

# 2010 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 1,479 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 2010-2011 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 on-call representative. 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 inquiry.

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](http://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 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, new initiatives, Board approved actions, and notices to passengers during severe weather. Representatives of the media as well as the general public can receive releases emailed directly to them at their request by signing 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](http://www.wmata.com/about_metro/news/subscribe.cfm). News releases are posted on our website when they are issued.

## 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 or general media availability may be scheduled. 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.

If you would like to receive media advisories directly, please call the Media Relations Office at (202) 962-1051 to request to be added to the list.

## Public Meetings

Media representatives and the general public are welcome to observe public meetings of the Metro Board of Directors and their various committee meetings. 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](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, so that we can alert staff to expect your arrival.

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, stations, 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, bus or paratransit incident, or police incident, you can reach us via the on-call number 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.

## Reporter 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 before arriving at a station, so that we can alert the Metro Transit Police in advance of your arrival.

## Inclement Weather

Adverse weather conditions such as thunderstorms, flash-floods, 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.

## Public Access to Records Policy

The Metro Board of Directors adopted a Public Access to Records Policy (PARP), in 2005, more closely aligning it with the federal Freedom of Information Act (FOIA) and federal practice, although PARP 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](http://www.wmata.com/about/met_news/pressroom/press_room.cfm).



# Metro Leadership



## Interim General Manager – Richard Sarles

Richard Sarles was appointed Interim General Manager of Metro by the Metro Board of Directors effective April 3, 2010.

Sarles, 65, has more than 40 years of experience in the transit industry with New Jersey Transit, Amtrak and the Port Authority of New York and New Jersey. He most recently retired from New Jersey Transit, where he served as Executive Director.

At Metro, he implemented an aggressive action plan that focuses on safety, service reliability, maintaining the transit agency in a state of good repair, customer service and fiscal responsibility.

While at New Jersey Transit, Sarles opened River LINE light rail service in southern New Jersey, and oversaw the extension of both the Newark Light Rail and Hudson Bergen Light Rail services.

From 2002 to 2007, Sarles served as New Jersey Transit’s Assistant Executive Director for Capital Programs and Planning, managing the agency’s \$1.3 billion annual capital program as well as all three light rail operations in the state.

Sarles served at Amtrak from 1996 until 2002 as Assistant Vice President, then Vice President leading the Northeast Corridor’s High-Speed Rail program. He directed Amtrak’s \$2 billion high-speed rail project that brought Acela train service to the Northeast Corridor and electrified the railroad for the first time in history from New Haven, CT, to Boston, MA.

Sarles previously served for more than 20 years in construction, project management and project planning roles with the Port Authority of New York and New Jersey.

During his tenure with the Port Authority, Sarles led a successful effort to overhaul and manufacture new PATH cars. He also oversaw the modernization of major trans-Hudson facilities, including vehicle tunnels, bridges and PATH.

Sarles earned his Masters of Business Administration degree from Rutgers University and a Bachelor of Engineering from The Cooper Union in New York.

### HISTORY OF METRO’S GENERAL MANAGERS

Richard Sarles (Interim)	April 2010 to present
John B. Catoe, Jr.	January 2007 to April 2010
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

## Board of Directors

The Metro Board of Directors currently is comprised of eight principal (voting) and six alternate (non-voting) members and two federal appointees. Maryland, the District of Columbia, Virginia and the U.S. Federal General Accounting Office appoint two voting and two alternates each. There currently are two federal alternate member vacancies. Biographies of Board members are listed below.

### Principal Directors:



**Peter Benjamin**  
Chairperson, Maryland  
Term Expires: Appointed by Maryland Governor Martin O'Malley.

Peter Benjamin was appointed to the Metro Board in 2007. He was elected to serve as the Board Chair for the 2010 calendar year. He served as the First Vice Chair in 2009. 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**  
First Vice Chairperson, 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).

Catherine Hudgins was appointed to the Metro Board in January 2004 as an Alternate Board member, representing Fairfax County, VA. She was elected to serve as the First Vice Chairperson for the 2010 calendar year. In 2008, Hudgins was appointed as Principal Board member.

Hudgins is serving her third term on the Fairfax County Board of Supervisors and is also serving as Chairperson of the Fairfax County Board's Human Services and Housing and Community Development Committees. She 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 Transportation Commission and a member of the Northern Virginia Regional Commission. Additionally, Hudgins is the 2nd Vice President of the Executive Committee for the Virginia Association of Counties, and a member of the Virginia Department of Behavioral Health and Developmental Services.

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  
Second Vice Chairperson, 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 City Administrator, was appointed to Metro's Board of Directors in November 2008, as a voting representative. In calendar year 2010, he serves as the second Vice Chairperson of the Board.

Albert is the District of Columbia's City Administrator and is responsible for managing the City's daily operations, developing and managing its \$9 billion budget. Before becoming City Administrator in mid-2009, he served two years as Mayor Adrian M. Fenty's Deputy Mayor for Planning and Economic Development where he was responsible for the District's efforts to create and preserve affordable housing and overseeing the District's business attraction and retention initiatives.

Before joining the City's 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.



Marcel C. Acosta  
Federal Government  
Term Expires: January 2014

Marcel Acosta joined the Metro Board in January 2010 as an Alternate Director representing the Federal Government and was elevated to a voting member in November 2010. He has more than 25 years of experience in urban and transportation planning.

Acosta is the Executive Director of the National Capital Planning Commission (NCPC), the federal government's central planning agency for the National Capital Region. Prior to joining NCPC in 2001, Acosta served as senior vice president of planning and development for the Chicago Transit Authority (CTA). As CTA's chief planner, he developed new capital programs and oversaw successful initiatives that increased ridership and reduced operating costs for the city's bus and rail systems. Prior to his role at CTA, he served as deputy commissioner at the Chicago Department of Planning and Development.

Acosta earned a Master's degree in urban and regional planning from the University of Wisconsin-Madison. He is a 2001 Loeb Fellow of Harvard University's Graduate School of Design.



Mortimer L. Downey  
Federal Government  
Term Expires: January 2014

Mortimer Downey joined the Metro Board in January 2010 as the first member appointed by the Federal Government. Downey served as the U.S. Deputy Secretary of Transportation from 1993 to 2001 and as Assistant Secretary of Transportation from 1977 to 1981 and in 2008. He also led President Obama's Transition agency review team for transportation. In all of these rolls, he was involved in issues affecting Metro. From 1981 to 1993, he was an officer of New York's Metropolitan Transportation Authority, serving for several years as its Executive Director and Chief Financial Officer. Since 2001, he has been a transportation consultant, working on a wide



variety of institutional, financial and organizational issues for public and private clients both foreign and domestic.

Downey earned a Bachelor's degree from Yale University in political science, a Master's degree in Public Administration from New York University's Wagner School of Public Service, and completed the Advanced Management Program at the Harvard Business School. He has received numerous transportation awards, including one of the three lifetime achievement awards ever granted by the American Public Transportation Association.



Jim Graham  
District of Columbia  
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 served as the Board Chairperson in 2009 and he previously served as Board Chairperson 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.



Elizabeth "Betty" Hewlett  
Maryland  
Term Expires: 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 she was on 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 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.

He serves as Chairman to both the Northern Virginia Transportation Commission and the Virginia Railway Express Operations Board. From 2004 to 2006, Zimmerman served as President of the Virginia Transit Association.

In 2005, Zimmerman was appointed by the Virginia Governor to serve on a 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



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.

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



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.



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. Since 1993, Giancola has served as the Executive Director of the National Association of County Engineers. Previously, Giancola served in the Civil Engineer Corps of the U.S. Navy for 20 years, retiring from active duty in 1987. In 1998, he helped found the Gateway Georgia Avenue Revitalization Corporation and served on its Board of Directors until 2009. 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.



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.



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 Board member 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 Bachelor 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.



## Metro Board Committee Assignments

### **Customer Service, Operations Committee**

Christopher Zimmerman- Chair  
Anthony Giancola - Vice Chair  
Michael Brown  
Gordon Linton

### **Finance, Administration and Oversight Committee**

Catherine Hudgins – Chair  
Elizabeth Hewlett - Vice Chair  
Mortimer Downey  
Jim Graham  
Jeffrey McKay

### **Policy, Program Development and Intergovernmental Relations Committee**

Neil Albert – Chair  
William Euille – Vice Chair  
Marcel Acosta  
Marcell Solomon

### **Safety and Security Committee**

Mortimer Downey – Chair  
Gordon Linton – Vice Chair  
Marcel Acosta  
Neil Albert  
Peter Benjamin  
Michael Brown  
William Euille  
Anthony Giancola  
Jim Graham  
Elizabeth Hewlett  
Catherine Hudgins  
Jeffrey McKay  
Marcell Solomon  
Christopher Zimmerman

### **Technology Review Subcommittee**

Jeffrey McKay – Chair  
Anthony Giancola – Vice Chair

### **Joint Development and Real Estate Committee**

Jim Graham - Chair  
Marcell Solomon - Vice Chair  
Marcel Acosta  
Neil Albert  
Peter Benjamin  
Michael Brown  
Mortimer Downey  
William Euille  
Anthony Giancola  
Elizabeth Hewlett  
Catherine Hudgins  
Gordon Linton  
Jeffery McKay  
Christopher Zimmerman

### **APTA Board of Directors Representative**

Peter Benjamin

### **Audits and Investigations Subcommittee**

Anthony Giancola – Chair  
Mortimer Downey

The Board Chairman serves as an ex-officio member on all Committees and Subcommittees.



# Metrobus Facts

## General Information

Fiscal Year 2011 Budget	\$506.3 million
Fiscal Year 2010 Total Ridership	123,670,000
Average Weekday Boardings	416,148 (as of May 2010)
Average Saturday Boardings	216,033 (as of May 2010)
Average Sunday Boardings	139,786 (as of May 2010)
Metrobus Lines	135
Metrobus Stops	12,216
Metrobus Shelters	2,398
Total Metrobus Fleet	1,479
Square Miles of Service Area	1,500
Number of Bus Routes	350
Fiscal Year 2010 Total Miles Traveled	49,778,791
Full and Part Time Bus Operators	2,507
Mechanics and Maintenance	858
Metrobus Fare	\$1.50 (SmarTrip®) \$1.70 (cash)
Express Bus Fare	\$3.65 (SmarTrip®) \$3.85 (cash)
Airport Express Fare	\$6



## Top Ten Metrobus Lines (as of May 2010)

Route	Average Weekday Ridership
1. 90, 92, 93 - U Street Line – Garfield	13,267
2. 52, 53, 54 - 14th Street	12,735
3. S2, S4 – 16th Street	12,717
4. 70, 71 - Georgia Avenue/7th Street	11,975
5. 32, 36 – Pennsylvania Ave	11,943
6. C2, C4 - Greenbelt/Twinbrook	11,441
7. A2-8, A42-48 - Anacostia-Congress Heights	11,276
8. X2 - Benning Road/H Street	11,254
9. Q1, Q2, Q4, Q5, Q6 - Veirs Mill Road	8,331
10. 42, 43 – Mt. Pleasant	7,727

## Metrobus Active Fleet Profile (as of May 2010)

Manufacturer	Year Entered Service	Number of Buses	Average Age
Metro Flxible	1990	40	20
Metro Flxible	1994	74	16
Ikarus	1995	26	15
Orion	1997	259	13
Orion	2000	230	10
New Flyer CNG	2001	100	9
New Flyer CNG	2002	64	8
Neoplan	2003	19	7
Orion VII – CNG	2005	250	5
Hybrid Electric	2006	50	4
New Flyer Clean Diesel	2006	117	4
New Flyer-CNG	2007	25	3
NABI - CNG	2008	22	2
New Flyer-Hybrid	2008	103	2
New Flyer – Hybrid	2009	100	1
<b>TOTAL</b>		<b>1,479</b>	<b>8.2</b>



## Metrobus 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
West Ox	4970 Alliance Dr, Fairfax, VA

## 2008 Metrobus Rider Profile

### Gender

Female	60%
Male	40%

### Education

Some college or less	44%
College degree or more	56%

### Employment

Employed	76%
Not employed	24%

### Household Vehicles

None	19%
One	35%
Two	30%
Three or more	16%
Mean (# of vehicles)	1.5

**Mean # of Years Living in DC Area**    **14.6**

### Age

18-35	30%
36-55	42%
56-75	23%
Over 75	5%
Mean # of years	46.1

### Race

White/Caucasian	45%
Net: Minority	55%
Black/African American	41%
Asian/Pacific Islander	4%

### Income

Less Than \$75,000	54%
\$75,000 or more	46%
Mean	\$69,900
Median	\$68,110

# Metrorail Facts

## General Information

Fiscal Year 2011 Budget	\$808.9 million
Average Weekday Passenger Trips	750,654 (May 2010)
Average Saturday Passenger Trips	366,743 (May 2010)
Average Sunday Passenger Trips	247,167 (May 2010)
Total Passenger Trips in Fiscal Year 2010	217,219,146 trips
Total system miles	106.3
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	\$10 billion
Regular Fare	(weekday: 5-9:30 a.m., 3-7 p.m., midnight to closing, Friday/Saturday nights) \$1.95 SmarTrip®, \$2.20 farecard minimum; \$5 SmarTrip®, \$5.25 farecard maximum
Reduced Fare	\$1.60 SmarTrip®; \$1.85 farecard minimum \$2.15 SmarTrip®; \$2.40 farecard midrange \$2.75 SmarTrip®; \$3 maximum

## Metrorail Fleet

Series	Manufacturer	Number of Delivered Cars
1000	Rohr	290
2000/3000	BREDA	364
4000	BREDA	100
5000	CAF	190
6000	Alstom	184
7000	Kawasaki	Not Arrived





## Metrorail Train Deployment

Line	Six-Cars	Eight-Cars	Total Cars
Red	22	19	284
Blue	23		138
Orange	21	9	198
Green	10	10	140
Yellow	10		60
Gap	5		30
<b>Total</b>	<b>91</b>	<b>38</b>	<b>850</b>

## Metrorail Stations by Jurisdiction

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

## Top 20 Weekday Metrorail Ridership Days (As of June 2010)

1.	January 20, 2009	1,120,000	Obama Inauguration Day
2.	April 2, 2010	891,240	Cherry Blossoms/Basketball
3.	April 1, 2010	877,890	Cherry Blossoms/Hockey
4.	April 7, 2010	867,624	Cherry Blossoms/Baseball
5.	January 19, 2009	866,681	Obama Inaugural Activities
6.	June 8, 2010	856,578	Baseball/Concert
7.	July 11, 2008	854,638	Baseball/Women of Faith
8.	April 8, 2010	852,103	Cherry Blossoms/Baseball/Stars on Ice
9.	June 9, 2004	850,636	Reagan State Funeral Ceremony
10.	April 9, 2009	848,126	Cherry Blossoms/NCAA Men's Frozen Four
11.	June 25, 2008	846,388	Smithsonian Festival/Baseball
12.	July 10, 2008	844,530	Baseball
13.	April 9, 2010	843,573	Cherry Blossoms/Hockey
14.	June 18, 2010	843,501	Baseball/Concert
15.	July 17, 2008	841,607	Alpha Kappa Alpha Convention
16.	June 23, 2010	840,853	Baseball/Concert
17.	April 6, 2010	840,832	Cherry Blossoms/Basketball
18.	June 10, 2009	837,189	Baseball
19.	July 8, 2008	835,072	Baseball/Basketball
20.	July 16, 2009	834,997	Baseball



## Top 10 Busiest Metrorail Stations

	<b>Station</b>	<b>Entries</b>
1.	Union Station	32,745
2.	Metro Center	29,698
3.	Gallery Place-Chinatown	25,894
4.	Farragut North	24,105
5.	Farragut West	23,137
6.	Dupont Circle	22,907
7.	L'Enfant Plaza	22,563
8.	Foggy Bottom	21,587
9.	Rosslyn	18,122
10.	McPherson Square	17,370

Average weekday ridership measured every May.

## Average Metrorail Weekday Ridership By Rail Line

Red	277,741 (37%)
Orange	187,663 (25%)
Blue	120,104 (16%)
Green	105,091 (14%)
Yellow	60,052 (8%)

Based on May 2010 average weekday ridership.

## Metrorail Collision/Derailment History

There have been 10 collisions or serious derailments when trains were in service during Metro's 34-year history.

Feb. 12, 2010

Derailment on Farragut North Pocket Track — 3 non-life threatening injuries

June 22, 2009

Collision between Takoma and Fort Totten stations — 9 fatalities/180 injuries

March 27, 2009

Derailment between Bethesda and Friendship Heights stations — No injuries

June 9, 2008

Derailment between Rosslyn and Court House stations — No injuries

Jan. 7, 2007

Derailment at Mt. Vernon Sq/7th St Convention Center station — 23 non-life threatening injuries

Nov. 3, 2004

Derailment at Woodley Park Zoo-Adams Morgan station — 20 injuries

June 13, 2003

Derailment at Silver Spring station — No injuries

Jan. 20, 2003

Derailment at Ronald Reagan Washington National Airport station — No injuries

July 6, 1998

Derailment between Cheverly and Deanwood stations — No injuries

Jan. 13, 1982

Derailment between Federal Triangle and Smithsonian stations — 3 fatalities

## 2008 Metrorail Rider Profile

### Gender

Female	53%
Male	47%

### Education

Some college or less	17%
College degree or more	83%

### Employment

Employed	80%
Not Employed	20%

### Household Vehicles

None	2%
One	25%
Two	48%
Three or more	26%
Mean (# of vehicles)	2.1

**Mean # of Years Living in DC Area 14.7**

### Age

18-35	17%
36-55	50%
56-75	30%
Over 75	3%
Mean # of years	48.7

### Race

White/Caucasian	76%
Net: Minority	24%
Black/African American	17%
Asian/Pacific Islander	4%

### Income

Less Than \$75,000	24%
\$75,000 or more	76%
Mean	\$93,710
Median	\$103,800

## Metrorail Elevator and Escalator Service

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

Escalators	588
Elevators	275
Budgeted Positions	215
Budget	\$25.9 million (fiscal year 2011)

## MetroAccess/Paratransit Service

Vehicle Fleet	599 (504 vans and 95 sedans)
Annual Passenger Trips	2.4 million (fiscal year 2010)
Budget	\$103.1 million (fiscal year 2011)
Contract Provider	MV Transportation

## Metro Transit Police Department

Authorized sworn officers	420
Special police officers	106
Civilian personnel	24
Budget	\$66.5 million (FY 2011)

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.

### **Metro Transit Police responsibilities include:**

- Uniformed and plainclothes Metro Transit Police officers patrol trains, stations and parking lots.
- 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 are tasked with investigating open crimes and bringing them to closure.
- Metro Transit Police have an Explosive Ordnance Detection Team with canines to patrol stations, buses, bus garages, rail yards and other Metro facilities.

## Metro Transit Police Crime Statistics: 5-Year Crime Report

	2005	2006	2007	2008	2009
<b>Part I Crime</b>					
Aggravated Assault	102	119	106	92	94
Arson	0	1	0	0	0
Burglary	4	7	5	2	0
Homicide	0	2	1	0	1
Larceny	556	638	739	864	811
Motor Vehicle Theft	159	168	166	181	152
Attempted Motor Vehicle Theft	102	105	117	101	79
Rape	0	3	1	0	1
Robbery	349	398	445	581	894
<b>Total</b>	<b>1,274</b>	<b>1,441</b>	<b>1,580</b>	<b>1,821</b>	<b>2,032</b>
<b>Part I Crime By Location</b>					
Bus	98	107	107	127	118
Rail	334	350	453	606	975
Parking Lots	717	809	903	966	819
Metro Facilities	55	54	38	41	29
Others	70	121	79	81	91
<b>Part II Offenses by Location</b>					
Bus	315	387	338	497	452
Rail	1,418	1,737	1,949	2,140	2,589
Parking Lots	849	1,283	1,219	1,206	858
Metro Facilities	77	99	131	88	156
Others	838	1,025	858	1,198	813
<b>Total</b>	<b>3,497</b>	<b>4,531</b>	<b>4,495</b>	<b>5,129</b>	<b>4,868</b>
<b>Enforcement Efforts</b>					
Arrests	1,159	1,539	1,526	1,733	1,993
Citations/Summonses Issued	3,849	4,845	4,708	6,229	6,531
Calls For Service	57,505	68,647	66,103	59,181	57,617
Fare Evasion	1,914	2,335	2,387	2,905	4,699



## Metro Personnel and Demographics

The fiscal year 2011 budget contains 11,072 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	Fiscal Year 2011 Positions Distribution
Local 689	7,688 — 69%
Local 922	375 — 3%
Union Wage Subtotal	8,063 — 73%
Local 2	779 — 7%
FOP-Metro Transit Police	381 — 3%
Local 639-Special Police	112 — 1%
Union Salaried Subtotal	1,272 — 11%
<b>Union Subtotal</b>	<b>9,335 — 84%</b>
Non-Union	1,737 — 16%
<b>Total Positions</b>	<b>11,072 — 100%</b>

## Metro Overall Workforce Demographics (as of 2010)

### Ethnicity

African American	75%
White	16%
Hispanic	3%
Asian	4.5%
American Indian	0.3%

### Gender

Male	77%
Female	23%



## Metro Environmental Facts

- The entire 1,479-vehicle Metrobus fleet is eco-friendly.

Metro has 461 buses that run on compressed natural gas (CNG) fuel. CNG-fueled buses reduce Metro's diesel fuel usage by more than 4.7 million gallons annually and reduce emissions of carbon monoxide and particulate matter by 90 percent, and emissions of nitrogen oxide by 50 percent.

Advanced-technology diesel fuel powers 117 buses. These buses reduce Metro's overall nitrogen oxide emissions by 67 percent and particulate matter emissions by 50 percent.

Another 253 buses are diesel/electric hybrids. These buses decrease Metro's diesel fuel consumption by more than 250,000 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 expects to have 148 more of these clean-technology buses in service by October 2010.

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.
- 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 by 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, thanks 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) "Silver" certification.
- 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; 320,000 gallons of used oil; 4,250 gallons of miscellaneous chemicals, paints, lubricants, greases and solvents; and 7,950 used wooden rail ties.
- 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 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. By June 30, 2010, 55 platforms will have the red LEDs installed.

Through its contract with Zipcar, a car sharing service, car-sharing vehicles are available at 41 Metrorail Kiss & Ride lots identified for car sharing. For more information about the environmental benefits of car sharing, visit <http://www.zipcar.com/is-it/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	Parking Fee
<b>Montgomery County</b>		
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
Forest Glen	596	\$4.75
<b>Prince George's County</b>		
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
<b>District of Columbia</b>		
Deanwood	194	\$4.25
Minnesota Avenue	333	\$3.25
Rhode Island Avenue	340	\$4.25
Fort Totten	408	\$4.25
Anacostia	808	\$4.25
<b>Northern Virginia</b>		
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, 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: 13A, 13B, 13F, 13G

## ● Ballston-MU

4230 Fairfax Drive, Arlington, VA  
Buses: 1A, 1B, 1E, 1F, 1Z, 10B, 22A, 23A, 23C, 25A, 25B, 2A, 2B, 2C, 2G, 38B

## ● Benning Road

4400 Benning Road, Washington, D.C.  
Buses: 96, 97, E32, U6, U8, W4

## ● Bethesda

7450 Wisconsin Avenue, Bethesda, MD  
Buses: J2, J3, J4, J7, J9

## ● Braddock Road

700 N. West St, Alexandria, VA  
Buses: 9E, 10A, 10B, 10E

## ● 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, H8

## ● 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, 26E
- Eastern Market  
701 Pennsylvania Ave, SE, Washington, D.C.  
Buses: 32, 34, 36, 39, 90, 92, 93, A11, C40
- Eisenhower Avenue  
2400 Eisenhower, Ave., Alexandria, VA  
Bus: REX
- Farragut North  
1001 Connecticut Ave., NW, Washington, D.C.  
Buses: 3Y, 11Y, 16Y, 32, 36, 37, 38B, 39, 42, 80, D1, D3, D5, D6, G8, L2, N2, N4, N6, P17, P19, S1, S2, S4, S9, W13
- Farragut West  
900 18th St NW, Washington, D.C.  
Buses: 3Y, 11Y, 16Y, 32, 36, 37, 38B, 39, 42, 80, D1, D3, D5, D6, G8, L2, N2, N4, N6, P17, P19, S1, S2, S4, S9, W13
- Federal Center SW  
401 3rd St SW, Washington, D.C.  
Buses: 32, 34, 36, 39, P1, P2, P6, P17, P19, W13
- Federal Triangle  
302 12th St NW, Washington, D.C.  
Buses: 11Y, 13A, 13B, 13F, 13G, 32, 34, 36, 37, 39, 52, 54, 63, 64, 66, 68, A11, A42, A48, N3, P1, P2, P6, P17, P19, S2, S4, W13, X1
- Foggy Bottom-GWU  
2301 I St NW, Washington, D.C.  
Buses: 31, 32, 36, 38B, 39, 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: 31, 32, 36, 37, E2, E3, E4, E6, 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, 63, 64, 70, 71, 79, H8
- Glenmont  
12591 Georgia Ave., Silver Spring, MD  
Buses: C8, Y5, Y7, Y8, Y9
- Greenbelt  
5717 Greenbelt Metro Drive, Greenbelt, MD  
Buses: 81, 87, 89, 89M, B30, C2, 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: 80, D1, D3, D6, P6, X2
- 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, 32, 34, 36, 39, 52, 54, 70, 71, 79, A9, A42, A46, A48, 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, 32, 36, 37, 39, 42, 52, 53, 54, 80, D1, D3, D6, G8, L2, P17, P19, S2, S4, S9, 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, 63, 64, 80, D1, D3, D6, G8, P6, P17, P19, S2, S4, W13, X2
- Minnesota Avenue  
4000 Minnesota Ave, NE, Washington, D.C.  
Buses: 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, P17, P19, V7, V8, V9
- Naylor Road  
3101 Branch Ave, Temple Hills, MD  
Buses: 34, 36, 39, 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, 16P, 17A, 17B, 17F, 17G, 17H, 17K, 17L, 17M, 18E, 18F, 18G, 18H, 18J, 18P, 21A, 21D, 22A, 22B, 24P, 25A, 28F, 28G, 29C, 29E, 29G, 29H, 29X
- Pentagon City  
1250 South Hayes St, Arlington, VA  
Buses: 10A, 16E, 16G, 16H, 16P, 16W
- Potomac Avenue  
700 14th St SE, Washington, D.C.  
Buses: 32, 34, 36, 39, A11, B2, 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: Q1, Q2, Q4, Q5, Q6, T2
- Ronald Reagan Washington National Airport  
2400 S. Smith Blvd, Arlington, VA  
Buses: 13B, 13F, 13G (Saturday and Sunday Early AM)
- Rosslyn  
1850 N. Moore St, Arlington VA  
Buses: 3A, 3B, 3E, 4A, 4B, 4H, 5A, 15K, 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, A42, D12, D13, D14, P12, W15, W19, NH1
- 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, 63, F1, F2, K1, K2
- Tenleytown-AU  
4501 Wisconsin Ave, NW, Washington, D.C.  
Buses: 31, 32, 36, 37, D32, H3, H4, M4, N2, N8, W45, 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: 62, 64, 90, 92, 93, 96, 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: H2, L1, L2, L4
- Vienna-Fairfax/GMU  
2900 Nutley St, Fairfax, VA  
Buses: 1A, 1Z, 2B, 2G, 2W
- 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: 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, 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: 90, 92, 93, 96, L1, L2, L4, 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, an 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 receptacle used 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 headquarters for Metro.

## **Judi**

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 and share certain 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 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/Onmilink**

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; 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 (VA)

## **Terminal Station**

The last stop on a Metrorail line or bus route.

## **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 online service provided by Metro that informs customers of the various routes that they can take to get to their desired destination. The Trip Planner is available on Metro's Web site at [MetroOpensDoors.com](http://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](http://www.MetroOpensDoors.com) or [www.wmata.com](http://www.wmata.com)**

The Metro Web site URL.

