Welcome!

Baltimore Red Line Open House

Open the survey
and follow along as you hear about project updates

STATION

1

Please sign in before watching our orientation video, then join a guided station walk-through **or** take a flyer for a self-guided option.

Project Progress & Implementation

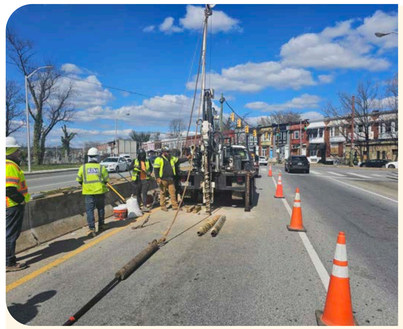
STATION

2

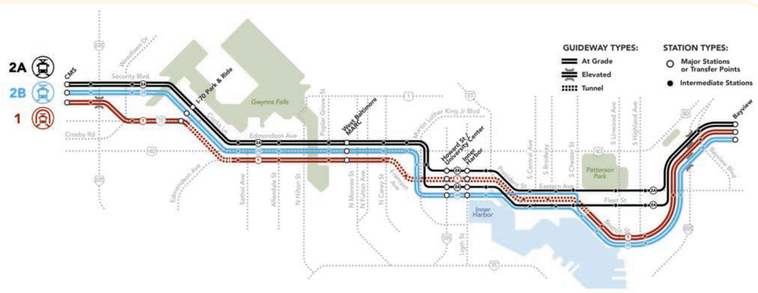
What you'll learn at Station 2:

- Project progress update
- Project funding update

What's New Since 2024



Geotechnical engineers have been **conducting core sampling to check the soil and rock along the Red Line corridor,** making sure the ground can hold the transitway, vehicles and stations. Survey crews have been conducting survey work using tools like GPS and LiDAR to create precise 3D models of the terrain and vegetation. White chevron arrows on roads or sidewalks and survey monuments provide key reference points for confirming property lines and building accurate maps.



Transportation planners have **studied the proposed alignment options for the Red Line** to evaluate cost, ridership, and potential impacts to neighborhoods and the environment.

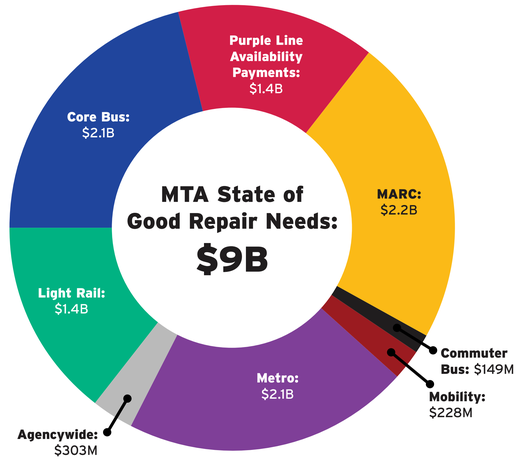
It's important to understand how each option affects communities, the environment, and overall project success.

The Red Line team **is mapping where water pipes, gas lines, power lines, communication lines, and other utilities** may need to be relocated to support construction.

It's important to work with utility companies because many pipes and wires run underground where we want to build.

Major projects in Baltimore will **connect to the Red Line, linking together the regional transportation system and providing access to housing, jobs, shopping, recreation, and entertainment.** Our project team is working closely with other agencies involved in projects like the Frederick Douglass Tunnel, West Baltimore MARC station, West Baltimore United, the Light Rail Modernization Program, Harborplace Redevelopment, Downtown RISE, and more!

It's important to coordinate projects across the corridor to ensure these efforts work together effectively, maximizing benefits for the region and its communities.



New State Fiscal Climate And Federal Landscape

Before we advance the Red Line into the CIG program, **we need to first define a project scope that is realistic given the State's current fiscal constraints** and can be competitive in the current federal climate. Over the next 10 years, MTA's state of good repair needs are more than $9 billion and the BMORE Bus Plan calls for $1 billion in investment. A re-thought Red Line is an opportunity to deliver premium east-west transit more quickly while also providing capacity to complete a full suite of investments in transit in the Baltimore region.

Funding the Red Line: Challenges and Opportunities

- Project funding is typically a federal, state, and local partnership. State and local funding for construction is still being identified and must be committed before design is complete.
- Maryland's Transportation Trust Fund (TTF) is constrained, balancing investment priorities across all transportation modes and investment categories from state of good repair, enhancements and expansions.
- Federal priorities have shifted significantly since the project restart in 2023.
- Rising costs from inflation, tariffs, and supply chain challenges pose risks and could delay the project.

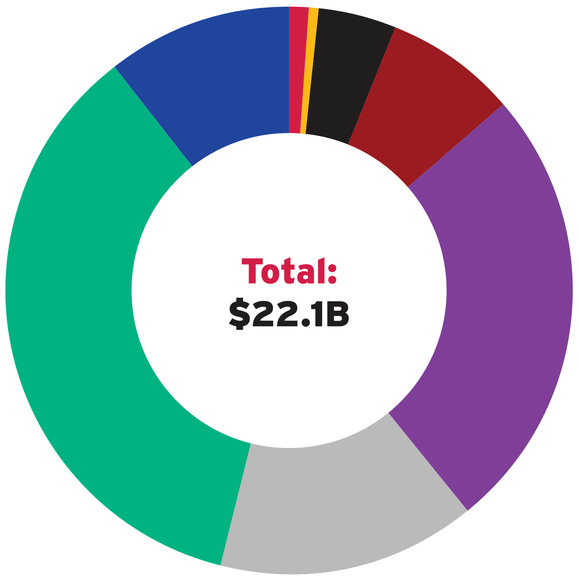
What Is the Capital Investment Grant (CIG) Program?

The Federal Transit Administration (FTA) discretionary CIG program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years.

Funding is highly competitive with no certain outcome, heavy administrative burden, and is subject to Congressional approval. **Currently, 33 of the 48 projects in the CIG program are Bus Rapid Transit (BRT) projects.**

MDOT Six-Year Capital Needs

FY2026-FY2031 Maryland Consolidated Transportation Program (CTP)
In the final CTP, more than $22 billion in capital needs statewide have been identified and funded across all modes under MDOT for the next six years. The Maryland TTF is constrained, and many capital maintenance projects must be funded to sustain the transportation network in a state of good repair.



- **TSO:** $293M *The Secretary's Office*
- **MVA:** $104.1M *Motor Vehicle Administration*
- **MAA:** $956.9M *Maryland Aviation Administration*
- **MPA:** $1.7B *Maryland Port Administration*
- **MTA:** $5.7B *Maryland Transit Administration*
- **HUR:** $2.3B *Highway User Revenue Capital Grant*
- **SHA:** $7.8B *State Highway Administration*
- **WMATA:** $2.2B *Washington Metropolitan Area Transit Authority*

Delivery Approaches

STATION

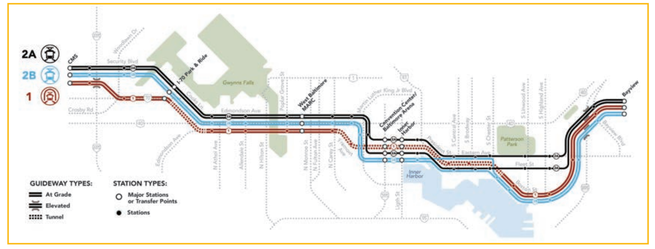
3

What you'll learn at Station 3:

- Potential Approaches to Deliver Premium Transit

Potential Approaches to Advance the Red Line

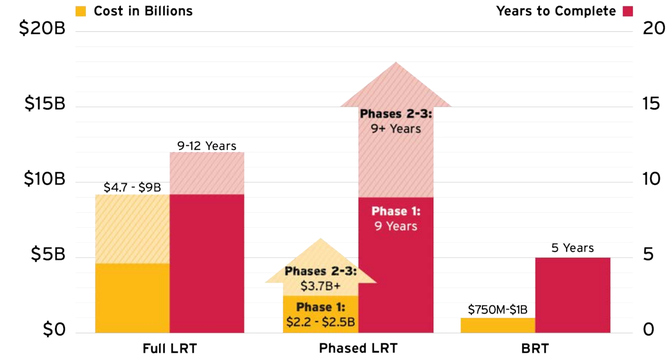
Full Light Rail Transit (LRT): Design and construct the Red Line as currently planned: a 14-mile LRT line, which is the costliest option and would take the longest to construct. **Tunnels at Cooks Lane and Downtown are not financially feasible. The remaining alternatives compared are surface LRT options.**



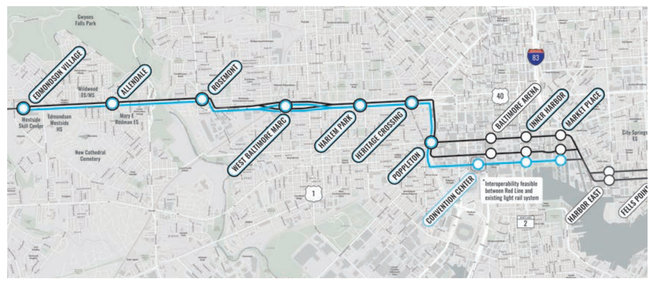
A 14-mile LRT would offer:

- ✓ **Highest ridership** option
- ✓ **Lower annualized cost** per trip
- ✓ **Slightly faster travel times** than BRT
- ✗ **Highest cost option;** limited state and federal resources to fund project
- ✗ **At least nine years** until completion; longer mega-projects are prone to risks such as inflation and policy/political changes
- ✗ **With the tunnels being cost prohibitive,** remaining surface alignments have substantial parking, property and operational impacts

Cost and Years to Complete by Approach



Phased Construction of Light Rail Transit (LRT): An initial segment from Edmondson Village to Market Place could be designed and constructed for a lower capital cost, and future phases could be designed, funded, and constructed independently. However, there is no guarantee if, and when, future phases would be added on.



Compared to a 14-mile LRT, this strategy would offer:

- ✓ **Similar redevelopment potential** along the Phase 1 segment
- ✓ **Highest ridership** segment of the full corridor
- ✓ **Maintains same capacity per vehicle** compared to full 14-mile LRT
- ✓ **Slightly faster travel times** than BRT
- ✗ **No clear path** to advance the rest of the corridor
- ✗ **Carries higher level of risk** compared to BRT
- ✗ **More costly to implement** all phases due to inflation
- ✗ **Includes cost of full operations facility**
- ✗ **Less efficient to operate** due to required staffing and maintenance capacity

Cost of Delay

Each year the project is delayed, the more expensive it becomes. The least expensive LRT option for the Red Line would cost $4.7B. If the start of construction was delayed five years, inflation alone would add $882M in costs.

Bus Rapid Transit (BRT): Design and construct a high-quality BRT line with similar features of LRT.

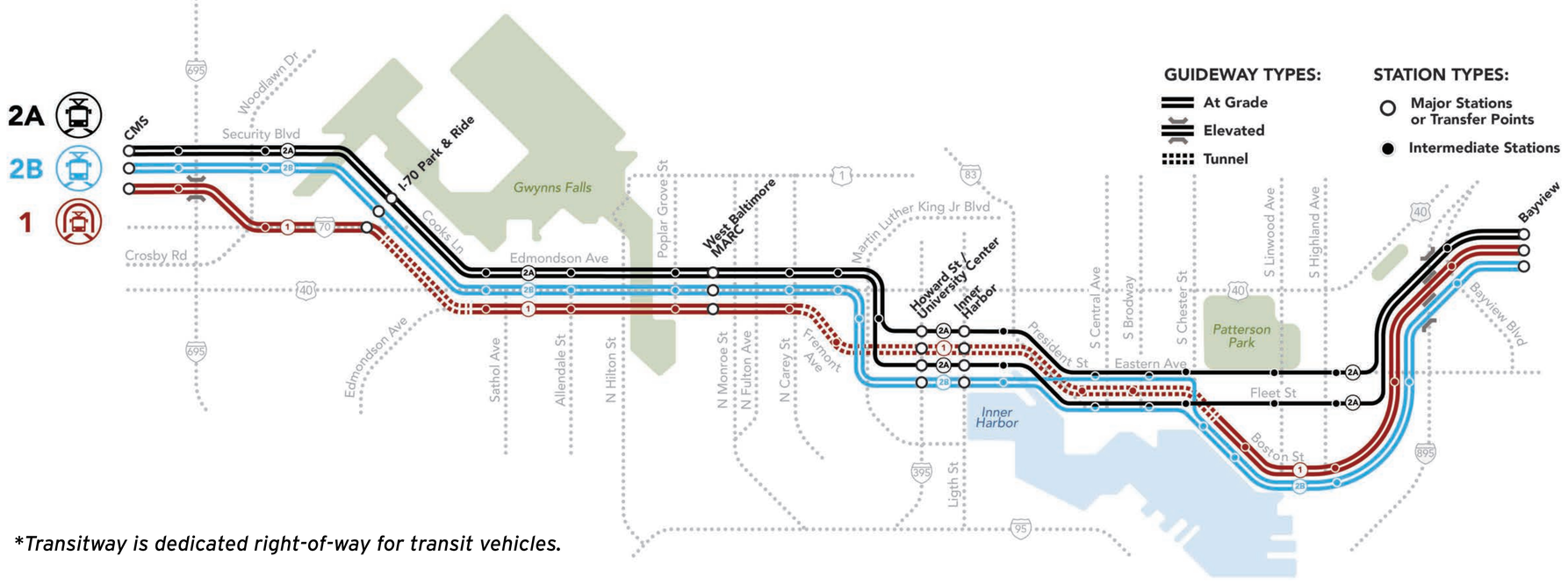
Compared to a 14-mile LRT, this strategy would offer:

- ✓ **Lower construction cost**
- ✓ **Lower cost to operate** and maintain annually
- ✓ **Shorter construction duration**
- ✓ **Less right-of-way acquisition**
- ✓ **Less impact to parking and traffic**
- ✓ **Opportunity for four additional stations**
- ✓ **Could share maintenance facilities** constructed for BMORE Bus initiative
- ✗ **Lower ridership** and vehicle capacity
- ✗ **Longer travel time** due to mixed traffic segments
- ✗ **Projected higher annualized cost** per rider

Advance the Full Light Rail Transit

Design and construct the Red Line as currently planned: a 14-mile LRT line, which is the costliest option and would take the longest to construct.

- Offers the highest capacity and up to seven minutes faster travel times for the typical trip (less than three miles).
- Surface alignments could connect with Central Light Rail.
- It is challenging to mitigate property, parking and environmental impacts due to inflexible design standards.
- The top priority heard from the community and stakeholders was to deliver the project as quickly as possible and the Full LRT has the longest timeline.
- New criteria in the CIG program favors projects that **request less than 40% of the project cost or $1 billion.** The majority of the cost burden would be on local resources due to shifts in the Capital Investment Grant program.



**Transitway is dedicated right-of-way for transit vehicles.*

Alternative 1
LRT Tunnels

- Similar to 2012 Preferred Alignment, with modifications
- Transitway* along I-70
- Tunnel under Cooks Lane and Downtown
- Transitway along Boston Street

Alternative 2A
LRT Surface North

- Transitway along Security Boulevard
- Mixed traffic operations along Cooks Lane
- Baltimore Street/ Lombard Street transit couplet
- Eastern Avenue/ Fleet Street transit couplet

Alternative 2B
LRT Surface South

- Transitway along Security Boulevard
- Mixed traffic operations along Cooks Lane
- Transitway along Pratt Street
- Transitway along Boston Street

Phased Light Rail: Advancing a Partial Corridor Segment

The corridor segment between Edmondson Village and Market Place Stations is the shortest segment that can be built as a Phase 1.

- Serves transit-dependent populations
- Provides connections to MARC, Light Rail and Metro
- Fragments community support
- As time passes and new development is built, Phase 2 and 3 will need to be re-evaluted to adjust the design to changes in the built environment (e.g., new development).

Lower initial capital cost but higher overall cost

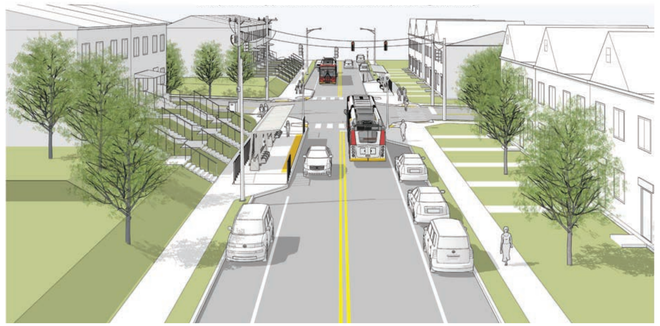
Higher risk for completion of the full corridor due to extended delivery horizon

Bus Rapid Transit Alternative

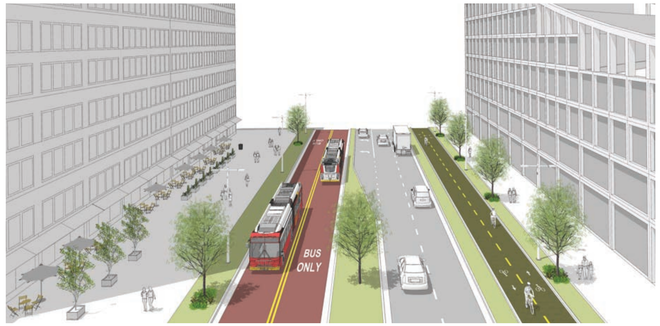
Design and construct a high-quality BRT line with similar features to LRT, with a significantly reduced cost of $750M-$1B. Once construction funds are secured, delivery of a BRT project can be as short as three years.

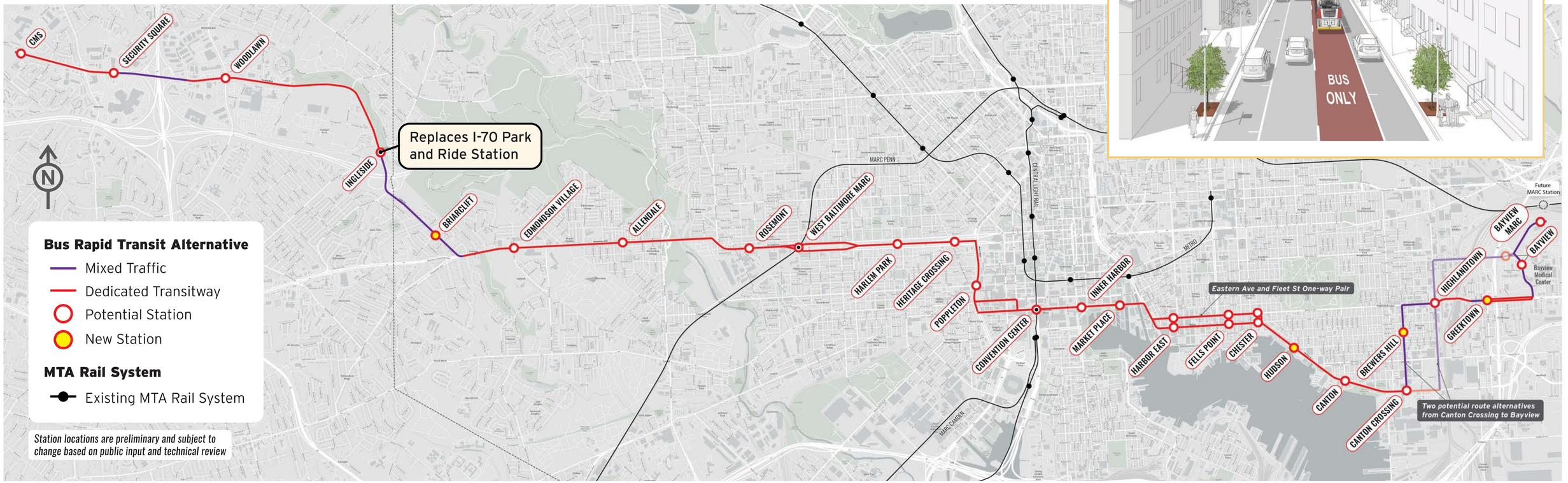
- 80% of the corridor operating as a dedicated transitway with design and performance are comparable to leading BRT projects nationwide
- Fewer property impacts
- Shortest construction duration
- Lowest cost of all three options

Mixed Traffic



Dedicated Transitway Options





Building a Regional Network

STATION

4

What you'll learn at Station 4:

- Investing in the Baltimore Transit Network
- Transit Supports Economic Development

Advancing the Regional Transit Plan

In light of Federal and State fiscal constraints, now is the time to rethink the Baltimore Red Line project and recommit to strengthening the Baltimore region in ways where we can make the most positive and immediate impacts.

A proposed robust program of transit investments over the next 10 years will modernize existing infrastructure, expand the premium transit network and directly connect multiple transit-oriented development (TOD) sites across the Baltimore region, making it easier for residents and worker to access housing, schools, jobs, and services efficiently.

Funded Projects:

- Metro Subway Rail Car Replacement ($400M)
- Light Rail Modernization Program ($1.4B)
- East-West RAISE ($50M)

Proposed Projects:

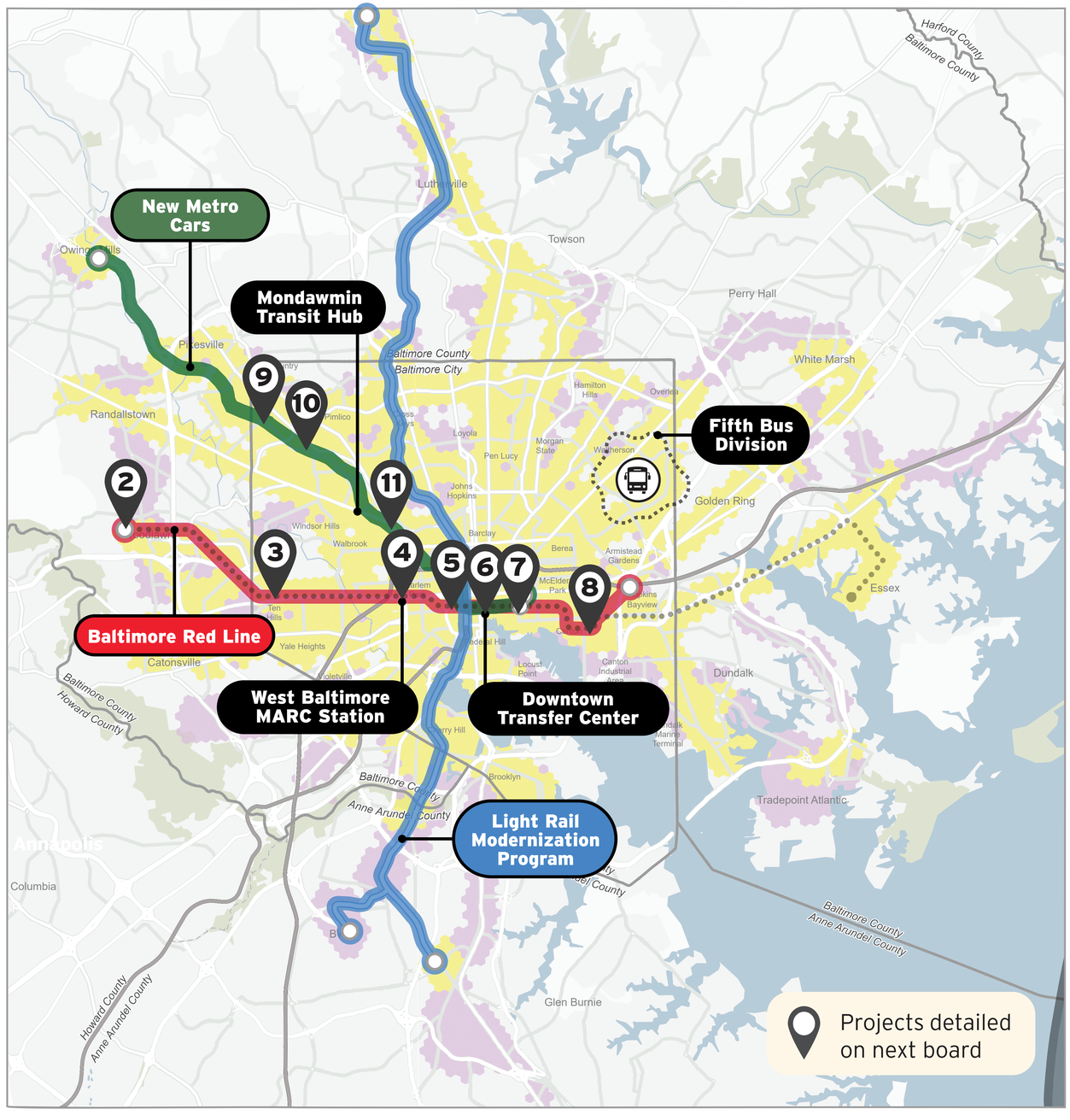
- Red Line LRT ($4.7 to $9B) or BRT ($750M to $1B)

Proposed BMORE Bus Plan Implementation ($1.1 Billion):

- BMORE BUS
  Very Frequent (10 min or better)
- BMORE BUS
  Frequent (15 min or better)

Future 25 Year Vision:

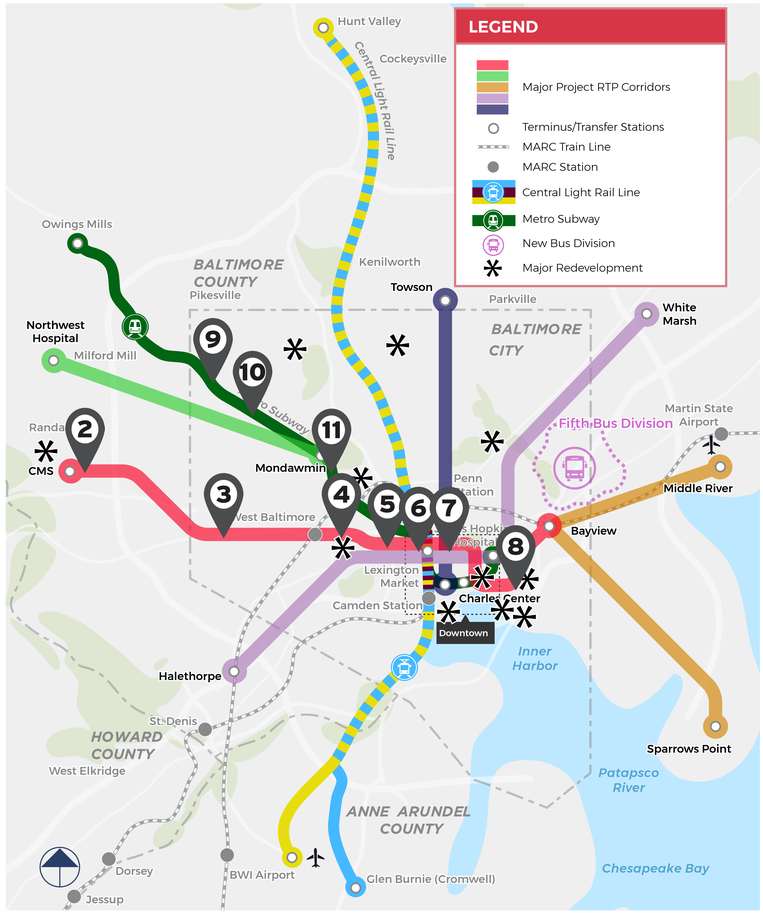
1. 2025 Regional Transit Plan for Central Maryland



Transit That Powers Opportunity and Growth in the Baltimore Region

1 2025 Regional Transit Plan for Central Maryland

Transit is a key driver of economic development in the Baltimore Region. The 2025 Central Maryland Regional Transit Plan identifies five Major Project RTP Corridors with strong ridership potential, and unmet mobility needs, with the Red Line as the first ready to advance. The project could spur up to $12 billion in transit-oriented development and strengthen connections to major redevelopment areas. Together, these efforts advance early progress toward the RTP's long-range goals and help anchor more than $1.5 billion in planned regional development.



2 Security Square Mall

Baltimore County and the State of Maryland have committed **$30 million** to support the Security Square Mall site revitalization and mixed-use redevelopment in Woodlawn.

3 Edmondson Village

The Edmondson Village Shopping Center project includes a **nearly $8 million** city commitment, with additional private and community investor funds toward capital improvements and modernization.

4 West Baltimore MARC

The West Baltimore MARC station is part of broader transit infrastructure upgrades linked to the Frederick Douglass Tunnel Program.

5 West Baltimore United

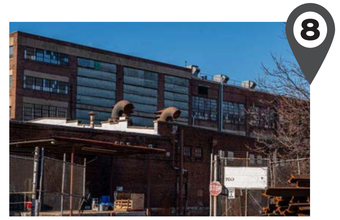
West Baltimore United is a **$185M** federally supported planning project to reconnect communities impacted by the "Highway to Nowhere" and decades of disinvestment.

6 University of Maryland - Baltimore

A multi-phase West Lexington Corridor revitalization represents a **nearly $300 million** private investment to create new mixed-use housing and community amenities.

7 Harbor Place

The planned reimagining of Harborplace as mixed-use waterfront development is estimated at roughly **$900 million to $1 billion** in combined private and public investment.



8 Greektown Industrial Redevelopment

The former Crown, Cork & Seal industrial complex in Greektown received **$1.75 million** in historic preservation funding to support adaptive reuse.

9 Reisterstown Plaza TOD

A mixed-use redevelopment at Reisterstown Plaza Station will leverage approximately **$4.7 million** in federal RAISE planning funds to advance transit-oriented housing, retail, and community space, while improving multimodal connectivity around an underutilized site.

10 Rogers Avenue TOD

The Rogers Avenue TOD plan conceptualized mixed-use, transit-oriented redevelopment of the roughly 18-acre State-owned site around the Rogers Avenue Metro station.

11 State Center

State Center redevelopment is an urban revitalization project to transform a government office complex into a vibrant, mixed-use, transit-oriented district. The project is being driven by the State-City working group that is comprised of State and City of Baltimore lead agencies.

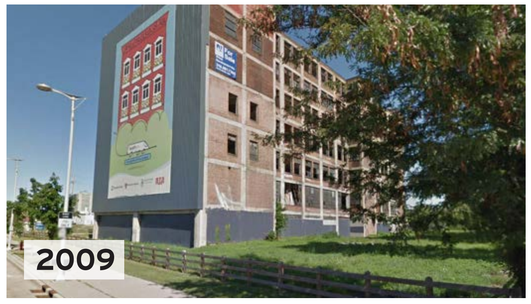
Rapid Transit Attracts Economic Development

Across the country, there are examples of BRT projects catalyzing significant development near stations.

Cleveland: HealthLine

The Cleveland HealthLine spurred more than $9 billion in economic development activity along the Euclid Corridor. The project opened 17 years ago. The Greater Cleveland Regional Transit Authority (GCRTA) stopped tracking new economic growth after 10 years because the economic development story was already so strong. **The data in the first 10 years showed $190 in economic development activity for every $1 spent on the project.**

The Link



Harrington Discovery Institute

Minneapolis: Gold Line

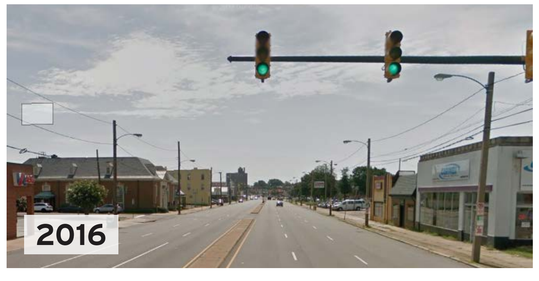
Minneapolis has cancelled all future rail projects in favor of BRT due to the cost-effective delivery and return on economic development. Even as Minneapolis' Gold Line was in construction, new housing and development was being constructed in response to the future stations. Below is an example of low-rise apartments being built in one of the most suburban areas of the corridor.

Norhart Oakdale Apartment Complex

Richmond: The Pulse

Since 2018, there have been **at least 107 distinct development projects (valued at $1.5 million or more) built or planned within 0.5 miles of the corridor** of Richmond's The Pulse BRT line. In addition, almost 11,000 new housing units have been built along the corridor, including an apartment building and adjacent development to the Scott's Addition Station featured below.

Scott's Addition



Tell Us What You Think!

Leave a comment here to tell us what you think of the investments proposed at this station.

Comparing Alignment Options

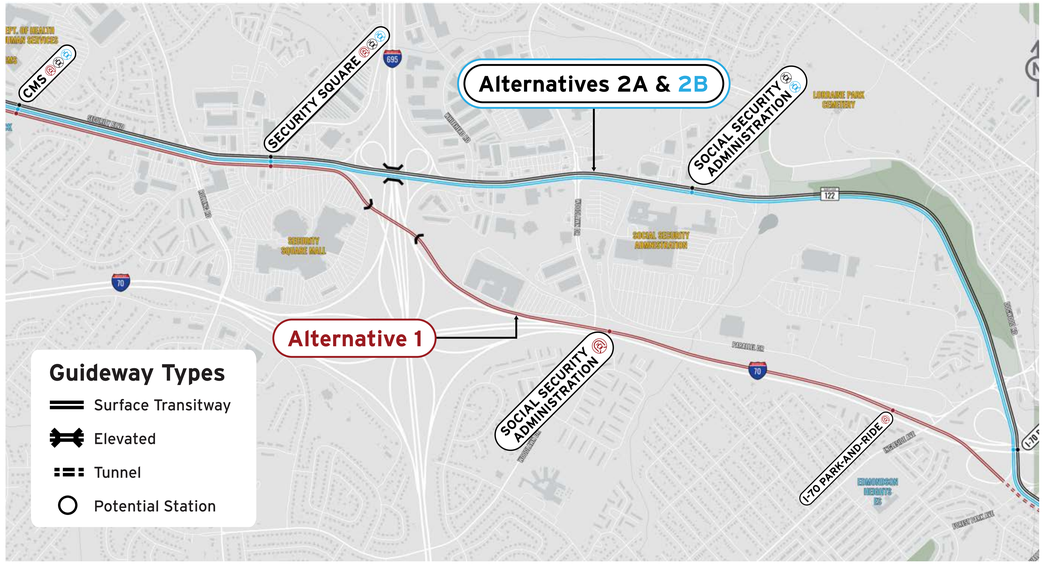
STATION

5

What you'll learn at Station 5:

- Considerations for Mode Performance Across the Corridor

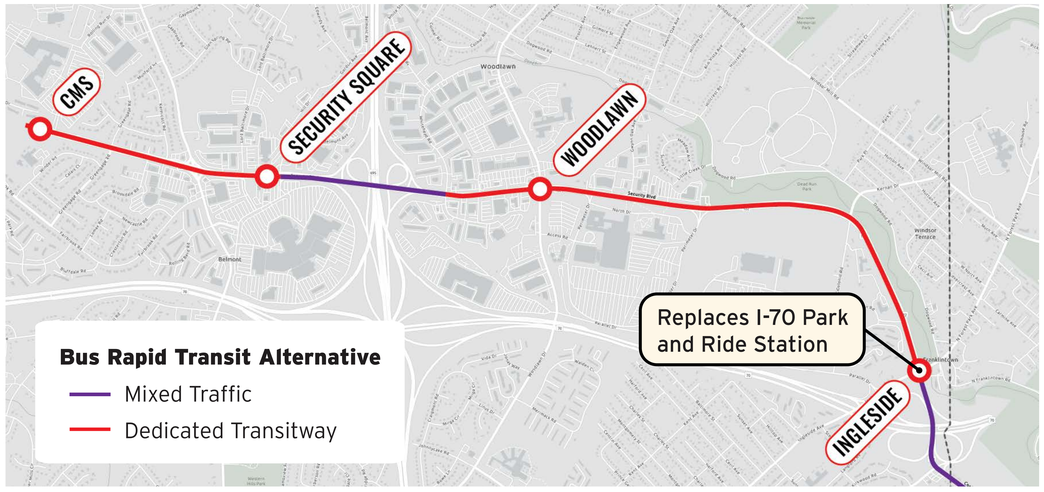
CMS to Cooks Lane



Light Rail Transit (LRT)

- ✓ **Higher reliability** due to dedicated transitway
- ✓ **I-70 Park-and-Ride facility** provides greater access from regional origins
- ✓ **Supports economic development** and transit-oriented development (TOD) opportunities
- ✗ **Requires reconstruction of I-695**

34-35 Min Travel Time	6,000 Households	10,500 Jobs Reached	7-10 Min Frequency	0 Full Property Acquisitions	40 Parking Spaces Removed
CMS to Charles Center					

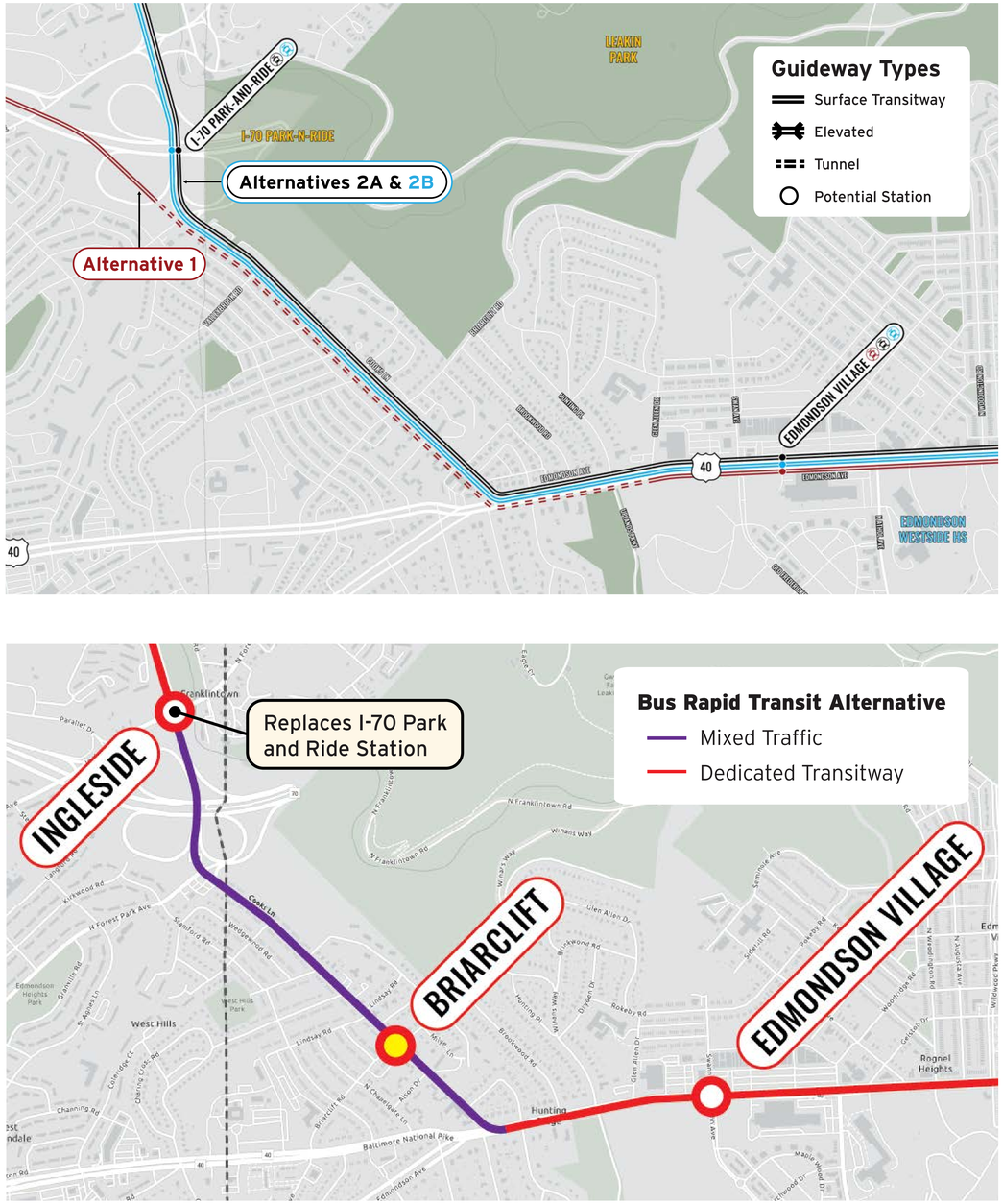


Bus Rapid Transit (BRT)

- ✓ **Better access for students** traveling to Woodlawn High School due to relocated Social Security Administration station to Woodlawn
- ✓ **Supports economic development and TOD opportunities sooner**
- ✗ **Mixed traffic** through I-695 could slow travel time
- ✗ **I-70 Park-and-Ride not included**

37 Min Travel Time	5,000 Households	11,000 Jobs Reached	7-10 Min Frequency	0 Full Property Acquisitions	40 Parking Spaces Removed
CMS to Charles Center					

Cooks Lane Alignment Options



Light Rail Transit (LRT)

- ✓ **Dedicated Rail Transitway** best for operations and reliability of the system
- ✓ **Additional TOD opportunity** at I-70 Park-n-Ride
- ✗ **More construction impacts**
- ✗ **Longer construction duration**
- ✗ **Higher cost**
- ✗ **No station for Cooks Lane residents**
- ✗ **Surface alternatives remove some parking** on the east side of Cooks Lane; parking on the west side would remain

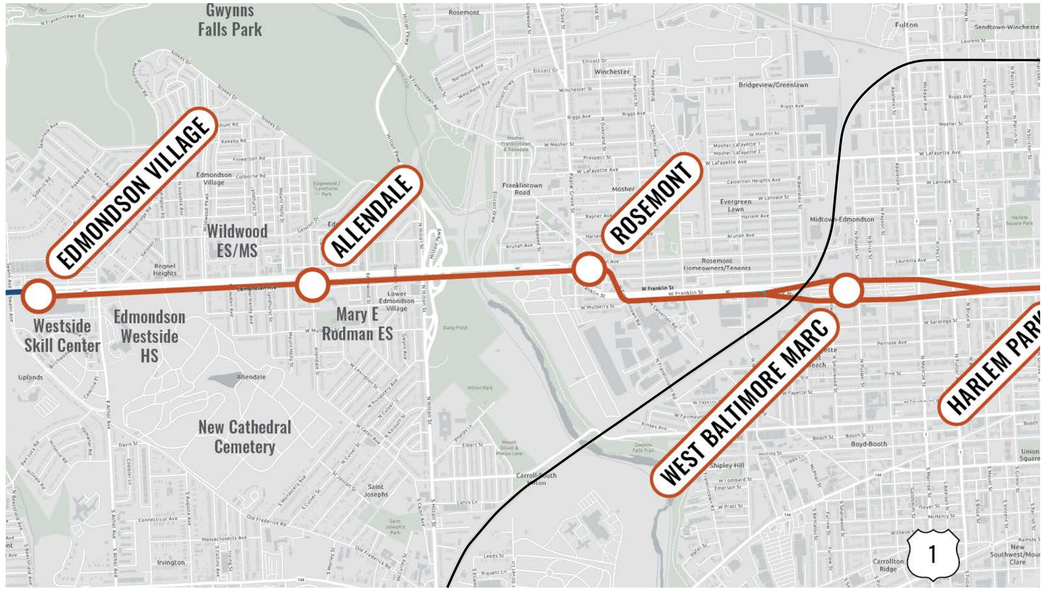
25-26 Min Travel Time	2,000 Households	500 Jobs Reached	7-10 Min Frequency	0 Full Property Acquisitions	100 Parking Spaces Removed
Ingleside to Charles Center					

Bus Rapid Transit (BRT)

- ✓ **Faster implementation time**
- ✓ **Lower construction cost**
- ✓ **Retains parking** on both sides of Cooks Lane
- ✓ **Less property acquisitions**
- ✓ **Adds station** at Briarclift, which increases community access
- ✗ **Mixed traffic** in portions of the segment could slow travel time

28 Min Travel Time	3,500 Households	500 Jobs Reached	7-10 Min Frequency	0 Full Property Acquisitions	10 Parking Spaces Removed
Ingleside to Charles Center					

US 40 | Edmondson Village to West Baltimore MARC Station



Light Rail Transit (LRT)

- ✓ **Improved reliability** due to dedicated, two-way transit way
- ✗ **Significantly more property impacts** for Edmondson Avenue residents
- ✗ **Noise and vibration** impacts along Edmondson Avenue
- ✗ **Access challenges** for Edmonson Village Shopping Center redevelopment

20-21 Min Travel Time
Edmondson Village to Charles Center

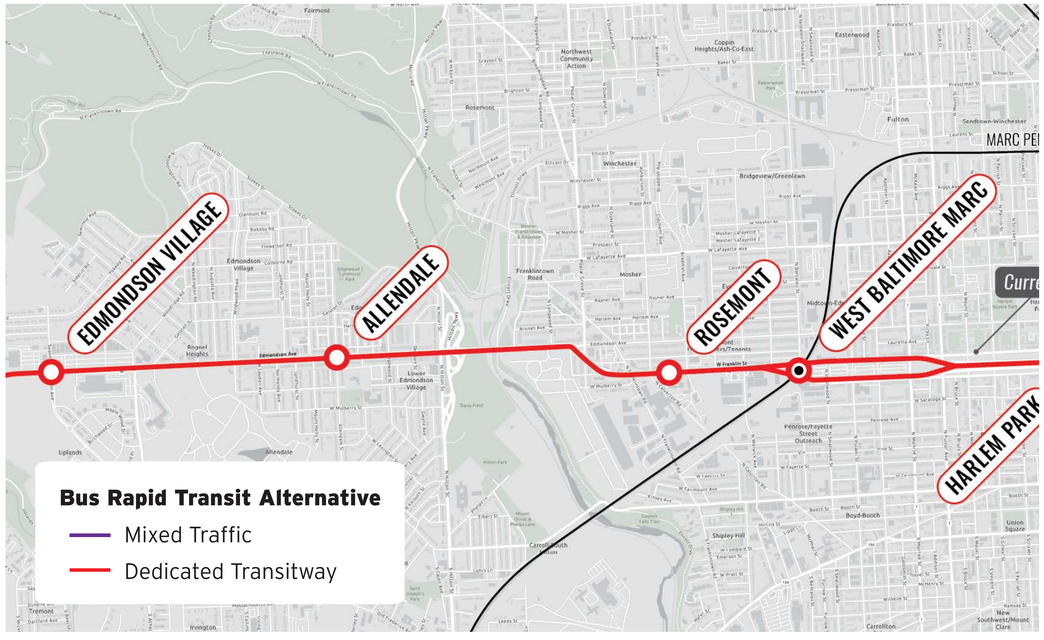
6,000 Households

1,000 Jobs Reached

7-10 Min Frequency

7 Full Property Acquisitions (Commercial Only)

220 Parking Spaces Removed



Bus Rapid Transit (BRT)

- ✓ **Sooner transit** service to new Edmondson Village redevelopment
- ✓ **Less partial property acquisitions**
- ✓ **Improved pedestrian access** and streetscaping opportunities in Edmondson Village
- ✓ **Accelerates premium transit** serving Edmondson Village redevelopment
- ✓ **TOD opportunities** in place of Operations and Maintenance Facility in Rosemont
- ✗ **Similar parking impacts** to LRT
- ✗ **High transit ridership area** with lower vehicle capacity
- ✗ **Space constraints** will result in shared transitway with slightly reduced reliability

21 Min Travel Time
Edmondson Village to Charles Center

6,000 Households

1,000 Jobs Reached

7-10 Min Frequency

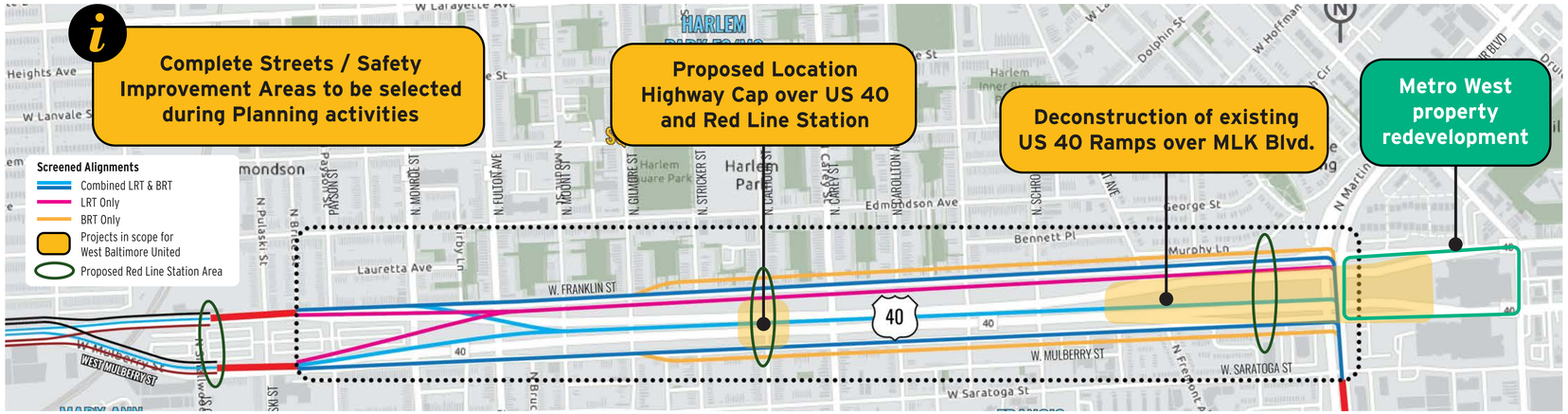
0 Full Property Acquisitions

210 Parking Spaces Removed

West Baltimore

Leveraging the West Baltimore United Reconnecting Communities Project

The **West Baltimore United (WBU) Project** is a collaborative effort between the City of Baltimore, Baltimore City Department of Transportation, Baltimore City Department of Planning, Baltimore Development Corporation, and Maryland Transit Administration to advance long-overdue improvements in West Baltimore, where the "Highway to Nowhere" has divided communities for more than 50 years. The Red Line team is working in collaboration with the WBU project to connect alignment decisions with the larger vision for this segment of the corridor.



Light Rail Transit (LRT)

- ✓ **Slightly shorter travel times** due to less stops
- ✗ **Longer construction duration**
- ✗ **Higher cost**
- ✗ **More noise impacting residents** from required crossing bells and train horns

10-11 Min Travel Time
W Baltimore MARC to Charles Center

11,000 Households

24,000 Jobs Reached

7-10 Min Frequency

0 Full Property Acquisitions*

0 Parking Spaces Removed*

Bus Rapid Transit (BRT)

- ✓ **Opportunity to minimize disruption duration** by completing West Baltimore United and Red Line construction simultaneously
- ✓ **Opportunity to add station**
- ✗ **Slightly longer travel times** due to additional stops
- ✗ **High ridership area** with lower vehicle capacity

11 Min Travel Time
W Baltimore MARC to Charles Center

11,000 Households

25,500 Jobs Reached

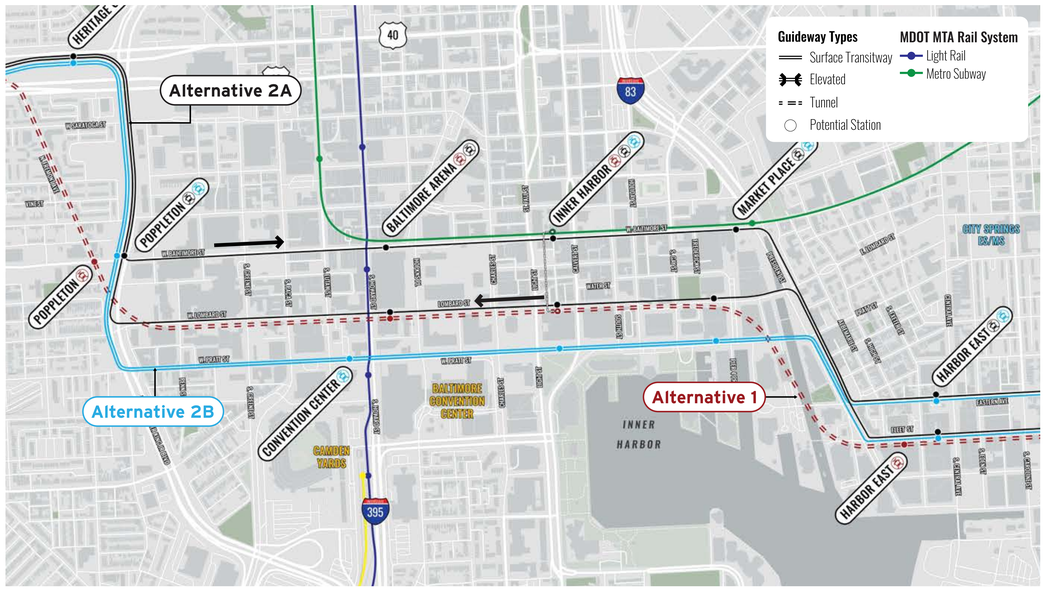
7-10 Min Frequency

0 Full Property Acquisitions*

0 Parking Spaces Removed*

** Property and Parking impacts shown are for alignment options on US 40. Franklin/ Mulberry routing is still an option and would have higher impacts.*

Downtown



Light Rail Transit (LRT)

- ✓ **Connection to Central LRT** could provide streamlined maintenance opportunity
- ✓ **Higher vehicle capacity** to serve the downtown core
- ✗ **Longer construction duration**
- ✗ **Higher cost**
- ✗ **Operational challenges** with couplet rail option
- ✗ **Pratt Street alignment would need to transition** from the south side to the north side at Paca Street creating operational and traffic complexities

14-15 Min
Travel Time
Charles Center to Canton

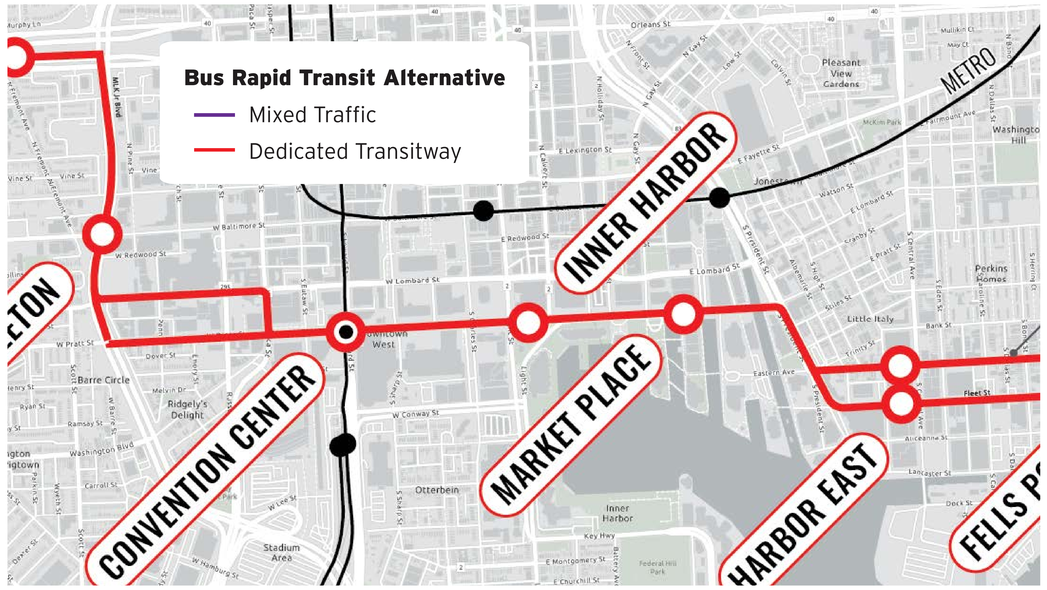
6,000
Households

91,500-97,000
Jobs Reached

7-10 Min
Frequency

0 Full Property
Acquisitions

110-190 Parking
Spaces Removed



Bus Rapid Transit (BRT)

- ✓ **Faster implementation and construction time**
- ✓ **Lower construction cost**
- ✓ **Build Downtown RISE plans for Pratt Street sooner**
- ✓ **Provide transit service to Harborplace Development sooner**
- ✗ **Slightly slower travel time** due to westbound lane needing to move to Lombard Street

14 Min
Travel Time
Charles Center to Canton

6,000
Households

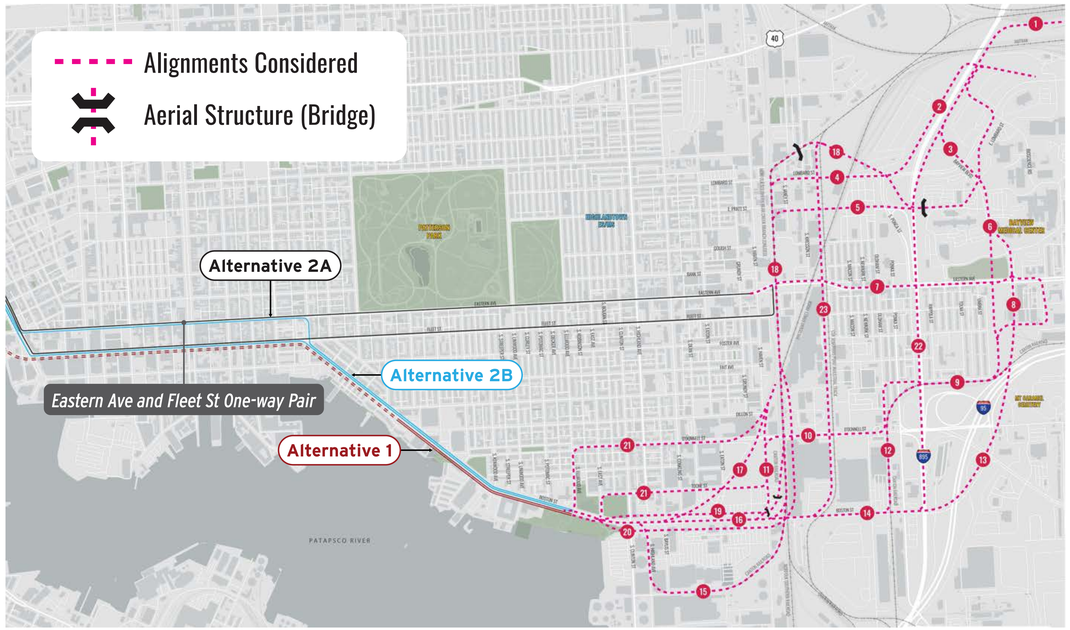
91,500
Jobs Reached

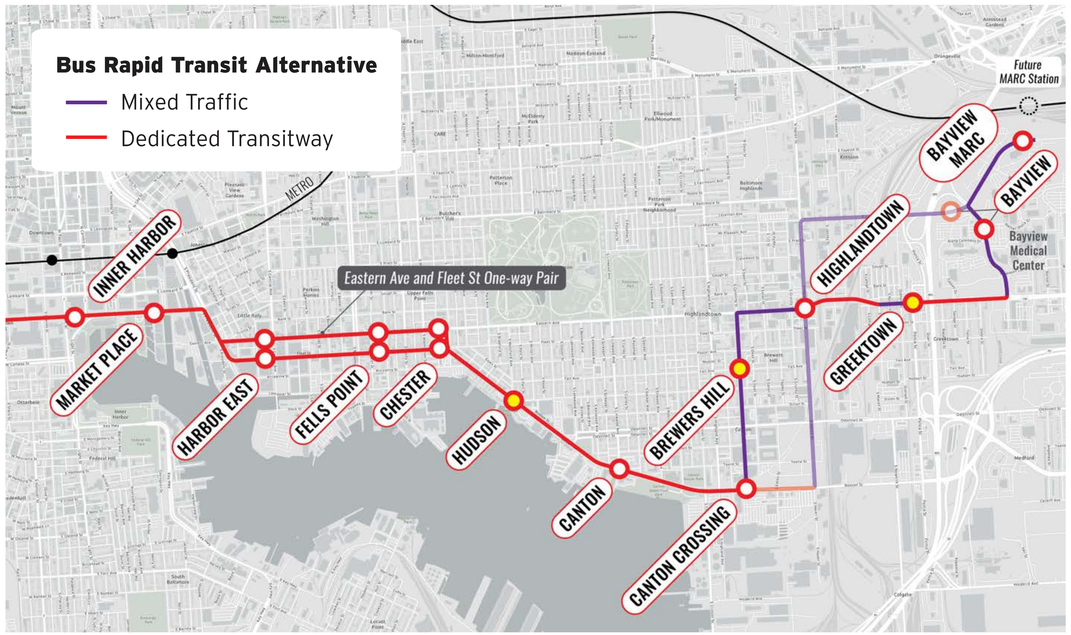
7-10 Min
Frequency

0 Full Property
Acquisitions

60 Parking
Spaces Removed

Fells Point to Bayview





Light Rail Transit (LRT)

- ✓ **Faster travel times** through Canton Crossing with a rail alignment, compared to mixed traffic BRT
- ✓ **Better reliability** with a rail alignment using the Norfolk Southern right-of-way compared to mixed traffic
- ✗ **Longer construction duration**
- ✗ **Higher cost**
- ✗ **Significant alignment challenges** for all three LRT alternatives to connect to Bayview
- ✗ **Fewer stations and less access**
- ✗ **12-13 property acquisitions required** due to light rail geometry constraints, sub stations needs, and construction laydown areas
- ✗ **Under Alt 2B,** the crossing of Haven Street intersection would result in up to three commercial displacements or an aerial structure. The aerial structure would result in a higher cost and construction timeline
- ✗ **Significantly higher parking impacts** for Alt 2A

21-22 Travel Time	17,500-18,500 Households	26,500-29,000 Jobs Reached	7-10 Min Frequency	12-13 Full Property Acquisitions (Commercial Only)	130-570 Parking Spaces Removed
Charles Center to Bayview Hospital					

Bus Rapid Transit (BRT)

- ✓ **Faster implementation time**
- ✓ **Adds stations** at Brewer's Hill and Greektown, increasing access
- ✓ **Allows for better preservation** of historic assets
- ✓ **No overhead wires** (catenary) through historic district
- ✓ **Less impacts to parking** and residential properties
- ✗ **Mixed traffic** in the segment decreases reliability and increases travel time

28 Min Travel Time	18,000 Households	27,000 Jobs Reached	7-10 Min Frequency	1 Full Property Acquisition (Commercial Only)	150 Parking Spaces Removed
Charles Center to Bayview Hospital					

Share your feedback!

What you'll experience at Station 6:

- Feedback: What strategies align with your priorities?
- Video interview opportunity: Tell us what you think!

Tell Us What You Think!

Either provide a comment here or take our survey to tell us what you think.

Stay the Course

Construct 14 miles of LRT

Phase the Project

Construct 6 miles of LRT

Change to BRT

Construct 14 miles of BRT