

Baltimore Red Line Project Update

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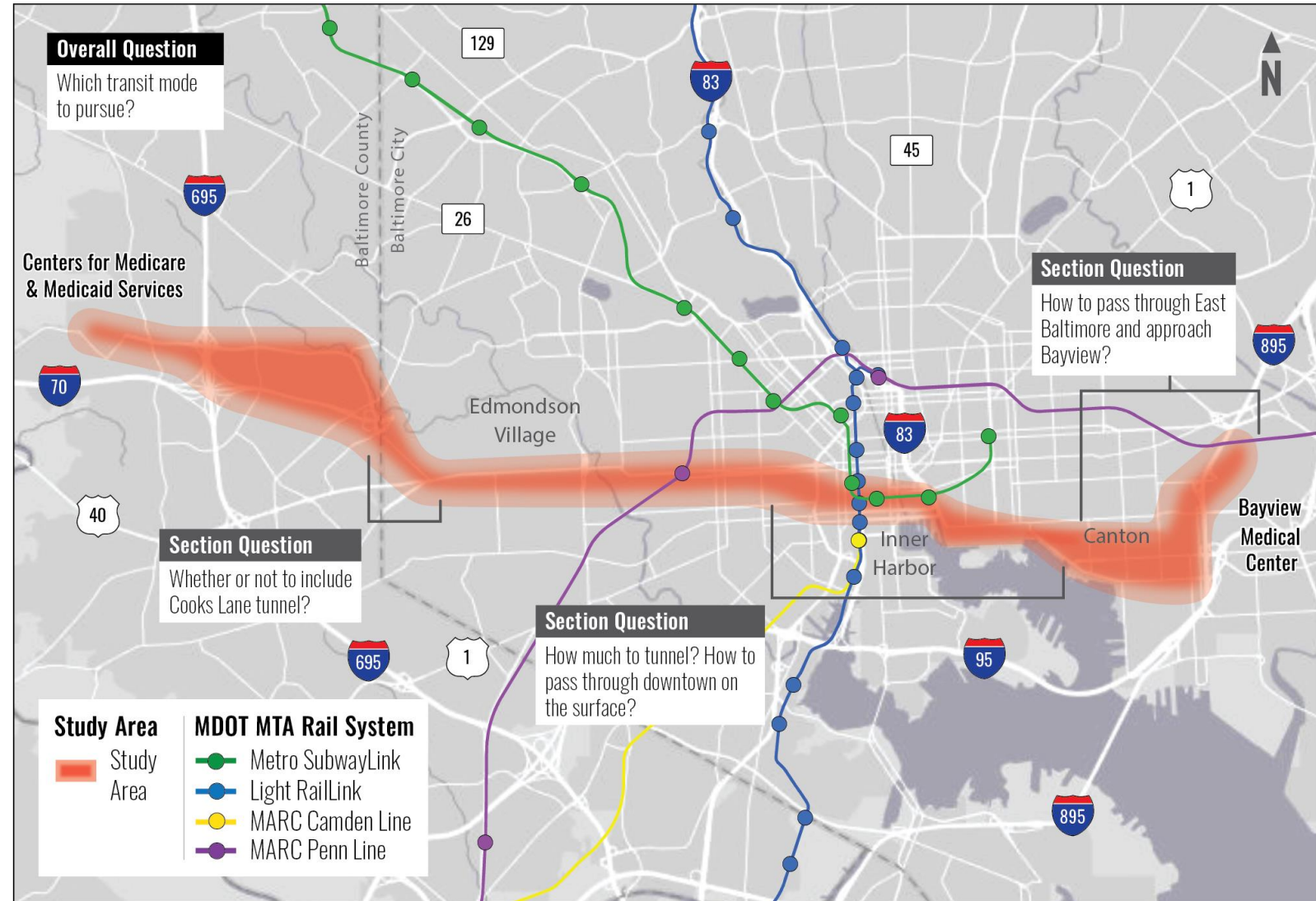
Transit Development & Delivery

RED LINE

MDOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

Baltimore Red Line Overview

- High-frequency, high-capacity transit line for the Baltimore Region
- Addresses a major gap in east-west transit service between Bayview and Woodlawn, through downtown Baltimore City



Why the Red Line Matters

The Landscape of Transit Equity in Baltimore

- A Century of Disinvestment and Inequities



- Barriers to Transit Equity Approaches

- Consistent public engagement and contribution
- Organizational structures that lack representation
- Dependent Ridership vs. Choice Ridership
- Connectivity between residential areas and employment opportunities

- Title VI limits inequitable outcomes but does not advance equity that can improve access to business, education and healthcare.
- Qualitative data is often overlooked despite being truthful, understandable, and persuasive.

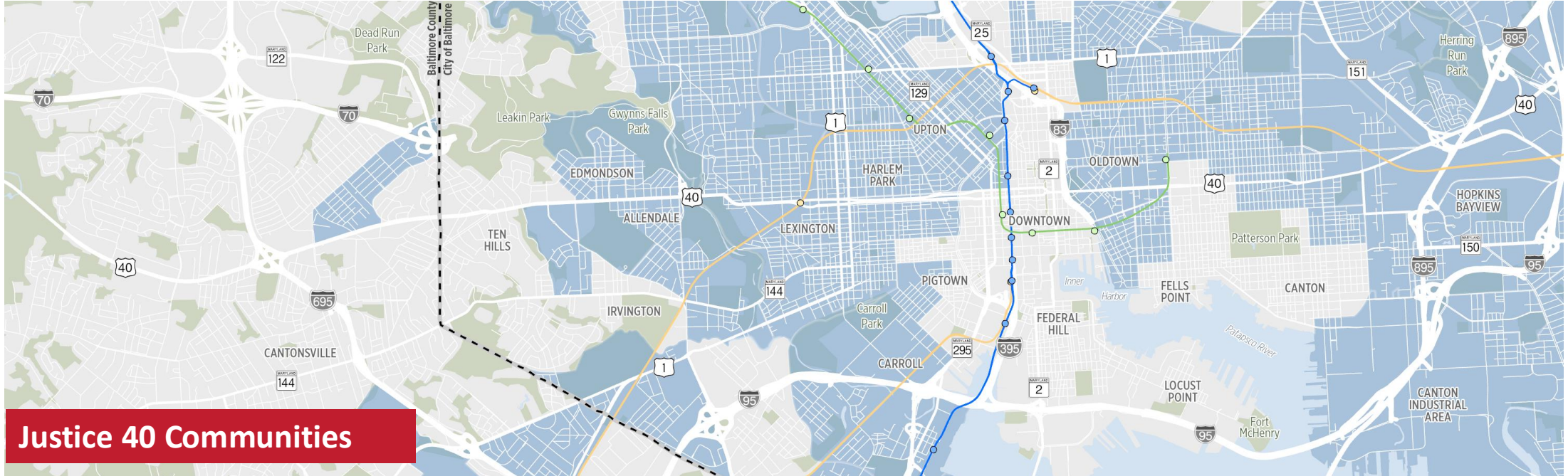
Driving development, Redevelopment, & Growth through Transit



The Red Line connects **different markets across the city**. This major transit investment and high-quality service will:

- Bring **thousands of jobs** to the region
- Advance the region's **economic development**
- Encourage **new development** around transit stations.
- **Revitalize neighborhoods** in surrounding communities.

Investment in Transit is Investment in People & Community



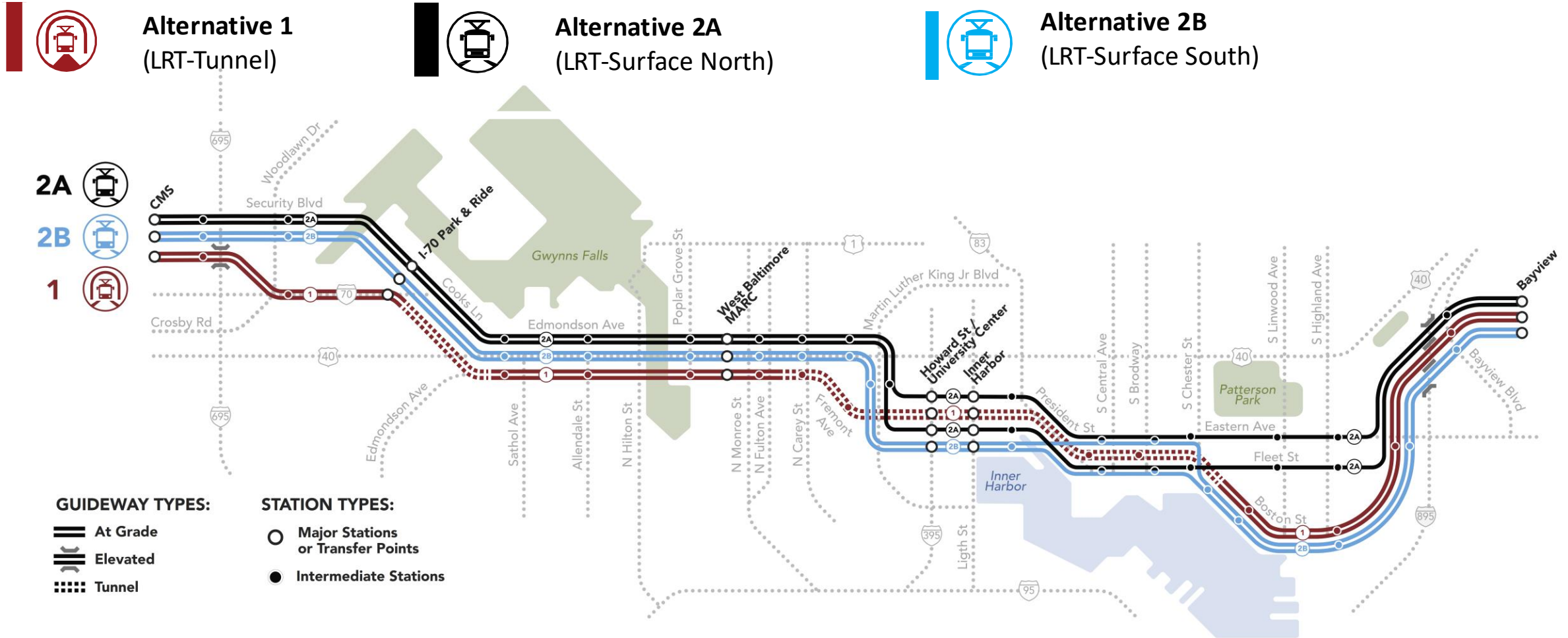
Investing in transit cannot solve all issues: Unemployment, vacant housing, school attendance, income, addiction.

But without investing in transit, we cannot solve any of them.

Where We Are Today

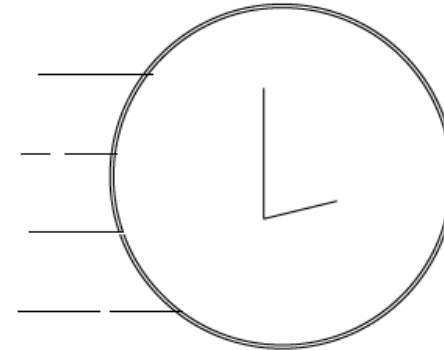
Preliminary Alternatives Under Consideration Today

Three alignment options (mapped below) are under consideration:



Technical Analysis Reconfirmed Light Rail Transit

20 measures of effectiveness evaluated



Higher Ridership Capacity

Up to twice the projected daily ridership on Light Rail as Bus Rapid Transit

Annualized Capital Cost

While overall capital cost is higher, annualized capital cost per trip is slightly better

Travel Time & Reliability

End-to-End Travel time slightly better than Bus Rapid Transit

Equity

Light Rail is projected to serve twice as many trips from zero-car households

FTA Relies on Ridership Metrics to Fund Projects



Average Weekday Projected Total Trips



New Transit Trips



Average Weekday Projected Trips from Zero-Car Households

RED  LINE



Light Rail Transit (LRT)

280 passengers per trips



Bus Rapid Transit (BRT)

90 passengers per trips

LRT Can Carry More Passengers Per Vehicle



Bus Rapid Transit (BRT)



11,000 to

16,000

passengers per day



Light Rail Transit (LRT)



32,000 to

48,000

passengers per day

LRT is \$4-\$5 Less Expensive Per Trip vs. BRT



\$1.9 Billion - \$5.7 Billion

But \$18-\$26 annualized capital cost per trip



\$3.2 Billion - \$7.2 Billion

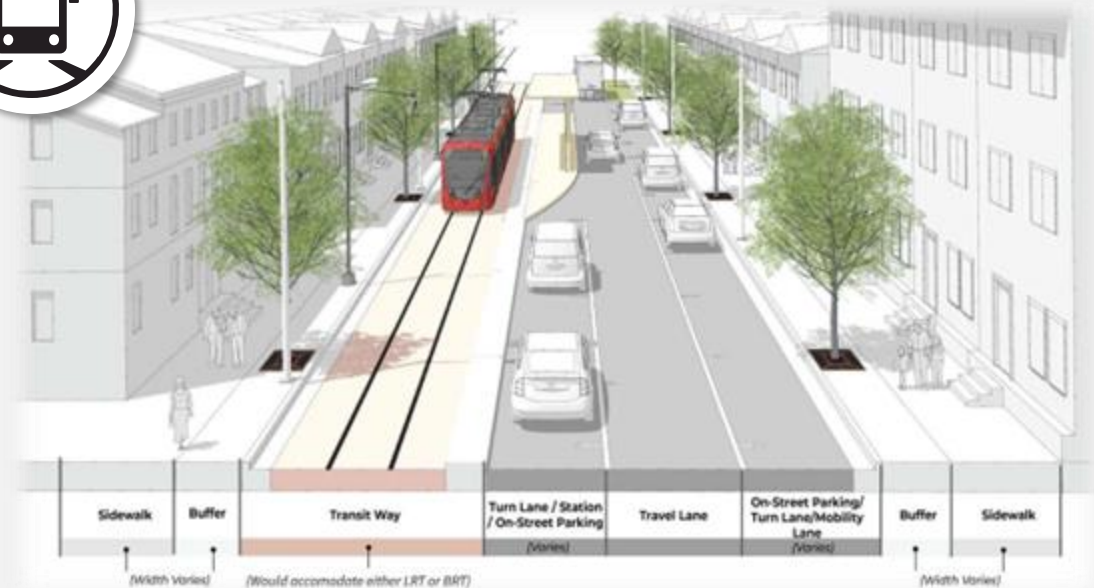
But \$14-\$21 annualized capital cost per trip



Bus Rapid Transit (BRT)

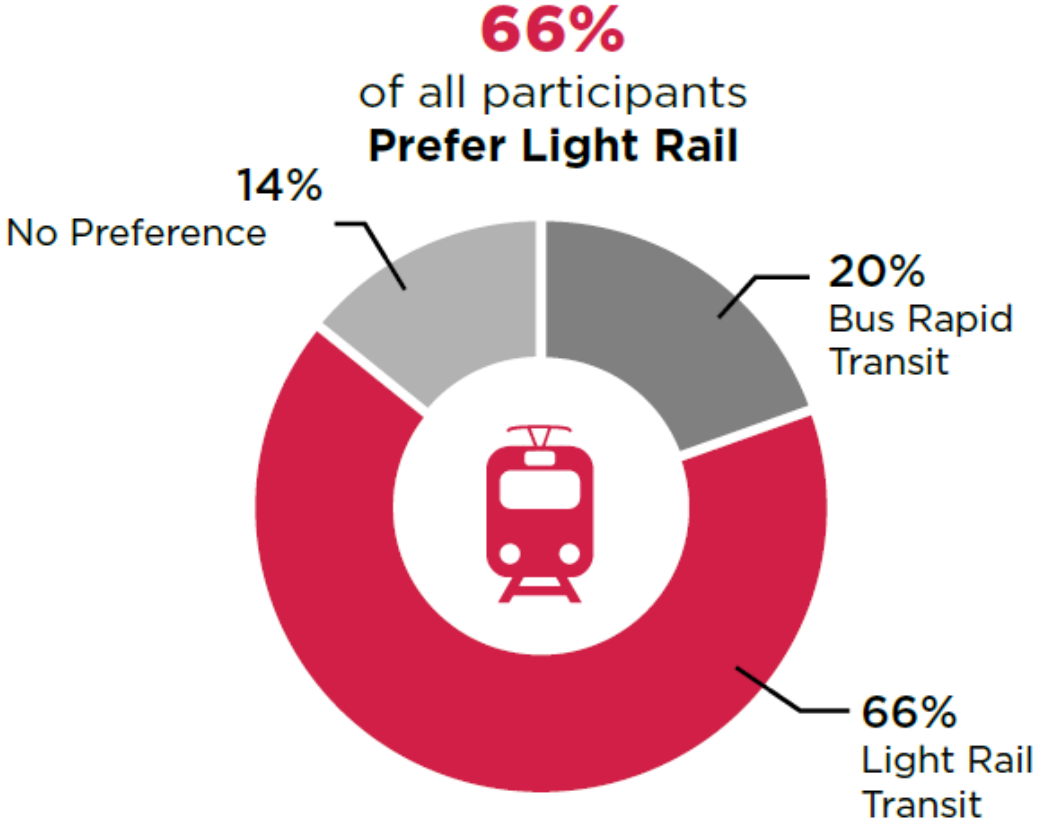


Light Rail Transit (LRT)




Public/Stakeholder Input has Reconfirmed Light Rail Transit


92% of respondents cited mode as “Very Important,” “Important,” or “Moderately Important” in their alternative preferences



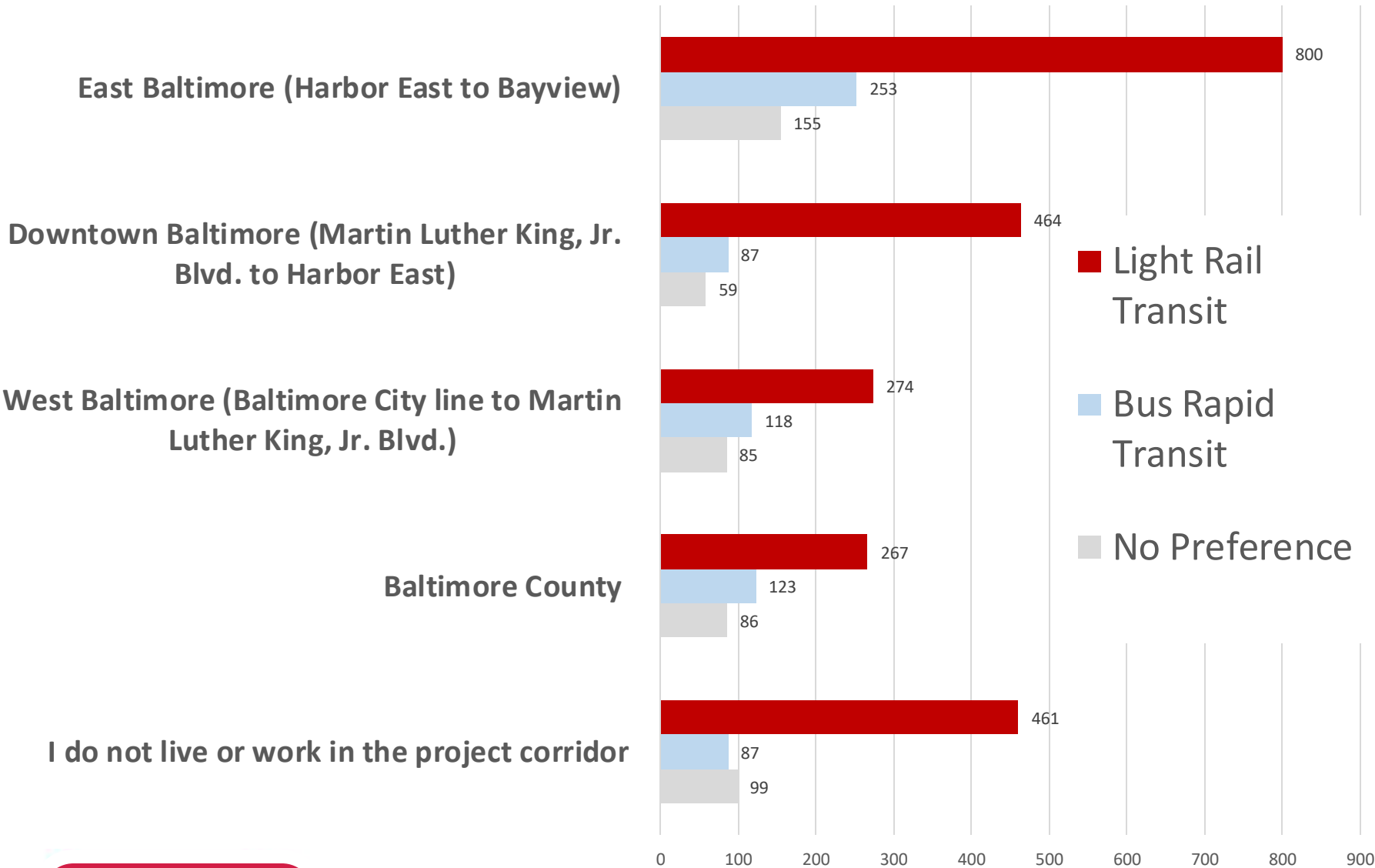
 **5,500+**
Connections with individuals

 **9** Open Houses
700+ Participants

 **42**
Pop-Up Meetings

 **3,500+**
Online Surveys

Light Rail Preferred Across the Corridor



- Area-based survey responses confirms LRT preference
- Public input received at open houses, street teams, and pop-ups was consistent with the survey findings

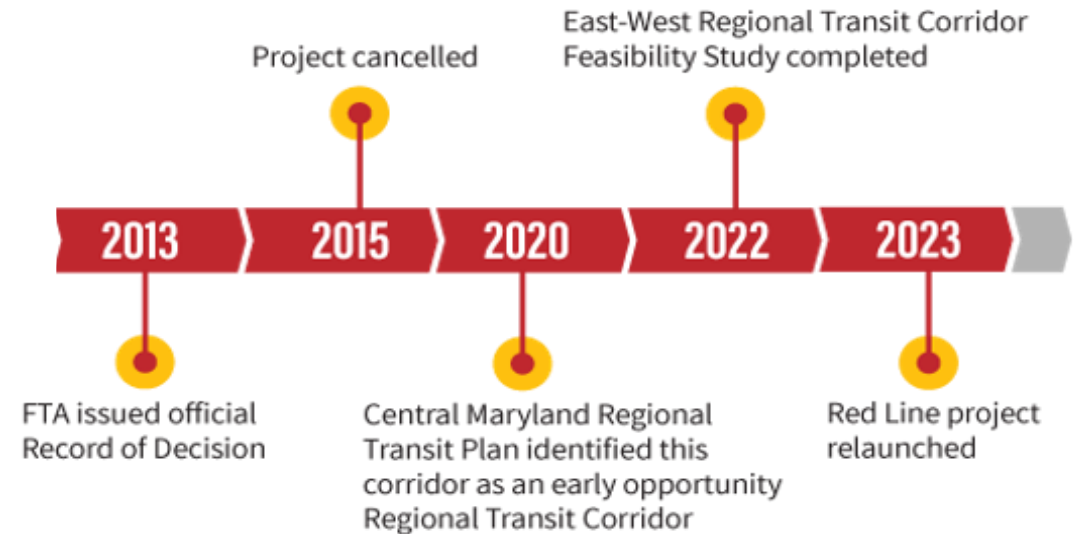
What Comes Next

NEPA | Why We Need to Revisit

A Supplemental Environmental Impact Study (SEIS) is prepared when changes to a project result in significant new or changed impacts that were not captured in the initial SEIS.

The SEIS will focus on:

- Modernizing the Purpose and Need
- Reviewing regulatory and policy changes
- Describing and analyzing alternatives
- Describing changes in the project area and anticipated project impacts
- Conducting meaningful and equitable stakeholder and public engagement



Look-Ahead Timeline | 2024

Spring 2024

- ✓ Initiate NEPA Environmental process and studies
- ✓ Conduct Community Association engagement
- ✓ Host Community Advisory Team kick-off

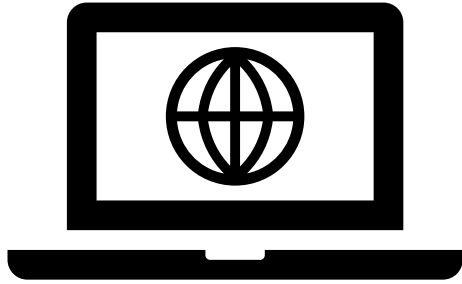
Summer-Fall 2024

- ✓ Identify recommended project mode
- Continue data collection & alternatives analysis
- Participate in community events, fairs, and festivals
- Pilot 2024 Red Line Internship Program with Edmondson H.S.
- Begin Community Compact update effort
- Host Open Houses (Fall)

Winter 2024/25

- Identify Locally Preferred Alternative
- Publish Supplemental Environmental Impact Statement

Stay Engaged!



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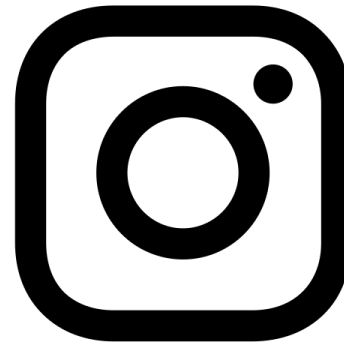
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