

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION ENDORSING THE METROPOLITAN WASHINGTON COUNCIL OF
GOVERNMENTS' COMMITMENT TO PRIORITIZE HIGH-CAPACITY TRANSIT STATION AREAS
AND EQUITY EMPHASIS AREAS IN PLANNING DECISIONS**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the National Capital Region, has the responsibility under the provisions of Fixing America's Surface Transportation (FAST) Act to carry out continuing, cooperative, and comprehensive metropolitan transportation planning for the Region; and

WHEREAS, the TPB, as part of its metropolitan planning process, develops a fiscally constrained long-range transportation plan (presently called Visualize 2045) based on a set of priorities as articulated in its policy documents, The Vision, Regional Transportation Priorities Plan, and Aspirational Initiatives; and

WHEREAS, the priorities include (but are not limited to) developing an interconnected multimodal transportation system that enhances quality of life, promotes a strong economy, and enhances and protects the region's environment, with better coordination of transportation and land use planning, while providing reasonable access at reasonable cost to everyone in the region, and reducing congestion with an emphasis on projects and programs that reduce reliance on single-occupant vehicles and increase transit, ridesharing, walking, and bicycle modes of travel; and

WHEREAS, the above policy priorities were reaffirmed in a set of recent resolutions starting with TPB Resolutions R8-2018 and R12-2018 that adopted the Aspirational Initiatives to inform future long-range transportation plans, including an initiative which specifically called attention to land use as a transportation strategy by 'Bringing Jobs and Housing Closer Together; and

WHEREAS, the TPB called for, in TPB Resolution R10-2019, and completed work that has identified existing high-capacity transit (HCT) stations and those planned to be built, and called for members to prioritize these station areas for locating jobs and housing and also to prioritize projects that would make these stations more accessible through non-motorized modes of travel including via the National Capital Trail Network; and

WHEREAS, the TPB is housed by the Metropolitan Washington Council of Governments (COG) and works closely with COG's Board of Directors ("COG Board") and its regional policy advisory committees, including the COG Planning and Housing Directors, and

WHEREAS, the COG Board working with its Planning Directors Technical Advisory Committee pursued the TPB's Aspirational Initiative of 'Bringing Jobs and Housing Closer Together' in regional activity centers (RAC) and near HCT stations and, in 2019 adopted regional housing amount, accessibility, and affordability targets, stating that at least 320,000 housing units

should be added in the region by 2030, with at least 75 percent built in ACs or near HCT stations, and 75 percent affordable to low- to middle-income households; and

WHEREAS, the COG board recognizes that optimizing land use in HCTs means building communities that have a variety of services and amenities through mixed-land use, within walk, bike, or micro-transit distances, with housing that is affordable at all income levels, jobs, access to fresh food, health services, education, and other needs; and

WHEREAS, optimizing the land use in HCT station areas also means providing the community with safe and convenient access to HCT stations, which can increase transit usage, reduce greenhouse gasses, reduce household transportation costs, and provide a wider range of travel options for residents and workers, particularly essential workers; and

WHEREAS, on October 13, 2021 the COG board adopted Resolution, R46-2021, endorsing HCT station areas as a key planning concept and tool to inform decision making and action; and

WHEREAS, equity has been a policy priority for the TPB and is reflected in its 1995 Vision statement that calls for a transportation system that is affordable and accessible to all, including persons with special accessibility needs, recently affirmed in TPB's enhanced Environmental Justice Analysis of its 2018 Visualize 2045 plan that identified census tracts in the region with higher than average concentrations of low-income and racial/ethnic minority populations as Equity Emphasis Areas (EEA), and

WHEREAS, this commitment to equity was reaffirmed in July 2020 when the TPB adopted its Equity statement, TPB Resolution R1-2021, establishing equity as a fundamental value and integral part of all TPB's work activities, and

WHEREAS, given COG's commitment to integrate equity considerations in all of its work activities, using the EEA planning construct along with the RACs and HCTs is a way to enable equity considerations in land use, environment and transportation planning to advance the region's housing, transportation, and climate change mitigation goals; and

WHEREAS, on October 13, 2021 the COG board adopted Resolution R47-2021, endorsing EEAs as a key planning concept and tool to inform decision making and calling to make prioritize EEAs for special consideration in regional and local planning and decision making; and

WHEREAS, the TPB believes that the COG board action calling for optimizing the land use and transportation around HCT station areas and elevating the EEAs as a planning construct for decision making advances the TPB's transportation planning priorities and will help provide for a more efficient, safe, affordable, multi-modal, and equitable transportation system.

NOW THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

1. Endorses COG board Resolution R46-2021 adopting High-Capacity Transit (HCT) station areas as a key planning concept and tool to inform decision making and action; and
2. Endorses COG board Resolution R47-2021 adopting Equity Emphasis Areas (EEAs) as a key planning concept and tool to inform decision making and action; and
3. Calls upon its member agencies to adopt the principles of the above two resolutions while making transportation planning and programming decisions for future updates to the TPB's long-range transportation plan and transportation improvement programs.

Adopted by the Transportation Planning Board at its regular meeting on October 20, 2021