MEMORANDUM

TO: COG Board of Directors and Transportation Planning Board
FROM: Timothy Canan, Transportation Planning Data and Research Program Director
SUBJECT: Transit-Oriented Communities: High-Capacity Transit Station Areas
DATE: February 5, 2020

At the January 8, 2020 COG Board of Directors meeting, staff briefed members of the board on potential activities that could be undertaken by COG and TPB staff to further support member jurisdictions' efforts to enhance housing and transportation connectivity in areas served by transit. These activities are part of an effort to identify opportunities to help the region reach its housing targets, support the development of transit-oriented communities (TOCs), and advance the region's long-range transportation plan, Visualize 2045. The adoption of regional housing targets aligns with and advances the Transportation Planning Board's (TPB) aspirational initiative, "Bring Jobs and Housing Closer Together," which 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 as well as housing availability and affordability throughout the region.

The proposed activities align with ongoing work of COG and TPB and focus on analyzing land use and transportation interactions in areas served by High-Capacity Transit (HCT), which is defined as Metrorail; commuter rail (MARC and VRE); light rail (e.g., Purple line); and Bus Rapid Transit (BRT)/Street Cars. To accomplish this, staff will conduct several analyses that will result in a series of products grouped into three distinct phases, or milestones:

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

At the February 12, 2020 meeting, staff will present the COG Board of Directors with the first of these products, a GIS-based interactive tool that identifies the HCT Station Areas anticipated in the region by 2030, including the type of transit service offered, and classifies them according to various geographic groupings. As stated during the January briefing:

"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."

Figure 1 on page 3 identifies the location of the 225 HCT Station Areas anticipated in the region by 2030. The subsequent Table 1 summarizes the number of HCT Station Areas by the following geographic classifications:

- District of Columbia, Suburban Maryland, and Northern Virginia
- Regional core, inner suburbs, and outer suburbs[1]
- Regional Activity Centers
- Equity Emphasis Areas

Staff will present the *High Capacity Transit in the National Capital Region Web Map* to the Board of Directors at its February meeting and demonstrate how it can be used to identify the stations areas within each of these classifications throughout the region. The map is accessible at the following location: https://www.mwcog.org/maps/map-listing/hct-map-tool/. This web map will be hosted on the COG website and accessible by board members, their staffs, and members of the public. The interactive tool will be scalable, enabling expansion and enhancements over time in response to input received from stakeholders and in accordance with the system's technical capabilities.

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[1] Regional core: District of Columbia, Arlington County, City of Alexandria
Inner Suburbs: Fairfax, Montgomery, and Prince George's Counties, Cities of Fairfax and Falls Church
Outer Suburbs: Charles, Frederick, Prince William, and Loudoun Counties, Cities of Manassas, Manassas Park

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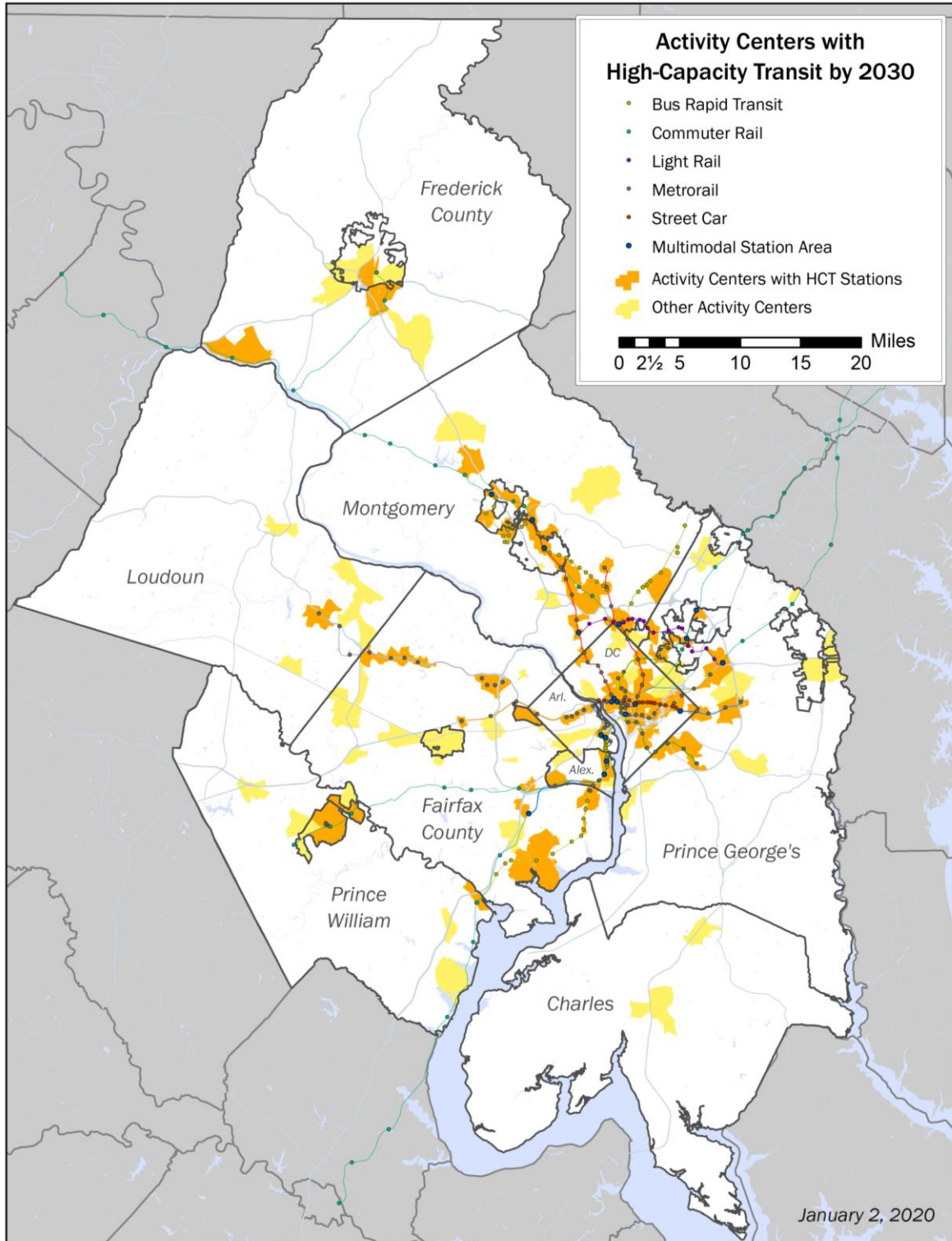
Table 1: High Capacity Transit Station Areas in the National Capital Region, 2030 Jurisdictional Summaries

	Total	In Regional Activity Centers	In Equity Emphasis Areas	Inner Core	Inner Suburbs	Outer Suburbs
District of Columbia	54	52	24	54		
Suburban Maryland						
Charles County						
Frederick County	4	3	3			4
Montgomery County	59	42	27		59	
Prince George's County	29	18	20		29	
Maryland Subtotal	92	63	50		88	4
Northern Virginia						
Arlington County	18	17		18		
City of Alexandria*	23	22	6	23		
Fairfax County*	29	18	6		29	
City of Fairfax						
City of Falls Church						
Loudoun County	3	2				3
City of Manassas	1	1				1
City of Manassas Park	1	1				1
Prince William County	5	2				5
*Virginia Subtotal**	79	62	12	41	29	10
Total*	225	177	86	95	117	14

The Van Dorn Station is assigned to both the City of Alexandria and Fairfax County, but is not counted twice in the total and subtotals.