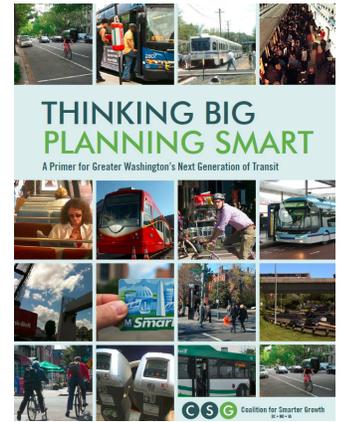


THINKING BIG PLANNING SMART

The Benefits of Transit to the Washington, D.C. Region



- Without Metro, it's estimated our region would need approximately 710 lane-miles of additional highway lanes at a capital cost of \$4.7 billion, causing severe impacts in terms of homes taken for highway expansion.

Making the Case for Transit: WMATA Regional Benefits of Transit Technical Report

- The Metrorail Yellow Line moves nearly as many people into the regional core during the peak hour as three lanes of the I-395 14th Street Bridge, and if just five percent of Yellow Line commuters shifted to driving on I-395 it would create 10-miles of stop and go traffic.

Making the Case for Transit: WMATA Regional Benefits of Transit Technical Report

- Metro estimates that transit in our region saves drivers \$1 billion per year in wasted time, and that transit riders are able to save nearly \$500 million in auto maintenance, fuel, parking, and other costs.

Making the Case for Transit: WMATA Regional Benefits of Transit Technical Report

- The personal annual savings from using transit as compared to driving is \$9804 as of August 2012.

American Public Transportation Association

- Census data shows that around 20% of our region's commuters ride transit to get to work, and that number is rising. In Arlington, 27% of workers take public transportation to work.³ As a result of transit-oriented development, the share of work trips taken by walking, biking, transit and carpooling is surpassing 50 percent in D.C. and in Arlington's Metro corridors.

Brookings' Connecting to Opportunity: Access to Jobs via Transit in the Washington, D.C. Region

- People in the Washington region are increasingly choosing to live in mixed-use, walkable neighborhoods near transit, giving them the option to avoid congestion altogether. Congestion may be bad, but many of us choose alternatives – and Metro is a big part of that.

- Proximity to Metro is estimated to have sparked some \$212 billion in regional real estate value, and it's played a key role in helping older suburbs stave off the inner-suburban decline seen in other cities around the U.S. It's had a central role in the rebirth of Washington, D.C. While auto-dependent areas have suffered from the real estate collapse, the region's transit-rich neighborhoods have continued to boom.

DC Streetsblog, "What if Washington Never Built Metro?" Oct. 17, 2011

- Metro and our region's other transit systems are essential to connecting people to jobs; particularly for lower-income households and workers, young people, seniors, and the disabled.

- Key to our economic competitiveness, the Metropolitan Washington Council of Governments (MWCOCG) has found that in areas with strong public transportation, access to jobs and housing in our region will improve over time. It will decline in neighborhoods and corridors with only highway access.