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

RECOMMENDED NEXT MOVES

- MTA, VRE, and MWCOG should conduct a robust feasibility study identifying areas needing investment and operational coordination to enable coherent and integrated service
- MTA and VRE should coordinate procurement schedules and operating contracts, and establish integrated fare systems to move each railroad toward seamless integration
- Concurrently, MTA and VRE should advance the MARC Growth and Investment Plan and the System Plan 2040, respectively, by implementing important near-term investments

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

- Baltimore City, BMC, Baltimore Greenway Trail Coalition, and community stakeholders should work together to complete the Greenway within five years
- The National Park Service, MWCOG, local jurisdictions, and the Capital Trails Coalition should include the Capital Trails Network in the region's LRTP and seek funding for trail connection projects
- VDOT, RRTPO, and local governments should identify a preferred trail route connecting the Virginia Capital Trail to points as far north as Ashland and south to Petersburg

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 better connect consumers with essential destinations throughout the Richmond metro area

RECOMMENDED NEXT MOVES

- GRTC should work with leaders in Chesterfield County to identify appropriate corridors for fixed-route service and develop a path toward implementation
- GRTC should work with the counties and city to implement the Greater RVA Transit Vision Plan, including improved service on key east-west and north-south corridors
- The City of Richmond should develop a new multi-modal transportation plan, with specific bus prioritization strategies

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 commute 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 to 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 and 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 and model future traffic signal needs and operations under an AV network
- MDOT, DDOT, and VDOT should develop an umbrella regulatory framework to capture and retain smart traffic signal data
- MDOT, DDOT, and VDOT should launch a multi-jurisdiction smart signal sandbox pilot

ACTION 6.4
Establish a coordinated autonomous vehicle (AV) strategy for the Capital Region

RECOMMENDED NEXT MOVES

- MDOT, DDOT, and VDOT should establish a MOU to develop consistent and coordinated approaches to plan, pilot, deploy, govern, and respond to AV technologies
- WMATA, MTA, and GRTC should conduct joint federally funded research pilots to test AV applications
- Transportation agencies should integrate new tech-enabled mobility options into long-range transportation plans and modal plans

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 scoring 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 with a significant increase in user-fees, such as the federal gas tax
- MDOT, DDOT, VDOT, and the region's MPOs should coordinate regional applications for competitive federal transportation grants to increase the region's success rate
- MDOT, DDOT, and VDOT should jointly seek federal funding to deploy a Capital Region vehicle miles traveled (VMT) fee pilot

Baltimore
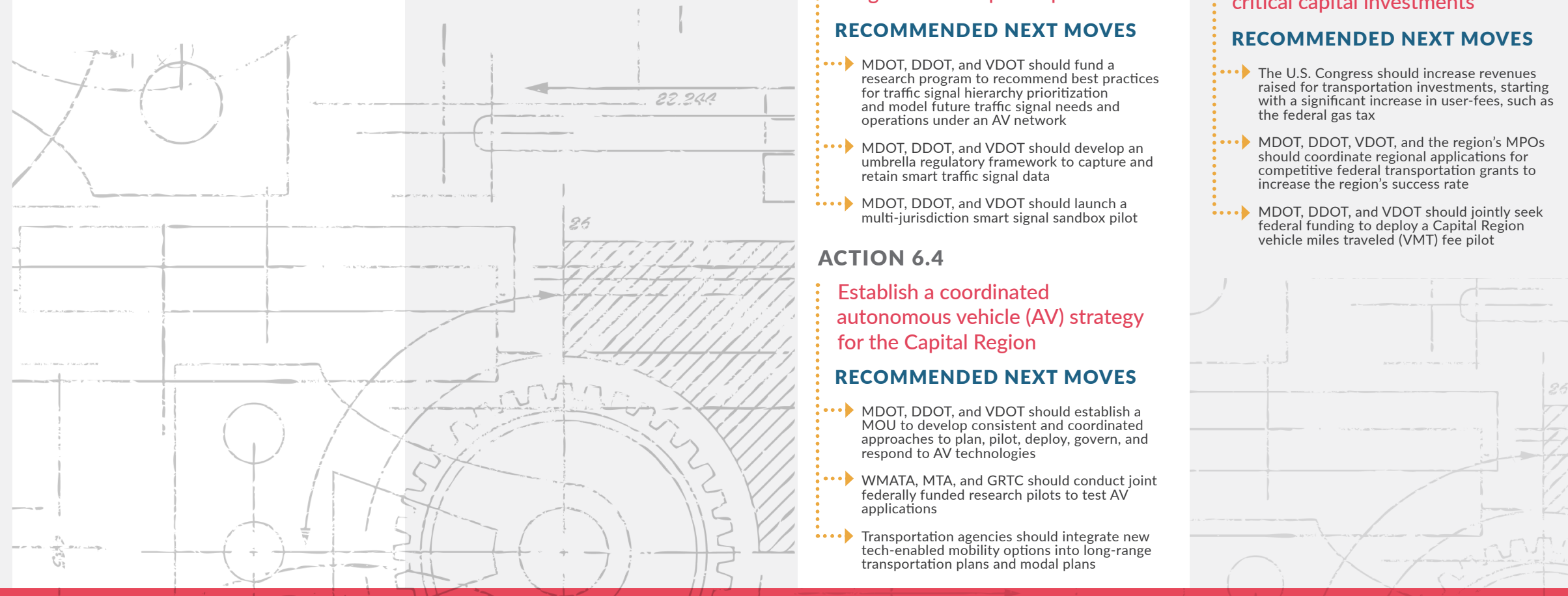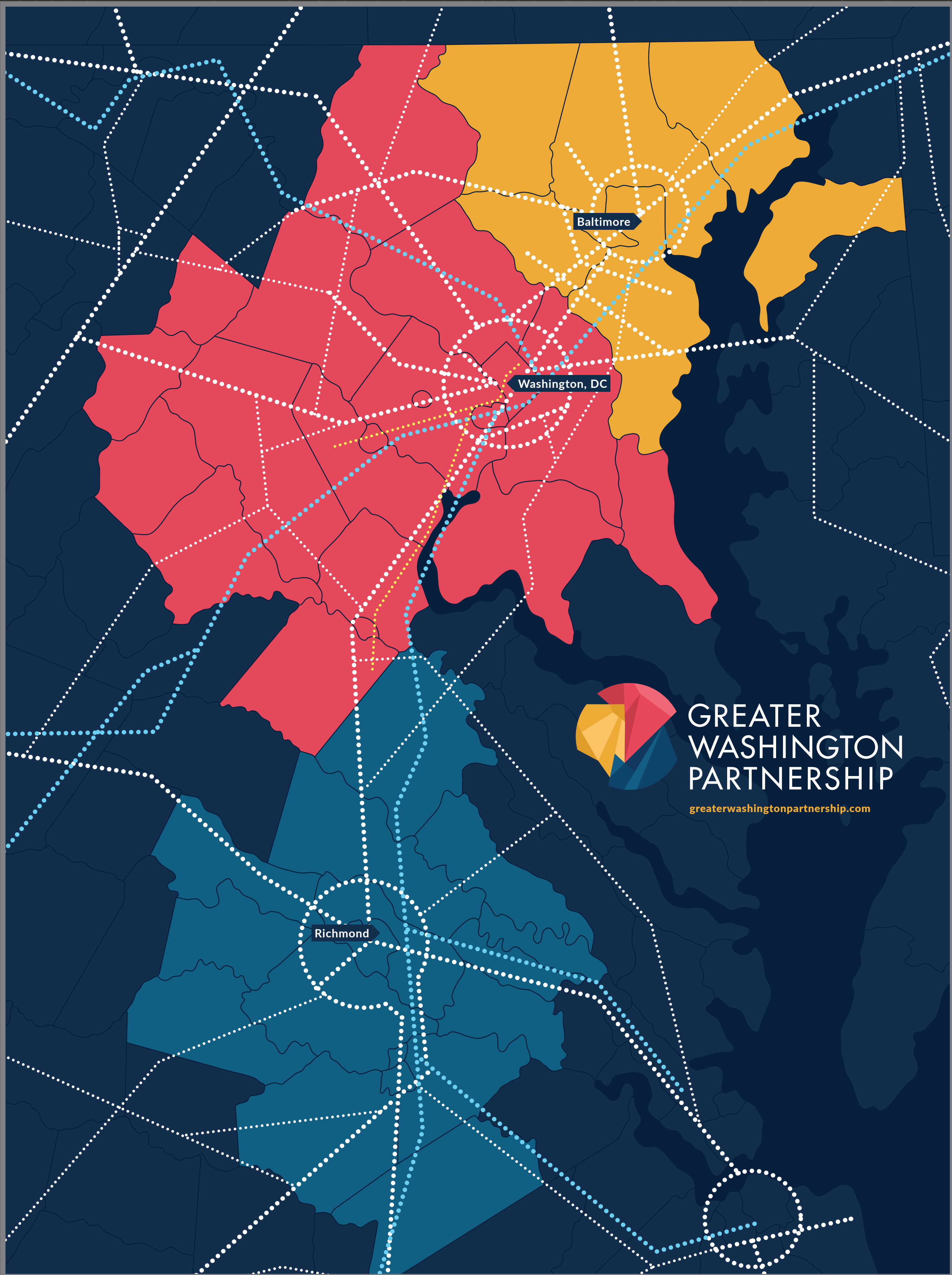
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