

City of Greenbelt

City Manager's Report

Week Ending April 16, 2021

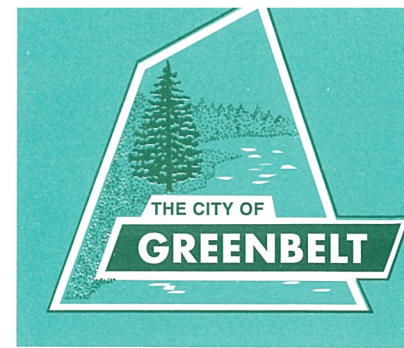
1. Included separately, please find confidential information - Personnel.
2. Attached are copies of the letters sent to President Biden, Senator Rosapepe, and County Executive Pittman and Council Chair Lacey on the Maglev opposition. The letter to the Anne Arundel County Executive and Council Chair was submitted as testimony in support of Anne Arundel County Resolution 24-21.
3. Also attached is the final legislative update.
4. Also included separately is information on a timeline and staffing regarding finance related requests from Council.
5. Photos of the recently renovated Springhill Lake Clubhouse are attached.
6. Participated in the University of Maryland Smart Cities Meeting along with Dale Worley. Partners (public, private, nonprofit, University, etc.) were asked to consider how possible future partnerships could address community needs, particularly upcoming funding opportunities.
7. Public Information staff continue to evaluate how possible hybrid Council meetings or meetings with both in-person and online presence might function logistically in the studio. They seem to have some solutions. Council discussion of hybrid and in-person meetings will be requested (perhaps at the May work session if time allows). More information will be provided.
8. Discussing business regulations and business pandemic needs with Planning Director Terri Hruby, Economic Development Coordinator Charise Liggins, and City Treasurer Bertha Gaymon.
9. Providing a "mask required" sign to a neighborhood bordering the City's near Doctors Hospital. Thank you to staff who continues to reorder and install both the large and small face covering signs. Hopefully, these nearby neighbors will remember their masks when traveling into Greenbelt or when socializing with Greenbelt residents.
10. Please note that NASA Goddard Flight Center has shared a variety of Earth Day activities for children. Those activities are linked on the City web page.
11. Please note that the Advisory Planning Board will consider the Goddard Flight Center Master Plan next week. The County Planning Board will consider it on May 6 at 10. Please let staff know if you wish to speak.
12. The TLC Grant will be considered at a MWCOG committee meeting later this month. A staff memo is attached.
13. There was one rental assistance grant approved for a single family home.
14. The ACE Book Club author's book is now available.

15. Met with and/or teleconferenced with staff and City Solicitor on personnel, budget, and operational matters.
16. **City Treasurer/Finance**
 - a. Worked with collective bargaining team--reviewing past agreements and processes.
 - b. Prepared several cost estimates for projects.
 - c. Finance staff updated all necessary accounts and other pertinent information in time to include retro payments to City staff on the April 16th payroll.
 - d. Processed purchase orders and vendor payments.
17. **Information Technology**
 - a. Municipal Building door system programming
 - b. Attended Smart Cities Roundtable – UMD
 - c. Backup discussion with a vendor
 - d. WMATA trail discussion re: cameras and call boxes
 - e. Attend monthly Everbridge Administrators meeting - virtual
18. **Economic Development**
 - a. 9 businesses, organizations and groups engaged about National Small Business Week.
 - b. 6 local economic development teams engaged about setting up regular meetings to share resources.
 - c. Prince George's County Economic Development Corporation discussion about local business update.
 - d. International Council on Shopping Centers (ICSC): Look At Consumer Behavior Throughout Pandemic.
 - e. Worked with the Planning Department on reviewing business information.
 - f. Working with the Public Information Office on National Small Business Week activities.

cc: Department Heads
Mary Johnson, Human Resources Officer
Bonita Anderson, City Clerk

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886



April 13, 2021

President Joseph Biden
The White House
1600 Pennsylvania Avenue, N.W.
Washington, DC 20500

CITY COUNCIL

Colin A. Byrd, Mayor
Emmett V. Jordan, Mayor Pro Tem
Judith F. Davis
Leta M. Mach
Silke I. Pope
Edward V.J. Putens
Rodney M. Roberts

Dear Mr. President:

We are writing to inform you of our strong opposition to the proposed Baltimore-Washington Superconducting Maglev Project, and to strongly urge that you not spend any valuable federal transportation or infrastructure funds on the SCMaglev.

The Baltimore-Washington SCMaglev system is a proposed high-speed train system that would run on a fixed guideway (with no traditional railway but instead a designated pathway) powered by magnetic forces that is capable of traveling at speeds of over 300 miles per hour. It is proposed to have three stops: at Mount Vernon Square in Washington, D.C., the Baltimore-Washington International Airport, and in one of two possible locations in Baltimore. The Federal Railroad Administration (FRA) released a Draft Environmental Impact Statement (DEIS) for the project in January, and the comment period is ongoing until May 24. While this proposal may seem new and exciting, this project would have serious impacts on numerous counties and cities along the project routes, including the City of Greenbelt.

The City has many concerns about the project, including:

- Environmental justice and civil rights issues. The proposed alignments would impact predominantly minority and low-income neighborhoods without providing any benefits or access. Additionally, the high cost of tickets would prohibit these local residents from riding the SCMaglev.
- Building the SCMaglev will divert ridership and funding away from existing Amtrak and commuter rail. The SCMaglev is not needed as there are currently plans to upgrade existing high-speed rail systems.
- The project would result in the taking of public lands for private use. SCMaglev is privately-owned and is not considered public or mass transit, and yet the two alignments proposed would have devastating impacts on federally-owned lands including the Patuxent Research Refuge and the Beltsville Agricultural Research Center, as well as locally-owned lands including the City of Greenbelt's Forest Preserve, one of the last remaining areas of the City's "belt of green". There is no way to mitigate the loss of public lands that are proposed by this project. This will set a precedent that could be used in the future to justify other public land seizures by private corporations.

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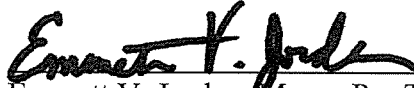
- Section 110(f) of the National Historic Preservation Act mandates that federal agencies have affirmative, substantive responsibilities to protect National Historic Landmarks to the “maximum extent possible”. Historic Greenbelt is a National Historic Landmark (NHL), and the project would result in direct, adverse, long-term impacts to the NHL and contributing resources, including the City’s original green belt, which could not be mitigated.
- There is a multitude of deficiencies and inaccuracies in the DEIS. Baltimore-Washington Rapid Rail, the entity which would design, construct, and operate the SCMaglev, states that many of the information gaps and omissions, along with any plans to mitigate adverse impacts, will be addressed later or after construction has begun. This precludes the public from meaningfully commenting on the project, and precludes FRA from making a reasoned decision.
- The SCMaglev utilizes technology untested in the U.S., and Japan and Germany’s SCMaglev technologies are still in the testing stage. The City is concerned about numerous safety issues with the proposed SCMaglev, including questions regarding the technology’s crashworthiness. FRA has yet to issue Rules of Particular Applicability concerning this new system.
- BWRR is grossly misrepresenting job creation projections in their public advertisements. Based on information presented in the DEIS (total job-years created divided by the construction period), an average of 24,000 to 27,000 jobs will be created during the construction period. The Project Sponsor is stating a much higher and incorrect value in website communications: “205,000 jobs nationwide from construction.” This is 8 times the actual average value. BWRR’s inflation of the permanent jobs projections in public advertising is even more egregious. They state 14,600 jobs will be created in website communications, but the DEIS states that “annual economic impacts from operation and maintenance of the SCAGLEV Project for the Washington-Baltimore-Arlington CSA would result in between 390 and 440 total jobs” – only about 3% of the number BWRR is using.
- The project is not “green.” It will increase energy consumption by the equivalent of approximately 88,900 homes per year during operations, and it is unclear if the regional transmission organization will be able to meet this increased need or what the impacts on reliability and consumer prices may be. In addition, the SCMaglev project is in direct conflict with your Climate Change Agenda and your goal to protect 30% of U.S. lands and ocean territories by 2030.

In summary, this proposed Maglev project will negatively impact the natural environment and reduce the quality of life for residents of our City and surrounding communities. The City of Greenbelt **vehemently opposes** this project. We strongly urge that you not allocate any valuable federal transportation or infrastructure funds on the SCMaglev at any point now or in the future.


Sincerely,



Colin A. Byrd, Mayor



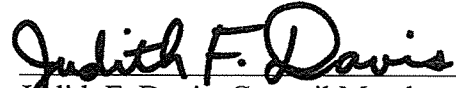
Emmett V. Jordan, Mayor Pro Tem



Leta M. Mach, Council Member



Edward V.J. Putens, Council Member



Judith F. Davis, Council Member



Silke I. Pope, Council Member



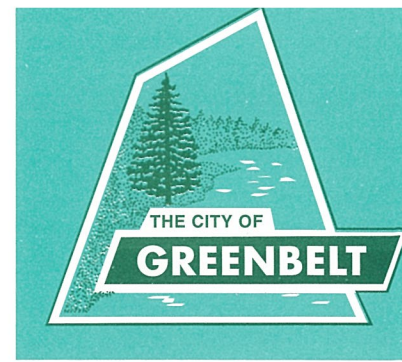
Rodney M. Roberts, Council Member

cc: The Honorable Vice President Kamala Harris
The Honorable Peter Buttigieg, Secretary of Transportation
The Honorable Jenifer Granholm, Secretary of Energy
The Honorable Marcia Fudge, Secretary of Housing and Urban Development
The Honorable Marty Walsh, Secretary of Labor
The Honorable Gina Raimondo, Secretary of Commerce
Greenbelt City Council
Nicole Ard, City Manager
Terri Hruby, Director of Planning & Community Development

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886

April 13, 2021



The Honorable Senator Rosapepe
101 James Senate Office Building
11 Bladen Street
Annapolis, MD 21401

Submitted via email to jim.rosapepe@senate.state.md.us

Dear Senator Rosapepe:

We are writing to inform you of our strong opposition to the proposed Baltimore-Washington Superconducting Maglev Project, and to urge you to join us in opposition to this project.

The Baltimore-Washington SCMaglev system is a proposed high-speed train system that would run on a fixed guideway (with no traditional railway but instead a designated pathway) powered by magnetic forces that is capable of traveling at speeds of over 300 miles per hour. While this proposal may seem new and exciting, this project would have serious impacts on Greenbelt and the surrounding communities without providing any benefits.

The project threatens homes, local businesses, and the missions of world-class research institutions. It would also destroy sensitive environmental resources, habitats, parkland, and significant historical and cultural resources. Greenbelt is a National Historic Landmark and planned community with parks, open spaces and recreational amenities. A portion of the route through Greenbelt is underground in tunnels, but the SCMaglev alignments are proposed to daylight in the City: either to the east of the Parkway, where the tunnel will be as close as 14 meters below portions of Greenbriar Condominiums, which is located in an area of unstable soils, or to the west of the Parkway, where the construction of the tunnel portal and operation of the SCMaglev would result in the destruction of acres of the Forest Preserve and walking trails, Northway Fields, and the City's observatory, all of which are located in one of the remaining areas of the City's original "belt" of green. Additionally, the project will result in the closing of the Spellman Overpass, an important piece of pedestrian and bicycle infrastructure linking Greenbelt East and historic Greenbelt, which required the efforts of the late Congresswoman Gladys Noon Spellman and the coordination of the City, the National Park Service, and the Federal Highway Administration over nearly six years to construct.

This project will not benefit Greenbelt residents or any of the communities and neighborhoods along the proposed route. It is not clear that this project will reduce traffic congestion, and it appears that the project's projections regarding ridership (and therefore financial feasibility) are grossly inflated. Very concerning to the City is that BWRR, the entity that would design, construct, and operate the SCMaglev, is grossly misrepresenting job creation projections in their public advertisements. BWRR advertises job creation that is eight times higher for construction jobs and over thirty times higher for permanent jobs when compared to information in the Draft Environmental Impact Statement prepared for the project by the Federal Railroad Administration. Additionally, the project is not "green". It will increase energy consumption by the equivalent of approximately 88,900 homes per year during operations. It is unclear if the regional transmission organization will be able to meet this increased need or what the impacts on

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reliability and consumer prices may be. Finally, residents have expressed concerns about noise, loss of trees and wildlife habitat, harmful health impacts, property damage and reduction in property values.

Our community has been engaged in a long fight to ensure that this project does not come to fruition. City staff and consultants are reviewing the DEIS for this project and expect to spend approximately \$300,000 on initial legal and technical costs related to the DEIS review. While the City views this expenditure as vital to the opposition of a project that would harm our community, these funds could otherwise be spent on continuing essential City services, like police and road repair or delivering much needed COVID-19 housing, food, and business relief.

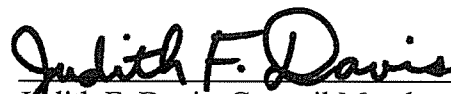
We are investing all of this effort, and yet the question of how to provide quicker travel between Washington, D.C., and Baltimore has already been answered: A 2019 analysis out of George Mason University shows that simply improving the existing Acela roadbed would be more cost-effective than SCMaglev and provide most of the benefits. (We encourage you to read a brief commentary in the *Capital Gazette* from the professor who sponsored the research, titled “Maglev line is a Trojan Horse. Just fix the current train system”, dated February 20, 2021.) The City supports investments in mass transit that serve our community, including Metro, Amtrak, and MARC, but we cannot conscientiously support this destructive project.

In summary, this proposed Maglev project will negatively impact the natural environment and reduce the quality of life for residents of our City and surrounding communities. The City of Greenbelt vehemently opposes this project. We urge you to join us in supporting the No Build option for this ill-conceived project.

Sincerely,


Colin A. Byrd, Mayor


Emmett V. Jordan, Mayor Pro Tem


Judith F. Davis, Council Member


Leta M. Mach, Council Member


Silke I. Pope, Council Member


Edward V.J. Putens, Council Member

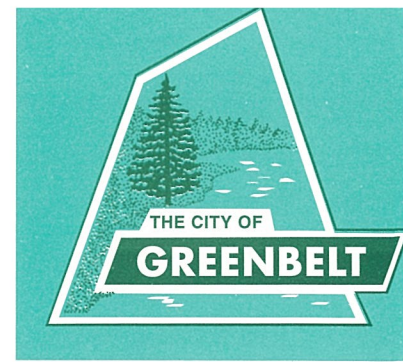

Rodney M. Roberts, Council Member

cc: County Executive Angela Alsobrooks
County Council Member Todd Turner
Greenbelt City Council
Nicole Ard, City Manager
Terri Hruby, Director of Planning & Community Development

CITY OF GREENBELT

25 CRESCENT ROAD, GREENBELT, MD. 20770-1886

April 13, 2021



The Honorable Stuart Pittman
Office of County Executive
Arundel Center
44 Calvert St.
Annapolis, MD 21404

The Honorable Sarah Lacey
Arundel Center
44 Calvert St.,
Annapolis, MD 21404

CITY COUNCIL

Colin A. Byrd, Mayor
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Edward V.J. Putens
Rodney M. Roberts

Submitted via email to spittman@aacounty.org, slacey@aacounty.org

Dear County Executive Pittman and Council Chair Lacey:

We are writing to inform you of our strong opposition to the proposed Baltimore-Washington Superconducting Maglev Project. We request that you to join us in opposition to this project and its current proposed routes, and we offer our support of Anne Arundel County's Resolution No. 24-21 opposing the Baltimore-Washington Superconducting Maglev Project.

The Baltimore-Washington SCMaglev system is a proposed high-speed train system that would run on a fixed guideway (with no traditional railway but instead a designated pathway) powered by magnetic forces that is capable of traveling at speeds of over 300 miles per hour. While this proposal may seem new and exciting, this project would have serious impacts on Greenbelt and the surrounding communities without providing any benefits.

The project threatens homes, local businesses, and the missions of world-class research institutions. It would also destroy sensitive environmental resources, habitats, parkland, and significant historical and cultural resources. Greenbelt is a National Historic Landmark and planned community with parks, open spaces and recreational amenities. A portion of the route through Greenbelt is underground in tunnels, but the SCMaglev alignments are proposed to daylight in the City: either to the east of the Parkway, where the tunnel will be as close as 14 meters below portions of Greenbriar Condominiums, which is located in an area of unstable soils, or to the west of the Parkway, where the construction of the tunnel portal and operation of the SCMaglev would result in the destruction of acres of the Forest Preserve and walking trails, Northway Fields, and the City's observatory, all of which are located in one of the remaining areas of the City's original "belt" of green. Additionally, the project will result in the closing of the Spellman Overpass, an important piece of pedestrian and bicycle infrastructure linking Greenbelt East and historic Greenbelt, which required the efforts of the late Congresswoman Gladys Noon Spellman and the coordination of the City, the National Park Service, and the Federal Highway Administration over nearly six years to construct.

This project will not benefit Greenbelt residents or any of the communities and neighborhoods along the proposed route. It is not clear that this project will reduce traffic congestion, and it appears

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that the project's projections regarding ridership (and therefore financial feasibility) are grossly inflated. Additionally, the project is not "green". It will increase energy consumption by the equivalent of approximately 88,900 homes per year during operations. It is unclear if the regional transmission organization will be able to meet this increased need or what the impacts on reliability and consumer prices may be. Finally, residents have expressed concerns about noise, loss of trees and wildlife habitat, harmful health impacts, property damage and reduction in property values.

Our community has been engaged in a long fight to ensure that this project does not come to fruition. City staff and consultants are reviewing the DEIS for this project and expect to spend approximately \$300,000 on initial legal and technical costs related to the DEIS review. While the City views this expenditure as vital to the opposition of a project that would harm our community, these funds could otherwise be spent on continuing essential City services, like police and road repair or delivering much needed COVID-19 housing, food, and business relief.


We are investing all of this effort, and yet the question of how to provide quicker travel between Washington, D.C., and Baltimore has already been answered: A 2019 analysis out of George Mason University shows that simply improving the existing Acela roadbed would be more cost-effective than SCMaglev and provide most of the benefits. (We encourage you to read a brief commentary in the *Capital Gazette* from the professor who sponsored the research, titled "Maglev line is a Trojan Horse. Just fix the current train system", dated February 20, 2021.) The City supports investments in mass transit that serve our community, including Metro, Amtrak, and MARC, but we cannot conscientiously support this destructive project.

In summary, this proposed Maglev project will negatively impact the natural environment and reduce the quality of life for residents of our City and surrounding communities. The City of Greenbelt vehemently opposes this project, and we request that you to join us in supporting the No Build option for this ill-conceived project. Further, we strongly support Anne Arundel County's Resolution No. 24-21 opposing the Baltimore-Washington Superconducting Maglev Project.

Sincerely,



Colin A. Byrd, Mayor



Emmett V. Jordan, Mayor Pro Tem



Judith F. Davis, Council Member



Letia M. Mach, Council Member



Silke I. Pope, Council Member



Edward V.J. Putens, Council Member



Rodney M. Roberts, Council Member

cc: Anne Arundel County Council
County Executive Angela Alsobrooks, Prince George's County
Greenbelt City Council
Nicole Ard, City Manager
Terri Hruby, Director of Planning & Community Development

2021 Legislative Update
April 16, 2021

Bill #	Description	Sup/Opp	Status
PG 406	Land Use – Maglev Siting	SUP	
SB 188 HB 63	Prohibited Appropriations - Maglev System.	SUP	SB hearing held 1/27. HB hearing held 2/12. House Committee voted unfavorable. Bill failed.
HB 294 SB 93	Architects – Scope of Licensure	SUP	HB hearing held 1/19. House Committee voted favorable. Passed House 129-0. SB hearing held 2/9. Senate Committee voted favorable with amendments. Passed Senate 47-0. Passed House 134-0. Bill passed.
HB 252	Tax Sales – Owner Occupied Residential Property	SUP	HB hearing held 1/19. Committee voted favorable. Passed House 139-0. Senate hearing on House Bill held 3/25. Passed Senate 47-0. Bill passed.
SB 414 HB 583	Climate Solutions Act of 2021	SUP	SB hearing held 1/28. Senate Committee voted favorable with amendments. Passed Senate 34-11. HB hearing held 2/11. House voted favorable with amendments. Motion to Special Order to next session. Bill passed.
HB 264 SB 483	Solid Waste – Food Residuals Diversion	SUP w/Amend	HB hearing held 1/27. Passed House 3/18 97-40. SB hearing held 2/10. Passed Senate 47-0. Bill passed.
SB 361 HB 485	Public Private Partnerships – Process and Oversight	SUP	SB hearing held 2/17. HB hearing held 2/9. Bill failed.
HB 510	Private Sector Transportation Project Ombudsman	SUP	Hearing held 2/2. Bill failed.
HB 475	Speed Cameras – Limit operating Times	OPP	Hearing cancelled. Committee voted unfavorable. Bill withdrawn.
HB 443 SB 577	Makerspace Initiative Pilot Program	SUP	HB hearing held 1/28. SB hearing held 1/31. Passed Senate 47-0. Bill failed.
SB 154 HB 18	Evictions – Right to Counsel	SUP	SB hearing held 1/28. HB hearing held 2/17. House Committee voted favorable with amendments. Passed House 95-42. Passed Senate 30-15. Bill passed.
SB 387	SHA Intersections – Crosswalks and Curb Ramps	SUP	Hearing held 2/3. Bill failed.
	Veto Override of HB 4/SB 208 passed in 2020	SUP	Senate voted to override on 2/11. House voted to override on 2/12. Governor’s veto was overridden.

Bill #	Description	Sup/Opp	Status
HB 638 SB 624	Untraceable and Undetectable Firearms	SUP	HB hearing 3/01 @ 1:30pm. SB hearing held 2/17. Bill failed.
HB 314 SB 223	Plastic Bag Reduction Act	SUP	HB hearing held 1/28. House Committee voted favorable with amendments. Passed House 97-37. SB hearing held 1/28. Bill failed.
HB 877 SB 764	Workgroup on Adaptive Reuse of Vacant Commercial Space	SUP	HB hearing held 2/17. SB hearing held 2/23. Senate Committee voted favorable with amendments. Passed Senate 45-0. HB passed second reading with amendments. Bill passed.
HB 1079	A & A Tax Exemption – Health & Physical Well-Being	OPP	Hearing held 2/23. Bill failed.
HB 991	Forest Mitigation Banks – Qualified Preservation	SUP	Hearing held 2/24. Committee voted favorable with amendments. Passed House 127-8. Senate hearing 3/31 @ 1 p.m. Bill passed.
HB 1114	Yard Waste – Disposal on State Highways	SUP	Hearing held 2/25. Committee Voted favorably with amendments. Passed 135-0. Senate hearing 4/1 @ 1 p.m. Bill failed.
HB 1137 SB 887	Property Tax Credit – State of Emergency	SUP	HB hearing held 2/23. House Committee voted favorable with amendments. Passed House 133-0. SB hearing held 3/3. Passed Senate 47-0. Bill passed.
HB 1133	Tree Planting – Urban Tree Program	SUP	Hearing held 2/24. Bill failed.
HB 1057	Sales and Use Tax – Rate Reduction	OPP	Hearing held 2/25. Bill failed.











NO PARKING
RECREATION
PARKING ONLY
NO APPOINTMENT
NO MOTOR
NO OVERNIGHT
PARKING













NO PARKING
RECREATION
PARKING ONLY
NO APPOINTMENT
NO MOTOR
NO OVERNIGHT
PARKING



Memorandum

TO: Nicole Ard, City Manager

VIA: Terri Hruby, Director of Planning and Community Development

FROM: Molly Porter, Community Planner

DATE: April 15, 2021

SUBJECT: Greenbelt Corridor Plan - Transportation Land-Use Connections (TLC) Program

BACKGROUND:

The City of Greenbelt applied for funding through the Transportation Land-Use Connections (TLC) Program for the development of a Greenbelt Corridor Study, with letters of endorsement from the Town of Berwyn Heights and the City of College Park Planning Department. This study will build off of the work that has been and continues to be done by the City of Greenbelt, Town of Berwyn Heights, and the City of College Park, including the Urban Land Institute (ULI) Technical Assistance Panel (TAP) report, "Creating a Future for Greenbelt Road."

On April 2, 2021, the Transportation Planning Board (TPB) Technical Committee recommended this project for \$55,000 in funding. FY 22 TLC Program Project recommendations will be considered by the TPB on April 21, 2021.

PROJECT SCOPE:

The project scope is to study and develop a plan for an approximate 1.7 miles of the Greenbelt Road (MD 193) corridor. The study area for this project, which mirrors the TAP study area, extends from Route 1 to Kenilworth Avenue and includes a portion of University Boulevard (MD 193) from Greenbelt Road (MD 193) to just west of Rhode Island Avenue. A study area map is included in this memorandum. The specific tasks for this project, to be completed with involvement from all stakeholders, include:

- Compile the existing corridor conditions, including existing sidewalks, bicycle lanes, curb cuts, turning movements, volume of traffic, and crash information
- Identify a cohesive vision and priorities for the corridor by holding public meetings with the Greenbelt City Council, the Town of Berwyn Heights, the City of College Park, City of Greenbelt Advisory Planning Board and the city's environmental board
- Identify opportunities along the corridor to increase pedestrian and bicycle access, such as bicycle lanes, contiguous sidewalks, and consolidating curb cuts
- Identify opportunities for enhanced landscaping along the corridor
- Identify opportunities for the pedestrian and bicycle network to connect with the existing and planned trail network

- Study opportunities for enhanced transit service along the corridor including safe and comfortable access to transit stops and dedicated bus lanes
- Develop with all stakeholders a list of short-term and long-term action items to increase multimodal use of the Greenbelt Road Corridor. Coordinate with the Greenbelt City Council, the Town of Berwyn Heights, and the City of College Park to gather feedback on identified action items.
- Identify opportunities for future funding to implement these action items

It is anticipated that project recommendations will be implemented in stages and this plan will identify short- and long-term action items. Future planning will include engineering and design for these short- and long-term actions and will require significant coordination between multiple agencies and jurisdictions.

NEXT STEPS:

Following formal approval by the Transportation Planning Board, TPB staff will facilitate the commencement of the consultant selection process from the pre-qualified list of TLC consultants. Projects will begin after consultant contracts are signed and projects will be scheduled for completion by June 30, 2022.

Greenbelt Road Corridor Plan Project Area

City of Greenbelt Boundary



Activity Centers - Activity Centers (2013) - normal view



High Capacity Transit Stations (TOC)

High Capacity Transit Stations (HCT)

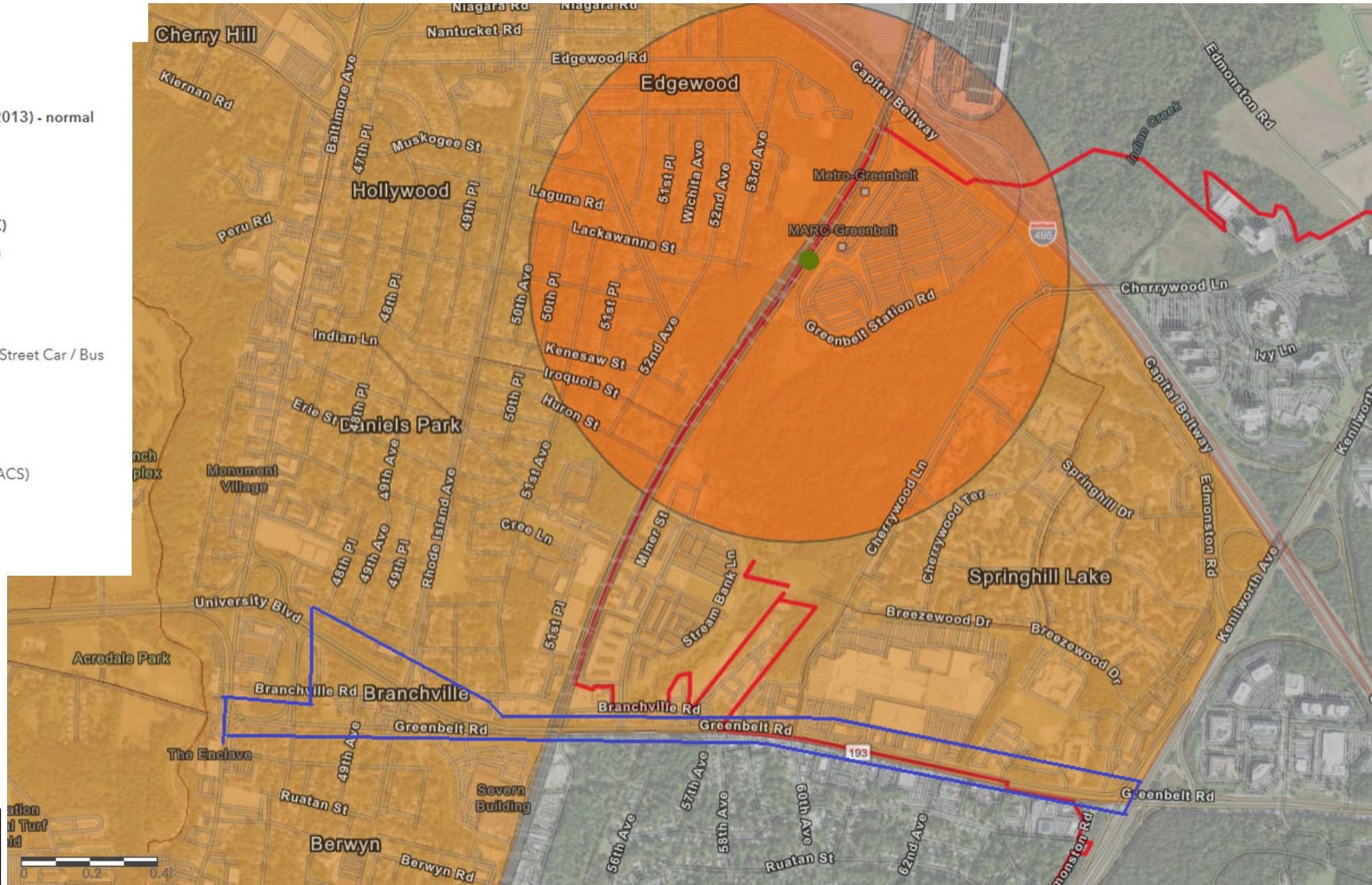
- Metro
- Commuter Rail
- Light Rail
- Street Car / Bus Rapid Transit; Street Car / Bus Rapid Transit
- Multimodal

Equity Emphasis Areas

Equity Emphasis Areas (2012-2016 ACS)



Project Area



Locator Map

