



Central Light Rail System

Kate Sylvester

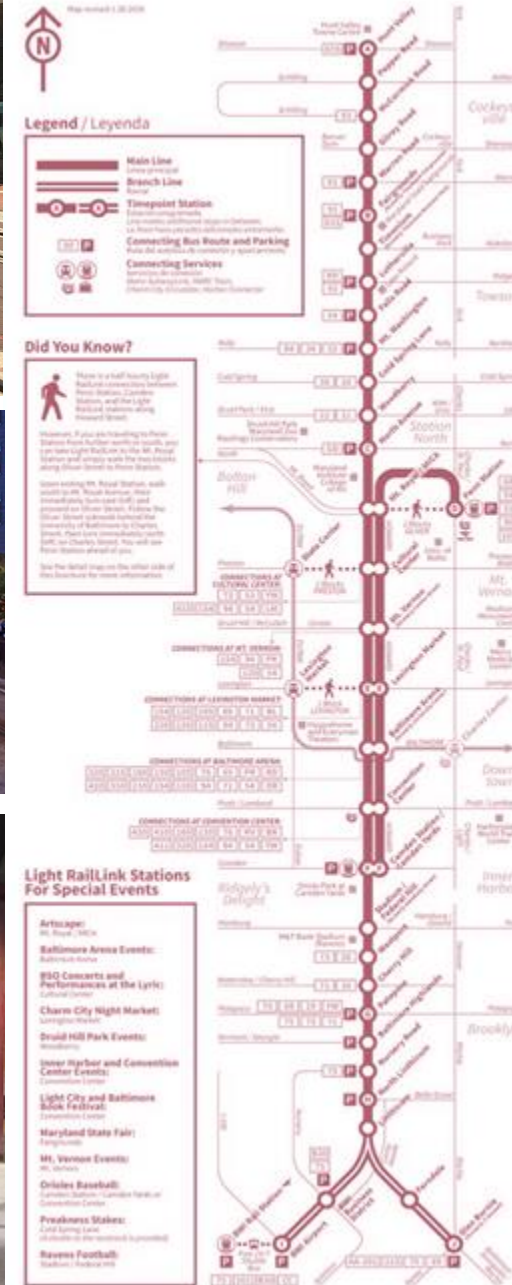
Deputy Administrator

26 June 2025



Central Light Rail

- 33 stations from Hunt Valley to Cromwell and BWI Airport
- Operations began in April 1992
- 52 vehicles in fleet
- ~57 miles of track
- Over 5.2 million rides in 2024



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**



Light Rail Modernization Program Overview

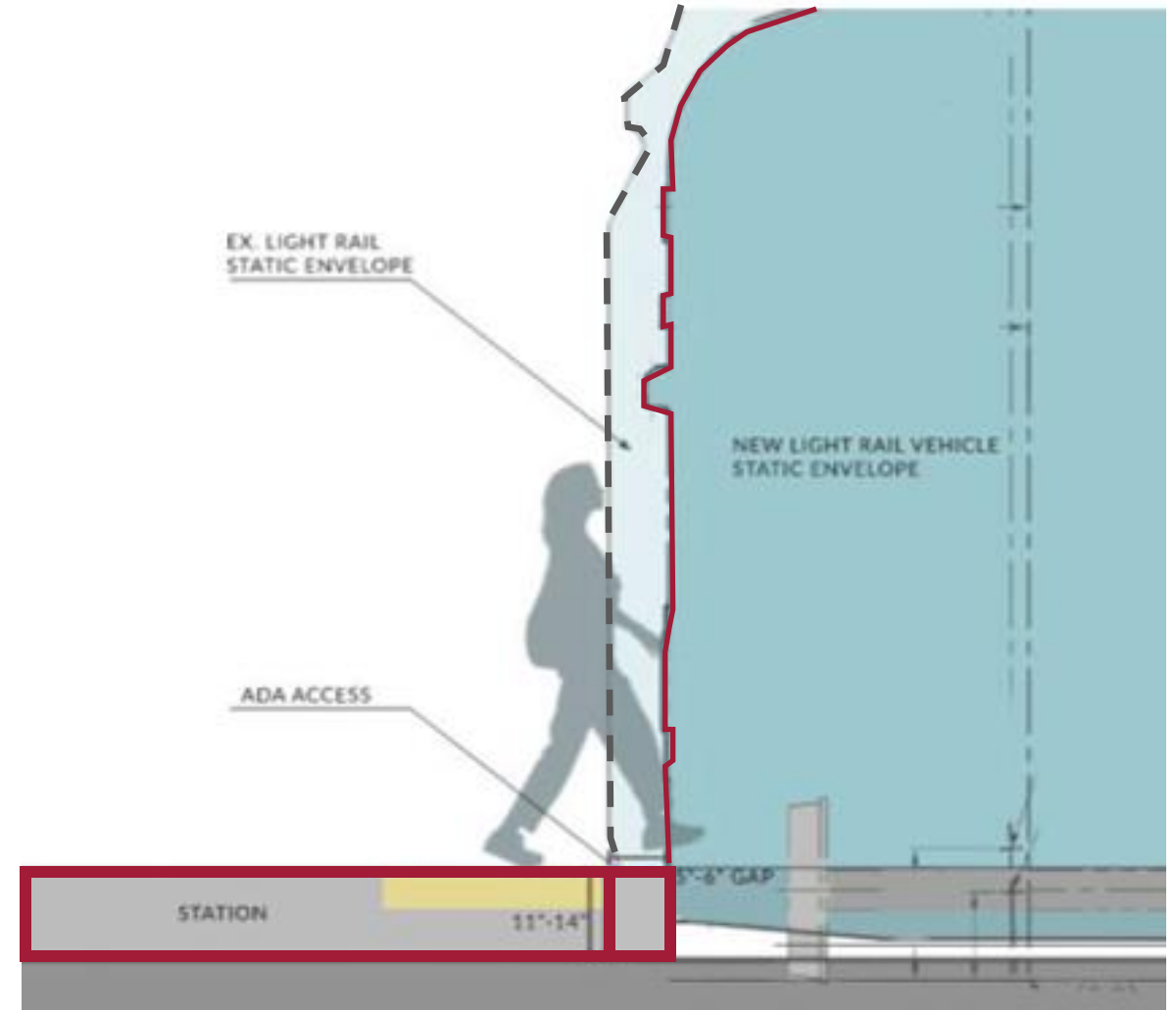
- In 2024, MTA won a **\$213 million Rail Vehicle Replacement grant** to modernize the Light Rail Fleet.
- The need to upgrade MTA's current light rail vehicles is **a once-in-a-generation opportunity to improve the system.**
- LRMP is a \$1+ billion program of investments in **light rail vehicles, signal 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.**



What LRMP Includes

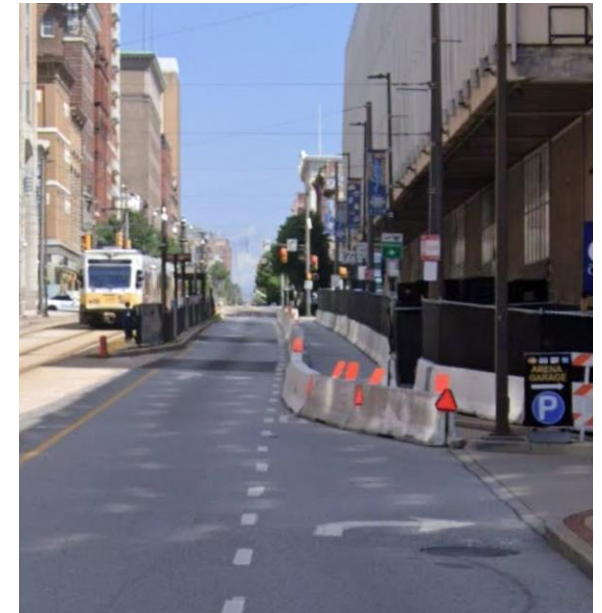
- Vehicles and Train Control
 - Low-floor, modern vehicles
- Stations and Track Upgrades
 - Retrofitting platforms
 - Upgrading amenities
 - Replacing track in the CBD
- Maintenance Facilities
 - Phased approach to support transition period



Stakeholder Coordination

Robust coordination essential to **reducing project risks, minimizing construction impacts** and **staying on schedule**.

- MTA is now engaging with Baltimore City, Baltimore County, Anne Arundel County and key stakeholders to:
 - Align LRMP scope with adjacent efforts
 - Agree upon improvements to traffic and signal operations
- Coordination on construction sequencing and maintenance of traffic
- Expediting permitting and scheduling
- Coordinated outreach to key stakeholders



Overall LRMP Benefits

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



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

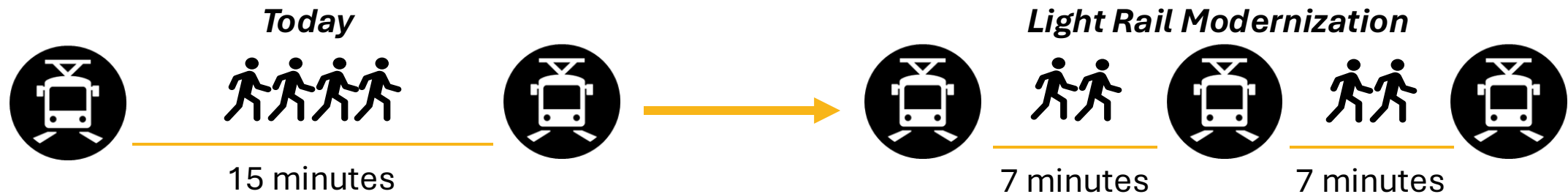
Shorter station dwell times could **save 7-8 minutes** along the full system.



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

Improved Frequency and Reliability

- Increased vehicle availability and system upgrades will support **7-minute headways** instead of the current 15-minute
- 7-minute headways will save approximately **3-4 minutes of travel time** per passenger
- The project will also reduce maintenance-related service cuts, increasing **reliability**

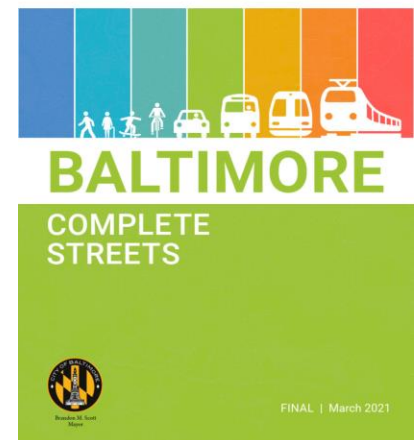


"Long wait times and unreliable travel times of public transportation services are the **two most important factors** that negatively affect transit users' confidence in public transportation and ridership rate."

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.**



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.



THANK YOU