

# The Capital Region Rail Vision

Transit Choices

April 2021

**GREATER WASHINGTON  
PARTNERSHIP**

FROM BALTIMORE TO RICHMOND  
FOSTERING UNITY  
ADVANCING GROWTH



# 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 super-region of Maryland, Virginia and the District – from Baltimore to Richmond – is the 3rd largest economy in the US and the 7th largest in the world.

The 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



46%

of the population 25  
years+ hold  
Bachelor's degree or  
higher



184

languages spoken;  
175 international  
embassies

**FORTUNE**  
1000

53

Fortune 1000 companies  
headquartered in  
MD, DC, VA



4

significant airports,  
two major shipping  
ports

# 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.

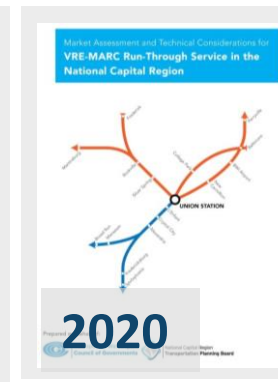
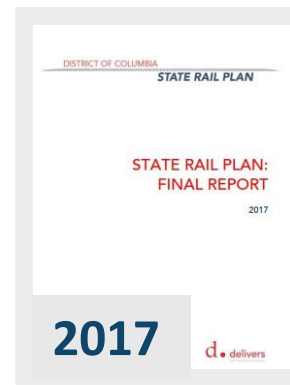
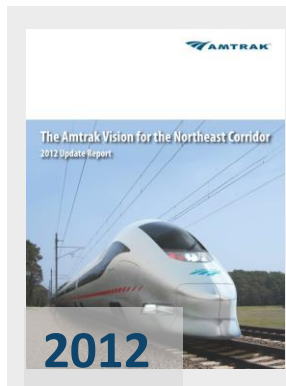
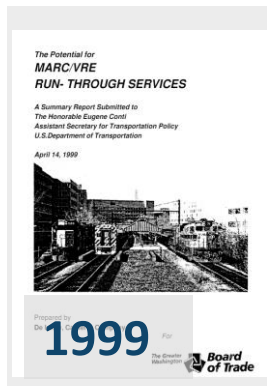


## OUR BOARD EMPLOYS MORE THAN 230,000 PEOPLE IN THE CAPITAL REGION



# THE CASE FOR A NEW REGIONAL RAIL VISION

**The regional rail discussion has a long history.** For almost a half-century<sup>1</sup>, numerous plans and studies have planned for greatly enhanced service on all lines and discussed the potential for run-through service in the Capital Region, particularly between Maryland's MARC and Virginia's VRE systems. The below represent only a sample of all studies and plans:



<sup>1</sup>The Washington Metropolitan Area Rail Commuter Feasibility Study (May 1971) first referenced run-through service.



# THE CASE FOR A NEW REGIONAL RAIL VISION

**Why discuss an integrated rail network now?** The Capital Region is at an opportune moment to make tangible progress towards a regional network for several reasons:



Planned alleviation of several **critical infrastructure constraints**



Continuing **business and equity cases**



**Momentum** of the regional conversation

**Long Bridge Expansion** – Additional capacity for passenger rail at the new Long Bridge crossing will ameliorate the service bottleneck at the Potomac crossing, a major step towards MD/VA run-through service

**Transforming Rail in Virginia agreement** – In addition to the Long Bridge expansion, this agreement will bring significantly expanded passenger rail capacity across Northern Virginia

**Washington Union Station, B&P Expansion, Baltimore Penn Station** – Track and platform improvements at Union Station and Baltimore Penn Station can allow for more regional trains to run through the station, rather than requiring transfers from stub-end tracks, and with B&P expansion more trains can connect to/through Baltimore

**New regional destinations** – Expansion of employment centers (e.g., National Landing, New Carrollton) as well as growing transit-oriented nodes throughout the region have created new drivers for regional transportation demand

**Congestion relief** – Addressing intense congestion facing commuters and other travelers in the Capital Region remains a regional priority

**Equitable access to opportunity** – Proactive inclusion of all of the region's communities remains a critical need

**Political momentum** – Legislative bodies in both Maryland and Virginia have considered bills related that would support enhanced regional rail service, and President Biden and Congress appear ready to make historic investments in rail

**Ongoing analysis** – MARC & VRE plan for greatly enhanced service, Metropolitan Washington Council of Governments has completed a *MARC-VRE Through-Service Study* in summer 2020

**An integrated rail network for the Capital Region has been discussed for decades – but the current moment is a unique window of opportunity. Action now can keep a “critical path” to future integration open.**





# 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



Rendering Credit: Gensler

“  
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

<https://greaterwashingtonpartnership.com/capital-region-rail-vision/>



# CAPITAL REGION RAIL VISION OUTCOMES

## 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



# CAPITAL REGION RAIL VISION PLANNING PHASES

## PHASE 1: LAUNCH

STATUS OF KEY INFRASTRUCTURE BY END OF PHASE <sup>2</sup>	
Crystal City, Alexandria Station Improvements	COMPLETE
AF2RO Fourth Track Project <sup>3</sup>	COMPLETE
Long Bridge	IN CONSTRUCTION
L'Enfant Station and DC Fourth Track	IN CONSTRUCTION
Penn Line Signal and Interlocking	IN CONSTRUCTION
B&P Tunnel	IN CONSTRUCTION
Washington Union Station Expansion	IN DESIGN
Added Storage & Service Facilities	IN DESIGN
First Street Tunnel	IN PLANNING
Brunswick & Camden Line Third Tracks	IN PLANNING

## PHASE 2: EXPAND

STATUS OF KEY INFRASTRUCTURE BY END OF PHASE	
Crystal City, Alexandria Station Improvements	COMPLETE
AF2RO Fourth Track Project <sup>4</sup>	COMPLETE
Long Bridge	COMPLETE
L'Enfant Station and DC Fourth Track	COMPLETE
Penn Line Signal and Interlocking	COMPLETE
B&P Tunnel	COMPLETE
Washington Union Station Expansion	IN CONSTRUCTION
Added Storage & Service Facilities	IN CONSTRUCTION
First Street Tunnel	IN DESIGN
Brunswick & Camden Line Third Tracks	IN PLANNING

## PHASE 3: REALIZE

STATUS OF KEY INFRASTRUCTURE BY END OF PHASE	
Crystal City, Alexandria Station Improvements	COMPLETE
AF2RO Fourth Track Project <sup>5</sup>	COMPLETE
Long Bridge	COMPLETE
L'Enfant Station and DC Fourth Track	COMPLETE
Penn Line Signal and Interlocking	COMPLETE
B&P Tunnel	COMPLETE
Washington Union Station Expansion	COMPLETE
Added Storage & Service Facilities	COMPLETE
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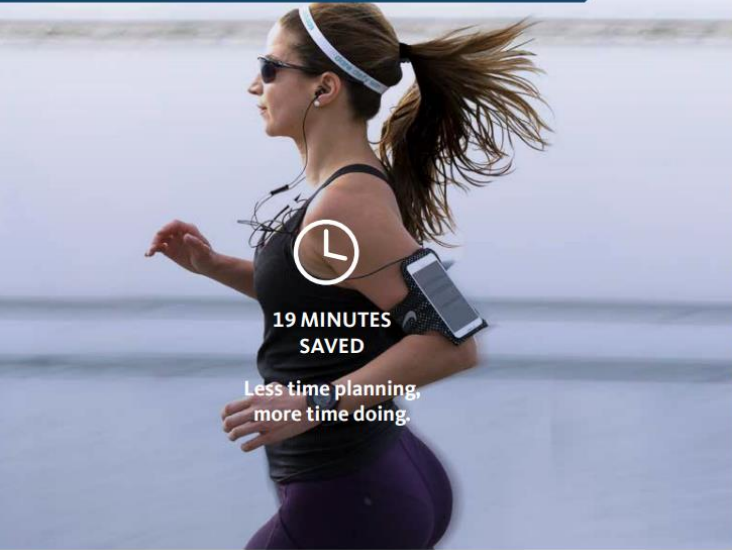





# CAPITAL REGION RAIL VISION PLANNING PHASES

## PHASE 4: TRANSFORM

ALEXANDRIA to BALTIMORE

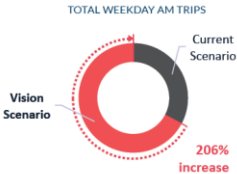
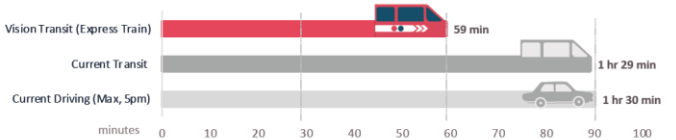


**19 MINUTES SAVED**  
Less time planning, more time doing.



**CONVENIENCE & OPPORTUNITY FELT**  
Easy one seat ride allows me to spend the day visiting local attractions and catch up with friends on the way there and back.

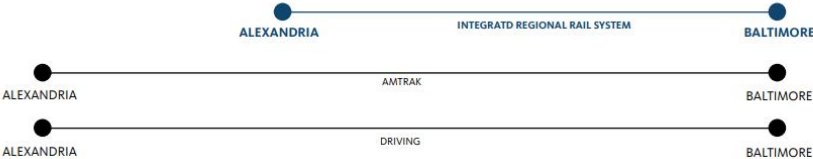
RUSH HOUR TRAVEL TIME: BALTIMORE PENN STATION - WASHINGTON UNION STATION



FUTURE REGIONAL RAIL: 1 hr 27 mins

CURRENT TRANSIT: 1 hr 46 mins

CURRENT DRIVING: 1 hr 40 mins



# CAPITAL REGION RAIL VISION PLANNING PHASES

## PHASE 4: TRANSFORM

### SERVICE SCHEDULE

1. **The Core:** This territory represents the market poised to receive higher levels of service from the Vision due to density of land use and higher baseline demand.

- **Penn Line:** Baltimore Penn Station-WUS
- **Camden Line:** Baltimore Camden Station-WUS
- **Brunswick Line:** Frederick-WUS
- **Manassas/Fredericksburg Line:** Alexandria-WUS

2. **Outside the Core:** This territory represents the existing service area not included in the core service area: Martinsburg to Point of Rocks; Perryville to Baltimore; Spotsylvania to Alexandria; and Broad Run to Alexandria. In the future, this service territory may include Newark, DE and Western Maryland.



# DELIVERING THE RAIL VISION

## Projected Rail Vision Capital and Operating Expenditures.....

	LAUNCH (CURRENT CAPITAL INVESTMENT PLANS, 2020-2035)	EXPAND (PLANNED THROUGH 2035)	REALIZE (PLANNED THROUGH 2045)	TRANSFORM (ADDT'L TO CURRENT PLANS, THROUGH 2045)	TOTAL
Rail infrastructure	\$356	\$8,359	\$4,267	\$781	\$13,762
Station improvements	\$376	\$338	\$6,064	\$100	\$6,878
Fleet investments*	\$34	\$126	\$127	\$0	\$287
Additional Facilities	\$330	\$195	\$184	\$320	\$1,029
State of Good Repair	\$1,009*	N/A	N/A	N/A	\$1,009
Total	\$2,104	\$9,017	\$10,642	\$1,201	\$22,964

OPERATING EXPENSE CATEGORY	ANNUAL COST AT FULL OPERATIONS (IN MILLIONS, \$2020)
Current MARC + VRE Operating Expenditures	\$245
Incremental Annual Cost (vs. Existing Operating Expenditures)	\$653
Total Operating Expenditures at Full Vision Operation	\$897



# DELIVERING THE RAIL VISION

..... Generates Immense Economic Outputs for the Capital Region

## Capital Investment Impacts

ECONOMIC INDICATOR	DIRECT IMPACT	INDIRECT + INDUCED IMPACT	TOTAL IMPACT
Gross economic output	\$22.7	\$17.8	\$40.4
Labor income*	\$9.1	\$5.3	\$14.4
Employment (number of worker years)	122,345	78,119	200,464

\*subset of gross economic output  
Totals may not sum due to rounding

## Operating Investment Impacts

ECONOMIC INDICATOR	DIRECT IMPACT (ANNUAL)	INDIRECT + INDUCED IMPACT (ANNUAL)	TOTAL IMPACT (ANNUAL)
Gross economic output	\$653	\$692	\$1,345
Labor income*	\$243	\$273	\$515
Employment (number of worker years)	1,828	3,624	5,452

\*subset of gross economic output

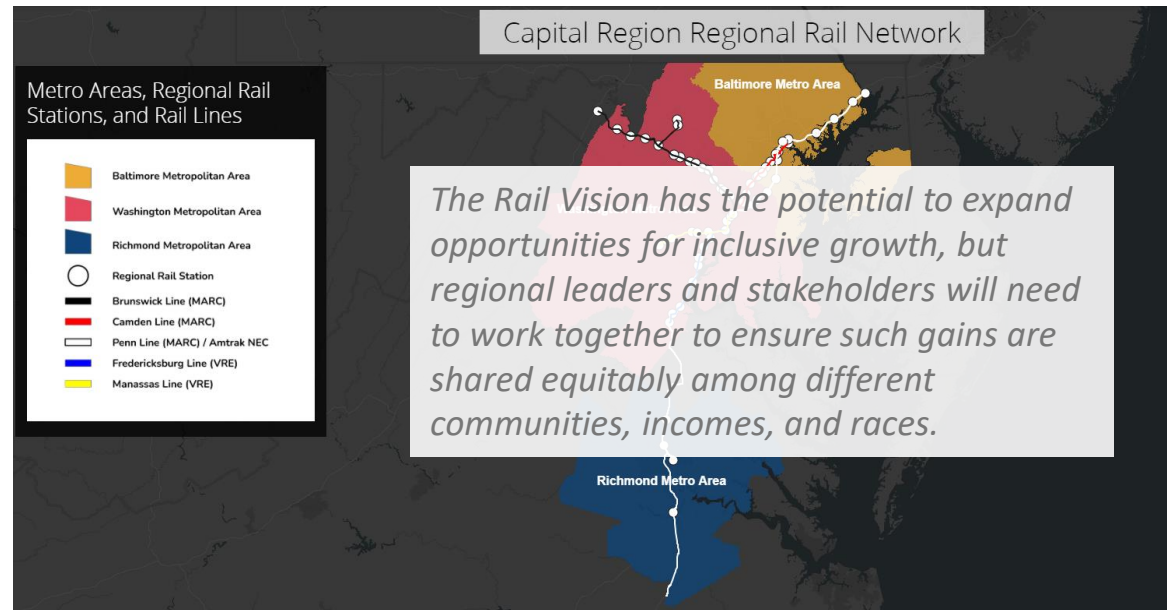


# DELIVERING THE RAIL VISION

## ..... And Greatly Enhances Inclusive Growth and Access to Moderate and Affordable Housing Options

The Capital Region Regional Rail Network is accessible to more than 870,000 households, 2.2 million residents, and 1.7 million employees within two miles of the regional rail stations.

- Marginalized communities are less likely to own a car and more likely to rely on transit
- 1.7 million jobs are within two miles of a regional rail station
- 1 in 5 black residents in the entire Capital Region live within two miles of a Penn or Camden line MARC Station, improving service on these lines and connection to the rest of the region can unlock new opportunities



Visit <https://greaterwashingtonpartnership.com/capital-region-rail-vision/> to explore the Vision's Equity Analysis in depth





# DELIVERING THE RAIL VISION

Delivering the Rail Vision will require new commitment and collaboration to transform the Regional Rail Vision

- STRATEGY #1: **Enhanced Regional Coordination**
- STRATEGY #2: **Shared Planning, Project Development & Procurement Strategies**
- STRATEGY #3: **Integrated Fare and Mobility Policies**
- STRATEGY #4: **Harmonized Run-Through Brand**
- STRATEGY #5: **Funding and Financing**
- STRATEGY #6: **Land Use and Transit-Oriented Development**



# DELIVERING THE RAIL VISION

## 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<sup>22</sup>
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



# CAPITAL REGION RAIL VISION



# PARTNERSHIPS DELIVER RESULTS



## ADVISORY COMMITTEE MEMBERS

<b>MONICA BACKMON</b> NORTHERN VIRGINIA TRANSPORTATION AUTHORITY	<b>HONORABLE DANNIELLE GLAROS</b> PRINCE GEORGE'S COUNTY	<b>IAN OLLIS</b> GEORGE WASHINGTON REGIONAL COMMISSION
<b>CHUCK BEAN</b> METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS	<b>DON HALLIGAN</b> BALTIMORE METROPOLITAN COUNCIL	<b>DANNY PLAUGHER</b> VIRGINIANS FOR HIGH SPEED RAIL
<b>HONORABLE ELIZABETH BENNETT-PARKER</b> CITY OF ALEXANDRIA	<b>HERBERT HARRIS, JR.</b> BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND TRAINMEN	<b>BOB SCHNEIDER</b> POTOMAC AND RAPPAHANNOCK TRANSPORTATION COMMISSION
<b>HONORABLE SHARON BULOVA</b> VIRGINIA PASSENGER RAIL AUTHORITY	<b>AUDREY JOHNSON</b> JOHNS HOPKINS UNIVERSITY AND HEALTH SYSTEM	<b>STEWART SCHWARTZ</b> COALITION FOR SMARTER GROWTH
<b>MAURA BROPHY</b> FEDERAL CITY COUNCIL	<b>BRIAN KENNER</b> AMAZON	<b>HONORABLE JARED SOLOMON</b> MARYLAND HOUSE OF DELEGATES (D-18)
<b>JAY CORBALIS</b> JBG SMITH	<b>KATE MATTICE</b> NORTHERN VIRGINIA TRANSPORTATION COMMISSION	<b>GINA STEWART</b> BWI BUSINESS PARTNERSHIP
<b>ALLISON DAVIS</b> WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY	<b>JACK MCDUGLE</b> GREATER WASHINGTON BOARD OF TRADE	<b>BEVERLEY SWAIM-STALEY</b> UNION STATION REDEVELOPMENT COMMISSION
<b>DONALD C. FRY</b> GREATER BALTIMORE COMMITTEE	<b>CLAYTON MEDFORD</b> NORTHERN VIRGINIA CHAMBER OF COMMERCE	



3/22 Partnership Board Mtg with Sect Buttigieg

## Project Team Members





THANK YOU



**GREATER WASHINGTON  
PARTNERSHIP**

FROM BALTIMORE TO RICHMOND  
FOSTERING UNITY  
ADVANCING GROWTH