

Connecting the Capital Region

From Baltimore to Richmond

RRTPO CTAC Meeting

September 15, 2022



**GREATER WASHINGTON
PARTNERSHIP**

FROM BALTIMORE TO RICHMOND
FOSTERING UNITY
ADVANCING GROWTH



Agenda

Who is the Greater Washington Partnership?

Regional Mobility & Infrastructure

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

Questions & Discussion

THE CAPITAL REGION FROM BALTIMORE TO RICHMOND



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

FORTUNE
1000

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

OUR BOARD MEMBERS

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



GREATER WASHINGTON PARTNERSHIP

BLUEPRINT SOLUTIONS, ACTIONS, AND NEXT-MOVE RECOMMENDATIONS FOR THE CAPITAL REGION

01.

MODERNIZE INTERCITY AND COMMUTER RAIL

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

- The Capital Region's congressional delegation should work with the FRA to streamline environmental review processes for both Union Station and Long Bridge
- Amtrak, in partnership with MDOT and the congressional delegation, should identify its funding strategy to replace the B&P Tunnels, 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 Airport
- Virginia and the District should work with the congressional delegation to secure FRA and FTA grants to expand and enhance Long Bridge
- The congressional delegation should secure flexibility for Amtrak and state DOTs to use local and targeted hire preferences for these projects

ACTION 1.2

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

RECOMMENDED NEXT MOVES

- Amtrak, VRE, MARC, WMATA, and the private developer should agree to recommendations for a federally authorized redevelopment compact
- Baltimore Penn Station's master developer should coordinate with public stakeholders to complete a visionary station development plan and move to construct projects starting in 2020
- Amtrak, Virginia, and Henrico County should complete a Staples Mill Station redevelopment plan and secure funding to redevelop the station building

ACTION 1.3

Create a seamless commuter rail network by expanding and integrating MARC and VRE services

02.

IMPROVE ROADWAY AND TRAIL PERFORMANCE

ACTION 2.1

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

RECOMMENDED NEXT MOVES

- The Capital Region should apply the Partnership's performance-driven tolling principles to all future toll roads and when modifying existing toll facilities
- Public agencies should conduct robust and broad public engagement to develop goals, performance metrics, and public benefit assessments for each tolling project
- Maryland should establish regionally coordinated performance-driven tolled lanes on segments of I-495 and I-270 and apply revenues to key corridor enhancements
- Congress, supported by the Maryland congressional delegation, should direct the National Park Service to lease the federally owned segment of the Baltimore-Washington Parkway to Maryland
- MDOT and the BMC should study the implementation of a performance-driven tolling system on the Baltimore Beltway and I-97

ACTION 2.2

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

RECOMMENDED NEXT MOVES

- DDOT and Arlington County, in consultation with MWCOG, should study and make recommendations on the feasibility of decongestion pricing zones in the Washington metro area
- DDOT and Arlington County should provide a report and recommendations to MDOT, VDOT, and MWCOG within 12 months on the feasibility of a decongestion pricing zone

ACTION 2.3

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

RECOMMENDED NEXT MOVES

- Expand rapid transit options to

03.

CREATE HIGH- PERFORMING PUBLIC TRANSIT

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 elected officials and stakeholders, should create the region's long-range transit plan to improve the existing transit system and prioritize investments to further expansion of rapid transit service, including in key corridors such as the Route 40
- MTA, Baltimore city, and the area's counties should deliver ready-to-go projects while the plan is being developed, including projects to improve the BaltimoreLink system
- MTA should increase transparency and public reporting of real-time performance metrics for its bus and rail systems, including on-time performance by route and time of day

ACTION 3.2

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

RECOMMENDED NEXT MOVES

- The region's transit providers, MWCOG, MDOT, DDOT, Virginia DRPT, and NVTC should establish a new committee to coordinate service and fares across all public transportation systems in the Washington metro area
- WMATA should coordinate with local jurisdictions and MDOT, DDOT, and VDOT to harmonize bus service across all providers in the Washington metro area
- Local jurisdictions, MDOT, DDOT, and VDOT, WMATA and other transit providers should establish regional policies for bus priority treatments
- County and city governments should quickly complete ready-to-go bus improvement projects, such as the District's 16th Street project and Montgomery County's BRT project on US 29

ACTION 3.3

- Expand rapid transit options to

04.

GROW EMPLOYER MOBILITY PROGRAMS

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 comprise the Partnership should lead the Capital Region Employer Mobility Challenge by adopting best practice and innovative employer mobility program
- Employers throughout the Capital Region should join the Partnership in the Capital Region Employer Mobility Challenge to deliver benefits for the transportation system

ACTION 4.2

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

RECOMMENDED NEXT MOVES

- MDOT, DDOT, VDOT, and MPOs should establish uniform performance metrics for commuter mobility programs to focus public funding on the programs and services that have the greatest impact on travel choices
- MDOT, DDOT, VDOT, and the MPOs should survey existing commuter mobility programs in the region and identify opportunities to enhance, leverage, and coordinate these ongoing activities
- MDOT, DDOT, and VDOT should deploy a bi-annual standardized employee survey at urban area worksites that employ 100 or more employees to establish a baseline and measure progress
- The region's transportation agencies should create and market discounted employer bulk transit and bike share purchase programs modeled on successful programs deployed in peer regions



05.

EXPAND ACCESS TO OPPORTUNITY

ACTION 5.1

Increase density and ensure inclusive development in areas near rapid transit corridors

RECOMMENDED NEXT MOVES

- Local governments, supported by the MPOs and transit agencies, should conduct zoning and accessibility studies for each rail and high-frequency transit stop
- Maryland, the District, Virginia, and local governments should adopt economic development regulations that prioritize and incentivize inclusive TOD
- State and local jurisdictions should adopt laws requiring corridor community preservation and improvement plans be completed no less than 12 months prior to a new rapid transit corridor project opening
- Public and private employers should prioritize multi-modal access as a key factor in future job site selections—and public agencies should incentivize this development pattern
- The states, in partnership with MPOs and local jurisdictions, should use public funding to attract private resources to capitalize an Equitable Access TOD Fund

ACTION 5.2

Adopt local and targeted hiring procurement and contracting policies

RECOMMENDED NEXT MOVES

- State and local transportation agencies should adopt local and targeted hiring and contracting policies to maximize the region's return on transportation investments and ensure family supporting wages
- The Capital Region federal delegation should empower local and state governments to use local and targeted hiring practices for all federally funded transportation projects
- Community-based organizations and construction apprenticeship readiness programs should be deployed to increase job placement for local residents



06.

ENABLE TECHNOLOGY- DRIVEN FUTURE

ACTION 6.1

Build regional data management system to power all technology actions and improve regional mobility

RECOMMENDED NEXT MOVES

- MDOT, DDOT, VDOT, and the MPOs should develop an umbrella open data regulatory framework and procurement standards
- MDOT, DDOT, and VDOT, in collaboration with the MPOs and large transit agencies, should develop a digital data master plan
- MDOT, DDOT, and VDOT should fund a research program for higher education institutions to study and recommend updates to the region's transportation analyses and tools
- Transportation agencies should partner with local technology companies, higher education institutions, and other technology stakeholders to train staff and search for opportunities to pool data and expertise

ACTION 6.2

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

RECOMMENDED NEXT MOVES

- MDOT, DDOT, VDOT, Amtrak, VRE, and the transit agencies should establish strategic goals and plans for an Integrated Mobility platform for all public and private trip planning and ticketing region
- All transit agencies and public bikeshare systems in the region should incorporate fare capping and pilot integration of their systems into a seamless payment platform
- MDOT, DDOT, VDOT, and transit agencies should pursue regional and national funding to move toward seamless ticketing across all mobility options

ACTION 6.3

Deploy regionally coordinated smart traffic signals to reduce vehicle congestion and speed up bus travel

RECOMMENDED NEXT MOVES

- MDOT, DDOT, and VDOT should fund a research program to recommend best practices for traffic signal hierarchy prioritization

07.

REFORM GOVERNANCE AND FUNDING

ACTION 7.1

Measure and report the outcomes and equity benefits of each capital transportation investment

RECOMMENDED NEXT MOVES

- The DC government, RRTPO, and BMC should establish a transparent performance-driven project scoring program to prioritize plans and make transportation investments
- MDOT should publicly review its performance-driven project scoring program (Chapter 30) after its first funding cycle to ensure it delivers the intended outcome
- WMATA should develop a transparent performance-driven project selection program that focuses on regional benefit and removes politics from significant funding decisions
- MDOT, DDOT, VDOT, MPOs, and transit agencies should establish regionally aligned performance criteria with equitable access as a primary performance measure for plans, investments, and project development

ACTION 7.2

Create a new regional governance structure 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 reforms to MTA's governance and funding structure
- The blue-ribbon panel should make recommendations to the General Assembly within 16 months regarding key issues and necessary next steps

ACTION 7.3

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

RECOMMENDED NEXT MOVES

- The U.S. Congress should increase revenues raised for transportation investments, starting



Recent Partnership Mobility Work

Rail Vision



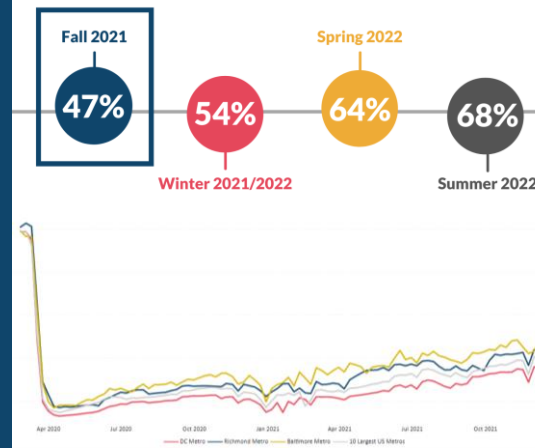
GRTC BRT Study



COVID Surveys

Capital COVID-19 Snapshot

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?



Public Transit



CAPITAL REGION RAIL VISION



Capital Region Rail Vision

Creating a More Unified, Competitive, Modern Rail Network

Report
Fact Sheet
Technical Report
Economic Impact Brief
Rider and Station Experience
Equity Analysis



“

The reality is we've outgrown our individual passenger transit systems in the region. They should be interoperable. They should be seamless. And we can't grow as a region if we don't think in those terms.

John D. Porcari
Former Deputy Secretary, U.S. Department of Transportation and
Secretary, Maryland Department of Transportation

Rendering Courtesy of Gensler

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.

TIME TO WAKE THE SLEEPING GIANTS



VRE: KEY STATISTICS

18,700 daily riders in FY20

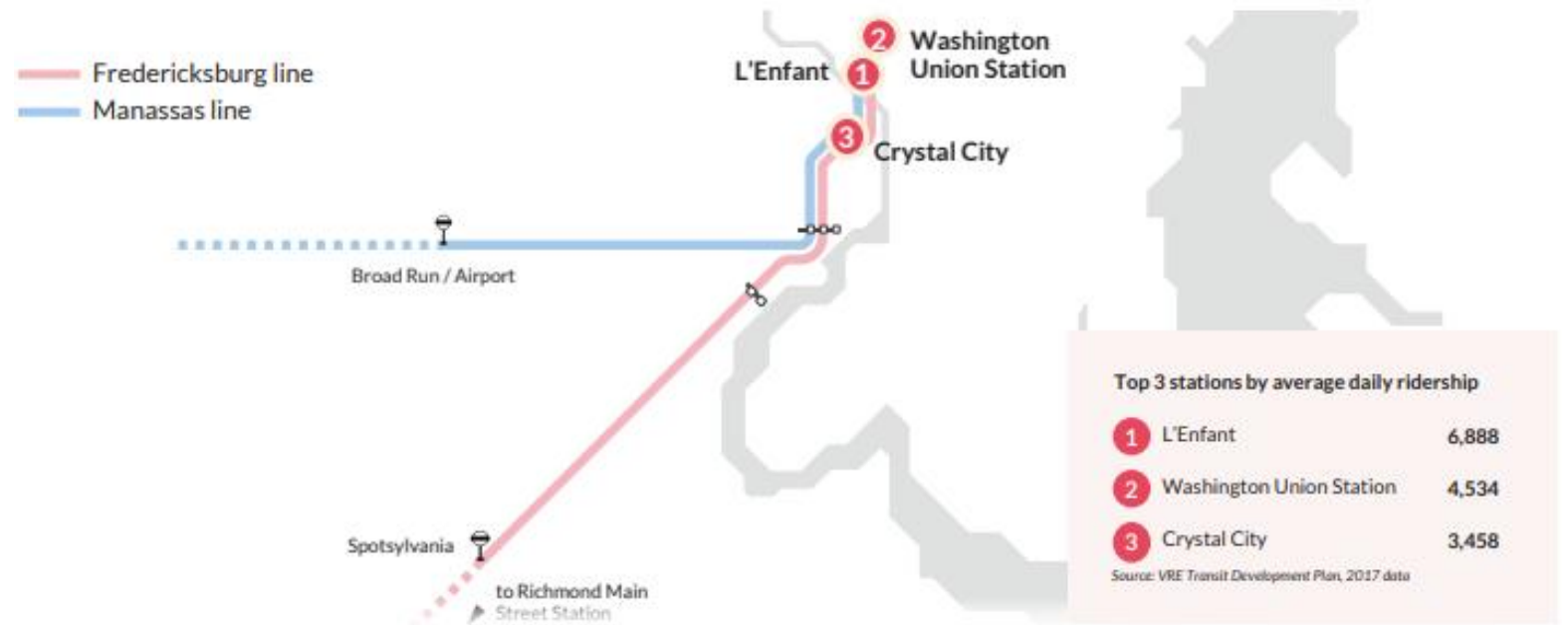
(prior to COVID-19)

Key Indicators (FY2018)

- Operating Cost per revenue vehicle mile - \$32.49
- Operating cost per passenger trip - \$16.95
- Passenger trips per revenue vehicle mile - 1.9
- Farebox recovery ratio - 54%

FY2018 Financials

- \$79M in operating expenses
- \$42M in fare revenues
- \$23M in capital spending



- 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, Perryville 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 Core²²
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



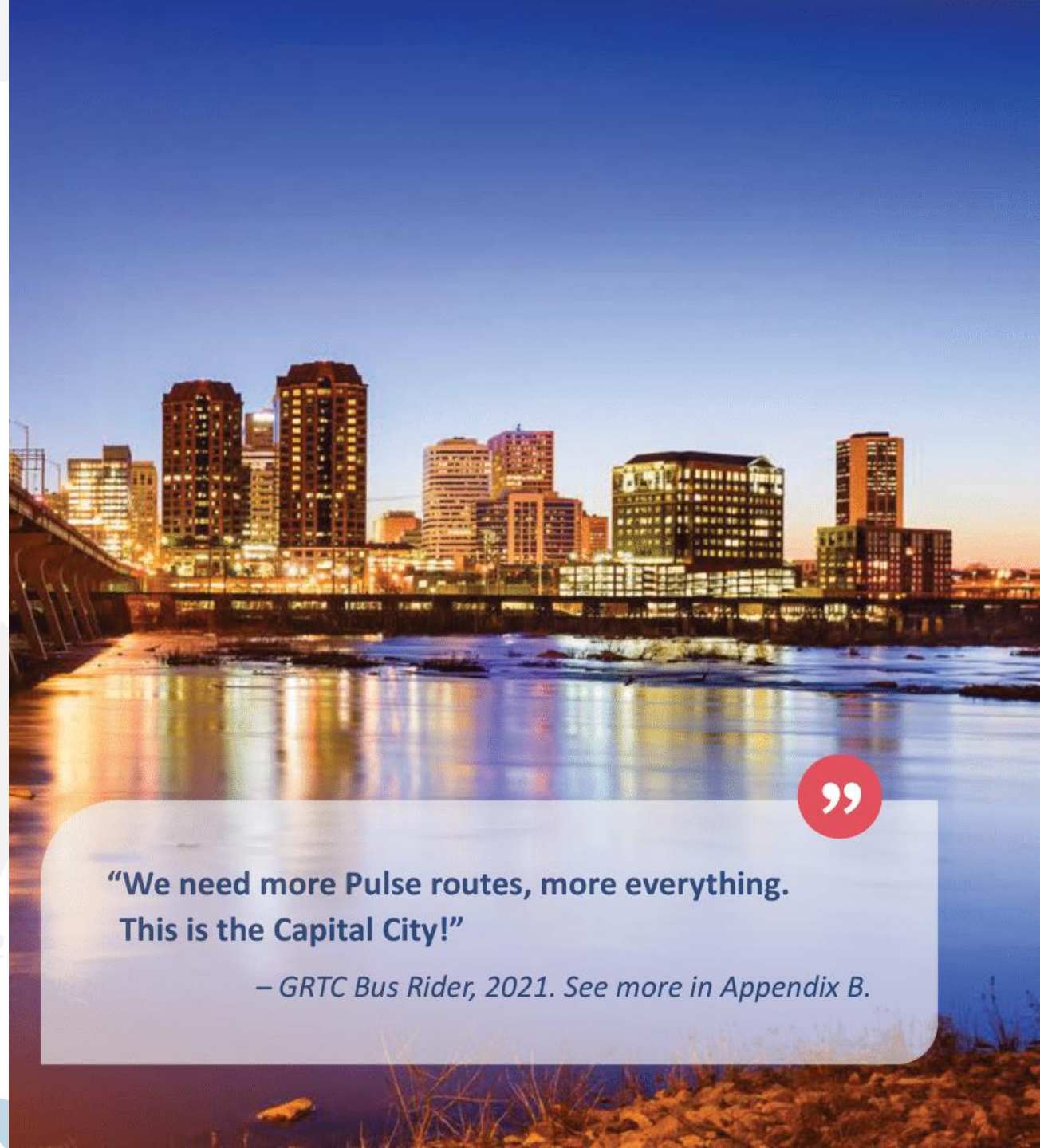
RICHMOND'S TRANSIT REVOLUTION: GRTC RIDERSHIP AND ACCESSIBILITY ANALYSIS

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.

**GEOGRAPHIC SCOPE OF THE STUDY INCLUDES ONE NORTHERN CORRIDOR
AND THREE POTENTIAL SOUTHERN CORRIDORS**



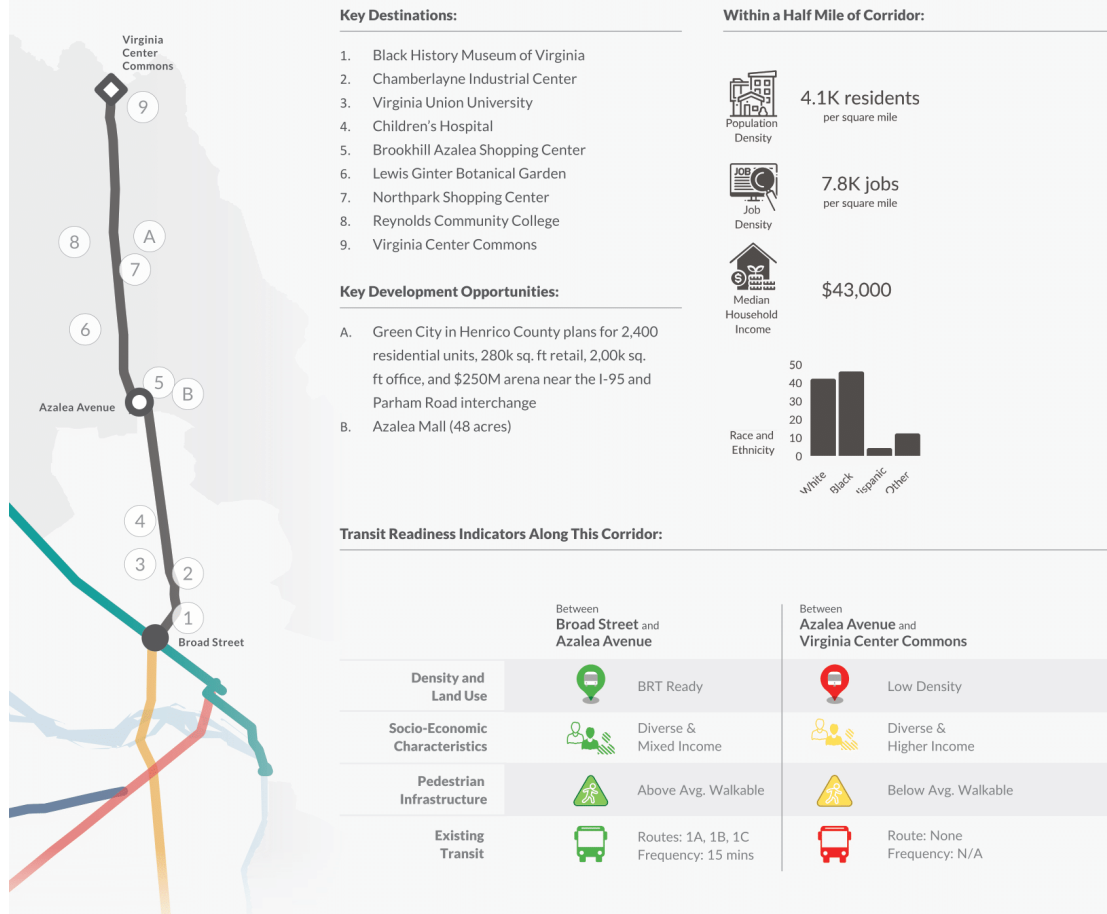
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**“We need more Pulse routes, more everything.
This is the Capital City!”**

– GRTC Bus Rider, 2021. See more in Appendix B.

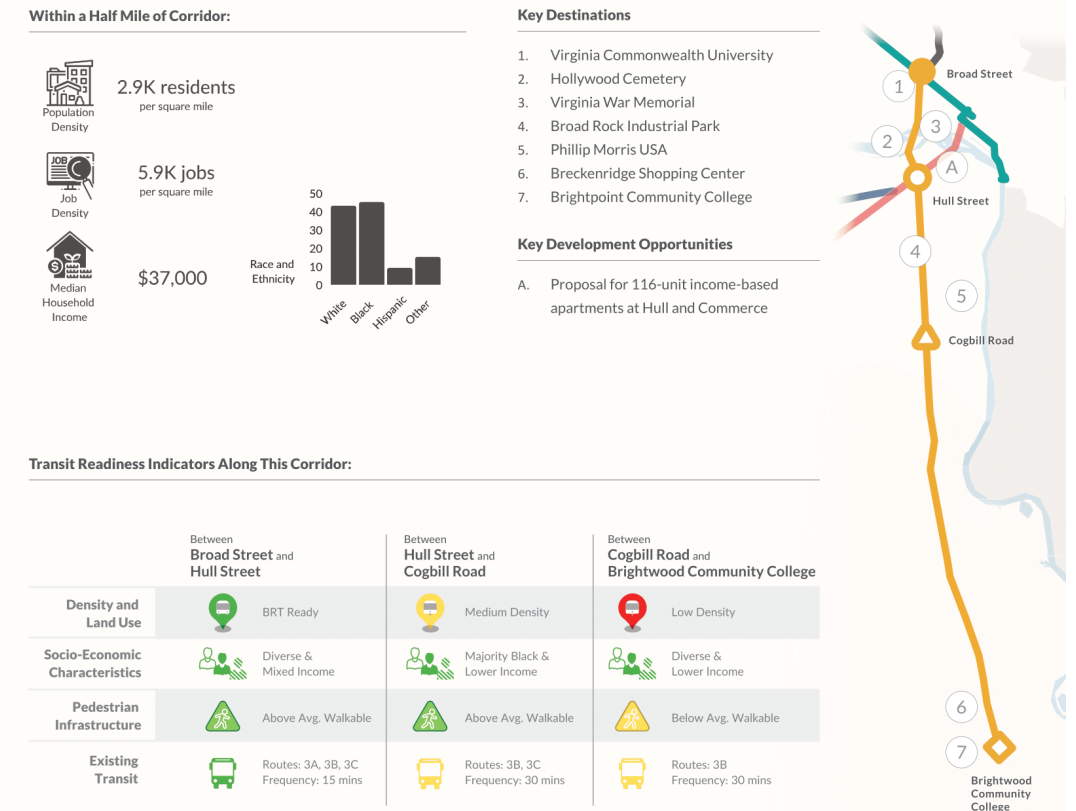
ROUTE 1 NORTH

The Route 1 North corridor examined in this report runs from Broad Street downtown heading north along Belvidere, 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.



ROUTE 1 SOUTH

The Route 1 South corridor examined in this report runs from Broad Street downtown along Belvidere 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 3B. 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.



HULL STREET

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:



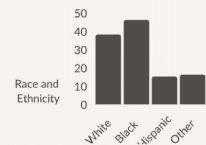
3.0K residents
per square mile



4.2K jobs
per square mile



\$49,000



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. Genito 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 116-unit income-based apartments at Hull and Commerce

Transit Readiness Indicators Along This Corridor:

	Between Main Street and Midlothian Turnpike	Between Midlothian Turnpike and Chippenham Parkway	Between Chippenham Parkway and Commonwealth Center
Density and Land Use	BRT Ready	Low Density	Low Density
Socio-Economic Characteristics	Diverse & Mixed Income	Majority Black & Mixed Income	Diverse & Higher Income
Pedestrian Infrastructure	Above Avg. Walkable	Above Avg. Walkable	Below Avg. Walkable
Existing Transit	Routes: 1A, 1B, 1C Frequency: 15 mins	Routes: 1C Frequency: 60 mins	Routes: None Frequency: N/A

MIDLOTHIAN TURNPIKE

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:



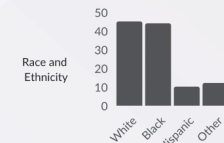
2.9K residents
per square mile



6.4K jobs
per square mile



\$51,000



Key Destinations

1. Stonebridge Shopping Center
2. Chippenham Square Shopping Center
3. Midlothian Crossing
4. Stein Mart Festival
5. Pocono Crossing
6. Johnston-Willis Hospital
7. Chesterfield Towne Center
8. Midlothian Village

Key Development Opportunities

- A. Spring Rock Green Shopping Center proposal for 1,000 residential units, 90k sq. ft retail, 200k sq. ft office, hotel, and indoor hockey facility
- B. Proposal for 144-unit income-based apartments at 700 W. 44th Street

Transit Readiness Indicators Along This Corridor:

	Between Main Street and Midlothian Turnpike	Between Midlothian Turnpike and Chippenham Parkway	Between Chippenham Parkway and Midlothian Village
Density and Land Use	BRT Ready	Medium Density	Medium Job Density
Socio-Economic Characteristics	Diverse & Mixed Income	Majority Black & Mixed Income	Diverse & Higher Income
Pedestrian Infrastructure	Above Avg. Walkable	Above Avg. Walkable	Below Avg. Walkable
Existing Transit	Routes: 1A, 1B, 1C	Routes: 2C transfer to 1A	Routes: None



TRANSIT AND MULTIMODAL TRANSPORTATION INFRASTRUCTURE

1. Enhance Transit Service and Implement a Phased North-South BRT Project
2. Buildout a Safe and Connected Sidewalk Network
3. Upgrade Bus Stops and Shelters
4. Plan for Seamless Downtown Pulse Connectivity and County Transit Expansion
5. Create and Execute a Bus Operator Recruitment & Fleet Expansion Strategy



AFFORDABLE HOUSING AND COMMERCIAL BUSINESS SPACE

1. Create Specific Goals for Affordability and Access to Frequent Transit
2. Leverage Private Funds with Public Money to Create More Affordable Housing Units
3. Expand the Toolkit of Incentives to Develop Mixed-Income Communities
4. Targeted Rental and Property Tax Relief for Low-Income Residents and Seniors
5. Provide Grants and Technical Assistance to Support Existing Small Businesses
6. Explore Zero Fare and Equitable Fare Strategies for GRTC Operations



TRANSIT-SUPPORTIVE LAND USES

1. Concentrate Density Along Potential Corridors
2. Diversify Land Uses Along Potential Corridors
3. Secure Public Benefits with Density Bonuses
4. Plan Transit Stops as Hubs of Activity

Transit is Critical to Our Region's Inclusive Economic Growth

"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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GREATER WASHINGTON PARTNERSHIP

FROM BALTIMORE TO RICHMOND.
FOSTERING UNITY. ADVANCING GROWTH.