

**Transit Profile:
The Washington Metropolitan Area Transit Authority (WMATA)**

Project Description:

The Washington Metropolitan Area Transit Authority (WMATA) was created by an interstate compact in 1967 to plan, finance, construct and operate a comprehensive mass transit system for the Washington metropolitan area. The authority began building its rail system in 1969, acquired the four area bus systems in 1973 and began operating the first phase of Metrorail in 1976. Metrorail has earned a worldwide reputation for reliability, cleanliness, safety, security and architectural beauty.

Metrorail, with 78 stations and 92.4 miles of line, offers service 5:30 a.m. to midnight weekdays, and 8 a.m. to midnight weekends with a fleet of 764 rail cars.

Metrobus serves the nation's capital 24 hours a day, seven days a week with 1,299 buses.

More than four decades of planning and building went into creating the transit system that now serves the metropolitan Washington region. WMATA now stands as the fourth largest transit system in the United States.

Capital Costs:

WMATA utilizes three separate budgets:

- ?? Operating: Funds the operation and maintenance of the Metrorail and Metrobus system - \$705 million
- ?? Capital Improvement Program (CIP): Funds the rehabilitation, replacement and preservation of the existing system: \$165 million
- ?? Rail Construction: Funds the construction of the 103-Mile Metrorail System - \$141 million
- ?? Total FY 2000 Budget - \$1.011 billion

Operating Budget Cost Recovery:

- ?? Metrorail – 74%
- ?? Metrobus – 36%
- ?? Combined total – 57%
- ?? Number of positions – 8,867

Ridership:

WMATA is 4th largest transit system in U.S.

- ?? Washington D.C. metropolitan area second-highest transit use nationally
 - 18% of all peak period trips
- ?? 40% of all person trips to the region's core

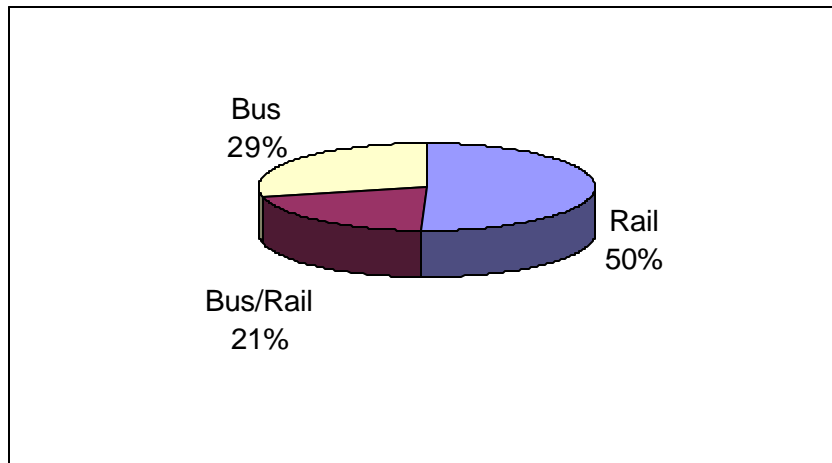
	Average Weekday Trips (Thousands)	Total Annual Trips (Millions)
Metrorail	545	158
Metrobus	470	136
Local Bus	100	29
Commuter Rail	27	7
Total	1,142	330

Ridership Trends: Average Weekday Ridership Increases

	<u>Weekday Bus Increase</u>	<u>Weekday Rail Increase</u>	<u>Total Weekday Increase</u>
FY1998	11,000	26,000	37,000
FY1999	10,000	8,000	18,000
FY2000*	43,000	10,000	53,000
Total	64,000	44,000	108,000

*First Three Months

WMATA Ridership Mode Split



Property Values:

WMATA's role in economic development has been very positive.

Between 1980 and 1990, 40% of the region's office and retail space was built within walking distance of a Metrorail Station. Since 1990, about 20% of office and retail space has been constructed at a Metrorail station.

The Urban Land Institute estimated that \$15 billion in additional development has been generated by Metrorail – this number will grow to \$20 billion with the completion of the 103-mile system.

KPMG Peat Marwick estimated in a northern Virginia study that the Commonwealth of Virginia is receiving an annual rate of return of 19% on its investment in Metrorail through additional development attracted by Metrorail.

What Others Say:

☞☞ "The agency's [WMATA] fare-weather analysts report record rail ridership for the fiscal year that ended June 30 as well as a solid increase in bus users."

The Washington Post, August 7, 1999

☞☞ "Thumbs up to the Washington Metropolitan Area Transit Authority, better known as Metro, for reducing and simplifying its fares."

The Fairfax Journal, June 22, 1999

☞☞ “We learned recently of an extremely helpful new feature added to the Web site of the Washington Metropolitan Area Transit Authority (www.wmata.com). It’s called “The Ride Guide” and it allows users to plan routes and get detailed fare information, for free, over the Internet. And even though this is the site of the Metropolitan Transit Authority, the guide is just as helpful in planning free walking trips of the capitol as it is in encouraging visitors to use D.C.’s tremendously spiffy and efficient public transportation.”

Arthur Frommer’s BudgetTravel Online, September 29, 1999

☞☞ “When it comes to metropolitan rail systems, the Washington, D.C., Metro ranks as a relative newcomer, having arrived on the Capitol City scene about 20 years ago. But that hasn’t stopped it from grabbing the lead in the race with other urban areas to find better and faster ways to move passengers through the city.”

CNN.com, October 13, 1999

☞☞ “The Orange Line has brought amazing changes to the Metro corridor in central Arlington. Down-at-the-heels commercial areas have been redeveloped, while nearby residential neighborhoods have soared in value. And while there’s plenty of griping about all the cars on country roads today, we’d hate to think what traffic would be like without the train system. On the whole, the Orange Line – and the development around it – deserves all the praise that’s been heaped on it this anniversary week. It’s “smart growth” in action.”

Fairfax Journal, December 3, 1999

Rail System Map:



System Map

Legend

- Red Line • Glenmont/Shady Grove
- Orange Line • New Carrollton/Vienna/Fairfax-GMU
- Blue Line • Addison Road/Franconia-Springfield
- Green Line • Branch Avenue/Greenbelt
- Yellow Line • Huntington/Mt. Vernon Sq-UDC



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WASHINGTON METROPOLITAN
AREA TRANSIT AUTHORITY

- No Smoking
- No Food or Drinks
- No Animals (except guide dogs)
- No Audio or Video Devices (without earphones)
- No Litter or Spitting
- No Dangerous or Flammable Mater

Extensions:

- ?? WMATA Board of Directors adopted a 25-year Service Expansion Plan in April 1999.
- ?? Four Major Elements
 - Improve access to and capacity of Metrorail
 - Improve bus service levels and expand to new service areas
 - Selectively add stations, entrances, and station capacity to the existing Metrorail system.
 - Expand fixed guideway services
 - 50-60% expansion of rail services
 - Projects identified in Virginia/Maryland/District of Columbia

WMATA Service Expansion Plan Goals

- ?? Double transit ridership by 2025 in order to maintain transit market share and to enhance mobility and accessibility, improved air quality, reduced traffic congestion, and support regional growth/travel demand.
- ?? Include transit services as a critical component of major transportation and growth corridors to ensure the region remains economically viable and competitive in the national and international marketplace.
- ?? Ensure that public transportation is envisioned as a way to support and enhance smart growth policies, community liability and quality of life.

Service Expansion – Why Now?

- ?? Build out of 103-Mile adopted regional system largely completed.
- ?? Growth in the region has created “regional activity centers” currently not well-served by existing highway/transit network and outside the beltway.
- ?? Significant regional economic opportunities exist
 - Regional employment/ population growth
 - Airport passenger/ cargo growth
 - 2012 Olympics
- ?? Coordination with other regional, subregional and Corridor-level planning activities is necessary.
- ?? A long lead time is required to advance capacity expansion projects

Links:

www.wmata.com
www.mdot.state.md.us
www.mtmaryland.com
www.dpwt.com
www.vdot.state.va.us
www.vre.org
www.linkinfo.org

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