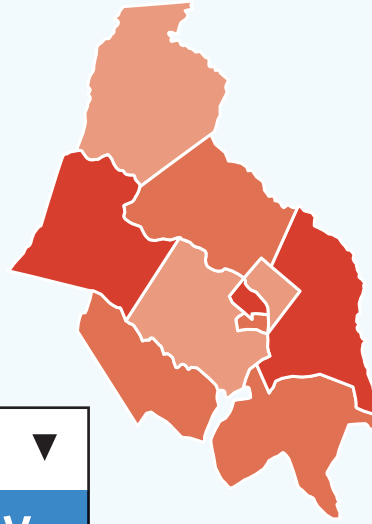


CONNECT GREATER WASHINGTON



Together, the DC region can grow

Efficiently ▼

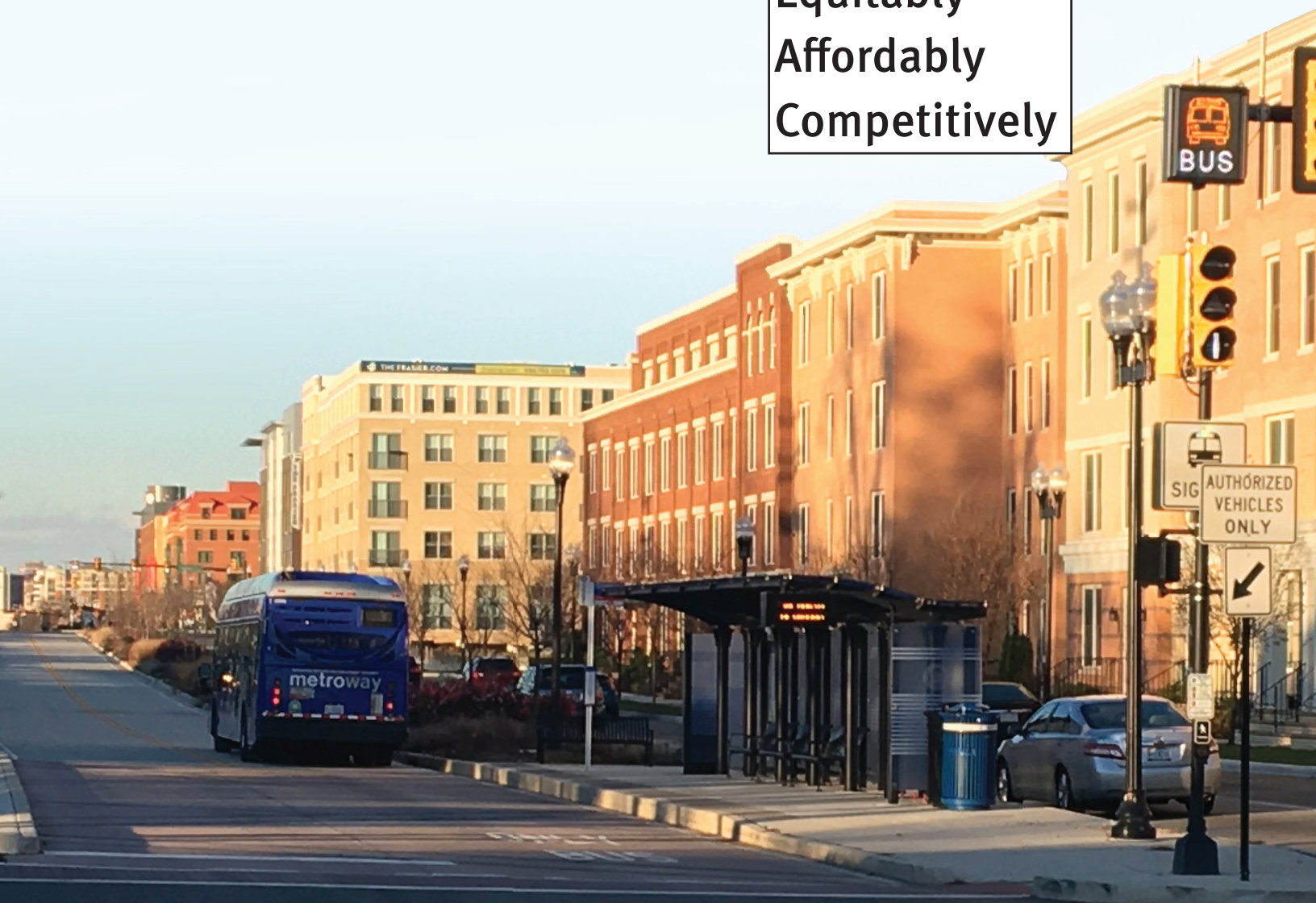
Responsibly

Sustainably

Equitably

Affordably

Competitively



Do you want a future for the Washington region where

- Local governments pay less for Metro from their local budgets each year?
- Metro could *pay for itself* without any local subsidies?
- The most crowded parts of the Metro system are less congested?
- More people are riding Metro on the parts of the system that are very underused today?
- People spend less time stuck in traffic and enjoy a cleaner environment?
- No matter where people live – from east to west – they can access their jobs, schools, and places to shop and play in a reasonable amount of time?

Together, we can make that future a reality.

What is *ConnectGreaterWashington*?

ConnectGreaterWashington is a study completed by WMATA in 2015 targeted to decision makers. It assessed transportation and land use options for how the Washington DC region can meet its future job and population growth and how Metro can support the region's prosperity.

What will it take?

As leaders and elected officials from across the DC region, we will need to think and act collectively, instead of individually. We will need to make smarter decisions about where to plan for growth based on where we have already invested in transportation capacity on the highway and transit network.

It is a big undertaking, but don't we owe it to ourselves and our children and grandchildren to investigate?



Our region is growing

The region is growing, which is a good thing! While some of the growth is targeted towards activity centers that have many ways to get around, a large part is targeted to places where driving is the only option. That has consequences: More cars on our roads mean more people spending more time sitting in traffic, creating a less economically-competitive region.

Across the region, we compete against each other to attract new jobs and people to our communities. We place greater value on the short-term benefits of “winning” today over the long-term costs of competing against one another.

Transportation networks and the budgets that build them simply cannot keep pace with the status quo.

Now, the region is at a crossroads: we could keep growing in this uncoordinated fashion or we could get back on track and grow smarter around the transit infrastructure we have already built.

Local budgets are squeezed and communities want to pay less to operate Metro. At the same time, our residents, businesses, and civic groups want affordable communities. They want access to jobs. They want time with their families, friends, and communities. *They want to spend less time sitting in traffic.*

That may sound impossible, but there are many opportunities. In many parts of the region, Metro still has plenty of capacity to take tens of thousands of cars off the roads without a dime of additional investment. And in many communities, there is plenty of development opportunity around high-quality transit stations and corridors.

So instead of struggling to expand our transportation infrastructure to chase short-term “wins”, what if we guided growth to places with room in our transportation infrastructure to handle it? What if we made *land use* our region’s primary *transportation strategy*?

Metro asked “what if we made development and investment decisions as a region”. The results were significant. Working together shows tremendous potential to make life more prosperous and sustainable. It is also the only way to bust congestion for good. It is good for the quality of the air we breathe. It helps our region be more competitive and bridge the East-West divide. It is the best path forward to healthier local budgets and lower taxes for all.



Transit-Oriented Development



I-95 HOT lanes



Metroway

Today, we are at a crossroads

The Potential of Acting as a Region

- Metrorail can pay for itself and save the region millions
- Lower congestion and time stuck in traffic
- Greater access to jobs

Act as a Region

- Stop competing against one another for jobs and people
- Guide growth to activity centers with many ways to get around and where Metro has capacity

**\$270 M
Surplus**

Status Quo Results:

- Worsening congestion at peak times on key roads
- Higher Metrorail subsidy for the same service
- Lower access to jobs

Continue the Status Quo

- Jurisdictions compete with each other for jobs and people
- Guide growth to areas where driving is the only option and transit is at capacity

**\$350 M
Subsidy**

We are already talking the regional talk

CITIZENS, ELECTED OFFICIALS, AND BUSINESS LEADERS AGREE

It is not surprising to hear what people want for the future. Prosperity, economic development, livable communities, and access to jobs. What people do not want is more congestion, longer commutes, and higher taxes.

As a region, we cannot create this future with a disjointed approach to development and transportation investments. The complexities of coordinating among two states, the District, and the federal government add challenges to working together. We know that working as a region will not be easy, but the costs of today's approach are too high to ignore.

EXISTING PLANS CALL FOR A REGIONAL APPROACH

There is no shortage of long-range plans in this area. *Region Forward: A Comprehensive Guide for Regional Planning and Measuring Progress in the 21st Century* developed a vision, goals, and targets for a more accessible, sustainable, prosperous, and livable metropolitan Washington. Additional plans like *Economy Forward*, *Place+Opportunity*, *Momentum*, and the 2015 *Regional Infrastructure Report* to name a few all support thinking and acting like a region.

We cannot meet those visions with the current short-term approach to development, locally determined transportation projects, and the constant competition against one another.



How do we start walking the regional walk?

PEOPLE AND BUSINESSES ARE VOTING WITH THEIR FEET FOR A CLOSER, DENSER, SMARTER WASHINGTON

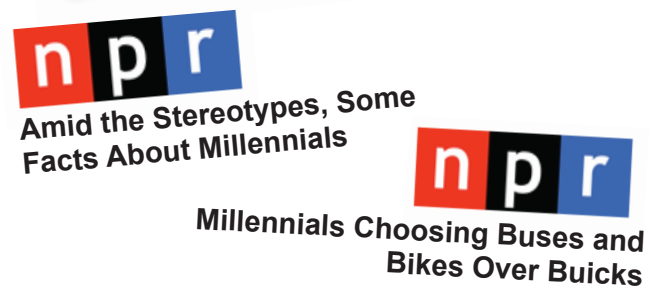
Conditions on the ground suggest that the market may well support a vision of a closer, denser, and smarter Washington region.

- **People are choosing higher-density, transit locations more than ever.** From 2000-10, over 85% of population growth in the District occurred by millennial households, who overwhelmingly prefer smaller housing and a transit-rich lifestyle.
- **Real estate developers favor higher-density, transit-accessible locations.** Walkable Urban Places (WalkUPs) are commanding above-market rents, show faster absorption than the market overall, and indicate that the market favors higher-density, transit-connected, walkable environments.
- **Businesses are flocking to transit-adjacent locations.** 85% of today's commercial development pipeline is located within one quarter mile of a Metrorail station. 92% of commercial leases over 20,000 square feet signed in the last few years have been within one-half mile of a Metrorail station.

The market – our people and businesses – want the solutions that *ConnectGreaterWashington* evaluates. If we put them into practice, the benefits are region-wide.

"I think it's essential we be accessible to Metro and that limits the options. I think as with many other things our younger folks are more inclined to be Metro-accessible and more urban. That doesn't necessarily mean we will move to downtown Washington, but we will move someplace."

**-Arne M. Sorenson, CEO,
Marriott International**



By 2040, the region will grow dramatically...

Year-over-year, the investments and decisions each of our jurisdictions are making today are not putting us on the path to create the prosperous, livable, sustainable, and attractive region we keep saying we want.

By 2040, the region will add:



1.3 million (+24%) more people



1.2 million (+36%) more jobs



+23% more trips on all modes all day

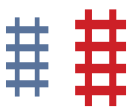


+70% more congestion on key roads at peak times

To accommodate this growth, the region plans to invest \$42 billion in new highway and transit infrastructure like bus rapid transit, high-occupancy toll lanes, bike lanes, Silver Line Phase 2, Purple Line, and widening a number of roads. **Regional analyses show that \$42 billion will still not be enough to create the region we say we want.**



+7% new lane miles of roadway



+14% new transit miles



\$42 B

**to build new
roads and
transit projects**

but we will not be ready

WASTED INFRASTRUCTURE

Today and into the future, the region underuses the bus and rail system. In many places, it carries fewer customers than it could. Since Metro cannot add or subtract trains on the fly, the region pays to operate trains end-to-end, whether they have ten customers or 100. And the region picks up the bill for running trains that do not cover their own costs in passenger fares. But if trains are full of fare-paying customers across the region, jurisdictions can pay a lower subsidy than they do today.

HIGHER TAXES

Local jurisdictions use tax dollars to bridge the gap between what Metro earns from riders and what it costs to operate the system.

Operating costs are rising faster than ridership and without major changes, Metrorail’s subsidy is projected to grow to at least \$350 million (+43%) by 2040. This is clearly unsustainable.

Passenger Load	Cost to Provide	Revenue Generated	Subsidy Provided
<p>Passengers per train car: 100</p>	\$	\$\$\$	¢
<p>Passengers per train car: 10</p>	\$	¢	\$\$\$

MORE TIME STUCK IN TRAFFIC

It is pretty simple. The growth in people and jobs will outpace transit investments. As a result, the growth will occur in places where driving is the only option. This means more people stuck in traffic, especially during peak commute times.

FEWER JOBS AND LESS ACCESSIBILITY

If more people are stuck in more traffic, they will not have access to as many jobs. Businesses will have a smaller pool of customers and employees. By 2040, residents on the eastern side of the region will have significantly fewer jobs within a reasonable commute. This makes our region less attractive to employers, affecting our tax base, competitiveness, and growth potential.

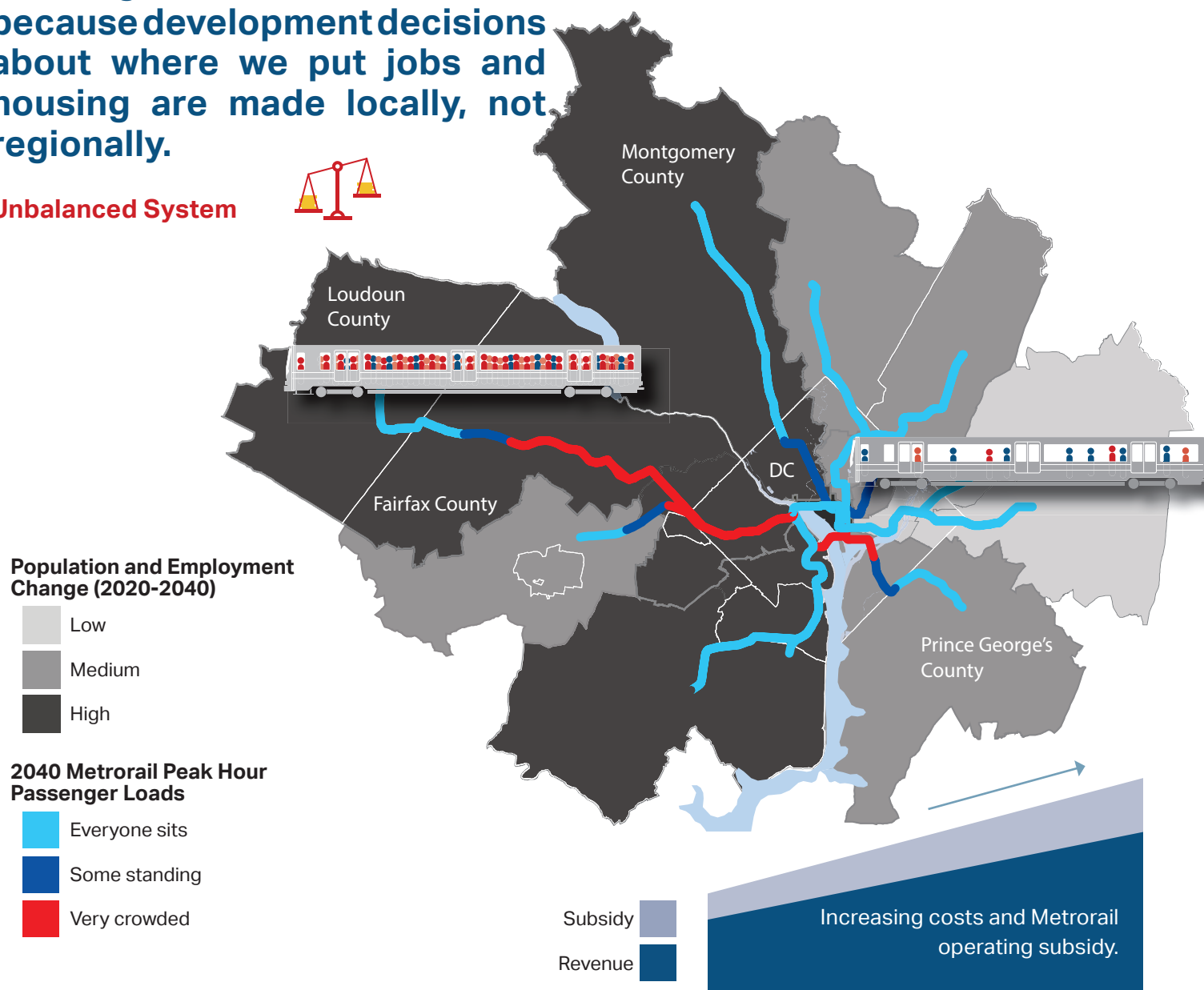
Here is why development decisions matter - to each community and the region

We need to make better use of the entire transportation system our region already has, especially Metro. Use of the Metro system is not balanced across the region.

Today and in the future, many trains carry few riders, even during the peak hour and in the peak direction. Other trains in other parts of the system are bursting at the seams. This is because development decisions about where we put jobs and housing are made locally, not regionally.

Too often, these decisions are the outcome of competition between jurisdictions. Cooperating regionally means identifying where we have excess transportation capacity across the region and matching that with development that will benefit the region as a whole. Cities and counties are growing smarter, but individual jurisdictions can only do so much. Without a regional approach to development, the region and our transit system will remain unbalanced.

Unbalanced System



But if we act collectively, here are the benefits

At Metro, we want to be part of a regional shift to making smarter development and investment decisions. In 2015, Metro planners ran the numbers on what the benefits could be if the region acted like a region. The results are staggering.

WE CAN:



Get more people riding the segments of Metrorail that are underused today.



Reduce congestion and long trips across the region, making our air cleaner to breathe.



Reduce the amount that local governments pay to support Metro.

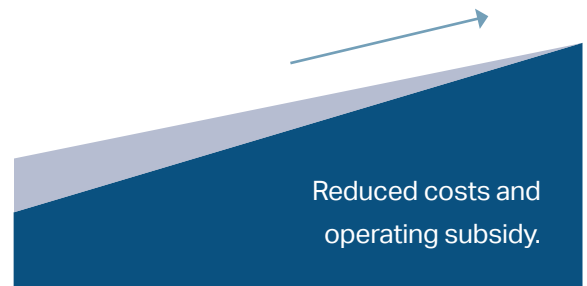
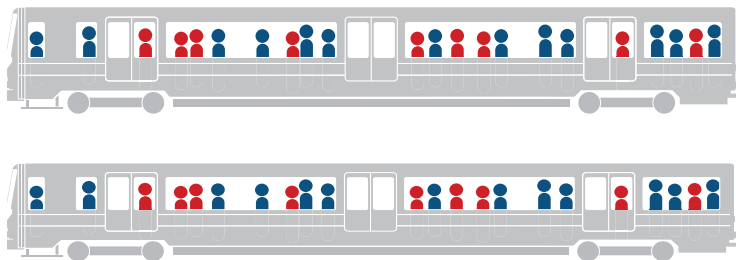


Resolve the East-West divide by making more jobs accessible within a reasonable commute and encouraging development in the eastern portion of the region.



Transform the operating subsidy into a surplus.

A More Balanced System



To make this a reality, we must stop competing against each other and start making thoughtful development decisions that benefit the region.

ConnectGreaterWashington's analysis

By 2040, only 66% of the region's activity centers are on track to have high-capacity, high-frequency transit. If we want to continue to be competitive, accessible, sustainable and affordable, as a region, we must focus future job and population growth in these activity centers.

ConnectGreaterWashington aimed to balance demand on Metrorail and reduce its operating subsidy by changing locations of future development and adding transit-supportive policies. When Metro's planners ran the numbers, they stuck to a strict set of parameters:

- Only include growth beyond 2020, which is beyond the typical development pipeline and does not affect what is on the ground today.
- Place jobs and/or population at the 86 activity centers that have or will have high-capacity transit by 2040.
- Stay true to the kinds of places that these activity centers are today: unique, interesting, and attractive places to live and work that should stay that way.

ConnectGreaterWashington's analysis was never about making every activity center into a Bethesda or downtown Washington.

Nor did it try to create the perfect land use for the region. Instead, Metro based its analysis on the region's adopted cooperative forecast and the 2014 Place+Opportunity report, both of which each jurisdiction has embraced.

Six Place Types from MWCOG's Place+Opportunity report



- Bethesda
- Downtown DC
- Clarendon



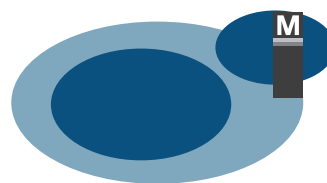
- Braddock Road Metro Area
- Columbia Heights
- Reston Town Center



- Greenbelt Metro
- Fairfax City
- Rockville-Town Center

1

Use MWCOG's Place+Opportunity Report to assign place types to activity centers



2

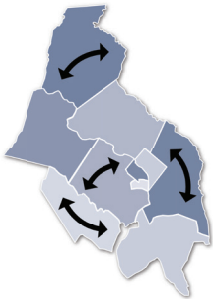
Assign future density by place type in activity centers with high-capacity, high-frequency transit



3

Model four scenarios:

- Keep job and population growth as forecast (**status quo**).
- Keep growth as forecast. **Add transit-supportive policies.**
- Keep jurisdictions' total growth, but **focus growth to transit accessible activity centers**. Add transit-supportive policies.
- Keep region's total growth, but **focus growth across boundaries to transit accessible activity centers**. Add transit-supportive policies.



WHAT CONNECTGREATERWASHINGTON DID:

- Keep existing development where it is today.
- Keep all growth between 2015 and 2020 where it is planned today.
- Shift only forecast growth from 2020-2040.
- Use the Metropolitan Washington Council of Governments' Travel Demand Model (Version 2.3.52), 2013 Regional Activity Centers, and Draft Round 8.3 Cooperative Land Use Forecast.
- Use a consistent transit network that includes what exists today, the 2013 Constrained Long-Range Transportation Plan (CLRP), and Momentum's Metro 2025 plan.

WHAT CONNECTGREATERWASHINGTON DID NOT DO:

- Develop a one-size fits all approach to growth in activity centers.
- Create an optimal land use for the region.
- Add any transit expansion except the 2013 CLRP and Momentum's Metro 2025 plan.
- Change underlying zoning in any area.
- Make all activity centers into high-density districts like Bethesda, Rosslyn, or downtown Washington.

Close in & Urbanizing



- Columbia Pike Town Center
- Rhode Island Avenue
- Takoma Park

Revitalizing Urban



- Landmark/Van Dorn
- New Carrollton
- Prince George's Plaza

Satellite City

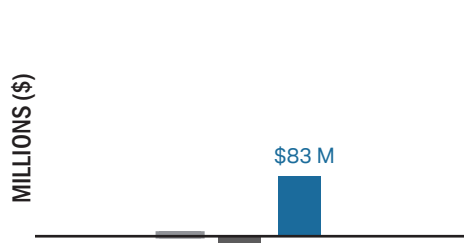


- Bowie Town Center
- Downtown Frederick
- City of Manassas

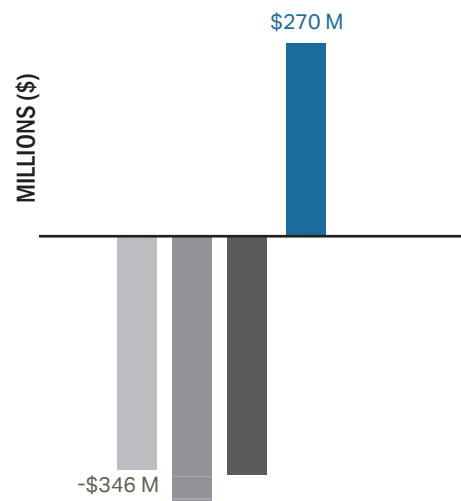
What *ConnectGreaterWashington* found

Using the region's future growth to balance demand on Metrorail and reduce its operating subsidy has clear benefits. Below are the actual outcomes of the four scenarios that *ConnectGreaterWashington* modeled. The results from these scenarios matter less than the trends. The most important outcome is the direction of the results.

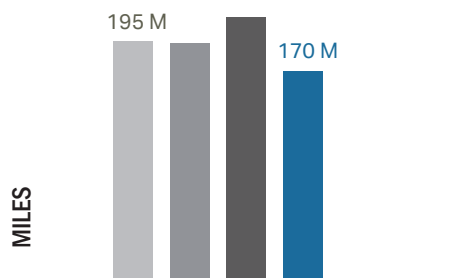
\$83 M increase in PROPERTY TAX REVENUES REGION-WIDE



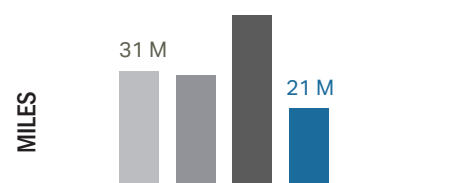
\$270 M OPERATING SURPLUS



12% reduction of VEHICLE MILES TRAVELED



32% reduction of CONGESTED AUTO TRAVEL



AT A GLANCE: THE *CONNECTGREATERWASHINGTON* MODEL SCENARIOS

 LAND USE STATUS QUO

- **Maintain regional growth***

* 'Regional growth' is defined as the cooperative land use forecast (Draft Round 8.3) as proposed and adopted by the region.

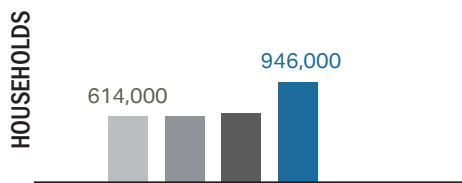
 LAND USE STATUS QUO + NEW TRANSIT POLICIES

- Maintain regional growth
- **Transit-supportive refinements****

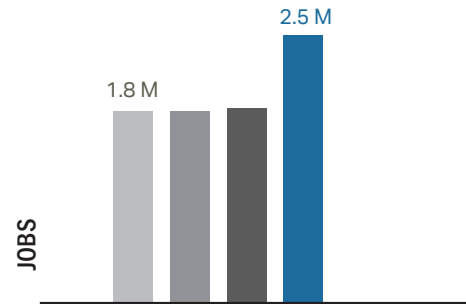
**Transit-supportive refinements include: discounted reverse-peak direction and uncongested peak direction trips, increased bike and walk accessibility, expanded parking on underutilized lines, and parking costs that reflect market pricing.

Benefits of working regionally, quantified

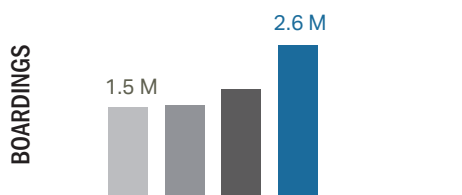
**54% more
HOUSEHOLDS ACCESSIBLE
TO TRANSIT**



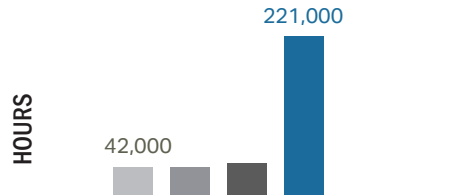
**39% more
JOBS ACCESSIBLE BY TRANSIT**



**73% more
METRORAIL BOARDINGS**



**426% increase in
CROWDED HOURS ON METRORAIL**



**GROW SMARTER WITHIN JURISDICTIONS
+ NEW TRANSIT POLICIES**

- Maintain regional growth
- Transit-supportive refinements
- **Guide future population and job growth into activity centers with high-quality transit**

**GROW SMARTER AS A REGION
+ NEW TRANSIT POLICIES**

- Maintain regional growth
- Transit-supportive refinements
- Guide future growth into activity centers with high-quality transit
- **Guide future growth across jurisdictional boundaries**

A Path to Prosperity

Our region has already invested billions in transportation infrastructure. We spend millions annually to operate it.

ConnectGreaterWashington's analysis shows that taking a regional approach to future growth, turbocharging transit-oriented development, and directing future job and population growth to walkable activity centers where there is excess transit capacity is the most effective way to make the most of our current transportation system, reduce annual costs, and make our region more productive, sustainable, and dynamic.

Acting like a region and making land use a primary transportation strategy can provide tremendous benefits – to our jurisdictions' bottom lines, our region's environmental footprint, the intractable East-West divide, and our residents' commutes.

By acting collaboratively as a region, we can achieve:



Transit that can start to pay for itself through greater ridership and increasing farebox revenue.



More balanced demand across the Metrorail system, indicating a much more efficient use of our investments.



More jobs within 45 minute commute of more households, increasing accessibility across the region.



Lower vehicle miles traveled and doubling transit mode share, resulting in lower greenhouse gas emissions and less time stuck in traffic.



More reverse commuting, enabling Metro to sell the same seat twice and increase revenues without increasing operating costs.



More crowding on trains and buses, requiring capacity expansion, especially in the region's core. Yet, the increased ridership and revenues could provide enough funds to support system expansion.

Acting as a

Moving Forward

A regional conversation is occurring about our competitiveness and the outcomes from the persistent fractured approach to growth and transportation investments. Metro wants to partner with local jurisdictions and be the backbone that supports the region's success, not the anchor that weighs it down.

But that will require regional consensus, advanced planning, a consistent approach, and a substantial shift from the status quo.



Next steps could include the following:

01

Develop and implement a full cost accounting framework for all development decisions

02

Convey ongoing costs of development decisions to enable full evaluation of all options

03

Commit to a regional growth framework

04

Develop a long-range transportation plan that addresses truly regional needs

05

Find the courage to stop competing with ourselves for economic development

06

Embrace land use as a transportation strategy today

Contacts

Acting as a region begins with conversations within each jurisdiction and at the regional level about how development decisions are made and their costs and benefits in the short- and long-term. Contact information is provided for the planning and transportation departments in each jurisdiction who make the local decisions, as well as the relevant regional organizations who seek to move the region forward. This is a big undertaking, but don't we owe it to ourselves and our children and grandchildren to start talking?

JURISDICTIONS

CITY OF ALEXANDRIA

Department of Planning and Zoning
p: 703.746.4666

Department of Transportation and Environmental Services
p: 703.746.4025

ARLINGTON COUNTY

Department of Community Planning, Housing and Development
p: 703.228.3525

Department of Environmental Services
p: 703.228.3344

CHARLES COUNTY

Department of Planning and Growth Management
p: 301.645.0627

Department of Community Services
p: 301.934.9305

DISTRICT OF COLUMBIA

Office of Planning
p: 202.442.7600

District Department of Transportation
p: 202.673.6813

CITY OF FAIRFAX

Planning Division
p: 703.385.7930

Transportation Division
p: 703.385.7889

FAIRFAX COUNTY

Department of Planning and Zoning, Planning Division
p: 703.324.1380

Department of Transportation
p: 703.877.5600

CITY OF FALLS CHURCH

Planning Division
p: 703.248.5040

Department of Public Works
p: 703.248.5350

FREDERICK COUNTY

Planning and Permitting Division
p: 301.600.1153

Department of Public Works & Transportation, TransIT
p: 301.600.2065

LOUDOUN COUNTY

Department of Planning and Zoning
p: 703.777.0246

Department of Transportation and Capital Infrastructure
p: 703.737.8624

MONTGOMERY COUNTY

Planning Department
p: 301.495.4610

Department of Transportation
p: 240.777.7170

PRINCE GEORGE'S COUNTY

Planning Department
p: 301.952.3594

Department of Public Works and Transportation
p: 301.883.5600

PRINCE WILLIAM COUNTY

Planning Office
p: 703.792.7615

Department of Transportation
p: 703.792.6000

ORGANIZATIONS

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS (MWCOC)

p: 202.962.3200

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB)

p: 202.962.3315

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)

Office of Planning
p: 202.962.1234



February 2016

**For additional information,
please contact: planning@wmata.com**



**Washington Metropolitan Area Transit Authority
Office of Planning**