

# **Central LRT Double Track**

## **Baltimore, Maryland**

(November 2002)

### **Description**

The Maryland Mass Transit Administration (MTA) is upgrading 9.4 miles of designated areas of the Baltimore Central Light Rail Line (CLRL). The scope of the project includes double tracking eight sections of the existing 29-mile Baltimore CLRL between Warren Road and Cromwell/Glen Burnie Station. Although no new stations are required, the addition of a second track will require construction of a second platform at four existing stations. The project includes two new bridges over the Middle Branch River and Kloman Avenue, crossing improvements, installation of a bi-directional signal system, catenary and other equipment and systems.

Once the project is complete and traffic signal pre-emption on Howard Street is installed, the project will reduce headways from 17 minutes to eight minutes in the peak period, and to 12 minutes in the off-peak, and also improve operational reliability. In 2020, average weekday boardings are estimated at 44,000, with an estimated 6,800 daily new riders.

The total project cost under the Full Funding Grant Agreement (FFGA) for these improvements is \$153.70 million. The Section 5309 New Starts funding share is \$120 million.

### **Status**

In February 1999, the Federal Transit Administration (FTA) approved Maryland MTA's request to enter Preliminary Engineering (PE). The project was divided into two segments to facilitate environmental review. An Environmental Assessment for the southern segment, Cromwell Station to Hamburg Street, was completed with FTA's issuance of a Finding of No Significant Impact (FONSI) in July 2000. FTA approved entry into Final Design (FD) for the southern segment in August 2000. The PE/environmental review phase for the northern segment, 28<sup>th</sup> Street to Warren Road, was completed with FTA's issuance of a FONSI in November 2000. FTA approved the northern segment of the CLRL to enter into FD in January 2001. In July 2001, FTA and MTA entered into an FFGA with a revenue operations date scheduled for December 31, 2006. Construction started in March 2002 and is currently 15 percent complete.

TEA-21 Section 3030(a)(42) authorizes the "Maryland-Light Rail Double Track" for final design and construction. Section 3030(g)(1) specifies that the "Baltimore-Washington Transportation Improvement Program" projects be funded at an 80 percent Federal share, comparing the aggregate expenditure of State and local funds, including highway funds, provided by the State of Maryland for all phases of the Central Corridor Light Rail project. Through FY 2002, Congress has appropriated \$21.49 million in Section 5309 New Starts funds to the project.

<b>Reported in Year of Expenditure Dollars</b>		
<b><u>Source of Funds</u></b>	<b><u>Total Funding (million)</u></b>	<b><u>Appropriations to Date</u></b>
<b>Federal:</b>		
Section 5309 New Starts FFGA Commitment	\$120.00	\$21.49 million through FY 2002
Section 5307 Urbanized Area Formula Funds	\$ 3.00	
<b>State:</b>		
Maryland Transportation Trust Fund	\$ 30.70	
<b>TOTAL</b>	<b>\$153.70</b>	

NOTE: Total may not add due to rounding.

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