

REGION UNITED: ACCELERATING ACTION ON TRANSIT-ORIENTED COMMUNITIES

Opportunities for Promoting Transit-Oriented Communities in High-Capacity Transit Station Areas (HCTs)

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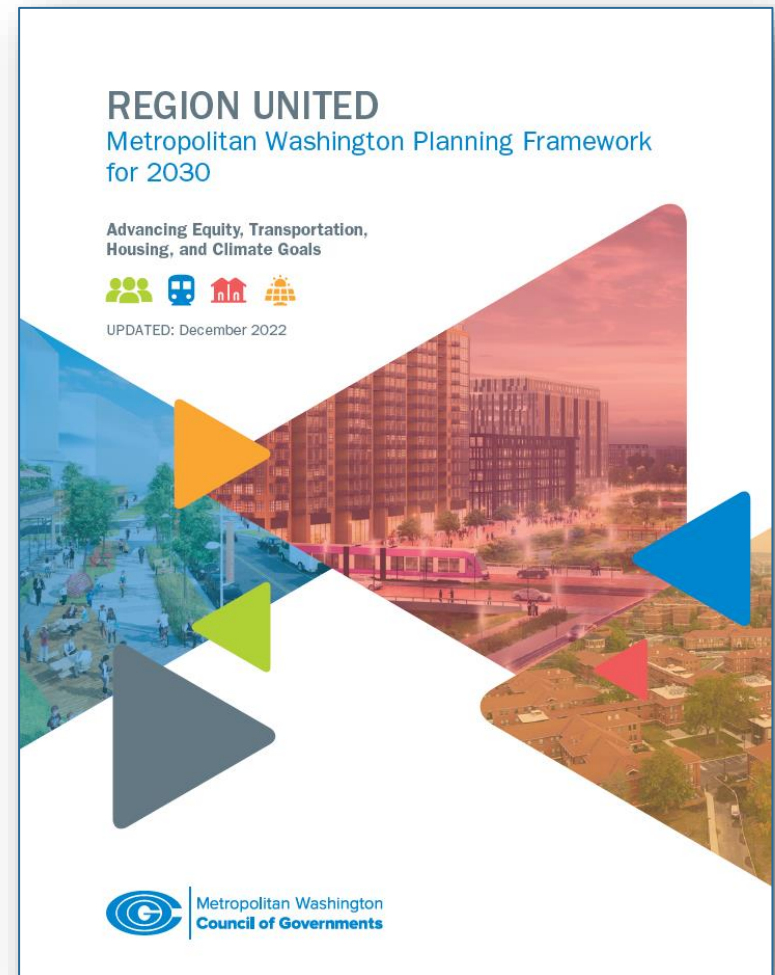
COG Board of Directors
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Region United: Planning Priorities

COG Board's planning priorities for the next decade related to equity, transit and land use, housing, and climate change

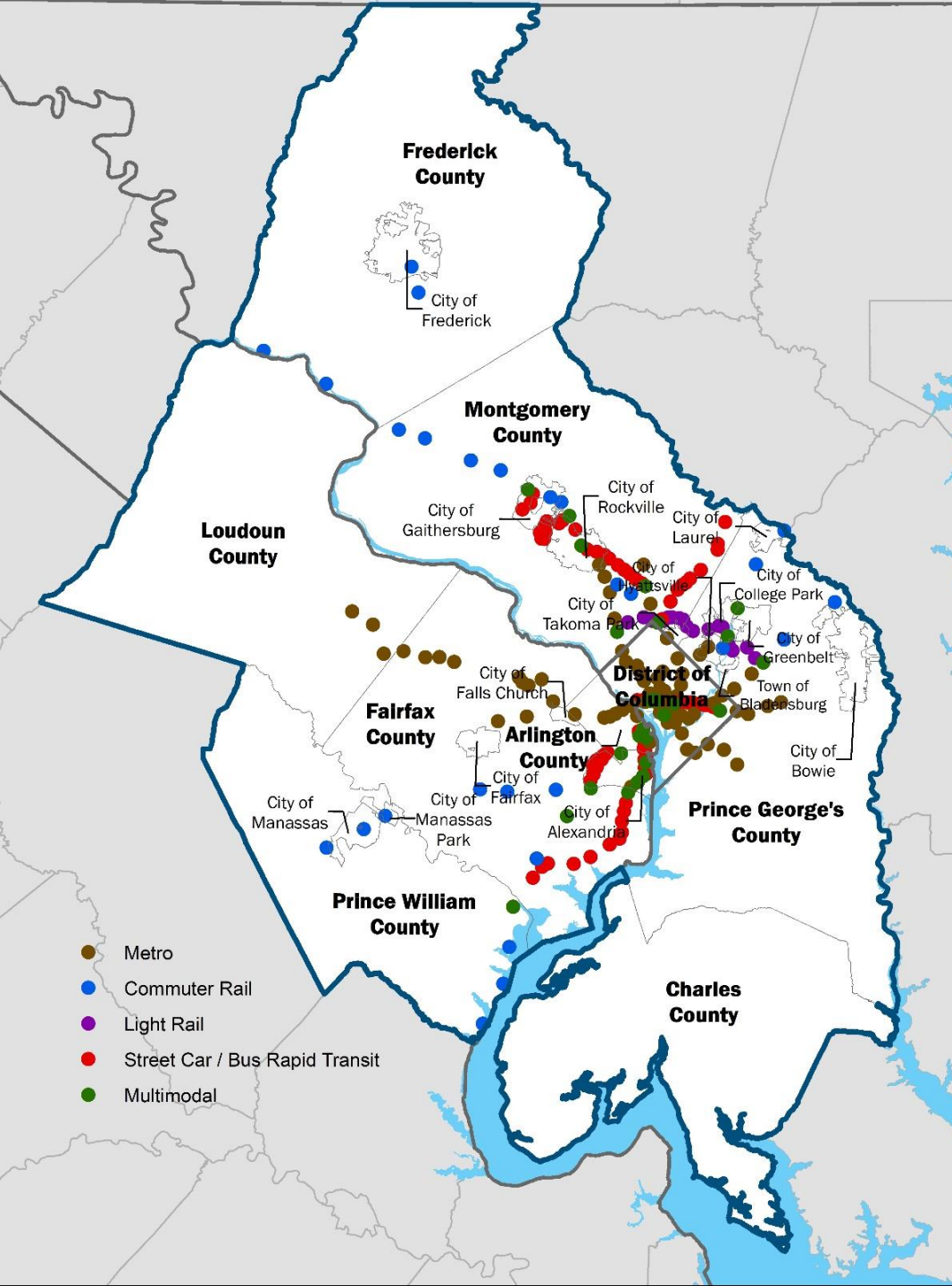
- Equity Emphasis Area (EEAs)
- **High-Capacity Transit Station Areas (HCTs)**
- 2030 Housing Targets
- 2030 Greenhouse (GHG) Reduction Goals and Action Plan



Why High-Capacity Transit Station Areas (HCTs)?

- The COG Board has identified building successful “Transit-Oriented Communities (TOC)” throughout the region as a priority.
- High-Capacity Transit stations are locations to create TOCs.
- “TOC” means more than development; creating mixed-use *and* mixed-income neighborhoods.
 - Proven as an effective strategy to accommodate growth and supports sustainable and equitable economic development
 - Advances regional housing targets
 - Maximizes return on infrastructure investment made/committed
 - Helps achieve regional greenhouse gas reduction and air quality goals



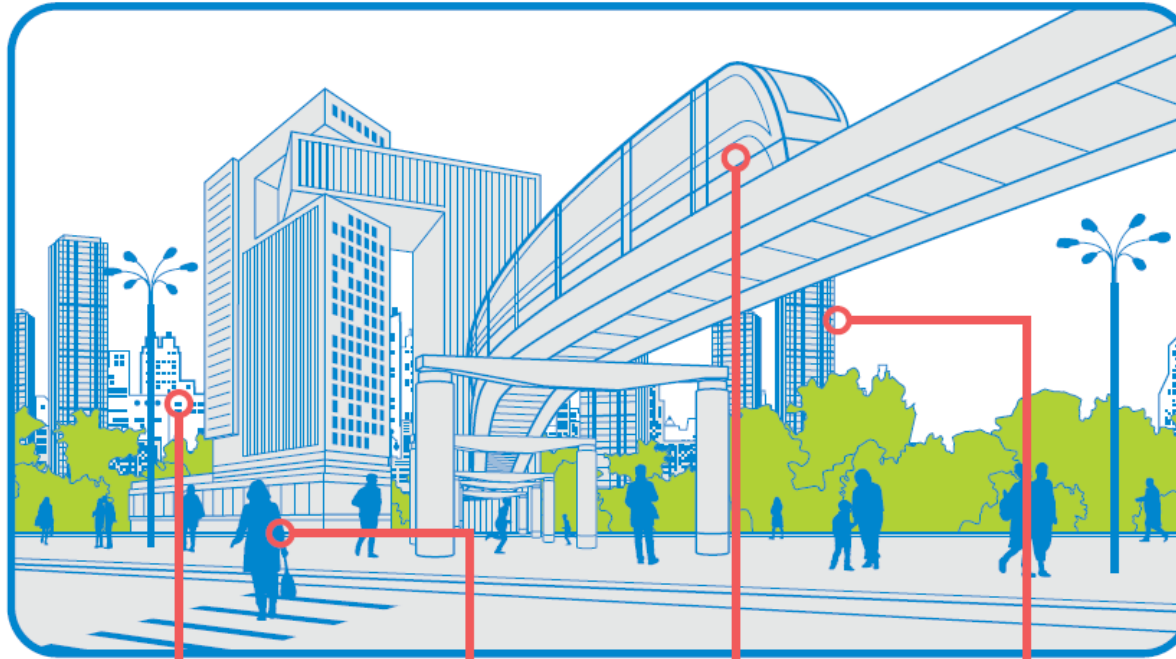


High-Capacity Transit (HCT) Station Areas

Existing and planned locations around Metrorail, Commuter Rail, Light Rail, Bus Rapid Transit (BRT), and Streetcar.

mwco.org/highcapacitytransit

Transit Oriented Communities leverage the region's investment in HCTs



Housing affordable at all income levels and family sizes

Expanding opportunity by co-locating housing, jobs, and amenities

Affordable, environmentally friendly travel options

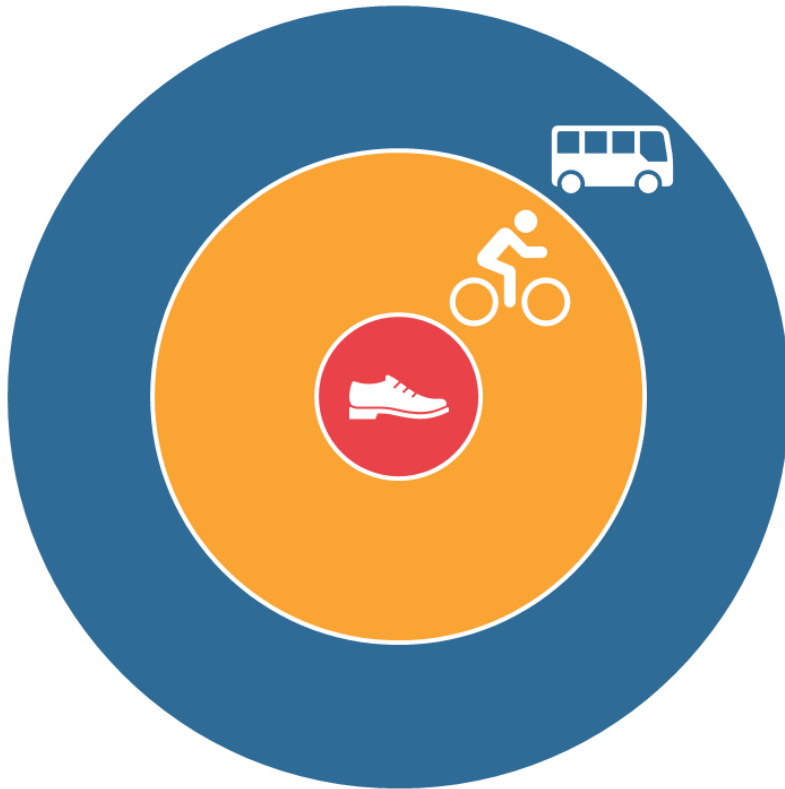
Housing, office options that use less energy



Optimizing HCT Station Areas Means . . .

- Maximizing return on policy and infrastructure investments.
- Advancing multiple regional goals such as equitable and affordable mobility and accessibility to all.
- Bringing jobs & housing closer together by using land efficiently and providing for a variety of activities (jobs, housing, shopping, entertainment, health care, education, etc).
- Reducing greenhouse gas emissions and improving air quality.
- Providing affordable mobility to all, especially the traditionally underserved, by connecting stations to communities.

TOC development concept

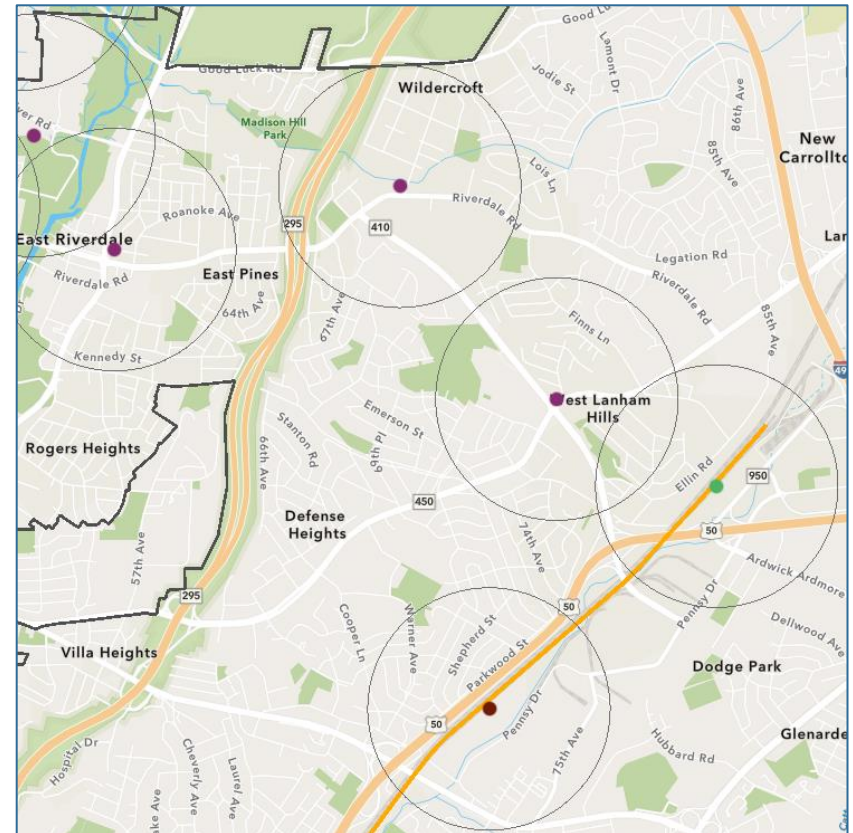


- In general, TOCs feature an HCT station and the area around the station varies in land use types, intensities, and community activities that characterize healthy and vibrant TOCs.
- Healthy TOCs feature multiple ways to access the station, including walking, biking and other active transportation modes, as well as other transit services.

HCTs Facts: Land Area

Year	HCT Stations (Updated)	HCT Land Area (sq. mi.)	% of Regional Land Area
2020	164	129	3.3%
2030	281	221	5.6%

The ½-mile area around all HCTs will comprise less than 6% of the region’s total land area in 2030.



HCT Facts: Jobs and Population

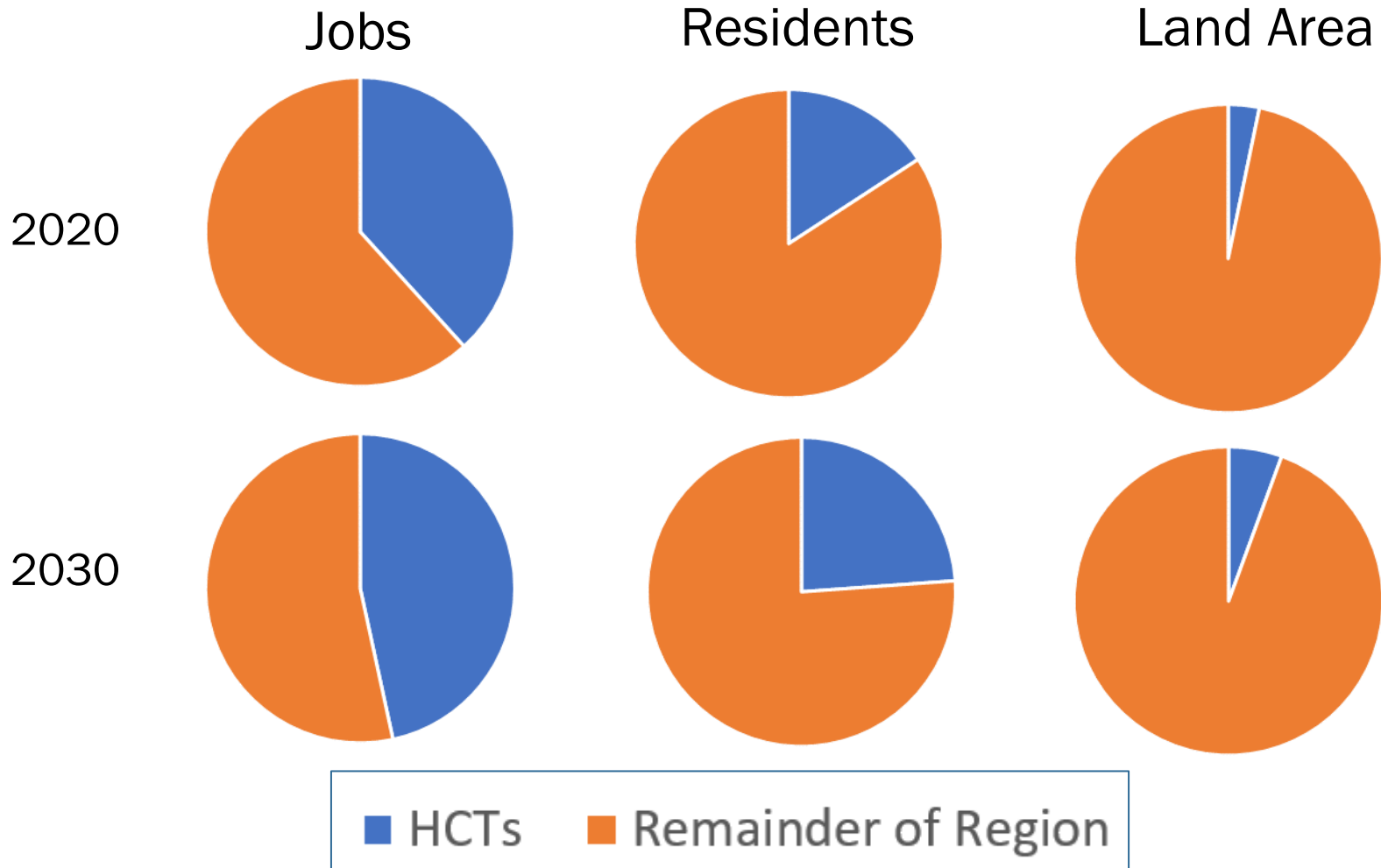
Year	Jobs in HCTs (within ½-mile)		Residents in HCTs (within ½-mile)	
	#	% Region	#	% Region
2020	1,294,239	38%	904,418	16%
2030	1,766,042	47%	1,508,693	24%

Source: COG Round 9.2 Cooperative Forecasts

- By 2030, nearly half the region’s jobs will be located within ½-mile of the region’s HCTs.
- Between 2020 and 2030, jobs in HCTs will increase by 12%, however the number of residents in these same areas will increase by more than 50%.

HCT accommodate significant growth contained in 5% of the region's land area

Source: COG Round 9.2 Cooperative Forecasts



HCT facts: Equity Emphasis Areas (EEAs)

Year	HCTs Stations	EEAs within ½-mile of HCTs
2020	164	45%
2030	281	59%

- In 2020, fewer than half of the region’s 364 EEAs were located within a ½-mile of HCTs.
- By 2030, nearly 6 in 10 EEAs will be located within ½-mile of HCTs.

Jobs & Housing near HCTs: East and West

Year	Jobs-to-Household Ratio (Jobs/Households)			
	Regionwide	Within ½ mile of HCTs	Within ½ mile of HCTs, EAST	Within ½ mile of HCTs, WEST
2020	1.58	3.14	2.80	3.60
2030	1.59	2.69	2.41	3.01
Change	0.005	-0.456	-0.394	-0.591

Source: COG Round 9.2 Cooperative Forecasts

- A decrease in the job-to-household ratio indicates that housing is being added at a faster rate than jobs.
- Between 2020 and 2030, the number of households grew faster relative to the number of jobs in HCTs compared to the region as a whole.
- The relative growth in housing compared to jobs was more pronounced in HCTs in the western part of the region than in the east.

Jobs & Housing near HCTs: Regional Core, Inner Suburbs, and Outer Suburbs

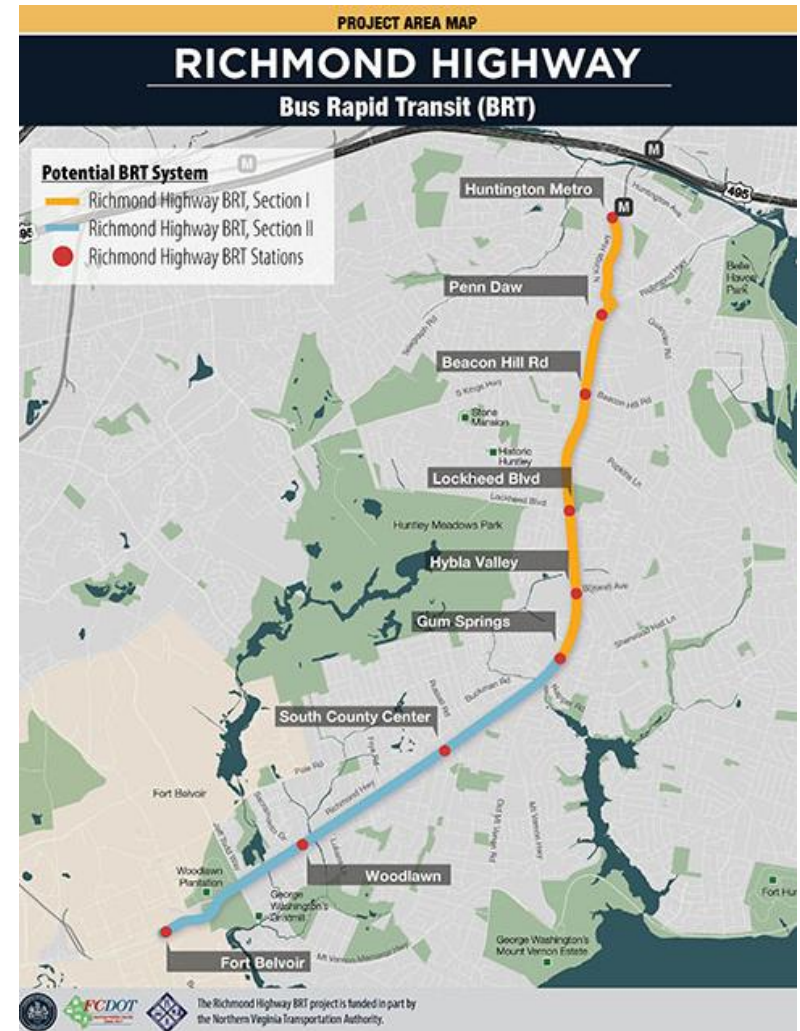
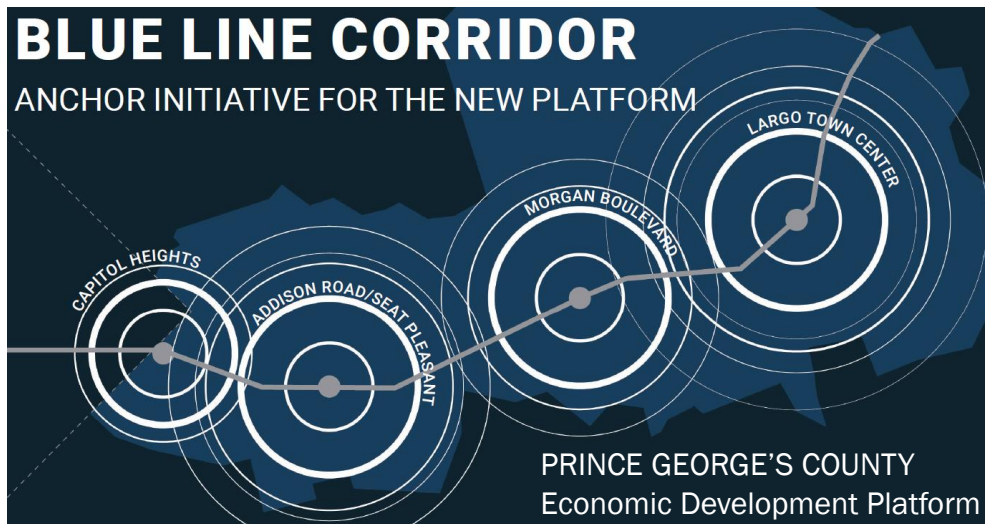
Year	Jobs-to-Household Ratio (Jobs/Households)			
	Regionwide	Core, within ½ mile of HCTs	Inner Suburbs, within ½ mile of HCTs	Outer Suburbs, within ½ mile of HCTs
2020	1.58	3.50	2.45	3.38
2030	1.59	2.97	2.25	3.73
Change	0.005	-0.529	-0.199	0.352

Source: COG Round 9.2 Cooperative Forecasts

- Between 2020 and 2030, the number of households grew faster relative to the number of jobs in HCTs in the regional core and in the inner suburbs.
- By contrast, the number of jobs grew faster relative to the number of households in HCTs in the outer suburbs.



Examples in the Region



Accelerating Action on TOCs

Data on where we have been and where we are going indicates an opportunity to do more:

- How do we consider prioritizing HCTs in local land use and transportation decision making? For example, adding more housing that is affordable to all near HCT stations, or prioritizing projects that improve non-motorized access to stations?
- How can the region continue plan for and deliver equitable transit service in TOCs as development patterns and activities evolve in a post-pandemic era?
- What other actions can be taken to accelerate building TOCs around the HCT stations?



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