Connecting the Capital Region
From Baltimore to Richmond

RRTPO CTAC Meeting
September 15, 2022
Who is the Greater Washington Partnership?

Regional Mobility & Infrastructure

Overview of the Capital Region Rail Vision & North-South Bus Rapid Transit Study

Questions & Discussion
Our region has great diversity, tremendous assets, and immense potential. We have an intertwined economic future and our ability to thrive depends on the success of us all.

The Capital Region – from Baltimore to Richmond – is the 3rd largest economy in the US and the 7th largest in the world.

The Greater Washington Partnership is uniquely positioned, with a broad coalition, to understand the gaps and identify goals across the Region, to track specific progress against those goals, and to catalyze solutions that benefit us all.

115 federal labs and federally-funded research and development centers

47% of the population 25 years+ hold Bachelor’s degree or higher

10.5M Residents

53 Fortune 1000 companies headquartered in MD, DC, VA

4 significant airports, two major shipping ports
ABOUT THE GREATER WASHINGTON PARTNERSHIP

Our Mission & Approach
We are committed to making the Capital Region — from Baltimore to Richmond — one of the world’s best places to live, work, and build a business.

Fostering Unity | Advancing Growth | Creating an Inclusive Economy for the region | Through Innovation + Collaboration

Region’s Diversity is Our Super-Power

- 45% of the population is non-white
- 184 languages spoken; 175 international embassies
- 15 HBCUs & Minority Serving Institutions
The leadership and employees of our partner companies drive our agenda to catalyze solutions at pace and scale for the region.

We bring long-term perspectives and fact-based solutions to drive impact.

We give back to our community and foster a truly inclusive economy that creates opportunity for all.

OUR PARTNERS EMPLOY MORE THAN 300,000 PEOPLE IN THE CAPITAL REGION
INCLUSIVE GROWTH IS THE VISION – NOT YET THE REALITY

White median household income exceeds Black households by more than 1.5x

Households of color are more than 2x as likely to have zero or negative net worth and be considered asset poor compared to white households

The region’s business owners are 8-12x more likely to be white than Black or Latinx

Whites are more than 3x as likely to own a home compared to black residents

Black residents are nearly 3x more likely than white residents to live in areas with poor transit accessibility to jobs and low vehicle ownership

White residents are nearly 1.5x more likely to be employed in a high-quality jobs than Black residents

In the Capital Region, closing the racial wealth gap has the potential to unlock an estimated $35-50B in GDP by 2028
01. MODERNIZE INTEGRITY AND COMMUTER RAIL

02. IMPROVE ROADWAY AND TRAIL PERFORMANCE

03. CREATE HIGH-PERFORMANCE PUBLIC TRANSIT

04. GROW EMPLOYER MOBILITY PROGRAMS

05. EXPAND ACCESS TO OPPORTUNITY

06. ENABLE TECHNOLOGY-DRIVEN FUTURE

07. REFORM GOVERNANCE AND FUNDING

**ACTION 1.1**

Streamline planning and secure funding for projects that remove bottlenecks limiting the rail system's speed, frequency, reliability, and growth

**RECOMMENDED NEXT MOVES**

- Make sure the FTA streamlines the preparedness planning process (from planning to construction) for the Richmond High-Speed Rail Project and Long Bridge

- Amtrak, in coordination with MBTA and the congressional delegation, should identify its funding strategy to reduce the railroad's deficit, including federal and state funds

- MDOT should work with Amtrak and the Capital Region's congressional delegation to secure funding to expand rail capacity at BWI and Union Station

**ACTION 2.1**

Expand and coordinate the region's highway-performance-driven network

**RECOMMENDED NEXT MOVES**

- The Capital Region should apply the Partnership's performance-driven tolling principles to all future toll lanes and work in coordination with the Virginia DOT and the Commonwealth Transportation Board to implement tolling

- Public agencies should conduct robust and transparent work to develop congestion-based tolling plans, performance metrics, and public benefits analyses to inform tolling projects

- Maryland should establish regionally coordinated tolling networks and tolling plans on segments of I-95 and I-70 and apply revenues to support transportation needs

- Congress should support the Maryland congressional delegation and the National Park Service to invest in the federal-aid system of the Baltimore-Washington Tollway

- MDOT and the BRMC should study the implementation of a performance-driven tolling system in the Baltimore Stadium and I-97 corridors

**ACTION 2.2**

Investigate a system to charge drivers entering the Washington Metro area's most congested central business districts

**RECOMMENDED NEXT MOVES**

- DODT and Arlington County should implement a congestion pricing pilot

- Arlington, VTA, MARC, WMATA, and the private sector should provide recommendations on tolling for commercial facilities and increase the flexibility of the region's congestion pricing scheme

- MDOT and Arlington County should provide a report and recommendations to MDOT, VTA, and MARC on a congestion pricing pilot in the region's central business districts

**ACTION 3.1**

Increase the speed and reliability of Baltimore's transit system while establishing a bold vision for an expanded system

**RECOMMENDED NEXT MOVES**

- MTA in partnership with electric utilities and stakeholders, should create a 'buy now, build later' funding strategy for Surface Public Transport and private investments to further expand both rapid transit corridors, including in light rail corridors such as the Route 40

- MTA should consider expanding the service on the commuter rail lines on segments of I-95 and I-70 and apply revenues to support transportation needs

- Congress, supporting the Maryland congressional delegation, should direct the National Park Service to invest in the federal-aid system of the Baltimore-Washington Tollway

- MDOT and the BRMC should study the implementation of a performance-driven tolling system in the Baltimore Stadium and I-97 corridors

**ACTION 3.2**

Optimize Washington's bus network and enhance coordination of the metro area's public transportation options

**RECOMMENDED NEXT MOVES**

- The bus network provides, MNCOD, MDOT, DODT, DDOT, Virginia DMPS, and VDOT should establish tailored solutions to coordinate service and forms across all public transportation options in the Washington Metropolitan Area

- Maryland should establish a council of state transportation agencies to coordinate service and forms across all public transportation options in the region

**ACTION 4.1**

Challenge the region's employers to implement game-changing commuter programs to enhance talent attraction and collectively reduce congestion during peak travel periods

**RECOMMENDED NEXT MOVES**

- Employers that engage the Partnership should join the Capital Region Employer Mobility Challenge by adopting live practice and innovative employer mobility models

- Maryland, in coordination with the Partnership, should identify solutions to enhance performance metrics for the live practice program, including projects to improve the Silverline system

- DDOT should coordinate with VTA, WMATA and other public agencies to report on real-time performance metrics for its bus and rail systems, including on-time performance and bus and rail headway

**ACTION 4.2**

Enhance the effectiveness of public commuter programs to increase their use by private employers—to complement an expanded employer commitment framework

**RECOMMENDED NEXT MOVES**

- MDO, DODT, DDOT, VPD, and MDPM should develop and implement integrated commuter mobility programs to focus public funding on the programs and services that have the greatest impact on travel choices

- MDO, DODT, DDOT, and VPD should work to expand the range of benefits available to employers

- MDOT should coordinate with local programs and regional mobility champions to promote awareness of various commuter mobility programs

- WMATA should coordinate with local jurisdictions to promote awareness of commuter mobility programs to local partners

**ACTION 5.1**

Increase density and ensure inclusive development in areas to reduce travel transit corridors

**RECOMMENDED NEXT MOVES**

- Local governments, supported by the MPO, should develop an urban form data registry framework and procurement standards

- Maryland, the District, Virginia, and local governments should partner to infill the development regulations that prioritize and incentivize TOD

- State and local jurisdictions should adopt existing density standards for TOD and ensure that TOD Improvement plans completed no less than 3 years prior to a new unified zoning code and land use regulations are included in the new unified zoning code

- Public and private employers should prioritize multi-modal access to a key factor in future job site attraction—and public agencies should ensure that TOD policies support this objective

**ACTION 6.2**

Enable the creation of Integrated Mobility platforms for all public and private mobility options

**RECOMMENDED NEXT MOVES**

- MDOT, DODT, DDOT, VPD, and the Regional Plan should formalize coordinated efforts to ensure that comprehensive, integrated, and integrated mobility platforms that focus on regional and multi-modal transportation

- All transit agencies and public-transportation systems in the region should incorporate fare capping, and share resources into a multi-modal platform

- MDOT, DODT, DDOT, and transit agencies should support the development of new TOD policies to move toward seamless ticketing across all modes of transportation

**ACTION 7.1**

Build regional data management system to power all technology actions limiting regional mobility

**RECOMMENDED NEXT MOVES**

- MDOT, DODT, DDOT, and the MPO should develop an umbrella open data registry framework and procurement standards

- Maryland should develop a unified data store that includes data and metadata about transit services and other public transportation

- WMATA should develop a transportation information platform that tracks and aggregates existing data for all transportation systems

- Transportation agencies should partner with the Regional Plan, Regional Development, and other public agencies to share data for opportunities to improve data and expertise

**ACTION 7.2**

Create a new regional governance strategy for Baltimore public transportation

**RECOMMENDED NEXT MOVES**

- With support from the governor, elected officials, and stakeholders, the General Assembly should establish a Blue-Ribbon panel to recommend governance reforms for the MTA and the MTA's management structure

- MDOT, DODT, DDOT, VPD, and MPO should develop and implement Integrated Mobility policies with public and private transportation

- The Regional Plan should make recommendations to the General Assembly that would ensure a future system

**ACTION 7.3**

Increase federal transportation investments to better maintain the existing system and create critical capital investments

**RECOMMENDED NEXT MOVES**

- The U.S. Congress should increase members of the Federal Highway Administration, Federal Transit Administration, and other federal transportation agencies to include dedicated funding for critical capital investments

**ACTION 1.2**

Create a redwood compact to expand and modernize Union Station; redevelop Baltimore Penn Station and Staples Mill Station

**ACTION 2.3**

Complete the Baltimore Greenway Trails Network and Capital Trails Network, and establish a Richmond trail network strategy

**ACTION 3.3**

Expand and coordinate the region's highway-performance-driven network

**ACTION 4.3**

Challenge the region's employers to implement game-changing commuter programs to enhance talent attraction and collectively reduce congestion during peak travel periods

**ACTION 5.2**

Adopt local and targeted hiring procurement and contracting policies

**ACTION 6.3**

Deploy regionally coordinated smart traffic signals to reduce vehicle congestion and speed up bus travel
Recent Partnership Mobility Work

Rail Vision

GRTC BRT Study

COVID Surveys

Public Transit

Q: What percentage of employees reporting to your primary location in the region do you expect to come onsite during a typical workday during the upcoming months?

- Fall 2021: 47%
- Spring 2022: 64%
- Summer 2022: 68%

Capital COVID-19 Snapshot

MetroNow

Time for Better Transit

Baltimore's Transit Future

The Gameplan for a Modern Transit System
The Capital Region Rail Vision incorporates the historic investments and service schedules planned in the *Transforming Rail in Virginia* program, including nearly hourly train service between Washington Union Station and Richmond’s Main Street Station by the end of this decade.
- 13th Largest Commuter Rail System in U.S.
- No night or weekend service on ALL lines
- Principally serves M-F, 9-5 workforce with singular direction service (into core in AM; out in PM)

- Service terminates at Washington Union Station
- Unlike MARC, managed and funded by local govt's
- Implementing plans to greatly expand rail service in VA this decade
CAPITAL REGION RAIL VISION

GOALS

Enhance Regional Economic Competitiveness and Collaboration
Ensure Inclusive Growth
Expand Access to Moderate and Affordable Housing

KEY ELEMENTS

1. **Bidirectional run-through service**
   One-seat rides in both directions between Maryland, the District, Virginia, and West Virginia
   - Bidirectional, run-through service on all MARC & VRE lines serving the region’s core

2. **Expanded service**
   Enhanced service from Martinsburg West Virginia, Pernyville and Baltimore-Maryland through the District to Broad Run and Spotsylvania, Virginia
   - All day service on all MARC & VRE lines
   - 15-minute peak period weekday service
   - 1-hour midday service
   - 1-hour or less weekend service for all core stations

3. **Seamless rider experience**
   Harmonized brand identity and fare policy to create an easy-to-use regional network
   - Integrated mobility for fares and ticketing
   - Harmonized rail brand for MARC & VRE run through services

4. **Superior operational coordination**
   One operationally integrated network for Maryland, the District, and Virginia
   - Seamless Capital Region rail operation

THE THIRTEEN KEY STEPPING STONES ARE:

**WEEKEND SERVICE**
1. Weekend VRE Service
2. Weekend MARC Brunswick Line Service
3. Weekend MARC Camden Line Service

**ENHANCED DAILY SERVICE**
4. Consistent Midday VRE Service
5. All-Day VRE Service in Northern Virginia’s Core
6. All-Day MARC Brunswick Line Service
7. All-Day MARC Camden Line Service

**BIDIRECTIONAL PEAK AND OFF-PEAK SERVICE**
8. VRE & MARC Bidirectional Peak Service with WUS Cross Honor
9. MARC Bidirectional Peak Service on Brunswick Line

**RUN-THROUGH SERVICE**
10. MARC Penn Line Run Through on VRE/VPRA Line
11. MARC Brunswick/Camden Line Run Through on VRE Line/VPRA Line
12. VRE Run Through Service on MARC’s Brunswick/Camden Lines/CSX Lines
13. VRE Run Through Service on MARC’s Penn Line/Amtrak NEC
CONNECTING THE RICHMOND REGION: FROM EAST-WEST TO NORTH-SOUTH

Planning for Inclusion and Growth along a North-South Bus Rapid Transit Corridor

JANUARY 2022
RICHMOND’S TRANSIT REVOLUTION: GRTC RIDERSHIP AND ACCESSIBILITY ANALYSIS

JUNE 2019

KEY FINDINGS

1. The Richmond metro area’s bold action on transit in 2018—the launch of the Pulse Bus Rapid Transit (BRT) system, the Great Richmond Reroute, and service expansion in Henrico County—has led to significant improvements for the area’s residents.

2. Ridership on the GRTC system increased 17 percent from July 2018–April 2019, compared to the same period the year before. Ridership in January, February, March, and April 2019 were all at least 24 percent higher than the same months in 2018.

3. Before the 2018 changes, no one in the Richmond area lived near a frequent, all-day transit route with service every 15 minutes or fewer. Today, nearly 40,000 households in the metro area (12 percent), including 27,000 households in poverty (25 percent), have access to frequent transit that they did not have before. In the City of Richmond, nearly 50 percent of households in poverty now have access to frequent transit.

4. The 2018 changes improved access to transit and jobs in both Henrico County and the City of Richmond. Households in poverty in Henrico County now have access to 15 percent more transit service on weekday evenings and weekend days. The average City of Richmond resident can now access nearly 2,000 more jobs by transit within an hour.

5. Still, many parts of the metro area lack access to transit, particularly areas outside the City of Richmond. The metro area’s leaders should continue to build out the comprehensive transit network called for in the Greater RVA Transit Vision Plan in order to ensure that all residents of the region have access to economic opportunity.
“We need more Pulse routes, more everything. This is the Capital City!”

— GRTC Bus Rider, 2021. See more in Appendix B.
The Route 1 North corridor examined in this report runs from Broad Street downtown heading north along Bevillére, Chamberlayne, and eventually Route 1, ending at Virginia Center Commons in Henrico County. Of the potential corridors, Route 1 North has the highest share of senior residents and assisted-living facilities along the corridor, an opportunity to help seniors age-in-place and retain mobility access.

**Key Destinations:**
1. Black History Museum of Virginia
2. Chamberlace Industrial Center
3. Commonwealth University
4. Children’s Hospital
5. Brookhill/Alecia Shopping Center
6. Lewis Ginter Botanical Garden
7. Northpark Shopping Center
8. Reynolds Community College
9. Virginia Center Commons

**Key Development Opportunities:**
A. Green City in Henrico County plans for 2,400 residential units, 260k sq ft retail, 200k sq ft office, and $250M in real near the I-95 and Parham Road interchange.
B. Azalea Mall (46 acres)

**Within a Half Mile of Corridor:**
- 4.1K residents per square mile
- 7.8K jobs per square mile
- $43,000 Median Household Income
- 80% Rent and Homeownership
- 70% White

**Transit Readiness Indicators Along This Corridor:**
- Density and Land Use: Low Density
- Socio-Economic Characteristics: Diverse & Mixed Income
- Pedestrian Infrastructure: Above Avg. Walkable
- Existing Transit: Routes 1A, 1B, 1C (Frequency: 15 mins)

The Route 1 South corridor examined in this report runs from Broad Street downtown along Bevillére Street and south along Route 1, ending at Brightpoint Community College in Chesterfield County. As of Fall 2021, there is direct service along the length of the corridor when Route 111 merged with Route 38. Route 1 South has the highest share of naturally occurring affordable housing of the four corridors, which underscores the importance of investments to preserve and expand access to affordable housing alongside transit investments.

**Key Destinations:**
1. Virginia Commonwealth University
2. Hollywood Cemetery
3. Virginia War Memorial
4. Broad Rock Industrial Park
5. Philip Morris USA
6. Breckenridge Shopping Center
7. Brightpoint Community College

**Key Development Opportunities:**
A. Proposal for 116-unit income-based apartments at Hull and Commerce

**Within a Half Mile of Corridor:**
- 2.9K residents per square mile
- 5.9K jobs per square mile
- $37,000 Median Household Income
- 100% Rent and Homeownership
- 30% Black

**Transit Readiness Indicators Along This Corridor:**
- Density and Land Use: Low Density
- Socio-Economic Characteristics: Diverse & Mixed Income
- Pedestrian Infrastructure: Above Avg. Walkable
- Existing Transit: Routes 3A, 3B, 3C (Frequency: 15 mins)
The Hull Street corridor examined in this report runs from Main Street downtown along 14th Street and continues west along Hull Street, ending at Commonwealth Center in Chesterfield County. Like Midlothian Turnpike, almost one-in-ten housing units along Hull Street are vacant and the corridor has several older shopping centers that present opportunities for reinvestment and growth.

Within a Half Mile of Corridor:

**Key Destinations:**
1. Richmond Main Street Station
2. Old Town Manchester
3. Southside Plaza
4. Chippenham-Mall Shopping Center
5. 360 West Shopping Center
6. Rockwood Park
7. Galloway Crossing
8. Chesterfield Crossing
9. Commonwealth Center

**Key Development Opportunities:**
A. 2,000+ new and planned housing units and planned grocery store in Old Town Manchester
B. Proposal for 716-unit income-based apartments at Hull and Commerce

The Midlothian Turnpike corridor examined in this report runs west along Hull Street from downtown turning onto Midlothian Turnpike until it ends in Midlothian Village in Chesterfield County. Midlothian Turnpike has the highest share of owner-occupied homes of the four corridors, an opportunity for residents to build wealth as property values rise with the transit investment. Additionally, almost one-in-ten housing units are vacant and several shopping centers along the corridor have underutilized parking lots, presenting opportunities for redevelopment, reinvestment, and growth.

Within a Half Mile of Corridor:

**Key Destinations:**
1. Stonebridge Shopping Center
2. Chippenham Square Shopping Center
3. Midlothian Crossing
4. Stein Mart Festival
5. Porno Crossing
6. Johnston-Willis Hospital
7. Chesterfield Tomes Center
8. Midlothian Village

**Key Development Opportunities:**
A. Spring Rock Green Shopping Center proposal for 1,000 residential units, 90,000 sq ft retail, 210k sq ft office, hotel, and indoor rackets facility
B. Proposal for 346-unit income-based apartments at 780 W 4th Street

**Transit Readiness Indicators Along This Corridor:**

<table>
<thead>
<tr>
<th>Density and Land Use</th>
<th>Socio-Economic Characteristics</th>
<th>Pedestrian Infrastructure</th>
<th>Existing Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density</td>
<td>Diverse &amp; Mixed Income</td>
<td>Above Avg. Walkable</td>
<td>Routes: 1A, 1B, 1C Frequency: 60 mins</td>
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<tr>
<td>Medium Density</td>
<td>Majority Black &amp; Mixed Income</td>
<td>Below Avg. Walkable</td>
<td>Routes: None Frequency: N/A</td>
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</table>

**Density and Land Use**

- Low Density
- Medium Density

**Socio-Economic Characteristics**

- Diverse & Mixed Income
- Majority Black & Mixed Income

**Pedestrian Infrastructure**

- Above Avg. Walkable
- Below Avg. Walkable

**Existing Transit**

- Routes: 1A, 1B, 1C Frequency: 60 mins
- Routes: None Frequency: N/A
<table>
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<tr>
<th>TRANSIT AND MULTIMODAL TRANSPORTATION INFRASTRUCTURE</th>
<th>AFFORDABLE HOUSING AND COMMERCIAL BUSINESS SPACE</th>
<th>TRANSIT-SUPPORTIVE LAND USES</th>
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<tr>
<td>2. Buildout a Safe and Connected Sidewalk Network</td>
<td>2. Leverage Private Funds with Public Money to Create More Affordable Housing Units</td>
<td>2. Diversify Land Uses Along Potential Corridors</td>
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"Investing in better, more reliable, more expansive transit is investing in this region's long-term health, economic vitality, and social mobility. Let's seize this moment together to ensure we have a more inclusive and prosperous future."

Robert M. Blue
Chairman & CEO, Dominion Energy
Board Member, Greater Washington Partnership

Greta J. Harris
President & CEO, Better Housing Coalition
Board Member, Greater Washington Partnership

Read the Op-Ed
Richmond Times Dispatch 2.16.22
THANK YOU

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