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## Greater Washington Partnership Releases Inclusive Transit-Oriented Development Strategy for Anne Arundel and Prince George's Counties

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Today, the Greater Washington Partnership (the Partnership), in collaboration with Prince George's County Executive Angela Alsobrooks, Anne Arundel County Executive Steuart Pittman, an advisory group of regional and national experts, and Ernst & Young LLP (EY), released the results of a [study on inclusive transit-oriented development \(TOD\)](#) in two of the Capital Region's most populous counties.

A pair of EY reports – Unlocking the Potential for Inclusive Transit-Oriented Development in Anne Arundel County and Unlocking the Potential for Inclusive Transit-Oriented Development in Prince George's County – found that each county has significant TOD opportunities that could be realized if they can overcome existing barriers. Based on those findings, the Partnership developed an issue brief, Building the Transit-Oriented Region: An Implementation Strategy for Anne Arundel and Prince George's Counties, which outlines proactive next moves for the state, counties, and transit agencies to reduce the institutional, financial, and infrastructure challenges standing in the way of inclusive development at transit stations. By reducing these challenges, new development at just 7 of the counties' rail stations could generate more than 25,000 permanent jobs, up to 13,000 new homes with easy access to transit, and more than \$70 million annually in new tax revenues for the counties.

“As the region takes further steps to tackle the COVID-19 pandemic, we must act aggressively and decisively to ensure the recovery from this crisis is inclusive,” said **Peter Scher, Chairman of the Mid-Atlantic region for JPMorgan Chase & Co and Greater Washington Partnership Vice Chair**. “That means developing a sustainable regional transportation system that provides equitable access to opportunity. The analysis and recommendations released by the Greater Washington Partnership and EY provide a roadmap for how to help residents – no matter where they live in Anne Arundel or Prince George's counties – take advantage of existing transportation options to commute to work, access healthcare and find affordable housing.”

The EY reports analyzed potential new residential and commercial construction that could be unlocked at seven stations: Odenton, Cromwell-Glen Burnie, and Laurel Racetrack in Anne Arundel

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County and New Carrollton, Greenbelt, Morgan Boulevard, and Southern Avenue in Prince George's County. If the level of TOD envisioned in the reports is achieved, the economic benefits for the region would generate tens of thousands of new jobs, increase tax revenues for the counties and states, and grow transit ridership for the MTA and WMATA systems.

“Businesses in the Capital Region are committed to an inclusive recovery from the pandemic and to continued economic growth throughout our region,” said **JB Holston, CEO of the Greater Washington Partnership**. “When we create opportunity-rich neighborhoods near transit, we not only enable access to jobs, education, and health care, we also support our region’s transit systems, reduce pressure on congested roads, and contribute to the regional economy. The Partnership is committed to working with leaders in both counties to implement the recommendations in this report and to help the Capital Region unlock the potential of inclusive transit-oriented development in their communities.”

“Increasing access to affordable, reliable public transportation is crucial to our region’s future growth,” said **George Atalla, EY Global Leader, Government & Public Sector**. “Anne Arundel and Prince George’s Counties have existing rail stations that can become focal points for inclusive development, helping meet the growing demand for neighborhoods where residents can quickly and affordably access jobs, schools, parks and services.”

The Partnership’s issue brief details a four-pronged strategy for achieving the TOD potential outlined in the EY reports: (1) formalizing a TOD vision and implementation plans; (2) prioritizing equity; (3) targeting resources and incentives to TOD areas; and (4) streamlining processes for TOD projects. The brief also includes regional and national examples of promising policies and strategies.

The study is intended to support and complement the work that is already underway in both counties to spur TOD. The findings were informed by numerous interviews with county and state agencies, community organizations, developers, employers, and other stakeholders.

“Transit-oriented development has been a critical strategy in our administration’s economic development plan, and we have multiple projects that continue to move forward across the County despite the pandemic,” said **Prince George’s County Executive Angela Alsobrooks**. “We are proud to have already made investments in several priority metro stations, such as New Carrollton and Largo, to create walkable, mixed-use communities that are also affordable. The analysis presented in this study shows that we are on the right track with our economic development priorities and will create even more momentum for investment in Prince George’s County.”

“Anne Arundel County residents understand that transit-oriented development gets cars off our roads, protects open space, and creates the affordable, mixed-use communities that our workforce demands,” said **Anne Arundel County Executive Stuart Pittman**. “The findings of this study complement our recently drafted Plan2040, giving us a roadmap to move forward at Odenton,





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Cromwell Station, and the Laurel area. We will now engage community residents and developers in the process of visioning and planning the revitalization of these areas.”

The TOD study also includes a typology of station types with relevant development guidelines, an equity toolkit, and a scan of federal, state, and local incentives that can support TOD. The study builds on the Partnership’s [Blueprint for Regional Mobility](#), which called for increasing inclusive TOD in the Capital Region as a key action to expand access to opportunity.

The study team appreciates the insights provided by the Advisory Committee: Celeste Chavis, Morgan State University; Don Fry, Greater Baltimore Committee; Adam Genn, Weller Development Company; David Harrington, Prince George’s Chamber of Commerce; Maurice Jones, LISC; Pam Jordan, Anne Arundel Dept. of Aging & Disabilities; Gerrit Knaap, University of MD, National Center for Smart Growth; Jon Laria, Ballard Spahr; John Mason, Prince George’s Economic Development Corporation; Beth Osborne, Transportation for America; Santiago Pinto, Federal Reserve of Richmond; Scot Spencer, Annie E. Casey Foundation; Gustavo Velasquez, Urban Institute; and Chris Zimmerman, Smart Growth America. We also thank the dedicated public servants at Anne Arundel County and Prince George’s County government, the Anne Arundel Economic Development Corporation and Prince George’s Economic Development Corporation, Maryland Department of Transportation and Maryland Transit Administration, Maryland Department of Planning, Washington Metropolitan Area Transit Authority, Baltimore Metropolitan Council, Transportation Planning Board of the Metropolitan Washington Council of Governments, and the Maryland-National Capital Park and Planning Commission for their continued engagement and support.

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## **About the Greater Washington Partnership**

The Greater Washington Partnership is a first-of-its-kind civic alliance of CEOs 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 Capital Region as a leading global region and center for commerce and innovation.

