

## Metro's MindMixer Site Glossary

**100% 8-car Trains:** During the [peak period](#), about a third of Metrorail trains have 8 cars, while the rest operate with 6 cars. Operating 100% 8-car trains during the peak would increase capacity without adding rail track. However, this would not only require additional rail cars, but it would also require an upgraded power system and additional space for storage and maintenance of the new cars. There is currently no funding in the [CLRP](#) allocated for this.

**Bus Rapid Transit (BRT):** A bus line or network with design features that provide major improvements to passengers' travel times, convenience and comfort. BRT includes many or all of the following features: travel lanes dedicated to buses only, payment for service before boarding, traffic-signal priority, longer distances between stops frequent service high-capacity and low-floor buses, and stations (rather than simply bus stops) that include real-time information, seating and climate control. There are no BRT routes or systems in operation in the Washington region, though some are being planned including the K Street Busway in DC and Montgomery County's BRT Plan.

**Central Jurisdictions:** The District of Columbia and Arlington (including the portions of them in the region's [core](#)) and Alexandria.

**Commuter Bus:** A service that operates weekdays during morning and evening [peak periods](#) only. Typically, riders board at a few stops in the suburbs and travel express to the core. Buses are typically coach-style. Local examples include Dillon Bus Service, Eyre Bus Service, Quick Bus, and OmniRide.

**Commuter Rail:** A service that primarily operates weekdays during morning and evening rush hours and to and from the [core](#), from and to the [inner](#) suburbs and [outer suburbs](#). This region's systems are MARC and VRE.

**Compact Jurisdictions:** The governments that comprise the Washington Metropolitan Area Transit Zone. These include the District of Columbia; the cities of Alexandria, Falls Church and Fairfax and the counties of Arlington, Fairfax and Loudoun and political subdivisions in Virginia located within those counties; and the counties of Montgomery and Prince George's and political subdivisions in Maryland located within those counties.

**Congestion Charging:** See [Congestion Pricing](#) below

**Congestion Pricing:** This refers to varying road tolls or transit fares to be higher under congested conditions and lower at less congested times and locations. This mechanism is implemented to limit peak-period volumes to optimal levels. Although there are some peak and off-peak tolls and transit fares today, the region's first dynamic congestion pricing is planned for lanes along segments of I-95 and I-495 in Virginia (see [HOT Lanes](#)). Area-wide congestion pricing has not been implemented in Washington region, but does exist internationally, such as in London and Singapore.

**Core:** The TPB defines the core as a portion of the District of Columbia and Arlington, representing the region's downtown, including areas such as Capitol Hill, Georgetown, Rosslyn, and Crystal City.

**Core Capacity:** The transit capacity that serves the region's [core](#) during the [peak period](#) in the [peak direction](#). Key features that define core capacity are (i) the core stations' processing capacity (i.e., space and moving capacity of platforms, mezzanines, escalators, and elevators), especially at Metro Center, L'Enfant Plaza, and Gallery Place; (ii) the number of cars per train (currently about a third 8-car trains and the rest 6-car trains); (iii) the number of trains on the three routes in the core (Blue/Orange/Silver, Green/Yellow, and Red lines) the core; and (iv) the capacity of the surface transit routes (i.e. all bus and streetcar) that serve the core.

**Financially Constrained Long-Range Transportation Plan (CLRP):** The CLRP is mandated by the federal government and identifies all regionally significant transportation projects and programs that are planned in the Washington metropolitan area between 2012 and 2040. It is created and maintained by [TPB](#). Over 750 projects are included, ranging from simple highway landscaping to billion-dollar highway and transit projects. More information can be found: <http://www.mwcog.org/clrp/>

**High-Occupancy Toll (HOT) Lanes:** These are [HOV](#) lanes that also allow low-occupancy vehicles if they pay a toll. The I-495 HOT lanes that are currently under construction are being labeled as "express lanes."

**High-Occupancy Vehicle (HOV) Lanes:** Travel lanes that that give priority to vehicles with two or more occupants. Some HOV lanes require three or more occupants. For example, I-66 inside the Beltway operates during the [peak period](#) in the [peak direction](#) as [HOV-2](#).

**Inner Suburbs:** The TPB defines the inner suburbs as Fairfax, Montgomery, and Prince George's Counties, and the Cities of Falls Church and Fairfax.

**Interline Connection:** A strategy that creates new connections between existing rail lines. For example, a Rosslyn interline connection would enable direct service between Court House (Orange/Silver Lines) and Arlington Cemetery (Blue Line), bypassing Rosslyn, so as to provide more capacity than is possible now because of the combination of routes converging at Rosslyn, and to provide better intra-Virginia service, such as between the Orange/Silver Lines and National Airport.

**Light Rail Transit (LRT):** A streetcar system that has extensive priority signaling at intersections and at least 30% of its route operating on reserved rights-of-way. LRT may be grade-separated but also retains the ability to operate in mixed traffic. There are no LRT routes or systems in operation in the Washington region, though Maryland's Purple Line is in the planning and design stage.

**Local Bus Service:** Non-Metrobus services that operate almost exclusively within a single jurisdiction. Examples include DC Circulator, Fairfax Connector, and The Bus in Prince George's County.

**Local Jurisdictions:** See [Compact Jurisdictions](#)

**Metro Forward:** The \$5-billion, six-year action plan currently underway to rebuild Metro and improve safety and reliability to better serve our customers. More information can be found: [http://www.wmata.com/about\\_metro/metro\\_forward/](http://www.wmata.com/about_metro/metro_forward/)

**Metropolitan Washington Council of Governments (COG):** COG is an independent, nonprofit association created to develop regional solutions to such issues as the environment, affordable housing, growth and development, public health, child welfare, public safety, homeland security, and transportation. The TPB is in charge of COG's transportation element. The COG Board is comprised of elected officials from 22 local governments, members of the Maryland and Virginia state legislatures, and members of the U.S. Congress. COG is supported by financial contributions from its participating local governments, federal and state grants and contracts, and donations from foundations and the private sector. More information can be found: <http://www.mwcog.org/about/>

**MoMentum:** Momentum: The Next Generation of Metro is a strategic plan to keep the National Capital Region moving by providing the framework for delivering quality service, meeting future needs, and leading the creation of transit-connected communities. Strategic planning is the key to Metro's continued path of improvement and ensures accountability for customer service, operations, budget and performance. Your feedback on Momentum is critical to transform the plan into reality. More information can be found: [www.wmata.com/momentum](http://www.wmata.com/momentum)

**National Capital Region Transportation Planning Board (TPB):** TPB is the federally designated Metropolitan Planning Organization (MPO) for the region. It is the regional forum for transportation planning and federal law requires key transportation players in the region to work through the TPB process. The TPB's membership includes representatives of the 22 local jurisdictions represented at COG, the three state departments of transportation (DOTs), WMATA, and the US DOT. TPB does not implement capital projects, but does perform activities that promote an integrated approach to transportation development.

**Non-Regional Bus Routes:** Metrobus routes that do not meet [regional bus route](#) criteria.

**Outer Suburbs:** The TPB defines the outer suburbs to include Prince William, Loudoun, Frederick, and Charles Counties, and Cities of Manassas and Manassas Park.

**Peak Direction:** The direction of travel where transit trips are the greatest. In Washington, the morning peak direction is towards downtown DC, while the afternoon peak is away from downtown DC.

**Peak Period:** The time during the day when transit trips are the greatest. In Washington, the peak period is generally from 5am – 9:30am and 3pm – 7pm weekdays, but the specific hours for HOV priority and for peak/off-peak transit fares vary.

**Priority Corridor Network:** A Metro strategy to improve bus service, travel times, reliability, capacity, productivity, and system access on 24 corridors across the region that transport over 50% of all bus riders in the Metrobus system. More information can be found: [http://www.wmata.com/about\\_metro/bus\\_planning/priority\\_corridor\\_network.cfm](http://www.wmata.com/about_metro/bus_planning/priority_corridor_network.cfm)

**Regional Activity Center (RAC):** A tool developed by the Council of Governments (COG) to help guide land use and transportation planning decisions in the local jurisdictions. Local and regional planning and policy goals may recommend working to increase either the amount of employment or housing. More information can be found: <http://www.mwcog.org/planning/planning/activitycenters/>

**Regional Bus Routes:** Metrobus routes that crosses a jurisdictional boundary, penetrates at least two jurisdictions by more than a half mile each, and allows boarding and discharging of passengers over at least a portion of the line in each jurisdiction. A route can also be a regional route if it meets two out of the three following criteria: operates for a considerable distance on an arterial; serves one or more [regional activity centers](#); and/or have annual boardings per annual platform hour greater than 30 applied consistently in all jurisdictions. Examples include S1, 42, 38B and J4.

**Regional Transit System Plan (RTSP):** The RTSP is a study developed by Metro of the region's future transit needs through 2040 that will result in a long range multi-modal, transit system plan for the District of Columbia, Maryland, and Northern Virginia. More information can be found: <http://planitmetro.com/2010/10/15/rtsp-frequently-asked-questions-faq/>

**Region Forward:** A vision for a more accessible, sustainable, prosperous, and livable National Capital Region. It was developed by the Greater Washington 2050 Coalition, a group of public, private, and civic leaders created by the Metropolitan Washington Council of Governments in 2008 to help the region meet future challenges like accommodating two million more people by 2050, maintaining aging infrastructure, growing more sustainably, and including all residents in future prosperity. More information can be found: <http://www.regionforward.org/>

**Streetcar:** A steel wheel on rail transit mode, operating in the street, sharing the pavement with other vehicles, with little or no priority signaling at intersections. This is under development along H Street, NE in DC and Columbia Pike in Arlington.

**Surface Transit:** All transit modes that operate on roads or rail at grade. For the [RTSP](#), this includes all buses, streetcar, [LRT](#), and [commuter rail](#).

**Transfer Stations:** Stations within the Metro System where the subway lines intersect. Examples include Metro Center, Gallery Place, L'Enfant Plaza, and Rosslyn.

**Transitway:** A corridor for either [BRT](#) or [LRT](#) and accompanying transit priority measures. Local examples include the Corridor Cities Transitway and the Crystal City – Potomac Yard Transitway.

**WMATA Compact:** An agreement created by Congress between DC, Maryland, and Virginia that formed the Washington Metropolitan Area Transit Authority (WMATA) in 1967. The agency is tasked with planning, developing, financing, and operating a comprehensive mass transit system for the Washington Metropolitan Area.