Metropolitan Washington Council of Governments

MEMORANDUM

TO: COG Board of Directors

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SUBJECT: High-Capacity Transit Station Areas

DATE: July 19, 2021

SUMMARY

As metropolitan Washington emerges from COVID-19, it will be key for the region to focus on connectivity and creating transit-oriented communities to sustain and enhance our current and future residents' quality of life and remain economically competitive.

At the 2021 Leadership Retreat, the COG Board of Directors will consider the potential for optimizing 225 High-Capacity Transit Station Areas (HCTs) in our region. These are areas around Metrorail, commuter rail, light rail (Purple Line), bus rapid transit/Streetcar stations that are currently in place or will be by 2030.

According to COG's latest draft Round 9.2 Cooperative Forecasts, there were 3.4 jobs million and 5.7 million residents in the region in 2020. Between 2020 and 2030, the region is forecast to add 406,000 more jobs, an increase of 12 percent, and 592,000 more residents, an increase of 10 percent. Although HCTs make up just 10 percent of the region's land mass—or 350 square miles—42 percent of the region's new household growth and 55 percent of new job growth will occur in HCTs.

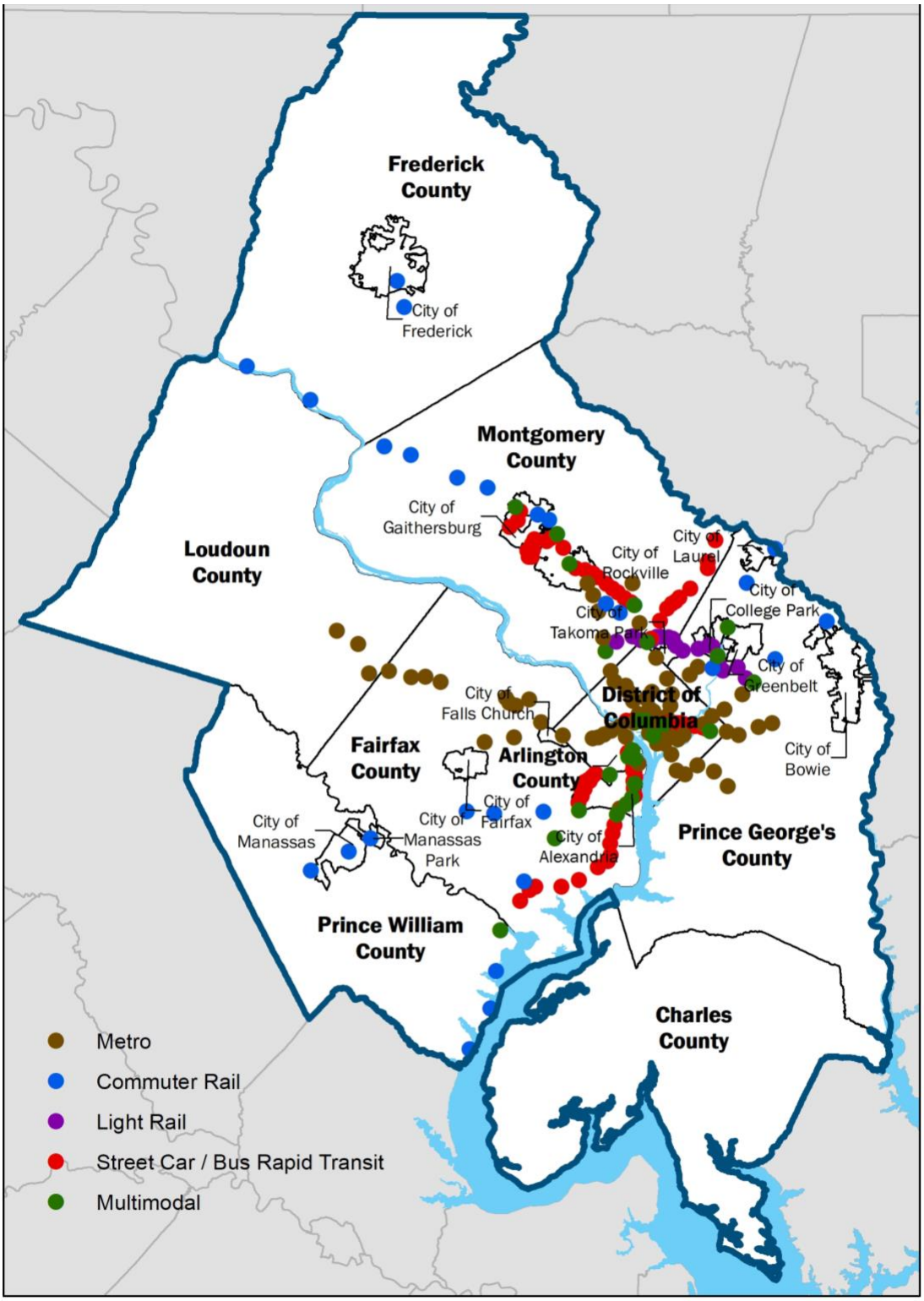
To plan for this growth, it will be important that the region take actions that optimize its land use and transportation systems to develop communities that leverage current and planned assets.

As outlined in this memo and in this packet, optimizing HCTs could mean endorsing the 225 HCTs for special consideration in local decision making. For example, implementing local projects that prioritize bike and walk access to transit. This could include completing the National Capital Trail Network (NCTN) of off-street trails and ensuring new development offers a wide range of uses, including housing choices for residents of mixed-incomes. Members will have the opportunity to consider this at the retreat.

This memo describes staff's collaborative work with member jurisdictions to help realize the region's goal of building transit-oriented communities that advance the region's shared vision of being a more prosperous, accessible, livable, and sustainable metropolitan Washington for all.

Having access to transit is critical not just to get the most out of the infrastructure investments already made, but also to build successful transit-oriented communities. Investing efforts to build successful transit-oriented communities will advance multiple regional goals from transportation and land use, to housing, and climate.

Figure 1: High-Capacity Transit Station Areas – Existing and Planned for 2030



BACKGROUND

The TPB approved the region's long-range transportation plan, *Visualize 2045*, in October 2018. For the first time, the plan included a set of aspirational initiatives that, with additional resources, could substantially address mobility and accessibility issues in the region. One of these aspirational initiatives, *Bring Jobs and Housing Closer Together*, calls for locating future jobs and housing in Regional Activity Centers (RAC) and in areas served by HCTs. This assessment was done in response to concern over increased traffic congestion, inefficient land-use patterns, and inadequate housing options and affordability—all of which can undermine the region's ability to support vibrant and equitable communities and a competitive regional economy.

The COG Board of Directors, recognizing this linkage of livability and accessibility, has made transit-oriented communities one of its focus areas. The COG Board adopted regional housing targets in September 2019, the culmination of its year-long work with its Housing Strategy Group, the Planning Directors Technical Advisory Committee, and the Housing Directors Advisory Committee assessing the adequacy and location of housing in the region. This assessment of the region's housing needs, along with adopting regional housing targets, aligns with and advances *the Bring Jobs and Housing Closer Together* initiative contained in *Visualize 2045*.

One of the three elements of the regional housing targets is that at least 75 percent of all new housing (between 2020 and 2030) should be in RAC or near HCTs. While RACs provide the opportunity to concentrate growth in housing and jobs in specific locations, HCTs greatly enhance this wise land use planning by offering sustainable, affordable transportation options.

HIGH-CAPACITY TRANSIT STATION AREAS

The region has set important goals for the short term through 2030, including on housing, emissions, and air quality (federal air quality standard must be attained in the next four years). The TPB's goals for mobility and accessibility, while not time specific, are no less urgent. To attain these goals regionwide, it would be helpful to identify geographic areas where efforts can be focused to build and cultivate transit-oriented communities.

The region has a well-established HCT system that includes heavy urban and commuter rails, light rails, Streetcars, and BRT services, and these services are expanding. Local land use planners over the past decades have considered these HCTs in their land use planning decisions as good locations to concentrate future growth to promote desirable development patterns. Some of the stations are served by multiple transit systems. For example, Union Station, Crystal City, and Greenbelt each are served by both Metrorail and commuter rail, two types of HCT service.

Visualize 2045 indicates that the region will have 225 HCTs by 2030. Figure 1 on the previous page identifies the locations of these 225 HCTs. Table 1 lists the 2030 HCTs by jurisdiction and the type of transit service available.

Table 1: High-Capacity Transit Station Areas, 2030

JURISDICTION	TOTAL	Commuter Rail	Light Rail	Metro Rail	Multi System	Streetcar / BRT
City of Alexandria	21	0	0	1	4	16
Arlington County	19	0	0	8	4	7
City of College Park	5	0	3	0	2	0
District of Columbia	55	0	0	34	6	15
Fairfax County	28	4	0	11	2	11
Frederick County	3	3	0	0	0	0
City of Frederick	1	1	0	0	0	0
City of Gaithersburg	6	1	0	0	1	4
City of Greenbelt	1	0	0	0	1	0
City of Laurel	1	1	0	0	0	0
Loudoun County	3	0	0	3	0	0
City of Manassas	1	1	0	0	0	0
City of Manassas Park	1	1	0	0	0	0
Montgomery County	47	7	8	5	4	23
Prince George's County	23	4	6	12	1	0
Prince William County	5	4	0	0	1	0
City of Rockville	6	0	0	1	1	4
Regional Total	255	27	17	75	26	80

**The Greenbelt and Van Dorn HCTs are located on jurisdictional boundaries. Greenbelt is in the cities of Greenbelt and College Park, and Van Dorn is in the City of Alexandria and Fairfax County. These stations appear in their respective jurisdictional totals but are not double counted in the regional totals. (updated October 7, 2021)

Of these, 203 will be within RAC and 22 outside of these centers. For nearly two decades, RAC have been the adopted, preferred option to advance our shared vision for the region and manage its growth. Optimizing HCTs are an important strategy in this effort and the presence of a HCT station in an RAC offers added opportunity.

WHY OPTIMIZE HCTS

Investing in transit access in HCTs, particularly those within a RAC, supports convenient and safe accessibility to transit, can increase transit usage, reduce household transportation costs, provide a wider range of travel options for residents and workers, and maximizes the return on the region's investment in transit.

Even where transit exists, or is planned to be within reach, accessing the stations can be difficult and/or dangerous without proper infrastructure surrounding it. Barriers to walking and biking cause many people to drive their cars even if they live or work close to a station. Having to own a car for basic mobility adds to the financial stress on households, and for many it is not a choice. Thus,

transit-dependent populations are often forced to use circuitous routes or navigate unsafe conditions when they walk or bike to transit. Such inequities to transportation access and options affect people's quality of life and renders transit as an unviable and unaffordable option.

Non-motorized access to HCTs can be viewed from the perspective of walking (typically 10 minutes or one-half mile around the destination, referred to as the "walkshed") and bicycling/other micro-mobility (about one mile around the destination). The population and employment within these walk or micro-mobility access areas, both current and projected for 2030, provides a measure of the potential beneficiaries of any action that optimizes these areas. Table 2 lists the profiles of all station areas in a jurisdiction within half-mile walksheds and Table 3 for areas within one-mile bikesheds. A list of these station areas and the RAC associated with them is provided at the end of the memo.

Table 2: 2030 High-Capacity Transit Station Areas - Half Mile Walkshed Area Profiles

	Station Areas	Total Population		Total Employment	
		2020	2030	2020	2030
REGION	**208**	**2,127,517**	**2,435,006**	**2,014,335**	**2,285,815**
Jurisdiction					
City of Alexandria	19	144,910	158,759	103,835	120,538
Arlington County	19	168,807	188,316	185,003	205,567
District of Columbia	53	610,857	713,840	810,584	899,729
Fairfax County	27	332,250	418,263	318,741	378,137
Frederick County	3	20,464	26,334	30,581	33,009
Loudoun County	2	14,525	24,971	25,388	40,834
Montgomery County	53	502,374	555,855	379,921	426,616
Prince George's County	27	283,583	292,842	136,488	152,269
Prince William County	5	49,747	55,826	24,494	29,116

Table 3: 2030 High-Capacity Transit Station Areas – One Mile Bikeshed Area Profiles

	Station Areas	Total Population		Total Employment	
		2020	2030	2020	2030
REGION	**225**	**1,728,851**	**2,462,990**	**1,786,492**	**2,366,883**
Jurisdiction					
City of Alexandria	21	96,526	180,128	79,366	113,000
Arlington County	19	128,555	184,528	194,380	230,329
District of Columbia	55	570,875	671,778	810,959	900,104

Improving accessibility to transit in the immediate vicinity of transit stations can attract housing, which improves connections among housing, employment locations, and commercial and entertainment centers.

FOCUSING TOGETHER ON HCTS

Building successful transit-oriented communities is an integral part of the efforts to realize many of the region's goals, as shown in Figure 2 below. Even before HCTs were identified as a focus of the region's adopted housing targets, COG's *Region Forward Vision* called for integrating land use and transportation to advance Prosperity, Accessibility, Livability, and Sustainability for all metropolitan Washington residents.

Figure 2: Summary of Impact Areas of HCT Station Area Access Improvements

Moving forward, optimizing HCTs could entail:

- Maximizing land area and using it to provide for a variety of activities (jobs, housing, shopping, entertainment, health care, education, etc.).
- Providing safe and convenient non-motorized modes access to the transit station and the activities in the immediate vicinity.
- Ensuring that area remains affordable to all sectors of the population group.

For example, all consideration that jurisdictions and agencies can give to prioritizing projects, programs, and policies to provide walk and bike access to HCTs by 2030 will contribute to bolstering the region's shared goals.

The TPB has identified and adopted, as a priority, the strategy of providing safe, affordable, sustainable, and healthy modes of non-motorized access to HCT station areas. The initiative, called Transit Access Focus Areas (TAFAs), 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. Although all HCTs deserve our focus, TAFAs are a subset of HCTs (49 of 225 HCTs) identified as being optimal for non-motorized enhancements.

Table 4 illustrates the many ways that improving walk and bike access to HCTs can contribute to the region's goals and targets, especially beyond transportation.

Transit-oriented communities have the potential to help the region achieve its housing, accessibility, and climate goals in an equitable manner and provide for a sustainable prosperity for all. To achieve these goals, the region should work with strategic partners—major employers, developers, and philanthropy—to re-affirm local and regional commitments and resources for focusing growth in these priority places.

WEAVING IN EQUITY

As part of the retreat briefings, staff will also highlight opportunities to address equity disparities in the region using the Equity Emphasis Area (EEA) framework. These areas have higher concentrations of low-income and/or minority populations compared with the regional average. The proximity of HCTs to EEAs is an important measure of opportunities for affordable and effective means of mobility to all people. Building on the idea that HCTs represent good locations to further optimize land use and transportation, investments in HCTs that are in or in close proximity to EEAs help ensure equitable investments are being made for all residents in the region.

Staff will also discuss how completing the National Capital Trail Network (NCTN), a network of regionwide off street trails suitable for non-motorized use, may support both the goal to optimize land use and transportation within HCTs as well as improving access to jobs for persons living in areas where equity is a concern.

More information on EEAs and the NCTN have been provided to board members for the retreat. When considered together, taking actions to optimize HCTs, further examining and addressing equity using the EEA framework, and investing in infrastructure like the completion of the NCTN can result in meaningful progress for the region in achieving its priorities and goals.

Table 4: High-Capacity Transit Station Areas – 2030 Station Profiles

No.	Region Forward Target	Transit Station Access Improvement Initiative
Prosperity		
1	Sustain an annual 2 to 4 percent growth rate in Gross Regional Product for the National Capital Region.	Improving access to transit stations can provide more balanced jobs and housing growth, which can support talent attraction and retention and improve regional economic competitiveness.
2	Improve access to vocational training and educational opportunities throughout the region.	With improved access to transit education, institutions throughout the region become more accessible.
Accessibility		
1	Beginning in 2012, capture 75 percent of the square footage of new commercial construction and 50 percent of new households in Activity Centers.	Providing safe and convenient non-motorized access to high-capacity transit stations in Activity Centers will make residential and commercial development in Activity Centers more attractive and viable.
2	Reduce daily vehicle miles (VMT) per capita.	Addressing the barriers to non-motorized access to transit will reduce auto travel and auto access to transit, thus reducing VMT per capita.
3	The region's transportation system will give priority to management, performance, maintenance, and safety of all transportation modes and facilities.	With convenient walk and bike access to transit reducing auto travel and auto access of transit the performance of the roadway system will improve via reduced congestion.
4	Transportation investments will link Regional Activity Centers.	Improving access within ½ mile of the 208 high-capacity transit station areas will increase accessibility to 99 Activity Centers by 2030 – 70 percent of all Activity Centers or 98 percent of Activity Centers with high-capacity transit.
5	Increase the rate of construction of bike and pedestrian facilities from the Transportation Planning Board's Plan.	TPB approval of the transit station area access improvements will contribute to this regional goal.
6	By 2020, the housing and transportation costs in Regional Activity Centers will not exceed 45 percent of area median income.	With increased walk and bicycle access to transit stations, need for auto travel/auto ownership can be reduced and reduce overall transportation costs.
7	Increase the share of walk, bike, and transit trips.	Improving walk and bike access to transit stations will contribute to all three elements of this goal.
Livability		
1	The majority of the Healthy People Goals are met by greater than half of the region's population.	The investment to connect transit stations to the communities for active modes of travel, walking and biking, will contribute to improved health. Reduced automobile travel will help decrease emissions of pollutants and improve air quality.
Sustainability		
1	By 2020, reduce regional greenhouse gas emissions by 20 percent below 2005 levels.	Increased transit usage and accessing transit stations by walking and bicycling, will help reduce fossil fuel combustion and reduce greenhouse gas emissions.
2	Beginning in 2014, the region's air quality will be improving, and ambient concentrations will be reduced below federal standards.	Increased transit usage will help reduce fossil fuel combustion and improve ambient air quality with reduced emissions of ozone forming nitrous oxides and volatile organic compounds, which lead to ozone formation.

Table 5: High-Capacity Transit Station Areas – Existing and Planned by 2030

No.	HCT Station Area	HCT System	Regional Activity Center
Arlington County			
1	23rd and Clark	Streetcar / B R T	Crystal City
2	23rd and Crystal	Streetcar / B R T	Crystal City
3	26th and Clark	Streetcar / B R T	Crystal City
4	27th and Crystal	Streetcar / B R T	Crystal City
5	33rd and Crystal	Streetcar / B R T	Crystal City
6	Arlington Cemetery	Metro	Pentagon
7	Army Navy Dr. station	Streetcar / B R T	Pentagon City
8	Ballston-MU	Metro	Ballston
9	Clarendon	Metro	Clarendon
10	Court House	Metro	Courthouse
11	Crystal City	Metro / Commuter Rail / Streetcar / B R T	Crystal City
12	East Falls Church	Metro	Falls Church
13	Pentagon	Metro / Streetcar / B R T	Pentagon
14	Pentagon City	Metro / Streetcar / B R T	Pentagon City
15	Ronald Reagan Washington National Airport	Metro	Crystal City
16	Rosslyn	Metro	Rosslyn
17	Shirlington Transit Center	Multimodal	Shirlington
18	South Glebe Rd	Streetcar / B R T	Crystal City
19	Virginia Square-GMU	Metro	Ballston
City of Alexandria			
1	Braddock Road	Metro / Streetcar / B R T	Braddock Road Metro Area
2	Custis Ave	Streetcar / B R T	Potomac Yard
3	East Glebe Rd	Streetcar / B R T	Potomac Yard
4	Eisenhower Avenue	Metro	Carlyle-Eisenhower East
5	Fayette St	Streetcar / B R T	Braddock Road Metro Area
6	King Street-Old Town	Metro / Commuter Rail	Carlyle-Eisenhower East
7	Landmark Mall	Streetcar / B R T	Landmark-Van Dorn
8	Mark Center	Streetcar / B R T	Beauregard
9	N. Beauregard St at Fillmore Ave	Streetcar / B R T	Beauregard
10	N. Beauregard St at King St	Streetcar / B R T	Beauregard
11	N. Beauregard St at Rayburn Ave	Streetcar / B R T	Beauregard
12	N. Beauregard St at Sanger Ave	Streetcar / B R T	Beauregard
13	N. Beauregard Street at W. Braddock Rd	Streetcar / B R T	Beauregard
14	N. Van Dorn St at Homes Run Parkway	Streetcar / B R T	Landmark-Van Dorn
15	N. Van Dorn St at Sanger Ave	Streetcar / B R T	Not in Regional Activity Center

No.	HCT Station Area	HCT System	Regional Activity Center
16	Potomac Ave	Streetcar / B R T	Potomac Yard
17	Potomac Yards	Metro / Streetcar / B R T	Potomac Yard
18	Reed Ave	Streetcar / B R T	Potomac Yard
19	S. Van Dorn St & Edsall Rd	Streetcar / B R T	Landmark-Van Dorn
20	Southern Towers	Streetcar / B R T	Beauregard
21	Van Dorn Street	Metro / Streetcar / B R T	Landmark-Van Dorn
City of Manassas			
1	Manassas City	Commuter Rail	Manassas
City of Manassas Park			
1	Manassas Park	Commuter Rail	Manassas Park
District of Columbia			
1	Anacostia	Metro	Poplar Point
2	Archives-Navy Memorial-Penn Quarter	Metro	Downtown DC
3	Benning & 42nd NE	Streetcar / B R T	Minnesota Ave
4	Benning & Oklahoma Ave	Streetcar / B R T	H Street
5	Benning and 19th NE	Streetcar / B R T	H Street
6	Benning and 34th NE	Streetcar / B R T	Minnesota Ave
7	Benning and Minnesota Ave	Streetcar / B R T	Minnesota Ave
8	Benning Road	Metro / Streetcar / B R T	Minnesota Ave
9	Brookland-CUA	Metro	Brookland
10	Capitol South	Metro	Capitol Hill
11	Cleveland Park	Metro	Columbia Heights
12	Columbia Heights	Metro	Columbia Heights
13	Congress Heights	Metro	St. Elizabeths
14	Deanwood	Metro	Minnesota Ave
15	Dupont Circle	Metro	Dupont
16	Eastern Market	Metro	Capitol Riverfront
17	Farragut North	Metro / Streetcar / B R T	Farragut Square
18	Farragut West	Metro / Streetcar / B R T	Farragut Square
19	Federal Center SW	Metro	Monumental Core
20	Federal Triangle	Metro	Farragut Square
21	Foggy Bottom-GWU	Metro	West End
22	Fort Totten	Metro	Fort Totten
23	Friendship Heights	Metro	Friendship Heights
24	Gallery Pl-Chinatown	Metro	Downtown DC
25	Georgia Ave-Petworth	Metro	Columbia Heights
26	H & 13 th NE	Streetcar / B R T	H Street
27	H & 3rd NE	Streetcar / B R T	NoMa
28	H & 5th NE	Streetcar / B R T	NoMa
29	H & 8th NE	Streetcar / B R T	NoMa
30	H & MD Ave	Streetcar / B R T	H Street

No.	HCT Station Area	HCT System	Regional Activity Center
31	Judiciary Square	Metro	Downtown DC
32	K & 25th NW Streetcar	Streetcar / B R T	West End
33	K & 3rd NW Streetcar	Streetcar / B R T	Downtown DC
34	K & Wisconsin Streetcar	Streetcar / B R T	Georgetown
35	Kingman Island	Streetcar / B R T	H Street
36	L'Enfant Plaza	Metro / Commuter Rail	Monumental Core
37	McPherson Square	Metro/Streetcar / B R T	Farragut Square
38	Metro Center	Metro	Farragut Square
39	Minnesota Ave	Metro	Minnesota Ave
40	Mt Vernon Square-7th St-Convention Center	Metro	Downtown DC
41	Mt. Vernon Sq. Streetcar	Streetcar / B R T	Downtown DC
42	Navy Yard-Ballpark	Metro	Southwest Waterfront
43	NOMA-Gallaudet	Metro	NoMa
44	Potomac Avenue	Metro	Stadium Armory
45	Rhode Island Ave-Brentwood	Metro	Rhode Island Ave Metro
46	Shaw-Howard U	Metro	U-14th Street Corridor
47	Smithsonian	Metro	Monumental Core
48	Stadium-Armory	Metro	Stadium Armory
49	Takoma	Metro	Takoma Park
50	Tenleytown-AU	Metro	Friendship Heights
51	U Street/African-Amer Civil War Memorial/Cardozo	Metro	U-14th Street Corridor
52	Union Station	Metro / Commuter Rail	NoMa
53	Van Ness-UDC	Metro	Not in Regional Activity Center
54	Waterfront	Metro	Monumental Core
55	Woodley Park-Zoo/Adams Morgan	Metro	Dupont
Fairfax County			
1	Backlick Road	Commuter Rail	Beltway South
2	Beacon Hill	Streetcar / B R T	Beacon-Groveton
3	Burke Center	Commuter Rail	Not in Regional Activity Center
4	Dunn Loring-Merrifield	Metro	Not in Regional Activity Center
5	Fort Belvoir	Streetcar / B R T	Fort Belvoir
6	Franconia-Springfield	Metro / Commuter Rail	Springfield
7	Greensboro	Metro	Tysons West
8	Gum Springs	Streetcar / B R T	Hybla Valley-Gum Springs
9	Gunston Rd	Streetcar / B R T	Not in Regional Activity Center
10	Herndon	Metro	Herndon
11	Huntington	Metro / Streetcar / B R T	Huntington-Penn Daw

No.	HCT Station Area	HCT System	Regional Activity Center
12	Hybla Valley	Streetcar / B R T	Hybla Valley-Gum Springs
13	Innovation Center Route 28	Metro	Fairfax Innovation Center
14	Lockheed Blvd	Streetcar / B R T	Hybla Valley-Gum Springs
15	Lorton	Commuter Rail	Fort Belvoir North Area
16	Lorton Station Blvd	Streetcar / B R T	Not in Regional Activity Center
17	McLean	Metro	Tysons East
18	Penn Daw	Streetcar / B R T	Huntington-Penn Daw
19	Pohick Rd	Streetcar / B R T	Fort Belvoir
20	Reston Town Center	Metro	Reston Town Center
21	Rolling Road	Commuter Rail	Not in Regional Activity Center
22	South County	Streetcar / B R T	Not in Regional Activity Center
23	Spring HIll	Metro	Tysons West
24	Tysons Corner	Metro	Tysons Central 123
25	Vienna-Fairfax-GMU	Metro	Vienna
26	West Falls Church-VT-UVA	Metro	Not in Regional Activity Center
27	Wiehle-Reston East	Metro	Wiehle-Reston East
28	Woodlawn	Streetcar / B R T	Fort Belvoir
Frederick County			
1	Brunswick	Commuter Rail	Brunswick
2	Frederick	Commuter Rail	East Frederick Rising
3	Monocacy/I-270	Commuter Rail	Francis Scott Key Mall
4	Point of Rocks	Commuter Rail	Not in Regional Activity Center
5	Ashburn	Metro	Ashburn Station
6	Dulles Airport	Metro	Not in Regional Activity Center
7	Loudoun Gateway	Metro	Loudoun Gateway Station
Montgomery County			
1	Aspen Hill Rd BRT	Streetcar / B R T	Rockville Twinbrook
2	Barnesville	Commuter Rail	Not in Regional Activity Center
3	Bethesda	Metro / Light Rail / B R T	Bethesda
4	Boyds	Commuter Rail	Not in Regional Activity Center
5	Briggs Chaney PNR BRT	Streetcar / B R T	Not in Regional Activity Center
6	Broadwood Dr BRT	Streetcar / B R T	Rockville Twinbrook
7	Burnt Mills BRT	Streetcar / B R T	Not in Regional Activity Center

No.	HCT Station Area	HCT System	Regional Activity Center
8	Burtonsville PNR BRT	Streetcar / B R T	Not in Regional Activity Center
9	Castle Ridge BRT	Streetcar / B R T	Not in Regional Activity Center
10	Connecticut Avenue	Light Rail	NIH-Walter Reed
11	Crown Farm	Streetcar / B R T	Life Sciences Center-Gaithersburg
12	Dale Drive	Light Rail	Silver Spring
13	DANAC	Streetcar / B R T	Life Sciences Center-Gaithersburg
14	Dickerson	Commuter Rail	Not in Regional Activity Center
15	East Gaither	Streetcar / B R T	Rockville King Farm Research Center
16	Fenton Street BRT	Streetcar / B R T	Silver Spring
17	Firstfield	Streetcar / B R T	Gaithersburg Metropolitan Grove
18	Forest Glen	Metro	Silver Spring
19	Gaithersburg	Commuter Rail	Gaithersburg Central
20	Garrett Park	Commuter Rail	White Flint
21	Germantown	Commuter Rail	Germantown
22	Glenmont	Metro	Glenmont
23	Grosvenor-Strathmore	Metro	Grosvenor
24	Kensington	Commuter Rail	Kensington
25	Kentlands	Streetcar / B R T	Gaithersburg Kentlands
26	Long Branch	Light Rail	Takoma Park
27	LSC Central	Streetcar / B R T	Life Sciences Center-Gaithersburg
28	LSC West	Streetcar / B R T	Life Sciences Center-Gaithersburg
29	Lyttonsville	Light Rail	Silver Spring
30	Manchester Place	Light Rail	Silver Spring
31	MD 185 Connecticut Ave BRT	Streetcar / B R T	Not in Regional Activity Center
32	MD 193 University Blvd BRT	Streetcar / B R T	Wheaton
33	MD 28 First St BRT	Streetcar / B R T	Rockville Twinbrook
34	Medical Center	Metro	NIH-Walter Reed
35	Metropolitan Grove	Commuter Rail / Streetcar / B R T	Gaithersburg Metropolitan Grove
36	Montgomery College BRT	Streetcar / B R T	Rockville Montgomery College
37	Newport Mill Rd BRT	Streetcar / B R T	Kensington

No.	HCT Station Area	HCT System	Regional Activity Center
38	NIST	Streetcar / B R T	Gaithersburg Kentlands
39	Oak Leaf Drive BRT	Streetcar / B R T	White Oak-FDA
40	Parkland Dr BRT	Streetcar / B R T	Rockville Twinbrook
41	Piney Branch Road	Light Rail	Langley Park
42	Randolph Rd BRT	Streetcar / B R T	White Flint
43	Rockville	Metro / Commuter Rail / B R T	Rockville Town Center
44	Shady Grove	Metro / Streetcar / B R T	Rockville King Farm-Research Center
45	Silver Spring	Metro / Commuter Rail / Light Rail / B R T	Silver Spring
46	Silver Spring Library	Light Rail	Silver Spring
47	Stewart Lane BRT	Streetcar / B R T	White Oak-FDA
48	Tech Road BRT	Streetcar / B R T	White Oak-FDA
49	Traville Gateway Dr.	Streetcar / B R T	Life Sciences Center-Gaithersburg
50	Twinbrook	Metro	Rockville Twinbrook
51	Twinbrook Pkwy BRT	Streetcar / B R T	Rockville Twinbrook
52	Universities at Shady Grove	Streetcar / B R T	Life Sciences Center-Gaithersburg
53	University Blvd BRT	Streetcar / B R T	Not in Regional Activity Center
54	Washington Grove	Commuter Rail	Rockville King Farm-Research Center
55	West Gaither	Streetcar / B R T	Rockville King Farm-Research Center
56	Wheaton	Metro / Streetcar / B R T	Wheaton
57	White Flint	Metro	White Flint
58	White Oak Transit Center BRT	Streetcar / B R T	Not in Regional Activity Center
59	Woodside	Light Rail	Silver Spring
Prince George's County			
1	Addison Road-Seat Pleasant	Metro	Not in Regional Activity Center
2	Annapolis Road	Light Rail	New Carrollton
3	Bowie State	Commuter Rail	Bowie MARC
4	Branch Ave	Metro	Branch Ave
5	Capitol Heights	Metro	Capitol Heights-Addison Road
6	Cheverly	Metro	Landover Metro
7	College Park - U of MD	Metro/Commuter Rail /Light Rail	College Park
8	East Campus	Light Rail	Not in Regional Activity Center
9	Greenbelt	Metro / Commuter Rail	Greenbelt
10	Landover	Metro	Landover Metro

No.	HCT Station Area	HCT System	Regional Activity Center
11	Largo Town Center	Metro	Largo Town Center-Morgan Blvd
12	Laurel	Commuter Rail	Not in Regional Activity Center
13	Morgan Boulevard	Metro	Not in Regional Activity Center
14	M-Square	Light Rail	College Park
15	Muirkirk	Commuter Rail	Konterra
16	Naylor Road	Metro	Naylor-Southern Ave
17	New Carrollton	Metro / Commuter Rail	New Carrollton
18	Prince George's Plaza	Metro	Prince George's Plaza
19	Riggs Road	Light Rail	Langley Park
20	Riverdale	Commuter Rail	College Park
21	Riverdale Park	Light Rail	College Park
22	Riverdale Road	Light Rail	New Carrollton
23	Seabrook	Commuter Rail	Not in Regional Activity Center
24	Southern Avenue	Metro	Naylor-Southern Ave
25	Suitland	Metro	Suitland
26	Takoma/Langley Transit Center	Light Rail	Langley Park
27	UM Campus Center	Light Rail	Not in Regional Activity Center
28	West Campus	Light Rail	College Park
29	West Hyattsville	Metro	West Hyattsville Metro
Prince William County			
1	Potomac Shores	Commuter Rail	Potomac Shores
2	Quantico	Commuter Rail	Not in Regional Activity Center
3	Rippon	Commuter Rail	Not in Regional Activity Center
4	Woodbridge	Commuter Rail / Streetcar / B R T	North Woodbridge
5	Broad Run/Airport	Commuter Rail	Manassas Regional Airport

Notes: Stations areas identified by the TPB as focus areas for implanting access improvements projects are in bold font.
* “Multi system” indicates that more than one type of transit service is available at the station.

MORE: mwcog.org/highcapacitytransit

Resolution R46-2021
October 13, 2021

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, NE
WASHINGTON, DC 20002

RESOLUTION ENDORSING HIGH-CAPACITY TRANSIT STATION AREAS AS A KEY PLANNING CONCEPT AND TOOL TO INFORM DECISION MAKING AND ACTION

WHEREAS, the Metropolitan Washington Council of Governments (COG) comprises the region's 24 local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

WHEREAS, area jurisdictions have a shared vision, *Region Forward*, for a more prosperous, accessible, livable, and sustainable future which has guided the region's evolution over the past two decades into a national leader in transit-oriented development; and

WHEREAS, the region has adopted a set of goals and targets to realize its aspiration for an equitable, prosperous, and sustainable region including in the areas of housing, climate change, and accessibility; and

WHEREAS, the COG Board has articulated building transit-oriented communities as a multi-sectoral planning priority to achieve multiple regional goals including those in housing, climate change, and accessibility; and

WHEREAS, the region's Transportation Planning Board (TPB) in 2018 identified the need for additional housing units and bringing housing closer to jobs as land use and transportation strategies to advance the region's accessibility and climate change goals while also optimizing transportation system performance, and recommended that COG advance land use solutions to address this need; and

WHEREAS, in 2019 the COG Board 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 Regional Activity Centers (RACs) or near High-Capacity Transit Station Areas (HCTs), and 75 percent accessible to low- to middle-income households; and

WHEREAS, the region has a well-established system of HCTs that includes heavy urban and commuter rail, light rail, streetcar, and Bus Rapid Transit (BRT) services; and

WHEREAS, local governments have supported these HCTs through their zoning and land use planning decisions, identifying them as good locations to concentrate future growth to promote desirable development patterns; and

WHEREAS, the TPB has identified 225 areas (occupying just 10 percent of the region's land area), which currently serve as or are planned to serve as HCTs by 2030 (to be updated periodically), as opportune locations to optimize land use and transportation system connectivity; and

WHEREAS, the COG draft Round 9.2 Cooperative Forecasts project that between 2020 and 2030 the region will add 406,000 jobs to the existing 3.4 million, 592,000 more residents to the existing 5.7 million, and 250,000 more households to the existing 2.1 million, and further that 55 percent of new job growth, 39 percent of new population growth, and 42 percent of new household growth will occur within one-half mile of the 225 HCT stations; and

WHEREAS, at the COG Leadership Retreat in July 2021, the board engaged in discussions on optimizing land use around the 225 HCTs, and connecting them to their surrounding communities, both to get the most out of the infrastructure investments already made and to build successful mixed-use, mixed-income transit-oriented communities as a means to achieve the region's housing, climate change, and accessibility goals in an equitable manner; and

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

WHEREAS, optimizing the land use in HCTs also means providing the community with safe and convenient access to HCTs, particularly those within an RAC, which can increase transit usage, reduce household transportation costs, particularly to the transit-dependent population groups, and provide a wider range of travel options for residents and workers (particularly essential workers); and

WHEREAS, the TPB has further identified two specific initiatives that support both the goal to provide better connectivity within and between transit-oriented communities and access to HCTs, one which includes removing barriers to walking to the HCT stations and the second to complete the National Capital Trail Network (NCTN), a 1,400 mile network of region-wide trails suitable for non-motorized use, of which about 50 percent exists today; and

WHEREAS, to plan for the expected growth in the region in a way that advances multiple regional goals and prioritizes opportunities for affordable and effective means of mobility for all people, the region must optimize its land use and transportation systems to develop communities that leverage current and planned assets.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

1. HCTs should be prioritized for special consideration in land use and transportation planning and programming decision making at local and regional levels to achieve our housing, accessibility, transportation, and climate change goals in an equitable manner.

2. COG committees and staff should discuss and consider strategies, as appropriate, to optimize land use and transportation systems in and around HCTs anticipated by 2030, in regional planning and programming activities.

3. Local governments should commit to provide safe and convenient walk, bike, and micro-transit access to HCTs as a means to make transit a viable mode of travel for all trip purposes and reduce automobile travel and related greenhouse gas emissions.

4. Local governments should commit to complete the NCTN as a means to connect communities in and around HCTs and provide active modes of transportation to access a variety of economic opportunities and help reduce automobile travel and related greenhouse gas emissions.

5. Local governments should strongly consider adopting local resolutions committing to optimizing access improvements to HCTs, including completing the NCTN, in all local planning efforts.