



## BOARD OF DIRECTORS

Wednesday, April 13, 2022

12:00 P.M. - 2:00 P.M.

WebEx Virtual Meeting (provided to members only by email)

Video livestream available to public on COG website

### AGENDA

- 12:00 P.M.**
- 1. CALL TO ORDER**  
*Christian Dorsey, COG Board Chair*
  - 2. CHAIRMAN'S REPORT**  
*Christian Dorsey, COG Board Chair*
    - A. Racial Equity Learning Series
- 12:05 P.M.**
- 3. EXECUTIVE DIRECTOR'S REPORT**  
*Chuck Bean, COG Executive Director*
  - 4. AMENDMENTS TO THE AGENDA**  
*Christian Dorsey, COG Board Chair*
- 12:15 P.M.**
- 5. APPROVAL OF THE MINUTES FROM MARCH 9, 2022**  
*Christian Dorsey, COG Board Chair*  
**Recommended Action: Approve minutes.**
  - 6. ADOPTION OF CONSENT AGENDA ITEMS**  
*Christian Dorsey, COG Board Chair*
    - A. Resolution R18-2022 – Resolution authorizing COG to procure and enter into a contract to receive and expend funds for Regional Food and Water Plan Implementation.  
**Recommended Action: Adopt Resolution R18-2022.**
- 12:20 P.M.**
- 7. AMENDMENT TO RULES OF PROCEDURE FOR COG BOARD MEETINGS**  
*Christian Dorsey, COG Board Chair*

An amendment to the COG Board Rules of Procedure (Section 4.02) will be offered to clarify electronic participation at in-person COG board meetings.

**Recommended Action: Adopt Resolution R19-2022.**

**12:25 P.M. 8. TRANSIT ORIENTED COMMUNITIES IN METROPOLITAN WASHINGTON**

*Chuck Bean, COG Executive Director*

*Timothy Canan, COG Research and Data Program Director*

The board will be briefed on the rationale and implementation steps of Transit Oriented Communities (TOC) centered around the 225 High-Capacity Transit stations (HCTs), one of the elements of the *Region United: Metropolitan Washington Planning Framework for 2030* that advances the region's accessibility, housing and climate goals.

**Recommended Action: Receive briefing.**

**12:40 P.M. 9. REGIONAL EFFORTS TO OPTIMIZE LAND USE AND TRANSPORTATION SYSTEMS**

*Rodney Lusk, Fairfax County Supervisor*

*Sheila Somashekhar, Purple Line Corridor Coalition Director*

The board will be briefed on two major high-capacity transit initiatives in the region that involve significant land use and housing plans: Fairfax County's Embark Richmond Highway and the Purple Line in Montgomery and Prince George's Counties. Speakers will describe the nexus of mobility, economic development, and equity objectives in the context of COG's *Region United* framework.

**Recommended Action: Receive briefing.**

**1:15 P.M. 10. DISCUSSION OF REGIONAL COMMITMENT ON CONNECTIVITY TO TRANSIT ORIENTED COMMUNITIES**

*Chuck Bean, COG Executive Director*

The board will be briefed on opportunities for a collective commitment to local action that would improve accessibility to HCTs as well connectivity between HCTs, Regional Activity Centers, and Equity Emphasis Areas.

**Recommended Action: Receive briefing and hold discussion.**

**1:55 P.M. 11. OTHER BUSINESS**

**2:00 P.M. 12. ADJOURN**

The next COG Board Meeting is scheduled to be held in-person on Wednesday, May 11<sup>th</sup> 12:00 – 2:00PM.

**AGENDA ITEM #2**

**CHAIRMAN'S REPORT**

# **AGENDA ITEM #3**

## **EXECUTIVE DIRECTOR'S REPORT**



## MEMORANDUM

**TO:** COG Board of Directors  
**FROM:** Chuck Bean, COG Executive Director  
**SUBJECT:** Executive Director's Report – April 2022  
**DATE:** April 6, 2022

## POLICY BOARD & COMMITTEE UPDATES

**National Capital Region Transportation Planning Board (TPB)** – In March, the TPB adopted four resolutions amending the *FY 2022 Unified Planning Work Program (UPWP)* and approving the *FY 2023 UPWP*, *FY 2023 Commuter Connections Work Program*, and 2022 transit asset management targets. TPB members also held a Q&A with staff on the draft *2022 Update of the Bicycle and Pedestrian Plan for the National Capital Region*, expressing interest in how e-bikes might affect network needs, micromobility, pedestrian-oriented development, equity, and safety. The board was also briefed on the draft Round 9.2 COG Cooperative Forecasts and recent market observations related to return-to-work patterns and the effects of COVID-19 on employment and housing forecasts.



**POLICY COMMITTEES ADVANCE REGIONAL GOALS**  
COG's policy board and committees are tracking and advising on many legislative priorities, like transportation funding, air quality, water quality, climate and energy, and human services, as well as advancing several efforts that contribute to priorities in COG's *Region United* planning framework.

[Learn more about the board/committee work](#)

**Chesapeake Bay and Water Resources Policy Committee (CBPC)** – At its March meeting, CBPC received a briefing on winter salt pilot programs in the region and COVID-19 wastewater surveillance. Members were also briefed on potential areas for policy consideration within the Chesapeake Bay Program.

**Climate, Energy, and Environment Policy Committee (CEEPC)** – In March, CEEPC continued its series on local climate and energy action planning with presentations from the City of Rockville and Prince George's County. COG Executive Director Chuck Bean presented on *Region United* and discussed implementation of the COG Board's climate priorities for 2022.

**Human Services Policy Committee (HSPC)** – At its March meeting, HSPC received an overview of COG's Housing Targets and were briefed on local housing efforts in Prince George's County. Members were also briefed on *Region United*.

## OUTREACH & PROGRAM HIGHLIGHTS

**2030 Framework** – COG Executive Director Chuck Bean presented *Region United* to the Cities of Manassas and Manassas Park.

**Housing** –COG Community Planning and Services Director Paul DesJardin presented an overview of COG’s Housing Targets at Fairfax County’s Housing Symposium and to Prince William County’s Planning Commission. COG Housing Programs Director Hilary Chapman participated in the National Housing Conference’s “Solutions for Housing Communications” event.

**Economy** – Paul DesJardin presented a summary of regional economic trends to the Montgomery County Council.

**Food & Agriculture** –COG Regional Food Systems Planner Lindsay Smith along with Maryland Food Bank and the DC Homeland Security and Emergency Management Agency briefed the Charles County Board of County Commissioners on the impact of COVID-19 on food security, regional response, and food resiliency planning.

In collaboration with the Institute for Public Health Innovation, COG staff helped plan and facilitate a Food Policy Directors Roundtable. Approximately 45 participants heard from speakers from Arlington County, the District of Columbia, Fairfax County, Montgomery County, Prince George’s County, and Prince William County about the state of the region’s food system, common practices and lessons learned, and opportunities for learning, engagement, and coordination.

## MEDIA HIGHLIGHTS

**Travel Trends** - *As workers return to the office, experts see early signs of more driving*

[The Washington Post](#) – [Quotes COG Deputy Executive Director for Metropolitan Planning Kanti Srikanth and Planning Data and Research Program Director Tim Canan](#)

**Population & Employment Trends** - *Prince George’s County is steadily absorbing movers from D.C.*

[Washington Business Journal](#) – [Quotes COG Department of Community Planning and Services Director Paul DesJardin](#)



**PODCAST: ELECTRIC VEHICLES IN THE DMV**  
On this episode of *Think Regionally*, host Robert McCartney talks with leaders in the government, business, and non-profit sectors, including COG Board member and Montgomery County Executive Marc Elrich about electric vehicles and alternative fuels as important solutions to fight climate change.

[Listen to the episode or read the transcript](#)

**AGENDA ITEM #4**

**AMENDMENTS TO THE  
AGENDA**

## **AGENDA ITEM #5**

### **APPROVAL OF THE MINUTES**



**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS**  
777 North Capitol Street, NE  
Washington, D.C. 20002

**MINUTES**  
**COG Board of Directors Meeting**  
**March 9, 2022**

**BOARD MEMBERS AND ALTERNATES:** See attached chart for attendance.

**SPEAKERS:**

Kanti Srikanth, COG Deputy Executive Director for Metropolitan Planning  
Adriana Hochberg, Montgomery County Department of Environmental Protection Acting Department Director  
Mark Aveni, Loudoun County Assistant Director of General Services  
Jeff King, COG Climate, Energy and Air Programs Director

**1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE**

COG Board Chair Christian Dorsey. called the meeting to order at 12:00 P.M. and led the Pledge of Allegiance.

**2. CHAIRMAN'S REPORT**

- A. 2030 Framework
- B. Racial Equity Learning Series

**3. EXECUTIVE DIRECTOR'S REPORT**

COG Executive Director Chuck Bean briefed the board on several activities related to the *Region United: Metropolitan Planning Framework for 2030* including presentations to Prince George's County and the City of Manassas, the application period for COG's Housing Affordability Planning Program (HAPP), and a new episode of the *Think Regionally* podcast. Bean then turned to COG Information Technology Director Lionel Bernard to recognize IT staff for their efforts to enhance COG's network to support telework and hybrid meetings. Lastly, Bean briefed the board on the meeting of area officials and HUD Secretary Marcia Fudge to discuss housing affordability and explore opportunities for collaboration.

**4. AMENDMENTS TO AGENDA**

There were no amendments to the agenda.

**5. APPROVAL OF MINUTES**

The minutes from the February 9, 2022 board meeting were approved.

**6. ADOPTION OF CONSENT AGENDA ITEMS**

- A. Resolution R17-2022 – Resolution authorizing COG to receive a grant, procure and enter into a contract to conduct Phase 37 of the Continuous Airport System Planning (CASP) Program.

**ACTION: Approved Resolution R17-2022.**

**7. 2030/2050 REGIONAL CLIMATE GOALS**

COG Deputy Executive Director for Metropolitan Planning Kanti Srikanth briefed the board on the region's 2030 climate goals and provided an overview of activities at the regional and local levels related to COG's 2030 Climate and Energy Action Plan (CEAP).

**ACTION: Received briefing.**

## **8. LOCAL CLIMATE & ENERGY ACTION PLANNING EFFORTS**

Montgomery County Department of Environmental Protection Acting Department Director Adriana Hochberg and Loudoun County Assistant Director of General Services Marc Aveni briefed the board on the activities and experiences of their respective jurisdictions' climate and energy action planning work.

**ACTION: Received briefing.**

## **9. OPPORTUNITIES FOR REGIONAL COLLABORATION ON CLIMATE ISSUES**

COG Climate, Energy and Air Programs Director Jeff King briefed the board on some specific areas for further collaboration across the region including electric vehicles, renewable energy, and building efficiency, with the goal of advancing progress toward the 2030 and 2050 climate goals. Board members expressed their desire to take collaborative action on these priorities in the near future.

**ACTION: Received briefing.**

## **10. OTHER BUSINESS**

There was no other business.

## **11. ADJOURN**

Upon motion duly made and seconded, the meeting was adjourned at 2:00 P.M.

**March 9, 2022 Attendance**

<u>Jurisdiction</u>	<u>Member</u>	<u>Y/N</u>	<u>Alternate</u>	<u>Y/N</u>
<b><i>District of Columbia</i></b>				
<b>Executive</b>	Hon. Muriel Bowser		Ms. Beverly Perry Mr. Wayne Turnage Ms. Lucinda Babers	
	Mr. Kevin Donahue		Eugene Kinlow	Y
<b>Council</b>	Hon. Phil Mendelson	Y		
	<b><i>Hon. Charles Allen</i></b>	Y		
<b><i>Maryland</i></b>				
Bowie	Hon. Tim Adams	Y		
Charles County	Hon. Reuben Collins		Thomasina Coates Gilbert Bowling	
City of Frederick	Hon. Michael O'Connor	Y		
Frederick County	Hon. Jan Gardner		Ms. Joy Schaefer	
College Park	Hon. Denise Mitchell	Y	Hon. Patrick Wojahn	
Gaithersburg	Hon. Robert Wu		Hon. Neil Harris	
Greenbelt	Hon. Emmett Jordan	Y	Hon. Kristen Weaver	
Laurel	Hon. Craig Moe	Y	Hon. Keith Sydnor	
Montgomery County				
<b>Executive</b>	Hon. Marc Elrich	Y	Mr. Richard Madaleno Ms. Fariba Kassiri	
<b>Council</b>	Hon. Tom Hucker		Mr. Gene Smith	
	Hon. Nancy Navarro	Y		
Prince George's County				
<b>Executive</b>	Hon. Angela Alsobrooks		Ms. Tara Jackson	Y
<b>Council</b>	Hon. Calvin Hawkins	Y		
	Hon. Sydney Harrison			
Rockville	Hon. Bridget Donnell Newton	Y		
Takoma Park	<b><i>Hon. Kate Stewart</i></b>	Y	Hon. Peter Kovar	
Maryland General Assembly	Hon. Brian Feldman			
<b><i>Virginia</i></b>				
Alexandria	Hon. Justin Wilson	Y	Hon. Kirk McPike	
Arlington County	<b><i>Hon. Christian Dorsey</i></b>	Y		
City of Fairfax	Hon. David Meyer	Y	Hon. Janice Miller	
Fairfax County	Hon. Jeff McKay		Hon. James Walkinshaw	
	Hon. Penelope Gross	Y	Hon. Daniel Storck	
	Hon. Rodney Lusk	Y	Hon. Walter Alcorn	
Falls Church	Hon. David Snyder	Y	Hon. David Tarter	
Loudoun County	Hon. Juli Briskman	Y		
Loudoun County	Hon. Phyllis Randall	Y		
Manassas	Hon. Mark Wolfe	Y		
Manassas Park	Hon. Darryl Moore	Y		
Prince William County	Hon. Ann Wheeler	Y		
	Hon. Andrea Bailey	Y		
Virginia General Assembly	Hon. George Barker			

Y = Present, voting

(P) = Present as Alternate in addition to Primary

# **AGENDA ITEM #6**

## **ADOPTION OF CONSENT AGENDA ITEMS**

**ADOPTION OF CONSENT AGENDA ITEMS**  
**April 2022**

**A. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO RECEIVE AND EXPEND FUNDS FOR REGIONAL FOOD AND WATER PLAN IMPLEMENTATION**

The board will be asked to adopt Resolution R18-2022 authorizing the Executive Director, or his designee, to receive and expend \$917,688.00 for Regional Catastrophic Preparedness Grant Program (RCPGP) Support. As the Secretariat for the Urban Area Security Initiative for the National Capital Region, COG has been requested by the District of Columbia Homeland Security and Emergency Management Agency to procure a contractor(s) and enter into a contract to undertake tasks to continue building capabilities that support logistics and supply chain management capability for food and water. This grant will build upon tasks and information developed through the District's FY 2019 RCPGP grant which provide a detailed understanding of local and regional capability needs. No COG matching funds are required.

**RECOMMENDED ACTION: Adopt Resolution R18-2022.**

# **AGENDA ITEM #7**

## **AMENDMENT TO RULES OF PROCEDURE FOR COG BOARD MEETINGS**



## MEMORANDUM

**TO:** COG Board of Directors  
**FROM:** Sharon E. Pandak, COG General Counsel  
**SUBJECT:** Proposed Change to Rules of Procedure of the Board of Directors  
**DATE:** April 4, 2022

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As announced at the March meeting, the COG Board is asked to consider approving the proposed changes to the Board's Rules of Procedure to allow more electronic or hybrid meetings. The Board may hold electronic or otherwise virtual meetings without the physical presence of a quorum irrespective of whether there is an emergency. The proposed changes to Rule 4.02 are attached both in clean copy and mark up.

The proposed changes to Rule 4.02(a) allow the Chair, with the consent of the Executive Committee, to direct that a board meeting be held by telephone conference, videoconference, or an online combination. The sentence requiring that there be emergency conditions is proposed for deletion.

The changes proposed to Rule 4.02(b) would allow more flexible and unlimited remote attendance by individual board members upon giving five (5) days' notice to the Executive Director by email or telephone.

The final proposed change to Rule 4.02(b)[3] reflects the current COG procedure of not requiring roll call votes simply because the Board or an individual participates in the meeting virtually.

The Board can adopt these proposed changes by majority vote pursuant to Rule 2.19(a).

cc: Chuck Bean, Executive Director  
Tom Gates, Deputy Executive Director

**RULES OF PROCEDURE OF THE BOARD OF DIRECTORS**

**Proposed Amendment to Section 4.00 MEETINGS AND ACCESS TO INFORMATION**

**\* \* \* \* \***

**4.02 How meetings may be held; electronic meetings; and individual member electronic participation**

a) Meetings at which less than a quorum of the Directors will be physically assembled may be held by telephone conference call, videoconference, or online combination, upon direction of the Chair, with consent of the Executive Committee, upon at least three (3)-day's' notice given to Directors by either email or telephone, which notice shall include the specific steps necessary to access the meeting. ~~Such direction shall only be given upon a determination that a face-to-face meeting is effectively precluded by emergency conditions and, further, that action by the Board is legally, financially, or politically required.~~ Insofar as possible, all matters requiring a vote shall be proposed in writing and furnished to Directors at least three (3) days prior to the meeting.

b) When a physically in-person Board of Directors meeting at a central location is scheduled, A Director may attend a Board of Directors the meeting through electronic communication means from a remote location, only as follows: The Director shall give at least ~~three (3)~~ five (5) days' notice to the Executive Director by either email or telephone, ~~and indicate the remote location, acceptable to the COG staff and which does not have distracting noise, from which the Director will participate. Upon receipt of such notice, the Executive Director shall advise the Board of Directors by email or telephone, or t~~ The Chair shall announce electronic participation at the beginning of the Board meeting.

[1] ~~Such participation by any individual Director shall be limited each calendar year to two (2) meetings or 25 percent (25%) of the meetings of the Board, whichever is fewer. The limitation shall apply to both the Director and that Director's alternate(s).~~

[2] Electronic participation is contingent upon the ability of COG staff to make arrangements for the voice of the remote participant Director to be heard by all persons at the central meeting location.

[3] The following procedures shall apply when a Director is attending electronically:



- The Director shall verbally identify at the beginning of the meeting that the Director is present electronically; and announce if the Director is departing from the meeting, unless the meeting has adjourned.
- The Director attending electronically shall verbally ask for recognition from the Chair if the Director desires to speak.
- ~~Votes taken during any meeting, when a Director is attending electronically, shall be recorded by name in roll call fashion and shall be included in the minutes.~~ The Director attending electronically shall indicate the Director's vote verbally when requested by the Chair or Board Secretary.
- The Director attending electronically shall not have a right to attend any executive session or closed meeting during the meeting but may be included if arrangements can be readily made and the confidentiality of the meeting ensured.
- All other Rules shall apply.

[4] The Chair may determine that no electronic attendance is permitted at certain meetings of the Board of Directors, or limit the number of electronic attendees to no more than four (4) Directors based on a first notification basis. The Chair has the discretion to waive the ~~three (3)~~ five (5) days' advance notice.

## **RULES OF PROCEDURE OF THE BOARD OF DIRECTORS**

### **Proposed Amendment to Section 4.00 MEETINGS AND ACCESS TO INFORMATION**

**\* \* \* \* \***

#### **4.02 How meetings may be held; electronic meetings; and individual member electronic participation**

- a) Meetings will be held physically in-person at a central location. However, meetings may be held by telephone conference call, videoconference, online or a combination of physical and remote assembly, upon direction of the Chair, with consent of the Executive Committee, upon at least three (3)-days' notice given to Directors by either email or telephone, which notice shall include the specific steps necessary to access the meeting. Insofar as possible, all matters requiring a vote shall be proposed in writing and furnished to Directors at least three (3) days prior to the meeting.
  
- b) When a physically in-person Board of Directors meeting at a central location is scheduled, a Director may attend the meeting through electronic communication means from a remote location as follows: The Director shall give at least five (5) days' notice to the Executive Director by either email or telephone. The Chair shall announce electronic participation at the beginning of the Board meeting.

[1] Electronic participation is contingent upon the ability of COG staff to make arrangements for the voice of the remote participant Director to be heard by all persons at the central meeting location.

[2] The following procedures shall apply when a Director is attending electronically:

- The Director shall verbally identify at the beginning of the meeting that the Director is present electronically; and announce if the Director is departing from the meeting unless the meeting has adjourned.
  
- The Director attending electronically shall verbally ask for recognition from the Chair if the Director desires to speak.
  
- The Director attending electronically shall indicate the Director's vote verbally when requested by the Chair or Board Secretary.
  
- The Director attending electronically shall not have a right to attend any executive session or closed meeting during the

**meeting but may be included if arrangements can be readily made and the confidentiality of the meeting ensured.**

- **All other Rules shall apply.**

**[3] The Chair may determine that no electronic attendance is permitted at certain meetings of the Board of Directors, or limit the number of electronic attendees to no more than four (4) Directors based on a first notification basis. The Chair has the discretion to waive the five (5) days' advance notice.**

**METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS  
777 North Capitol Street, NE  
Washington, DC 20002**

**RESOLUTION APPROVING REVISIONS TO THE BOARD RULES OF PROCEDURE – RULE 4.02**

**WHEREAS**, the required notice of proposed changes to the Board Rules of Procedure has been given;

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

The attached revisions to Rule 4.02 of the Rules of Procedure of the Board of Directors are approved.

# **AGENDA ITEM #8**

## **TRANSIT ORIENTED COMMUNITIES IN METROPOLITAN WASHINGTON**

## Transit-Oriented Communities

(Chuck Bean, Discussion with COG Board, April 13, 2022)

### WHAT'S IN A NAME?

COG staff are now using the term “Transit-Oriented Communities” (TOC) rather than “Transit-Oriented Development” (TOD) to convey a key objective of our *Region United: Metropolitan Washington Planning Framework for 2030*. The reasoning is described below, comparing TOC vs. TOD, and then describing how TOCs are applied to our work by optimizing High-Capacity Transit Station Areas (HCTs), a planning concept endorsed by the COG Board and the Transportation Planning Board (TPB) in 2021.

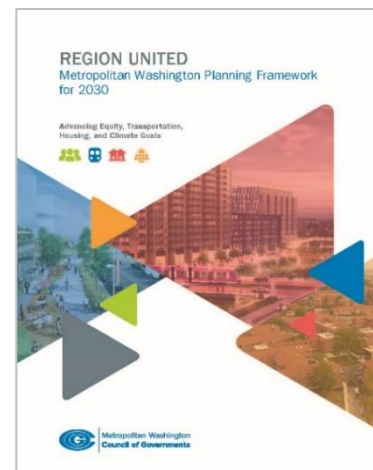
		Transit-Oriented Development	Transit-Oriented Communities
1	Ultimate objective defined by the term	“Development”	“Communities”
2	Defining characteristic(s) of land use	Mixed-Use	Mixed-Use and Mixed-Income
3	Primary focus of connectivity (accessibility)	Half-Mile Walkshed (i.e., walkable in a 10-minute radius)	Half-Mile Walkshed + 1-Mile “Bikeshed” + 2-Mile “Microtransit”

### BACKGROUND

In major metropolitan areas across the United States, Transit-Oriented Development (TOD) revolutionized urban and regional planning as the mid-20<sup>th</sup> century suburban growth boom that separated “live” and “work” gave way to a focus on ‘mixed-use’ (live-work-play), which became predominant in the 21<sup>st</sup> century with an increasing focus on greater density and a variety of land uses around transit.

In our region, COG and the TPB championed mixed-use in this regard through the *TPB Vision* in 1998, *Metropolitan Washington Regional Activity Centers* in 2002, the *National Capital Region Climate Change Report* in 2008, and the *Region Forward Vision: A Comprehensive Guide for Regional Planning and Measuring Progress* in 2010.

Building on *Region Forward*, COG and the TPB in recent years focused on the region’s housing needs (resulting in the 2030 regional housing targets), climate action (resulting in the 2030 regional climate goal and action plan), High-Capacity Transit Station Areas, and, most recently, Equity Emphasis Areas. These four priorities now form the pillars of *Region United*.



### ACCELERATING ACTION

Visit [mwcog.org/2030framework](https://mwcog.org/2030framework) for the *Region United* framework as well as links to COG grants, technical assistance, and planning tools, such as maps of HCTs in the region.

## HIGH-CAPACITY TRANSIT STATION AREAS

In recent years, the TPB developed a definition of ‘High-Capacity Transit’ and identified 225 areas (making up just 10 percent of the region’s land area) that 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 help the region accommodate the continued growth being forecast. Despite making up a small share of the region’s land area, 39 percent of new population growth and 55 percent of new job growth will occur within one half-mile of the 225 HCT stations. (For more information, visit the COG website for the [2021 COG Board resolution and memo on High-Capacity Transit Station Areas](#).)

## HOUSING TARGETS + HIGH-CAPACITY TRANSIT STATION AREAS = “MIXED USE AND MIXED INCOME”

Per COG’s forecasts, a majority of job growth and a significant amount of housing growth (42 percent) will occur close to these transit stations. Realistically, as economic activity increases and amenities are added, land prices appreciate, thus making affordability more challenging. As a result, there’s an increasing interest in housing preservation and production for low- and moderate-income households near transit.

One of the COG Board’s housing targets called for 75 percent of all new housing to be in Activity Centers\* or near high-capacity transit. Another target called for 75 percent of new housing to be affordable to low- and middle-income households. These aspirations to include more affordably priced housing close to transit hubs demonstrates area officials’ interest in planning mixed-use and mixed-income communities.

## CONNECTIVITY AND ACCESSIBILITY

A hallmark of TOD has been a focus on walkability and the half-mile 10-minute walkshed. Optimizing the walkshed – sidewalks, pathways, trails, removal of barriers – is a key focus for TOCs as well. In addition, COG staff are developing more analyses about connectivity beyond the half-mile to explore what opportunities could enable connectivity within the 1-mile “bikeshed” and the 2-mile “microtransit shed” through existing and future technologies.

The COG Board will be asked in Item #10 of its April 13 meeting to dive deeper into the questions related to optimizing accessibility to HCTs and consider whether there is a mutual opportunity and responsibility to improve connectivity focused on these areas to support TOCs throughout the region.



### OPTIMIZING HCTs

Expanding people’s access to transit beyond a half-mile walkshed by providing bikeshare or microtransit services is one way the region can optimize its HCTs.

\*a broader planning framework but generally inclusive of HCTs; 203 of the 225 HCTs are within Activity Centers.



## MEMORANDUM

**TO:** COG Board of Directors

**FROM:** Kanti Srikanth, COG Deputy Executive Director for Metropolitan Planning  
Paul Desjardin, COG Community Planning and Services Director  
Timothy Canan, COG Planning Data and Research Program Director

**SUBJECT:** High-Capacity Transit Station Areas

**DATE:** July 19, 2021  
(CORRECTED October 13, 2021)

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## 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.

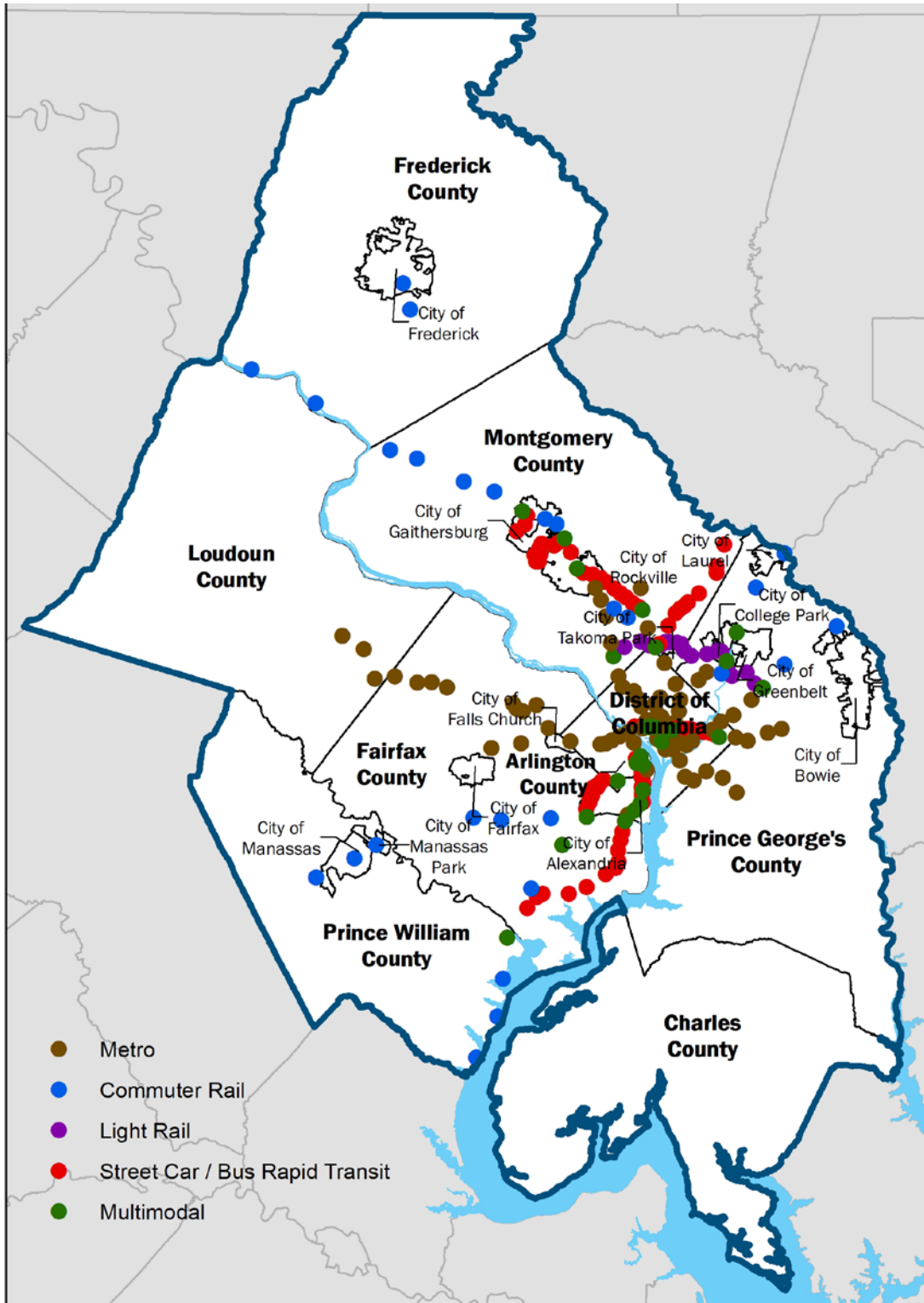
As outlined in this memo and in this packet, optimizing HCTs could mean endorsing the 225 HCTs for special consideration in local decision making. For example, implementing local projects that prioritize bike and walk access to transit. This could include completing the National Capital Trail Network (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			1	4	16
Arlington County	19			8	3	8
City of College Park	5		3		2	
District of Columbia	55			34	6	15
Fairfax County	29	4		11	3	11
Frederick County	3	3				
City of Frederick	1	1				
City of Gaithersburg	6	1			1	4
City of Greenbelt	1				1	
City of Laurel	1	1				
Loudoun County	3				3	
City of Manassas	1	1				
City of Manassas Park	1	1				
Montgomery County	46	7	8	5	4	22
Prince George's County	23	4	6	12	1	
Prince William County	5	4			1	
City of Rockville	7	1			1	5
City of Takoma Park	1		1			
<b>Regional Total*</b>	<b>225</b>	<b>27</b>	<b>17</b>	<b>75</b>	<b>26</b>	<b>80</b>

\* The Greenbelt, Takoma/Langley Transit Center and Van Dorn HCTs are located on jurisdictional boundaries. The Greenbelt HCT is in the cities of Greenbelt and College Park, Takoma/Langley Transit Center HCT is in the City of Takoma Park and Prince George's County and Van Dorn Street HCT 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 January 3, 2022)

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**

	High-Capacity Transit Station Areas (2030)	Total Population		Total Employment	
		2020	2030	2020	2030
REGION	225	892,924	1,437,201	1,311,589	1,757,359
<i>Jurisdiction</i>					
City of Alexandria	21	49,598	132,942	55,649	82,106
Arlington County	19	93,292	129,818	188,205	220,749
District of Columbia	55	386,382	472,183	670,950	761,081
Fairfax County	28	77,975	179,414	114,364	237,790
Frederick County	4	12,782	14,881	12,211	13,177
Loudoun County	3		10,534		25,448
Montgomery County	59	177,478	350,348	191,560	301,326
Prince George’s County	29	74,113	121,516	50,798	84,071
Prince William County	7	21,304	25,565	27,852	31,611

*Note: Data for the Cities of College Park and Laurel are included in the Prince George’s County total. Data for the City of Frederick is included in the Frederick County total. Data for the Cities of Gaithersburg, Takoma Park and Rockville are included in the Montgomery County total. Data for the independent City of Falls Church is included in the Fairfax County total. Data for the independent Cities of Manassas and Manassas Park are included in the Prince William County total.*

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

	High-Capacity Transit Station Areas (2030)	Total Population		Total Employment	
		2020	2030	2020	2030
<b>REGION</b>	<b>225</b>	<b>1,728,851</b>	<b>2,462,990</b>	<b>1,786,492</b>	<b>2,366,883</b>
<i>Jurisdiction</i>					
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
Fairfax County	28	223,320	430,890	204,366	391,348
Frederick County	4	22,313	25,545	30,963	33,782
Loudoun County	3		26,132		52,776
Montgomery County	59	414,810	581,623	299,558	434,722
Prince George’s County	29	216,300	290,830	125,006	161,788
Prince William County	7	56,152	71,536	41,894	49,034

*Note: Data for the Cities of College Park and Laurel are included in the Prince George’s County total. Data for the City of Frederick is included in the Frederick County total. Data for the Cities of Gaithersburg, Takoma Park and Rockville are included in the Montgomery County total. Data for the independent City of Falls Church is included in the Fairfax County total. Data for the independent Cities of Manassas and Manassas Park are included in the Prince William County total.*

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
<b>Prosperity</b>		
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.
<b>Accessibility</b>		
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.
<b>Livability</b>		
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.
<b>Sustainability</b>		
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
<b>Arlington County</b>			
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
<b>City of Alexandria</b>			
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
<b>City of Manassas</b>			
1	Manassas City	Commuter Rail	Manassas
<b>City of Manassas Park</b>			
1	Manassas Park	Commuter Rail	Manassas Park
<b>District of Columbia</b>			
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
<b>Fairfax County</b>			
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

No.	HCT Station Area	HCT System	Regional Activity Center
11	Huntington	Metro / Streetcar / B R T	Huntington-Penn Daw
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
<b>Frederick County</b>			
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
<b>Loudoun County</b>			
1	Ashburn	Metro	Ashburn Station
2	Dulles Airport	Metro	Not in Regional Activity Center
3	Loudoun Gateway	Metro	Loudoun Gateway Station
<b>Montgomery County</b>			
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	Boys	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

No.	HCT Station Area	HCT System	Regional Activity Center
7	Burnt Mills BRT	Streetcar / B R T	Not in 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
<b>Prince George's County</b>			
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
<b>Prince William County</b>			
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](http://mwcog.org/highcapacitytransit)

# TRANSIT-ORIENTED COMMUNITIES IN METROPOLITAN WASHINGTON

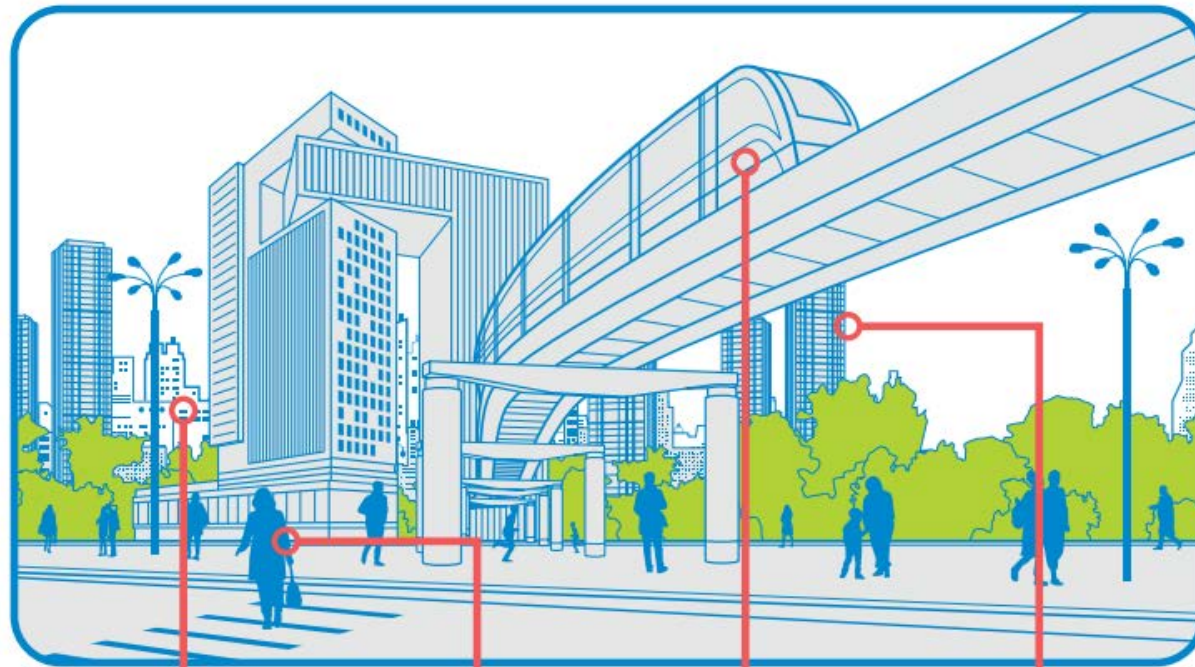
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Timothy Canan, AICP  
Planning Data and Research Program Director

COG Board of Directors  
April 13, 2022



# Transit-Oriented Communities



**Housing  
affordable at all  
income levels  
and family  
sizes**

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

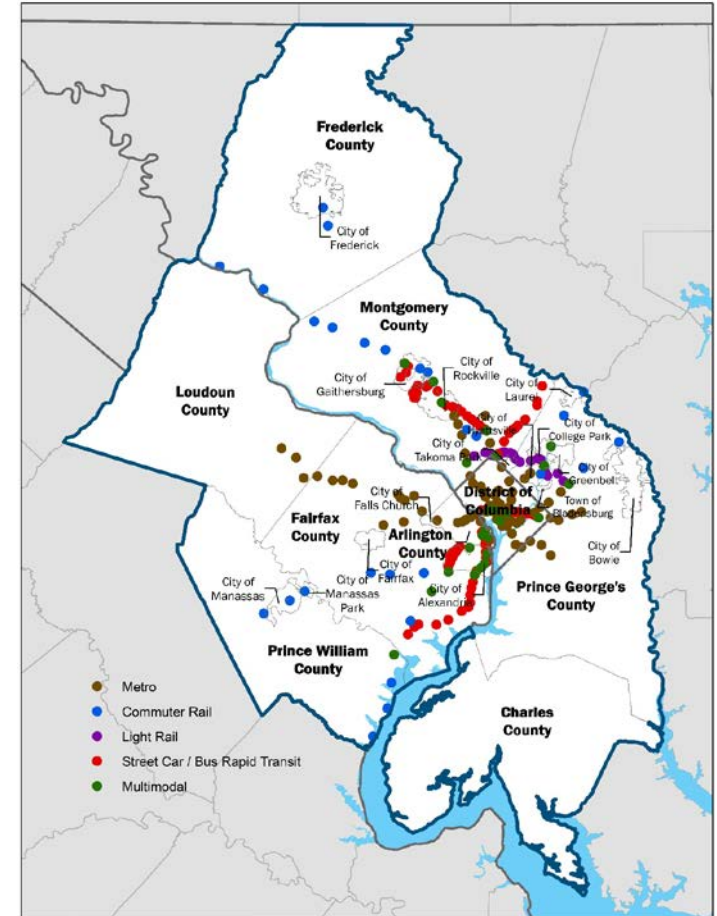
**Affordable,  
environmentally  
friendly travel  
options**

**Housing, office  
options that use  
less energy**



# High-Capacity Transit Station Areas (HCTs)

- 225 HCT station areas in place by 2030.
- Locations around Metrorail, Commuter Rail, Light Rail, Bus Rapid Transit (BRT), and Streetcar.
- Access improvements in areas served by HCT promote and catalyze the development of healthy TOCs throughout the region.



# HCTs by Jurisdiction and Mode

JURISDICTION	Total	Commuter Rail	Light Rail	Metro Rail	Multi System	Streetcar / BRT
City of Alexandria	21			1	4	16
Arlington County	19			8	3	8
City of College Park	5		3		2	
District of Columbia	55			34	6	15
Fairfax County	29	4		11	3	11
Frederick County	3	3				
City of Frederick	1	1				
City of Gaithersburg	6	1			1	4
City of Greenbelt	1				1	
City of Laurel	1	1				
Loudoun County	3				3	
City of Manassas	1	1				
City of Manassas Park	1	1				
Montgomery County	46	7	8	5	4	22
Prince George's County	23	4	6	12	1	
Prince William County	5	4			1	
City of Rockville	7	1			1	5
City of Takoma Park	1		1			
<b>Regional Total*</b>	<b>225</b>	<b>27</b>	<b>17</b>	<b>75</b>	<b>26</b>	<b>80</b>

\* The Greenbelt, Takoma/Langley Transit Center and Van Dorn HCTs are located on jurisdictional boundaries. The Greenbelt HCT is in the cities of Greenbelt and College Park, Takoma/Langley Transit Center HCT is in the City of Takoma Park and Prince George's County and Van Dorn Street HCT 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 January 3, 2022)



# HCTs a Key Regional Planning Concept

---

- Established by COG Board in 2021—(Resolution 46-2021).
- HCTs should be prioritized for special consideration in land use and transportation planning to equitably achieve housing, accessibility, transportation, and climate change goals.
- Local governments should:
  - Commit to provide safe and convenient walk, bike, and microtransit access to HCTs.
  - Commit to completing the National Capital Trail Network to connect communities in and around HCTs.
  - Strongly consider adopting local resolutions committing to optimizing access improvements to HCTs.

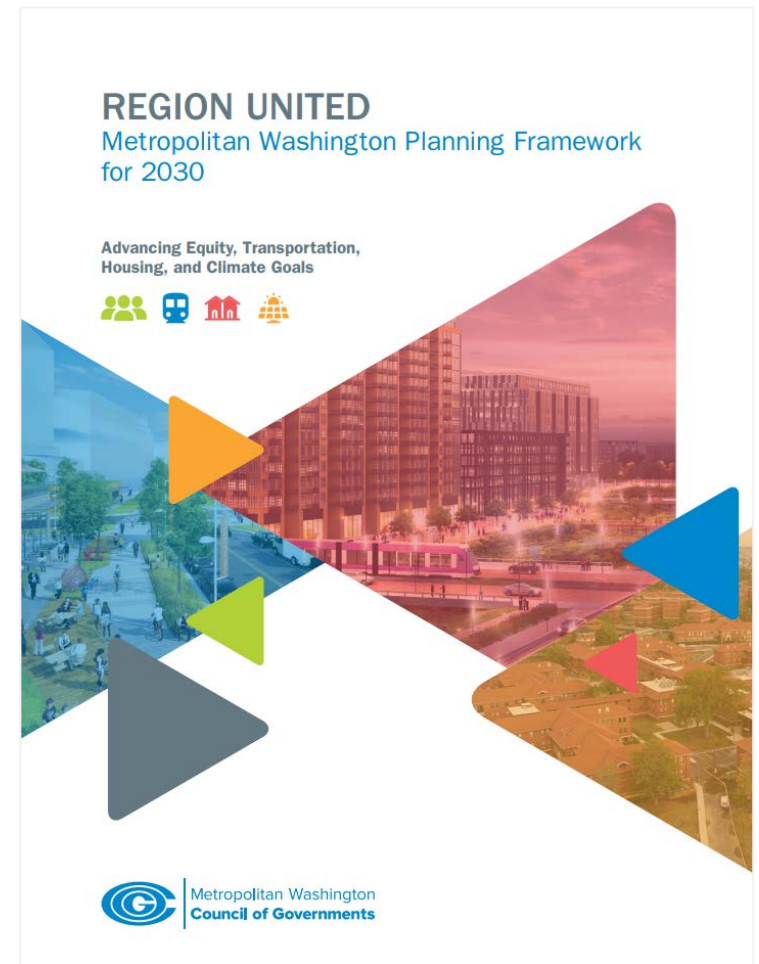
# Opportunity with HCTs

- Improvements in areas served by HCTs promote and catalyze development of TOCs.
  - Improve resident access to transit and jobs.
  - Employer access to talent.
- Make TOCs more desirable locations to live, work, and play through mixed-use development.



# Region United

- Planning priorities for the next decade related to equity, transit and land use, housing, and climate.
- Mixed-use, mixed-income TOCs have potential to advance all priorities in the framework.



## Tim Canan

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[mwkog.org](http://mwkog.org)

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Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002

## **AGENDA ITEM #9**

# **REGIONAL EFFORTS TO OPTIMIZE LAND USE AND TRANSPORTATION SYSTEMS**






Home ▶ Transportation ▶ Richmond Highway BRT - The One

# Transportation



CONTACT INFORMATION: Our office is open 8:00 AM-4:30 PM M-F

 703-877-5600  
TTY 711

 [DOTInfo@fairfaxcounty.gov](mailto:DOTInfo@fairfaxcounty.gov)

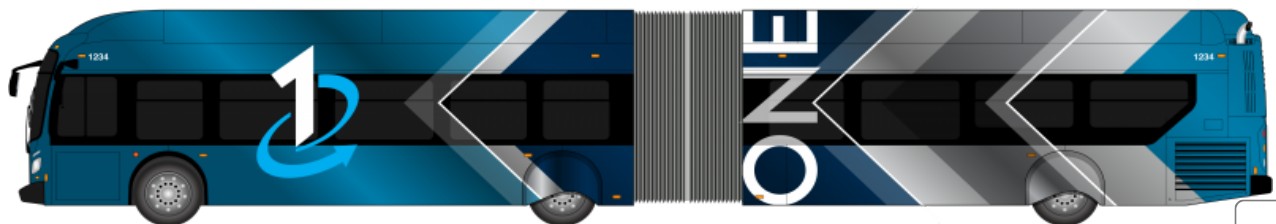
 4050 Legato Road, Suite 400  
Fairfax, VA 22033

 Tom Biesiadny,  
Director

## Richmond Highway BRT - The One

### NEWS AND UPDATES

On Friday, February 25, 2022, the Richmond Highway BRT was officially named when Fairfax County officials launched the brand identity, developed with input from community members and stakeholders over three years. And the name is -- The One!



- Find out more about the Branding Process
- Read more about the brand launch at NewsCenter.



[Privacy](#) - [Terms](#)

# RICHMOND HIGHWAY BRT - NEPA CATEGORICAL EXCLUSION DETERMINATION

The Federal Transit Administration (FTA) has determined that the project met the criteria of a Categorical Exclusion under the agency's implementing regulations of the National Environmental Policy Act (NEPA) on January 7, 2022.

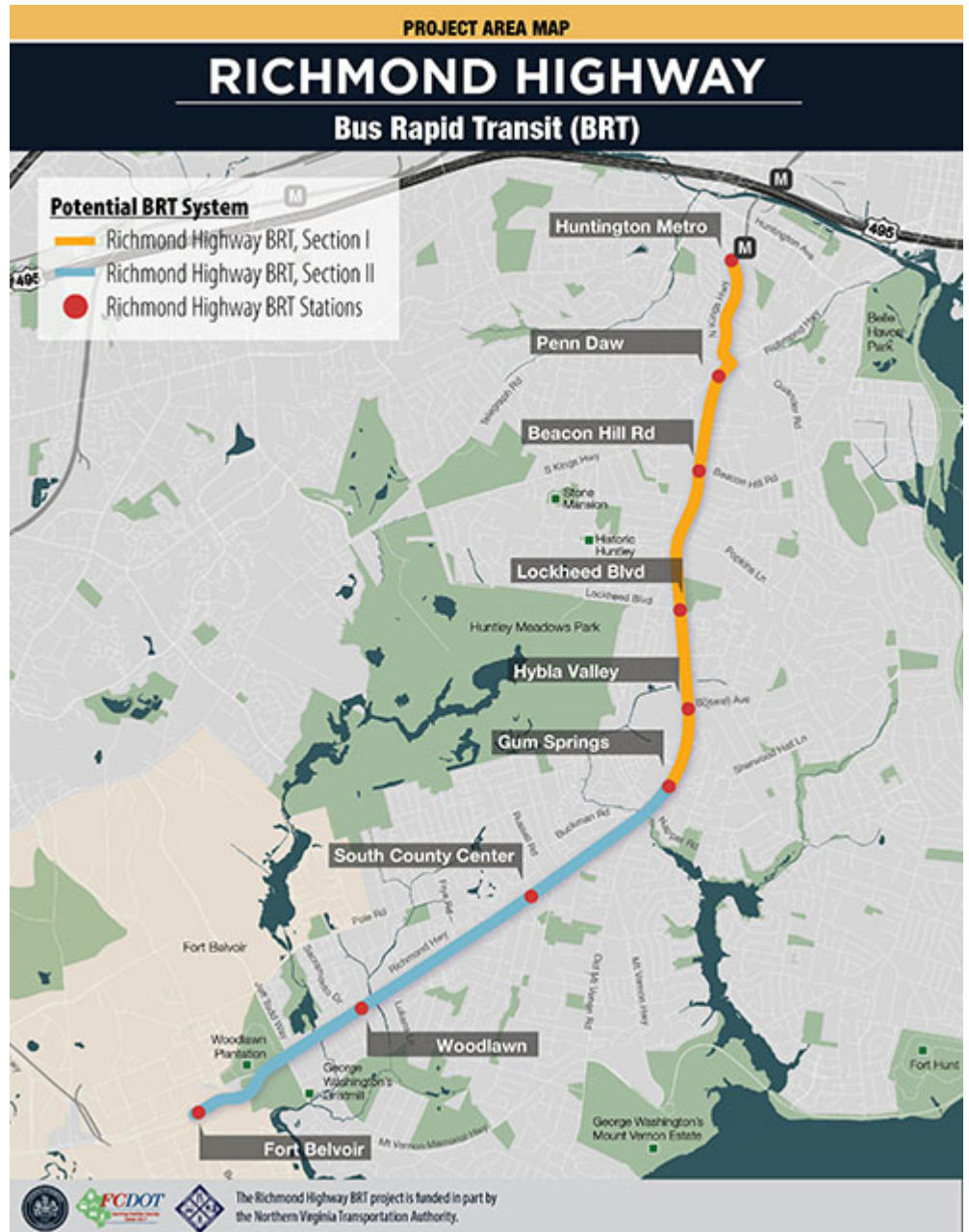
- [View materials](#)

BRT is a high-quality public transportation system designed to be fast, reliable, and more convenient than traditional bus routes. It operates much like rail service, with a dedicated transitway, but uses bus vehicles.

The proposed Richmond Highway BRT system will have nine stations, constructed in two sections, and will connect to major employment centers, shopping centers, and residential communities along the Richmond Highway corridor, from Huntington Metrorail Station to Fort Belvoir. The project will include pedestrian and bicycle facilities as well as other amenities to support the proposed system.

- Project Background
- View Meeting Materials
- Station Design Concepts
- Right of Way Acquisition Process Information
- View Interactive Map
- FAQ's







## VER EN ESPAÑOL

### Project Overview

Based on recommendations from a Virginia Department of Rail and Public Transportation (DRPT) study, Fairfax County Department of Transportation is working with residents, community stakeholders, and partner agencies to **plan, design, and construct a Bus Rapid Transit (BRT) system for the Richmond Highway Corridor.**

**The goal of the BRT system is to increase transit ridership along the corridor and ultimately lead to the future Metrorail extension to Hybla Valley.** The system is planned to extend along Richmond Highway (Route 1) and North Kings Highway from Fort Belvoir to the Huntington Metrorail Station, in two sections. Section I of the project extends along North Kings Highway from the Huntington Metrorail Station to Richmond Highway, and along Richmond Highway to Gum Springs. Section II extends along Richmond Highway from Gum Springs to Fort Belvoir.

The collective approach to implementing the recommendations from the DRPT study (including land use and roadway changes, as well as the BRT system) in Fairfax County is called Embark Richmond Highway. You can learn more about Embark Richmond Highway **here**. You can also visit the **FAQ page** to find answers to common questions about the Richmond Highway BRT project and process.



## WHAT IS BRT?

Bus Rapid Transit (BRT) is a high-quality public transportation system designed to be fast,

[Read More](#)

## PROJECT BACKGROUND

In 2013 and 2014, Virginia Department of Rail and Public Transportation (DRPT) conducted a Multimodal Alternatives Analysis

[Read More](#)

## FAQS

Why do we need a new transit system on the Richmond Highway corridor? Find the answers to

[Read More](#)

## STAY INVOLVED

- Sign-up for email and/or text updates via [Fairfax Alerts](#). Search Fairfax County Department of Transportation and Richmond Highway BRT.
- Follow hashtag #RichmondHwyBRT on [Facebook](#) and Twitter.
- Contact the project team [via email](#).

## SIGN UP FOR PROJECT UPDATES!

Get news about the Richmond Highway Bus Rapid Transit Project in your inbox.

\* **Email**

**First Name**

**Last Name**



[Privacy](#) - [Terms](#)

Home ▶ Transportation ▶ Richmond Highway BRT - The One ▶ What is BRT?

# Transportation



CONTACT INFORMATION: Our office is open 8:00 AM-4:30 PM M-F



703-877-5600  
TTY 711



DOTInfo@fairfaxcounty.gov



4050 Legato Road, Suite 400  
Fairfax, VA 22033



Tom Biesiadny,  
Director

## What is BRT?

Bus Rapid Transit (BRT) is a high-quality public transportation system designed to be fast, reliable, and more convenient than traditional bus routes. It operates much like rail service, but uses rubber tire bus vehicles. While the Richmond Highway BRT system has not yet been designed, key elements of BRT systems often include:



- **SERVICE PLANS & FREQUENCIES** that prioritize reliable, frequent, and efficient service.
- **DEDICATED LANES & TRAFFIC SIGNAL PRIORITY** that allow free-flow travel, minimize traffic-related delays, reduce overall travel times, and enhance reliability.
- **INFORMATION TECHNOLOGY SYSTEMS** with features such as real-time bus tracking, innovative fare collection, and more.



- **STATIONS** offering enhanced customer experiences, including all-door boarding to improve accessibility, off-board fare collection to expedite boarding, and high-quality pedestrian connectivity to enhance safety and access.
- **BUSES** designed for improved passenger comfort and additional passenger capacity.



The Richmond Highway BRT system is still in the early planning stages, but the final design will include not only the addition of dedicated bus lanes, but also the inclusion of enhanced facilities for people walking and biking along the corridor. Improving transit, walking, and biking facilities can lead to decreased vehicle traffic. Combined with the road widening taking place as part of Embark Richmond Highway, these improvements should lead to improved vehicle travel times and reduced congestion. All recommended alternatives will be designed to meet local, state and federal standards for efficient traffic flow.

## STAY INVOLVED

- Sign-up for email and/or text updates via Fairfax Alerts. Search Fairfax County Department of Transportation and Richmond Highway BRT.
- Follow hashtag #RichmondHwyBRT on Facebook and Twitter.
- Contact the project team via email.



# Purple Line Corridor Coalition Housing Action Plan 2019-2022



December 2019





This PLCC Housing Action Plan includes our Partner Acknowledgements, Executive Summary, Data Snapshot and Summary of Recommendations. The full PLCC Housing Action Plan is available here:

<http://purplelinecorridor.org/housing/>

Figure 1. (front cover) Purple Line Corridor graphic, credit Neighborhood Design Center drawn by S.Morley



Figure 2. PLCC HAP Meeting (Photo credit S.Morley)

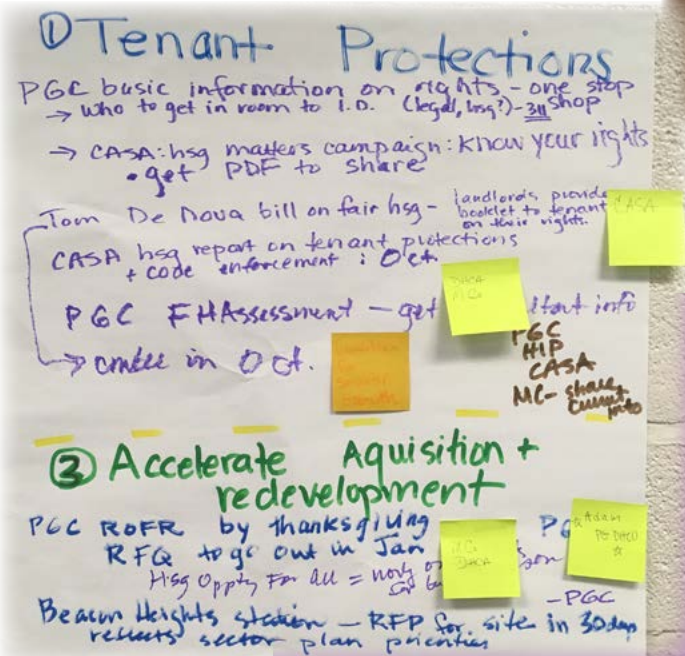


Figure 3. Focus group with members of the Takoma and Langley Park community (Photo credit S. Bingham)

Figure 4. PLCC HAP Meeting (Photo credit S.Morley)



The Purple Line Corridor Coalition (PLCC) is an innovative public-private-community collaboration working to leverage Maryland’s largest transit investment in the 21st century to create a place of opportunity for all who live, work and invest in the corridor. Our work is guided by the goals and vision laid out in the Community Development Agreement for the Purple Line Corridor which was developed through an extensive stakeholder engagement process.

**Acknowledgements**

PLCC Housing Action Team

- CASA & Fair Development Coalition
- Coalition for Smarter Growth (CSG)
- Community Preservation and Development Corporation
- Enterprise Community Partners (Co-Chair)
- Housing Initiative Partnership (HIP) (Co-Chair)
- Kaiser Permanente
- Montgomery County Planning Department
- Montgomery County Department of Housing and Community Affairs
- Montgomery Housing Partnership (Co-Chair)
- National Center for Smart Growth (NCSG)
- Prince George’s County Council Administration
- Prince George’s County Department of Housing and Community Development
- Prince George’s County Planning Department
- Purple Line NOW

**Special thanks to numerous organizations and individuals who collaborated to create the plan:**

- AHC Inc
- Catholic Charities of the Archdiocese of Washington
- Central Kenilworth Avenue Revitalization
- Center for Community Investment
- Community Development Corporation (CKAR CDC)
- Community Health and Empowerment through Education and Research (CHEER)
- City of Takoma Park, Housing and Community Development Department
- EYA
- Habitat for Humanity, Metro Maryland
- Housing Opportunities Commission (HOC)
- IMPACT Silver Spring
- Landex Development
- Montgomery County Planning, Housing, and Economic Development (PHED) Committee
- Montgomery County Renter’s Alliance
- Neighbors Impacted by the Manchester Tunnel
- Northern Gateway CDC
- Office of Council Member Dannielle Glaros
- Office of Council Member Deni Taveras
- Peace City Church
- Silver Spring Regional Center
- Sligo Grandview Community Association
- Solid Rock Church
- Sowing Empowerment & Economic Development, Inc.(SEED)
- St. Camillus Catholic Church
- Town of Riverdale Park
- Urban Atlantic
- Victory Housing
- Over 600 residents took time to take our housing survey or participate in a focus group
- **Many more people and organizations who took the time to inform this plan.**

Research and engagement led by Mariia Zimmerman, MZ Strategies LLC and Steve Brigham, Public Engagement Associates. Design materials led by the Neighborhood Design Center. Research and data analysis provided by National Center for Smart Growth (NCSG). Additional research and translation support provided by Maya Coleman, Elena Goldsborough, Brenna Hill, Kate Welbes, Brackston Ziman and Manel Lacorte University of Maryland Translation and Interpretation Services.

*DISCLAIMER: The views expressed in this plan are informed and guided by the coalition as a collective group. These views do not necessarily reflect each individual organization’s official position or commitment to the details outlined in this plan. This plan is a living and working document that will evolve with the coalition.*

*“Success for the Purple Line means No Net Loss of affordable housing, strong workforce development benefitting the existing local population, and preserving the rich diversity of peoples and their small businesses.”* PLCC 2019 Housing Survey Respondent



Figure 5. Mural in Long Branch (Photo credit Montgomery Housing Partnership)

The new 16-mile light rail Purple Line, currently under construction and projected to open for service by early 2023, will shape the growth and character of Montgomery County and Prince George’s County for decades to come. Still, many questions remain. Will neighborhoods surrounding the 21 stations remain affordable to people currently living in the corridor? Will home values and rents escalate in the corridor, as we’ve seen in other parts of the region once new transit is introduced? Will households, regardless of size or income, find a place to call home along the Purple Line? The actions we take today, as a state and a region, will have a continued impact on the state of housing stability for generations to come.

This rail line is an investment in our region, in the infrastructure we need to run our businesses and in the creation of thriving communities along the Purple Line. By making smart investments in and around the rail, we can ensure it succeeds in many ways: by growing and sustaining local businesses, creating more jobs, and preserving our vibrant, beautiful communities. That’s why a group of community residents, organizations, developers, financial institutions and government agencies are working together to make sure the Purple Line benefits everyone, and that we make a concerted effort to preserve the unique culture and history of our communities. To accomplish these goals, we will

need to be equally vigilant about protecting existing residents and businesses from displacement, as well as ensuring that every person has access to the economic opportunity that this rail development brings.

The Purple Line Corridor Coalition (PLCC) is comprised of public, nonprofit and private organizations that have pledged to work together with state transportation officials to address the full gamut of community needs. The PLCC’s primary task is to ensure that investments preserve the communities and protect existing residents living along the proposed rail line. More specifically, PLCC is working to ensure housing stability for people who live in the corridor today. We believe that there is a pathway to preserve at least 17,000 homes currently affordable to households that earn \$70,000 annually or less. This includes working to ensure that we retain the 8,500 homes with current rent protections that keep them affordable. Both of these steps are critical – the area around the rail station remains one of the last affordable communities in the region for low-and moderate-income households. Today, over half of the population living in neighborhoods between New Carrollton and Long Branch earn below the area median income. Our intention is to work with a diverse range of strong partners to ensure that current residents, no matter where they work, have a stable, affordable place to call home.

As a first step to build the PLCC housing action plan, we listened. We conducted listening sessions across the area to hear residents, businesses, and other stakeholders talk about the needs and aspirations of communities. Next, we did our homework. Recent work by both counties to update zoning and development regulations, revise policies, evaluate county housing needs and adopt a variety of plans – including sector plans for Montgomery County’s Purple Line station areas to the County Comprehensive Strategy Report - Housing Opportunity for All - in Prince George’s County – were reviewed. Then, we put together a pathway forward that reflected what we heard and learned. This document reflects the primary strategies that emerged for the PLCC to undertake in the next three years.

Our promise is to remain committed and accountable. This Housing Action Plan provides a living framework for residents and local businesses to monitor our collective progress and to engage in the work. The PLCC plan identifies 12 different key actions to advance between now and 2023 to ensure housing opportunity all along the corridor.

The Plan’s 12 recommendations are organized into three categories:

- A.** the first set of actions are designed to increase the production of new housing, to accelerate the preservation and rehabilitation of existing housing and to protect tenants;
- B.** the second set of actions establish more regular coordination between jurisdictions and coalition partners on specific locations within the corridor where collaboration is essential; and
- C.** the third set of actions are those the Coalition can take to improve how it works together with new and existing partners on advocacy, research and monitoring housing trends along the corridor. Everyone reading this plan can contribute toward its successful implementation. We look forward to working with you to achieve these shared community goals.

Producing and sharing this plan marks an important milestone in PLCC’s progress, but there is more work and change still to come. As the coalition grows, the plan will evolve in new ways that help improve the lives of people and their communities.

**This plan is a living and working framework that will evolve with the coalition. As the coalition grows, the plan will evolve in new ways that help improve the lives of people and their communities.**



Figure 6. PLCC Accelerating Investment for Healthy Communities (AIHC) meeting (photo credit Harry Connolly, courtesy of Enterprise Community Partners)

# A



## ENSURE A DIVERSE MIX OF HOUSING TYPES THAT REFLECT THE FULL RANGE OF PRICE POINTS BOTH RENTER AND OWNER RESIDENTS CAN AFFORD

- 1. Stronger protections for existing residents.** Ensure tenants across the corridor are much better protected through increased legal protections, stronger enforcement for when landlords violate housing codes for their buildings, and to ensure tenants know their rights and have effective access to legal resources.
- 2. Grow and align housing funding to prioritize the Purple Line.** Increase housing trust funds in both counties and seek purple line prioritization in the State of Maryland's funding resources.
- 3. Accelerate strategic acquisition and redevelopment opportunities.** Prioritize efforts to acquire, preserve and redevelop housing on empty lots or low-density sites that may be owned by public agencies, houses of worship or others along the corridor. Deploy tax abatement and Right of First Refusal programs to create and preserve affordable multi-family housing.
- 4. Help current homeowners rehab and remain in their houses.** Increase funds to support low-cost loans to aid low-income and older homeowners in updating and repairing their homes
- 5. Expand opportunities for current renters to be able to purchase a home affordably.** Promote pathways to affordable homeownership through additional down-payment support to qualified residents.
- 6. Reduce the barriers to developing mixed-income neighborhoods.** Help developers navigate the Purple Line development process to ensure that new multi-family apartments include elements that support transit use, improve walkability, create more retail and office space, and include a percentage of affordable housing.
- 7. Preserve and modernize smaller rental properties.** Work with local landlords to share information with them on available programs and strategies to preserve affordability and modernize properties.

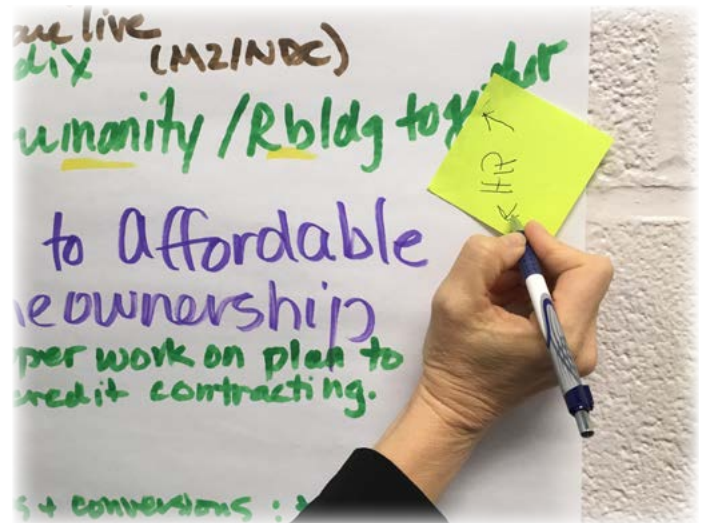


Figure 7. PLCC HAP meeting (photo credit S.Morley)

## B



**FORMALIZE COLLABORATION BETWEEN JURISDICTIONS AND ACROSS SECTORS WHILE ELEVATING COMMUNITY VOICES AND ENGAGEMENT.**

- 8. Prioritize coordinated action and improved communication in the Takoma Langley Area.** Formalize processes to share information, engage community partners and collaborate across jurisdictions and agencies on housing and other issues important to those living, working, and visiting the crossroads between Long Branch, the City of Takoma Park, and Langley Park.
- 9. Market and coordinate across Purple Line jurisdictions to attract private investment.** Collaborate across public agencies to ensure future investments in the twelve Opportunity Zones (OZs) along the Purple Line support equitable development goals.

## C



**IMPROVE HOW THE PLCC ENGAGES IN ITS WORK ACROSS MEMBERS AND WITH LOCAL COMMUNITY ORGANIZATIONS TO ADDRESS EMERGING HOUSING ISSUES AND COMMUNICATE PROGRESS**

- 10. Foster collaborative culture and leadership.** Expand partnerships with civic organizations and strengthen the capacity of those working directly with Purple Line communities to implement housing action plan recommendations.
- 11. Hold ourselves accountable.** Utilize the PLCC partner organizations to track progress toward the Coalition's housing goals and ensure greater accountability.
- 12. Research critical housing issues and emerging trends.** Identify resources to support work by Coalition members to determine the feasibility and potential to deploy new strategies that serve PLCC housing goals.



Figure 8. PLCC Accelerating Investment for Healthy Communities (AIHC) meeting (photo credit Harry Connolly, courtesy of Enterprise Community Partners)

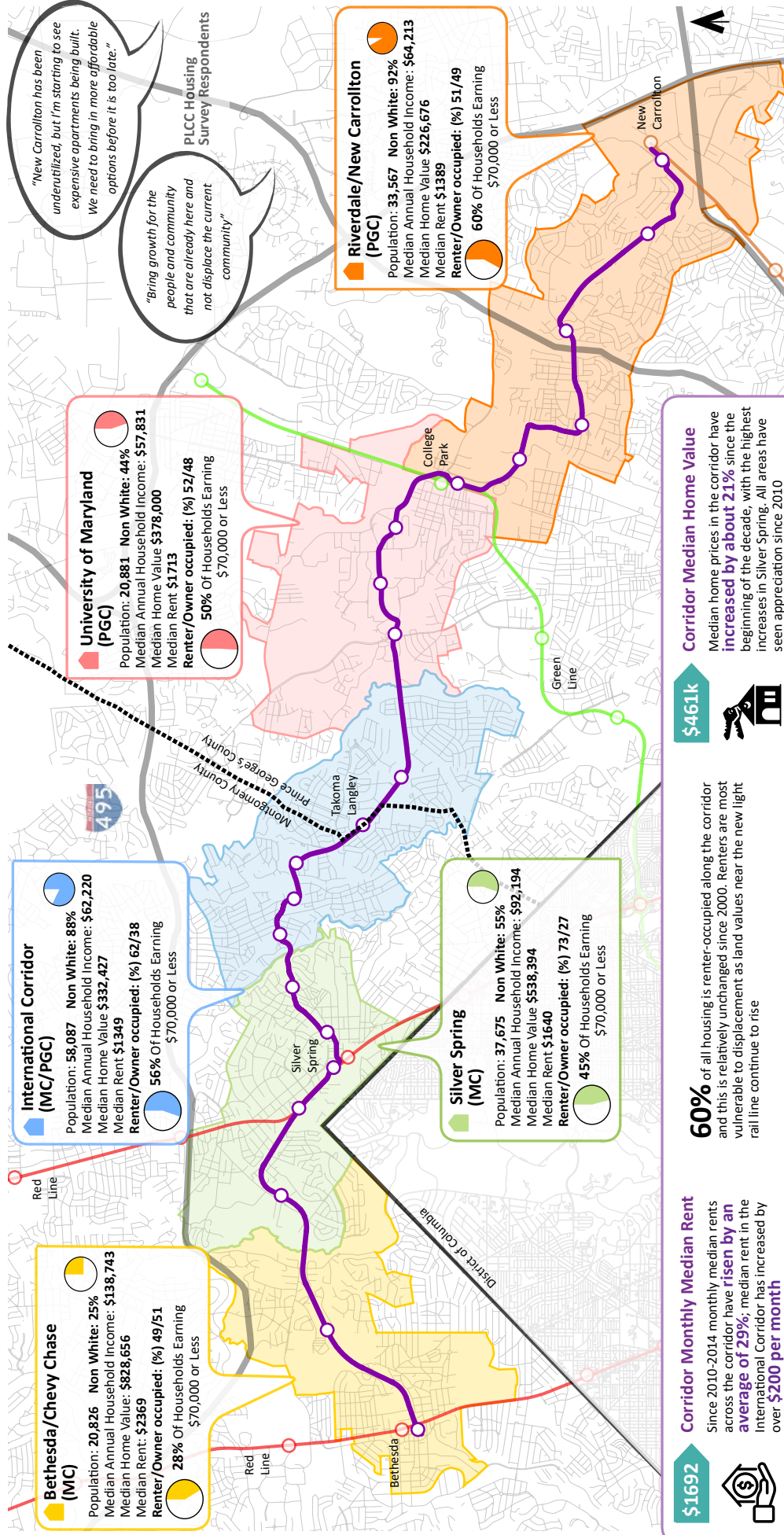
**Who calls the Purple Line Home?**



There are over **170,000** people currently living along the corridor, which represent economic, racial and ethnic diversity. To reflect this diversity of population and housing conditions the corridor has been split into subareas\* shown in the map below.



The Purple Line is projected to open in a little more than three years. Evidence from other regions where new transit lines have opened demonstrate that home values, rents and land speculation can increase rapidly after service starts. **The time for action is now.**



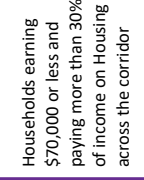
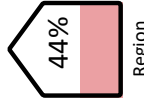
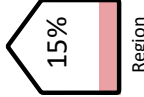
This data snapshot forms part of the Purple Line Corridor Coalition Housing Action Plan, a document that sets out a commitment to preserve and grow housing opportunity within the Purple Line Corridor. The full Housing Action Plan can be accessed <http://purplelinecorridor.org/>

**Cost Burden in the Corridor:**



Households paying over 30% of their income on housing are considered cost burdened. Renters and owners along the corridor are already cost burdened at rates greater than the regional average.

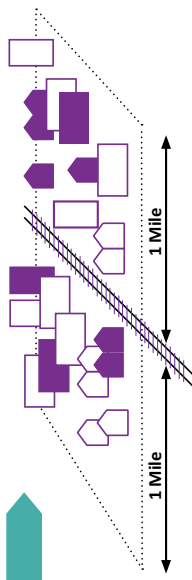
Households that are cost burdened across the corridor



Households earning \$70,000 or less and paying more than 30% of income on Housing across the corridor

**PLCC Commitment:**

PLCC is working to prioritize housing stability for people who live in the corridor today. One target we've set is to ensure that at least 17,000 homes within 1 mile of the Purple Line remain affordable to rental households that earn \$70,000 annually or less (equivalent of earning 60% of the Washington metropolitan area's median household income). This includes working to ensure that we retain the estimated 8,500 homes that currently have protections that keep them affordable.



**Monitoring Collective Impact 2019-2022:**



The Purple Line Corridor Coalition (PLCC) is comprised of public, nonprofit, and private organizations that have pledged to work together with state transportation officials to address the full gamut of community needs. The PLCC's primary task is to ensure that investments preserve the communities and protect existing residents living along the proposed rail line.

*"We see and hear almost daily the housing cost challenges facing many in our region from teachers, health care workers, service employees, and plumbers to federal employees, university professors and students. We have a housing affordability crisis today, and yet things may get worse".*

PLCC Housing Action Plan 2019

This data snapshot forms part of the Purple Line Corridor Coalition Housing Action Plan, a document that sets out a commitment to preserve and grow housing opportunity within the Purple Line Corridor. The full Housing Action Plan can be accessed <http://purplelinecorridor.org/>

**17,000 Estimated Homes with rent affordable to those that earn \$70,000 or less**

\*This figure includes estimates based on multifamily rental housing, 2 units or more, with and without affordability

**8,500 with Affordability Protections**

\* Estimated homes currently protected through MPDUs, LHTC, or other affordability restriction

**Homes in the Pipeline:**

We're beginning to track the estimated number of rental homes, both new constructions and preservation with affordability protections in the pipeline in the corridor. Going forward, PLCC will also measure the number of low-income households served by homeowner assistance programs.



\* Estimated Total housing units in the pipeline with affordability restrictions within 1 mile of PL (preservation and new construction estimated from Montgomery County DHCA and Prince George's County DHCD) and MPDU's (Montgomery County Planning)



**Housing Conditions**

The homes along the corridor are aging with most built more than 50 years ago. There is a need to support owners and landlords to refurbish and improve homes.

*"Thousands of tenants along the Purple Line corridor in Prince George's County, particularly in Langley Park, live in older and deteriorating apartment buildings. In areas along the purple line corridor with high concentrations of low-income minority and immigrant communities, there was no evidence of significant investment in improving housing conditions in decades. Currently, there are very little financial incentives and policy protections to improve the quality of life for the most vulnerable populations, however, that can be addressed with equitable transit-oriented development along Purple Line"*

Julio D. Murillo-Khadjibaeva, CASA De Maryland PLCC Response 2019

\*Data comes from US Census, ACS 2013-2017, MNCPCC Montgomery and CoStar (data are rounded estimates)

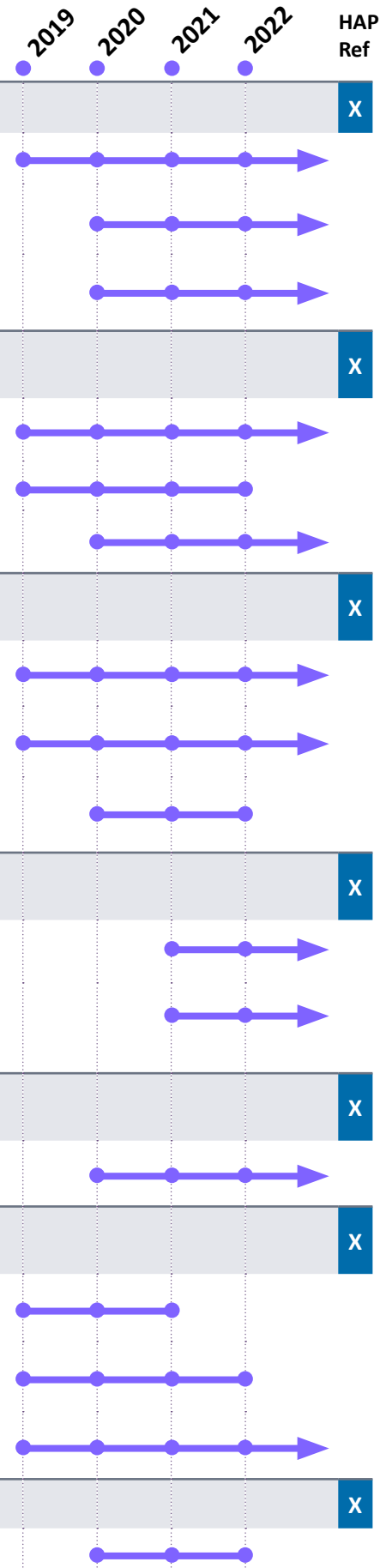


# 12 Recommendations Matrix

## A.Preserving and Expanding Opportunities for Housing to All



Implementation Time line



# 12 Recommendations Matrix

B. Commit to Greater Cross-County Coordination		Implementation Time line				HAP Ref
		2019	2020	2021	2022	
<b>8.</b>	<b>Prioritize coordinated action and improved communication in the Takoma Langley Area</b>					X
	Formalize coordination between and within government and community partners	● ● ✓ ✓ ● ✓	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	
<b>9.</b>	<b>Market and coordinate across Purple Line Jurisdictions to attract private investment</b>					X
	Create and convene a PLCC Opportunity Zone Advisory Group	● ● ✓ ✓ ● ✓	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	
C. Building PLCC Capacity to Achieve Housing Goals						
<b>10.</b>	<b>Foster collaborative culture and leadership</b>					X
	Formalize HAT structure, decision making, and clarify diversity, equity and inclusion principals	● ● ✓ ● ● ✓	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	
	Create a PLCC Community Liaison Position	✓ ● ✓ ✓ ● ✓	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	
	Grow Resources to Support Community Leadership and Engagement	✓ ● ● ● ✓ ● ✓	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	
<b>11.</b>	<b>Hold ourselves accountable</b>					X
	Maintain PLCC Housing Benchmarking Metrics and Require an Annual Corridor Rental Survey	✓ ● ✓ ✓ ✓ ✓	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	
	Create an Underutilized Lands Inventory	✓ ● ✓ ● ✓ ✓	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	
	Create a Development Pipeline Tracking and Multi-family Preservation Work Group	● ● ✓ ✓ ✓ ✓	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	
<b>12.</b>	<b>Research Critical housing issues and emerging trends</b>					X
	Research applicability of Land Banking and/or Community Land Trusts	✓ ● ● ● ● ✓ ✓	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	
	Establish process for advancing future Housing Action Team endorsed research topics	● ● ✓ ● ● ✓	● ● ● ● ● ●	● ● ● ● ● ●	● ● ● ● ● ●	

The 12 recommendations represent a variety of actions and strategies to expand housing opportunity and preserve existing affordability. These are organized into three categories:

- A.** the first set of actions are designed to increase the production of new housing, to accelerate the preservation and rehabilitation of existing housing and to protect tenants;
- B.** the second set of actions establish more regular coordination between jurisdictions and coalition partners on specific locations within the corridor where collaboration is essential; and
- C.** the third set of actions are those the Coalition can take to improve how it works together with new and existing partners on advocacy, research and monitoring housing trends along the corridor.

Type of action:

-  Funding
-  Research
-  Policy
-  Administrative
-  Education and Advocacy
-  Collaboration

## Key Terms Glossary

**Area Median Income (AMI)** - The median income of a city defined each year by U.S. Department of Housing and Urban Development (HUD)

**Community Development Agreement (CDA)** - Pathways to Opportunity: A Community Development Agreement for the Purple Line Corridor was adopted by the PLCC in 2015 and articulates a collective vision for vibrant economic and community development along the corridor and strategies to achieve that vision.

**DHCA** – Department of Housing and Community Affairs within Montgomery County

**DHCD** – Department of Housing and Community Development within Prince George’s County

**Housing Action Team (HAT)** – A cross-jurisdictional and cross-sector action team of the Purple Line Corridor Coalition co-chaired by ECP, HIP and MHP that is focused on achieving the Coalition’s housing opportunity goals.

**Housing Cost Burdened** - Families who pay more than 30 percent of their income for housing often leading to difficulty affording other necessities.

**Housing Opportunity for All: Comprehensive Housing Strategy (CHS)**  
– Key housing planning document finalized by Prince Georges’ County in 2019 to guide housing investments and programs.

**Housing Trust Fund** - State or local funds allocated to increase and preserve the supply of affordable housing.

**Inclusionary Zoning (IZ)** - A zoning ordinance that requires or incentivizes private developers to designate a certain percentage of the units in a given project as below market rate affordable housing.

**MC** – Montgomery County

**Opportunity Zones (OZ)** - An economically-distressed community where new investments may be eligible for preferential tax treatment.

**PGC** – Prince George’s County

**Purple Line Corridor Coalition (PLCC)**  
- a partnership of regional stakeholders across Montgomery County and Prince George’s County working to ensure that investments in the Maryland Transportation Administration’s planned 16-mile light rail, the Purple Line, will offer the maximum economic, social, and environmental opportunities to the residents and businesses along the corridor.

**Tenant Protections** - Legal rights for tenants, mainly providing protection from landlords and lease restrictions.

**Transit-Oriented Development (TOD)**  
- a mixed-use residential and commercial area designed to maximize access to public transport that incorporates features to encourage transit ridership.

December 2019



# **AGENDA ITEM #10**

**DISCUSSION OF REGIONAL  
COMMITMENT ON  
CONNECTIVITY TO TRANSIT  
ORIENTED COMMUNITIES**

**AGENDA ITEM #11**

**OTHER BUSINESS**

**AGENDA ITEM #12**

**ADJOURN**