

METRO MEDIA GUIDE



Washington Metropolitan Area Transit Authority
MetroOpensDoors.com

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METRO HISTORIC PROFILE

The Washington Metropolitan Transit Authority (WMATA) was created by an interstate compact in 1967 to plan, develop, build, finance and operate a balanced regional transportation system in the National Capital Area. The Authority began building its rail system in 1969, acquired four regional bus systems in 1973 and began operating the first phase of Metrorail in 1976.

Today, Metrorail serves 86 stations and has 106 miles of track. A fleet of 1,116 rail cars provides service from 5 a.m. to midnight Monday through Thursday, 5 a.m. to 3 a.m. on Friday, 7 a.m. to 3 a.m. on Saturday, and 7 a.m. to midnight on Sunday.

Metrobus serves the nation's capital 24-hours-a-day, seven-days-a-week with 1,500 buses. Metrorail and Metrobus serve a population of 3.4 million within a 1,500 square mile jurisdiction.

Metro's paratransit service, MetroAccess, began in 1994. It provides about 1.7 million trips per year. The MetroAccess provider is MV Transportation.

MEDIA INFORMATION AND INQUIRIES

The purpose of the 2009 Media Guide is to provide news organizations with information to work most effectively with the staff at the transit authority.

All media inquiries should be directed to the Office of Media Relations at (202) 962-1051. Office hours are 8 a.m. to 5:30 p.m. Monday through Friday. In the event of an operations emergency after hours, and on the weekend, media should call the after hours pager. To get that number, call the office between 8 a.m. and 5:30 p.m., weekdays. For breaking news, you can also call Metro's Breaking News Media Line 24-hours-a-day at (202) 962-2007.

The Office of Media Relations acts as the office of the press secretary for the General Manager and other key Metro officials. All media calls to any Metro employee about Metro business and issues are required to go through the Office of Media Relations. Officials there will answer your questions or line up interviews for you. All requests for interviews with Metro representatives should be made in advance to the Media Relations Office at (202) 962-1051. We will try to provide a spokesperson or subject-matter expert who can best address the topic of the interview.

A media relations representative will assist reporters, editors and producers by providing information concerning general agency issues including policy, rail, bus and paratransit service, operations, government relations, labor, law, safety, marketing, real estate and filming requests.

The Metro Web site (MetroOpensDoors.com) also provides extensive information about Metro under the "News" and Media Relations sections.

We will make every effort to meet media deadlines, however, we ask that media representatives provide us with ample time, particularly when requesting an

interview or detailed information that may require us to do some research to get the answers.

A working press room with telephones, work stations and computer internet access is located adjacent to the Metro meeting rooms in the lobby level of the Jackson Graham Metro Headquarters Building, 600 Fifth Street, NW, Washington, DC 20001. The press room is open for reporters to use during and after Board and Committee meetings.

NEWS RELEASES

News releases are issued to describe Metrorail, Metrobus and MetroAccess service changes, customer service enhancements, breaking news, new initiatives, Board approved actions, and notices to passengers during severe weather. Representatives of wire services, newspapers and television and radio outlets receive releases emailed directly to them at their request. Individuals may also sign up to receive email messages each time a news release is posted to the Web site at this URL: http://www.wmata.com/about_metro/news/subscribe.cfm. Please advise a media relations staff member if you would like to be placed on our list, or if your email or telephone number changes. News releases are posted on our website when they are issued. If you would like to receive news releases or media advisories directly, please call the Media Relations Office at (202) 962-1051 and ask to be added to the list.

PRESS CONFERENCES AND MEDIA EVENTS

When Metro has a major announcement that will affect Metrorail, Metrobus and/or MetroAccess passengers, or would like to draw the public's attention to an issue of significance, a news conference may be called. Advance media advisories will be issued via email to alert representatives of the media of the upcoming event, and press releases and other material will be provided at the event.

PUBLIC MEETINGS

Journalists are welcome to observe meetings of the Metro Board of Directors and their various committee meetings that are open to the public. You may film and/or record these meetings. We will gladly assist you with placement of cameras and microphones, as needed.

The schedule of public Board meetings is on the Metro Web site at http://www.wmata.com/about_metro/board_of_directors/meetings.cfm. Most meetings are held on the second and fourth Thursday of each month.

FILMING AND PHOTOGRAPHY REQUESTS

If you want to film, photograph or interview customers on Metro property, please make your request through the Media Relations Office at (202) 962-1051.

When filming (live or taped), taking a still photograph or conducting interviews while on Metro property, please allow our customers to enter/leave rail cars, buses, escalators and elevators without obstruction. Please do not block or restrict the movement of Metrorail and/or Metrobus customers.

When filming inside Metrorail stations, please do so only with hand-held cameras. No tripods are permitted as they block the movement of customers on platforms and inside the station mezzanine areas, and present a safety hazard.

SERIOUS AND POLICE INCIDENTS

It is our policy to share information on serious incidents with the media as soon as possible. We also are eager to provide you with updates as more information on serious incidents becomes available to us.

In the event of a serious rail or bus incident or a police incident, you can reach us by pager during weekends and evenings or at the office during business hours Monday through Friday from 8 a.m. to 5:30 p.m. at (202) 962-1051. Breaking news can also be accessed from the 24-hour breaking news media line at (202) 962-2007.

PARKING AND LIVE SHOTS

Media wishing to report live from a Metrorail station may park their vehicles at a rail station upon request, if parking is available. Please call the Office of Media Relations at 202-962-1051 before arriving at a station.

INCLEMENT WEATHER

Adverse weather conditions such as snow and ice could affect Metrorail, Metrobus or MetroAccess operations. Eight inches of measureable snow or greater could force Metro to operate underground rail service only. The Office of Media Relations will provide up-to-date information on any weather-related service changes. The best place to call for information is Metro's Breaking Newline: 202-962-2007.

PUBLIC ACCESS TO RECORDS POLICY

In May 2005, the Metro Board of Directors adopted a Public Access to Records Policy (PARP), more closely aligning it with the federal Freedom of Information Act (FOIA) and federal practice, although it is tailored to the way that Metro operates.

The policy conforms time frames for processing requests with FOIA; tailors FOIA's exemptions to Metro's operations; provides for judicial review; and exempts individual SmarTrip data/information and personal information from disclosure, except in limited instances.

News reporters looking for specific information or documents, should refer to the policy, which is posted on the Internet at: http://www.wmata.com/about/met_news/pressroom/press_room.cfm.

METRO MANAGEMENT TEAM



General Manager - John B. Catoe, Jr.

John B. Catoe, Jr. has more than 27 years of experience in public transportation. As General Manager, he oversees the second largest rail transit system and the fifth largest bus network in the United States with more than 10,000 employees, a \$2.2 billion budget and a \$3.1 billion five-year Capital Improvement Program.

Upon joining Metro in January 2007, Catoe immediately focused on a complete overhaul of the transit system with the goal of operating Metro in the most efficient and cost-effective manner without sacrificing safety or service for customers. Faced with a fiscal year 2008 budget shortfall of more than \$100 million, Catoe made cuts and program changes that avoided a fare increase in 2007 and yielded \$34 million in savings. He also launched an organization-wide safety improvement program to place greater emphasis on system safety for customers and employees. The five-year safety program aims to change the culture of the organization, increase accountability, reduce bus and rail accidents by 50 percent, create a safer work environment for employees and reduce work-related injuries.

Catoe also worked toward a comprehensive fare policy for Metro. Along with approval of the first fare increase in four years (in 2008) came a commitment from the Metro Board to consider fare changes every two years - a huge step toward a predictable and understandable approach to fare increases.

For six years prior to coming to Metro, Catoe was the Deputy Chief Executive Officer of the Los Angeles County Metropolitan Transportation Authority. In that capacity, he oversaw the agency's multi-modal operations with more than 2,600 buses, three light rail lines, one heavy rail line and the motorist aid program, including the Freeway Service Patrol and highway call boxes. He also oversaw the LA transit agency's planning, law enforcement, homeless assistance program, safety and facilities.

Originally from Washington, D.C., Catoe is a product of the local school system. His father was a D.C. cab driver. Catoe started his public transportation career at the Orange County Transit District in the personnel department as an Employee Training and Development Administrator in 1979 and when he left, 17 years later, he was Director of Operations. In 1996 he became Director of Transit Services for the City of Santa Monica (Big Blue Bus), and under his direction, the American Public Transportation Association (APTA) recognized the agency as the number one transit agency in the nation in 1997 and 2000.

Catoe has a Bachelor of Science degree in business administration from the University of Redlands in Redlands, Calif. He currently serves as the 2008 Chairman of Leadership APTA.

HISTORY OF METRO'S GENERAL MANAGERS

John B. Catoe, Jr.	January 2007 to present
Jack Requa (Acting)	November 2006 to January 2007
Dan Tangherlini (Interim)	February 2006 to November 2006
Richard A. White	August 1996 to February 2006
Robert Polk (Acting)	March 1996 to August 1996
Larry G. Reuter	March 1994 to March 1996
David L. Gunn	March 1991 to March 1994
William A. Boleyn (Acting)	December 1990 to March 1991
Carmen E. Turner	May 1983 to December 1990
Richard S. Page	May 1979 to May 1983
Theodore C. Lutz	November 1976 to May 1979
Warren D. Quenstedt (Acting)	February 1976 to November 1976
Jackson Graham	February 1967 to February 1976

METRO'S BOARD OF DIRECTORS

The Metro Board of Directors is comprised of six voting and six alternate members. Maryland, the District of Columbia and Virginia appoint two voting and two alternates each. Their biographies are listed below.



Principal Directors:

**Jim Graham — District of Columbia
Chairperson**

**Term Expires: Serves at the pleasure of the Chair of the District of
Columbia City Council**

Jim Graham was appointed to the Metro Board in January 1999. He currently serves as the Board Chair. He served as First Vice Chair of the Board in 2008 and served as Chair of the Board in 2003. He also serves on the Council of the District of Columbia, representing Ward 1. He served as Executive Director of the Whitman-Walker Clinic from 1984 to 1998. Previously, Graham served as Staff Counsel for Senator Abe Ribicoff (D-Conn) and Clerk to Supreme Court Chief Justice Earl Warren. Graham is licensed to practice law in the District of Columbia and before the U.S. Supreme Court.

Graham earned a Bachelor's degree from Michigan State University and received a juris doctor degree from the University of Michigan Law School and an L.L.M. from Georgetown University Law Center.



Peter Benjamin — Maryland
First Vice Chairperson

Term Expires: June 1, 2010 (Was appointed by Maryland Governor Martin O'Malley.)

Peter Benjamin was appointed to the Metro Board in 2007. He currently serves as First Vice Chairperson. He represents Montgomery County as a voting Board member. He retired from Metro in March 2006, after 20 years of service, the last 13 as Chief Financial Officer. While at Metro, Benjamin also spent four years as Director of Planning and three years as a Senior Financial Advisor. Prior to that, he was an Associate Administrator at the Federal Transit Administration. In that capacity, he provided transit financial assistance nationwide and oversaw technology development, safety, and training.

Benjamin earned a doctorate in systems synthesis and design from Northwestern University, a master's in aeronautics and astronautics from Massachusetts Institute of Technology, and a bachelor's degree in aeronautical engineering and astronautics from Rensselaer Polytechnic Institute. Benjamin has served Montgomery County as Mayor of Garrett Park for three terms.



Catherine Hudgins — Virginia
Second Vice Chairperson

Term Expires: Pursuant to the Metro Compact, Virginia Board members are appointed annually and have to be a member of the Northern Virginia Transportation Commission (NVTC).

Catherine Hudgins was appointed to the Metro Board in January 2004 as an Alternate Board member, representing Fairfax County, VA. She currently serves as the Second Vice Chairperson. In 2008, Hudgins was appointed as Principal Board member. Hudgins was elected to the Fairfax County Board of Supervisors in November 1999. She is currently Chairperson of the Fairfax Board's Human Services and Housing and Community Development Committee. Hudgins is a member of the Transportation Planning Board, the Metropolitan Washington Council of Governments (COG) Board of Directors, and the Human Services Policy Committee. She is also a member of the Northern Virginia Regional Commission and chairs its Human and Community Services Committee. She is a member of Route 28 Highway Transportation Improvement District Commission, and Secretary of the Area Health Education Center. Additionally, Hudgins is a member of the Virginia Association of Counties Board of Directors and was appointed by then Virginia Governor Mark Warner to the State Emergency Medical Services Advisory Board.

Hudgins earned a Bachelor of Science degree in Mathematics Education from the University of Arkansas at Pine Bluff and a Masters of Public Administration from George Mason University.



Neil O. Albert — District of Columbia

Term Expires: Serves at the pleasure of the Mayor of the District of Columbia.

Neil O. Albert, the District of Columbia's Deputy Mayor for Planning and Economic Development, was appointed to Metro's Board of Directors in November 2008, as a voting representative.

As Deputy Mayor for Planning and Economic Development, Albert is responsible for executing District of Columbia Mayor Adrian M. Fenty's economic development strategy and managing the development of public-private housing, retail, office and parks projects throughout the District. Albert is also responsible for the District's efforts to create and preserve affordable housing and he oversees the District's business attraction and retention initiatives.

Before joining the Fenty administration in 2007, Albert was co-founder and CEO of EdBuild, an educational services firm working to increase the number of high-performing schools in the District. He spent five years as a senior member of former Washington Mayor Anthony A. Williams's administration and held a number of senior level positions in the public and private sector in New York City.



Elizabeth "Betty" Hewlett — Maryland

Term Expires: June 1, 2010 (Was appointed by Maryland Governor Martin O'Malley)

Elizabeth Hewlett represents Prince George's County and is a principal in the law firm of Shipley & Horne, P.A. She was appointed to the Metro Board and served as Chairperson in 2007. Ms. Hewlett previously served as the longest serving Chair of the Prince George's County Planning Board and as Chair of the Maryland-National Capital Park and Planning Commission (M-NCPPC). She was the first African American and first woman to hold these positions. As Chair, she served on the Commission's Executive and Finance Committees, as well as Vice Chair of the M-NCPPC Employee Retirement System Board. Prior to her Chair appointment, Hewlett served as Associate General Counsel to the Commission; as Associate Attorney with the law firm of Meyers, Billingsley, Shipley, Curry, Rodbell and Rosenbaum; as Staff Counsel for the Legal Aid Bureau; and as staff with the Prince George's County Attorney's Office and the Prince George's County Council.

Hewlett earned a Bachelor of Science degree from Tufts University and a law degree from Boston College Law School.



Christopher Zimmerman — Virginia

Term Expires: Pursuant to the Metro Compact, Virginia Board members are appointed annually and have to be a member of the Northern Virginia Transportation Commission (NVTC).

Christopher Zimmerman served as the Chairperson of the Board in 2008 and in 2002. He has served on the Metro Board as a Principal Member representing Arlington County, VA, since January 1998. He has served on the Arlington County Board since 1996, and served as Chairman of the Arlington County Board in 1998, 2002 and 2006.

In 2005, Zimmerman was appointed by former Virginia Governor Mark Warner to a 17-member study commission on "Transportation in Urbanized Areas," which recommended strategies for better integrating planning and transit options in Virginia's urban communities. Most recently, Zimmerman was appointed by former Virginia Governor Tim Kaine to a four-year term on the Secure Commonwealth Panel, which monitors and assesses Virginia's emergency response initiatives.

Zimmerman was formerly Chief Economist and Committee Director for Federal Budget and Taxation at the National Conference of State Legislatures, where he worked from 1987 to 1998.

He holds a Master of Arts degree in Economics from the University of Maryland and a Bachelor of Science degree in Political Science and Economics from The American University.

Alternate Directors



William "Bill" D. Euille — Virginia

Term Expires: Pursuant to the Metro Compact, Virginia Board members are appointed annually and have to be a member of the Northern Virginia Transportation Commission (NVTC).

William Euille joined the Metro Board in July 2000 as an Alternate Board member representing the City of Alexandria, VA., where he serves as Mayor. Prior to being elected Mayor, he served on the Alexandria City Council. Euille is Founder/President/CEO of William D. Euille & Associates, Inc., a construction services company formed in April 1987 with offices in Washington, DC, and Alexandria, VA. Euille began his business career in 1972 as an accountant with A.A. Beiro Construction Company, where he held a variety of increasingly responsible positions, ultimately serving as Vice President/Controller.

Euille earned a Bachelors of Arts degree in accounting from Quinnipiac College in Hamden, CT.



Jeffrey C. McKay — Virginia

Term Expires: Pursuant to the Metro Compact, Virginia Board members are appointed annually and have to be a member of the Northern Virginia Transportation Commission (NVTC).

Jeffrey C. McKay joined the Metro Board in January 2008 as an Alternate Director from Fairfax County, VA. He currently serves as the Lee District Supervisor. He is a sworn Reserve Deputy Sheriff for Fairfax County, a member of the Southeast Health Planning Task Force, and a former board member of United Communities Ministries (UCM) and the Fairfax County Board of Supervisors Committee on Reapportionment.

McKay earned a Bachelors of Arts degree in Public Administration from James Madison University and is a graduate of the Sorenson Institute of Political Leadership at the University of Virginia.



Marcell Solomon — Maryland

Term Expires: Appointed by the County Executive of Prince George's County.

Marcell Solomon was appointed to the Metro Board in March 2003 as an Alternate Board member from Prince George's County, MD. He practices law at Solomon & Martin in Greenbelt, MD, with broad experience in handling commercial litigation and securities transactions. Solomon previously practiced law with Cadwalader, Wickersham & Taft in New York City from 1986 to 1994.

Solomon holds a Bachelor of Science degree from Benedict College in South Carolina, a Master's degree from Howard University and juris doctor from Howard University School of Law.



Gordon Linton — Maryland

Term Expires: Appointed by Montgomery County Executive.

Gordon Linton was appointed to the Metro Board in May 2004 as an Alternate Board member representing Montgomery County, MD. He is the former U.S. Federal Transit Administrator (1993 to 1999 during President Clinton's administration), and he is widely recognized for advocating and promoting transit and commuter tax benefits. Linton has an acknowledged record of accomplishment in advancing and executing transportation and other public policies at the local, state and national level. He was a major architect of the Federal Transit Authorization Act of 1998. He launched the Federal Transit Commuter Choice Program and the Livable Communities Initiative to strengthen the link between transit services and communities. He is a Senior Advisor and Vice President of Business Development with WageWorks, Inc.



Michael Brown — District of Columbia

Term Expires: Serves at the pleasure of the Chair of the District of Columbia City Council.

Michael Brown was appointed to the Metro Board in January 2009 as an Alternate Board member. He serves on the Council of the District of Columbia in an At-Large capacity.

Brown has served on the boards of several local organizations, including the Boys and Girls Club and the Whitman Walker Clinic. He is the managing director for government affairs at Edwards, Angell, Palmer & Dodge, a corporate law firm.

Brown received his undergraduate degree from Clark University in Massachusetts and his law degree from Widener University School of Law in Delaware.



Anthony Giancola — District of Columbia

Term Expires: Serves at the pleasure of the Mayor of the District of Columbia.

Anthony Giancola was appointed to the Metro Board in February 2007 as an Alternate Board member. He served in the Civil Engineer Corps of the U.S. Navy for 20 years before retiring from active duty in 1987.

In 1998, he helped found and presently serves on the Board of Directors of the Gateway Georgia Avenue Revitalization Corporation, a community development corporation that coordinates economic and commercial revitalization efforts along Georgia Avenue in Washington, DC. He has served as the Public Works Director for the City of Takoma Park, MD, and as the Chief Engineer in the Public Works Department in Frederick County, MD. He is a licensed professional engineer in the District of Columbia and Maryland.

Giancola earned a Bachelor of Science degree in Civil Engineering from Syracuse University and a Master of Science degree in Civil Engineering, and a master of public works engineering and administration from the University of Pittsburgh.

METRO BOARD OF DIRECTORS COMMITTEE ASSIGNMENTS

Customer Service, Operations and Safety Committee

Chris Zimmerman - Chair

Michael Brown - Vice Chair

Planning, Development and Real Estate Committee

Neil O. Albert - Chair

Elizabeth Hewlett - Vice Chair

Finance, Administration and Oversight Committee

Peter Benjamin – Chair

William Euille - Vice Chair

Technology Review Committee (ad hoc)

Peter Benjamin

Tony Giancola

Jeff McKay

All Board members are members of each committee.

METROBUS FACTS AT A GLANCE

General Information

FY2009 Budget	\$500.2 million
Average Weekday Boardings	461,223 (as of May 2008)
Average Saturday Boardings	233,733 (as of May 2008)
Average Sunday Boardings	147,708 (as of May 2008)
Boardings in FY2008	133 million
Metrobus Stops	12,000
Metrobus Fleet	1,507
Service Area	1,500 square miles
Bus Routes	340
Miles Traveled in FY 2008	50,291,000
Full and Part Time Bus Operators	2,410
Mechanics and Maintenance	825
Metrobus Fare	\$1.35 cash, \$1.25 SmarTrip®
Express Bus Fare	\$3.10 cash, \$3 SmarTrip®

Top Ten Metrobus Routes – As of May 2008 (statistics updated each May)

Route	Average Weekday Ridership
30, 32, 34, 35, 36 - Pennsylvania Avenue	18,990
S2, S4 - 16th Street	14,360
C2, C4 - Greenbelt/Twinbrook	14,105
70, 71 - Georgia Avenue/7th Street	13,885
X2 - Benning Road/H Street	13,846
90, 92, 93 - U Street Line - Garfield	13,636
52, 53, 54 - 14th Street	13,573
A2-8, A42-48 - Anacostia-Congress Heights	11,315
Q2 - Veirs Mill Road	9,971
80 - North Capitol Street	8,449

Metrobus Division/Garages

Bladensburg	2251 26th St., NE, Washington, DC
Northern	4615 14th St., NW, Washington, DC
Western	5230 Wisconsin Ave. NW, Washington, DC
Montgomery	5400 Marinelli Road, Rockville, MD
Landover	3433 Pennsy Drive, Hyattsville, MD
Southern Avenue	4421 Southern Ave, Coral Hills, MD
Four Mile Run	3501 S. Glebe Road, Arlington, VA
Arlington	707 N. Randolph St., Arlington, VA
Royal Street	600 North Royal St, Alexandria, VA

Metrobus Active Fleet Profile

Manufacturer	Entered Service	Number of Buses	Average Age
Metro Flxible	1993	12	16
Metro Flxible	1994	138	15
Orion (V)	1997	263	12
Orion (V)	2000	132	9
Orion (VI)	2000	100	9
New CNG	2001	100	8
New CNG	2002	64	7
Neoplan	2003	21	6
Thomas	2003	4	6
Orion VII – CNG	2005	250	4
Hybrid Electric	2006	50	3
Clean Diesel	2006	117	3
New Flyer-CNG	2007	25	2
TAGS	2007	6	2
NABI	2008	22	1
New Flyer-Hybrid	2008	103	1
New Flyer – Hybrid	2009	58	
New Flyer – Hybrid	2009	22	
New Flyer – Hybrid	2009	20	
TOTAL		1,507	7



Metrobus Rider Profile for 2007

Gender:	Female:	66%
	Male:	34%
Education:	Some college or less:	41%
	College degree or more:	59%
Employment:	Employed:	77%
	Not employed:	23%
Household Vehicles:	None:	20%
	One:	35%
	Two:	30%
	Three+:	15%
	Mean number of vehicles:	1.5
Mean Number of Years Living in DC Area:		14.4
Age:	18-35:	24%
	36-55:	45%
	56-75:	27%
	Over 75:	3%
	Mean number of years:	46.9
Race:	White/Caucasian:	47%
	Net: Minority:	53%
	Hispanic/Latino:	6%
	Black/African American:	43%
	Asian/Pacific Islander:	4%
Income:	Less Than \$75,000:	53%
	\$75,000 or more:	47%
	Mean:	\$68,690
	Median:	\$69,620



METRORAIL FACTS AT A GLANCE

General Information

FY2009 budget:	\$761.3 million
Average Weekday Passenger Trips:	747,269 (May 2008)
Average Saturday Passenger Trips:	360,207 (May 2008)
Average Sunday Passenger Trips:	268,288 (May 2008)
Passenger Trips in FY2008:	209,721,000 trips
System size:	106.3 miles
Rail stations:	86
Subway (below ground stations):	50.50 miles, 47 stations
Surface (above ground stations):	46.31 miles, 33 stations
Aerial:	9.22 miles, 6 stations
Cost to build rail system:	\$10 billion
Peak Fare (Weekday 5-9:30 a.m., 3-7 p.m.; 2-3 a.m. Friday/Saturday nights):	\$1.65 minimum; \$4.50 maximum
Off Peak Fare:	\$1.35 minimum; \$1.85 mid range; \$2.35 maximum

Fleet

Series	Manufacturer	Number of Cars	Status
1000	Rohr	290	in service
2000/3000	BREDA	364	in service
4000	BREDA	100	in service
5000	CAF	190	2 damaged in accident
6000	Alstom	184	in service

Metrorail Line Service Personnel

Personnel	Red Line	Blue/Orange Line	Yellow/Green Line
Station Managers	84	226	115
Train Operators	77	261	113
Cleaners	65	73	64

Metrorail Train Deployment

Rail Line	Four-Cars	Six-Cars	Eight-Cars	Total Cars
Red		37	7	278
Blue		23		138
Orange		21	9	198
Green		13	7	134
Yellow		10		60
Gap		1	3	22
Total				830

Metrorail Stations by Local Jurisdictions

Jurisdiction	Miles	Stations
District of Columbia	38.30	40
Maryland		
Montgomery County	18.43	11
Prince George's County	19.86	15
Total Maryland	38.31	26
Virginia		
Alexandria	6.11	3
Arlington	12.19	11
Fairfax County	11.17	6
Total Virginia	29.47	20

Metrorail's Top 20 Weekday Ridership Days – As of March 2009

Number	Date	Ridership	Event
1	January 20, 2009	1,120,000	Obama Inauguration Day
2	January 19, 2009	866,681	Obama Inaugural Events
3	July 11, 2008	854,638	Baseball/Women of Faith
4	June 9, 2004	850,636	Reagan State Funeral
5	June 25, 2008	846,388	Smithsonian Folk Life Festival/Baseball
6	July 10, 2008	844,530	Baseball
7	July 8, 2008	835,072	Baseball/Basketball
8	July 2, 2008	834,956	Smithsonian Folk Life Festival
9	April 3, 2007	831,508	Cherry Blossoms/Baseball
10	June 24, 2008	831,464	Baseball/Basketball
11	June 20, 2008	829,998	Baseball/Basketball
12	April 24, 2008	828,973	Baseball/Basketball
13	April 17, 2008	828,418	Papal Visit/Soccer
14	April 11, 2008	828,132	Baseball/Cherry Blossoms
15	June 27, 2008	825,862	Smithsonian Folk Life Festival/Baseball
16	June 18, 2008	823,516	No Event
17	July 1, 2008	822,931	No Event
18	April 10, 2006	821,283	Immigrant Rally
19	June 19, 2008	819,979	No Event
20	June 26, 2008	819,722	Smithsonian Folk Life Festival

Busiest Metrorail Stations

Number	Metrorail Station	Entries
1	Union Station	32,935
2	Metro Center	29,798
3	Farragut North	26,934
4	Dupont Circle	24,149
5	Farragut West	24,121
6	L'Enfant Plaza	21,924
7	Gallery Pl-Chinatown	21,921
8	Foggy Bottom	20,560
9	McPherson Square	16,441
10	Pentagon City	16,339

Average weekday ridership measured every May.

Average Metrorail Weekday Ridership

Red Line	276,489 (37%)
Orange Line	186,817 (25%)
Blue Line	119,563 (16%)
Green Line	104,617 (14%)
Yellow Line	59,781 (8%)

Numbers based on May 2008 average weekday ridership.

Metrorail Derailment History

In Metro's 33-year history, there have been seven in-service train derailments.

Date	Location	Injuries/Fatalities
March 27, 2009	Between Bethesda and Friendship Heights	No injuries
June 9, 2008	Between Rosslyn and Court House	No injuries
January 7, 2007	Mt. Vernon Sq/7th St Convention Center	23 non-life threatening injuries
June 13, 2003	Silver Spring	No injuries
January 20, 2003	Ronald Reagan Washington National Airport	No injuries
July 6, 1998	Between Cheverly and Deanwood	No injuries
January 13, 1982	Between Federal Triangle and Smithsonian	3 fatalities

Metrorail Rider Profile As of 2007

Gender:	Female:	53%
	Male:	47%
Education:	Some college or less:	20%
	College degree or more:	80%
Employment:	Employed:	82%
	Not Employed:	18%
Household Vehicles:	None:	2%
	One:	28%
	Two:	46%
	Three+:	24%
	Mean number of vehicles:	2.0
Mean Number of Years Living in DC Area:		14.6
Age:	18-35:	21%
	36-55:	49%
	56-75:	27%
	Over 75:	3%
	Mean number of years:	47.8
Race:	White/Caucasian:	74%
	Net: Minority:	26%
	Hispanic/Latino:	4%
	Black/African American:	19%
	Asian/Pacific Islander:	3%
Income:	Less Than \$75,000:	27%
	\$75,000 or more:	73%
	Mean:	\$91,210
	Median:	\$102,110



METRO RAIL AND METROBUS FARE HISTORY

METRO RAIL												
PEAK							OFF-PEAK					
Boarding Charge (0-3 Miles)	1st Tier (3-6 Miles)	2nd Tier (6+ Miles)	Maximum Fare	Maximum Fare Distance	Maximum Possible Trip Distance	Maximum Possible Fare - No Cap	Maximum Possible Distance to Metro Center	Maximum Possible Fare to Metro Center	Boarding Charge (0-7 Miles)	Mileage Charge	1st Tier (7-10 Miles)	2nd Tier (10+ Miles)
\$0.55			\$0.55		NA	NA	NA	\$0.55	\$0.40			
\$0.55			\$0.55		NA	NA	NA	\$0.55	\$0.40			
\$0.40	\$0.08		\$0.70		6.6	\$0.67	4.3	\$0.67	\$0.40	\$0.04		
\$0.40	\$0.09		\$1.00		10.3	\$1.02	6.3	\$1.02	\$0.40			
\$0.45	\$0.10		\$1.50		14.3	\$1.52	10.2	\$1.14	\$0.50			
\$0.55	\$0.12		\$1.95		15.2	\$1.96	10.2	\$1.38	\$0.50			
\$0.60	\$0.13		\$2.15		15.2	\$2.13	10.2	\$1.50	\$0.60			
\$0.65	\$0.13		\$2.25		15.2	\$2.24	10.2	\$1.59	\$0.65			
\$0.75	\$0.15		\$2.50		15.2	\$2.52	10.2	\$1.80	\$0.75			
\$0.80	\$0.16	\$0.130	\$2.40	14.7	17.3	\$2.73	10.2	\$1.81	\$0.80			
\$0.85	\$0.16	\$0.135	\$2.55	15.0	25.6	\$3.98	17.4	\$2.87	\$0.85		\$1.00	\$1.10
\$1.00	\$0.16	\$0.145	\$2.85	15.4	25.6	\$4.32	17.4	\$3.14	\$1.00		\$1.25	\$1.50
\$1.00	\$0.19	\$0.165	\$3.15	15.6	26.5	\$4.96	17.4	\$3.46	\$1.00		\$1.50	\$2.00
\$1.10	\$0.19	\$0.165	\$3.25	15.6	26.5	\$5.06	17.4	\$3.56	\$1.10		\$1.60	\$2.10
\$1.10	\$0.19	\$0.165	\$3.25	15.6	29.5	\$5.54	17.4	\$3.56	\$1.10		\$1.60	\$2.10
\$1.20	\$0.21	\$0.185	\$3.60	15.6	29.5	\$6.17	17.4	\$3.95	\$1.20		\$1.70	\$2.20
\$1.35	\$0.22	\$0.195	\$3.90	15.6	29.5	\$6.59	17.4	\$4.24	\$1.35		\$1.85	\$2.35
\$1.65	\$0.27	\$0.240	\$4.50	15.6	29.5	\$8.10	17.4	\$5.20	\$1.35		\$1.85	\$2.35

	METROBUS						
	DC Base		MD Base		VA Base		Express
	Peak	Off-Peak	Peak	Off-Peak	Peak	Off-Peak	
09/01/75	\$0.40	\$0.40	\$0.50	\$0.40	\$0.50	\$0.40	NA
03/29/76	\$0.40	\$0.40	\$0.50	\$0.40	\$0.50	\$0.40	NA
03/21/77	\$0.40	\$0.40	\$0.50	\$0.40	\$0.50	\$0.40	NA
07/01/77	\$0.50	\$0.40	\$0.50	\$0.40	\$0.50	\$0.40	NA
07/02/78	\$0.50	\$0.40	\$0.50	\$0.40	\$0.50	\$0.50	NA
07/01/79	\$0.50	\$0.40	\$0.55	\$0.40	\$0.55	\$0.50	NA
06/29/80	\$0.55	\$0.50	\$0.60	\$0.45	\$0.60	\$0.60	NA
01/01/81	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	NA
12/05/81	\$0.65	\$0.65	\$0.65	\$0.65	\$0.65	\$0.65	NA
04/16/83	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	\$0.75	NA
06/30/84	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	NA
07/01/89	\$0.85	\$0.85	\$0.85	\$0.85	\$0.85	\$0.85	NA
06/29/91	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	NA
06/27/92	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	NA
06/24/95	\$1.10	\$1.10	\$1.10	\$1.10	\$1.10	\$1.10	NA
06/20/99	\$1.10	\$1.10	\$1.10	\$1.10	\$1.10	\$1.10	\$2.00
06/29/03	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20	\$2.50
06/27/04	\$1.25	\$1.25	\$1.25	\$1.25	\$1.25	\$1.25	\$3.00
01/06/08	\$1.35	\$1.35	\$1.35	\$1.35	\$1.35	\$1.35	\$3.10

Shading: 1st Tier of Off-Peak Charges covered miles 7-9, 2nd Tier of Off-Peak Charges covered miles 9+
NA: Not Available

METROACCESS PARATRANSIT SERVICE

Vehicle Fleet: 450 (360 vans and 98 sedans)
 Annual Passenger Trips: 1.7 million (fiscal year 2008)
 Average Schedule Weekday Trips: 5,750
 Budget: \$67.5 million (FY2009)
 Contract Provider: MV Transportation

METRO RAIL ELEVATOR AND ESCALATOR DEPARTMENT

Escalators: 588
 Elevators: 244
 Employees: 192
 FY09 Budget: \$29.5 million

The Elevator and Escalator Department is responsible for the service and maintenance of all vertical transportation equipment within the Metrorail system.

METRO TRANSIT POLICE DEPARTMENT

Authorized Strength Of Sworn Officers:	423
Special Police Officers:	106
Budget:	\$57.1 million (FY 2009)

The Metro Transit Police Department has an authorized strength of 423 sworn, 106 security special police, and 24 civilian personnel.

Officers provide a variety of law enforcement and public safety services on the Metrorail and Metrobus systems in the Washington Metropolitan Area.

Metro Transit Police Officers have jurisdiction and arrest powers throughout the 1,500 square mile Transit Zone that includes Maryland, Virginia, and the District of Columbia, for crimes that occur on Metro facilities. The Metro Transit Police Department is the only tri-jurisdictional police agency in the country. The Metro Transit Police serve a population of 3.2 million.

- Uniformed and plainclothes Metro Transit Police officers patrol trains, stations and parking lots.
- Metro Transit Police use radio dispatched scout cars.
- Metro Transit Police's innovative bicycle patrol is well suited to patrolling Metro's parking lots.
- Uniformed and plainclothes officers ride Metrobuses at random and in areas where problems have been reported.
- Metro Transit Police detectives investigate open crimes and bring them to closure.
- Metro Transit Police has an Explosive Ordnance Detection Team with canines to patrol stations, buses, bus garages, rail yards and other Metro facilities.



Metro Transit Police Crime Statistics – Five-Year Crime Report

	2004	2005	2006	2007	2008
Part I Crime					
Aggravated Assault	101	102	119	106	92
Arson	0	0	1	0	0
Burglary	1	4	7	5	2
Homicide	2	0	2	1	0
Larceny	656	556	638	739	864
Motor Vehicle Theft	182	159	168	166	181
Attempted Motor Vehicle Theft	105	102	105	117	101
Rape	7	0	3	1	0
Robbery	307	349	398	445	581
Total	1,361	1,274	1,441	1,580	1,821
Part I Crime By Location					
Bus	85	98	107	107	127
Rail	340	334	350	453	606
Parking Lots	821	717	809	903	966
Metro Facilities	55	55	54	38	41
Others	60	70	121	79	81
Part II Offenses by Location					
Bus	287	315	387	338	497
Rail	1,759	1,418	1,737	1,949	2,140
Parking Lots	934	849	1,283	1,219	1,206
Metro Facilities	88	77	99	131	88
Others	1,394	838	1,025	858	1,198
Total	4,462	3,497	4,531	4,495	5,129
Enforcement Efforts					
Arrests	1,312	1,159	1,539	1,526	1,733
Citations/Summonses Issued	5,474	3,849	4,845	4,708	6,229
TVCs Issued	35,409	28,722	30,707	33,471	24,687
Calls For Service	59,994	57,505	68,647	66,103	59,181
Fare Evasion	2,442	1,914	2,335	2,387	2,905

METRO PERSONNEL

The fiscal year 2009 budget contains 11,232 authorized positions of which 85 percent or 9,514 are members of one of the five labor union locals. Two of these unions represent the hourly wage work force, one local represents a portion of the professional and administrative work force, and two other locals cover the police and security positions. The remaining classifications of administrative and management employees are not covered by union contracts. The following terms are widely used to describe the labor unions at Metro:

Hourly (Wage) Employee Unions

- Local 689: Amalgamated Transit union (except Landover hourly)
- Local 922: Teamsters Union at Landover Metrobus Garage

Salaried Employee Unions

- Local 2: Office and Professional Employees International Union
- Fraternal Order of Police: Transit Police Officers
- Local 639: Teamsters Representing Special Police Officers

Non-Represented Employees

Salaried positions in management, administrative, supervisory or clerical work force that have been exempted from union participation.

Union Category	FY2009 Positions	Distribution
Local 689	7,911	71%
Local 922	367	3%
Union Wage Subtotal	8,278	74%
Local 2	771	7%
FOP-Metro Transit Police	376	3%
Local 639-Special Police	89	1%
Union Salaried Subtotal	1,236	11%
Union Subtotal	9,514	85%
Non-Union	1,718	15%
Total Positions	11,232	100%

Metro Workforce Demographics (as of 2008)

African American	76%
White	16%
Hispanic	3%
Asian	4.5
American Indian	.09%
Male	77%
Female	23%

METRO ENVIRONMENTAL FACTS

- The entire 1,500 Metrobus fleet is eco-friendly.
- 461 buses run on Compressed Natural Gas (CNG) fuel. CNG buses reduce Metro's diesel fuel usage by over 4.5 million gallons annually. CNG buses reduce more than 90 percent of carbon monoxide and particulate matter emissions and approximately 50 percent of nitrogen oxide emissions.
- 117 buses run on advanced technology diesel. These buses enable Metro to reduce more than 67 percent of nitrogen oxide emissions and 50 percent of particulate matter emissions.
- 50 buses are diesel/electric hybrid. These buses decrease Metro's diesel fuel consumption by more than 50,000 gallons annually and reduce more than 90 percent of carbon monoxide, particulate matter and hydrocarbon emissions, and more than 67 percent of nitrogen oxide emissions. Metrobus is continuing to upgrade its fleet and move toward these types of technologies. 203 more of these buses will be in service by June 2009.
- All remaining buses in the fleet have completed the Clean Fleet Project, which includes the use of ultra-low sulfur diesel fuel in conjunction with exhaust treatment devices to lower emissions.
- The Metro system saves the region from using 75 million gallons of gasoline each year.
- Metro takes more than 500,000 cars off the road each weekday and eliminates the need for 1,400 highway lane miles.
- Metro's 830 to 850 electrically powered rail cars carry more than 750,000 passengers each weekday.
- Without Metro, Washington, D.C., would need an additional 150,000 parking spaces beyond those that currently exist.
- The Metro system eliminates more than 10,000 tons of pollutants from the air each year.
- By taking Metro and reducing the daily use of one low occupancy vehicle, a household can reduce its carbon footprint between 25 and 30 percent.
- The Metropolitan Washington Council of Governments estimates that transit buses are one of the few segments of the regional vehicle fleet where the average rate for carbon dioxide emissions (in grams per vehicle mile) is declining over time due to clean technology buses.
- Metro is a member of the Metropolitan Washington Council of Governments' Climate Change Steering Committee and is participating in regional efforts to reduce carbon emissions and establish carbon reduction targets.

- Metro is committed to reducing the carbon footprint of Metro facilities. All new and substantially rehabilitated Metro facilities will be designed and built with the goal of receiving Leadership in Energy and Environmental Design (LEED) Certification.
- Metro is applying for capital redemption bonds (CRBs) to fund solar power energy projects at six Metro facilities.
- Metro is continuing to reduce its fuel consumption and emission footprint by testing and evaluating new technologies as they become available. Metro is working closely with the U.S. Environmental Protection Agency (EPA) and West Virginia University to identify and evaluate new emission reduction technologies.
- Each year, Metro recycles 28,580 tons of scrap metal, 2,400 tons of newspapers, 32 tons of computer parts, 268,900 gallons of used oil, 4,250 gallons of miscellaneous chemicals, paints, lubricants, greases and solvents, and 7,950 each of used rail ties and wood.
- Metro is working to promote bicycling as a healthy, environmentally friendly way of getting around the tri-state area.
- Metro stations have facilities for bicycle storage so customers can ride bicycles to a station, leave them there and take Metrorail or Metrobus.
- Cyclists can now transport their bicycles aboard Metrobus in quality, heavy-duty racks attached to the front of each bus.
- Bicycles are permitted on Metrorail anytime except during rush hours (between 7 to 10 a.m. and 4 to 7 p.m. weekdays) and special events.
- Metro is installing new red LED (light-emitting diode) platform edge lights on Metrorail platforms, which reduce energy consumption. Each lamp contains 34 LED bulbs, consumes approximately 10 watts of power and is estimated to last 10 to 12 years.
- Under the U.S. Treasury Department's Clean Renewable Energy Bonds program, Metro was competitively awarded \$14.7 million to install solar energy equipment on top of six rail maintenance facility buildings in Maryland and Virginia.
- Metro is working with an energy performance consultant to reduce energy consumption and costs.
- Through its contract with Zipcar, a car sharing service, car-sharing vehicles are available at 38 Metrorail Kiss & Ride lots throughout the system. For more information about the environmental benefits of car sharing, visit www.zipcar.com/carsharing-greenbenefits.

METRORAIL STATION OPENING DATES

●	Farragut North	March 29, 1976
●	Metro Center	March 29, 1976
●	Judiciary Square	March 29, 1976
●	Union Station	March 29, 1976
●	Rhode Island Avenue	March 29, 1976
●	Gallery Place-Chinatown	December 15, 1976
●	Dupont Circle	January 17, 1977
●	National Airport	July 1, 1977
●	Crystal City	July 1, 1977
●	Pentagon City	July 1, 1977
●	Pentagon	July 1, 1977
●	Arlington Cemetery	July 1, 1977
●	Rosslyn	July 1, 1977
●	Foggy Bottom-GWU	July 1, 1977
●	Farragut West	July 1, 1977
●	McPherson Square	July 1, 1977
●	Metro Center	July 1, 1977
●	Federal Triangle	July 1, 1977
●	Smithsonian	July 1, 1977
●	L'Enfant Plaza	July 1, 1977
●	Federal Center SW	July 1, 1977
●	Capitol South	July 1, 1977
●	Eastern Market	July 1, 1977
●	Potomac Avenue	July 1, 1977
●	Stadium-Armory	July 1, 1977
●	Brookland-CUA	February 6, 1978
●	Fort Totten	February 6, 1978
●	Takoma	February 6, 1978
●	Silver Spring	February 6, 1978
●	Minnesota Avenue	November 20, 1978
●	Deanwood	November 20, 1978
●	Cheverly	November 20, 1978
●	Landover	November 20, 1978
●	New Carrollton	November 20, 1978
●	Court House	December 1, 1979
●	Clarendon	December 1, 1979
●	Virginia Square-GMU	December 1, 1979
●	Ballston-MU	December 1, 1979
●	Benning Road	November 22, 1980
●	Capitol Heights	November 22, 1980
●	Addison Road	November 22, 1980
●	Woodley Park-Zoo	December 5, 1981
●	Cleveland Park	December 5, 1981

● Van Ness-UDC	December 5, 1981
● Archives Navy Memorial	April 30, 1983
● Braddock Road	December 17, 1983
● King Street	December 17, 1983
● Eisenhower Avenue	December 17, 1983
● Huntington	December 17, 1983
● Tenleytown-AU	August 25, 1984
● Friendship Heights	August 25, 1984
● Bethesda	August 25, 1984
● Medical Center	August 25, 1984
● Grosvenor-Strathmore	August 25, 1984
● White Flint	December 15, 1984
● Twinbrook	December 15, 1984
● Rockville	December 15, 1984
● Shady Grove	December 15, 1984
● East Falls Church	June 7, 1986
● West Falls Church-VT/UVA	June 7, 1986
● Dunn Loring-Merrifield	June 7, 1986
● Vienna/Fairfax-GMU	June 7, 1986
● Forest Glen	September 22, 1990
● Wheaton	September 22, 1990
● Mt. Vernon Square	May 11, 1991
● Shaw-HU	May 11, 1991
● U Street	May 11, 1991
● Van Dorn Street	June 15, 1991
● Waterfront-SEU	December 28, 1991
● Navy Yard	December 28, 1991
● Anacostia	December 28, 1991
● West Hyattsville	December 11, 1993
● Prince George's Plaza	December 11, 1993
● College Park-UMD	December 11, 1993
● Greenbelt	December 11, 1993
● Franconia-Springfield	June 29, 1997
● Glenmont	July 25, 1998
● Columbia Heights	September 18, 1999
● Georgia Avenue-Petworth	September 18, 1999
● Congress Heights	January 13, 2001
● Southern Avenue	January 13, 2001
● Naylor Road	January 13, 2001
● Suitland	January 13, 2001
● Branch Avenue	January 13, 2001
● New York Avenue	November 20, 2004
● Morgan Boulevard	December 18, 2004
● Largo Town Center	December 18, 2004

Color dots reflect the rail lines served at the time of station opening.

METRO PARKING FACILITY FACTS

	Capacity	Fee
Montgomery County		
Grosvenor-Strathmore	1,894	\$4.75
White Flint	1,270	\$4.75
Rockville	524	\$4.75
Twinbrook	1,097	\$4.75
Shady Grove	5,745	\$4.75
Glenmont	1,781	\$4.75
Wheaton	977	\$4.00
Forest Glen	596	\$4.75
Prince George's County		
New Carrollton	3,519	\$4.25
Landover	1,866	\$4.25
Cheverly	500	\$4.25
Largo Town Center	2,200	\$4.25
Morgan Boulevard	608	\$4.25
Addison Road-Seat Pleasant	1,268	\$4.25
Capitol Heights	372	\$4.25
Greenbelt	3,399	\$4.25
College Park	1,820	\$4.25
Prince George's Plaza	1,068	\$4.25
West Hyattsville	453	\$4.25
Southern Avenue	1,980	\$4.25
Naylor Road	368	\$4.25
Suitland	1,890	\$4.25
Branch Avenue	3,072	\$4.25
District of Columbia		
Deanwood	194	\$4.25
Minnesota Avenue	333	\$3.25
Rhode Island Avenue	340	\$4.25
Fort Totten	408	\$4.25
Anacostia	808	\$4.25
Northern Virginia		
Huntington North	3,026	\$4.50
West Falls Church	2,009	\$4.50
Dunn Loring	1,326	\$4.50
Vienna	5,169	\$4.50
Franconia-Springfield	5,069	\$4.50
East Falls Church	422	\$4.50
Van Dorn Street	361	\$4.50

METRORAIL STATION INFORMATION

- Addison Road-Seat Pleasant
100 Addison Road South, Capitol Heights, MD
Buses: A11, A12, C21, C22, C29, J11, J12, F14, P12, V12, V14, V15
- Anacostia
1101 Howard Road, SE, Washington, D.C.
Buses: 90, 94, A2, A4, A5, A6, A7, A8, A33, A42, A46, A48, B2, P1, P2, P6, P18, U2, W2, W3, W4, W6, W8, W14
- Archives-Navy Memorial/Penn Quarter
701 Pennsylvania Avenue, N.W., Washington, D.C.
Buses: 13A, 13B, 13G, 13F, 30, 32, 34, 35, 36, 54, 70, 71, 79, A11, A42, A46, A48, P1, P2, P6, P17, P19, V8, W13, X1
- Arlington Cemetery
1000 North Memorial Drive, Arlington VA
Buses: 13B, 13F
- Ballston-MU
4230 Fairfax Drive, Arlington, VA
Buses: 1A, 1B, 1E, 1F, 1Z, 10B, 22A, 23A, 23C, 24P, 25A, 25B, 25F, 25J, 25P, 25R, 2A, 2B, 2C, 2G, 38B
- Benning Road
4400 Benning Road, Washington, D.C.
Buses: 96, 97, E32, U6, U8, W4, W54
- Bethesda
7450 Wisconsin Avenue, Bethesda, MD
Buses: J2, J3, J4, J7, J9
- Braddock Road
700 N. West St, Alexandria, VA
Buses: 10A, 10B
- Branch Avenue
4704 Old Soper Road, Suitland, MD
Buses: C11, C12, C13, C14, K12
- Brookland-CUA
801 Michigan Avenue, N.E., Washington, D.C.
Buses: 80, G8, H1, H2, H3, H4, H6, H8, H9, R4
- Capitol Heights
133 Central Avenue, Capitol Heights, MD
Buses: 96, 97, A12 (Sunday only), F14, U8
- Capitol South
355 First Street, SE, Washington, D.C.
Buses: 30, 32, 34, 35, 36, A11, N22
- Cheverly
5501 Columbia Park, Cheverly, MD
Buses: F1, F2, F8, F12, F13
- Clarendon
3100 Wilson Blvd, Arlington, VA
Buses: 24P, 38B
- Cleveland Park
3599 Connecticut Ave N.W., Washington, D.C.
Buses: D32, H2, H3, H4, L1, L2, L4, W47
- College Park-U of MD
4931 Calvert Road, College Park, MD
Buses: 83, 86, C8, F6, J4, R12
- Columbia Heights
3030 14th St., N.W., Washington, D.C.
Buses: 52, 53, 54, D32, H1, H2, H3, H4, H5, H8, W47
- Congress Heights
1290 Alabama Ave., Congress Heights, SE, Washington, D.C.
Buses: 92, 93, D51, M8, M9, W2, W3, W4
- Court House
2100 Wilson Blvd, Arlington, VA
Buses: 38B, 4B, 4E
- Crystal City
1750 South Clark St., Arlington, VA
Buses: 9S, 16H, 23A, 23C
- Deanwood
4720 Minnesota Ave., SE, Washington, D.C.
Buses: R12, V7, V8, V14, V15, W4
- Dunn Loring-Merrifield
2700 Gallows Rd, Vienna, VA
Buses: 1B, 1C, 2A, 2C, 2T
- Dupont Circle
1525 20th St., NW, Washington, D.C.
Buses: 42, D1, D2, D3, D6, G2, H1, L1, L2, L4, N2, N4, N6

- East Falls Church
2001 N. Sycamore St., Arlington, VA
Buses: 2A, 2B, 2C, 2G, 3A, 3B, 3E, 24T, 26A, 26E
- Eastern Market
701 Pennsylvania Ave, SE, Washington, D.C.
Buses: 30, 32, 34, 35, 36, 90, 92, 93, A11, C40, N22
- Eisenhower Avenue
2400 Eisenhower, Ave., Alexandria, VA
Bus: REX
- Farragut North
1001 Connecticut Ave., NW, Washington, D.C.
Buses: 3Y, 11Y, 16Y, 30, 32, 34, 35, 36, 38B, 42, 80, D1, D3, D5, D6, G8, L2, N2, N4, N6, P17, P19, S1, W13
- Farragut West
900 18th St NW, Washington, D.C.
Buses: 3Y, 11Y, 16Y, 30, 32, 34, 35, 36, 38B, 42, 80, D1, D3, D5, D6, G8, L2, N2, N4, N6, P17, P19, S1, W13
- Federal Center SW
401 3rd St SW, Washington, D.C.
Buses: 30, 32, 34, 35, 36, P1, P2, P17, P19, W13
- Federal Triangle
302 12th St NW, Washington, D.C.
Buses: 11Y, 13A, 13B, 13F, 13G, 30, 32, 34, 35, 36, 52, 53, 54, 66, 68, A11, N3, P1, P6, S2, S4, X1
- Foggy Bottom-GWU
2301 I St NW, Washington, D.C.
Buses: 30, 32, 34, 35, 36, 38B, 80, H1, L1, N3
- Forest Glen
9730 Georgia Ave, Forest Glen, MD
Buses: Q2, Y5, Y7, Y8, Y9
- Fort Totten
550 Galloway St NE, Washington, D.C.
Buses: 60, 64, 80, E2, E3, E4, K2, K6, R1, R2, R3, R5
- Franconia-Springfield
6880 Frontier Drive, Springfield, VA
Buses: 18R, 18S, S80, S91
- Friendship Heights
5337 Wisconsin Ave NW, Washington, D.C.
Buses: 30, 32, 34, 35, 36, E2, E3, E4, E6, L7, L8, N2, N3, N4, N6, T2
- Gallery Place-Chinatown
630 H St NW, Washington, D.C.
Buses: 42, 70, 71, 79, 80, P6, X2
- Georgia Avenue-Petworth
3700 Georgia Ave NW, Washington, D.C.
Buses: 60, 62, 64, 66, 68, 70, 71, 79, H8
- Glenmont
12591 Georgia Ave., Silver Spring, MD
Buses: C7, C8, C9, Y5, Y7, Y8, Y9
- Greenbelt
5717 Greenbelt Metro Drive, Greenbelt, MD
Buses: 81, 87, 89, 89M, B30, C2, C7, C9, R3, R12, T16, T17
- Grosvenor-Strathmore
10300 Rockville Pike, Bethesda, MD
Buses: J5
- Huntington
2702 Huntington Ave, Alexandria, VA
Buses: 9A, REX
- Judiciary Square
450 F St NW, Washington, D.C.
Buses: D1, D3, D6
- King Street
1900 King St, Alexandria, VA
Buses: 28A, 28B, 29K, 29N, REX
- L'Enfant Plaza
600 Maryland Ave SW, Washington, D.C.
Buses: 5A, 13A, 13B, 13F, 13G, 30, 32, 34, 35, 36, 52, 54, 70, 71, A9, P17, P19, V5, V7, V8, V9, W13
- Landover
3000 Pennsy Drive, Hyattsville, MD
Buses: A12, F12
- Largo Town Center
Largo Town Center, 9000 Lottsford Road, Largo, MD
Buses: C21, C22, C26, C29
- McPherson Square
1400 I St NW, Washington, D.C..
Buses: 3Y, 11Y, 16Y, 42, 52, 53, 54, 80, D1, D3, D6, G8, L2, P17, P19, S2, S4, W13, X2

- Medical Center
8810 Rockville Pike, Bethesda, MD
Buses: J1, J2, J3, J7, J9
- Metro Center
607 13th St, NW, Washington, D.C.
Buses: 11Y, 42, 52, 53, 54, 66, 68, 80, D1, D3, D6, G8, P6, P17, P19, S2, S4, W13, X2
- Minnesota Avenue
4000 Minnesota Ave, NE, Washington, D.C.
Buses: A31, U2, U4, U5, U6, U8, V7, V8, X1, X2, X3
- Morgan Boulevard
300 Garrett Morgan Blvd, Landover, MD
- Mt. Vernon Sq-7th St
700 M St, NW, Washington, D.C.
Buses: 70, 71, 79, G8
- Navy Yard
200 M St SE, Washington, D.C.
Buses: A42, A46, A48, A9, P1, P2, V7, V8, V9
- Naylor Road
3101 Branch Ave, Temple Hills, MD
Buses: 34, 35, 36, C12, C14, F14, H11, H12, H13, M2
- New Carrollton
4700 Garden City Drive, New Carrollton, MD
Buses: 84, 88, B21, B22, B24, B25, B27, B29, C28, F4, F6, F12, F13, F14, R12, T16, T17, T18
- New York Ave-Fla Ave-Gallaudet U
200 Florida Ave, NE, Washington, D.C.
Buses: 90, 92, 93, X3
- Pentagon
2 South Rotary Road, Arlington, VA
Buses: 7A, 7B, 7C, 7D, 7E, 7F, 7H, 7P, 7W, 7X, 8S, 8W, 8X, 8Z, 9A, 9E, 10A, 10E, 13A, 13B, 13F, 13G, 16A, 16B, 16D, 16E, 16F, 16J, 16K, 16L, 17A, 17B, 17F, 17G, 17H, 17K, 17L, 17M, 18E, 18F, 18G, 18H, 18J, 18P, 21A, 21B, 21C, 21D, 21F, 22A, 22B, 24P, 25A, 25F, 25G, 25J, 25P, 25R, 28F, 28G, 29C, 29E, 29G, 29H, 29X
- Pentagon City
1250 South Hayes St, Arlington, VA
Buses: 10A, 16E, 16G, 16H, 16W
- Potomac Avenue
700 14th St SE, Washington, D.C.
Buses: 30, 32, 34, 35, 36, A11, B2, J13, K11, M6, V7, V8, V9
- Prince George's Plaza
3575 East West Highway, Hyattsville, MD
Buses: 86, C4, F4, F6, F8, R2, R3, R4
- Rhode Island Avenue-Brentwood
919 Rhode Island Ave, NE, Washington, D.C.
Buses: 81, 82, 83, 84, 86, B8, B9, D8, H8, H9, M31, P6, S41, T18
- Rockville
251 Hungerford Dr., Rockville, MD
Buses: Q2, T2
- Ronald Reagan Washington National Airport
2400 S. Smith Blvd, Arlington, VA
Buses: 13F, 13G (Saturday and Sunday Early AM)
- Rosslyn
1850 N. Moore St, Arlington VA
Buses: 3A, 3B, 3E, 4A, 4B, 4E, 4H, 5A, 15L, 38B
- Shady Grove
15903 Somerville Drive, Derwood, MD
Bus: Q2
- Shaw-Howard U
1701 8th St, NW, Washington, D.C.
Buses: 70, 71, 79, G2, G8
- Silver Spring
8400 Colesville Road, Silver Spring, MD
Buses: 70, 71, 79, F4, F6, J1, J2, J3, J4, J5, Q2, S2, S4, Y5, Y7, Y8, Y9, Z2, Z6, Z8, Z9, Z11, Z13, Z29
- Smithsonian
1200 Independence Ave SW, Washington, D.C.
Buses: 13A, 13B, 13F, 13G, 52, V7, V9
- Southern Avenue
1411 Southern Avenue, Temple Hills, MD
Buses: 32, A2, A32, A42, D12, D13, D14, P12, W15, W19
- Stadium-Armory
192 19th St SE, Washington, D.C.
Buses: 96, 97, B2, D6, E32

- Suitland
4500 Silver Hill Road, Suitland, MD
Buses: D12, D13, D14, K12, K13, P12, V12
- Takoma
327 Cedar St, NW, Washington, D.C.
Buses: 52, 53, 54, 62, F1, F2, K1, K2
- Tenleytown-AU
4501 Wisconsin Ave, NW, Washington, D.C.
Buses: 30, 32, 34, 35, 36, D32, H3, H4, M4, N8, W45, W46, W47
- Twinbrook
1600 Chapman Ave, Rockville, MD
Buses: C4, J5
- U Street/African-Amer Civil War Memorial/ Cardozo
1300 U St NW, Washington, D.C.
Buses: 66, 68, 90, 92, 93, 96, 98, X3
- Union Station
701 1st St NE, Washington, D.C.
Buses: 80, 96, 97, D1, D3, D4, D6, D8, X1, X2, X8
- Van Dorn Street
5690 Eisenhower Ave, Alexandria, VA
Bus: 25B
- Van Ness-UDC
4200 Connecticut Ave, NW, Washington, D.C.
Buses: D32, H2, L1, L2, L4, N8
- Vienna-Fairfax/GMU
2900 Nutley St, Fairfax, VA
Buses: 1A, 1Z, 2B, 2G, 2W, 12A, 12C, 12D, 12E, 12F, 12G, 12L, 12M, 12R, 12S, 20F, 20W, 20X, 20Y
- Virginia Square-GMU
3600 Fairfax Drive, Arlington, VA
- Waterfront-SEU
399 M St SW, Washington, D.C.
Buses: 70, 71, A9, A42, A46, A48, P1, P2, V7, V8, V9
- West Falls Church-VT/UVA
7040 Haycock Road, Falls Church, VA
Buses: 26A, 26W, 28A, 28B, 28T, 3B, 3T
- West Hyattsville
2700 Hamilton St., Hyattsville, MD
Buses: F1, F2, F6, F8, R4
- Wheaton
11171 Georgia Ave., Silver Spring, MD
Buses: C2, C4, L7, Q2, Y5, Y7, Y8, Y9
- White Flint
5500 Marinelli Road, Rockville, MD
Bus: C8
- Woodley Park-Zoo/Adams Morgan
2700 24th St NW, Washington, D.C.
Buses: 96, 98, L1, L2, X3

GLOSSARY

AGM

Assistant General Manager

Arcing Insulator

An insulator along the third rail that may be giving off sparks or smoke.

Articulated Buses

Extra-long buses with two connected passenger compartments. The rear body section is connected to the main body by a joint mechanism that allows the vehicles to bend when in operation for sharp turns and curves yet maintain a continuous interior.

At Grade

Track work constructed at the approximate level of the adjacent ground surface rather than the elevated or subway parts of the system.

Authority

Washington Metropolitan Area Transit Authority (WMATA)

BIE

See brakes in emergency.

Bladensburg

Term used to refer to the Metrobus Bladensburg facility which serves as a major maintenance/repair, washing and storage facility. It is located along Bladensburg Road near New York Avenue.

Blowpit

An area below the tracks that blows air up to the train in an effort to keep it free of dust and other particles.

Bulkhead Door

The train door on the end of the car that is used for emergency passage from car to car.

BOCC

Bus Operations Control Center.

Brakes In Emergency

When the breaking mechanism on a rail car indicates that the brakes on a rail car need to be serviced, the train automatically brakes in a safe position/location on a track so that the brakes do not fail. Brakes In Emergency is the actual application of the emergency braking system. When there is a BIE, the train cannot move.

BREDA

Breda Costruzioni Ferroviarie, the name of the Italian manufacturer of rail cars.

Bumpy Tiles

Tiles with raised domes that are located along the edge of the platform to provide a tactile method of alerting passengers that they are near the edge.

The BUS

Local bus service operated by the Prince George's County (MD) Department of Transportation.

Cab

The compartment of the rail car where the operator works and where the rail car's controls are located.

CAF

Construcciones Y Auxiliar de Ferrocarriles is the name of the Madrid (Spain) - based manufacturer of rail cars.

Canopy

The roof-type structure above Metrorail station entrances or above bus stations/terminals usually to protect the entryway or customers from inclement weather.

Cat Walk

A narrow, often elevated walkway as on the sides of a bridge.

Central Control

See Operations Control Center.

Chain Marker

A distance of 100 feet indicated by a survey marker along the tracks identifying the distance in multiples of 100 feet to the middle of the Metro Center platform.

CNG

Compressed Natural Gas.

Code Red Day

When the air quality in the Washington Metropolitan Area is deemed to be very poor, the Washington Metropolitan Area Council of Governments (WMCOG) declares "code red days." On "code red days," Metrobus fares are waived on many Metrobus routes in an effort to encourage individuals to use public transportation instead of automobiles so as not to contribute to the poor air quality.

COG

Council of Governments for the Washington Metropolitan Area.

Commuter Rail

An electric or diesel propelled railway for urban passenger train service consisting of local short-distance travel operating between a central city and adjacent suburbs.

Coupler

A mechanical device on each end of a rail car that is used to connect one car to another.

Coverboard

The insulated cover above (and in some cases behind) the third rail to prevent inadvertent contact with the rail and to minimize snow and ice accumulation on it. The coverboard also serves as the third rail locator, especially in yards when the level of snow is above the third rail.

Cross Tie

One of the beams, usually made of wood that are laid across a railroad bed to secure the rails.

Customer

A passenger or patron who rides Metro, or inquiries about service.

DASH

The local bus service provided by the Alexandria (VA) Transit system.

Deadhead

A non-revenue vehicle marked as "not in service."

Derailment

The unintentional removal of one or more train wheels from the running rail.

DF

Diesel Fuel.

Edgelights

The lights located along the platform edge which flash to indicate an approaching train.

Emergency Door

The railcar's center door is equipped with a self evacuation mechanism. Bulk head doors at either end of the rail cars are also available for emergency only exits.

Fairfax Connector

Fairfax County (VA) bus service.

Fare

The revenue paid from a passenger to receive transit services.

Fare Box

The receptical use to collect the customer fees for transit services.

Farecard

The currency purchased by customers that is used to travel on the Metrorail system.

Faregate

The machine at the entrance to passenger stations which records information onto, and collects fare from the farecard as a patron enters and exits the system.

Fare Evasion

When an individual uses transit or attempts to do so without paying the posted fare.

Fare Vendor

The fare card vending machine at the entrance to a station.

Fleet

All of the vehicles that are owned or operated by a transit authority.

FTA

Federal Transit Administration.

Gap Train

A train stored on a pocket track for possible insertion into a gap in the schedule if another train must be removed from service if additional service is required.

GM

General Manager

Grade Crossings

An intersection of highway roads, railroad tracks or dedicated transit rail tracks that run either parallel or across mixed traffic situations.

Headway

The time interval between vehicles moving in the same direction on a particular route.

Heavy Rail

A high-speed transit mode that is an electric railway with the capacity for a high volume of traffic.

Heavy Rail Passenger Cars

Rail cars operated with electric power configured for passenger traffic.

Insulator

The protective covering along the third rail.

IRP

Infrastructure Renewal Program.

In-fill Station

A Metrorail station that is located between two existing stations on either side of it that is already in use.

In Revenue

A train or bus that is being used to service paying customers; it is being used to generate revenue.

Interlocking

The part of the railroad where tracks can cross each other or change or to direct trains along different routes. The interlocking itself is an arrangement of signals and signal appliances that permit train movements over controlled routes only if safe conditions exist.

JGB

Jackson Graham Building, the main headquarters for Metro.

Judi

A term referring to the Judiciary Square Metrorail station.

Jumper

An unauthorized person on the tracks.

Junction

A location where train routes converge and diverge.

Kicker Rail

A short third rail section.

Kiosk

The octagonal structure near a rail station entrance that serves as the station manager's office/booth and the hub of communications for a Metrorail station.

Light Rail

A means of transit that is an electric railway with a light capacity compared to heavy rail.

Line

The route that a vehicle takes to get to its destination; usually designated as a number for a bus route or a color for a rail route.

MARC

Maryland Rail Commuter Services

Married Pair

Two transit railcars which are semi-permanently coupled to each other and which share certain common equipment. Metrorail trains only operate with an even number of cars because it operates married pairs.

Metro

Washington Metropolitan Area Transit Authority (WMATA).

MetroAccess

The name of the service that Metro provides with persons with disabilities who are certified eligible to receive this service because they are unable to access Metrorail or Metrobus or other fixed-transit services.

Metrochek

A farecard voucher that employers can provide to their employees as a transit commuter benefit.

Mezzanine

The area of a Metrorail station that is near the entrance level which contains the faregate, fare vendors and kiosk.

MOC

Maintenance Operations Center. The facility from which all Metrorail maintenance activities are coordinated and monitored.

MTA

Maryland Transit Administration

Mushroom

The train operator's emergency brake control.

MTPD

Metro Transit Police Department.

MWCOG

Metropolitan Washington Council Of Governments.

Non-Revenue Hours

The hours when passenger service is not operated.

OCC

See Operations Control Center.

OnmiRide/Omnalink

Transit systems operated by the Potomac and Rappahannock Transportation Commission.

Operations Control Center (OCC)

The facility in the Metro headquarters building from which train control and supervision is accomplished for the entire transit system.

Operators

Individuals who are at the control of a rail car, or who drive a bus; a bus or rail operator.

Passenger Information Display Signs (PIDS)

Electronic signs that provide information on the next train or bus to passengers on the Metrorail system or passengers along a NextBus bus route.

Patron

A paying customer.

Peak Hours

Those periods on weekdays (excluding observed holidays) normally associated with morning and evening rush hours.

Platform

The part of the Metrorail station that is on either side of the track bed where passengers wait for trains to arrive.

Portal

The point where trains enter and exit tunnels.

Rehabilitation

The process of renovating a rail car, train, or bus to original specifications through a rebuilding process that may include new components, mechanical systems, and interior.

Revenue

Money paid in fares.

Revenue Hours

The hours when revenue trains or buses are in service.

Revenue Service

The time when a rail car or bus is available to the paying public.

Revenue Vehicle

A Metrorail car or bus that is used by paying customers.

Ride On

The Montgomery County(MD) local bus system.

Rohr

Rohr Corporation; the name of a manufacturer of rail cars.

Route

The regular path or direction that a bus or train takes to get to different locations.

Running Rail

The two rails on which the wheels of trains travel.

S-1 Gards

Protective devices along the rear passenger door side of buses that serve to push objects away from the rear door-side tire of a bus. Helps prevent the rear wheel from running over objects that may be on the ground.

Single Track

The operation using only one main track for trains traveling in either direction by alternating the direction of traffic when the track is vacant.

SmarTrip®

A permanent, rechargeable plastic farecard, like a credit card, which is embedded with a special computer chip that keeps track of the value of the card.

Smoldering Insulator

An insulator along the third rail that may be giving off smoke.

Station Manager

The Metro employee who oversees activity on a Metrorail station and serves as the head Metrorail official in a station. The Station Manager's office is the kiosk, located near the faregates.

Station Overrun

When a Metrorail train arrives at a platform, but the lead car of the train passes the platform.

TAGS

Transportation Association of Greater Springfield.

Terminal Station

The very last stop along a Metrorail or bus station.

Third Rail

The high voltage rail bar along the track which carries electrical energy to run the trains on the tracks. The third rail voltage is approximately 750 volts. It is also sometimes referred to as a propulsion rail or contact rail.

Train Operator

The qualified Metro employee aboard a rail vehicle who has direct and immediate control of the vehicle.

The Trip Planner

The on-line service provided by Metro that informs customers of the various routes that can take to get to their desired destination. The Trip Planner is available on Metro's Web site at MetroOpensDoors.com.

Truncated Domes

See bumpy tiles.

Tunnel

The underground passageway used by Metrorail cars.

USDOT

United States Department of Transportation.

Vault

The underground Metrorail station's main cavity bordered by the interior walls between the station and external rock-bed.

VRE

Virginia Railway Express.

WMATA

Washington Metropolitan Area Transit Authority (WMATA)

www.MetroOpensDoors.com and www.wmata.com

The Metro Web site URL.