

BUILDING BALTIMORE'S "SMART LINE"

EAST- WEST HEAVY RAIL IN FIVE PHASES

Proposed January 2023



BaltimoreSmartLine.org

WHY "SMART LINE"?



Better utilization of resources by leveraging the existing Metro subway tunnel for crosstown trips



Faster to funding for Phase 1



Faster to opening in the Route 40 West Baltimore Corridor



**Faster trips downtown and across town
(by subway rather than light rail)**

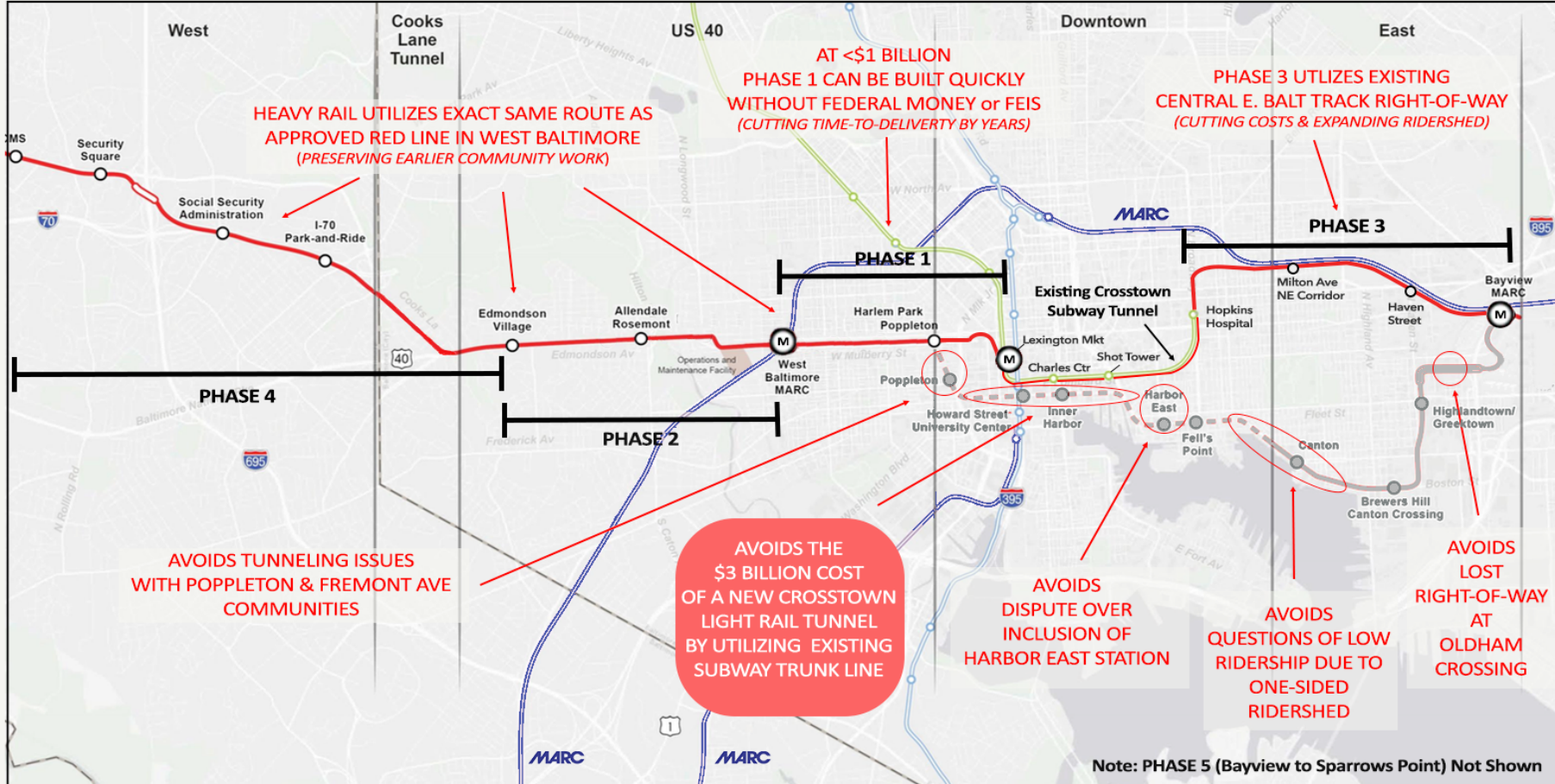


Honors the work of Red Line Station Area Advisory Committees by maintaining the existing station locations in West Baltimore

BALTIMORE'S HEAVY RAIL (SUBWAY) SMART LINE

"GETTING THE RED LINE DONE"

Faster to funding of Phase 1... Faster to delivery in West Baltimore... Faster trips across town.



January 2023

- Proposed Smart Line Heavy Rail (Subway) Route
- Existing Heavy Rail Subway Line
- M Multimodal Stations Created
- Existing MARC Lines
- Former Red Line Light Rail Planned Route
- Existing Light Rail Line



Baltimore Smart Line Heavy Rail Plan Phase 1 W Balt MARC Station to Hopkins Hospital with Existing Rail Shown Proposed January 2023

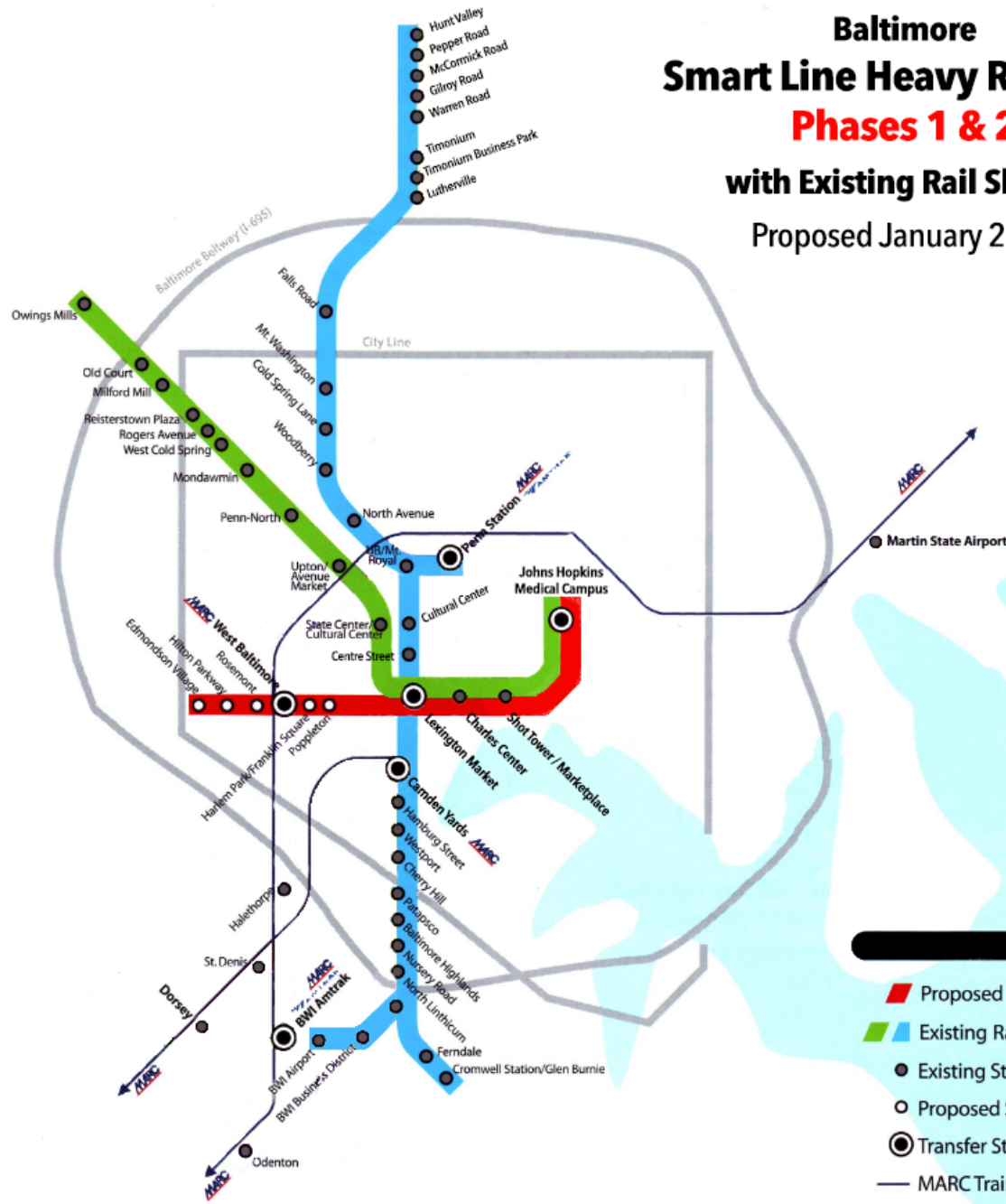


- Heavy Rail (Subway) in 5 Phases
- Phase 1 utilizes the existing trunk tunnel under downtown, by tying in at the Lexington Market subway station. (Mirroring E-W Corridor Alt 3)
- Phase 1 terminates in the west at the West Baltimore MARC Station, creating what would be the Baltimore region's only seamlessly-integrated flagship regional rail station.
- The new Phase 1 would utilize existing state-owned right-of-way in the Highway to Nowhere - thereby cutting costs & development time.
- Phase 1 could be built with only State funds, obviating the need for a federal EIS, shaving as much as 3 years off time to completion (and facilitating "getting the Red Line done" in <8 yrs).
- Sample trip times include:
 - WB MARC to Charles Center: 8 mins, no transfer
 - WB MARC to Hopkins Hosp: 12 mins, no transfer
 - DC (Union) to Downtown Balt (Charles Center): <45 mins with one transfer (MARC - Metro)
- Potential cost for Phase 1: under \$1 billion



Baltimore Smart Line Heavy Rail Plan Phases 1 & 2

with Existing Rail Shown
Proposed January 2023



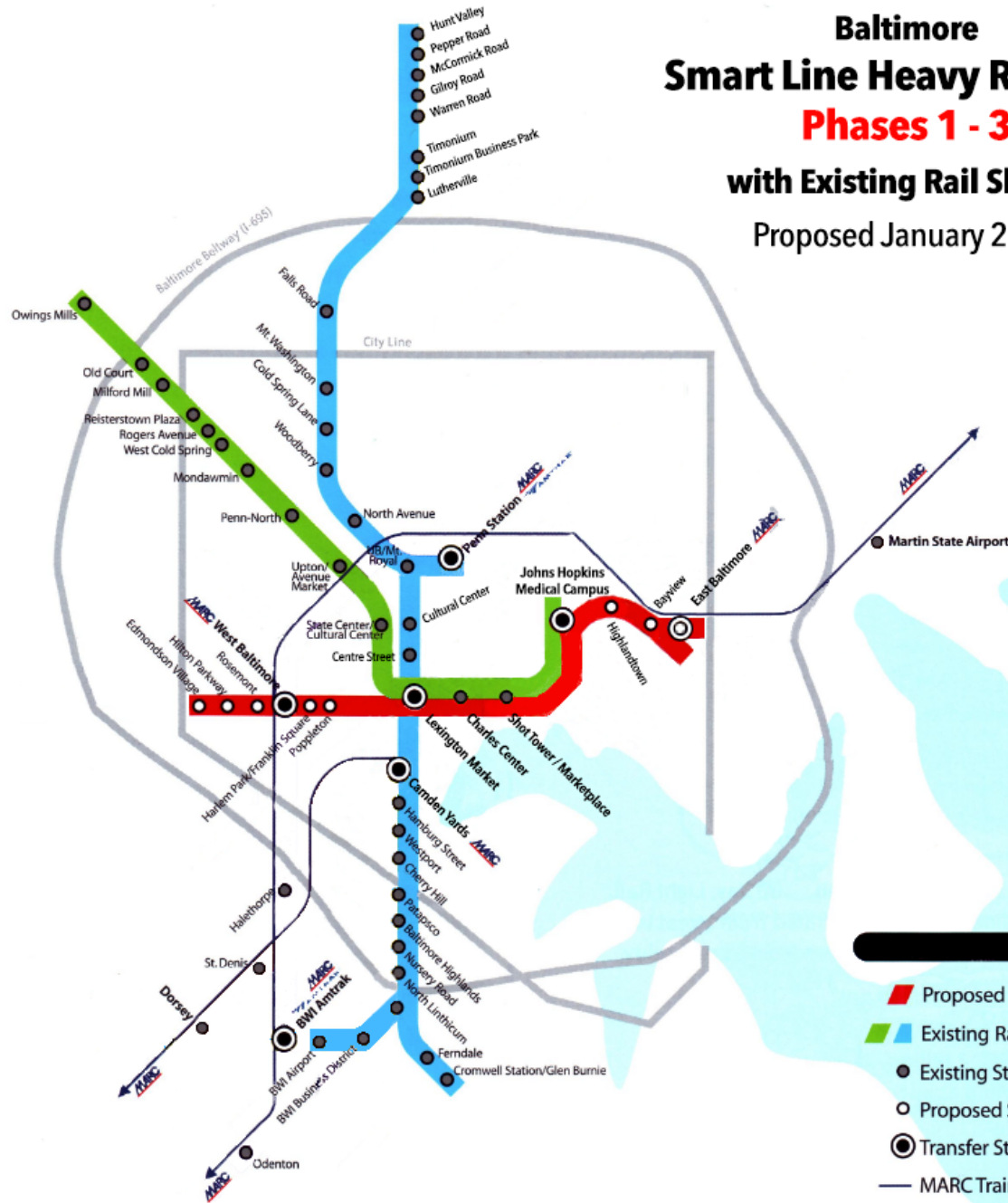
-  Proposed Red Line
-  Existing Rail Lines
-  Existing Station
-  Proposed Station
-  Transfer Station
-  MARC Train



Baltimore Smart Line Heavy Rail Plan

Phases 1 - 3

with Existing Rail Shown
Proposed January 2023



- █ Proposed Red Line
- █ Existing Rail Lines
- Existing Station
- Proposed Station
- ⊙ Transfer Station
- MARC Train



Baltimore Smart Line Heavy Rail Plan

Phases 1 - 4

with Existing Rail Shown
Proposed January 2023



Baltimore Smart Line Heavy Rail Plan

All Phases
I-70 to Sparrows Point
with Existing Rail Shown

Proposed January 2023



- █ Proposed Red Line
- █ █ Existing Rail Lines
- Existing Station
- Proposed Station
- ⊙ Transfer Station
- MARC Train

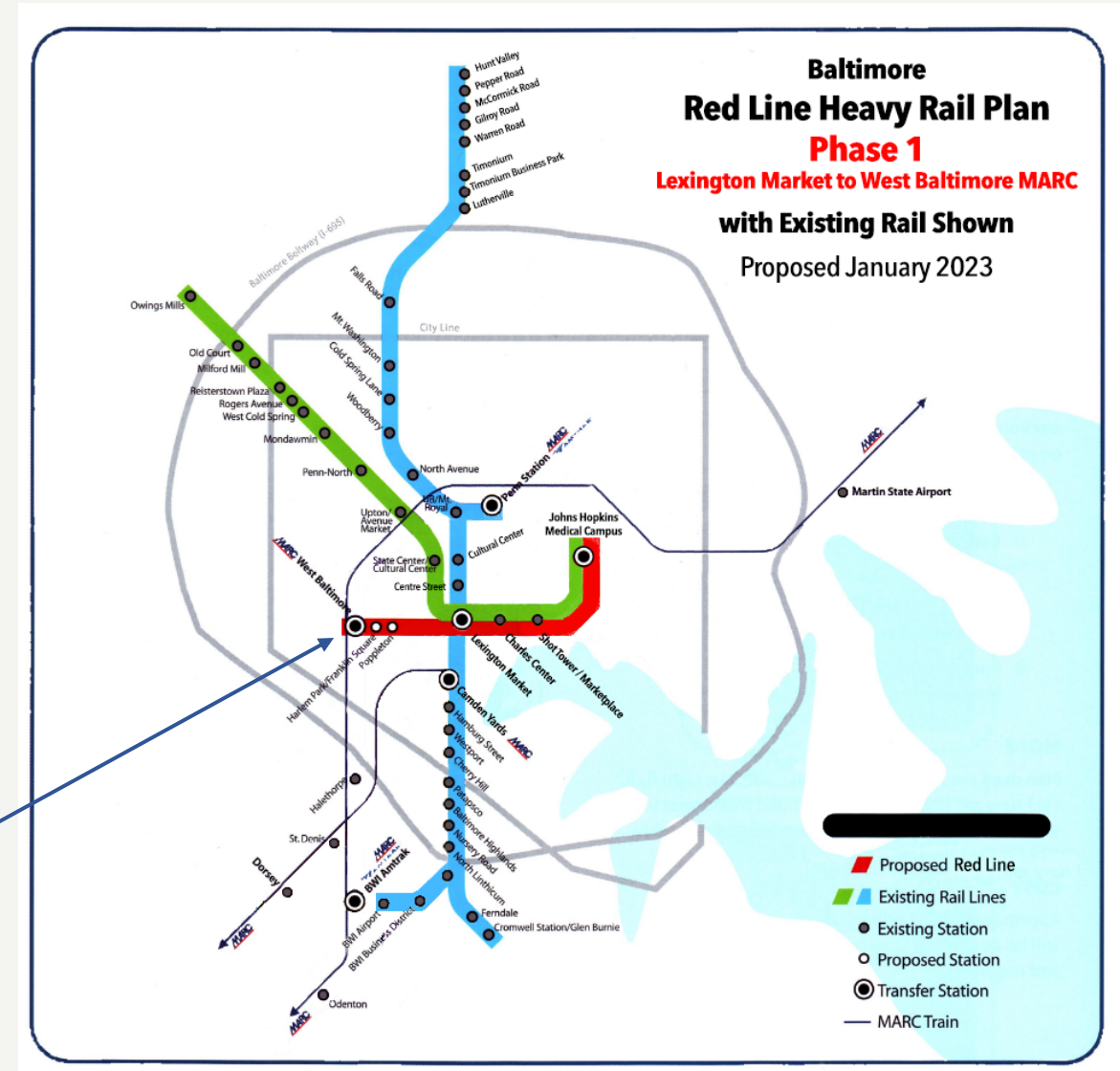


Most Critical Aspect of Phase 1:

West Baltimore MARC Station

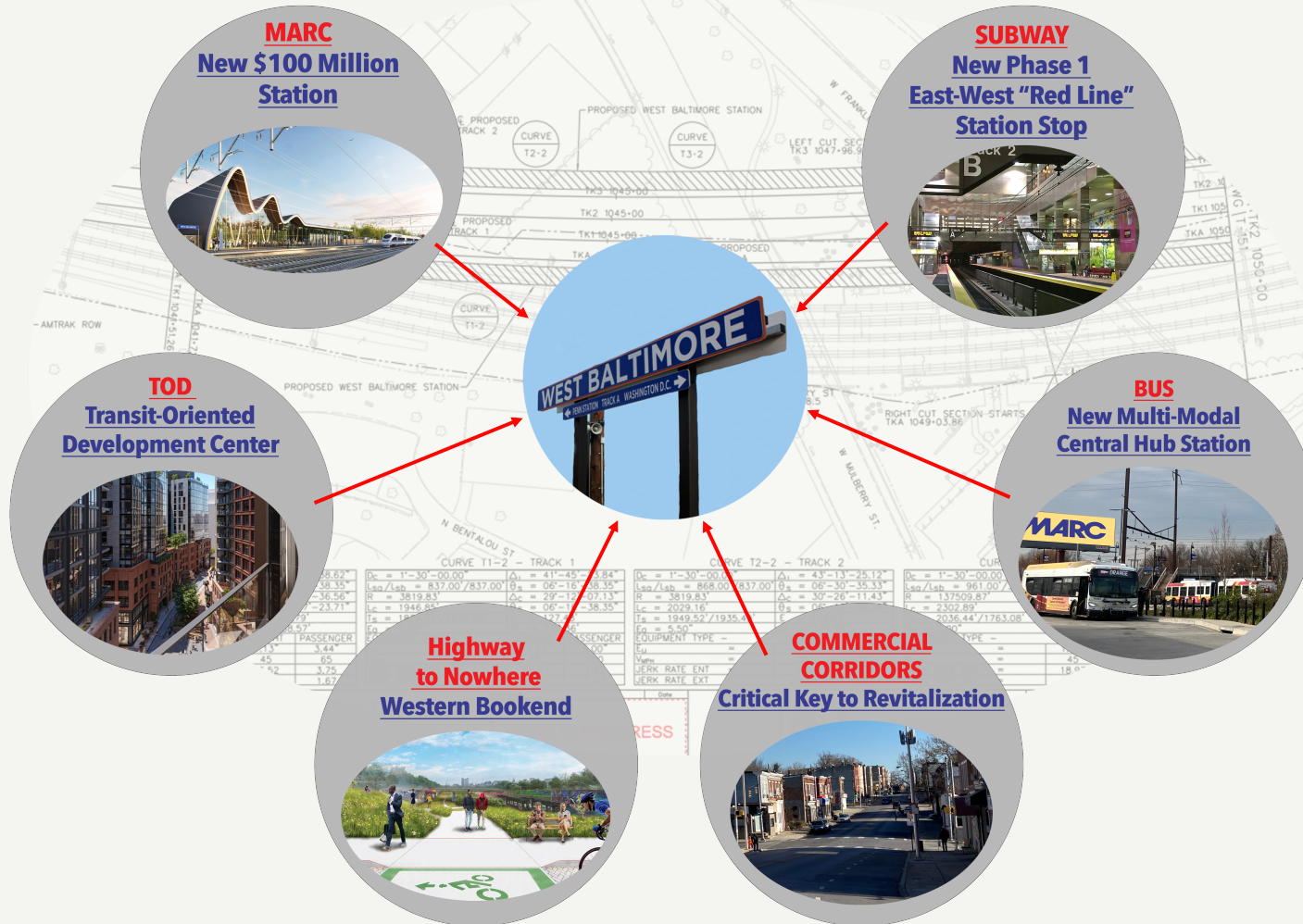
- Amtrak designing it now for Douglass Tunnel
- No multi-modality is being incorporated
- Overall design lacks utility, vision and scale

→ State must be the driver (and funder) of a greater vision for a flagship regional rail station here, incorporating seamless multi-modal links with East-West rail



Visualizing the Design Complexity of the New West Baltimore MARC Station Site

Why MUCH GREATER State Of Maryland planning and design focus is needed now!



What's Being Done Now

- Just a rudimentary station design
- Zero consideration of future "Red Line" subway interchanges
- Zero dialogue with adjacent communities about means of egress & commercial needs
- Zero vision for the site's TOD possibilities
- ZERO VISION FOR THE SITE OVERALL as a Flagship Regional Rail Center & Economic Anchor

What's Needs to be Happen Now

- **The State of MD needs to vigorously insert itself into the design process.**
- **The State needs to insist on (and fund) a greater vision for the station - as a key economic driver for the most disinvested area of MD.**
- **The design needs to plan for and accommodate a future Red Line station underneath it.**
- **The design needs to demonstrate a full understanding of the TOD possibilities and needs.**
- **The design needs to dialogue with, and support, a reimagine of the Highway to Nowhere.**
- **The design team needs a strong community voice embedded in their design process.**

WHAT'S NEEDED AT THE W. BALT MARC STATION? INCORPORATION OF A "SMART LINE" SUBWAY STATION



**EAST-WEST "RED LINE" RAIL IS COMING,
SO...**

Like Bethesda and Silver Spring planning their Purple Line interchanges...

**WEST BALTIMORE NEEDS TO SCOPE IN
AND PLAN IT'S WEST BALTIMORE RAIL
INTERCHANGE.**

What's Needed?

A seamless, wholly interior rail/subway interchange directly beneath the MARC station - eventually making it the city's only true rail/subway multi-modal station.

So even if a "Red Line" plan is not fully approved at station design time, an interchange must be scoped and incorporated into the MARC station's structure.

WHAT'S NEEDED AT THE W. BALT MARC STATION? A GREATER VISION



An aspirational visual reference from a design produced by 3TIProgetti for Rail Baltica in Europe. (www.3tiprogetti.it, <https://info.railbaltica.org/en/infrastructure>)

MARQUIS MULTI-MODAL DESIGN

- Architecture that anchors, catalyzes and dialogues with adjacent DC-scaled transit-oriented development
- Interior spaces with the functionality and vision of a flagship regional rail station



WHY BUILD HEAVY RAIL INSTEAD OF LIGHT RAIL ?

1. **Cheaper** – At least for the first few segments. **No new crosstown tunnel would be needed.** The heavy-rail would instead tap into the existing crosstown tunnel at Lexington Market, potentially resulting in smaller initial price figures.
2. **Allows for Phasing** – If there's no new tunnel cost that needs to be costed out over a longer route, the new line can be constructed in fiscally-swallowable chunks. **Working in phases would allow Governor Moore to hit his target of "getting the Red Line done".** Phases one and two could be nearing completion eight years from now, with other phases in a design and financing pipeline.
3. **Faster Completion** - Again, at least for the first few phases, with no new crosstown tunnel, and most of the first phase located inside the existing Highway to Nowhere segregated trench, the time to completion of Phases 1 (and potentially even Phase 2) would be less than the comparable segment of the Red Line light rail plan.
4. **Better Service** - Subways are faster than surface light rail - often dramatically. And because they run primarily underground, that means less disruption from weather - so they're more trusted, more dependable, more widely utilized by riders and therefore more likely to spur development.
5. **Expedites Highway to Nowhere Reimagine and MARC Station Design Tie-Ins** - If phase one runs in the Highway to Nowhere right-of-way, and its on the fast-track without an EIS (see next slide), then this means decisions would have to be made immediately about what to do in this high-profile West Baltimore corridor, and with the West Baltimore MARC Station design.



COULD THE STATE START BUILDING HEAVY RAIL WITHOUT AN EIS?

YES - IT'S HAPPENED BEFORE

Governor Schaefer famously built the first phase of Baltimore's existing central light rail line with only state funds - thereby avoiding an EIS and its consequent delays. (Federal funds were then used for the extensions to Hunt Valley, the airport and Penn Station, and for the second track on much of the line.)

Could Phase 1 (West Baltimore MARC Station to Lexington Market) be similarly built with only state funds? The cost would likely be less than \$1 billion, and Gov. Moore could then claim to have "gotten the Red Line done". Federal funding could then be used - post EIS - for other phases.

In any case, federal funding was only ever going to be about 30% of the total project cost anyway¹ - and that's with no sharing of the inevitable overruns, so in fact the final federal percentage would have likely been even lower. No EIS delays could potentially contribute enough savings to equal the amount that was lost in federal government contributions by not waiting for an EIS.

¹<https://www.washingtonpost.com/transportation/2022/12/16/baltimore-red-line-wes-moore/>



FOUR KEY TAKEAWAYS

- **The Only Way Gov. Moore “Gets the Red Line Done” in 8 Years Is to Build Phase 1 of Heavy Rail with State Money.**
- **Heavy Rail Has A Much Better Chance of Actually Being Built, Since It Can Be Planned and Executed in Discrete, Swallowable Phases.**
- **Light Rail Cannot Be Built In Phases, Since The Extraordinary Cost of a New Crosstown Tunnel Must Be Expensed Over a Greater Line Length.**
- **Getting Heavy Rail Phase 1 Done Quickly With State Money Gets a Highway to Nowhere Reimagine Done Quickly As Well.**

HEAVY RAIL

GETS THE

RED LINE

(AND THE HIGHWAY TO NOWHERE)

DONE





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