

# Baltimore Red Line

**Mount Clare Community Council**

June 22, 2026

# Agenda

- Overview
- Approaches to Advance the Red Line
- West Baltimore/Downtown Considerations
- Next Steps for Community Engagement



# Baltimore Red Line Overview

- A proposed **high-frequency, high-capacity** light rail transit line between Woodlawn and Bayview, traveling through downtown.
- An investment in **premium transit** to serve a corridor that has **high-transit demand**, but that currently lacks the **direct** transit connection that have been **repeatedly** identified as needed.



RED LINE

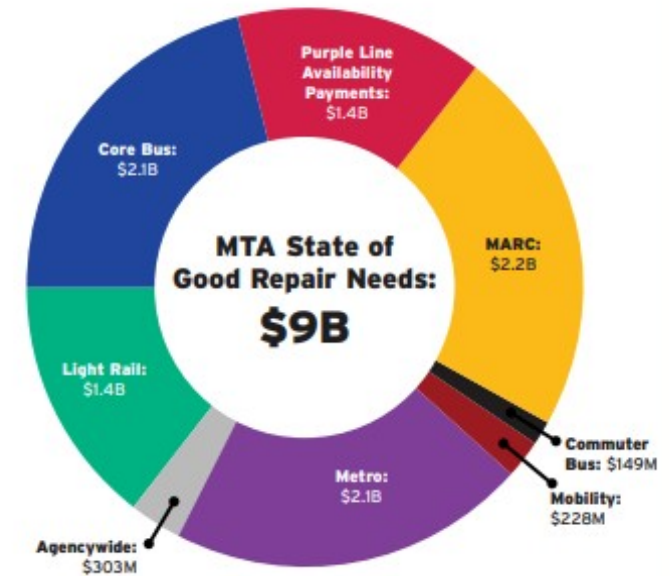
# Funding the Red Line: Challenges and Opportunities

- **Federal transportation grants** have been threatened, canceled, and federal investment priorities have changed.
- **Inflation and tariffs** pose cost risks to a 14-mile LRT line.
- **Federal Surface Transportation Authorization bill expiring** September 2026.
- No projects have entered into a Full Funding Grant Agreement since January 2025.

## Capital Investment Grant (CIG) Program

- Federal Transit Administration (FTA) funding for transit capital investment.
- 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.**

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**MTA needs to \$9B over 10 years to maintain the current system, not counting any expansion projects**

# Approaches to Advance the Red Line

In this new reality we are considering three approaches to advance the Red Line, each with distinct costs and timelines:

## Approach 1: Full LRT

Stay the long-term course of an LRT project.

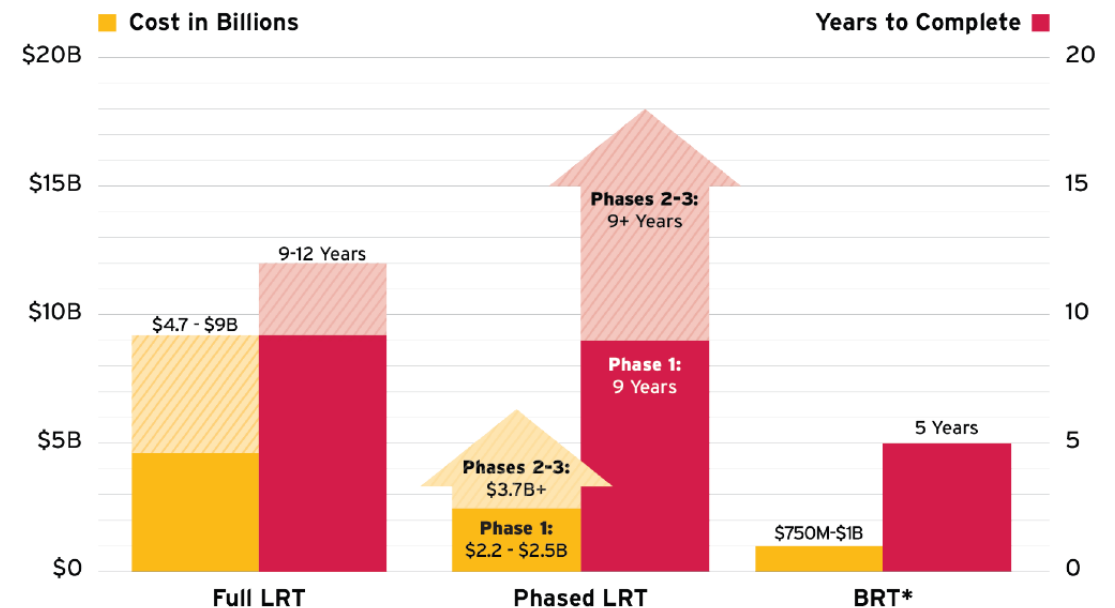
## Approach 2: Phase LRT

Move phase 1 of the LRT project forward.

## Approach 3: Full BRT

Revisit BRT as a mode with stakeholders/public.

### Cost and Years to Complete by Approach



# Trade-Offs and the Cost of Delay

- Each project has distinct cost, timeline and impact implications
- Riders and our region bear the greatest cost of delay:
  - **57,000 hours per year**
  - **\$27M per year**



## 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.



## Full Light Rail

**\$9B**  
**9-12 Years to Complete**



## Phased Light Rail

**\$2.2B - \$2.5B**  
**Up to 9 Years to Complete**

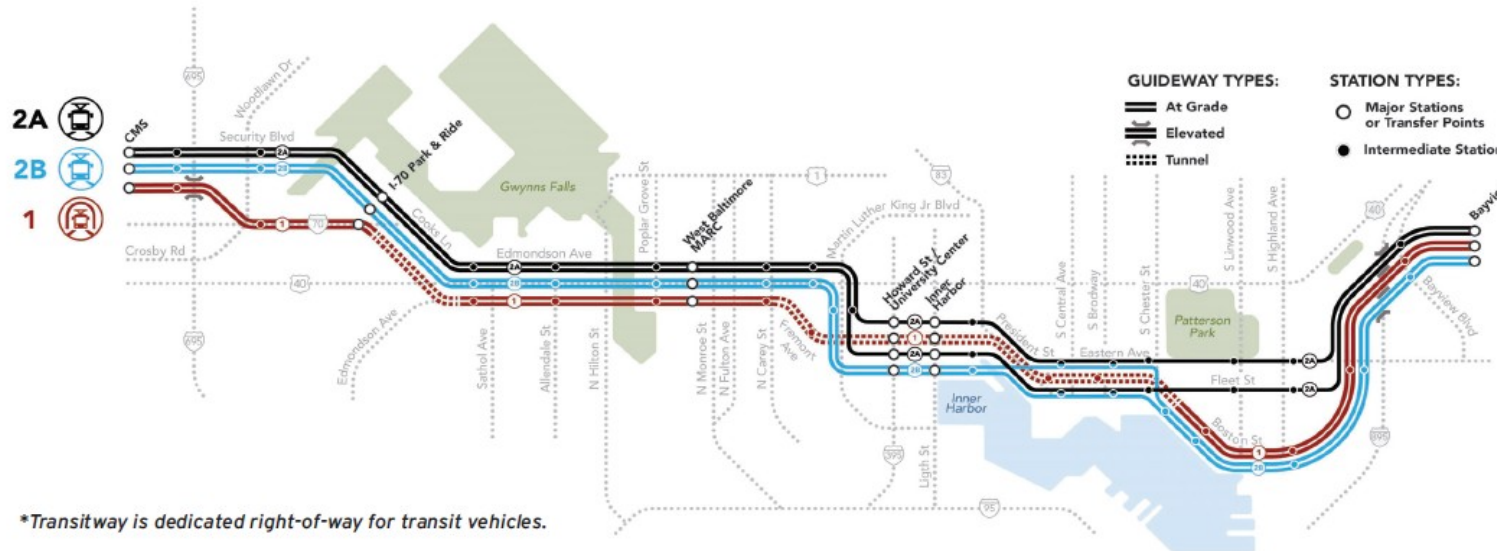


## Bus Rapid Transit

**\$750M - \$1B**  
**5 Years to Complete**

# Advance 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.

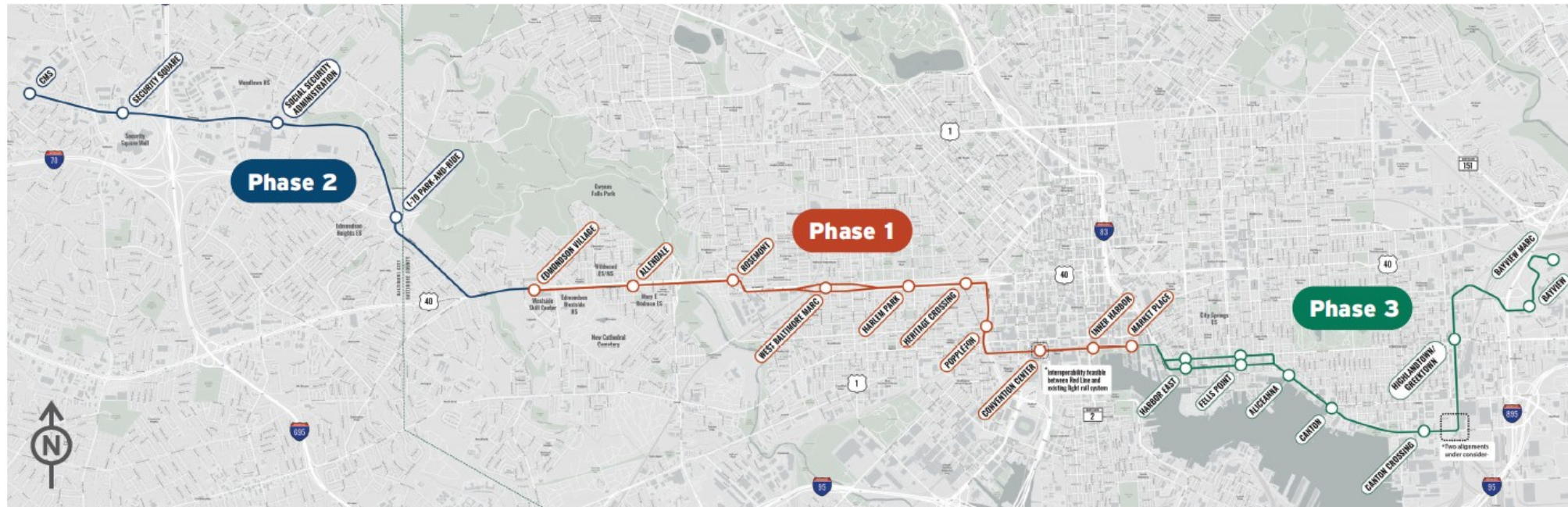


A 14-mile LRT would offer:

- ✓ **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

# 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 Phase 1.**



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

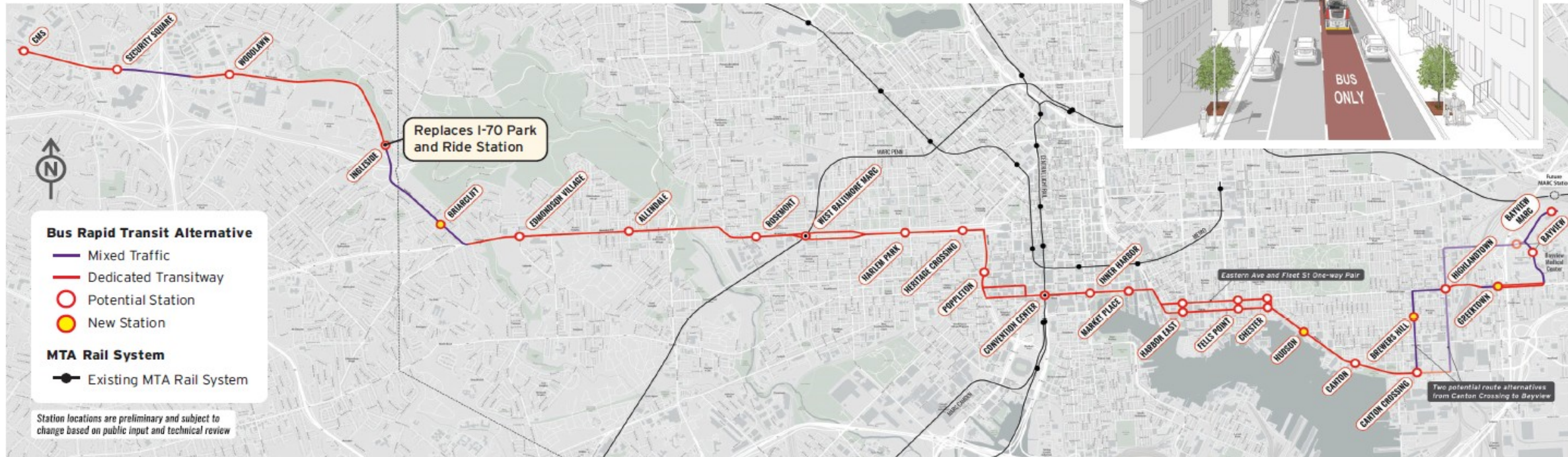
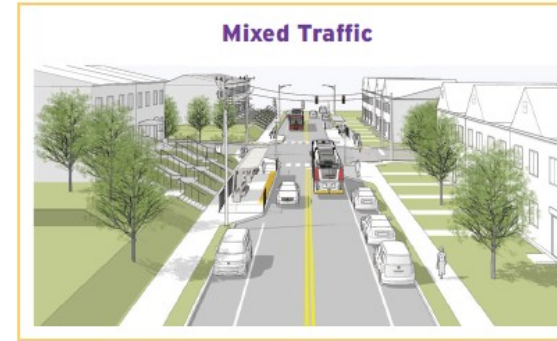
**RED LINE**

- ✓ **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

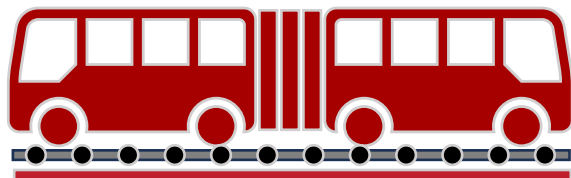
# Bus Rapid Transit Alternative

Design and construct a high-quality BRT line with similar features to LRT, with a **significantly reduced cost of \$750 million - \$1 billion** and delivered in about 5 years.



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# Nationally Ranked BRT Project



80  
%

Dedicated or  
Exclusive Lanes

Nationally Leading  
BRT Project

No residential  
property displacements;  
**very limited** residential and  
commercial impacts

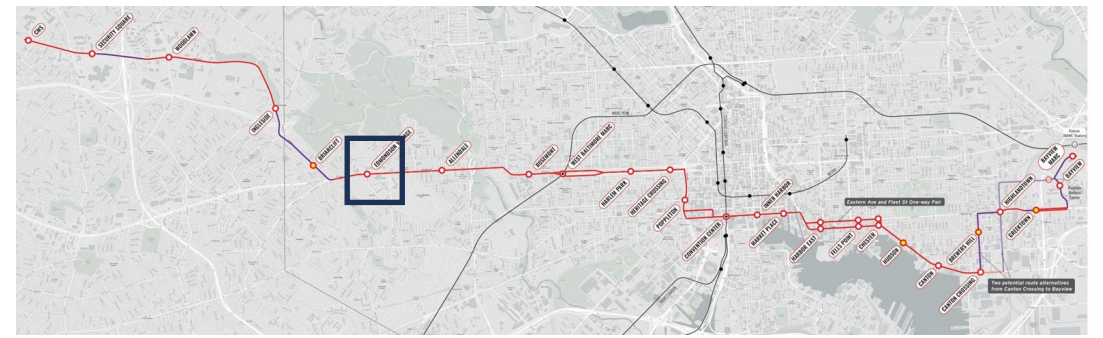
| City                 | Project                                  | Percentage<br>Dedicated/<br>Exclusive Lanes |
|----------------------|------------------------------------------|---------------------------------------------|
| Hartford, CT         | CTfastrak - Hartford-New Britain Busway* | 100%                                        |
| Los Angeles, CA      | Orange Line*                             | 100%                                        |
| Indianapolis, IN     | Purple Line                              | 90%                                         |
| <b>Baltimore, MD</b> | <b>Red Line</b>                          | <b>80%</b>                                  |
| San Francisco, CA    | Van Ness BRT                             | 75%                                         |
| Cleveland, OH        | Healthline                               | 62%                                         |

\*Dedicated, bus-only road



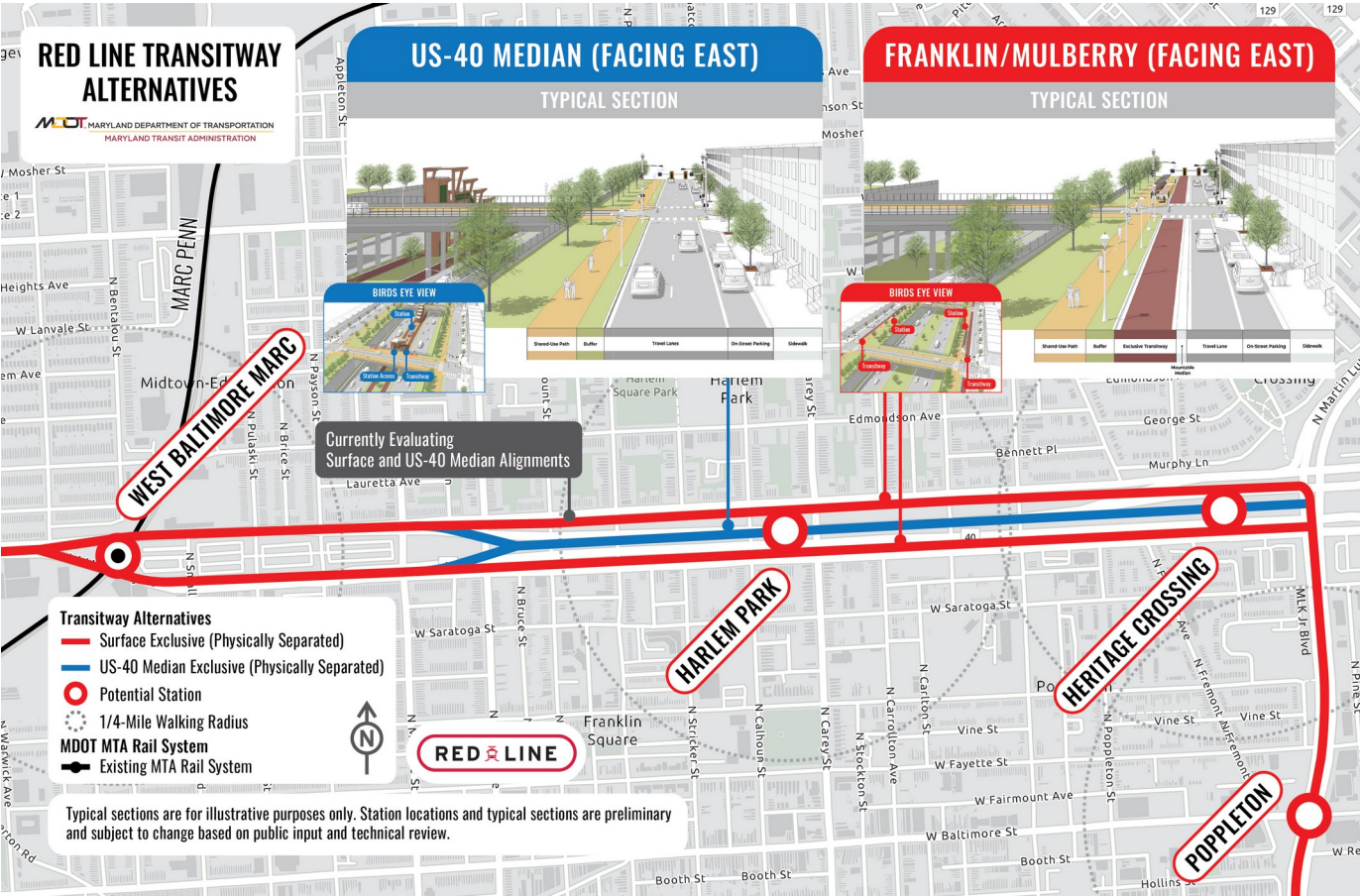
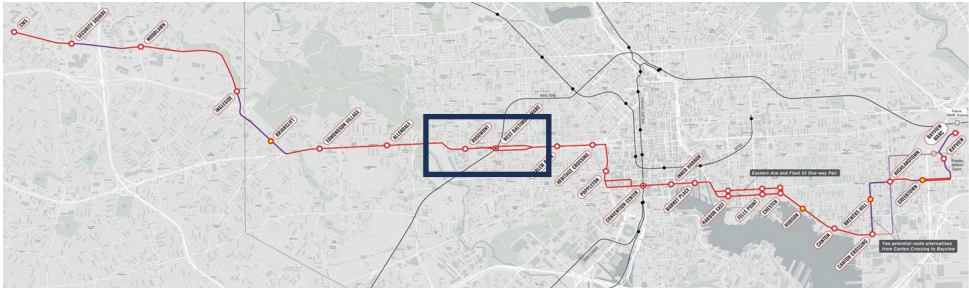
# Edmondson Village – Bus Rapid Transit

- Serve a growing community, sooner
- Additional joint-development opportunities
- Improved pedestrian crossings and streetscape

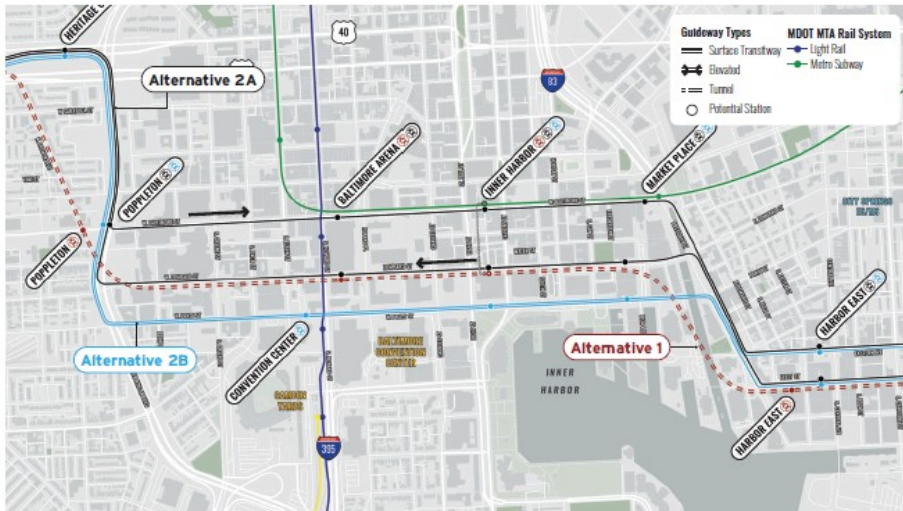


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# US 40 – Coordination with West Baltimore United



# Downtown Baltimore



## 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



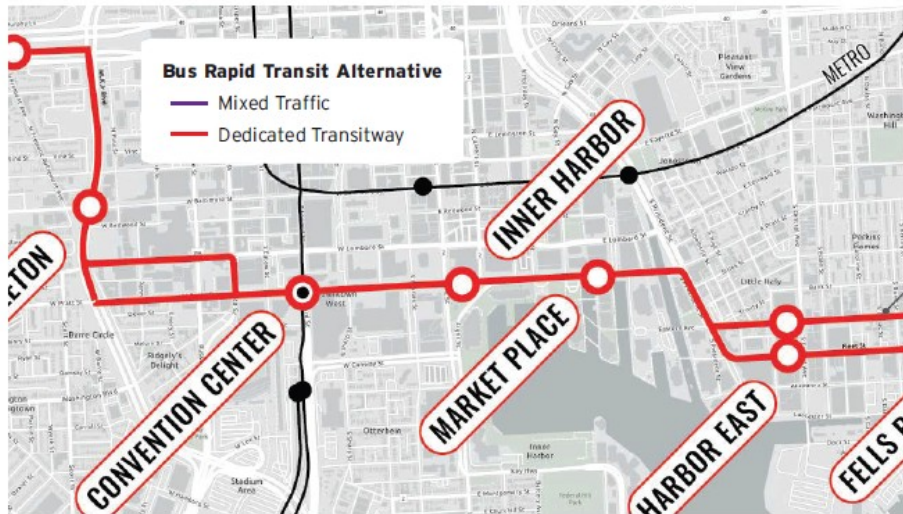
**7-10 Min**  
Frequency



**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



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Frequency



**0 Full Property**  
Acquisitions

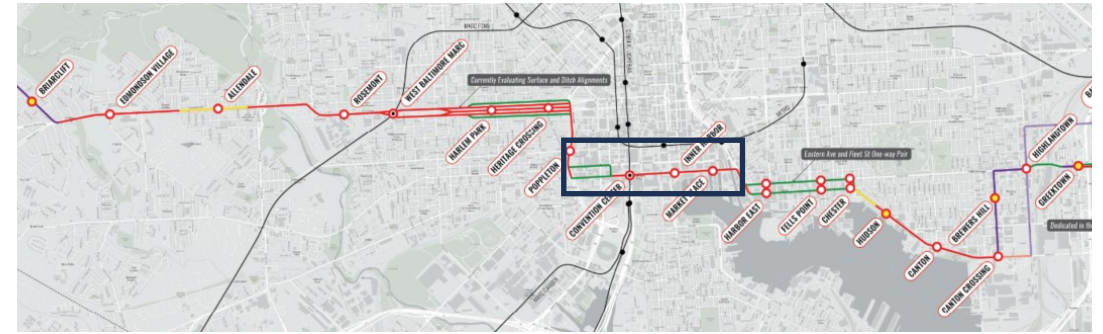


**60** Parking  
Spaces Removed

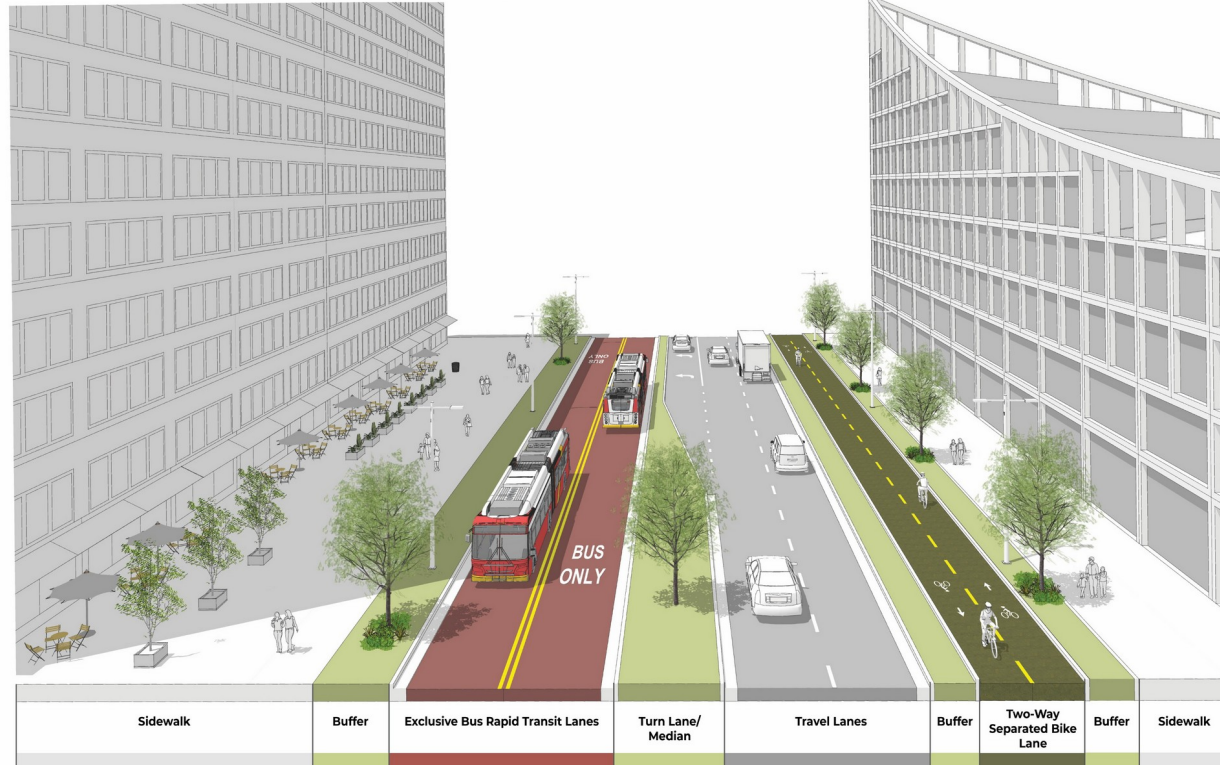
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# Downtown Baltimore

- Support HarborPlace redevelopment
- Support Downtown RISE



**Pratt Street (Exclusive Bus Rapid Transit Lanes)**  
*Proposed Typical Cross Section (Facing East)*



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# Corridor Streetscape Improvements Constructed Sooner by the Red Line



~20

Miles of New  
Sidewalk



~500

Improved or  
New Pedestrian  
Crossings



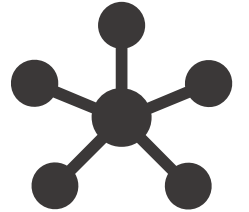
~100

New Signals



~50

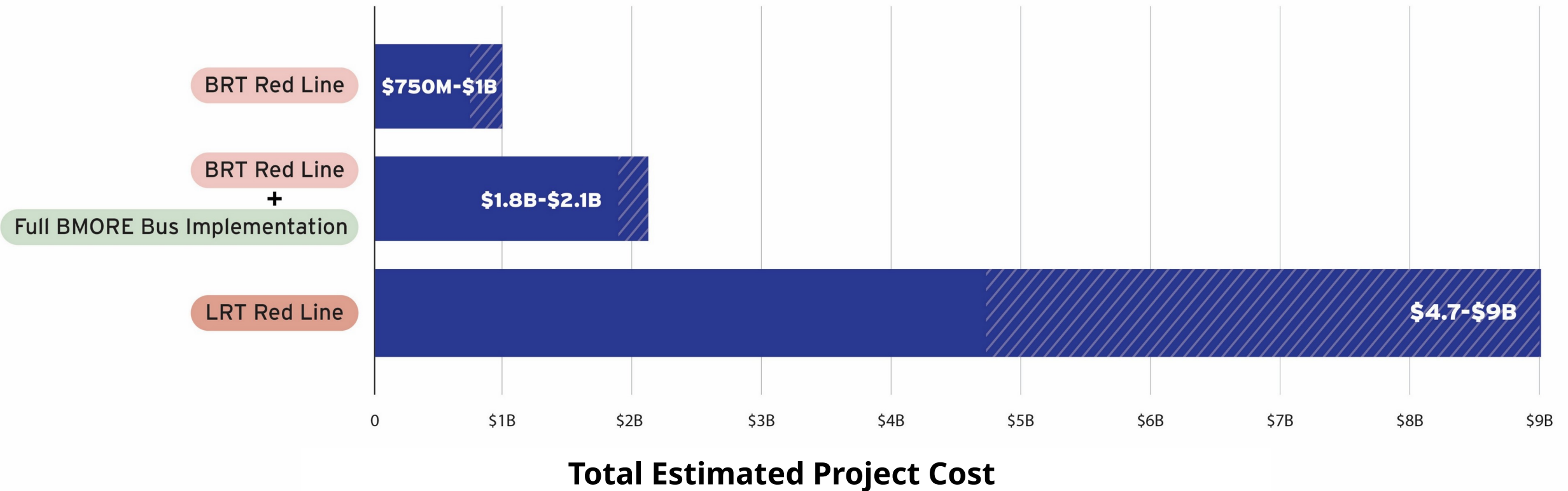
Lane Miles  
Resurfaced



Wayfinding  
at all  
Stations

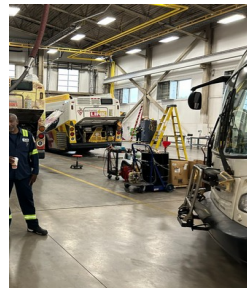
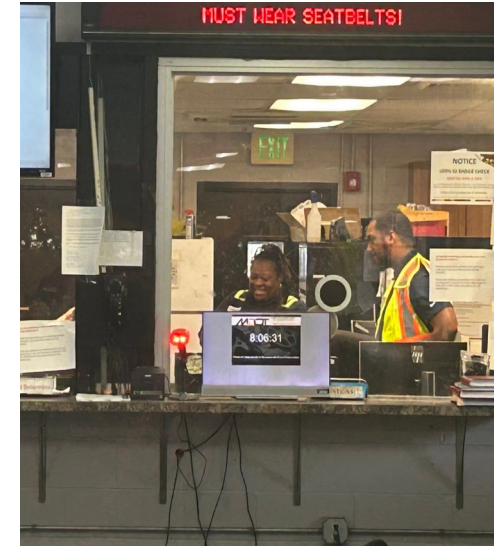
# Red Line BRT & Regional Transit Program

*A re-imagined Red Line as BRT is an opportunity to advance a program of regional investments identified in BMORE Bus. **All proposed scenarios are pending the availability of future state and federal funding.***



# Advantages of Red Line BRT + BMORE Bus Together

- **BMORE Bus Plan = Fifth Bus Division + Additional Bus Purchases**
- Fifth Bus Division also enables Red Line BRT to operate most effectively



# Connecting Communities. Growing Opportunities.

MTA's 2025 Regional Transit Plan + BMORE Bus Plan amplifies over \$12 billion of planned economic development



2025 Regional Transit Plan



Security Square Mall



Edmondson Village



West Baltimore MARC



West Baltimore United



UM - Baltimore



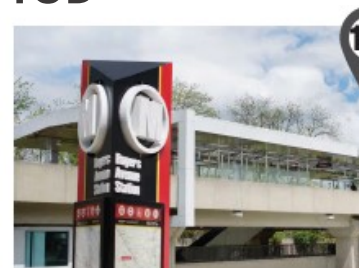
Harbor Place



Greektown Industrial



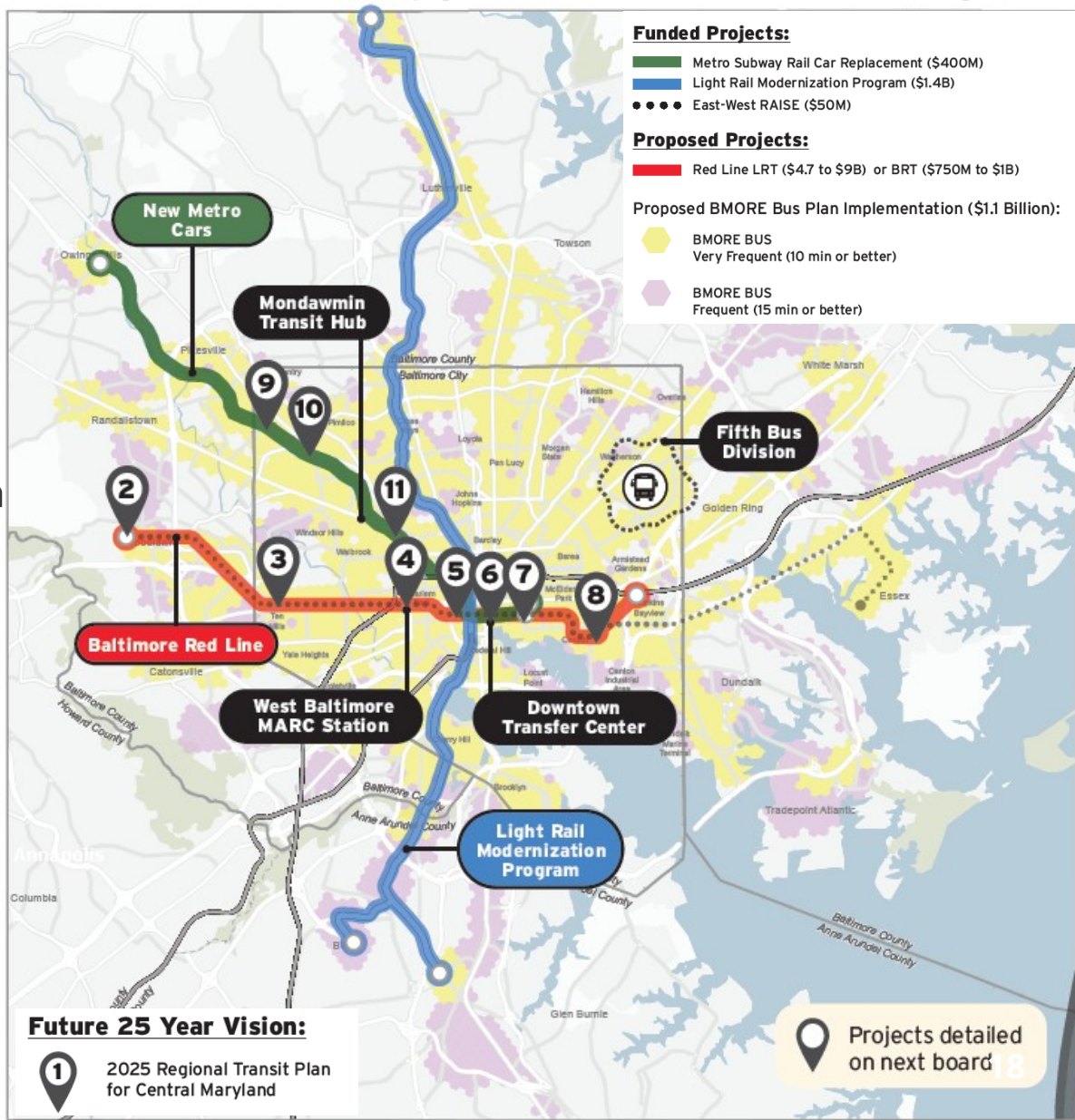
Reisterstown Plaza TOD



Rogers Ave TOD



State Center



# Rapid Transit Attracts Economic Development

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

## Cleveland: HealthLine

Over the first 10 years after the line opened, data showed **\$190 in economic development activity for every \$1 spent on the project.**



**Harrington Discovery Institute**

## 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 mile of the corridor of Richmond's The Pulse BRT line.**



**Scott's Addition**

# Next Steps – Survey

Rochelle Carpenter

[mcarpenter1@mdot.maryland.gov](mailto:mcarpenter1@mdot.maryland.gov)

Peter Lall

[plall1@mdot.maryland.gov](mailto:plall1@mdot.maryland.gov)



**Please Take the Red Line  
Survey!**