



MEMORANDUM

TO: COG Board of Directors
FROM: Kanti Srikanth, COG Deputy Executive Director for Regional Planning
SUBJECT: Transit Access Focus Areas
DATE: August 5, 2020

The purpose of this memo is to share the outcome of staff's collaborative work with member jurisdictions on ways to realize the region's goal of building transit-oriented communities that advance the *Region Forward Vision* of being a more prosperous, accessible, livable, sustainable, and equitable metropolitan Washington. The work, led by the Transportation Planning Board (TPB) staff, examined the need and opportunity to make important investments, by 2030, in pedestrian and bicycle infrastructure in the immediate vicinity of high-capacity transit stations located within the region's Activity Centers. The board will be briefed on this initiative and how it leverages only three percent of the region's land area to provide safe, environmentally sustainable, healthy, and affordable walk and bike access to transit stations to about a third of the region's population (2.4M) and 60 percent of the jobs (2.3M) jobs by 2030. Having access to transit is critical to building successful transit-oriented communities!

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 the 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 high-capacity transit (HCT). While RACs provide the opportunity to concentrate growth in housing and jobs in specific locations, high-capacity transit brings the jobs and housing closer by offering sustainable, affordable transportation options.

The COG Board of Directors, recognizing this linkage of livability and accessibility, has made transit-oriented communities one of its focus areas. This is manifest in the regional housing targets that the COG Board adopted in 2019—one of which is that at least 75 percent of all new housing (between 2020 and 2030) should be in Activity Centers or near high-capacity transit. HCT comprises Metrorail, commuter rail, light rail, bus rapid transit (BRT), streetcar, and bus-only transit centers. The adoption of regional housing targets by the COG Board in September 2019 was 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 was undertaken 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.

This assessment of the region’s housing needs, along with the subsequent adoption of regional housing targets, aligns with and advances the *Bring Jobs and Housing Closer Together* initiative contained in the region’s long-range transportation plan, *Visualize 2045*.

TRANSIT ACCESS FOCUS AREAS

The TPB has identified and adopted, as a priority, the strategy of providing safe, affordable, sustainable, and healthy modes of access to high-capacity transit stations. 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.

The TPB examined the walking and bicycle accessibility around all current HCT stations and those anticipated to be in place by 2030, the “target” year of the regional housing targets. The examination included analyzing the areas within a half mile perimeter (a 10 minute walk) around these transit stations to determine if existing infrastructure provided for safe and efficient walk and bike access (also known as active transportation modes) to the transit stations. Transportation planners refer to this area as a “walkshed” of a transit station and believe it is generally the maximum distance we can expect people to walk to a transit station.

Current plans indicate that 208 HCT stations located in Activity Centers will be in place by 2030. This represents about 67 percent, or two-thirds, of all HCT stations anticipated by 2045. Figure 1 is a map identifying the locations of these 208 HCT stations. A list of these station areas and the Activity Center associated with them is provided as an attachment. Tables 1 and 2 display the station and demographic profiles of all station areas by jurisdiction.

Table 1. High-Capacity Transit Station Areas – 2030 Walkshed Area Profiles

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

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 Cities of Manassas and Manassas Park are included in the Prince William County total.

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

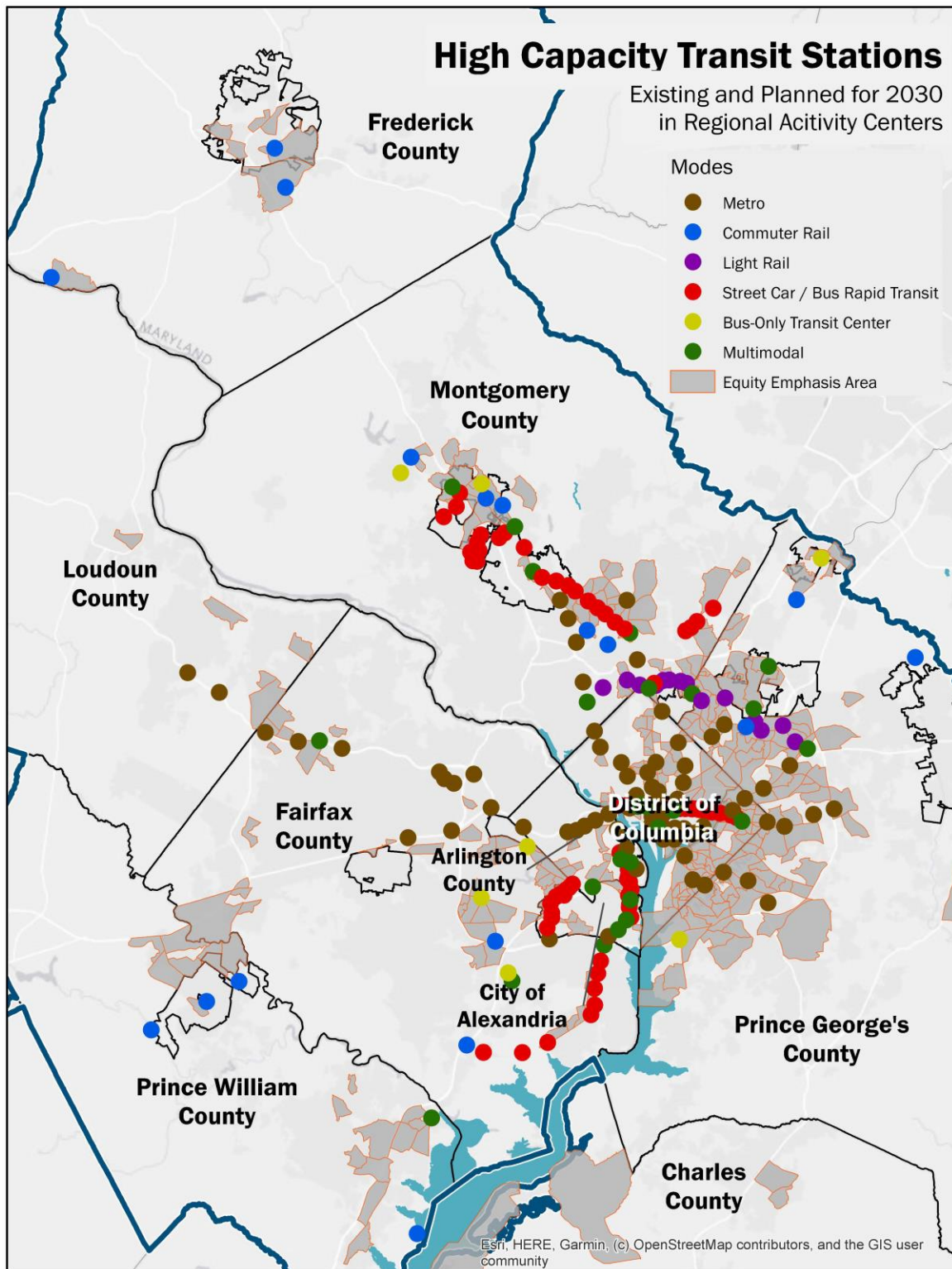


Table 2. High-Capacity Transit Station Areas – 2030 Station Profiles

| JURISDICTION | TOTAL | Bus Transit Center | Commuter Rail | Light Rail | Metro Rail | Multi System | Streetcar / B R T |
|------------------------|------------|--------------------|---------------|------------|------------|--------------|-------------------|
| City of Alexandria | 19 | 0 | 0 | 0 | 1 | 3 | 15 |
| Arlington County | 19 | 0 | 0 | 0 | 9 | 3 | 7 |
| City of College Park | 3 | 0 | 0 | 1 | 0 | 2 | 0 |
| District of Columbia | 53 | 0 | 0 | 0 | 33 | 6 | 14 |
| Fairfax County | 27 | 3 | 2 | 0 | 11 | 3 | 8 |
| Frederick County | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| City of Frederick | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| City of Gaithersburg | 7 | 1 | 1 | 0 | 0 | 1 | 4 |
| City of Laurel | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Loudoun County | 2 | 0 | 0 | 0 | 2 | 0 | 0 |
| City of Manassas | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| City of Manassas Park | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Montgomery County | 40 | 1 | 4 | 8 | 5 | 4 | 18 |
| Prince George’s County | 23 | 1 | 3 | 5 | 12 | 2 | 0 |
| Prince William County | 3 | 0 | 2 | 0 | 0 | 1 | 0 |
| City of Rockville | 6 | 0 | 0 | 0 | 1 | 1 | 4 |
| Regional Total | 208 | 7 | 17 | 14 | 74 | 26 | 70 |

The total land area covered by the collective “walksheds” of the 208 HCT station areas is about 117 square miles and represents only 3 percent of the region’s land area. Additionally, COG forecasts indicate that there will be 2.3 million jobs and 2.4 million people within these walksheds. This means that by 2030 about 3 percent of the region’s land area is expected to host about 60 percent of all the jobs and about one third of all the residents in the region, all within a 10-minute walk of 208 HCT stations. Additionally, 164 of these stations areas are/will be located in Equity Emphasis Areas (EEAs), which are areas with higher than regional average concentration of lower income and minority residents.

Yet, even where transit is, or is planned to be within reach, accessing the stations by walk or bike can be difficult and/or dangerous without proper infrastructure. 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 for people in transit-oriented communities.

HIGH-CAPACITY TRANSIT STATION ACCESS AREAS AND COG REGION FORWARD

COG has articulated its vision through *Region Forward*, and particularly through specific targets for prosperity, accessibility, livability, and sustainability. These targets, in turn, address other important goals for the region, including equity, safety, and health. Building successful transit-oriented communities is an integral part of the efforts to realize many of the region's goals, as displayed in Figure 2 below. The initiative to provide for walk and bike access to all high-capacity transit stations by 2030 makes transit-oriented communities attractive and viable while also supporting many of the *Region Forward* goals. All consideration that jurisdictions and agencies can give to prioritize projects, programs, and policies to provide walk and bike access to the high-capacity transit stations by 2030 will contribute to bolstering these goals, and to advancing *Region Forward*.

Figure 2: Summary of Impact Areas of the High-Capacity Transit Station Access Improvements



While not all aspects of *Region Forward* directly relate to transportation, a crosswalk of specific target areas shown in Table 3 illustrates the many ways that the initiative to improve walk and bike access to high-capacity transit stations can contribute to *Region Forward* goals and targets.

Table 3. High-Capacity Transit Station Areas – 2030 Station Profiles

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

INVESTMENT OPPORTUNITY

Investing in transit access infrastructure in the 208 HCT station areas within the Regional Activity Centers supports convenient and safe active transportation accessibility to transit, can increase transit usage, reduce household transportation costs, provide a wider range of travel options for residents and workers, and maximize the return on the region's investment in transit. 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. These are the features of vibrant transit-oriented communities and can help achieve the region's goals of 75 percent of new housing to be located in Activity Centers and areas with HCT and for 75 percent of new housing to be affordable.

While all 208 station areas have walk and bike access improvement needs, the TPB identified station areas for priority focus. These stations areas were identified based on the deficiency in the infrastructure, together with the demand for the walk/bike infrastructure and the potential to use transit (based on the population and jobs in the walkshed). The TPB also considered those stations that were in EEAs.

After developing a draft list, staff worked with the TPB's member jurisdictions to get local input. One takeaway from those meetings was that the walksheds did not always show what planners expect the area to look like in the future. Staff were able to take the input from this local outreach into account as they finalized the list.

At its July 2020 meeting, the TPB approved a regional list of 49 Transit Access Focus Areas (TAFAs). These 49 station focus areas are highlighted with shading and bold text in the attached table.

Table 4. High-Capacity Transit Station Areas – Existing and Planned by 2030

| No. | Station Area Name | Transit Systems | Regional Activity Center |
|---------------------------|--|----------------------|--------------------------------|
| City of Alexandria | | | |
| 1 | Eisenhower Avenue | Metrorail | Carlyle-Eisenhower East |
| 2 | Reed Ave | Streetcar/BRT | Potomac Yard |
| 3 | Fayette St | Streetcar/BRT | Braddock Road Metro Area |
| 4 | N. Van Dorn St at Homes Run Parkway | Streetcar/BRT | Landmark-Van Dorn |
| 5 | N. Beauregard St at Fillmore Ave | Streetcar/BRT | Beauregard |
| 6 | N. Beauregard Street at W. Braddock Rd | Streetcar/BRT | Beauregard |
| 7 | N. Beauregard St at Rayburn Ave | Streetcar/BRT | Beauregard |
| 8 | Southern Towers | Streetcar/BRT | Beauregard |
| 9 | Landmark Mall | Streetcar/BRT | Landmark-Van Dorn |
| 10 | Braddock Road | Multi system* | Braddock Road Metro Area |
| 11 | East Glebe Rd | Streetcar/BRT | Potomac Yard |
| 12 | Mark Center | Streetcar/BRT | Beauregard |
| 13 | N. Beauregard St at Sanger Ave | Streetcar/BRT | Beauregard |
| 14 | S. Van Dorn St & Edsall Rd | Streetcar/BRT | Landmark-Van Dorn |
| 15 | N. Beauregard St at King St | Streetcar/BRT | Beauregard |
| 16 | Potomac Yards | Multi system* | Potomac Yard |
| 17 | Potomac Ave | Streetcar/BRT | Potomac Yard |
| 18 | King Street | Multi system* | Braddock Road Metro Area |
| 19 | Custis Ave | Streetcar/BRT | Potomac Yard |
| Arlington County | | | |
| 1 | 26th and Clark | Streetcar/BRT | Crystal City |
| 2 | Crystal City | Multi system* | Crystal City |
| 3 | Shirlington Transit Center | Multi system* | Shirlington |
| 4 | South Glebe Rd | Streetcar/BRT | Crystal City |
| 5 | Rosslyn | Metrorail | Rosslyn |
| 6 | Ballston | Metrorail | Ballston |
| 7 | Court House | Metrorail | Courthouse |
| 8 | 33rd and Crystal | Streetcar/BRT | Crystal City |
| 9 | 23rd and Crystal | Streetcar/BRT | Crystal City |
| 10 | Army Navy Dr. station | Streetcar/BRT | Pentagon City |
| 11 | Virginia Square | Metrorail | Virginia Square |
| 12 | 27th and Crystal | Streetcar/BRT | Crystal City |
| 13 | Pentagon City | Multi system* | Pentagon City |
| 14 | 23rd and Clark | Streetcar/BRT | Crystal City |
| 15 | Pentagon | Metrorail | Pentagon |
| 16 | Arlington Cemetery | Metrorail | Pentagon |
| 17 | National Airport | Metrorail | Crystal City |
| 18 | East Falls Church | Metrorail | Falls Church |
| 19 | Clarendon | Metrorail | Clarendon |

Table 4. High-Capacity Transit Station Areas – Existing and Planned by 2030

| No. | Station Area Name | Transit Systems | Regional Activity Center |
|-----------------------------|---------------------------|-----------------|--------------------------|
| City of College Park | | | |
| 1 | West Campus | Light Rail | College Park |
| 2 | College Park | Multi system* | College Park |
| District of Columbia | | | |
| 1 | Anacostia | Metrorail | Poplar Point |
| 2 | Benning and 34th NE | Streetcar/BRT | Minnesota Ave |
| 3 | Benning and Minnesota Ave | Streetcar/BRT | Minnesota Ave |
| 4 | Congress Heights | Metrorail | St. Elizabeths |
| 5 | Deanwood | Metrorail | Minnesota Ave |
| 6 | Fort Totten | Metrorail | Fort Totten |
| 7 | Noma-Gallaudet | Metrorail | NoMa |
| 8 | Rhode Island Ave | Metrorail | Rhode Island Ave Metro |
| 9 | Farragut North | Multi system* | Farragut Square |
| 10 | McPherson Square | Multi system* | Farragut Square |
| 11 | Farragut West | Multi system* | Farragut Square |
| 12 | Metro Center | Metrorail | Farragut Square |
| 13 | Foggy Bottom-GWU | Metrorail | West End |
| 14 | Gallery Place | Metrorail | Downtown DC |
| 15 | Union Station | Multi system* | NoMa |
| 16 | Judiciary Square | Metrorail | Downtown DC |
| 17 | Mt. Vernon Sq. streetcar | Streetcar/BRT | Downtown DC |
| 18 | K & 3rd NW streetcar | Streetcar/BRT | Downtown DC |
| 19 | Dupont Circle | Metrorail | Dupont |
| 20 | H & 5th NE | Streetcar/BRT | NoMa |
| 21 | K & 25th NW streetcar | Streetcar/BRT | West End |
| 22 | Waterfront | Metrorail | Monumental Core |
| 23 | Mt Vernon Square | Metrorail | Downtown DC |
| 24 | K & Wisconsin streetcar | Streetcar/BRT | Georgetown |
| 25 | Navy Yard | Metrorail | Southwest Waterfront |
| 26 | Woodley Park-Zoo | Metrorail | Dupont |
| 27 | Cleveland Park | Metrorail | Columbia Heights |
| 28 | Benning & 42nd NE | Streetcar/BRT | Minnesota Ave |
| 29 | Federal Triangle | Metrorail | Farragut Square |
| 30 | Federal Center SW | Metrorail | Monumental Core |
| 31 | U-Street-Cardozo | Metrorail | U-14th Street Corridor |
| 32 | H & 8th NE | Streetcar/BRT | NoMa |
| 33 | Potomac Avenue | Metrorail | Stadium Armory |
| 34 | Columbia Heights | Metrorail | Columbia Heights |
| 35 | Takoma | Metrorail | Takoma Park |
| 36 | L'Enfant Plaza | Multi system* | Monumental Core |
| 37 | Kingman Island | Streetcar/BRT | H Street |
| 38 | Archives | Metrorail | Downtown DC |
| 39 | Smithsonian | Metrorail | Monumental Core |

Table 4. High-Capacity Transit Station Areas – Existing and Planned by 2030

| No. | Station Area Name | Transit Systems | Regional Activity Center |
|--|--------------------------------------|--------------------------------|---------------------------------|
| District of Columbia, continued | | | |
| 40 | Stadium Armory | Metrorail | Stadium Armory |
| 41 | Georgia Ave | Metrorail | Columbia Heights |
| 42 | Benning & Oklahoma Ave | Streetcar/BRT | H Street |
| 43 | Shaw-Howard Univ | Metrorail | U-14th Street Corridor |
| 44 | H & 13 th NE | Streetcar/BRT | H Street |
| 45 | Eastern Market | Metrorail | Capitol Riverfront |
| 46 | Minnesota Avenue | Metrorail | Minnesota Ave |
| 47 | Benning and 19th NE | Streetcar/BRT | H Street |
| 48 | Benning Road | Multi system* | Minnesota Ave |
| 49 | Brookland-CUA | Metrorail | Brookland |
| 50 | H & MD Ave | Streetcar/BRT | H Street |
| 51 | Capitol South | Metrorail | Capitol Hill |
| 52 | Tenleytown | Metrorail | Friendship Heights |
| 53 | Friendship Heights | Metrorail | Friendship Heights |
| Fairfax County | | | |
| 1 | Dunn Loring | Metrorail | Dunn Loring-Merrifield |
| 2 | Greensboro Tyson Central Rt 7 | Metrorail | Tysons Central 7 |
| 3 | Gum Springs | Streetcar/BRT | Hybla Valley-Gum Springs |
| 4 | Herndon | Metrorail | Herndon |
| 5 | Hybla Valley | Streetcar/BRT | Hybla Valley-Gum Springs |
| 6 | Reston Town Center | Metrorail | Reston Town Center |
| 7 | Seven Corners Transit Center | Bus-Only Transit Center | Seven Corners |
| 8 | Woodlawn | Streetcar/BRT | Fort Belvoir |
| 9 | Reston Town Center | Bus-Only Transit Center | Reston Town Center |
| 10 | Tysons Corner | Metrorail | Tysons Central 123 |
| 11 | Innovation Center Route 28 | Metrorail | Fairfax Innovation Center |
| 12 | Backlick Road | V R E | Beltway South |
| 13 | Vienna | Metrorail | Vienna |
| 14 | McLean Tysons East | Metrorail | Tysons East |
| 15 | Beacon Hill | Streetcar/BRT | Beacon-Groveton |
| 16 | Penn Daw | Streetcar/BRT | Huntington-Penn Daw |
| 17 | Spring Hill Tysons West | Metrorail | Tysons West |
| 18 | Lockheed Blvd | Streetcar/BRT | Hybla Valley-Gum Springs |
| 19 | Annandale | Bus-Only Transit Center | Annandale |
| 20 | Wiehle/Reston East | Metrorail | Wiehle-Reston East |
| 21 | Franconia-Springfield | Multi system* | Springfield |
| 22 | Springfield Town Center | Bus-Only Transit Center | Springfield |
| 23 | Lorton | V R E | Fort Belvoir North Area |
| 24 | Van Dorn Street | Metrorail | Landmark-Van Dorn |
| 25 | Fort Belvoir | Streetcar/BRT | Fort Belvoir |
| 26 | Pohick Rd | Streetcar/BRT | Fort Belvoir |
| 27 | Huntington | Multi system* | Huntington-Penn Daw |

Table 4. High-Capacity Transit Station Areas – Existing and Planned by 2030

| No. | Station Area Name | Transit Systems | Regional Activity Center |
|----------------------------------|---------------------------|-------------------------|-------------------------------------|
| City of West Falls Church | | | |
| 1 | West Falls Church | Metrorail | Falls Church |
| Frederick County | | | |
| 1 | Monocacy/I-270 | MARC | Francis Scott Key Mall |
| 2 | Brunswick | MARC | Brunswick |
| City of Frederick | | | |
| 1 | Frederick | MARC | East Frederick Rising |
| City of Greenbelt | | | |
| 1 | Greenbelt | Multi system* | Greenbelt |
| City of Gaithersburg | | | |
| 1 | Lakeforest Transit Center | Bus-Only Transit Center | Gaithersburg Central |
| 2 | Metropolitan Grove | Multi system* | Gaithersburg Metropolitan Grov. |
| 3 | Firstfield | Streetcar & B R T | Gaithersburg Metropolitan Grov. |
| 4 | Gaithersburg | MARC | Gaithersburg Central |
| 5 | Crown Farm | Streetcar & B R T | Life Sciences Center-Gaithersburg |
| 6 | Kentlands | Streetcar & B R T | Gaithersburg Kentlands |
| 7 | NIST | Streetcar & B R T | Gaithersburg Kentlands |
| Loudoun County | | | |
| 1 | Ashburn | Metrorail | Ashburn Station |
| 2 | Loudoun Gateway | Metrorail | Loudoun Gateway Station |
| City of Manassas | | | |
| 1 | Broad Run/Airport | V R E | Manassas Regional Airport |
| 2 | Manassas City | V R E | Manassas |
| City of Manassas Park | | | |
| 1 | Manassas Park | V R E | Manassas Park |
| Montgomery County | | | |
| 1 | Germantown | MARC | Germantown |
| 2 | Long Branch | Light Rail | Takoma Park |
| 3 | LSC Central | St Car/BRT | Life Sciences Center-Gaithersburg |
| 4 | Lyttonsville | Light Rail | Silver Spring |
| 5 | Shady Grove | Multi system* | Rockville King Farm-Research Center |
| 6 | Stewart Lane BRT | Streetcar/BRT | White Oak-FDA |
| 7 | White Oak Transit Center | Streetcar/BRT | White Oak-FDA |
| 8 | Woodside | Light Rail | Silver Spring |
| 9 | White Flint | Metrorail | White Flint |
| 10 | Silver Spring | Multi system* | Silver Spring |
| 11 | Fenton Street BRT | St Car/BRT | Silver Spring |
| 12 | Silver Spring Library | Light Rail | Silver Spring |
| 13 | Bethesda | Multi system* | Bethesda |
| 14 | Manchester Place | Light Rail | Silver Spring |
| 15 | Piney Branch Road | Light Rail | Langley Park |
| 16 | Montgomery College BRT | Streetcar/BRT | Rockville Montgomery College |

Table 4. High-Capacity Transit Station Areas – Existing and Planned by 2030

| No. | Station Area Name | Transit Systems | Regional Activity Center |
|-------------------------------------|----------------------------------|--------------------------------|--------------------------------------|
| Montgomery County, continued | | | |
| 17 | Aspen Hill Rd BRT | Streetcar/BRT | Rockville Twinbrook |
| 18 | Universities at Shady Grove | Streetcar/BRT | Life Sciences Center-Gaithersb |
| 19 | Traville Gateway Dr. | Streetcar/BRT | Life Sciences Center-Gaithersb |
| 20 | Wheaton | Multi system | Wheaton |
| 21 | Washington Grove | MARC | Rockville King Farm-Research C |
| 22 | LSC West | Streetcar/BRT | Life Sciences Center-Gaithersb |
| 23 | Glenmont | Metrorail | Glenmont |
| 24 | DANAC | St Car/BRT | Life Sciences Center-Gaithersb |
| 25 | Twinbrook Pkwy BRT | St Car/BRT | Rockville Twinbrook |
| 26 | MD 193 University Blvd | St Car/BRT | Wheaton |
| 27 | Oak Leaf Drive BRT | St Car/BRT | White Oak-FDA |
| 28 | Dale Drive | Light Rail | Silver Spring |
| 29 | Garrett Park | MARC | White Flint |
| 30 | Newport Mill Rd BRT | St Car/BRT | Kensington |
| 31 | Parkland Dr BRT | St Car/BRT | Rockville Twinbrook |
| 32 | Tech Road BRT | St Car/BRT | White Oak-FDA |
| 33 | MD 185 Connecticut Ave B | St Car/BRT | Kensington |
| 34 | Medical Center | Metrorail | NIH-Walter Reed National Milit |
| 35 | Randolph Rd BRT | St Car/BRT | White Flint |
| 36 | Forest Glen | Metrorail | Silver Spring |
| 37 | Grosvenor | Metrorail | Grosvenor |
| 38 | Germantown Transit Cntr | Bus-Only Transit Center | Germantown |
| 39 | Connecticut Avenue | Light Rail | NIH-Walter Reed National Milit |
| 40 | Kensington | MARC | Kensington |
| Prince George's County | | | |
| 1 | Largo Town Center | Metrorail | Largo Town Center-Morgan Blvd |
| 2 | New Carrollton | Multi system* | New Carrollton |
| 3 | Oxon Hill/National Harbor | Bus-Only Transit Center | Oxon Hill |
| 4 | Prince George's Plaza | Metrorail | Prince George's Plaza |
| 5 | Riggs Road | Light Rail | Langley Park |
| 6 | Southern Avenue | Metrorail | Naylor-Southern Ave |
| 7 | Suitland | Metrorail | Suitland |
| 8 | West Hyattsville | Metrorail | West Hyattsville Metro |
| 9 | Muirkirk | MARC | Konterra |
| 10 | Landover | Metrorail | Landover Metro |
| 11 | Morgan Blvd. | Metrorail | Largo Town Center-Morgan Blvd |
| 12 | Annapolis Road | Light Rail | New Carrollton |
| 13 | M-Square | Light Rail | College Park |
| 14 | Riverdale Road | Light Rail | New Carrollton |
| 15 | Cheverly | Metrorail | Landover Metro |
| 16 | Branch Avenue | Metrorail | Branch Ave |
| 17 | Riverdale Park | Light Rail | College Park |

Table 4. High-Capacity Transit Station Areas – Existing and Planned by 2030

| No. | Station Area Name | Transit Systems | Regional Activity Center |
|---|--------------------------------------|----------------------|--------------------------------|
| Prince George’s County, continued | | | |
| 18 | Riverdale | MARC | College Park |
| 19 | Naylor Road | Metrorail | Naylor-Southern Ave |
| 20 | Addison Road | Metrorail | Capitol Heights-Addison Road |
| 21 | Capitol Heights | Metrorail | Capitol Heights-Addison Road |
| 22 | Bowie State | MARC | Bowie MARC |
| Prince William County | | | |
| 1 | Woodbridge | Multi system* | North Woodbridge |
| 2 | Potomac Shores | V R E | Potomac Shores |
| City of Rockville | | | |
| 1 | Rockville | Multi system* | Rockville Town Center |
| 2 | Twinbrook | Metrorail | Rockville Twinbrook |
| 3 | East Gaither | Streetcar/BRT | Rockville King Farm-Research C |
| 4 | MD 28 First St BRT | Streetcar/BRT | Rockville Twinbrook |
| 5 | West Gaither | Streetcar/BRT | Rockville King Farm-Research C |
| 6 | Broadwood Dr BRT | Streetcar/BRT | Rockville Twinbrook |
| City of Takoma Park / Montgomery County / Prince George’s County | | | |
| 1 | Takoma/Langley Transit Center | Multi system* | Langley Park |

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.