Metropolitan Washington Council of Governments

MEMORANDUM

TO: COG Board of Directors and Transportation Planning Board

FROM: Chuck Bean, Executive Director
Kanti Srikanth, COG Deputy Executive Director for Metropolitan Planning

SUBJECT: Connecting Land Use and Transportation in High Capacity Transit Station Areas

DATE: January 2, 2020

For nearly 18 months, the COG Board of Directors (Board), in conjunction with its Housing Strategy Group, the Planning Directors Technical Advisory Committee (PDTAC), and the Housing Directors Advisory Committee (HDAC), worked to assess the region's housing needs, including the amount of additional housing, location of additional housing, and cost bands of additional housing. This work culminated in September 2019 when the Board adopted Resolution R27-2019, adopting regional housing targets, which called for:

- *Amount*: At least 320,000 housing units should be added to the region between 2020 and 2030. This is an additional 75,000 units beyond the units forecast for this period.
- *Accessibility (Location)*: At least 75 percent of all new housing units should be in Activity Centers or near high-capacity transit (HCT).
- *Affordability*: At least 75 percent of all new housing should be affordable to low- and middle-income households.

This assessment of the region's housing needs, and the subsequent adoption of regional housing targets aligned with and advances the Transportation Planning Board's (TPB) aspirational initiative, "Bring Jobs and Housing Closer Together," contained in the region's long-range transportation plan, *Visualize 2045.* This initiative seeks to optimize the region's complex land use and transportation system in a manner that will favorably address traffic congestion and support increased accessibility throughout the region.

To build on the success of this milestone, efforts to realize the above targets will be necessary at local, regional, and state levels and will have to focus on many aspects of community development. The elected and technical officials active in COG and its associated transportation planning organization, the TPB, are uniquely positioned to work together on regional planning. As such staff believes that members will be well served to leverage the work activities of the COG Committees and its associated planning organizations in a manner that would help inform local, regional, and state-level discussions and decisions to realize the regional housing targets.

To this end, staff sees the planned activities of the PDTAC and HDAC to address impediments to housing production in the Washington region as one such product. This work is being aided by a federal technical assistance grant from the U.S. Department of Housing and Urban Development.

Similarly, some of the recently completed and ongoing activities of COG's associate transportation planning organization, the TPB, can be leveraged to help inform local and regional efforts to advance the locational aspect of the region's housing targets – 75 percent of future housing to be located

around HCT stations and in Regional Activity Centers. COG's work in land use (including housing) and TPB's work in transportation connectivity can be leveraged to conduct a series of investigations and analyses that can support the development of transit-oriented communities (TOCs) in the region.

COG and TPB staff could coordinate their ongoing and planned work activities to further support member jurisdictions' efforts to enhance housing and transportation connectivity in HCT Station Areas. Specifically, the TPB could work with the PDTAC and HDAC to examine the interaction of land use (housing in particular) and transportation around HCT Station Areas. Local planning and housing directors often note that deficiencies in access to HCT stations, especially insufficient alternative travel options, pose considerable obstacles to build more housing in HCT Station Areas and/or having more residents and workers in these areas use transit.

The purpose of this coordinated work and subsequent products would be to identify opportunities for potential projects, programs, and policies that support healthy and vibrant TOCs, help achieve the new regional housing targets, and advance TPB's Aspirational Initiatives.

It is important to underscore and recognize that land use decisions and authority are reserved for COG's member local governments and any information or work products from this effort would be intended to provide any support that may be useful as they undertake that important responsibility.

The following are some of the products, briefly described, based on recently completed and ongoing work activities, that can be reimagined from the TOC perspective:

1. Identify and Classify High Capacity Transit (HCT) Station Areas
2. Summarize population, households, and employment in HCT Station Areas
3. Examine Transportation Connectivity in HCT Station Areas – Alternative Modes

1. Identify and classify current and planned HCT Station Areas

There is a wide variety of transit systems and each has its own ability to support land use activities around its stations and provide connectivity to the community around it. As part of its Aspirational Initiatives, the TPB classified the following transit options as high capacity transit, or HCT: Metrorail, commuter rail (MARC and VRE), light rail (e.g., Purple line), and Bus Rapid Transit (BRT)/Street Cars. An interactive tool that identifies the locations of these existing and planned HCT Station Areas in the region and further noting the type of transit station at these locations would be useful. The purpose of this tool will be to build understanding of HCT Station Areas and their geographic distribution and presence throughout the region. Such a tool can help focus the discussion and efforts to examine potential projects, programs, and policies that promote the development of successful TOCs within each jurisdiction. The tool can also overlay two other types of geographically-focused areas the region uses to inform its planning and programming actions: Regional Activity Centers and Equity Emphasis Areas—census tracts with higher concentrations of low-income and minority residents. Specifically, the HCT Station Area tool can identify which HCT Station Areas are contained within a Regional Activity Center and/or in an Equity Emphasis Area. This knowledge can help inform both housing and transportation investment discussions and decisions. The attached map and corresponding table identify the HCT Station Areas anticipated by 2030. As part of this activity, staff would verify and confirm the HCT Station Areas identified on the map and accompanying table.

2. Summarize population, households, and employment in HCT Station Areas

Building off the previous work activity and using the tool and COG's Cooperative Forecasting data, staff can produce data tables and visualizations to describe and summarize current and forecasted estimates of population, households, and employment within these HCT Station Areas. This information could help inform and support local governments as they consider important housing and economic development policies and decisions. This information also would be helpful in informing the types of transportation connectivity that would best serve the TOCs, the potential transit ridership market, and opportunities to locate more employment at these locations. When feasible, such data can be summarized at small geographic areas (transportation analysis zone-TAZ) and at varying distances from individual HCT Stations.

3. Examine Transportation Connectivity in HCT Station Areas – Alternative Modes

Having identified the geography (TAZs) and land activity (population, households, and jobs) at the HCT Station Areas, transportation access to these stations can be examined and analyzed. Specifically, the existence of alternative modes of transportation to access and opportunities to enhance such access can be analyzed. This information can inform discussions and decisions on transportation investments that could enhance connectivity to transit stations - typically an obstacle for increasing housing around transit stations.

The viability of various non-solo driving modes used to access a transit station varies by the distance from the station, generally referred to as a travel shed. Transit riders access their transit stations using different modes of transportation, and these are often the result of the length of a trip to that station. Persons who walk to transit generally would not travel as far as those who might access the station with a bicycle or scooter; and those using a bicycle or scooter similarly may not want to travel as far to a transit station as somebody taking a more heavily-motorized vehicle. As such, the transportation connectivity analysis could be examined within the following concentric areas:

3.a. Walk access analysis: A typical planning assumption is that people are generally willing to walk up to 10 minutes to/from a transit station; which equates to a walking distance of approximately 1/2 mile. So, an area contained within a 1/2 mile in radius of the transit station may be considered the walk shed for that station. Ground realities around the transit station, however, do not necessarily provide for safe or efficient walk access within the walk shed. Using GIS, TPB recently developed a tool that identifies the walk shed, based on these on-the-ground realities, for HCT Station Areas the region anticipates having by 2025. This analysis could be expanded to 2030 to align with the same timeframe established for the regional housing targets. COG member jurisdictions could support TPB staff's planned work to examine how well walk access is provided for in the walk sheds of these HCT station areas and accept TPB's work prioritizing the stations areas for improving walk access. Walksheds around HCT stations typically have the potential to support higher density land uses.

3.b. Non-motorized Micromobility access analysis: In recent years, use of bicycle and scooters, also referred to as micromobility, has taken hold as a popular and growing means of travelling short distances (more than walking, but less than travelling by bus or vehicle). These modes hold particular promise in expanding the traditional non-motorized access to transit stations, and the travel sheds for these modes understandably would be larger than the walk sheds described previously. Staff can research data and travel trends of these emerging modes to better understand and perhaps identify a similar travel shed distance for micromobility.

Research may indicate that these micromobility sheds may even vary among the specific types of modes (bicycle, scooter, etc.) or even by the types of land uses surrounding the transit station. Once these travel sheds are better understood and defined, staff can take a similar approach as the walk sheds analysis and examine the area around HCT stations areas as micromobility sheds, which potentially can be viewed as opportunities to make infrastructure improvements and investments to better connect housing and job locations to transit stations. Travel sheds for micromobility use typically extends beyond the walk shed yet not so far to necessitate more intense modal travel; and they typically have the potential to support higher density land uses but at densities less than those within the walk sheds.

Potential task 3.c. Micro-transit/feeder bus access analysis: Looking beyond currently planned and resourced work activities, there appears to be one other analysis that could support efforts to maximize the potential of TOCs. This would be a logical extension of the previously-described work activities and entail an examination of bus service at a micro level – shuttles/small feeder buses to and from HCT stations. Extending beyond the walk and micromobility travel sheds, this would be a travel shed/area that is best suited for short distance, more frequent shuttle of feeder bus-type shared ride services connecting housing and job centers to HCT stations. With its limited and pre-defined service area, such services could be via shorter/smaller buses or shuttle vehicles and with time could transition to connected/autonomous rideshare vehicles. The area that is best suited for such a service would typically be beyond the travel sheds for walk and micromobility sheds described previously.

Figure 1: High Capacity Transit Station Areas in the National Capital Region, 2030

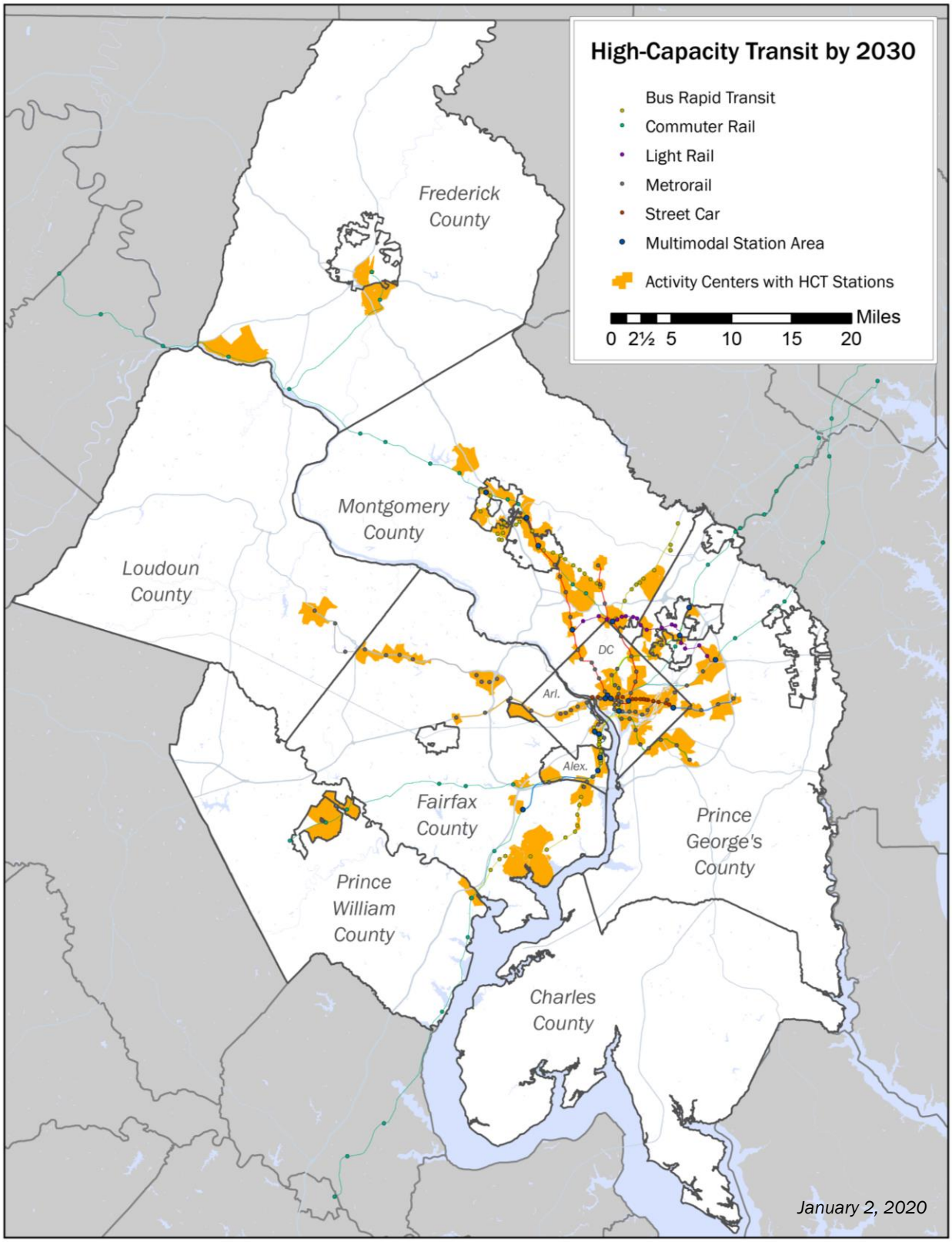

Table 1: High Capacity Transit Station Areas in the National Capital Region, 2030
January 2, 2020

#	State	Jurisdiction	Station Area	Mode Type
1	District of Columbia	District of Columbia	Anacostia	Metro
2	District of Columbia	District of Columbia	Archives	Metro
3	District of Columbia	District of Columbia	Benning & 42nd NE	Street Car / Bus Rapid Transit
4	District of Columbia	District of Columbia	Benning & Oklahoma Ave	Street Car / Bus Rapid Transit
5	District of Columbia	District of Columbia	Benning and 19th NE	Street Car / Bus Rapid Transit
6	District of Columbia	District of Columbia	Benning and 34th NE	Street Car / Bus Rapid Transit
7	District of Columbia	District of Columbia	Benning and Minnesota Ave	Street Car / Bus Rapid Transit
8	District of Columbia	District of Columbia	Benning Road	Multi-modal
9	District of Columbia	District of Columbia	Brookland-CUA	Metro
10	District of Columbia	District of Columbia	Capitol South	Metro
11	District of Columbia	District of Columbia	Cleveland Park	Metro
12	District of Columbia	District of Columbia	Columbia Heights	Metro
13	District of Columbia	District of Columbia	Congress Heights	Metro
14	District of Columbia	District of Columbia	Deanwood	Metro
15	District of Columbia	District of Columbia	Dupont Circle	Metro
16	District of Columbia	District of Columbia	Eastern Market	Metro
17	District of Columbia	District of Columbia	Farragut North	Multi-modal
18	District of Columbia	District of Columbia	Farragut West	Multi-modal
19	District of Columbia	District of Columbia	Federal Center SW	Metro
20	District of Columbia	District of Columbia	Federal Triangle	Metro
21	District of Columbia	District of Columbia	Foggy Bottom-GWU	Metro
22	District of Columbia	District of Columbia	Fort Totten	Metro
23	District of Columbia	District of Columbia	Friendship Heights	Metro
24	District of Columbia	District of Columbia	Gallery Place	Metro
25	District of Columbia	District of Columbia	Georgia Ave	Metro
26	District of Columbia	District of Columbia	H & 13 th NE	Street Car / Bus Rapid Transit
27	District of Columbia	District of Columbia	H & 5th NE	Street Car / Bus Rapid Transit
28	District of Columbia	District of Columbia	H & 8th NE	Street Car / Bus Rapid Transit
29	District of Columbia	District of Columbia	H & MD Ave	Street Car / Bus Rapid Transit
30	District of Columbia	District of Columbia	Judiciary Square	Metro
31	District of Columbia	District of Columbia	K & 25th NW streetcar	Street Car / Bus Rapid Transit
32	District of Columbia	District of Columbia	K & 3rd NW streetcar	Street Car / Bus Rapid Transit
33	District of Columbia	District of Columbia	K & Wisconsin streetcar	Street Car / Bus Rapid Transit
34	District of Columbia	District of Columbia	Kingman Island	Street Car / Bus Rapid Transit
35	District of Columbia	District of Columbia	L'Enfant Plaza	Multi-modal
36	District of Columbia	District of Columbia	McPherson Square	Multi-modal
37	District of Columbia	District of Columbia	Metro Center	Metro
38	District of Columbia	District of Columbia	Minnesota Avenue	Metro
39	District of Columbia	District of Columbia	Mt Vernon Square	Metro
40	District of Columbia	District of Columbia	Mt. Vernon Sq. streetcar	Street Car / Bus Rapid Transit
41	District of Columbia	District of Columbia	Navy Yard	Metro
42	District of Columbia	District of Columbia	New York Ave NE.	Metro
43	District of Columbia	District of Columbia	Potomac Avenue	Metro
44	District of Columbia	District of Columbia	Rhode Island Ave	Metro
45	District of Columbia	District of Columbia	Shaw-Howard Univ	Metro
46	District of Columbia	District of Columbia	Smithsonian	Metro
47	District of Columbia	District of Columbia	Stadium Armory	Metro
48	District of Columbia	District of Columbia	Takoma	Metro
49	District of Columbia	District of Columbia	Tenleytown	Metro
50	District of Columbia	District of Columbia	Union Station	Multi-modal
51	District of Columbia	District of Columbia	U-Street-Cardozo	Metro

#	State	Jurisdiction	Station Area	Mode Type
52	District of Columbia	District of Columbia	Van Ness-UDC	Metro
53	District of Columbia	District of Columbia	Waterfront	Metro
54	District of Columbia	District of Columbia	Woodley Park-Zoo	Metro
55	Maryland	Frederick County	Brunswick	Commuter Rail
56	Maryland	Frederick County	Frederick	Commuter Rail
57	Maryland	Frederick County	Monocacy/I-270	Commuter Rail
58	Maryland	Frederick County	Point of Rocks	Commuter Rail
59	Maryland	Montgomery County	Aspen Hill Rd BRT	Street Car / Bus Rapid Transit
60	Maryland	Montgomery County	Barnesville	Commuter Rail
61	Maryland	Montgomery County	Bethesda	Multi-modal
62	Maryland	Montgomery County	Boyds	Commuter Rail
63	Maryland	Montgomery County	Briggs Chaney PNR BRT	Street Car / Bus Rapid Transit
64	Maryland	Montgomery County	Broadwood Dr BRT	Street Car / Bus Rapid Transit
65	Maryland	Montgomery County	Burnt Mills BRT	Street Car / Bus Rapid Transit
66	Maryland	Montgomery County	Burtonsville PNR BRT	Street Car / Bus Rapid Transit
67	Maryland	Montgomery County	Castle Ridge BRT	Street Car / Bus Rapid Transit
68	Maryland	Montgomery County	Connecticut Avenue	Light Rail
69	Maryland	Montgomery County	Crown Farm	Street Car / Bus Rapid Transit
70	Maryland	Montgomery County	Dale Drive	Light Rail
71	Maryland	Montgomery County	DANAC	Street Car / Bus Rapid Transit
72	Maryland	Montgomery County	Dickerson	Commuter Rail
73	Maryland	Montgomery County	East Gaither	Street Car / Bus Rapid Transit
74	Maryland	Montgomery County	Fenton Street BRT	Street Car / Bus Rapid Transit
75	Maryland	Montgomery County	Firstfield	Street Car / Bus Rapid Transit
76	Maryland	Montgomery County	Forest Glen	Metro
77	Maryland	Montgomery County	Gaithersburg	Commuter Rail
78	Maryland	Montgomery County	Garrett Park	Commuter Rail
79	Maryland	Montgomery County	Germantown	Commuter Rail
80	Maryland	Montgomery County	Glenmont	Metro
81	Maryland	Montgomery County	Grosvenor	Metro
82	Maryland	Montgomery County	Kensington	Commuter Rail
83	Maryland	Montgomery County	Kentlands	Street Car / Bus Rapid Transit
84	Maryland	Montgomery County	Long Branch	Light Rail
85	Maryland	Montgomery County	LSC Central	Street Car / Bus Rapid Transit
86	Maryland	Montgomery County	LSC West	Street Car / Bus Rapid Transit
87	Maryland	Montgomery County	Lyttonsville	Light Rail
88	Maryland	Montgomery County	Manchester Place	Light Rail
89	Maryland	Montgomery County	MD 185 Connecticut Ave BRT	Street Car / Bus Rapid Transit
90	Maryland	Montgomery County	MD 193 University Blvd BRT	Street Car / Bus Rapid Transit
91	Maryland	Montgomery County	MD 28 First St BRT	Street Car / Bus Rapid Transit
92	Maryland	Montgomery County	Medical Center	Metro
93	Maryland	Montgomery County	Metropolitan Grove	Multi-modal
94	Maryland	Montgomery County	Montgomery College BRT	Street Car / Bus Rapid Transit
95	Maryland	Montgomery County	Newport Mill Rd BRT	Street Car / Bus Rapid Transit
96	Maryland	Montgomery County	NIST	Street Car / Bus Rapid Transit
97	Maryland	Montgomery County	Oak Leaf Drive BRT	Street Car / Bus Rapid Transit
98	Maryland	Montgomery County	Parkland Dr BRT	Street Car / Bus Rapid Transit
99	Maryland	Montgomery County	Piney Branch Road	Light Rail
100	Maryland	Montgomery County	Randolph Rd BRT	Street Car / Bus Rapid Transit
101	Maryland	Montgomery County	Rockville	Multi-modal
102	Maryland	Montgomery County	Shady Grove	Multi-modal

#	State	Jurisdiction	Station Area	Mode Type
103	Maryland	Montgomery County	Silver Spring	Multi-modal
104	Maryland	Montgomery County	Silver Spring Library	Light Rail
105	Maryland	Montgomery County	Stewart Lane BRT	Street Car / Bus Rapid Transit
106	Maryland	Montgomery County	Tech Road BRT	Street Car / Bus Rapid Transit
107	Maryland	Montgomery County	Traville Gateway Dr.	Street Car / Bus Rapid Transit
108	Maryland	Montgomery County	Twinbrook	Metro
109	Maryland	Montgomery County	Twinbrook Pkwy BRT	Street Car / Bus Rapid Transit
110	Maryland	Montgomery County	Universities at Shady Grove	Street Car / Bus Rapid Transit
111	Maryland	Montgomery County	University Blvd BRT	Street Car / Bus Rapid Transit
112	Maryland	Montgomery County	Washington Grove	Commuter Rail
113	Maryland	Montgomery County	West Gaither	Street Car / Bus Rapid Transit
114	Maryland	Montgomery County	Wheaton	Multi-modal
115	Maryland	Montgomery County	White Flint	Metro
116	Maryland	Montgomery County	White Oak Transit Center BRT	Street Car / Bus Rapid Transit
117	Maryland	Montgomery County	Woodside	Light Rail
118	Maryland	Prince George's County	Addison Road	Metro
119	Maryland	Prince George's County	Annapolis Road	Light Rail
120	Maryland	Prince George's County	Bowie State	Commuter Rail
121	Maryland	Prince George's County	Branch Avenue	Metro
122	Maryland	Prince George's County	Capitol Heights	Metro
123	Maryland	Prince George's County	Cheverly	Metro
124	Maryland	Prince George's County	College Park	Multi-modal
125	Maryland	Prince George's County	East Campus	Light Rail
126	Maryland	Prince George's County	Greenbelt	Multi-modal
127	Maryland	Prince George's County	Landover	Metro
128	Maryland	Prince George's County	Largo Town Center	Metro
129	Maryland	Prince George's County	Laurel	Commuter Rail
130	Maryland	Prince George's County	Morgan Blvd.	Metro
131	Maryland	Prince George's County	M-Square	Light Rail
132	Maryland	Prince George's County	Muirkirk	Commuter Rail
133	Maryland	Prince George's County	Naylor Road	Metro
134	Maryland	Prince George's County	New Carrollton	Multi-modal
135	Maryland	Prince George's County	PG Plaza	Metro
136	Maryland	Prince George's County	Riggs Road	Light Rail
137	Maryland	Prince George's County	Riverdale	Commuter Rail
138	Maryland	Prince George's County	Riverdale Park	Light Rail
139	Maryland	Prince George's County	Riverdale Road	Light Rail
140	Maryland	Prince George's County	Seabrook	Commuter Rail
141	Maryland	Prince George's County	Southern Avenue	Metro
142	Maryland	Prince George's County	Suitland	Metro
143	Maryland	Prince George's County	Takoma/Langley Transit Center	Light Rail
144	Maryland	Prince George's County	UM Campus Center	Light Rail
145	Maryland	Prince George's County	West Campus	Light Rail
146	Maryland	Prince George's County	West Hyattsville	Metro
147	Virginia	Arlington County	23rd and Clark	Street Car / Bus Rapid Transit
148	Virginia	Arlington County	23rd and Crystal	Street Car / Bus Rapid Transit
149	Virginia	Arlington County	26th and Clark	Street Car / Bus Rapid Transit
150	Virginia	Arlington County	27th and Crystal	Street Car / Bus Rapid Transit
151	Virginia	Arlington County	33rd and Crystal	Street Car / Bus Rapid Transit
152	Virginia	Arlington County	Arlington Cemetery	Metro
153	Virginia	Arlington County	Army Navy Dr. station	Street Car / Bus Rapid Transit

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154	Virginia	Arlington County	Ballston	Metro
155	Virginia	Arlington County	Clarendon	Metro
156	Virginia	Arlington County	Court House	Metro
157	Virginia	Arlington County	Crystal City	Multi-modal
158	Virginia	Arlington County	East Falls Church	Metro
159	Virginia	Arlington County	National Airport	Metro
160	Virginia	Arlington County	Pentagon	Metro
161	Virginia	Arlington County	Pentagon City	Multi-modal
162	Virginia	Arlington County	Rosslyn	Metro
163	Virginia	Arlington County	South Glebe Rd	Street Car / Bus Rapid Transit
164	Virginia	Arlington County	Virginia Square	Metro
165	Virginia	City of Alexandria	Alexandria	Commuter Rail
166	Virginia	City of Alexandria	Braddock Road	Multi-modal
167	Virginia	City of Alexandria	Custis Ave	Street Car / Bus Rapid Transit
168	Virginia	City of Alexandria	East Glebe Rd	Street Car / Bus Rapid Transit
169	Virginia	City of Alexandria	Eisenhower Avenue	Metro
170	Virginia	City of Alexandria	Fayette St	Street Car / Bus Rapid Transit
171	Virginia	City of Alexandria	King Street	Metro
172	Virginia	City of Alexandria	Potomac Ave	Street Car / Bus Rapid Transit
173	Virginia	City of Alexandria	Potomac Yards	Multi-modal
174	Virginia	City of Alexandria	Reed Ave	Street Car / Bus Rapid Transit
175	Virginia	City of Manassas	Manassas City	Commuter Rail
176	Virginia	City of Manassas Park	Manassas Park	Commuter Rail
177	Virginia	Fairfax County	Backlick Road	Commuter Rail
178	Virginia	Fairfax County	Beacon Hill	Street Car / Bus Rapid Transit
179	Virginia	Fairfax County	Burke Center	Commuter Rail
180	Virginia	Fairfax County	Dunn Loring	Metro
181	Virginia	Fairfax County	Fort Belvoir	Street Car / Bus Rapid Transit
182	Virginia	Fairfax County	Franconia-Springfield	Multi-modal
183	Virginia	Fairfax County	Greensboro Tyson Central Rt 7	Metro
184	Virginia	Fairfax County	Gum Springs	Street Car / Bus Rapid Transit
185	Virginia	Fairfax County	Gunston Rd	Street Car / Bus Rapid Transit
186	Virginia	Fairfax County	Herndon	Metro
187	Virginia	Fairfax County	Huntington	Multi-modal
188	Virginia	Fairfax County	Hybla Valley	Street Car / Bus Rapid Transit
189	Virginia	Fairfax County	Innovation Center Route 28	Metro
190	Virginia	Fairfax County	Lockheed Blvd	Street Car / Bus Rapid Transit
191	Virginia	Fairfax County	Lorton	Commuter Rail
192	Virginia	Fairfax County	Lorton Station Blvd	Street Car / Bus Rapid Transit
193	Virginia	Fairfax County	McLean Tysons East	Metro
194	Virginia	Fairfax County	Penn Daw	Street Car / Bus Rapid Transit
195	Virginia	Fairfax County	Pohick Rd	Street Car / Bus Rapid Transit
196	Virginia	Fairfax County	Reston Town Center	Metro
197	Virginia	Fairfax County	Rolling Road	Commuter Rail
198	Virginia	Fairfax County	South County	Street Car / Bus Rapid Transit
199	Virginia	Fairfax County	Spring HIll Tysons West	Metro
200	Virginia	Fairfax County	Tysons Corner	Metro
201	Virginia	Fairfax County	Van Dorn Street	Metro
202	Virginia	Fairfax County	Vienna	Metro
203	Virginia	Fairfax County	West Falls Church	Metro
204	Virginia	Fairfax County	Wiehle/Reston East	Metro

#	State	Jurisdiction	Station Area	Mode Type
205	Virginia	Fairfax County	Woodlawn	Street Car / Bus Rapid Transit
206	Virginia	Loudoun County	Dulles Airport	Metro
207	Virginia	Loudoun County	Route 772/DGWay	Metro
208	Virginia	Loudoun County	VA 606/Western Regional	Metro
209	Virginia	Prince William County	Broad Run/Airport	Commuter Rail
210	Virginia	Prince William County	Potomac Shores	Commuter Rail
211	Virginia	Prince William County	Quantico	Commuter Rail
212	Virginia	Prince William County	Rippon	Commuter Rail
213	Virginia	Prince William County	Woodbridge	Multi-modal