U.S. Postal Service's Vehicle Maintenance Facility, President Bush praises Metro for using alternative fuel.

April 2: Metro parking facilities at Anacostia, Vienna, Franconia-Springfield, New Carrollton, Shady Grove and Largo Town Center begin accepting major credit cards as payment in addition to SmarTrip® cards.

June 8: Red platform lights are installed at L'Enfant Plaza station. The red lights cost less than the traditional white lights and are better at keeping customers away from the platform edge.

November 30: Metro Transit Police moves into the new Marlon F. Morales Substation, named in honor of the officer killed in the line of duty in 2001.

2008

January 6: Fares on Metrorail and Metrobus increase. This represents the first fare hike since 2004 and is the first time the use of a SmarTrip® card provides a discount on Metrobus.

March 29: Metrorail carries baseball fans to the new Nationals Ballpark at Navy Yard station for the first games of the season.

April 17: Metrorail again carries thousands of people to Nationals Ballpark, this time for the Papal Mass.