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RED LINE CAC REPORT OUTLINE

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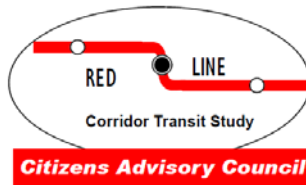
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II EXECUTIVE SUMMARY

The members of the Red Line Citizens Advisory Council (CAC) have reviewed the information available to date regarding the planning for the proposed “Red Line” and have prepared the following comments in line with the preamble and legislative requirements contained in the authorizing legislation: Baltimore Corridor Transit Study – Red Line - Requirements and Citizens’ Advisory Council” (2006 HB 1309/SB873).

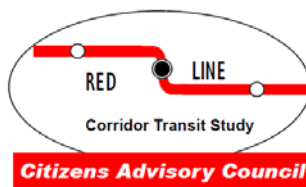
This report is intended to provide state and local elected officials a community view and evaluation of the Red Line planning process. In addition, this report contains responses from the public to the issues identified in the authorizing legislation, as well as suggestions for improving the planning process in the future.

Red Line CAC is grateful for the excellent support provided by the Maryland Transit Administration in the conduct of meetings and activities over the past year. The CAC also wishes to recognize the Mayor of Baltimore’s ongoing support for the success of the Red Line.

In October of 2008, 60 people, including several members of the red Line CAC, neighborhood activists, elected leaders, developers and government officials traveled to four cities building light rail lines (Denver, Los Angeles, Phoenix, Portland). The four transit tours were sponsored and expenses paid by the Central Maryland Transportation Alliance. These visits allowed participants to understand more about economic opportunities, transit-oriented development and construction mitigation techniques. They spoke with community activists, housing officials, neighborhood outreach leaders, government officials and people living near the light rail lines.

During the 12 months since our initial report, the CAC met monthly to review numerous topics of significance to the planning and development of the Red Line. The topics included:

- Analysis of CAC Modifications to Alternative 4C
- Baltimore City Land Bank
- CAC Role and Strategies for Working With Community Leaders
- DEIS Distribution and Public Hearing Notification
- Economic Scan
- Edmondson Avenue Traffic Capacity
- Environmental Justice
- Federal Economic Recovery Plan; Implications for Red Line
- Proposed Red Line Stations
- Report on “Transit Around the Nation” Trips
- Report on DEIS Public Hearing Attendance
- Report of CAC Alternatives Subcommittee
- Summary of DEIS Public Comments
- Selection of Locally Preferred Alternative
- Selected LPA
- Update on Red Line Project Milestones/ Schedule
- Update on State Center Transit Project and Neighborhood Alliance
- Update on Southeast Baltimore Alignment Options
- Vote on CAC Preferred Alternative (4C received a majority of the votes cast)
- Where Do We Go From Here; Subcommittee Report
- West Baltimore MARC Station Update



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II EXECUTIVE SUMMARY (Continued)

At the December 2008 meeting, The CAC members voted to see which of the possible alignment alternatives they supported. The resulting vote of those in attendance indicated a majority of the CAC members supported Alternative 4C. While a minority favored Alternative 4C with modifications and several opposed 4C (See "Alternatives Subcommittee Report"). The vote taken in December 2008 was re-considered at the July 2009 meeting. While six of the 11 CAC members in attendance agreed to change the Council's December 2008 consensus vote; the rules of procedure for altering a previous decision requires 2/3rds or eight votes so the December vote was not altered.

Following the July meeting, MTA provided Council members and interested community advocates with a bus and a traffic engineer for a tour of the Red Line route.

The agenda of every Council meeting includes approximately 15 - 30 minutes for Public Comment. The dialogue during this segment of the meetings has allowed anyone interested in being heard, the opportunity to raise issues and express concerns related to the plans for the Red Line.

Before and after the DEIS was released in October 2008, a number of concerns have been expressed by individuals and organizations representing the communities in West and East Baltimore. The concerns in question relate to the plans to place the rail on the surface of Edmondson Avenue between Edmondson Village Shopping Center and Hilton Parkway and also on Boston Street in the Canton area. The primary complaints relate to loss of parking space and vehicular traffic lane capacity as well as restrictions in local residents' vehicular and pedestrian access and egress from side streets due to the barriers required to maintain safe light rail operations.

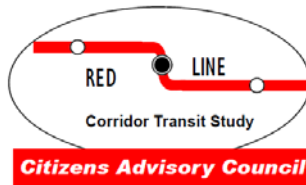
BALTIMORE RED LINE CITIZENS' ADVISORY COUNCIL MEETINGS

CAC Member Attendance

NAME	O	N	D	J09	F	M	A	M	J	J	A	S	TOTAL
Angela Bethea-Spearman, Co-Chair	X	X	X	X	X	X	X	X	X	X		X	11/11
Dr. Rodney Orange, Co-Chair	X	X		X	X			X	X	X			7/11
Edward Cohen	X	X	X	X	X	X	X	X	X	X		X	11/11
Gary Cole	X	X	X	X	X	X		X	X	X		X	10/11
Sandra Conner	X	X	X		X	X	X	X	X	X		X	10/11
Christopher Costello	X	X	X	X		X	X	X	X	X		X	10/11
Dorothy Cunningham													0/11
Al Foxx		X	X	X	X			X	X			X	7/11
Emery Hines	X	X	X	X	X	X	X	X	X	X		X	11/11
Robert Keith	X	X	X	X	X	X	X	X	X	X		X	11/11
George Moniodis	X	X	X	X	X	X		X	X	X			9/11
Warren Smith	X	X		X	X		X	X	X	X			9/11
Annie Williams	NA	NA	NA	NA	NA	X	X	X	X	X		X	6/6
	10	11	9	10	10	9	8	12	12	11		9	

Public Participation (Signed In)

O	N	D	J09	F	M	A	M	J	J	A	S	TOTAL
20	30	18	31	22	9	33	14	16	53	0	14	260



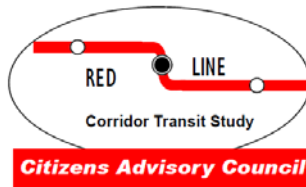
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MTA and Consultants Attending (Signed In)

NAME	O	N	D	J09	F	M	A	M	J	J	A	S	TOTAL
Christian Blake, MTA	X	X	X	X	X	X	X	X		X			9
Rev. Anthony Brown, Rosborough Communications, Inc.	X	X	X	X	X	X	X	X				X	9
Lorenzo Bryant, MTA	X		X	X	X	X		X		X			7
Staycie Francisco, MTA					X					X			2
Andoria Harmon, MTA				X									1
Ken Goon, RKK		X	X			X	X					X	5
Henry Kay, MTA	X	X	X	X	X	X	X		X	X		X	10
Jim Knighton, MTA												X	1
Tori Leonard RCI	X	X	X		X	X	X		X	X		X	9
Kaci Levy, RCI									X				1
Klaus Philipsen, ArchPlan Inc.										X			1
Diane Ratcliff, MTA	X	X	X	X	X	X	X		X			X	9
Mike Rothenheber, JMT										X			1
Stephanie Smith	X			X	X					X			4
Richard Stubb, RCI			X			X	X			X		X	5

Elected & Appointed Officials (Representatives) Attending (Signed In)

NAME	O	N	D	J09	F	M	A	M	J	J	A	S	TOTAL
US Senator Ben Cardin (Jerome Stephens)		X											1
Councilman Jim Kraft										X			1
Congressman Elijah Cummings (Madhur Bansal)			X										1
Senator George Della										X		X	2
Danyell Diggs, Red Line Coordinator	X	X	X	X	X	X		X		X		X	9
Mayor Sheila Dixon (Gloria Pack)		X											1
Paul T. Graziano, Baltimore Commissioner of Housing								X					1
Councilwoman Helen Holton (Calvin Anderson)	X	X		X			X						4
Senator Verna Jones (Evelyn Eldridge/Angela Pinder)		X		X	X		X					X	5
Delegate Brian McHale										X			1
Del. Maggie McIntosh, 43 rd Dist. (Quinn Gorman)	X											X	2
Council Pres. Stephanie Rawlings-Blake (Babila Lima)	X	X	X				X	X		X			6
Del. Barbara Robinson	X												1
Congressman John Sarbanes (Brigit Smith)	X		X										2
Del. Melvin Stukes		X				X							2
Councilwoman Agnes Welsh							X						1



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III RED LINE PLANNING PROCESS TO-DATE

A description of the development of the Red Line Project as planned by MTA

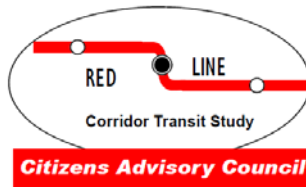
The Red Line was first identified as the Phase one priority transit project in the 2002 Baltimore Region Rail System Plan. The project began in Spring 2003 with a Notice of Intent (NOI) publicly announcing that a major capital project has been initiated and that an Environmental Impact Statement (EIS) would be prepared for the corridor study as required by NEPA. Public Scoping meetings were held to identify the conceptual alternatives and related impacts that would be later examined in the EIS, and to invite public ideas, comments and concerns.

The next phase of the project was Alternatives Analysis (AA), which continued through November 2007. Information collected during the Scoping phase was used to identify, consider, and analyze BRT and LRT modes and routes (alignments) that were reasonable, feasible, and practical from a technical and economic standpoint. The AA phase involved a continuous reduction of initial conceptual alignments and station areas to refine and retain, or eliminate, for further detailed study. A manageable number of detailed alternatives that met the project purpose and need at different investment levels were then further defined while the project termini was extended from Fells Point to Bayview with the support of the public and local agencies. Information for each alternative included mode, station locations, initial operating plans & transportation network assumptions. Throughout this phase of the project, many opportunities for public involvement were provided that included Community Working Group meetings, community workshops, public open houses, speaker bureau meetings, and neighborhood association meetings. The Red Line CAC was also formed by the State legislature to advise the MTA on community concerns.

In November 2007, Public Open House meetings were held to present the final alternatives that would be examined in detail in the Draft EIS (DEIS). The DEIS documents the comparative results of the engineering, operational and natural, cultural and socioeconomic environmental consequences of the alternatives. The DEIS was completed in September 2008 and circulated for public review as part of a 90-day Public Hearing process that provided an opportunity for citizens to offer formal testimony on the alternatives retained and the study process.

The next step in the Red Line project development process was the selection of a locally preferred alternative that would proceed into the preliminary engineering phase, with FTA approval. Further analysis including travel demand model improvements and work to optimize capital costs, and public outreach efforts to address community concerns, all consequently resulted in a more cost-effective, more competitive and supportive project for FTA New Starts funding eligibility. This work along with comments from the public hearing process ultimately facilitated a selection by Governor O'Malley on August 4, 2009 on the Red Line locally preferred alternative.

The MTA formally initiated the New Starts process in mid-August 2009. Initial New Starts project information was submitted to FTA and the remaining New Starts requirements will be sent to FTA later this year, with approval to enter preliminary engineering anticipated spring 2010.



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IV MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (CAC)

An explanation of what the CAC was commissioned to do and how those requirements are being fulfilled.

The Redline Citizens Advisory Council was established by an Act of the Maryland State Legislature and has been meeting since September 2007. The mission of the Council as codified in HB 1309 is to advise the MTA on certain major policy matters surrounding the Baltimore Corridor Transit Study- Red Line including:

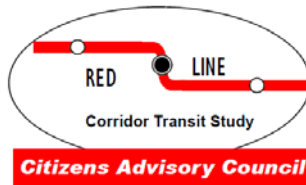
1. Compensation for property owners whose property is damaged during the construction of any Red Line project, redevelopment of commercial areas surrounding the Red Line transit corridor in Baltimore City and Baltimore County, and providing hiring preferences to residents of legislative districts in which the Red Line transit project will be constructed or to residents of legislative districts adjacent to those in which the Red Line transit project will be constructed.
2. Consideration of a full range of construction alternatives, including an underground rail option.
3. Ensuring that the Red Line project:
 - a) Benefits the communities through which it will travel;
 - b) uses an inclusive planning process, including consultation with community residents, businesses, and institutions in the corridor;
 - c) is planned to maximize the likelihood that federal funding will be obtained for the project;
 - d) includes, during its planning phase, the distribution of factual information that allows the community to compare the costs, benefits, and impacts of all construction alternatives;
 - e) favors alignments that produce the least negative community impacts practicable; and
 - f) places a priority on maintaining the Study schedule

In addition, the CAC has assumed the responsibility to enhance communication of information to communities regarding the planning, engineering, and construction process.

During the past year, the CAC has met on a regular basis; however, starting in 2010 meetings will be held on alternate months. The CAC has established a pattern of rotating meeting locations between downtown, East and West Baltimore in an effort to make itself as accessible to the public as possible. The CAC's open meeting format provides an opportunity for public and counsel member input.

In order to provide more structure for its meetings, the CAC has established a subcommittee to develop bylaws. The bylaws, which provide an outline of the framework and rules under which the CAC operates, were approved by CAC (see Appendix 3). By Law, the CAC is composed of fifteen members representing business owners, residents, service providers, and workers in the Red Line transit corridor. These members were appointed by the President of the Senate, the Speaker of the House, the Governor, the Mayor of the City of Baltimore, and the County Executive of Baltimore County. Upon its establishment, MTA designated two co-chairs in the persons of Dr. Rodney Orange and Ms. Joyce Smith. Upon the resignation of Ms. Smith, and in accordance with the House Bill and the CAC bylaws, MTA designated a new co-chair in the person of Ms. Angela Bethea-Spearman.

Faced with the task of advising the MTA on certain policy matters regarding the Red Line Project, the CAC established an Evaluation Criteria Subcommittee to develop a set of measurement tools for each of the missions set forth by the legislature. The criteria that were developed are expected to evaluate benefits to communities and to minimize negative impacts on those communities, as well as to make sure that the Red Line planning process maximizes the likelihood that federal funding will be obtained for the project.



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IV MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (Continued)

Based on the SAFETEA-LU requirements for funding New Starts projects criteria, measurable outcomes will be used to review mobility improvements, environmental benefits, operating efficiencies, cost effectiveness, transit - supportive land use policies and future patterns, economic development effects and local financial commitment. In developing these criteria, the CAC subcommittee has researched DEIS processes in other parts of the country. These examples were used to develop its own criteria which may or may not overlap with the DEIS evaluation criteria. Examples of such criteria are: equity analysis, public participation and information sharing.

The Evaluation Criteria tables were approved in unanimity by the CAC, and they were made available to the public through the MTA's website. Since most of the criteria and measurement units follow the DEIS structure, the CAC has relied on MTA to provide data for input into the CAC Evaluation criteria tables. The CAC has learned that not all the data required in the Evaluation Criteria tables are available during the DEIS phase of the Red Line Project. Some of the data will become available during the subsequent phases of the project such as in the Selection of Locally Preferred Alternative, Final Design, Preliminary Engineering, etc. Also, information on properties and businesses damaged during construction will not be available until construction of the Red Line starts. It is important to note that the CAC doesn't have the technical expertise to analyze the sets of data MTA has provided. Therefore, it relies on individual judgment of Counsel members, as well as interpretation and explanation required from the MTA's technical team. The criteria tables and measurement units, and input of available data are presented in Section V.

Over the course of the last year, the CAC has received presentations on alternative design options, presentations from citizen and advocacy groups, presentations by individual CAC members, and presentations in response to community concerns.

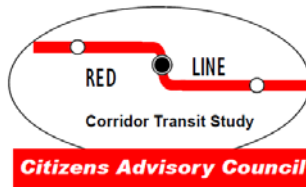
Following the release of the DEIS, CAC members participated in the forums for public comment, as did many individuals and community organizations. At the end of the time allowed for public comment, the CAC reviewed the issues raised and comments offered during the public forums. This included a review of the written comments that were submitted to the MTA during the time period set aside for public comment

Methodology

The CAC's efforts on behalf of the citizens and the legislature are separate and independent from the Maryland Transit Administration's Redline planning effort. The MTA has maintained its own separately established multi-year schedule to design, document, and construct the Red Line. Throughout the calendar year, between September 2007 and September 2009, the MTA's efforts were primarily focused on developing and submitting the Locally Preferred Alternative (LPA) to the Federal Transportation Administration (FTA) for approval.

The CAC respects the confidential nature of this submission between MTA and FTA and as a result does not have privileged access to the DEIS document. Recognizing the CAC's need for quantifiable information, the MTA has provided the CAC with statistical results underlying its DEIS submission. Since the CAC has not yet seen the MTA's data or analysis, its incorporation into this report is primarily to establish that analysis has occurred within the MTA's DEIS submission.

The CAC has provided comment areas related to each of the policy matters identified by the legislature. It is the objective of the CAC report to document matters of concern to individuals, communities, and council members so that members of the legislature learn first hand about issues and concerns of local citizens regarding the Red Line Project.



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V PRELIMINARY DATA & COMMUNITY RESPONSE

5.1.0 Mission No. 1 - Ensure that the Red Line Project provides compensation for property owners whose property is damaged during the construction of any Red Line project, redevelopment of commercial areas surrounding the Red Line transit corridor in Baltimore City and Baltimore County, and providing hiring preferences to residents of legislative districts in which the Red Line transit project will be constructed or to residents of legislative districts adjacent to those in which the Red Line transit project will be constructed.

<i>Alignment Alternatives^a</i>	<i>Project Compensation Criteria</i>			<i>Employment Opportunities Criteria</i>	
	Residential displacements	Business & Institutional displacements	Property damaged during construction	Number of construction workers who reside within the Red Line legislative districts (city, county data)	Number of other jobs created by Red Line Project (city, county data)
1	0	NA	*	**	***
2	0	8	*	**	***
3A	0	9	*	**	***
3B	0	10	*	**	***
3C	0	9	*	**	***
3D	0	9	*	**	***
3E	0	9	*	**	***
3F	0	9	*	**	***
4A	0	9	*	**	***
4B	0	9	*	**	***
4C	0	9	*	**	***
4D	0	9	*	**	***

^a See Appendix, Table 5.1 for an explanation of each alternative. To view the descriptions and mapping that provides a reference for segments comprising the alternatives go to <http://www.baltimoreredline.com/pages/alignalternatives.htm>

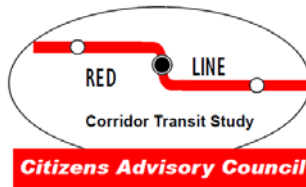
* Data will not be available until construction is ongoing.

** 2000 Census data reports that 5% of the population residing within the Red Line Corridor Study area is employed in the construction industry.

*** Data is not available. A significant number of temporary jobs would be created for the build alternatives for several years during construction. The Red Line could also result in the creation of permanent jobs to operate and maintain the system. Aside from the creation of permanent jobs, the Red Line would provide economic benefits by improving transit access and mobility for the work force and consumers within the study area.

5.1.1 Project Compensation - includes: property acquisition, business displacement and property damaged during construction.

Comments:
Name (Organization):



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.1.2 Employment opportunities related to the Red Line – includes: potential construction job creation and other job possibilities.

Comments:
Name (Organization):

5.2.0 Mission No. 2 - Ensure that the Red Line project takes into consideration of a full range of construction alternatives, including an underground rail option, as well as mode and alignments.

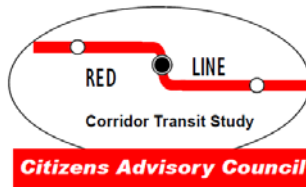
<i>Alternative</i>	<i>Review DEIS alternatives Criteria</i>	<i>Review TRAC alternative + Fells Point alternative</i>	<i>Minimum Operable Segments</i>
1			
2			
3A			
3B			
3C			
3D			
3E			
3F			
4A			
4B			
4C			
4D			

^a See Appendix, Table 5.1 for an explanation of each alternative. To view the descriptions and mapping that provides a reference for segments comprising the alternatives go to <http://www.baltimoreredline.com/pages/alignalternatives.htm>

CAC members expressed concern regarding existing mta plans for a single track tunnel under Cooks Lane.

5.2.1 Review DEIS alternatives

Comments: CAC members encouraged MTA to pursue a two track tunnel under Cooks Lane.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.2.2.0 Review TRAC alternative + Fells Point alternative

Comments: Not included in the DEIS

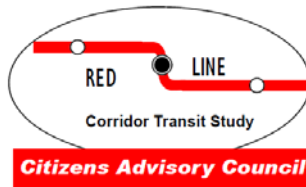
5.2.3 Minimum Operable Segments

Comments: Not included in the DEIS

5.3a.0 Mission No. 3a - Ensure that the Red Line project benefits the communities through which it will travel.

Table 5.3a Mission No 3a

Alternative	Mobility Improvements Criteria									
	User benefits	Number of transit dependents using the project	Transit dependent user benefit per passenger mile	Share of user benefits received by transit dependents compared to share of transit dependents in the region	Travel time savings	Low-income/minority households served	Pedestrian and disabled access	Differences in transfer access	Connectivity between transit system elements	Appeal to drivers of choice
1		N/A			80					
2		16,532			76					
3A		16,598			62					
3B		15,498			56					
3C		14,958			53					
3D		15,383			43					
3E		16,649			69					
3F		16,532			65					
4A		16,598			55					
4B		14,148			43					
4C		14,148			41					
4D		15,383			36					



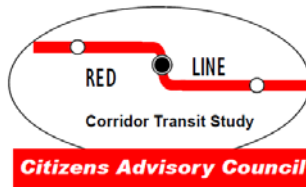
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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

<i>Alternative</i>	<i>Environmental Benefits Criteria</i>			<i>Land use/community development, economic development & access to jobs Criteria</i>				<i>Equity Analysis Criteria</i>	
	Air Quality Impact (Change in VMT)	Noise	Vibration	Development potential within walking distance of station area (city/county planned development TOD)	Jobs near station	Employees within walking distance to station area	Future employees within ¼ -mile of station area (BMC, Community Profile)	Extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent (EJ analysis)	Incidence of any significant environmental effects, particularly in neighborhoods adjacent to proposed project (EJ Impact)
1	N/A								
2	-19,000								
3A	-73,000								
3B	-83,000								
3C	-126,00								
3D	-121,00								
3E	-57,000								
3F	-83,00								
4A	-51,000								
4B	-36,000								
4C	-39,000								
4D	-71,000								

5.3a.1 Mobility Improvements – includes: user benefits, the number of transit dependents using the project, transit dependent user benefit per passenger mile, benefits received by transit dependents vs. transit dependents in the Region, travel time savings, low-income/minority households served, pedestrian and disabled access, differences in transfer access, connectivity between transit system elements, and appeal to drivers of choice.

Comments: Baltimore City is planning to develop several significant projects including new homes and commercial projects as well as rehabilitating existing housing and commercial properties.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.3a.2 Environmental Benefits - includes: air quality impact (Change in VMT), noise and vibration.

Comments: Information is not yet available

5.3a.3 Land use/community development, economic development & access to jobs - includes: development potential within walking distance of station area, jobs near station, employees within walking distance to station area, and future employees within ¼-mile of station area.

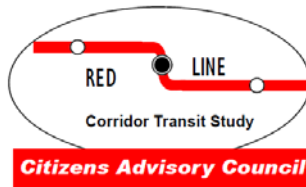
Comments: West Baltimore and the Canton areas of the proposed Red Line have expressed concerns regarding the impact on the community

5.3a.4 Equity Analysis – includes: the extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent (EJ analysis) and the incidence of any significant environmental effects, particularly in neighborhoods adjacent to proposed project (EJ Impact).

Comments:

5.3b.0 Mission No. 3b - Ensure that the Red Line project uses an inclusive planning process, including consultation with community residents, businesses, and institutions in the corridor.

Criteria
<i>Consultation</i> <ul style="list-style-type: none"> • MTA should consult the public on major decision with regard to the study
<i>Representativeness</i> <ul style="list-style-type: none"> • The public participants should comprise a broadly representative sample of the population of the affected communities • Community planning participation
<i>Transparency</i> <ul style="list-style-type: none"> • The planning process should be transparent so that the public can see what is going on and how decisions are being made
<i>Participation</i> <ul style="list-style-type: none"> • The number of stakeholders (individuals, groups, organizations) involved Participation by local academic institutions and professional service providers in design and development



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.3b.1 Consultation – includes how the MTA should consult the public on major decision with regard to the study.

Comments: Discussion with the public are ongoing.

5.3b.2 Representativeness - Public participants should comprise a broadly representative sample of the population of the affected communities and community planning participation.

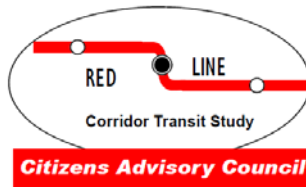
Comments: CAC has followed a policy of rotating its meetings throughout the Red Line's proposed service area. In addition, MTA has included all information regarding the meetings, including the extensive minutes and handouts on the Red Line CAC web site.

5.3b.3 Transparency - The planning process should be transparent so that the public can see what is going on and how decisions are being made.

Comments:

5.3b.4 Participation – includes: the number of stakeholders (individuals, groups, organizations) involved as well as participation by local academic institutions and professional service providers in design and development.

Comments: See the Public Comment section included in the minutes of each meeting.



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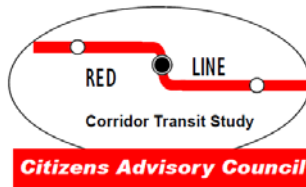
V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.3c.0 Mission No. 3c - Ensure that the Red Line project is planned to maximize the likelihood that federal funding will be obtained for the project.

Alternative	Operating Efficiencies Criteria		Cost Effectiveness Criteria	Local Financial Commitment Criteria		Transit supportive land use policies and future pattern Criteria		
	Operating & maintenance Costs	Capital costs (2007, Millions)		Share of non-Section 5309 New Starts funding	Stability and reliability of the proposed project's capital finance plan	Existing land use	Transit supportive plans and policies	Performance and impacts of policies
1	N/A	N/A						
2	\$5.01	\$281						
3A	\$3.40	\$545						
3B	\$5.86	\$1,019						
3C	\$5.86	\$1,151						
3D	\$8.15	\$2,404						
3E	\$5.79	\$571						
3F	\$6.09	\$755						
4A	\$3.63	\$930						
4B	\$3.13	\$1,498						
4C	\$3.12	\$1,631						
4D	\$7.37	\$2,463						

5.3c.1 Operating Efficiencies – includes: operating & maintenance costs and capital costs.

Comments:
Name (Organization):



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.3c.2 Cost Effectiveness - includes: incremental cost per hour of transportation system user benefit, local financial commitment, share of non-Section 5309 New Starts funding, stability and reliability of the proposed project's capital finance plan.

Comments:

5.3c.3 Local Financial Commitment – includes: share of non-Section 5309 New Starts funding and stability and reliability of the proposed project's capital finance plan.

Comments:

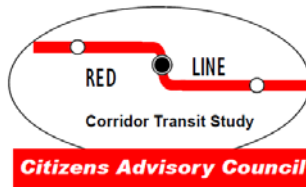
5.3c.4 Transit supportive land use policies and future pattern - includes: existing land use, transit supportive plans and policies, and performance and impacts of policies.

Comments:

5.3d.0 Mission No. 3d - Ensure that the Red Line includes, during its planning phase, the distribution of factual information that allows the community to compare the costs, benefits, and impacts of all construction alternatives.

Criteria
<p><i>Information Sharing</i></p> <ul style="list-style-type: none"> • MTA provide timely information on the planning phases of the project, as well as information on job training and opportunities as it pertains to the Red Line project

5.3d.1 Information Sharing - includes MTA providing timely information on the planning phases of the project, as well as information on job training and opportunities as it pertains to the Red Line project



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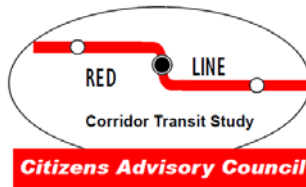
V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.3e.0 Mission No. 3e - Ensure that the Red Line LPA produces the least negative community impacts practicable.

Alternative	Equity Analysis Criteria		Evaluate Negative Impacts Criteria					
	Extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent	Incidence of any significant environmental effects, particularly in neighborhoods immediately adjacent to proposed project	Neighborhood noise	Loss of travel lanes	Neighborhood parking congestion (net gain or loss)	Visual impacts	Project construction delays	Community choice (document support or opposition to the project)
1					N/A			
2					-900			
3A					-1,159			
3B					-747			
3C					-578			
3D					-352			
3E					-1,075			
3F					-644			
4A					-1,272			
4B					-361			
4C	✓ <input type="checkbox"/>	✓	✓	✓	-254			✓
4D					-250			

5.3e.1 Equity Analysis - includes the extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent and the incidence of any significant environmental effects, particularly in neighborhoods immediately adjacent to proposed project.

Comments:



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

5.3e.2 Evaluate Negative Impacts – includes neighborhood noise, loss of travel lanes, neighborhood parking congestion (net gain or loss), visual impacts (non- quantitative), project construction delays, community choice (document support or opposition to the project).

Comments:

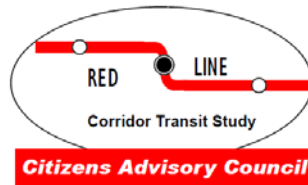
5.3f.0 Mission No. 3f - Ensure that the Red Line project places a priority on maintaining the Study schedule.

Table 5.3f Red Line Project schedule (as given by MTA)

DEIS Submission to FTA and other agencies	April 11, 2008
DEIS revised based on FTA & agency comments	July 3, 2008
FTA signature on DEIS	July 25, 2008
Begin DEIS print and distribution logistics	August 15, 2008
DEIS completed and available to the public	Summer 2008
90 day comment period	Fall & Winter 2008/9
Public Hearings	Fall & Winter 2008/9
Selection of Locally Preferred Alternative	August 2009
Next Steps - Enter the New Starts Process. Initiate Preliminary Engineering / Final EIS	Winter 2009/10
Final Design	Summer 2012
Right of Way Acquisition & Begin Construction	Fall 2012

5.3f.1 Red Line Project Schedule

Comments:



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COMMUNITY RESPONSES

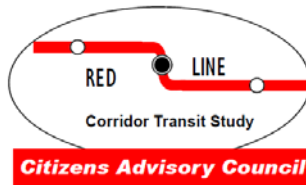
There is broad support for building rail transit in Baltimore. There is negligible support for construction of bus rapid transit (BRT) in Baltimore. In general, the business community is strongly in favor of light rail in a downtown tunnel. Communities support grade-separated, rapid rail transit through their own territory, unless construction would threaten homes, it would run in the street in front of homes, or they perceive the line as a safety or security hazard. Wherever any of these three conditions exist in an alternative, there is strong community opposition to that alternative.

In the DEIS public hearings, alternative 4C had more favorable comments than other alignments, including those from Mayor Dixon and Baltimore County Executive Smith as well as business community organizations such as the Greater Baltimore Committee and the Central Maryland Transportation Alliance. However, 4C also had almost as many statements of disapproval. In addition to comments there were petitions in which over 1000 individuals signed their names opposing surface construction in various areas, mostly along Edmondson Ave and Boston St. The number of signatures in opposition to 4C was several times more than the signatures in support. There were many comments in favor of tunnel which included the statement “metro subway or no build”, “tunnel or no build”, or “alternative 4D or no build”. When one considers opposition as well as support, alternative 4D had the highest support/opposition preference ratio and difference. BRT had the least support of all modes even though it was the mode in 6 of the 10 Build alternatives. The public was told at public meetings by City officials and MTA consultants not to express support for Metro Subway (heavy rail) because it was not on the alternatives list, and that even if they did there comments would be disregarded. Even so, about twice as much public support was expressed on the record for Metro Subway as for BRT.

Positions of various organizations between the Gwynns Falls and Central Ave

Virtually every community along the Locally Preferred Alternative (LPA) between the Gwynns Falls and Martin Luther King Jr. Blvd (MLK) supports the Red Line project. The communities between Pulaski St. and MLK were supportive of any alternative where the Red Line was fully grade-separated in the median of the US 40 depressed expressway. They were opposed to any alternative in which the line ran at street level. One community leader in this area said that the support for 4C was “more defensive in nature than enthusiastic.” A number of people in support of the alternative view the Red Line as a “lottery ticket” shot at community economic improvements. The suggestion being that people may not believe that it is going to make things better, but the cost to their community is low. The issue of mode was of little consequence to this segment. The community of Rosemont has not been actively engaged in the Red Line process for several years. The Evergreen Lawn community supported the 4C alternative which is aligned along the boundary of an industrial zone in their territory. It is worth noting that all 12 Red Line alternatives offered by the MTA for public comment ran along the surface through Evergreen Lawn.

The University Center station at Lombard and Green Streets was included in the DEIS 4C but not the Locally Preferred Alternative (LPA). There may be a difference in opinion regarding service in the vicinity of the UMB campus area of downtown. There seems to be strong support for a Red Line station at UMB within the Law School; however, unresolved safety concerns at the Hospital. The difference in attitude may stem from a difference in usage time frame. The Hospital has large number of employees working round the clock shifts but the Law school does not. If the proposed underground stations in that area are uncontrolled (no turnstiles or station attendants) there would be an issue of station security late at night. Concerns expressed include exposure to criminal activity, sanitation. It is likely that an underground station without security would attract a potentially large homeless population including many who could be mentally ill people who need protection and who could threaten vulnerable passengers.



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COMMUNITY RESPONSES (Continued)

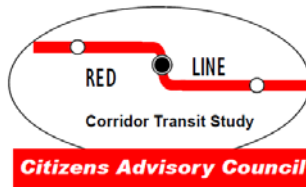
The Market Center Merchants Association supported 4C. Their position throughout the process was that they opposed any construction on the surface in Market Center. Because 4C was south of their territory, their support was also defensive. In 2006, the Maryland Retailers Association had supported study of a heavy rail transit alternative adopted by the MTA's Citizen Advisory Committee (MTA CAC) in 2003.

In general, there is very strong support from the downtown corporate community for any alternative that serves downtown in a tunnel. Most of the downtown corporate community supported 4C.

This is not the case with downtown residents. Six years ago the Mt. Vernon-Belvedere Association called for the study of heavy rail including the aforementioned MTA CAC alternative. Mt. Vernon-Belvedere has not changed its position, and is not prepared to support an alternative until a full range of alternatives has been studied. Residents in and around the CBD have not organized with a unified voice, but anecdotal reports strongly reveal a preference for tunnel. Little Italy opposes the LPA. The major concern has to do with threats to structural integrity of all buildings on the blocks between Albemarle St and Slemmer Alley, and between Pratt St and Eastern Ave. The community is also concerned with issues of station security. Neighborhood leaders have expressed a concern that they were not informed that both tubes of the tunnel would pass under historic structures built on waterfront landfill. [This information was available only in the Technical Reports but not in the main text of the DEIS.]

Since the selection of the LPA, there have been concerns expressed that the tunnel under Cooks Lane had been changed from dual track tunnel to single tube, single track tunnel for two way rail traffic. Many people have questioned why the community was not informed prior to the DEIS hearings that a single track tunnel under Cooks Lane was under consideration and have called for additional hearings on the matter. At the September CAC meeting an MTA spokesperson indicated that no additional hearings are required but suggested that MTA would explore the possibility of adding a second tunnel MTA has said that single track operations are in safe operation elsewhere; however, they have not yet done any risk analysis on the tunnels or any part of the LPA

Some people have expressed dissatisfaction with the Red Line planning process. In addition to the issues cited above, there is also the issue of the cost-effectiveness rating of the LPA. MTA has indicated that this rating is just below the threshold ceiling set by the FTA to qualify for federal New Starts funding. While it is better than the previously reported rating for alternative 4C, MTA did not compute the cost-effectiveness for other alternatives. At this point, MTA has not released the computations for the LPA rating.



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COMMUNITY RESPONSES (Continued)

RED LINE - EAST SIDE, 2009 REPORT

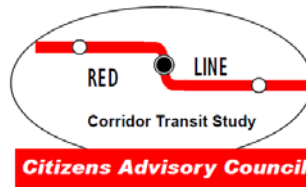
Provided by Robert Keith

The Red Line Locally Preferred Alternative includes the following features in Southeast Baltimore:

- A tunnel, coming from downtown under approximately 62 residential and business properties in Little Italy, with the following features:
- An underground station on Fleet Street at Eden Street, about a block east of Central Avenue,
- An underground station on Fleet Street at Broadway,
- A portal on Boston Street near the American Can company,
- A surface station at Canton Crossing,
- Utilization of a Norfolk Southern rail right of way to serve surface stations at Highlandtown and Bayview Medical Center.

The Neighborhood response to this plan was mixed for many reasons including:

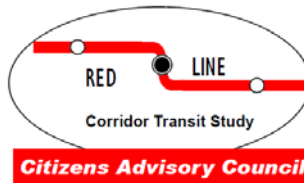
1. No station was provided for Little Italy and no effort was made to engage the neighborhood about the project. The alignment was placed under this community of small buildings in order to reach Fleet Street without getting into bedrock beneath the pilings of large buildings at Harbor East.
2. At Harbor East, the developers of this mixed hotel, residential, office and shop, restaurant and theater project were disappointed that the station was located out of sight several blocks east of the project. For maximum attraction to "choice" riders they had hoped for a stop on Central Avenue, conveniently located to attract riders from both Harbor East and their future Harbor Point project which will be accessible from the foot of Central Avenue by bridge.
3. In December 2008, the MTA released a study, prepared by Whitman Requardt and Associates, showing that in order to provide an underground station at Aliceanna Street, either coming in from the north or west from the harbor, the tunnel would need to go deep into bedrock to get under large buildings, thus doubling the tunneling cost and incurring large added costs to the stations at both Harbor East and Fell's Point. The idea was dropped.
4. In Fell's Point, after strenuously fighting MTA plans to put the Red Line on surface streets, taking out traffic lanes and hundreds of parking spaces and creating one-way corridors, the community was relieved to see that Alternative C provided tunneling and an underground station. They were further relieved that the Locally Preferred Alternative included the tunnel and underground station, and relocated them to Fleet Street a block north of Aliceanna, a cost-neutral move which was done at community request.
5. In Canton, community associations this year vehemently opposed MTA's plan to bring the Red Line to the surface at either Portal M (Aliceanna Street) or Portal N (American Can). The objections are related to car and truck traffic congestion and pedestrian safety, as well as visual impact on an historic area designated as a scenic byway with waterfront views unique to Baltimore. Either proposed portal would interfere with traffic lanes, and in some places force two lanes to merge into one, and the walls would need to be built high enough to safeguard the emerging tunnel from potential hurricane flooding.



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COMMUNITY RESPONSES (Continued)

6. In a March 12, 2009 response to the CAC Reports Subcommittee 2008 report, the MTA stated that "The major disadvantage" of extending the tunnel to Haven Street, as requested by the Canton Community Association, "is the extra cost of \$202 million and the resultant decrease in the FTA cost effective rating." A separate Whitman Requardt study issued Feb. 25, 2009, puts the extra net cost of extending the tunnel to the west side of Clinton Street, rather than to Haven Street, at \$156,855,000.



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WEST-EAST COALITION AGAINST RED LINE ALTERNATIVE 4-C

July 13, 2009

The Honorable Barbara A. Mikulski,
United States Senate
Hart Senate Office Building, Suite 503
Washington, DC 20510

The Honorable Benjamin L. Cardin,
United States Senate
Hart Senate Office Building, Suite 509
Washington, DC 20510

The Honorable Elijah E. Cummings
Seventh Congressional District
2235 Rayburn House Office Building
Washington, DC 20515

The Honorable John P. Sarbanes
Third Congressional District
426 Cannon House Office Building
Washington, DC 20515

The Honorable Martin O'Malley,
Office of the Governor
State House
Annapolis, Maryland 21401

The Honorable Sheila Dixon,
Mayor of the City of Baltimore
City Hall, Second Floor
100 North Holliday Street
Baltimore, Maryland 21202

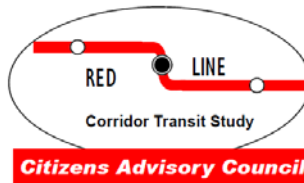
Re: West-East Coalition Against Red Line Alternative 4-C

Dear Senators Mikulski and Cardin, Congressmen Cummings and Sarbanes, Governor O'Malley and Mayor Dixon:

This letter is written on behalf of the thousands of members of the community and religious organizations, homeowners' associations and business groups that are listed below our signatures. These organizations represent a broad-based coalition of residents and businesses on the West Side of Baltimore City and Canton on the East Side.

The Coalition strongly supports improved, intelligent and efficient mass transit for the people of Baltimore. But we are absolutely opposed to surface light rail on Edmondson Avenue and Boston Street as contemplated by the MTA's Red Line Alternative 4-C. Among the reasons for our opposition are:

1. The destructive effect that a double-tracked railroad will have on our neighborhoods. Both Edmondson Avenue and Boston Street serve as major arteries for east-west traffic and are already congested.



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The Honorable Barbara A. Mikulski
The Honorable Benjamin L. Cardin
The Honorable Elijah E. Cummings
The Honorable John P. Sarbanes
The Honorable Martin O'Malley
The Honorable Sheila Dixon
July 13, 2009
Page 2

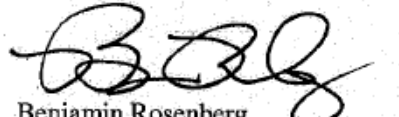
2. A double-tracked surface light rail system with the required portals will make these heavily-travelled residential streets even more hazardous for our children and their families than they already are.

3. Neither Edmondson Avenue nor Boston Street were ever intended to carry a double-tracked surface light rail system and they are inadequate for that purpose.

We urge you to reject the MTA's recommendation of 4-C insofar as it calls for surface light rail on Edmondson Avenue and Boston Street. The citizens of Baltimore deserve a better mass transit system than the one recommended by the MTA.

Sincerely,

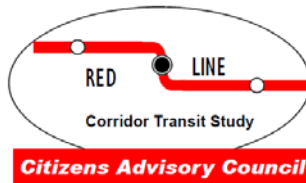

Warren Smith
cbecca445@msn.com


Benjamin Rosenberg
brosenberg@rosenbergmartin.com

Ten Hills Community Association
Rognel Heights Community Association
Mulberry-Lyndhurst Community Association
Greater West Hills Community Association
Mt. Holly-Saratoga Community Association
Allendale Community Association, Inc.

Canton Community Association
Canton Cove
Canton Square
The Moorings
Anchorage Tower
Anchorage Townhomes
The Shipyard
Cambridge Walk
North Shore at Canton
St. Casimir's Church
O'Donnell Square Business Association

cc: The Honorable Lisa Gladden
The Honorable George Della
The Honorable Jill P. Carter
The Honorable Nathaniel T. Oaks
The Honorable Samuel I. ("Sandy") Rosenberg
The Honorable Brian McHale
The Honorable Pete Hammen
The Honorable Helen Holton
The Honorable James Kraft



<http://www.baltimoreredline.com/>

Rosenberg, Ben

From: Rosenberg, Ben

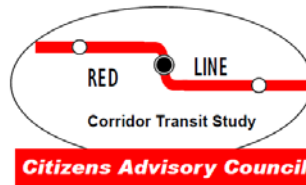
Sent: Wednesday, April 29, 2009 11:38 AM

To: 'letters@baltsun.com'

Neither your correspondent who characterizes as "NIMBY" the opposition to a surface light rail system on Boston Street, nor your editors who analogize the MTA's proposal to the New Orleans trolley line exhibit any understanding of the Red Line 4-C plan or its impact on existing, fully developed residential neighborhoods. Unlike mass transit systems in most major cities which are entirely underground throughout the urban areas they traverse, the 4-C plan calls for surface rail to be shoehorned into an existing narrow street grid. The trolley systems in Portland, San Jose and Phoenix were not squeezed into that type of alignment. In fact, one of the reasons why the Portland light rail has been so successful is that compatible development followed construction of the system. Canton is already fully-developed and that development is not compatible with a double-tracked rail line. A better analogy to the MTA's proposal for Canton is San Francisco, where the recent addition of light rail to the Embarcadero, an eight-lane urban boulevard, is generally regarded as a colossal mistake. It has obstructed access from San Francisco's downtown to its newly-developed waterfront and has brought greater congestion to a major urban thoroughfare - exactly the same effects the Red Line will have on Canton. Currently there is insufficient funding to build the Red Line underground for its entire planned route. But that is not a justification for building an inadequate system. The available funding should be used to properly build as much of the system as possible, with completion to await future funding availability. The debate is not about mass transit per se. Instead, it is a question of doing it in such a way that Baltimore's backbone - its neighborhoods - is not broken in the process.

Benjamin Rosenberg

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410-727-6600 phone
410-727-1115 fax
www.rosenbergmartin.com



<http://www.baltimoreredline.com/>

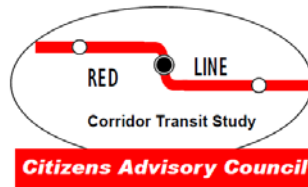
VI APPENDIX

INFORMATION FROM THE NEWS MEDIA

The following articles are available on the Red Line web site at:

<http://www.baltimoreregiontransitplan.com/media-information>

- [Red Line Fever - Behind the hype and hysteria ...](#) Baltimore City Paper, September 23, 2009
- [Officials Need to Decide Which Red Line Side They're On](#) The Baltimore Sun, August 17, 2009
- [Don't Protest, Participate](#) The Baltimore Sun, August 13, 2009
- [Gov. Martin O'Malley, Annapolis](#) The Baltimore Sun, August 6, 2009
- [Canton Residents Disagree With O'Malley Over Red Line](#) WBAL-TV, August 4, 2009
- [Controversial Red Line Plans Revealed](#) WJZ-13, August 4, 2009
- [Light Rail Red Line Plan Is The Best Option](#) The Baltimore Sun, August 4, 2009
- [New Light Rail Coming To Baltimore](#) abc2news.com, August 4, 2009
- [O'Malley Backs Modified Red Line Plan](#) The Baltimore Sun, August 4, 2009
- [Red Line Foes See Red](#) The Daily Record, August 4, 2009
- [Single Track Minds](#) The Baltimore Sun, July 21, 2009
- [MTA Considers Single Track for Part of Red Line](#) The Baltimore Sun, July 18, 2009
- [Single-Track Red Line a Mistake](#) The Baltimore Sun, July 20, 2009
- [No Letup in Traffic Congestion](#) The Baltimore Sun, July 9, 2009
- [Ed Hale Speaks about Red Line](#) WJZ-13, July 8, 2009 <http://wjz.com/seenon/ed.hale.red.2.1077517.html>
- [Canton Residents Need the Red Line Too](#) The Baltimore Sun, July 1, 2009
- [Canton Residents Rally Against Red Line Track](#) WBALTV.com, June 29, 2009
- [Canton Residents Protest Light Rail On Boston St.](#) WJZ-13, June 29, 2009
- [Red Line, Purple Line: A dash for the cash](#) Maryland Daily Record, June 26, 2009
- [Red and Purple Line projects don't have unanimous support of neighbors](#) Daily Record, June 26, 2009
- [Red Line Reality](#) The Baltimore Sun, April 29, 2009
- [Canton Residents Oppose Transit Plan](#) The Baltimore Sun, April 26, 2009
- [Proposed law would bar MTA from taking homes, but it's probably unneeded](#) Daily Record, 3/6, 2009
- [Baltimore business community's favored Red Line route facing opposition](#) BBJ, January 6, 2009
- [Not Building Red Line Would Continue Sad Status Quo](#) The Sun, December 15, 2008
- [Community Groups Support Red Line](#) ABC 2 News, December 11, 2008
- [Dixon, Smith Endorse Route for Baltimore Red Line](#) Associated Press/WJZ-TV, December 11, 2008
- [Dixon, Smith Endorse Route for Baltimore Red Line](#) The Examiner, December 11, 2008
- [East-West Light Rail Line Gets Backing](#) WJZ-TV, December 10, 2008
- [Dixon, Smith to Back East-West Light Rail Option](#) The Sun, December 10, 2008
- [GBC calls for swift action on proposed Red Line](#) The Daily Record, December 3, 2008
- [Business leaders turn out to urge light rail Red Line](#) The Examiner, December 3, 2008
- [Red Line Has Impact on Baltimore Economy](#) ABC2 News, December 2, 2008
- [Officials Will Decide Red Line's Fate in January](#) WJZ-TV, December 2, 2008
- [Red Line backers say transit system could generate \\$3.5B economic impact](#) BBJ, December 2, 2008
- [Tweets, Friends and Photos](#) Baltimore Business Journal, November 21, 2008
- [Baltimore Residents Divided Over Railway Expansion](#) WJZ-TV, November 6, 2008
- [Waiting For a Ride The Red Line Gathers Steam](#) Baltimore City Paper, November 5, 2008
- [Rally Backs the Proposed East-West Light Rail Line](#) The Sun, October 30, 2008
- [University, Health Care Leaders Back Red Line Route](#) Baltimore Business Journal, October 29, 2008
- [Red Line Meeting](#) WMAR-TV, October 29, 2008
- [Transit Coalition Throws Support Behind Red Line Tunnel Plan](#) BBJ, October 17, 2008



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VI APPENDIX (Continued)

- [Transportation Alliance Endorses Red Line Route](#) The Daily Record, October 17, 2008
 - [Finding Light Rail's Track](#) The Sun, October 5, 2008
 - [GBC Urges Light Rail Over Buses for East-West Line](#) The Sun, October 1, 2008
 - [GBC Urges Adoption of Red Line Plan](#) MarketWatch, September 30, 2008
 - [All aboard: Green Line, Red Line, Yellow Line, Home](#) The Sun, September 14, 2008
- [New Light Rail Line Coming To Baltimore City](#) WJZ-TV, September 12, 2008