

Baltimore Red Line

Transit Choices

May 28, 2026

RED  LINE

MOT MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

Agenda

- Project Guiding Goals
- What Has Changed Since 2024: Project Challenges and Opportunities
- Approaches to Advance the Red Line
 - **Approach 1:** Full LRT
 - **Approach 2:** Phased LRT
 - **Approach 3:** Full BRT
- Next Stage of Engagement and Milestones

Project Guiding Goals

Red Line Guiding Goals

- **Connect communities** to jobs, education, services, and opportunities
- Deliver **high-frequency, high-capacity premium transit** across the region through downtown Baltimore
- **Connect to existing transit services** to create network
- Support **economic growth, economic opportunities, and shared prosperity**

Project Challenges and Opportunities

What Has Changed Since 2024

Changing Federal and National Landscape

- **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.
- There are currently 48 projects in the CIG program, **33 of those projects are BRT projects** signaling an industry shift to BRT.
- No projects have entered into a Federal Funding Grant Agreement since January 2025

Opportunity for Transit

Red Line construction will need to co-exist, and in many instances, improve mutual outcomes for Baltimore's other transportation needs.

A re-imagined Red Line offers co-benefits:

- The ability to connect economic development and growth across the region with premium transit, sooner.
- More financial capacity to build other transit needs in the Baltimore Region, such as BMORE Bus.
- More capacity to start advancing a future BRT network.
- Advance a transit project with similar performance and less disruptive impacts to the community.

Approaches to Advance the Red Line

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.

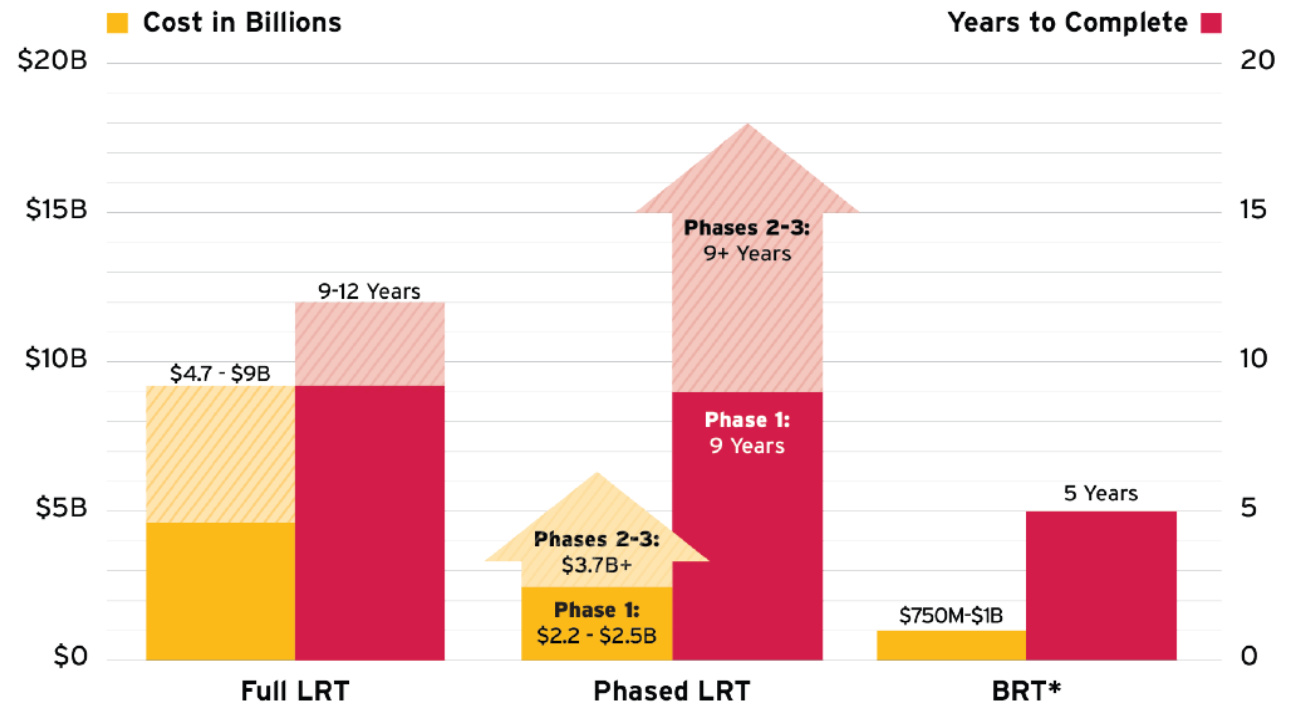
Approach 2: Phase LRT

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

Phasing LRT

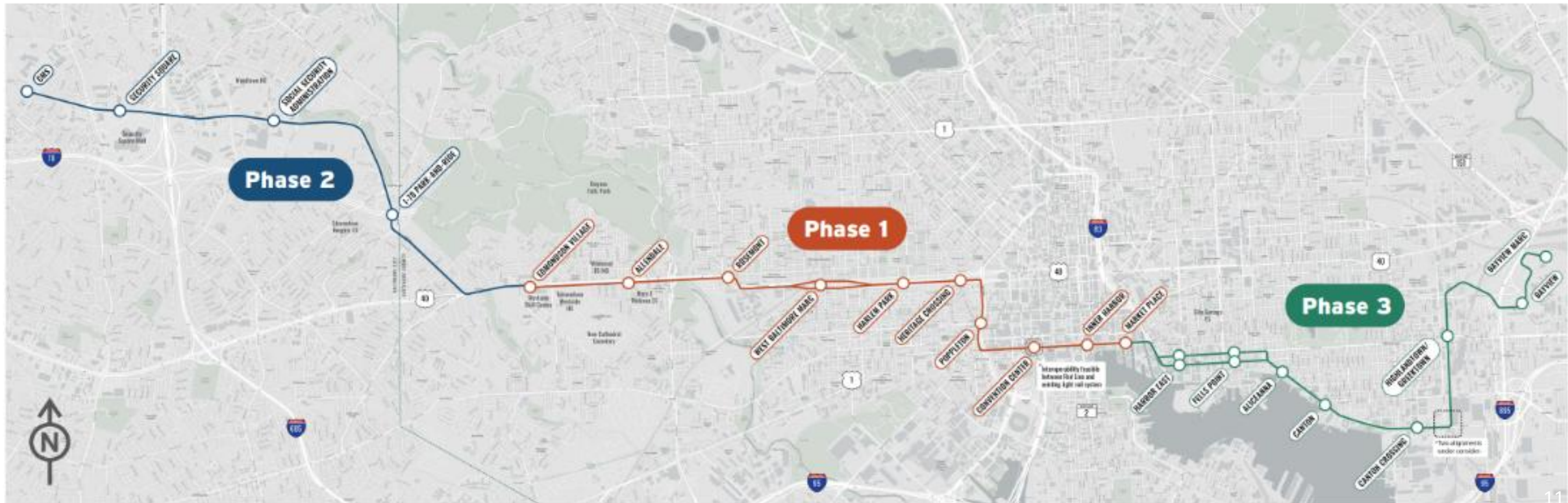
Increased Costs and Risks over the Long-Term



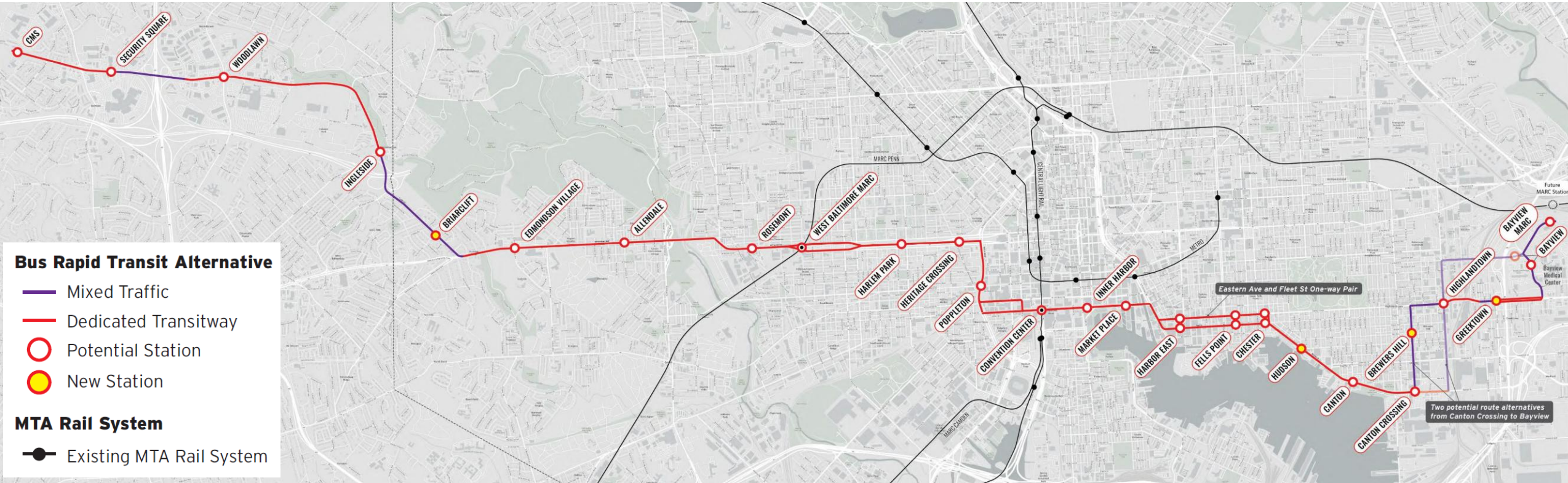
Lower initial capital cost but higher overall cost



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



Red Line BRT Alternative



Lower Costs



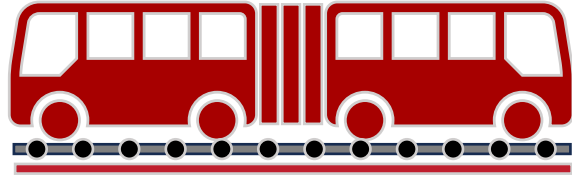
Faster Construction



Travel Time & Customer Experience Similar to LRT

RED LINE

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

** Dedicated, bus-only road*

Corridor Streetscape Improvements Constructed Sooner by the Red Line



~20

Miles of New
Sidewalk



~500

Improved or New
Pedestrian
Crossings



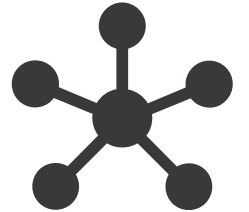
~100

New Signals



~50

Lane Miles
Resurfaced



Wayfinding at
all Stations

Serve Security Square Mall Redevelopment Sooner

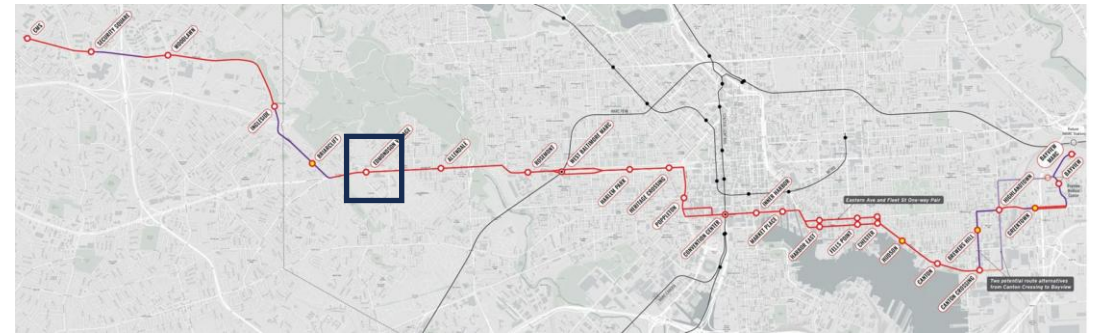


Rendering is for illustrative purposes and not based on a final redevelopment plan.

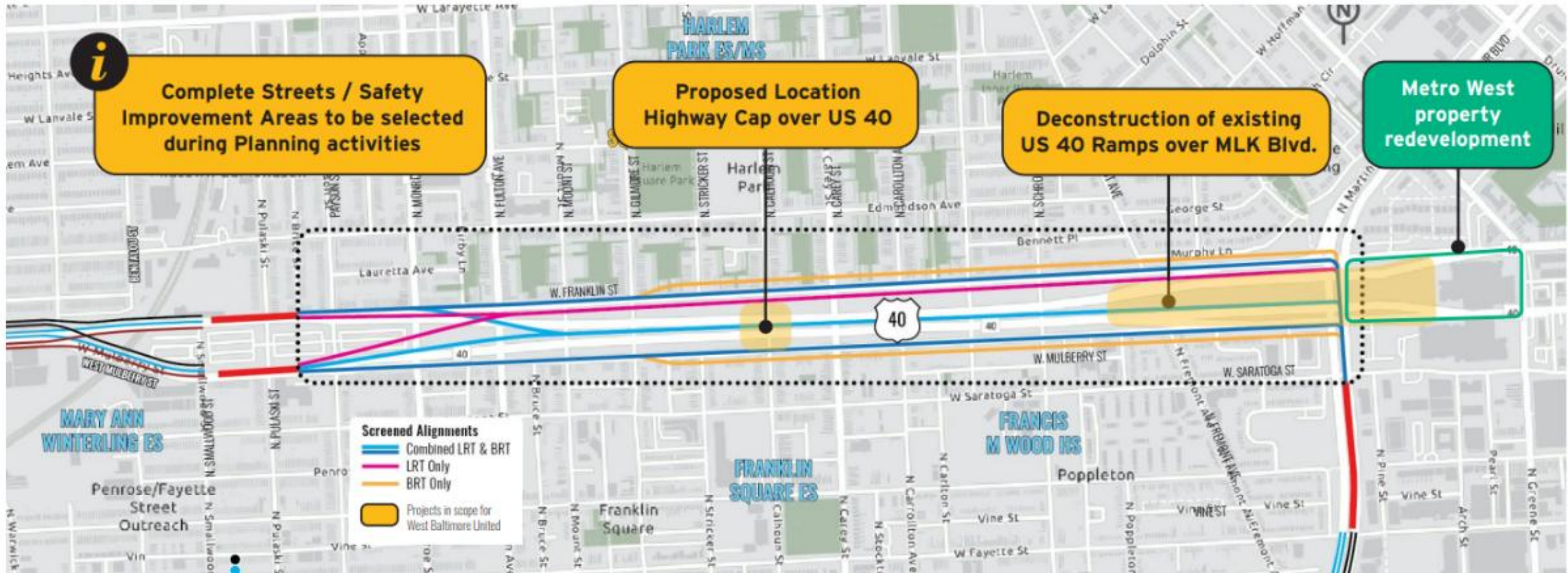
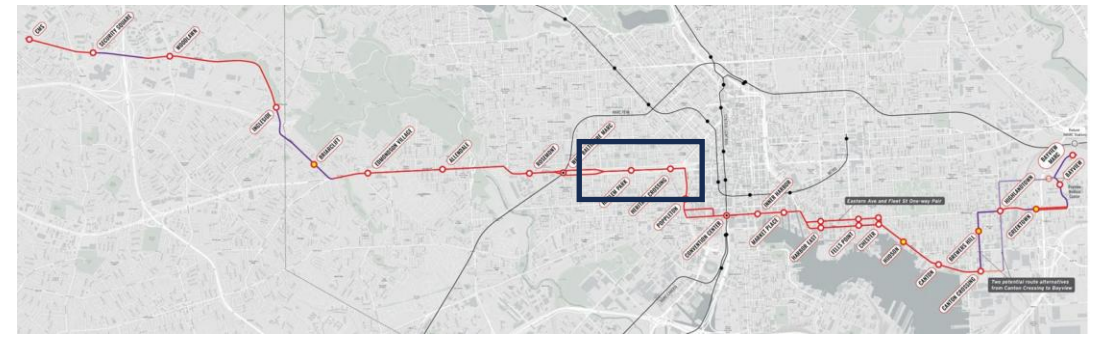
RED  LINE

Edmondson Village

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

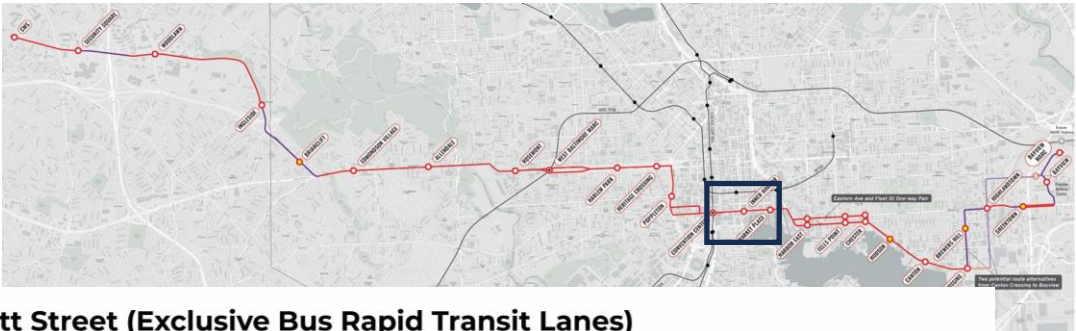


Coordination with West Baltimore United

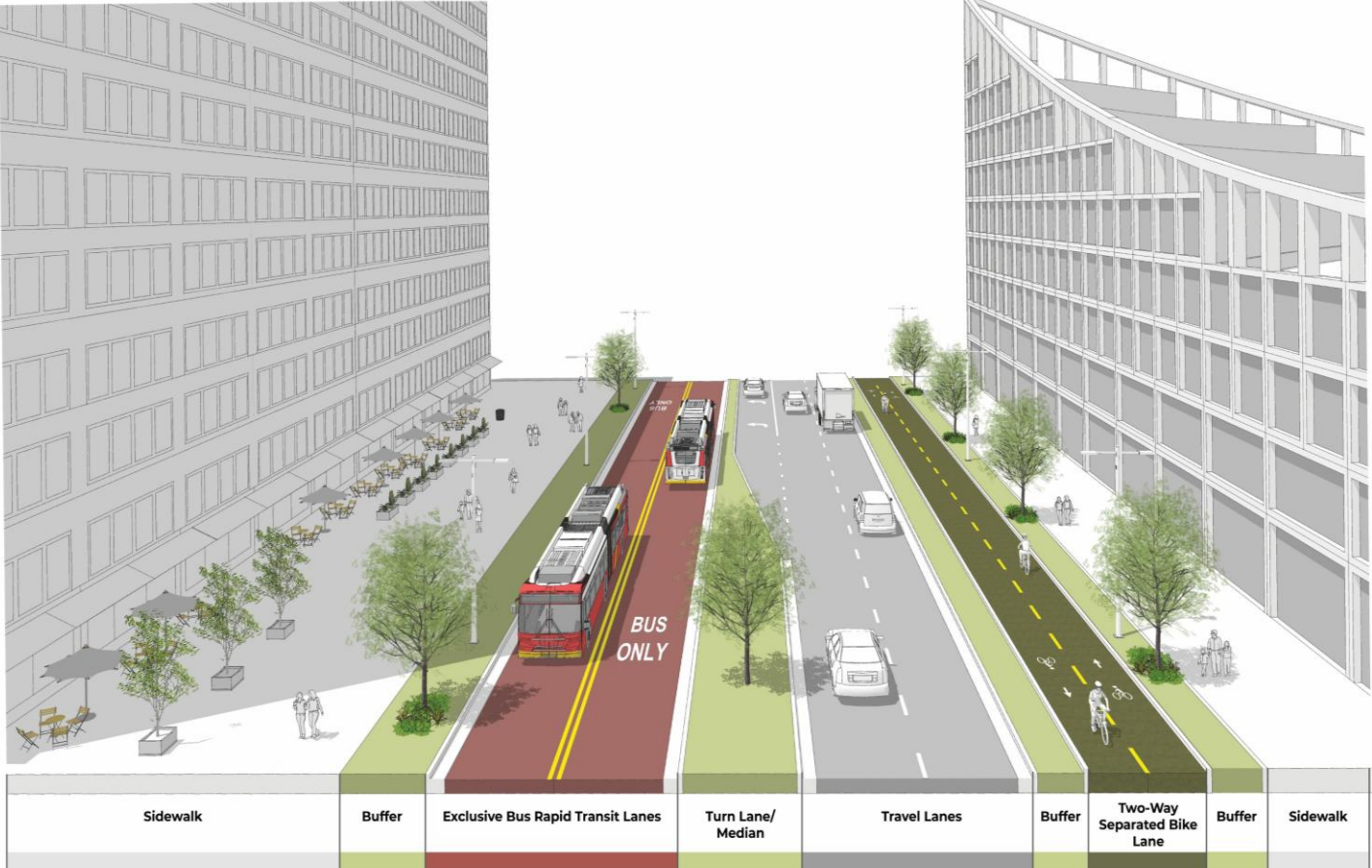


Downtown

Building Pratt Street to
Serve HarborPlace and
deliver Downtown RISE by
2032

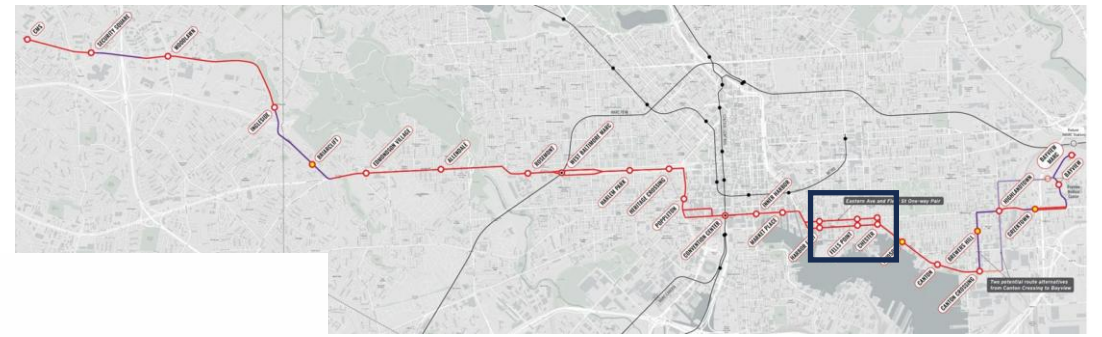


Pratt Street (Exclusive Bus Rapid Transit Lanes)
Proposed Typical Cross Section (Facing East)

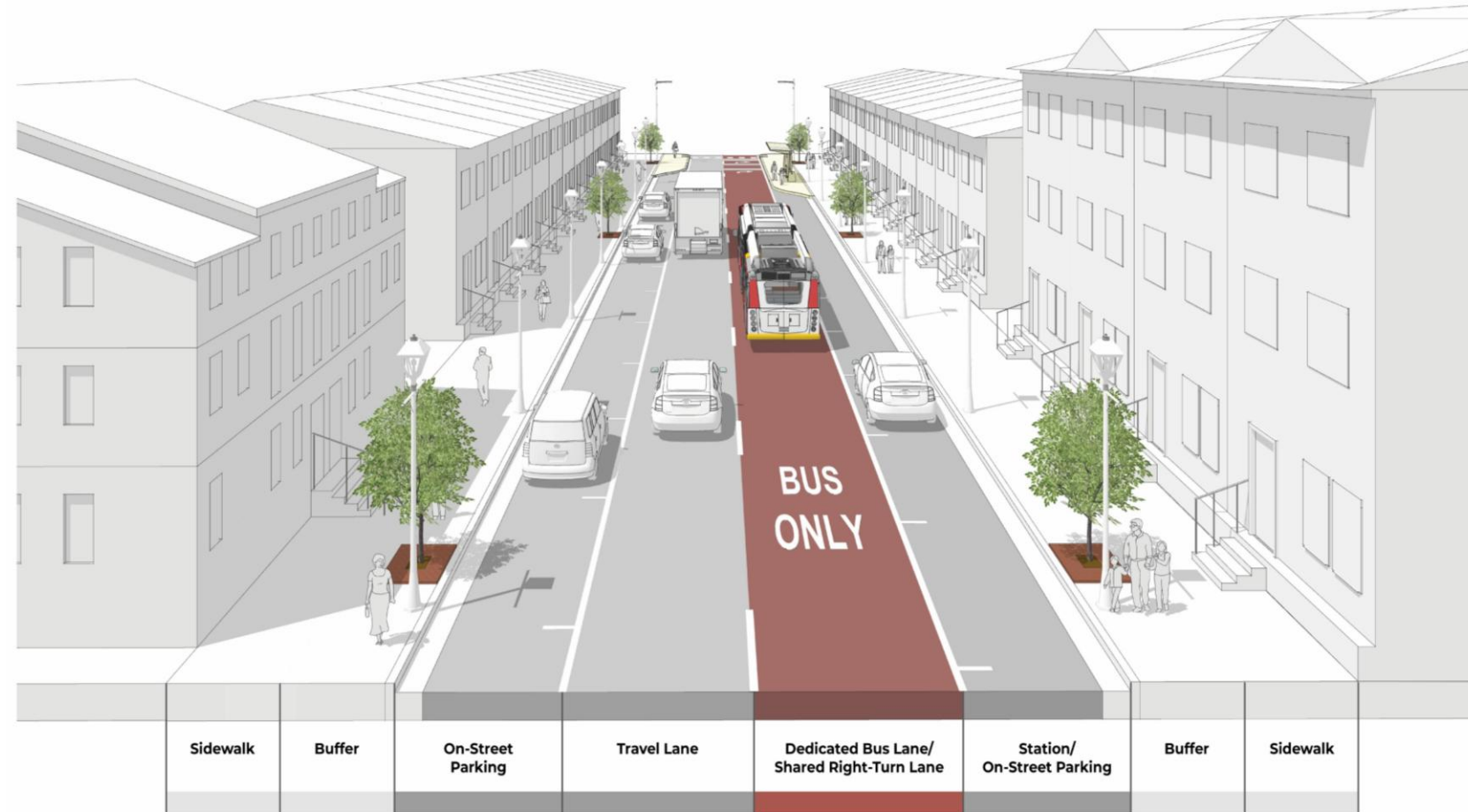


Fells Point

Fleet Street One-Way Eastbound (Dedicated Bus Lane) *Proposed Typical Cross Section (Facing East)*

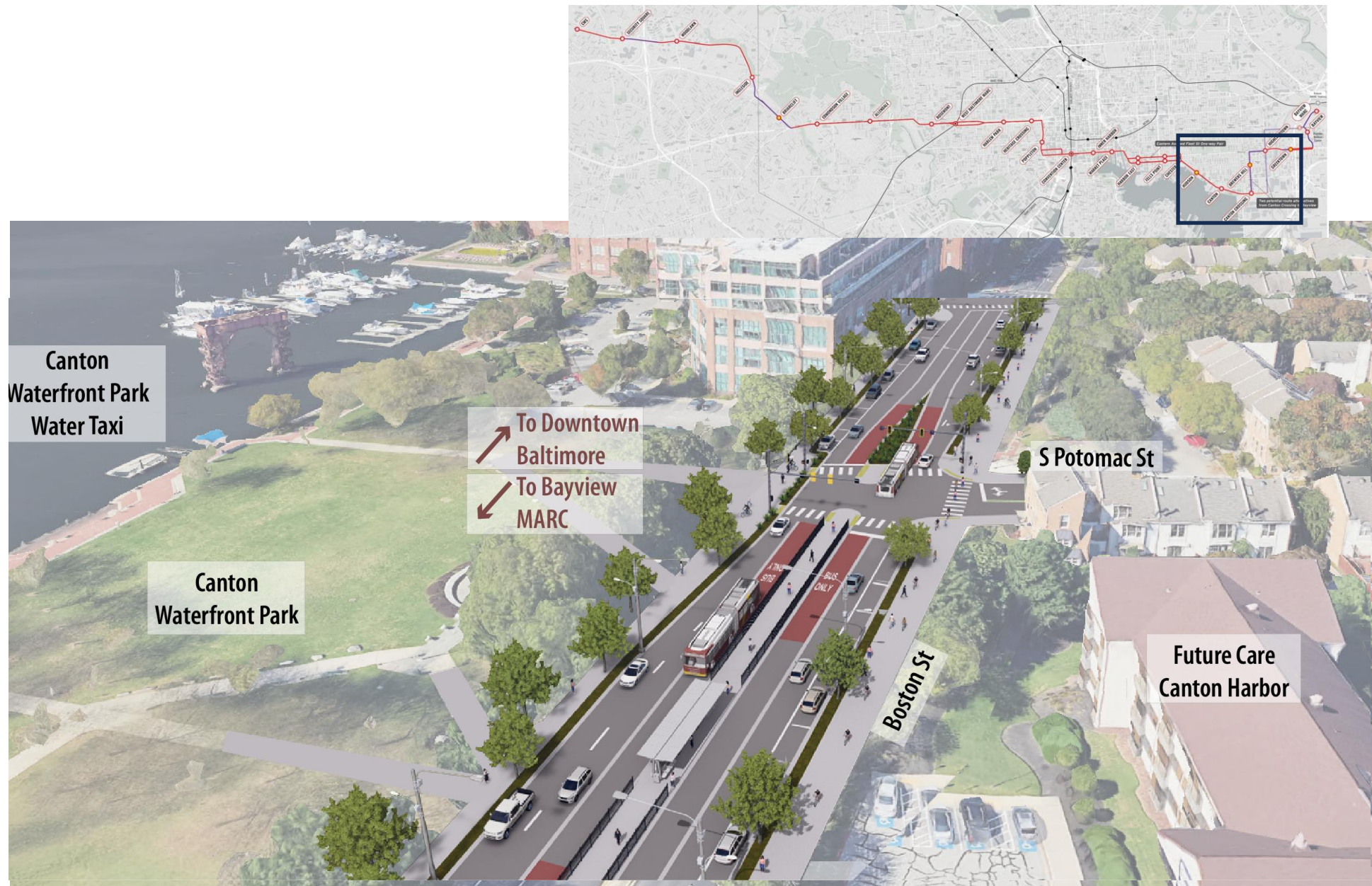


Similar transit service
with less noise,
vibration, parking &
streetscape impacts



Canton

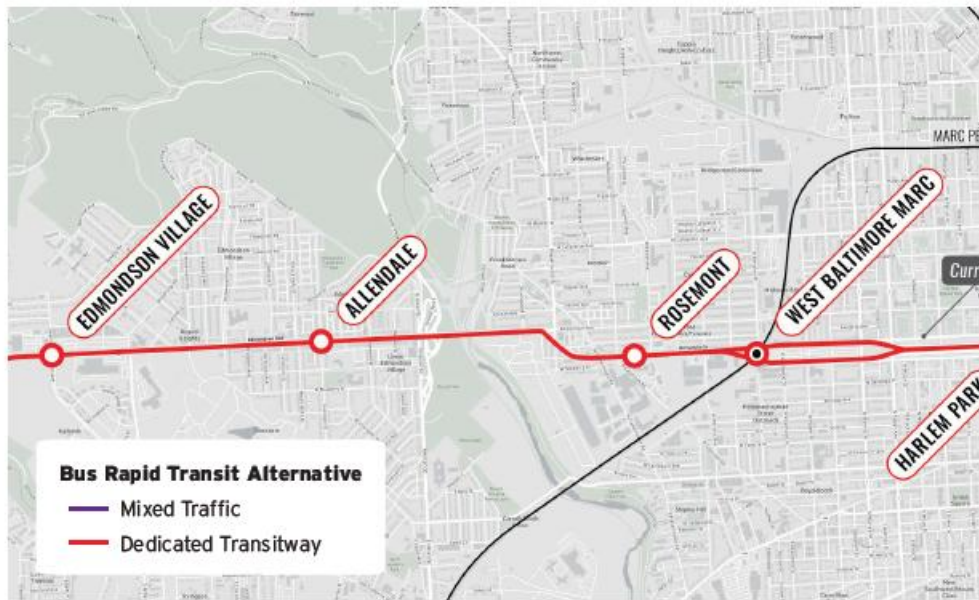
- Avoids Canton Crossing impacts
- Additional stations at Du Burns/ Canton Waterfront, Brewers Hill and Greektown



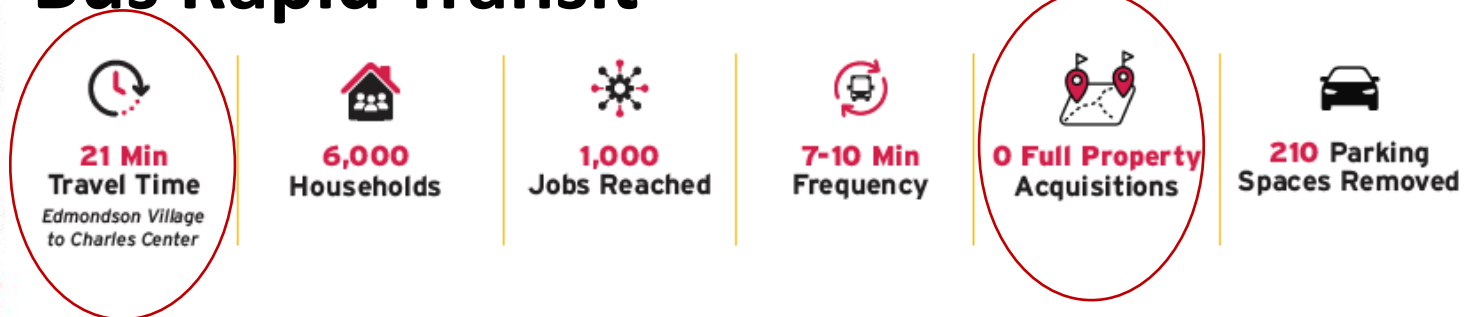
Performance vs. Impact



Light Rail Transit

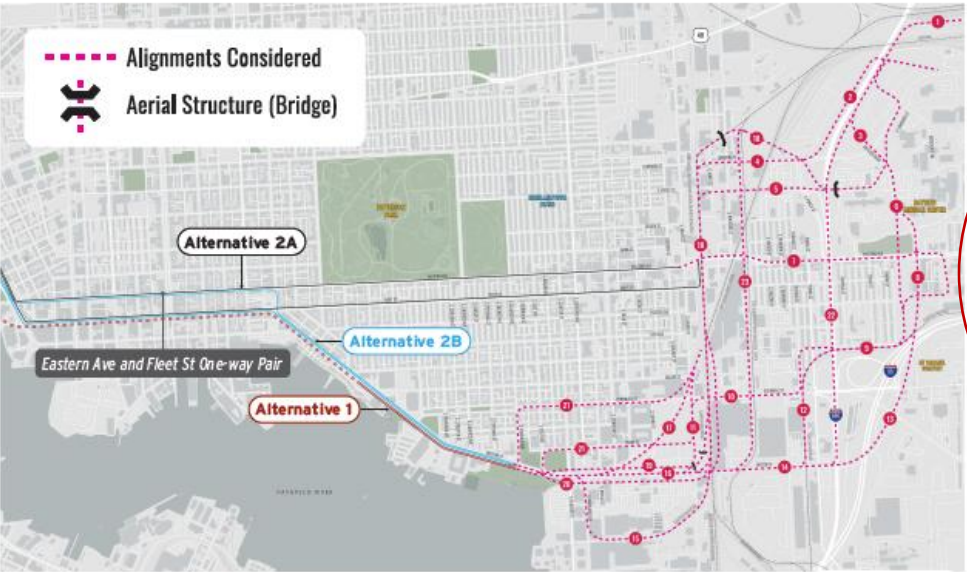


Bus Rapid Transit



Performance vs. Impact

Light Rail Transit




21-22
Travel Time
Charles Center to Bayview Hospital


17,500-18,500
Households

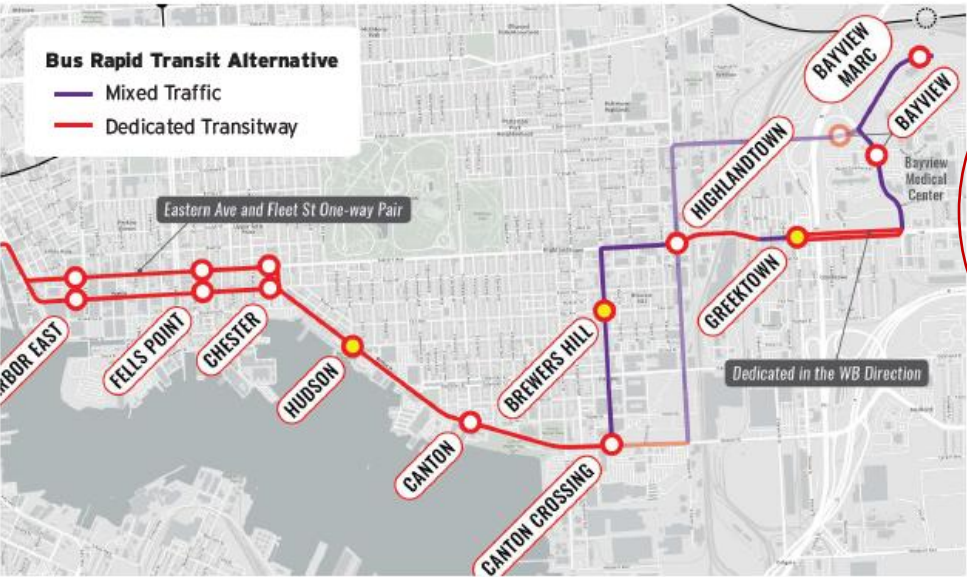

26,500-29,000
Jobs Reached


7-10 Min
Frequency


12-13 Full Property
Acquisitions
(Commercial Only)


130-570 Parking
Spaces Removed

Bus Rapid Transit




28 Min
Travel Time
Charles Center to Bayview Hospital


18,000
Households


27,000
Jobs Reached

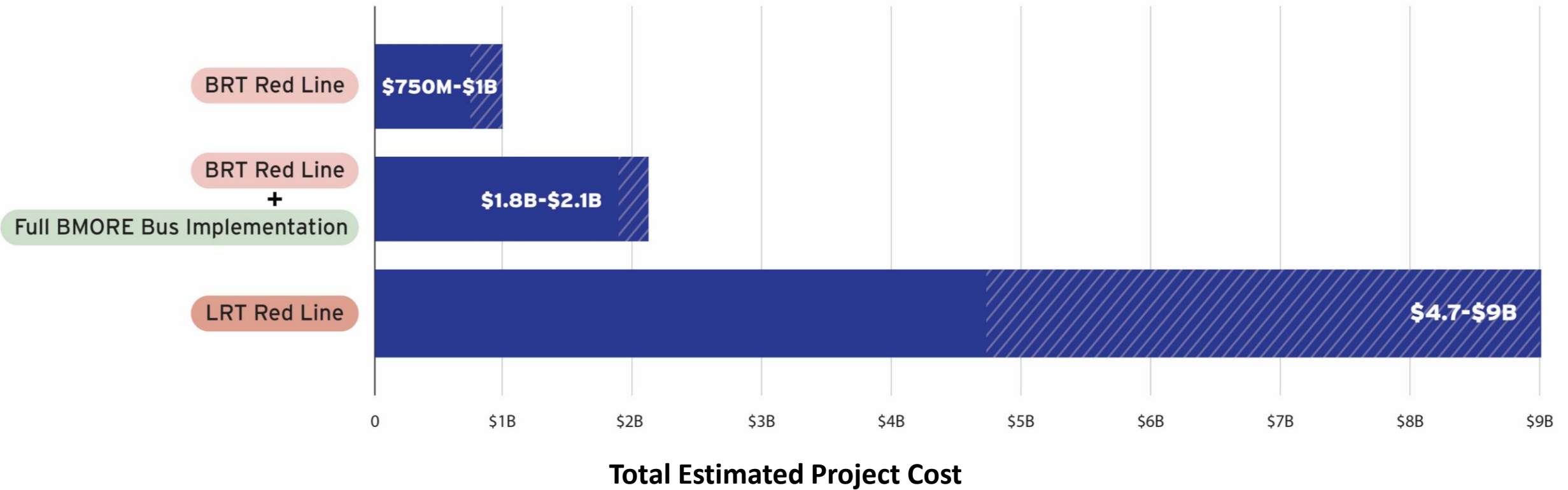

7-10 Min
Frequency


1 Full Property
Acquisition
(Commercial Only)


150 Parking
Spaces Removed

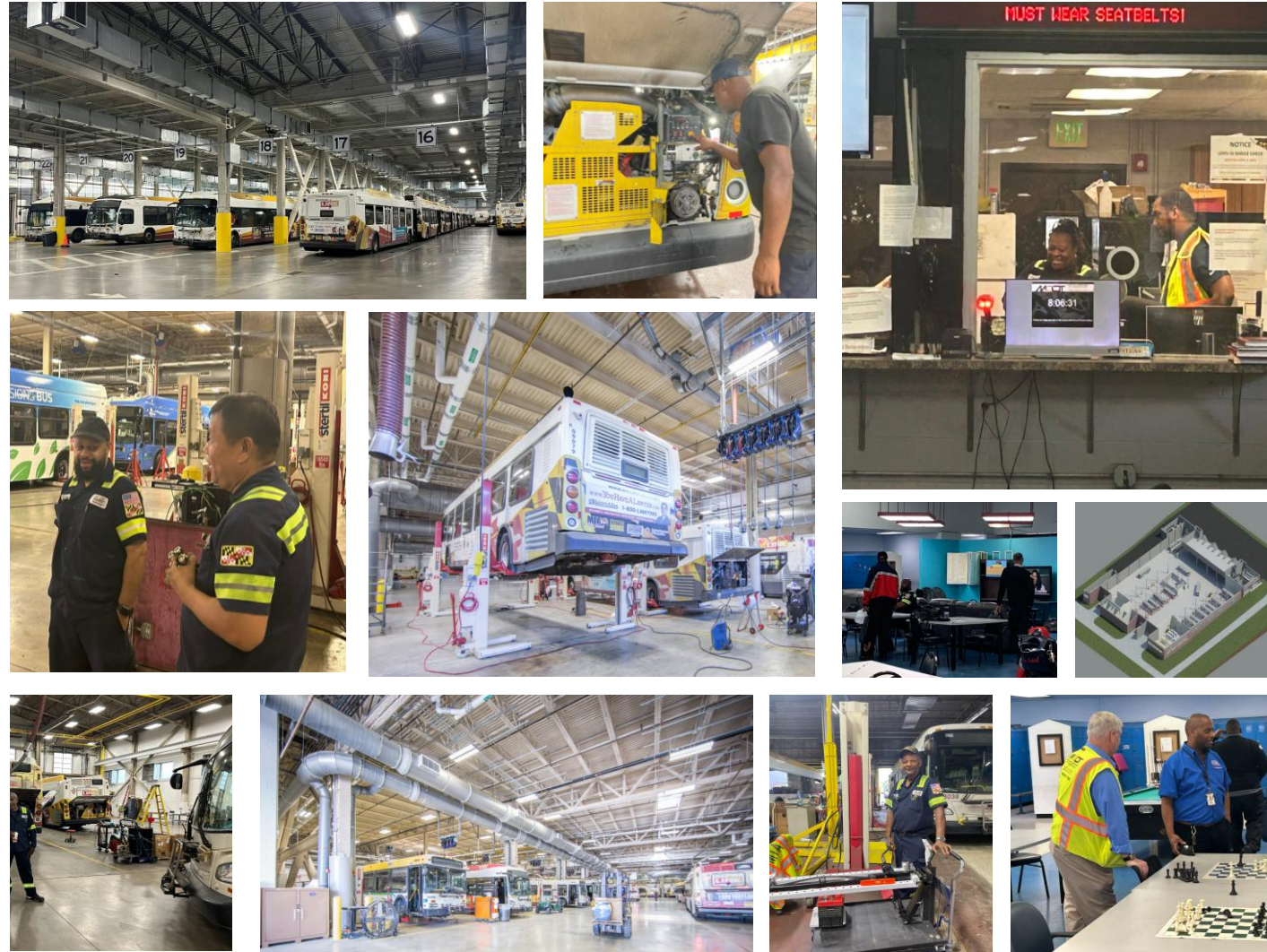
Red Line BRT & Regional Transit Program

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.



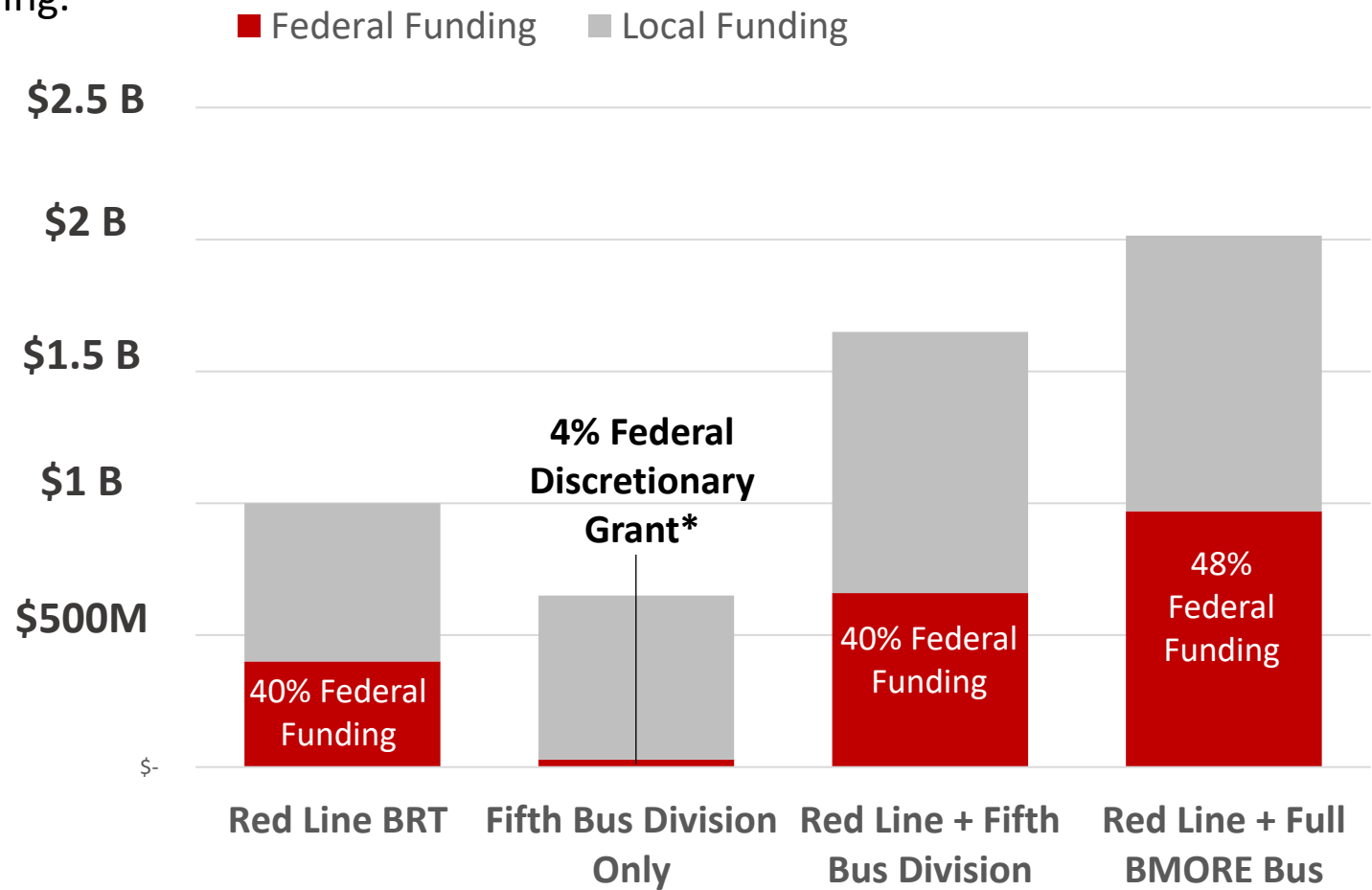
Advantages of Red Line BRT + BMORE Bus Together

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



Red Line & BMORE Bus Federal Grant Funding

In addition to operational efficiencies, constructing Red Line BRT + Fifth Bus Division together leverages additional federal discretionary grant funding.



*Based on the largest recent award through FTA’s Bus Facility Program; Does not include federal formula funding.

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



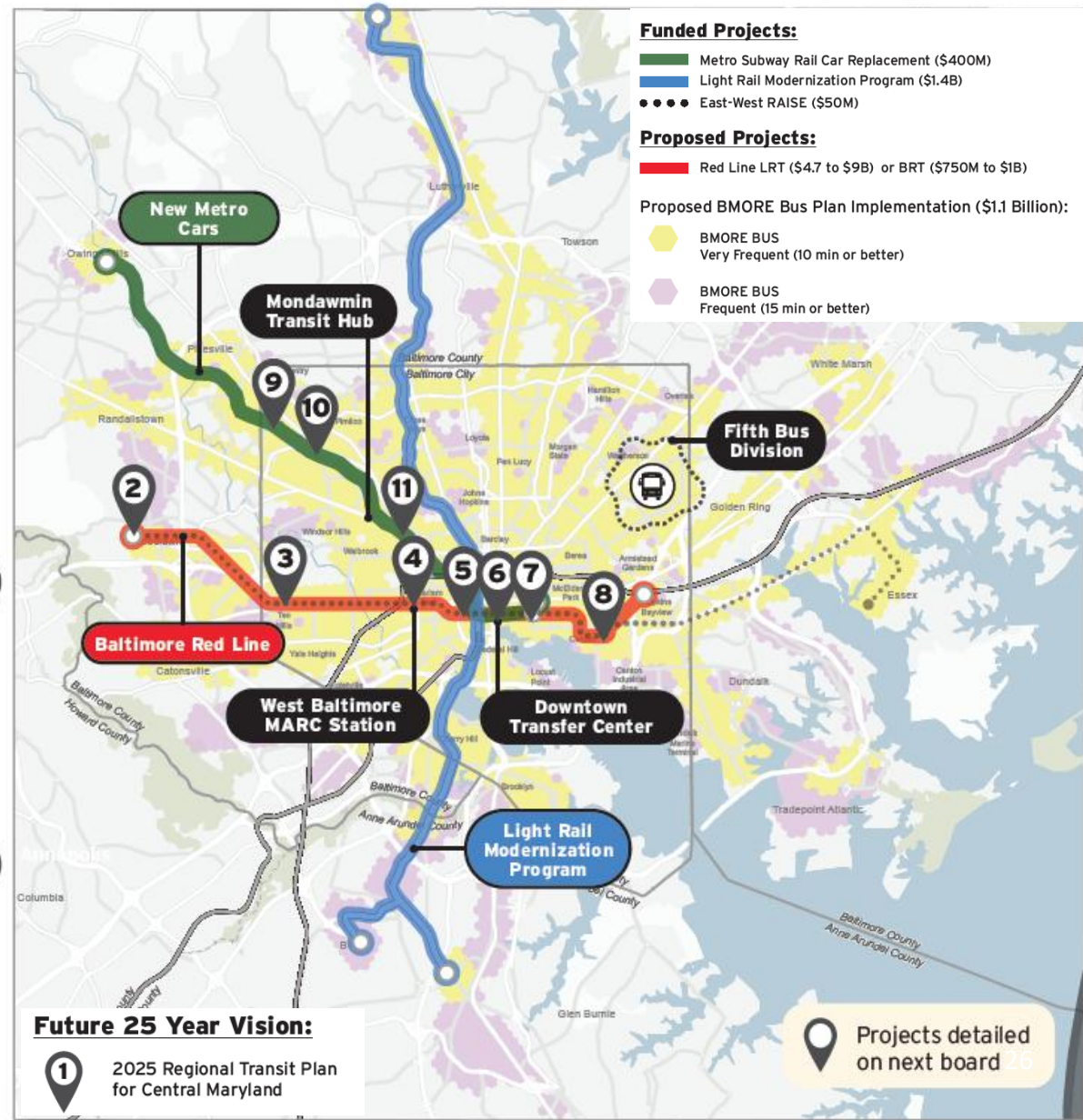
Reisterstown Plaza TOD



Rogers Ave TOD



State Center



Transit and Economic Development

*Economic Development around transit
requires a holistic planning approach*

Cleveland HealthLine

The Link



Harrington Discovery Institute



Minneapolis Gold Line

Norhart Oakdale Apartment Complex



Richmond's The Pulse

Scott's Addition



Engagement & Next Steps

Engagement Approach

- Present all three options to stakeholders and communities for input
- Engagement activities include:
 - Open Houses
 - Present at every Community Association along the Corridor
 - Pop-ups
 - 90-day official comment and survey period
 - Peer City Tour
 - Regular engagement with our Community Advisory Team
- Be clear about the tradeoffs and realistic outcomes for each option

Join our
OPEN HOUSES

RED  LINE

Share your feedback!



OPEN HOUSE SCHEDULE

 Baltimore County Saturday, May 2 10 AM - 12 PM (noon) Woodlawn High School 1801 Woodlawn Drive Baltimore, MD 21207	 Downtown Baltimore Tuesday, May 5 3 PM - 5 PM Baltimore War Memorial 101 N. Gay Street Baltimore, MD 21202
 West Baltimore Thursday, May 7 6 PM - 8 PM Edmondson-Westside High School 501 N. Athol Avenue Baltimore, MD 21229	 Southeast Baltimore Saturday, May 9 11 AM - 1 PM Southeast Anchor Enoch Pratt Library 3601 Eastern Avenue Baltimore, MD 21224

Upcoming Milestones

April • Press release announcing open houses

May • Open houses to present three approaches

Summer • Peer city tour for agency partners, key stakeholders, elected officials

Fall/Winter • Re-engage the public on the preferred project direction
(November/December)

Take our Survey!

Caitlin Tobin

ctobin@mdot.maryland.gov



Please Take the Red Line Survey!

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