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## Metro Rail GM Gerald Francis Headed to Washington Metro

- Resignation effective March 30; no successor named yet



Metro Rail General Manager Gerald Francis.

(March 7, 2007) Metro Rail General Manager Gerald Francis said Tuesday he will resign from the agency, effective March 30, to take a position as deputy general manager of the Washington Metropolitan Area Transit Authority (WMATA).

Francis will join his former boss, John Catoe, who resigned as Metro's deputy CEO in January to become general manager of WMATA. Francis will begin his new job, April 2; a successor has not yet been named at Metro.

"Gerald has been an integral part of Metro's team for the past five years and I have truly enjoyed working with him for the past 13 years (in Dallas and Los Angeles)," said CEO Roger Snoble. "While he will absolutely be missed, I wish him nothing but the best in his new position in Washington, D.C."

Francis joined Metro in January, 2002 after serving as vice president of Rail Operations for Dallas Area Rapid Transit (DART).

During his tenure as Metro Rail chief, Francis, 53, oversaw the startup of the Metro Gold Line, a track reconstruction project on the Metro Green Line, and multi-million dollar upgrades of radio communications, surveillance and security equipment on the rail system and at the Rail Operations Center.

### Readied new rail cars

The AnsaldoBreda 2550 rail car prototype was received and tested and the first 2550 production cars were received and began testing for revenue service while he led Metro Rail.

He also instituted express service on the Metro Gold Line and increased late-night service hours on all rail lines. During his time at the agency, Metro Rail experienced a substantial increase in ridership.

Reflecting back on a rail staff retreat shortly after he arrived at Metro in 2002, Francis said, "We all sat down and decided the path we would take in rail operations. From that point on, we've accomplished everything we set out to do."

He thanked the rail staff "for allowing me to be a part of their team. We have an excellent team, everyone in rail operations."

### 'Five years a blessing'

He also thanked members of the Board “for their support and commitment to stand behind me in revitalizing the rail system. These last five years have been a blessing for me to work at Metro.”

And as for what he considers his “last hoorah” – Metro’s effort during Sunday’s LA Marathon – Francis said, “I want to thank everyone in Rail Operations and elsewhere in the agency who participated in making that operation a success. It was a good show; I couldn’t have asked for a better sendoff!”

Noting that WMATA’s rail system has some 750,000 boardings a day, a number that increases to 800,000 or more during tourist season, Francis expects to face a number of challenges as the new deputy general manager.

Prior to joining Metro, Francis worked for six years at DART as manager of Central Rail Operations and then as senior manager and vice president for Rail Operations. He was involved in start-ups on the agency’s light-rail line.

Prior to DART, Francis was transportation supervisor and controller of the light-rail start-up program in St. Louis. He began his transportation career in 1979 with the Union Pacific Railroad, where he held positions as manager of Safety, manager of Terminal Operations and manager of Yard and Industry Operations.

Francis is a business administration graduate of Creighton University in Omaha. He and his wife, Michelle, have three grown children, Shawna, Gerald, Jr., and Nicole.