

## Creates a Capital Region that Works

Metro helps the nation's capital region by:

- ▶ Moving employees of 277 federal agencies daily.
- ▶ Serving the federal workforce, who represent 35% of the AM peak period commuters.
- ▶ Enabling special events like festivals, sporting events, and inaugurations. Metro provided 1.1 million rail trips and 423,000 bus trips on Inauguration Day 2009.
- ▶ Enabling the evacuation of more than 120,000 people per hour on Metrorail.



## Study Background

Without transit, the region would look and operate very differently than it does today. By imagining the region without transit, it is possible to understand transit's role and value to the Washington economy. Though not a formal cost-benefit analysis, the study presents the benefits of transit in as many ways possible to demonstrate the magnitude of its impact.

Though transit is an integral part of many of these benefits, the impacts brought about by zoning, development decisions, and long-term transit-supportive policies at the local and state levels cannot be ignored. In this study, only benefits where transit was either a precondition for or an integral part of an impact were measured.



For additional information, the Regional Benefits of Transit Executive Summary can be found here:  
[www.wmata.com/about\\_metro/makingthecase.cfm](http://www.wmata.com/about_metro/makingthecase.cfm)



# MAKING THE CASE FOR TRANSIT

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As Metro plans for the future, it is important to understand the impact that the system has had on the region since it opened. In addition to moving people within the region, Metro has supported the development of the real estate market, generated tax revenues, and been the key to the region's economic vitality.



## Increases Property Values Around Rail Stations



Metrorail stations make the surrounding land much easier to access, increasing its value. They also enable many more people to access businesses, residences, and retail establishments close to stations than in areas farther from rail. An analysis of parcel-level property tax assessments for all properties within a half-mile of Metrorail stations shows:

- ▶ \$235 billion of property value is within a half-mile of Metrorail stations.
- ▶ This land generates \$3.1 billion annually in property tax revenues.
- ▶ This land represents 28% of the jurisdictions' property tax base, but only 4% of their land.
- ▶ Proximity to Metrorail increases property values by 7-9%.

## Moves the Region Forward

Transit carries people at exactly the times and places when our roads are at capacity and we need it the most. Washington has the dubious distinction of having the worst congestion in the country and even a few extra cars can tip congestion into gridlock.

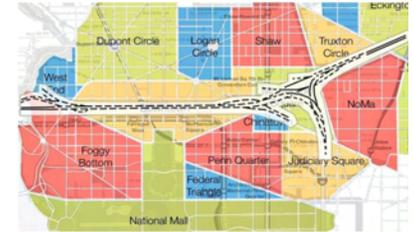
### What If There Were No Transit?

- ▶ Vehicle-miles traveled would increase by 7-8%.
- ▶ Congestion would increase by 25%, costing more than \$1.5 billion annually in wasted time and fuel.
- ▶ The region would fragment into several smaller economies resulting in the loss of regional economic competitiveness.
- ▶ Employers would have access to a much smaller pool of employees, and residents would have fewer jobs within an acceptable commuting distance.



### What If Roads Were Built Instead of Transit?

- ▶ More than 1,000 lane-miles of new pavement on highways and arterials would be needed, which is the equivalent of two new Beltways. All river crossings would need 4-6 additional lanes.
- ▶ 1 million more auto trips per day would be made.
- ▶ 200,000 more parking spaces in the core would be needed, which would be the equivalent of 166 blocks of five-story garages.
- ▶ Commercial and residential development opportunities would be lost. Existing neighborhoods would be fragmented or lost.



Proposed interstate through the DC core. Adapted from DC Interstate System Plan, 1971

## Increases Access to Jobs and Businesses

Economic activity due to proximity to Metrorail is critical to the prosperity of the region. Businesses locate near Metro stations to gain better access to employees and customers. The analysis of the surrounding land uses identified:

- ▶ 2 million jobs, which account for 54% of all jobs in the region, are within a half mile radius of all Metrorail stations and Metrobus stops.

## Makes the Region Affordable and Livable

Metro saves time and money for all of the region's residents, whether they use Metro or not.

- ▶ Metro saves all households \$705 million/year in time savings.
- ▶ Households using Metro save \$342 million/year in auto expenditures due to reduced car ownership, operating, and maintenance costs. This includes saving 40.5 million gallons of fuel annually.
- ▶ Each weekday morning, Metrorail riders walk a combined 33,000 miles to a station, burning 2.2 million calories.
- ▶ Metro enables 360,000 trips by transit dependents per day.
- ▶ Metro enables 20% of rail riders and 53% of bus riders to live a car-free lifestyle.
- ▶ Transit improves air quality by avoiding 260 tons of VOC, 22 tons of PM, and 0.5 million tons of CO2 due to reduced auto use.

