BALTIMORE RED LINE

Citizens Advisory Council

2014 ANNUAL REPORT

TABLE OF CONTENTS

I THE 2013 RED LINE CITIZENS' ADVISORY COUNCIL

The Maryland General Assembly created the Red Line Citizens' Advisory council in 2006 (HB 1309/SB873), which requires that the members of the CAC be selected by the President of the Senate, the Speaker of the House, Baltimore Mayor, Baltimore County Executive and the Governor or, at the Governor's discretion, the Maryland Transit Administrator. This statute also requires the Maryland Transit Administrator to designate two co-chairs of the Advisory Council by selecting one from a list of two names provided by the President of the Senate, and one from a list of two names provided by the Speaker of the House.

Dr. Rodney Orange
Co-Chair
Executive Committee
Baltimore City Branch NAACP

Ms. Angela Bethea-Spearman
Co-Chair
President, Uplands Community Assoc.
Chair, S. W. Development. Committee

Mr. Edward Cohen
Transit Riders Action Council of
Metropolitan Baltimore

Ms. Sandra E. Conner
Director, Workforce Transportation and Referral,
Sojourner-Douglass College

Mr. Christopher Costello
Baltimore City Resident:
West Gate Community

Mr. Michael Dickson
Greater West Hills Community Association

Ms. Laurie Feinberg
Baltimore City Department of Planning

Mr. Emery Hines
Senior Transportation Officer
Baltimore County Department of Public Works

Mr. George Moniodis
Greektown Development Corp

Ms. Barbara Zektick (Fleming El-Amin)
General Counsel (Red Line Project Manager)
Baltimore City Transportation Dept

The enabling legislation indicated above, specified that the Council should include 15 members representing areas in the Red Line corridor and appointees from specific government agencies. When the Council filed its 2013 Report, Council membership included the required 15 members; however, membership has declined to 10 active positions due to resignations. Appointments are being sought for the vacant Council positions.

The appointing authority is as follows: Five members are to be appointed by the President of the Senate, and five members are to be appointed by the Speaker of the House of Delegates. These 10 members must be business owners, residents, service providers, or workers in the Red Line corridor and are to be appointed in consultation with the members of the Baltimore City Delegation of the General Assembly that represent Legislative Districts 41, 44, and 46, and the members of the Baltimore County Delegation that represent Legislative District 10. Of the remaining five members, two are to be appointed by the Governor, or at the Governor's discretion, the Maryland Transit Administrator; two are to be appointed by the Mayor of Baltimore City to represent the Departments of Planning and Transportation; and one is to be appointed by the County Executive of Baltimore County.

MTA provides staff the council with staff assistance. Red Line CAC Members do not receive compensation.*****

** HB 1491 (CH0657) was enacted during the 2014 Session of the Maryland general Assembly. This legislation entitles members of the Citizens' Advisory Council for the Baltimore Corridor Transit Study - Red Line to reimbursement of expenses under the Standard State Travel Regulations, as provided in the State budget.*

II EXECUTIVE SUMMARY

The members of the Red Line Citizens Advisory Council (CAC) have reviewed the information provided at our meetings and otherwise 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 with a community view and evaluation of the Red Line planning process. In addition, it 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 assistance provided by the Maryland Transit Administration (MTA) for the arrangements and conduct of the Council's meetings and activities during the past year. The members of the Red Line Community Liaison team, under the leadership of Tamika Gauvin, have provided valuable information regarding their communication with the communities along the Red Line corridor. The CAC also wishes to recognize the Mayor of Baltimore and the City Department of Transportation's Red Line Coordinator, Shuhba Adhikari, for their support and community outreach for the Red Line. The CAC also wished to recognize Ms. Carmen Morosan and the Baltimore City Department of Planning, for the valuable assistance in the organization, research and validation of data for the Report.

During the past year, the Red Line Citizens' Advisory Council (CAC) met in alternate months in locations along the proposed Red Line alignment. Meeting dates, location and topics of discussions for these meetings can be found in Appendix A. The associated minutes for each meeting can be found on the Maryland Transit Administration's (MTA) website, mta.maryland.gov/transit-projects (http://www.baltimoreredline.com/project-information/citizens-advisory-council). The primary purpose of these meetings is to receive and review information, via presentations, and/or print media regarding the planning for the proposed Red Line project, to determine whether the implementation plans will comply with following criteria:

1. Provide 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. Consider a full range of construction alternatives, including an underground rail option.

3. Ensure 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

4. Enhance communication of information to communities regarding the planning, engineering, and construction process.

Topics covered during the 2013 -2014 CAC meetings included:
Architectural concepts for underground stations; Baltimore City workforce initiatives; Environmental mitigation; Ongoing efforts by the community liaison staff; Federal Environmental Impact Statement (FEIS); Public outreach efforts; Public art to be incorporated into the station designs; Right-of-way acquisition; Station design, tunnel safety; and structural assessments for the tunnels.

II EXECUTIVE SUMMARY (Cont'd.)

CAC Subcommittees meet on the second Thursday in the interim months, when the CAC does not hold public meetings. Subcommittee meetings are intended to plan the agenda and content for future public meetings.

The Subcommittee minutes, public meeting meeting agendas and minutes, as well as any reports are attached. Subcommittee reports are located in Apendix A. The Subcommittee members are appointed as follows:

Annual Report Subcommittee:
Christopher Costello, Chair
Laurie Feinberg, Co-chair
Edward Cohen
Sandra Conner
Michael Dickson

Construction and Operation Impacts and Mitigation Subcommittee:
Emery Hines, Chair
Barbara Zektick (Fleming El-Amin), Co-chair
Edward Cohen
Christopher Costello
Dr. Rodney Orange

Economic Empowerment Subcommittee:
Sandra Conner, Chair
Laurie Feinberg, Co-chair
Michael Dickson
2 VACANT POSITIONS

Neighborhood and Community Development Subcommittee:
George Moniodis, Chair
Angela Bethea-Spearman, Co-chair
3 VACANT POSITIONS

Public meetings are held beginning at 7:00 pm on the 2nd Thursday of the following months: September, November, January, March, May and July. Attendance at CAC meetings, including subcommittee meetings and other public forums are key to overall success of the CAC ability to fulfill its mission. A summary of the meeting locations, subject matter and CAC members' attendance at the public meetings is located in Apendix A.

ISSUES OF SIGNIFICANT CONCERN

Since the Red Line Citizens Advisory Council (CAC) was created in 2006, the CAC members have enjoyed an excellent working relationship with MTA officials and the professionals involved in the planning for the Red Line; however, there are several issues which the CAC members feel should receive added attention.

COMMUNICATION
MTA has been helpful in providing information for the CAC meetings but there have been instances where communication has been less than forthcoming.

One significant example of the failure of MTA to keep the public informed would be the recent decision to alter the downtown tunnel alignment by use of a sweeping "S" curve between Lombard and Market streets on the north to the Fallsway and Fleet Street on the south and moving the station planned for Central and Fleet streets to a location at Exeter and Fleet streets. Clearly this proposal falls within the prevue of the legislative mandate assigned to the Red Line CAC.

If approved by the Federal Transportation Administration, it is expected that these changes might delay construction by as much as 10 months and increase cost in excess of $600 Million.

II EXECUTIVE SUMMARY (Cont'd.)

CAC members first became aware of this proposed alteration to the Final Environment Impact Study (FEIS) from an article in the *Baltimore Brew* in June of 2014 which indicated that the changes had been under consideration at MTA for as long as 9 months or more. Assuming that the FTA approves it, this decision constitutes a *fait accompli.* When the General Assembly established the Red Line CAC, there was an expectation that MTA would make such information available in a timely manner that would allow the public to offer comments prior to a final decision.

This situation raises the possibility that other significant changes may be under serious consideration about which CAC members may not be informed until after a decision has been approved.

In addition, the delay and additional cost of this change flies in the face of several requests from the residents of Edmondson Avenue and Boston Street, which MTA refused to consider because the request would delay the project of increase the cost of construction.

Another example of decisions made without consulting the CAC was the elimination of the "cross-over" that had been included in the "Final Environment Impact Study" for the downtown tunnel. A cross-over is a standard feature for a tunnel over a certain length. MTA explained the cross-over was eliminated to reduce cost. Eliminating the "cross-over" will reduce costs but doing so may prove "pound foolish" if a problem develops where one section of the tunnel is in need of repair or there is a serious incident in one and safety of the passengers would best be served by the availability of a crossover. Here again, reducing costs is reason to eliminate or preclude a desired feature while a significant cost increase is not a barrier for another change.

SAFETY CONSIDERATIONS

On several occasions over the past three years, CAC members have asked MTA about safety planning needed to prepare and protect the public using the Red Line; however, these requests have been dismissed as premature. It might be said that is too soon to implement safety programs but that should not preclude prior consideration of how safety features should be incorporated into the design and prepare the public to safely use the light rail.

MAINTENANCE OF TRAFFIC AND ELIMINATION OF PARKING SPACES

Red Line construction will cause significant traffic disruption, particularly along Edmondson Avenue and Boston Street. Currently Edmondson Avenue is inexplicably reduced to one lane due to construction at the West Baltimore MARC station, which creates long backups and delay of traffic.. The Construction and Operation Impacts and Mitigation Subcommittee met with the Red Line engineers regarding the flow of traffic in these areas and were assured that the plans call for maintaining two lanes of traffic in both directions during construction. While the planning does allow two lanes in each direction, the contractors will implement the plan we cannot be certain that the contractors will always comply with the plan. The CAC members want to suggest that these plans be closely monitored to insure adequate traffic flow in the Boston Street and Edmondson Avenue sections during construction.

Parking along Edmondson Avenue will be eliminated during construction and significantly reduced after the construction is completed. During our meetings and discussions with the planning engineers, it was revealed that plans were being developed for use of vacant lots on the block of the street to the South of Edmondson (Franklin Street). During a follow up inquiry, the parking lot solution was called into question and possible alternate solutions were suggested. The residents of Edmondson live in a area where crime is not uncommon. Also consider that some residents are elderly and the need to walk several blocks through and around construction to their car will be a hardship. The CAC members would like to see more certainty in the plans for alternate parking in this area.

III MTA RED LINE PLANNING UPDATE

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

The proposed Red Line is an east-west transit line connecting the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton and the Johns Hopkins Bayview Medical Center Campus.

In support of Governor Martin O'Malley's "Smart, Green & Growing" initiative, the Red Line should provide enhanced mobility and connecting service to Baltimore's existing transit systems - MARC commuter service, metro, light rail and local and commuter bus routes.

RED LINE SCHEDULE

Milestone	Projected Timeframe
Begin Preliminary Engineering	June 2011
FTA Acceptance of Final Environmental Impact Statement	December 2012
FTA Issuance, Record of Decision	February 2013
Engineering Phase	2013-2016
Federal Funding Commitment (Contingent on passage of the Federal Omnibus Funding Bill)	2015
Construction	2016-2022
Operation	2022

III MTA RED LINE PLANNING UPDATE (Cont'd.)

RED LINE KEY FACTS

Mode	Light Rail
Overall Length	14.1 miles **Surface**: 8.7 miles **Tunnel**: 4.7 miles (Cooks Lane & Downtown) **Aerial**: 0.7 miles (over I-695 and ramps; Woodlawn Drive; and between Highlandtown/Greektown & Bayview Campus Station)
Stations	19 **Surface**: 14 **Underground**: 5
Capital Cost	$2.6 Billion
Average Daily Ridership in 2030	55,000
FTA Cost-Effectiveness Rating	$30.00
Vehicles	26 LRT vehicles
Maintenance Facility	At Calverton Road bounded by Franklintown Road, Franklin Street, and Amtrak
One-Way Travel Time	Woodlawn to Bayview – 45 min.
Frequency of Service (Peak/Off Peak)	10 minutes

Appendix A – G appear on the following pages

This document contains several appendix, A = the CAC Meetings/Agenda/Locations; B = The Financial Report; C = Mission of the Red Line CAC; D = Analysis of Red Line Criteria; and E = MTA Red Line Planning Process; The CAC uses these measurements and documents as references to guide its fulfillment of HB 1309/SB873 and to orient first time readers of the Red Line CAC Annual Report. These documents will be updated as the project progresses.

Appendix A - CAC MEETINGS

AGENDA, DATES, LOCATIONS

September 12, 2013 - MSBC Community Outreach and Educational Center
Subcommittee Reports

MTA Reports: • Station Design • Public Outreach Updates • I 70 Pavement Removal • Security Blvd. Extension

November 14, 2013 – Baltimore City Department of Planning
Subcommittee Reports

MTA Reports: • Overview of 2014 Work Program & P3 Opportunities • Economic Empowerment Program

January 9, 2014 - Du Burns Arena
Subcommittee Reports

MTA Reports: Community Coordinator Update • Presentation on Portal Construction MOT • Environmental Mitigations

March 13, 2014 - University of Maryland BioPark
Subcommittee Reports

MTA Reports: Poppleton Station Presentation • Preferred Training Partners/EEP Updates • General project Updates

May 8, 2014 - St. William of York
Subcommittee Reports

MTA Reports: Urban Design (Stations, TPSS Westside) • Project Updates • Public Involvement Updates

July 10, 2014 - Du Burns Arena
Subcommittee Reports

MTA Reports: Corridor Design Presentation • Public Involvement Updates (EEP, Art in Transit, Geographic Meetings/ Fall Open Houses) • Financial Report/Project Schedule

Subcommittee Assignments

Construction and Operation Impacts and Mitigation has responsibility for addressing the impact of building and construction on the neighborhoods through with the Red Line will eventually pass. It is tasked with collecting and disseminating information about resources for those impacted by the construction, as well as working with the community to come up with creative ways to make construction more manageable for neighborhoods. The subcommittee members have been meeting with the MTA and the engineers tasked with planning the construction and related issues that will impact the flow of traffic and quality of life in affected areas.

The Construction and Operation Impacts and Mitigation Subcommittee met with the engineering group assigned to the construction and traffic mitigation along the Red Line corridor (GEC). GEC provided valuable information regarding the manner and sequence of the adjustments to traffic patterns and other changes that will be required as the construction proceeds.

Economic Empowerment subcommittee is responsible for 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. This subcommittee consistently met, inviting guest speakers from contractors assigned to the project, including MTA to discuss potential hiring needs and requirements, opportunities for internships, and the development of a pipeline of candidates to be ready to fill job opportunities for the Red Line project. It not only focused on creating jobs, but also entrepreneurial opportunities for persons on the Red Line footprint. The Economic

Empowerment subcommittee also works in conjunction with the Baltimore City Red Line Community Compact Empowerment committee.

Appendix A - CAC MEETINGS (Cont'd.)

Neighborhood and Community Development subcommittee is responsible for ensuring communication of information to communities regarding the planning, engineering, and construction process is meaningful and the public, in particular those who are in the Red Line footprint has an opportunity to provide input. This committee has been instrumental in some of the guidelines for public comments that we have in place at the CAC meetings, as well as making sure there are various opportunities for community involvement to resolve plans that could have an adverse impact on community safety, as well as overall development.

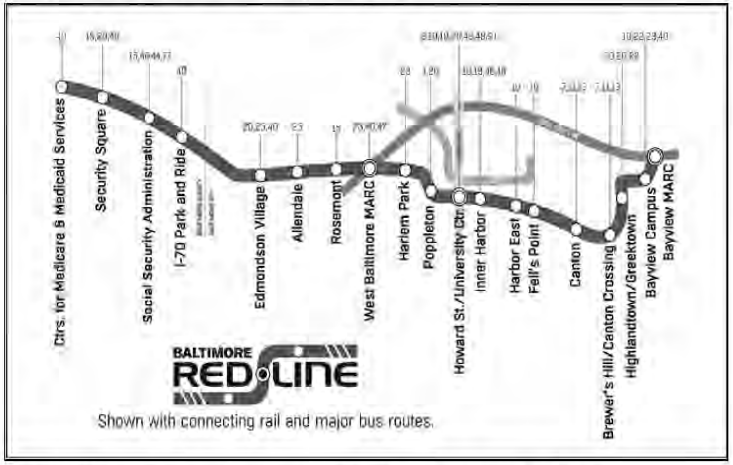
ATTENDANCE AT PUBLIC MEETINGS

NAME	2013 SEPT.	2013 NOV.	2014 JAN.	2014 MAR.	2014 MAY	2014 JULY	TOTAL
Dr. Rodney Orange *(Co-Chair)*	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	6/6
Angela Bethea-Spearman *(Co-Chair)*	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	5/6
Edward Cohen	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	6/6
Sandra Conner	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	6/6
Christopher Costello	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	6/6
Michael Dickson	**Yes**	**No**	**Yes**	**Yes**	**Yes**	**Yes**	5/6
Laurie Feinberg	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**	5/6
Emery Hines	**No**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	5/6
George Moniodis	**No**	**No**	**No**	**Yes**	**No**	**Yes**	2/6
Barbara Zektick (Fleming El-Amin)	**No**	**No**	**Yes**	**Yes**	**No**	**No**	2/6
QUORUM	7/10	6/10	9/10	9/10	8/10	9/10	

Maximum attendance by members is expected. Members missing three regular meetings during a twelve-month period shall be automatically reviewed by the CAC. *Subcommittee meeting

OFFICIAL MEETING ATTENDANCE – GENERAL PUBLIC

2013		2014				2013-14
SEPT.	NOV.	JAN.	MAR.	MAY	JULY	TOTAL
17	**11**	**13**	**6**	**17**	**11**	**75**



PROJECT: Baltimore Red Line

DESCRIPTION: The Baltimore Red Line is a 14-mile double-track light rail line between Woodlawn in Baltimore County and Bayview Medical Center in Baltimore City. The line will include direct connections to the existing Metro Subway and Light Rail lines and the MARC Train Penn Line. The project includes track, two tunnels, stations, railcars and an operations and maintenance facility.

PURPOSE & NEED SUMMARY STATEMENT: The Red Line will provide faster, more reliable transportation between residential and major employment areas. It will enhance access to existing rail lines, increase capacity of congested roadways, support economic development consistent with local master plans, and reduce environmental impacts.

SMART GROWTH STATUS: ☐ Project Not Location Specific ☐ Not Subject to PFA Law

- [X] Project Inside PFA
- [ ] Project Outside PFA
  - [ ] Grandfathered
  - [ ] Exception Will Be Required
  - [ ] Exception Granted
- [ ] PFA Status Yet to Be Determined

ASSOCIATED IMPROVEMENTS:
MARC West Baltimore Station Parking Expansion - Line 9

STATE GOALS : Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- [ ] Safety & Security
- [ ] System Preservation
- [ ] Quality of Service
- [X] Environmental Stewardship
- [X] Community Vitality
- [X] Economic Prosperity

EXPLANATION: The Red Line will serve a corridor that currently lacks rail transit service and includes important commercial, institutional, and residential communities. Electrically powered trains will reduce air pollution and greenhouse gas emissions associated with cars and buses.

STATUS: Preliminary engineering and right of way acquisition underway. Pending federal approval, final design to begin during current year.

SIGNIFICANT CHANGE FROM FY 2013 - 18 CTP: Funding increased $2.2B due to the Transportation Infrastructure Investment Act of 2013. Advancement to construction assumes $900.0M in federal funding, $250.0M in regional contributions, and private investment through a public-private partnership for railcars, systems, and a maintenance facility. Project moved from D&E to Construction.

USAGE: Daily ridership estimated at 54,000 in 2035.

POTENTIAL FUNDING SOURCE: [X] SPECIAL [X] FEDERAL [ ] GENERAL [X] OTHER

PHASE	TOTAL ESTIMATED COST ($000)	EXPEND THRU 2013	CURRENT YEAR 2014	BUDGET YEAR 2015	PROJECTED CASH REQUIREMENTS FOR PLANNING PURPOSES ONLY ....2016....	....2017....	....2018....	....2019....	SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	60,806	60,806	0	0	0	0	0	0	0	0
Engineering	252,159	95,008	52,428	40,297	37,986	14,482	11,958	0	157,151	0
Right-of-way	64,679	67	9,071	40,705	10,459	4,377	0	0	64,612	0
Construction	2,054,459	0	0	9,900	24,685	201,772	530,792	561,055	1,328,204	726,255
Total	2,432,103	155,881	61,499	90,902	73,130	220,631	542,750	561,055	1,549,967	726,255
Federal-Aid	921,790	21,776	22,962	32,238	44,807	100,000	191,955	393,732	785,694	114,320

Note: Balance to complete does not include concessionaire availability payments.

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Appendix C - MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (CAC)

(this is an explanation of what the CAC was commissioned to do and how those requirements are being fulfilled.)

The Red Line 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.

The CAC holds six meetings during the year (September, November, January, March, May and July). Meeting locations are rotated between Downtown, East and West Baltimore; and Baltimore County in an effort to make meetings more accessible to the residents along the Red Line corridor.

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 15 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.

Based on the current authorized 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.

Appendix C - MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (CAC) (Cont'd.)
(this is an explanation of what the CAC was commissioned to do and how those requirements are being fulfilled.)

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. Some of the data will become available during the subsequent phases of the project up to and including the Final Design and 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 Council 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.

Methodology

CAC efforts on behalf of the citizens and the legislature are separate and independent from the Maryland Transit Administration's Red Line planning effort. The MTA has maintained its own separately established multi-year schedule to design, document, and construct the Red Line.

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.

Appendix D - ANALYSIS OF THE RED LINE CRITERIA
(Data in this section was provided by the Maryland Transportation Administration.)

5.1.0

Mission No. 1 - Ensure that the Red Line Project provides compensation for property owners whose property is damaged during the construction: commercial areas surrounding the Red Line transit corridor in Baltimore City and Baltimore County; and providing hiring opportunities for 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.

Project Compensation Criteria			Employment Opportunities Criteria	
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)
0	**21**	*	**	***

* 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 several years during construction. The Red Line could so result in the creation of permanent jobs to operate and maintain the system. Aside from the creation of permanent jobs, the Red Line should 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.

Comment: *Sufficient information is not available to respond at this time.*

5.1.2.0 Employment Opportunities Related to the Red Line – includes potential construction job creation and other job possibilities

Comment: *If or when the federal funding for the Red Line is approved, a great deal of work will be needed to facilitate the creation of job opportunities related to the construction of the Red Line. The primary objective should be to provide job opportunities to the residents in the Red Line corridor. At some point, this effort would require the coordination of multiple state and local government organizations to identify the skills needed for the jobs to be created. The availability of persons with those skills in the area and the development of needed training to prepare potential job applicants where the necessary skills are not available.*

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

No.	Criteria	Source/Project Phases					
		DEIS	New Starts/LPA	PE	Final Design	ROW Acquisition	Constr
1	*Review DEIS alternatives*			N. A	N. A	N. A	N. A
2	*Review TRAC alternative + Fells Point alternative*			N. A	N. A	N. A	N. A
3	*Minimum Operable Segments*			N. A	N. A	N. A	N. A

Appendix D - ANALYSIS OF THE RED LINE CRITERIA (Cont'd.)
(Data in this section was provided by the Maryland Transportation Administration.)

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

Mobility Improvements Criteria									
Transit User benefits ****	Number of transit dependents using the project	Transit dependent user benefit per passenger mile	Share of user benefits received by transit dependent users	Red Line Travel time (end-to-end) minutes	Number of Transit-Dependent Households Served by Enhanced Transit	Pedestrian and disabled access	Differences in transfer access	Connectivity between transit system elements	Appeal to drivers of choice (Daily new trips vs. No Build)
18,410	21,900	3.7	30%	45	14,148	*	**	N. A	18,170

* This calculation was not performed; data is not available.
** Data is not available.
*** This information is not available at a corridor-level. Volume II of the DEIS identifies at a Geographic Area level, by yes or no, whether the existing pedestrian movements are affected.
**** See footnote on page 17 regarding impact on bus to bus transfers

Table 5.3a (continued)

Environmental Benefits Criteria			Land use/community development, economic development & access to jobs Criteria				Equity Analysis Criteria	
Daily Auto VMT Change No Build	Noise	Vibration	Development potential within walking distance of station area (# of city/county planned development TOD Locations)	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)
75,000	*	**	5	***	NA	NA	NA	NA

* Information is not available at a corridor-level. The DEIS presents noise impacts by Geographic Area.
** Information is not available at a corridor-level. The DEIS presents vibration impacts by Geographic Area.
*** Information is not available at a corridor-level. The Stations Technical Report includes the number of jobs per acre within the ¼ mile walk zone of the station.

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.

No.	Criteria	Source
1	*Consultation* • MTA should consult the public on major decision with regard to the study	MTA will provide documentation
2	*Representativeness* • The public participants should comprise a broadly representative sample of the population of the affected communities • Community planning participation	MTA will provide documentation
3	*Transparency* • The planning process should be transparent so that the public can see what is going on and how decisions are being made	MTA will provide documentation
4	*Participation* • The number of stakeholders (individuals, groups, organizations) involved • Participation by local academic institutions and professional service providers in design and development	MTA will provide documentation

Appendix D - ANALYSIS OF THE RED LINE CRITERIA (Cont'd.)
(Data in this section was provided by the Maryland Transportation Administration.)

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.

No.	Criteria	LPA	PE	Final Design	ROW Acquisition	Constr
1	*Operating Efficiencies*					
	Operating & maintenance Costs	-1.438 M				
	Capital costs	$2.6 B				
2	*Cost Effectiveness*					
	Incremental cost per hour of transportation system user benefit	$22.77				
3	*Local Financial Commitment*					
	Share of non-Section 5309 New Starts funding	NA				
	Stability and reliability of the proposed project's capital finance plan	NA				
4	*Transit supportive land use policies and future pattern*					
	Existing land use	N. A				
	Transit supportive plans and policies	N. A				
	Performance and impacts of policies	N. A				

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.

No.	Criteria	Source
1	*Information Sharing* ❖ 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	MTA required to provide documentation*

* The requested information has not always been provided in the time requested by the CAC.

Appendix D - ANALYSIS OF THE RED LINE CRITERIA (Cont'd.)
(Data in this section was provided by the Maryland Transportation Administration.)

5.3e.0 Mission No. 3e - Ensure that the Red Line project favors alignments that produce the least negative community impacts practicable.

No.	Criteria					
1	*Equity Analysis**	New Starts/LPA	PE	Final Design	ROW Acquisition	Constr
	Extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent	N. A	[1]			
	Incidence of any significant environmental effects, particularly in neighborhoods immediately adjacent to proposed project	N. A				
2	*Evaluate Negative Impacts*					
	Neighborhood noise	N. A				
	Loss of travel lanes	N. A				
	Neighborhood parking congestion (net gain or loss)	N. A				
	Visual impacts (non- quantitative)	N. A				
	Project construction delays	N. A				
	Community choice (document support or opposition to the project)	N. A				

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

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	October 3, 2008
90 day comment period	Oct. 2008 to Jan. 2009
Public Hearings	November 2008
Selection of Locally Preferred Alternative	August 2009
Next Steps - Enter the New Starts Process and Initiate Preliminary Engineering / Final EIS	June 2011
Final Design	2013 - 2015
Right of Way Acquisition & Begin Construction	2016
Record of Decision on Final DEIS	2014

[1] *During the January 10, 2013 public meeting at Johns Hopkins Bay View, reference was made to a report regarding Final Environmental Impact Statement (FEIS) that was produced by the Joint Open Infrastructure Subcommittee (JOIS). The JOIS includes members from three standing MTA Citizens Advisory Committees (MTA Citizens Advisory Committee, MARC Citizens Advisory Committee, Citizens Advisory Committee for Accessible Transportation. The report issued by JOIS examined and analyzed the bus to bus connections that would be affected once the Red Line becomes operational and determined that 100 of these transfer opportunities would be lost while only three (3) would be created.*

Appendix E - MTA REVIEW OF RED LINE PLANNING PROCESS

Describe the New Start Opportunity Process
The proposed Red Line is an east-west transit corridor connecting the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton and the Johns Hopkins Bayview Medical Center Campus. In addition, the Red Line would provide enhanced mobility and connecting service to Baltimore's existing transit systems - Metro Subway, Central Light Rail and MARC lines - while also serving major employers such as the Social Security Administration, the University of Maryland downtown campus and medical centers, and the downtown Central Business District, schools, churches, parks and tourist attractions. The western portion of the Red Line study area consists of suburban type residential, shopping and office park land uses. The study area continues through downtown and Fells Point/Patterson Park areas and includes Baltimore row-house communities, planned revitalization areas in West Baltimore and the redeveloping residential and commercial areas in Inner Harbor East. Alternative modes considered included Bus Rapid Transit (BRT), Light Rail Transit (LRT) and Enhanced Bus Service on surface, and in some locations, with tunnel options. A No-Build option was also included in this study.

Red Line Corridor Transit Project - Purpose and Need Statement
Context
The purpose of the Red Line Corridor Transit Project is to help improve transit efficiency, transit mobility, access and connectivity in Baltimore City and Baltimore County. This project is a step in the ongoing development of a system of interconnected rapid transit lines, which will improve the quality of transit in the Baltimore region and the study corridor in a cost effective and efficient manner. The Red Line Corridor Transit Project includes the general area of Woodlawn in Baltimore County on the west, through downtown Baltimore, to the Patterson Park/Canton area to the east.

Purpose
The purpose of the Red Line Corridor Transit project is to improve transportation choices for those persons living and working in the region, support ongoing and planned economic development initiatives and community revitalization, and help the region address congestion and traffic-related air quality issues. The project will connect the eastern and western communities of Baltimore City and Baltimore County with the central business district in downtown Baltimore, suburban employment centers such as the Social Security complex in Woodlawn, and new activity centers in East Baltimore. The Red Line Corridor Transit Project will be completed in a manner that avoids, minimizes, and mitigates adverse impacts on the environment and communities.

Need
There are a number of transportation problems in the region and corridor. These problems will be used as benchmarks as alternatives are developed to measure how successfully each addresses the purpose and need of the Red Line Project.

Transit Efficiency:
At the present time, existing bus service in the corridor is subject to the same traffic congestion as autos, faces incident delays, and provides limited direct connections to other transit modes. There are a variety of transit travel patterns throughout the corridor; the current bus system faces the challenge of efficiently serving these sometimes conflicting and competing trips (local vs. through trips). The purpose of this project is to improve transit service efficiency in the region and along the Red Line Corridor, and provide connections to jobs and services.

Transportation Choices for East-West Commuting:
Parts of the corridor currently face congestion with limited transit and system capacity improvement options for commuters traveling from the east or from the west into downtown. The purpose of this project is to improve transit opportunities in the east-west corridor, and better accommodate existing and future east-west travel demands. Its purpose is also to improve the effectiveness of public transportation for the transit-dependent user as well as those individuals within the corridor who chose to use transit as an option.

Appendix E - MTA REVIEW OF RED LINE PLANNING PROCESS (Cont'd.)

Transit System Connectivity:
Although Baltimore has a light rail system, Metro service, commuter rail, express bus and a comprehensive local bus network, better connections among the various modes and routes would enhance service to the public regionally and in the corridor. The purpose of this project is to improve system connectivity by providing a direct rapid transit connection to north-south bus and rail lines, including to MARC at the West Baltimore MARC Station, Charles Center and Shot Tower Metro Stops.

Mobility:
There are substantial numbers of residents along the Red Line who depend on transit for access to jobs, schools, shopping, events, healthcare and other services and cultural attractions. Major institutions and employers along the Red Line Corridor such as the Social Security Administration, the Center for Medicare and Medicaid Services, the University of Maryland at Baltimore, Baltimore City Community College, major hospitals, the downtown business district, new cultural arts venues, as well as numerous elementary, middle and high schools, all rely on an efficient transportation network that provides mobility choices.

Community Revitalization and Economic Development:
Although development patterns are influenced by market forces and other variables not necessarily directly related to transit accessibility, there are currently unrealized opportunities for supporting existing and potential land use growth patterns that could benefit communities and businesses along the corridor. The Westside Renaissance, University of Maryland at Baltimore, Inner Harbor East, Fells Point, Canton and other nearby areas are currently experiencing major development and re-development and could benefit from additional transit access to realize their regional potential. Likewise, areas of West Baltimore have existing community revitalization initiatives such as The Uplands Redevelopment Area, Harlem Park and Rosemont, and other unrealized commercial and residential development-potential areas that could benefit from improved transit access and investment. Areas in suburban locations such as Westview and Security Square malls could realize additional development opportunities. Specifically at transit stops, localized development and/or redevelopment will be supported by the Red Line project.

Air Quality Goals and Environmental Stewardship:
The U.S. Environmental Protection Agency has designated the region as a moderate non-attainment area for ozone under the 8-hour standard. There are many contributors to the region's air pollution, including "point sources" such as power plants, "area-sources" such as automobile refinishing, bakeries, "off-road sources" such as mowing and construction equipment, and perhaps most significantly, motor vehicle sources. By offering an effective alternative to automobile travel for a significant portion of work and non-work travel, improved transit service in the corridor can help reduce regional emissions for motor vehicle sources by helping to reduce highway congestion and regional vehicle emissions. These reductions in motor vehicle emissions would help the Baltimore region to stay in consistency with state air quality plans as required by the Federal Clean Air Act and by ISTEA and TEA-21. This transit planning study is also expected to identify potential environmental stewardship opportunities to enhance and improve the existing natural environment and surrounding communities, and provide under-served communities with access to park, trail and other recreational opportunities.

Definition of Alternatives Retained for Detailed Study
The information collected from the public and environmental resource agencies during the Scoping phase was used to identify, consider, and analyze types of transit (modes) and routes (alignments) for both the Red Line and the Purple Line that are reasonable, feasible, and practical from a technical and economic standpoint.

The MTA held open houses in the fall of 2004 to receive input on selected alternatives that will be studied in greater detail. The MTA is also required by the Federal Transit Administration to study a "no-build" alternative, which compares the proposed new transit alternatives to the option of not building a new transit project.

Additional alternatives have since been developed. MTA continues to conduct outreach efforts and community meetings to present information and receive input from the community.

Appendix E - MTA REVIEW OF RED LINE PLANNING PROCESS (Cont'd.)

Preliminary Engineering

Further analysis of design options, project costs, benefits and impacts.

Final Environmental Impact Statement (FEIS)
The Final Environmental Impact Statement (FEIS) identifies a preferred alternative, responds to comments received on the DEIS, shows compliance with related environmental statutes such as the National Historic Preservation Act, and identifies commitments made to mitigate impacts of the project.

Station Planning Process
The transit station is the area in which transit users get on and off the system and have their first impressions of the Red Line Corridor. Because of this, the planning of stations will be critical to the overall success of the Red Line Study.

DETERMINE the number and general location of stations
The proposed Red Line is an east-west corridor that connects major employment, residential communities, other existing transit services, and tourism opportunities. This project has examined the various key areas along the corridor to ensure transit service is provided. These key areas include the following:
Social Security Administration / Woodlawn
Center for Medicare and Medicaid Services (CMS)
Residential Communities - East and West Baltimore City and Western County
West Baltimore Rail Station (MARC)
University Center (Medical Center and University)
Connection to existing Metro, Bus and Light Rail
Downtown Baltimore
Tourism and Stadium Events
Inner Harbor East
Fells Point and Canton
Auto Commuters using I-70 and I-695
Because each stop made by the transit vehicle adds time to the overall trip, a rapid system requires fewer stops along the entire corridor to ensure faster commuting times. The number of stations for the Red Line Corridor must be a balance between ensuring that the key areas are provided transit service and maintaining a rapid transit system.
14 Stations are under consideration for the Red Line as currently configured.

DEFINE the type of station
A station type is defined based upon the purpose of that station in its particular environment. For example, a station in the Central Business District of a city would be defined as a Walk-Up Station Type, not a Station with Parking for Regional Access

Light Rail
Light Rail Transit is an electric railway system that operates single cars or short trains along rights-of-way at ground level, on aerial structures, and in tunnels. Light Rail can also operate in the street mixed with vehicular traffic, in the median of a roadway or on a separate right-of-way. Light Rail Transit gets its power from overhead electrical lines. Maximum speeds of Light Rail trains are normally around 60 miles per hour, with the average operating speed being closer to 45 miles per hour. The actual speed largely depends on the extent to which the train is separated from cars and pedestrians.

Depending upon the specific system, the distance between Light Rail stations is shorter than with heavy rail systems due to the type of propulsion and braking systems. Fare collection is typically done at the station before boarding the train and an attendant verifies fare-purchase while the train is in motion.

Light Rail currently operates in Baltimore along the 30-mile Central Light Rail Corridor between Hunt Valley, downtown Baltimore and Glen Burnie. Spurs also serve BWI Airport and Penn Station. Light Rail has been built in several other American cities:

Appendix E - MTA REVIEW OF RED LINE PLANNING PROCESS (Cont'd.)

NEPA Process – How decisions are made

As with every significant federally funded transportation project, the National Environmental Policy Act of 1969 (NEPA) requires that an Environmental Impact Statement (EIS) be prepared for the Red and Green Line Studies. The purpose of the EIS document is to conduct a thorough and public study of potential human, cultural, and natural environmental impacts for each of the transit types (modes) and routes (alignments) under consideration.

Study Steps:

Notice of Intent

The Notice of Intent (NOI) is an announcement to the public and to interested agencies that a project is being developed and that an Environmental Impact Statement (EIS) will be prepared.

Scoping

Scoping identifies the alternatives and impacts that will be examined in the Environmental Impact Statement (EIS). An important part of this phase is to go out to the public for their ideas, comments and concerns. Scoping identifies the key resources and issues that the project needs to address.

Alternatives Analysis

The information collected during the Scoping phase will be used to identify, consider, and analyze types of transit (modes) and routes (alignments) that are reasonable, feasible, and practical from a technical and economic standpoint.

Draft Environmental Impact Statement

The MTA will prepare a Draft Environmental Impact Statement (DEIS) that includes examination of the natural, cultural and socioeconomic environmental impacts of various alternatives. The DEIS will be available for public review prior to hearings.

Final Environmental Impact Statement (FEIS)

The Final Environmental Impact Statement (FEIS) identifies a preferred alternative, responds to comments received on the DEIS, shows compliance with related environmental statutes such as the National Historic Preservation Act, and identifies commitments made to mitigate impacts of the project.

Record of Decision

The Record of Decision (ROD) is the final step in the EIS process. The ROD is a concise report that states FTA's determination that NEPA has been completed for the proposed project. It describes the basis for the decision, identifies alternatives that were considered and summarizes specific mitigation measures that will be incorporated into the project. With a ROD, the project may proceed into final design and construction.

Public Events/Meetings

Public meetings are an important part of our outreach efforts. Meetings will be held at major decision points such as when alternatives are selected for detailed study and when the results of those studies are nearing completion. A required public hearing will be held for comments on the Draft Environmental Impact Statement.

Citizens' Advisory Council

In 2006, the General Assembly passed a bill (HB1309) creating the Red Line Citizens' Advisory Council (CAC). The bill established the membership of the CAC and its role in the Red Line planning process. The CAC is responsible for advising the MTA on impacts, opportunities and community concerns about the Red Line.

The CAC has developed criteria to evaluate the Red Line's cost effectiveness, likelihood to obtain federal funding, impact on the communities it serves and whether it provides a quality transportation option.