



# GREATER WASHINGTON PARTNERSHIP

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FOR IMMEDIATE RELEASE

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## Greater Washington Partnership Launches Inclusive Transit Oriented Development Studies in Anne Arundel and Prince George's Counties

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**Washington, DC**—The Greater Washington Partnership, working with County Executive Angela Alsobrooks, County Executive Steuart Pittman and EY, today launched a new project to study transit-oriented development (TOD) in two of the Capital Region's most populous counties: Prince George's and Anne Arundel. TOD refers to neighborhoods near transit with a mix of residential, retail, office, and public spaces. While other parts of the Capital Region have experienced significant amounts of mixed-use development at rail stations, TOD opportunities have not occurred to the same extent near rail stations in Prince George's and Anne Arundel Counties.

Investment in TOD has proven to yield significant benefits in other parts of the region and across the country. When planned well, TOD developments can benefit families of all incomes and enable those living near stations today to benefit from new investments in schools, greater variety of retail stores and access to parks along with a mix of jobs and housing options. Increasing inclusive TOD in the Capital Region was one of the key actions called for in the Partnership's [Blueprint for Regional Mobility](#).

Fifteen Metrorail and eight MARC stations are in Prince George's County and seven Light Rail and three MARC stations are in Anne Arundel County. With such extensive rail systems, there is significant untapped potential to create opportunity-rich neighborhoods that will bring additional riders to transit, reduce household transportation costs, and contribute to the regional economy.

"For the Capital Region to thrive, residents must be able to access their jobs and schools quickly and affordably," said **Peter Scher, Global Head of Corporate Responsibility and Chairman of the Mid-Atlantic region, JPMorgan Chase & Co and Greater Washington Partnership Vice Chair**. "Public transportation is critical to our Greater Washington economy and the people who live here. Promoting growth in underdeveloped areas near rail stations is one of the easiest ways to create opportunity and ensure economic success for more people."

The Partnership's project will complement the work that is already on-going in both counties to spur TOD, and will incorporate input from government agencies, community organizations, developers, employers, and other stakeholders.



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“Our region is experiencing growing demand for walkable, mixed-use communities, and Prince George’s County is seizing the opportunity,” said **Prince George’s County Executive Angela Alsobrooks**. “Major investments in new homes and commercial spaces are already underway at County-designated TOD priority sites, but there is more to do. This study will help the County build even greater momentum for turning our rail stations into thriving economic hubs, bringing new jobs and opportunities for our residents.”

“We are working hard to make Anne Arundel County The Best Place - For All,” said **Anne Arundel County Executive Stuart Pittman**. “Creating walkable, inclusive neighborhoods at our existing transit stations will help our county improve quality of life, while also protecting our natural environment. Last year, we adopted the county's first transportation functional master plan, “Move Anne Arundel.” The plan provides a safe, efficient, equitable and sustainable multi-modal transportation network that gives residents connectivity and choice. Transit Oriented Development is a major component to our transportation plans. Working with the Greater Washington Partnership and Prince George’s County, this study will help us identify new strategies for encouraging development of mixed-use, affordable communities near transit hubs.”

“Promoting transit-oriented development in Prince George’s County and Anne Arundel County creates more walkable, vibrant, livable communities built to complement residents’ daily lives,” said **Congressman Anthony Brown**. “With new families flocking to our region, projects like this will ensure we’re planning for the future and investing in ways to reduce congestion, pollution and sprawl. I look forward to working closely with my partners at the county level as well as the Greater Washington Partnership to support inclusive economic development in Maryland through the MORE TOD Act and the annual budget.”

The Partnership will kick off the study by identifying the counties’ most marketable assets near their rail stations. A select group of stations in each county will then be analyzed to develop a hypothetical TOD model appropriate to each station, including an economic impact analysis conducted by EY, a founding Board Member of the Partnership. The study will also identify barriers to inclusive and affordable TOD in each county and suggest options for addressing those barriers. The Partnership expects to complete the project in fall 2020.

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## About the Greater Washington Partnership

The Greater Washington Partnership is a first-of-its-kind civic alliance of leading employers and entrepreneurs in the region, drawing from the leading employers and entrepreneurs committed to making the Capital Region—from Baltimore to Richmond—one of the world’s best places to live, work and build a business. Working in collaboration with leaders across our communities, the Partnership connects and leverages the region's extraordinary assets to advance inclusive, actionable solutions that strengthen the Capital Region as a leading global region and center for commerce and innovation.



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