



# MTA Light Rail Modernization Program

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# Agenda

- Light Rail Modernization Program (LRMP) Overview
- Program Benefits
- Partner Coordination
- Schedule

# Light Rail Modernization Program Overview

- In 2024, MTA won a **\$213 million Rail Vehicle Replacement grant** to modernize the Light Rail Fleet.
- The need to upgrade MTA's current light rail vehicles is **a once-in-a-generation opportunity to improve the system.**
- LRMP is an over \$1 billion program of investments in **light rail vehicles, signal systems, stations, track, and maintenance facilities** for Baltimore's Central Light Rail line.

The 2025 Moore-Miller transportation budget provides **additional revenue that fully funds this program.**



# Why Modernize the Light Rail System?

The current Light Rail operation **has not been modernized since the initial construction** and subsequent expansion of the original system.

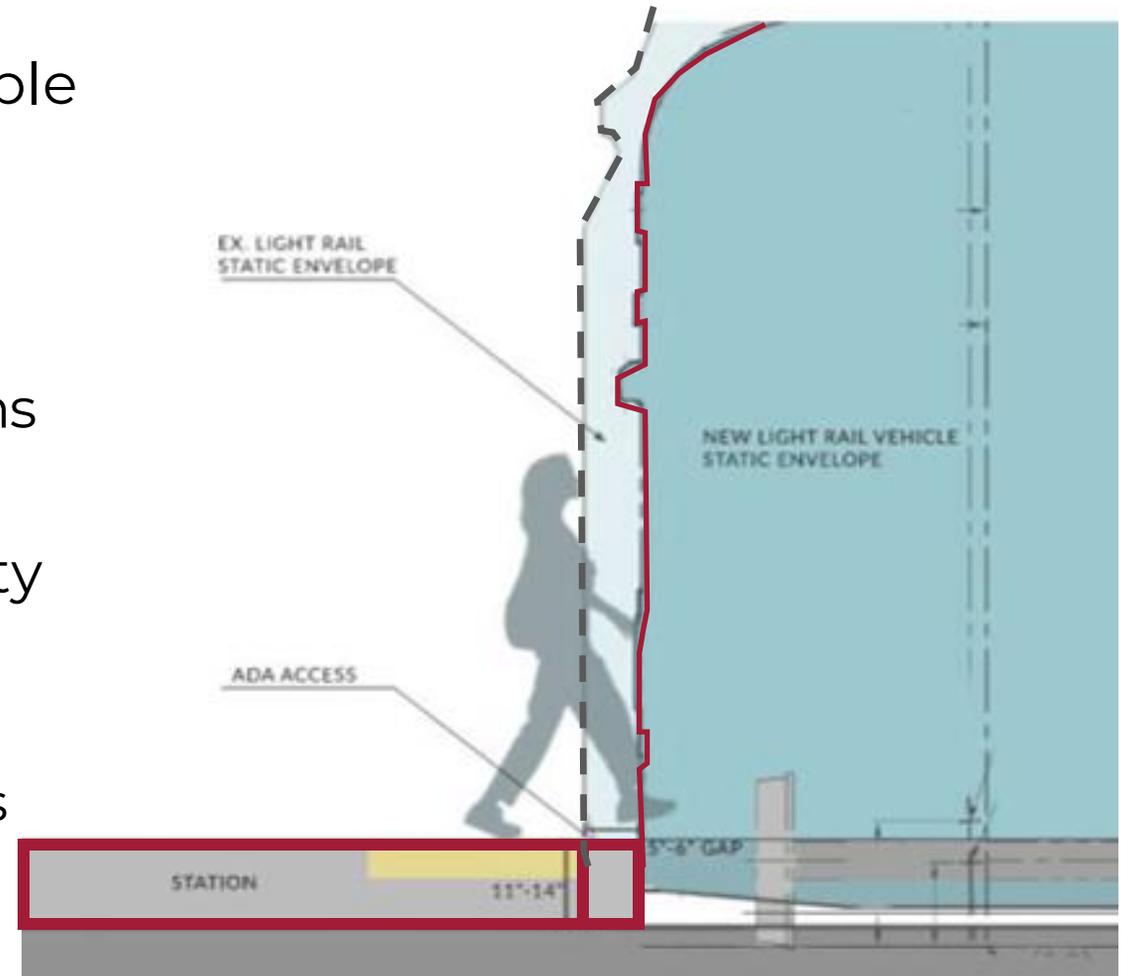
Passengers are currently experiencing:

- Long headways when **vehicles are out of service for maintenance** due to state of good repair needs or emergency repairs after crashes
- Long station dwell times due to **stairs, ramp deployments, and the lack of convenient accessibility** with the current system
- Long signal delays due to Light Rail **signal system** and **Baltimore City traffic pattern and signal optimization needs**



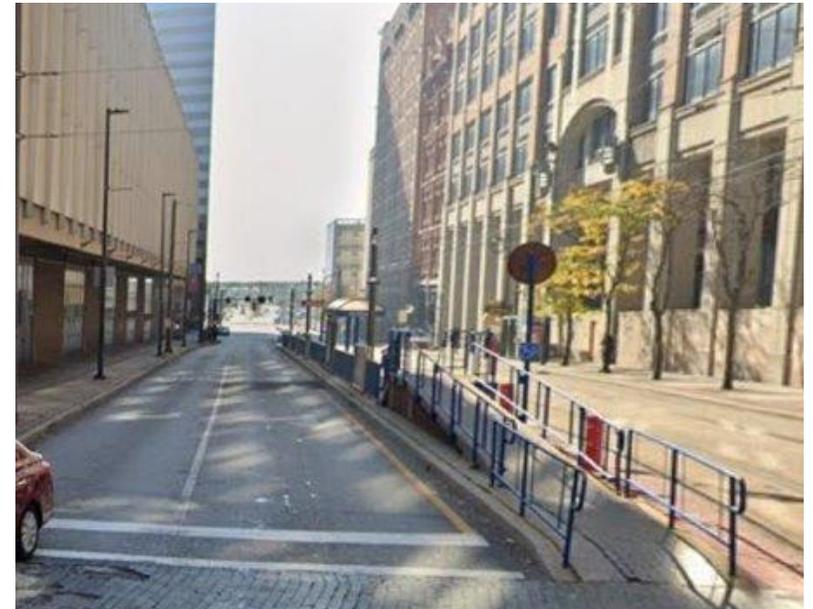
# LRM Program Scope

- Replacing 52 vehicles with fully accessible modern low floor vehicles
- Upgrading maintenance facilities to support new vehicles
- Updating power and train control systems and replacing track in the CBD
- Upgrading all 33 stations for accessibility with new vehicles
  - Removing boarding “high blocks”
  - Maintain ability to serve three-car trains
  - Upgrading amenities and safety components where possible



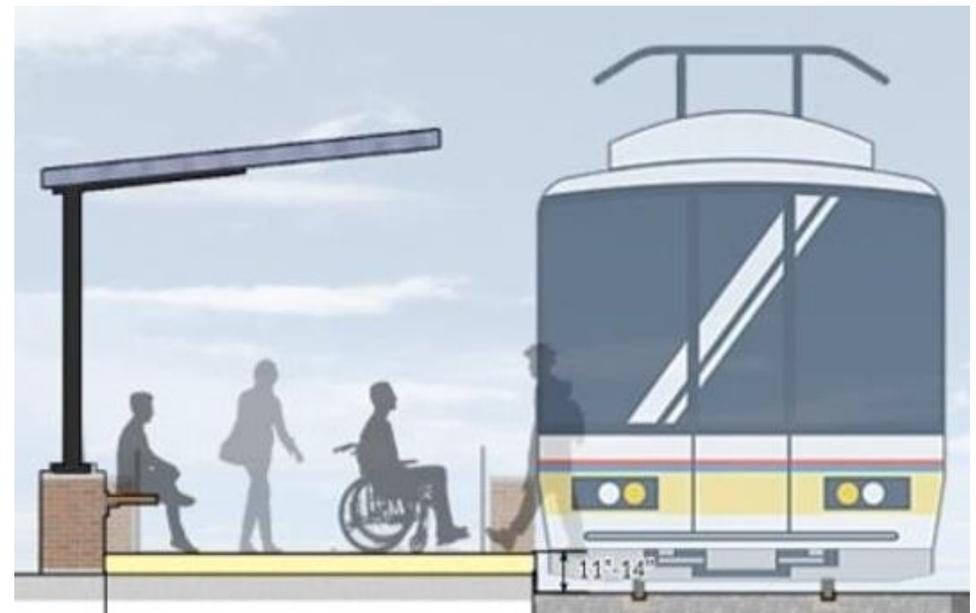
# LRMP Targeted Improvements

- Baltimore Arena Station
  - Existing station cannot be rebuilt as is and still meet modern ADA standards
- Lexington Market Station
  - Howard Street between Saratoga and Lexington has safety and operational challenges that could be addressed by excluding vehicle traffic on this block
- Reducing Light Rail and Vehicle Conflicts
  - Crashes are too frequent, and drivers are often in confusing and uncomfortable situations
  - **Improvements do not need to wait for LRMP project!**



# Program Benefits

- Improved accessibility
- Increased frequency and reliability
- Faster boarding and travel times
- Traffic safety through traffic operations changes
- Enhanced security at stations
- Refreshed and modern station design features



# Improved Accessibility and Dwell Time

- Low floor/all door boarding vehicles enable shorter dwell times and have safety and accessibility benefits
- Boarding and alighting is more efficient when all doors are available to load and unload passengers
- Low floor vehicles eliminate delay of passengers climbing/descending stairs inside vehicle and operators deploying ramps

Shorter station dwell times could **save 7-8 minutes** along the full system.

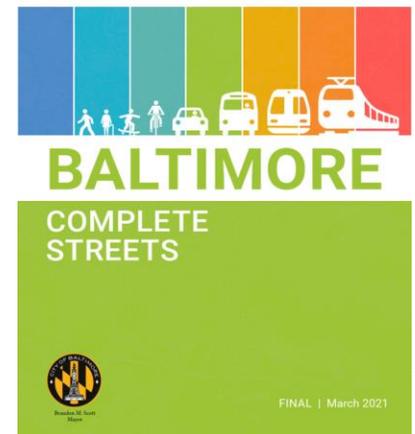


Source: RTD Denver - <https://www.rtd-denver.com/how-to-ride/accessibility>

# Decreased Signal Delay

- Signal delay along Howard St. accounts for 28% of total travel time from Camden Station to Mount Royal or **3-5 minutes waiting at signals** after vehicles already waited at stations.
- Removing left turn movements and optimizing signal operations for transit could provide **1-2 minutes of travel time savings** along Howard St. alone.
- Removing left turns across the tracks would also have **safety benefits for trains, drivers, and people** walking or rolling.

MTA is working with BCDOT to look for **traffic and signal optimization opportunities.**



# Partner Coordination



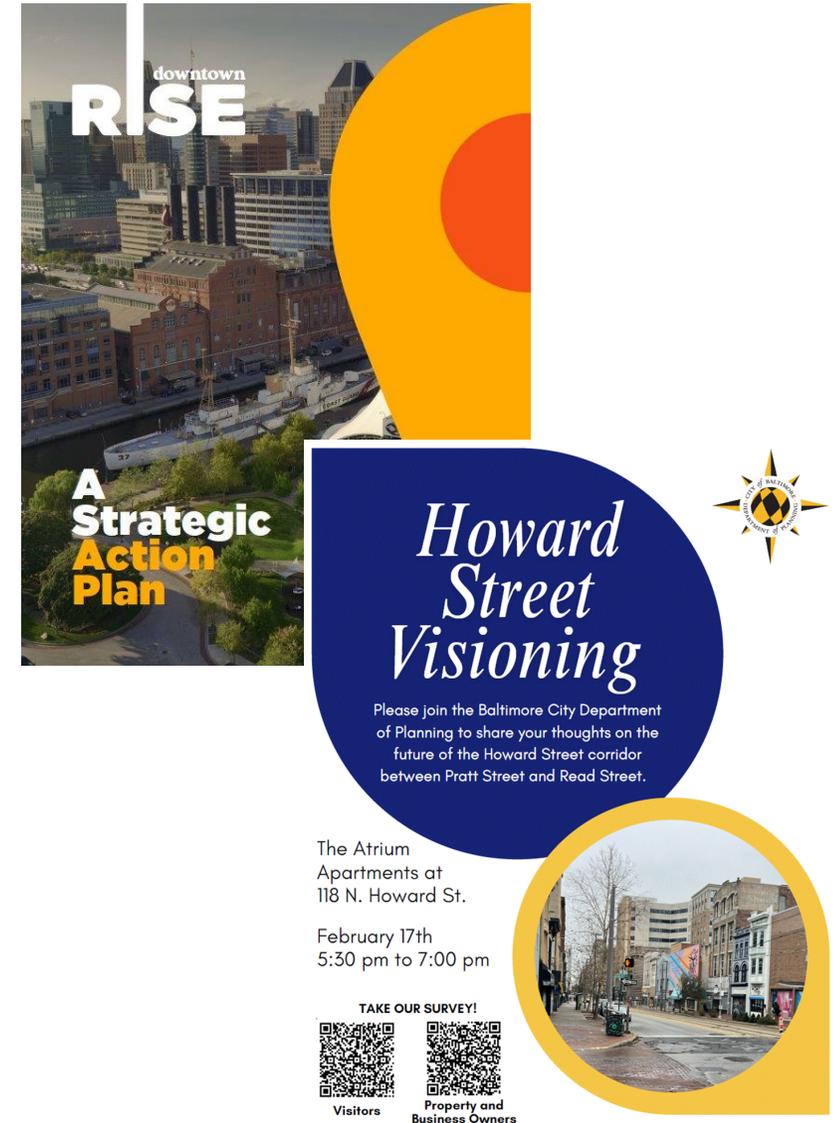
# Increased Station-Area Investment

- Central Light Rail is an economic driver for the region.
- Station area development catalyzed by transit investment.
- Shared vision for a revitalized Howard Street in the CBD.
- Stakeholder engagement through planning, design, and construction.



# Interagency Workgroup

- **Reach timely decisions** during design and construction to manage LRMP schedule and budget risk
- Proactively **identify and mitigate** construction impacts
- Coordinate **effective stakeholder engagement** through implementation
- **Align parallel efforts** in the corridor, including planning initiatives and department investments



**downtown RISE**

**A Strategic Action Plan**

*Howard Street Visioning*

Please join the Baltimore City Department of Planning to share your thoughts on the future of the Howard Street corridor between Pratt Street and Read Street.

The Atrium  
Apartments at  
118 N. Howard St.

February 17th  
5:30 pm to 7:00 pm

**TAKE OUR SURVEY!**

Visitors Property and Business Owners

# Interagency Workgroup: BCDOT

- Coordination with MTA regarding LRMP scope
  - Station improvements
  - Light Rail and traffic safety
- Alignment of agency programs
  - ADA Program
  - Repaving Program
- Stakeholder coordination



# Schedule

# Current Solicitation Strategy

## Tranche 1 – V&TC

- Design Build Transition Management (DBTM)
  - Performance-based Requirements
  - Transition Management
  - Collaboration with Other Tranches
- RFP Advertised

## Tranche 2 – Stations & Track

- Progressive Design Build (PDB)
- Concept Plan
- Performance-based Requirements
- RFQ followed by RFP
- RFQ Submitted

## Tranche 3 – CMSF

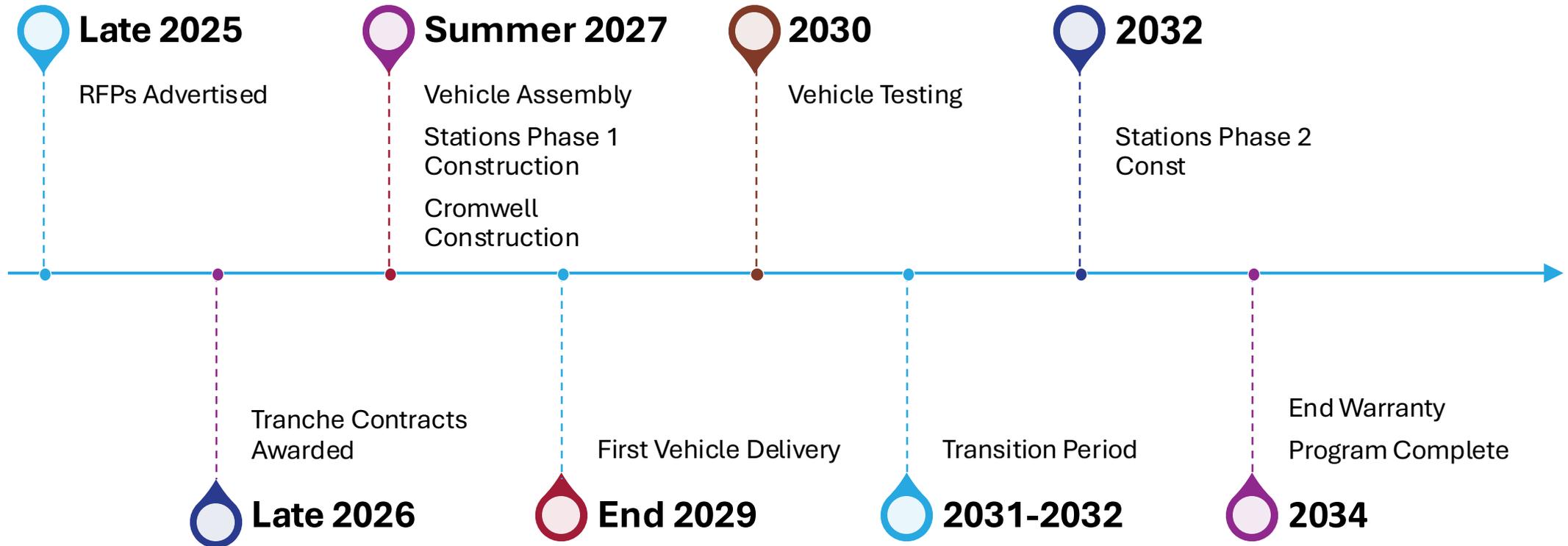
- Design Build (DB)
- Concept Plans
- Performance Requirements
- RFP

## Tranche 4 – TPSS

- Design Build (DB)
- RFP Submitted

Funded through various sources, collectively the Program is over \$1 Billion

# Forecasted Program Timeline



Note: Forecasted timeline reflects MTA's analysis as of Winter 2025/26 and is subject to refinement and collaboration with program delivery partners.

# THANK YOU