



WMATA's Business Case for Transit

Measuring our
Regional Benefits



EESI

March 2012



A “Business Case” for Transit

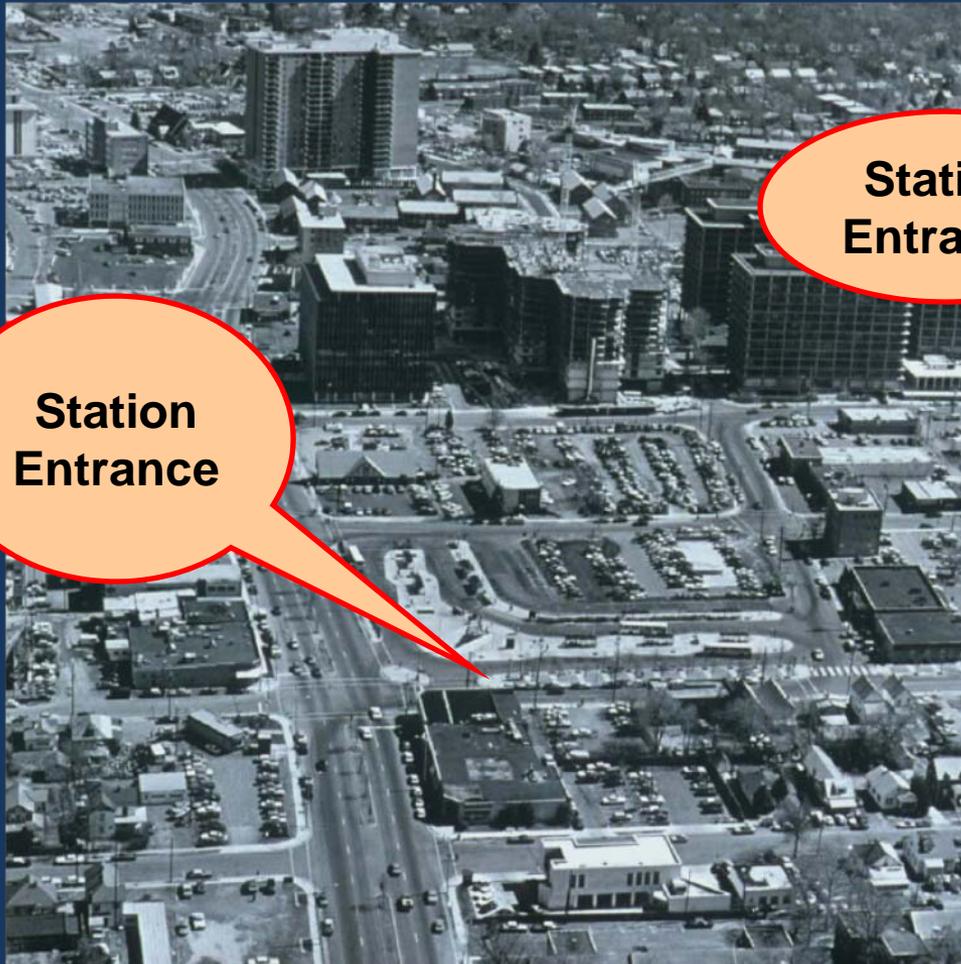
Think like a regional funder

**Re-establish that transit’s outputs go
beyond operating metrics**

Draw inferences from experience

Impacts

Ballston 1980



Ballston 2001



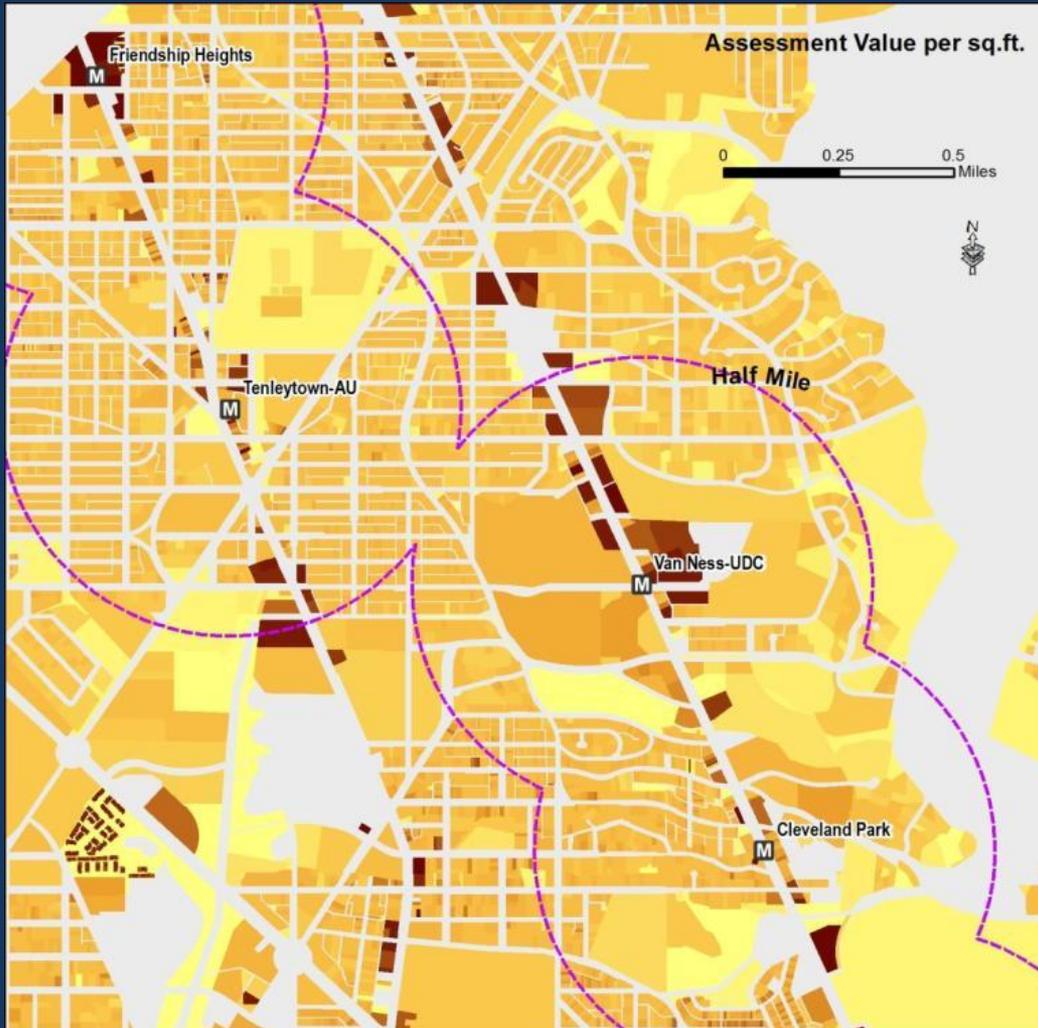
Methodological Housekeeping

- Communicable metrics
- Measurability
- Counterfactuals
- Transit can't take credit for everything
- Replicable approach with regional specificity
- Order of magnitude ambition
 - Benefits "comparable" to capital and operating costs
- More follow-up required for bus and paratransit cases





Metro: Increases Property Values



- \$235 B in real estate value
- Premium of 7-9%
- **28%** of region's land on **4%** of land
- \$3.1B in property tax

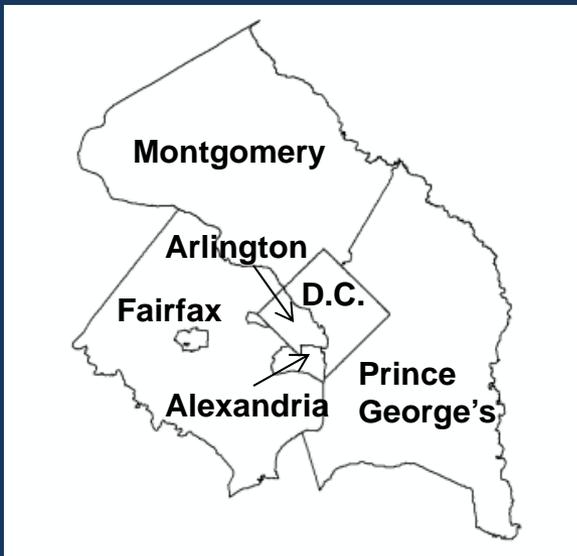


Transit: Moves the Regional Economy



With transit "off":

- Peak travel times up 25%
- Congestion fractures the regional economy
- Employers lose access to workers
- We lose competitiveness of single economy



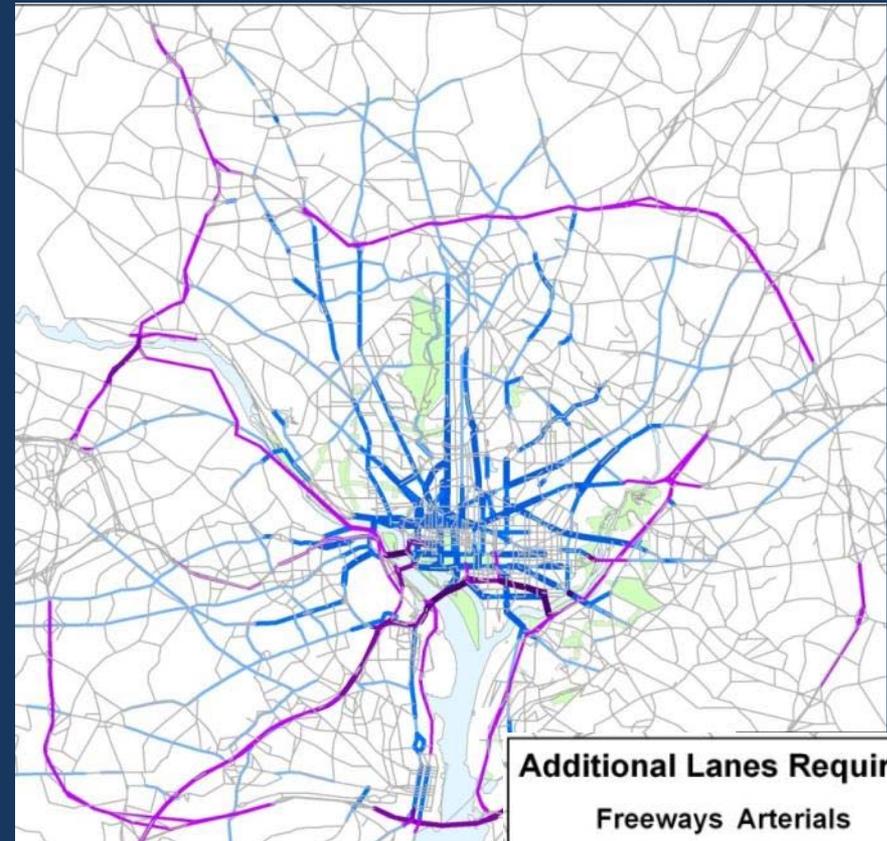
Without Transit

+ 1 million auto trips/day

+ 1,000 lane-miles needed
to keep existing levels of
congestion

=

-
- Equivalent of nearly 2 new Capital Beltways
 - 4-6 new lanes on Potomac crossings
 - ~ \$6.7 billion



Additional Lanes Required

Freeways Arterials

— 0 — 0

— 1 — 1

— 2 — 2

— 3 — 3

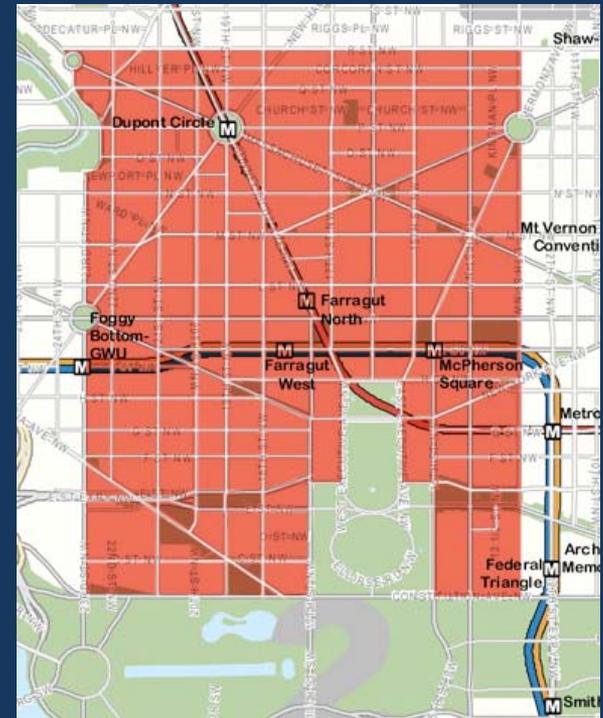
Without Transit

200,000 more parking spaces in core



× 166 =

- Almost 170 blocks of 5-story parking garages
 - From 23rd to 12th
 - Constitution Avenue to R Street



Price: \$4.1 billion

“Downtown Covered in Parking?”

- Not so far-fetched



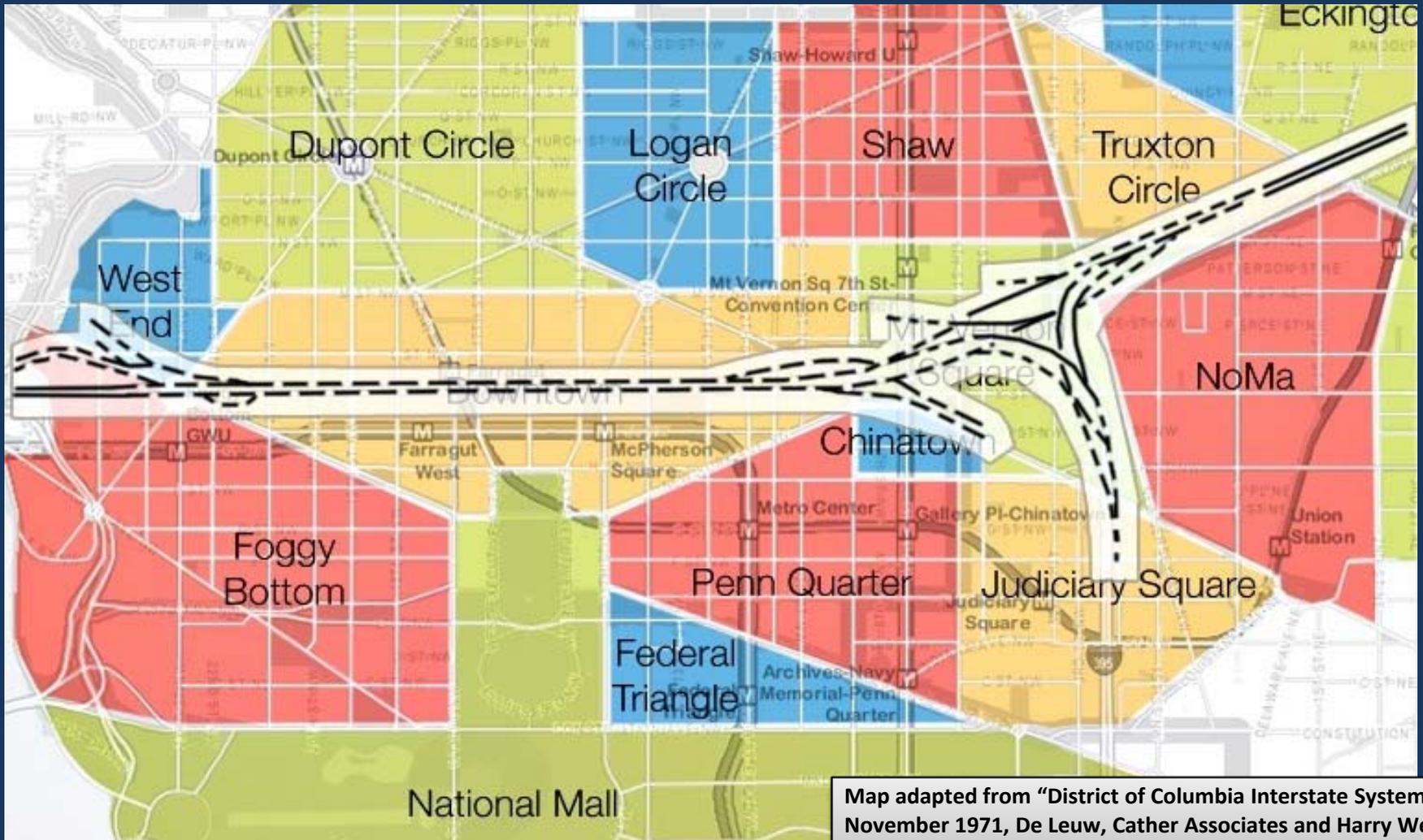
An aerial view of parking and land use in downtown Minneapolis.

 Surface parking lots  Parking ramps

From David Albersman, Albersman and Armstrong, LTD, Minneapolis



Without Metro



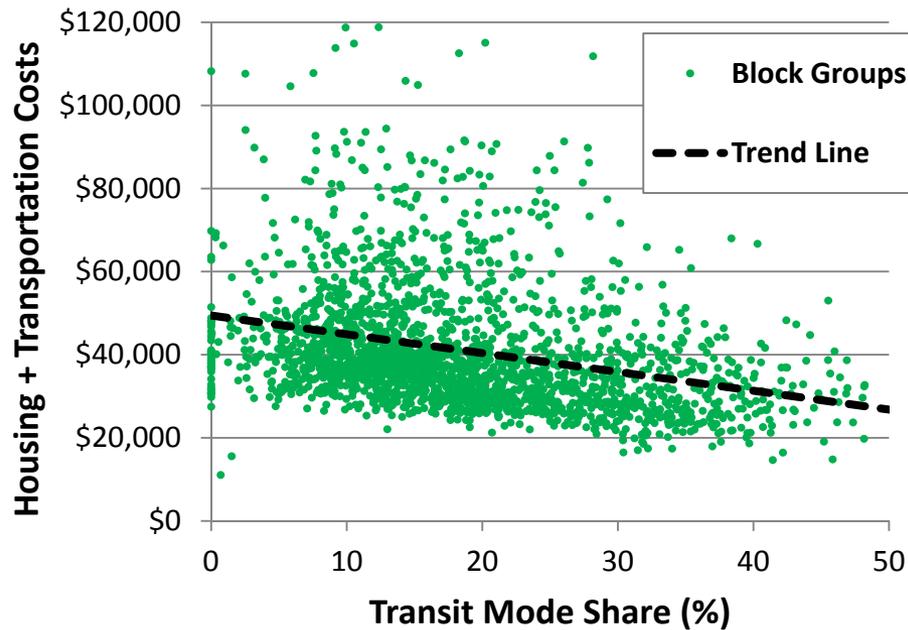
Map adapted from "District of Columbia Interstate System 1971," November 1971, De Leuw, Cather Associates and Harry Weese & Associates, Ltd.



Metro: Makes the Region Livable



- Saves households time and money
 - Time savings: \$705M/yr
 - Auto savings: \$340M/yr
 - Additional auto savings ~250M/yr



- Cleans the air
- Opens doors for all
- 360,000 trips by car-free households per day



Conclusions

- “Mobility” metrics do not tell the whole story

Transit adds value to land and labor markets in ways that “mobility” metrics do not capture

- Adding this kind of analysis helps make the “business case” for transit