



Red Line Citizens' Advisory Council

2010 Annual Report



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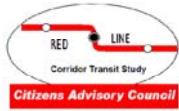
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Section I CAC History and Membership



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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 of the NAACP

Ms. Angela Bethea-Spearman, Co-Chair

President, Uplands Community Association and Chairperson, Southwest Development Committee

Mr. Edward Cohen

Transit Riders Action Council of Metropolitan Baltimore

Mr. Gary Cole

Deputy Director, Baltimore City Department of Planning

Ms. Sandra E. Conner

Director, Workforce Transportation and Referral, Sojourner-Douglass College

Mr. Christopher Costello

Consultant
Baltimore City, resident:
West Gate Community

Mr. Emery Hines

Senior Transportation Officer, Baltimore County Department of Public Works

Mr. Jamie Kendrick

Deputy Director
Baltimore City Transportation Department

Mr. George Moniodis

Greektown Community Development Corporation

Mr. Warren Smith

President, West Hills Association

Mr. Charles Sydnor, III

Lawyer and Baltimore County resident

Ms. Annie Williams

President, Harlem Park Neighborhood Council, Inc.

Mr. Martin S. (Marty) Taylor

President, Cambridge Walk Community Association (Canton)

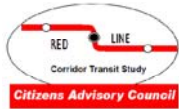
MEMBERS REPLACED IN 2010:

Robert Keith (Deceased)
Al Foxx (Replaced by Jamie Kendrick)



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Section II Executive Summary and Meeting Attendance Records



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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).

The enabling legislation indicated above, specified that the Council should have 15 members; however, there are two unfilled vacancies or 13 active members. 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. Members do not receive compensation. MTA is to staff the council.

This report is intended to provide state and local elected officials 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 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.

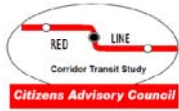
During the past year since, the Red Line Citizens’ Advisory Council (CAC) met monthly during 2009 and in alternate months during 2010 in locations along the proposed Red Line alignment. As recorded in the minutes of each meeting, the topics for discussion included:

October 2009 *Woodlawn Community Center*
Bylaw Amendments
CAC Annual Report
Project Schedule
Community Compact

November 2009 *Lockerman Bundy Elementary School*
CAC Annual Report
By-Law Amendments

- Bi-monthly meetings
- Unexcused absences
- Quorum requirement

Comparison of Alternative 4C “Locally Preferred Alternative”



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January 2010 *Holy Rosary School*
Implications of Proposed Changes to New Starts Program
Planning for Safety and Security

March 12, 2010 *UMB BioPark Life Sciences Conference Center*
Red Line Economic Impact Study
Transit Safety and Accident Data
Station Area Planning Process
Minimum Operating Segments

May 2010 *Chadwick Elementary School*
Motion to Honor R. Keith
Motion on Frequency of CAC Meetings
Light Rail and Metro Collision Data
Station Area Advisory Committee Process
Ridership and Capacity
Presentation of Video Simulation of West Side

July 2010 *UMB BioPark Life Sciences Conference Center*
Ridership and Capacity
Redevelopment Opportunities
State Budget and Legislative Report
Crossover in Lombard Street Tunnel

September 2010 *Johns Hopkins Bayview Medical Center*
Response to Capacity Analysis
Annual Report Planning
Station Area Planning Process

Individuals and organizations representing the communities in West and East Baltimore reiterated concerns related to the placement of rail on the surface of Edmondson Avenue between Edmondson Village Shopping Center and Hilton Parkway as well as Boston Street in the Canton area. The primary objections 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.

A significant alteration to the DEIS that occurred during the past year was the decision to add a second tube to the tunnel planned beneath Cooks Lane in West Baltimore.

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.



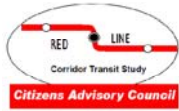
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MEETING ATTENDANCE - CAC MEMBERS

NAME	2009		2010					TOTAL
	OCT.	NOV.	JAN.	MAR.	MAY	JULY	SEPT.	
Dr. Rodney Orange ¹	Yes		Yes	Yes	Yes	Yes	Yes	6/7
Angela Bethea-Spearman ²	Yes	Yes	Yes	Yes	Yes	Yes	Yes	7/7
Edward Cohen	Yes	Yes	Yes	Yes	Yes	Yes	Yes	7/7
Gary Cole		Yes	Yes	Yes	Yes	Yes	Yes	6/7
Sandra Conner	Yes	Yes	Yes	Yes		Yes		5/7
Christopher Costello	Yes	Yes	Yes	Yes	Yes	Yes		6/7
Al Foxx (ends 7/2010)	Yes	Yes	Yes	Yes		Yes		5/7
Emory Hines			Yes	Yes	Yes	Yes	Yes	5/7
Robert Keith (died 12/2009)	Yes	Yes						2/2
Jamie Kendrick (begins 9/2010)							Yes	1/1
George Moniodis	Yes	Yes		Yes	Yes	Yes	Yes	6/7
Warren Smith	Yes	Yes		Yes	Yes	Yes	Yes	6/7
Charles Sydnor, III (Begins in (11/2009)		Yes		Yes	Yes	Yes	Yes	5/7
Martin Taylor (begins 5/2010)					Yes	Yes	Yes	3/3
Annie Williams		Yes		Yes	Yes	Yes	Yes	5/7
QUORM	9/13	11/13	8/12	12/12	11/13	13/13	11/14	

¹ Co-Chair

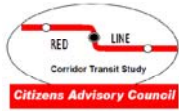
² Co-Chair



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MEETING ATTENDANCE - ELECTED OFFICIALS/REPRESENTATIVES

NAME	2009		2010					TOTAL
	OCT.	NOV.	JAN.	MAR.	MAY	JULY	SEPT.	
Calvin Anderson (BCC Holton)	Yes		Yes					2
Gary Decker (Sarbanes)	Yes							1
Danyell Diggs (Mayor)	Yes			Yes	Yes		Yes	4
Hon. Helen Holton	Yes			Yes				2
Charles Jackson (Del. Haynes)	Yes	Yes						2
Hon. Verna Jones						Yes		1
Hon. Ruth Kirk		Yes						1
Cailin McGough (BCC Young)						Yes		1
Babila Lima (BC Pres.)	Yes	Yes						2
Hon. Melvin Stukes				Yes				1
James Torrence (Sen. Jones)						Yes		1
William Welsh (BCC Welsh)	Yes							1
TOTAL	7	3	1	3	1	3	1	19



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MEETING ATTENDANCE - MTA/CONSULTANTS

NAME	2009		2010					TOTAL
	OCT.	NOV.	JAN.	MAR.	MAY	JULY	SEPT.	
Ashlie Baylor	Yes							1
Chris Blake		Yes	Yes	Yes	Yes	Yes		5
Rev. Anthony Brown	Yes			Yes	Yes	Yes	Yes	5
Lorenzo Bryant	Yes	Yes	Yes	Yes	Yes	Yes	Yes	7
Stacye Francisco	Yes							1
Ken Goon	Yes	Yes				Yes		3
Ken House			Yes					1
Henry Kay	Yes		Yes	Yes	Yes	Yes	Yes	6
Joshua Leonard					Yes	Yes		2
Tori Leonard	Yes	Yes	Yes	Yes	Yes	Yes	Yes	7
Earl Lewis		Yes	Yes					2
Diane Ratcliff	Yes	Yes	Yes	Yes	Yes	Yes	Yes	7
Richard Stubb		Yes						1
Dudley Whitney					Yes	Yes	Yes	3
Carl Williams				Yes				1
TOTAL	8	7	7	7	8	9	6	52

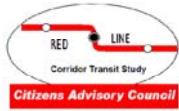
MEETING ATTENDANCE - GENERAL PUBLIC

2009		2010					TOTAL
OCT.	NOV.	JAN.	MAR.	MAY	JULY	SEPT.	
14	20	30	14	23	18	25	144



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Section III Red Line Planning Process Update



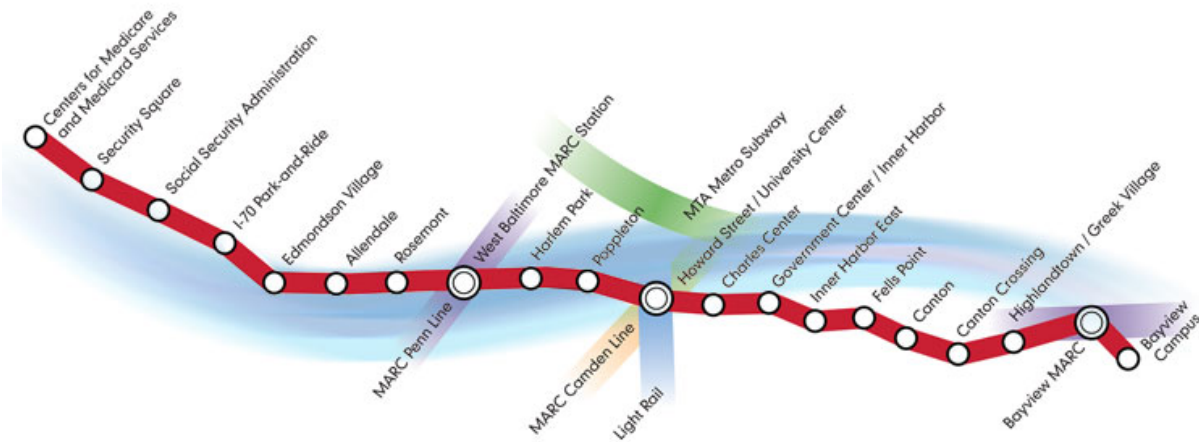
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III RED LINE PLANNING PROCESS UPDATE A description of the development of the Red Line Project as planned by MTA

The proposed Red Line is a 14 mile, 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.

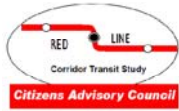
When constructed, the Red Line will be a Light Rail Transit (LRT) line that runs mostly as a dedicated surface transitway in the median of existing roads with tunneling under Cooks Lane, downtown and Fells Point.

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
Select Locally Preferred Alternative	August 2009
Request to Enter Preliminary Engineering	Early 2011
Preliminary Engineering/Final Environmental Impact Statement	Mid 2012
Request to Enter Final Design	Late 2012
Begin Construction	2015
Begin Review Operation	2019



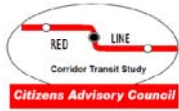
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Mode	Light Rail	
Overall Length	Surface	9.8 miles
	Tunnel	3.9 miles (Cooks Lane; Downtown – MLK Blvd. to Boston Street)
	Aerial	0.8 miles (over I-695 and ramps; Woodlawn Drive; and over CSX freight rail yard)
Stations	Surface	15 (5 w/parking)
	Underground	5
Capital Cost	\$1.778 Billion (2009 dollars)	
Average Daily Ridership in 2030	60,000	
FTA Cost-Effectiveness Rating	\$22.77	
Vehicles	38 LRT vehicles	
Maintenance Facility	At Calverton Road bounded by Franklinton Road, Franklin Street, and Amtrak	
One-Way Travel Time	Woodlawn to Bayview – 44 min.	
Frequency of Service (Peak/Off Peak)	minutes / 10 minutes	



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Section IV Mission of Red Line Citizens' Advisory Council



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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 monthly basis; however, starting in 2010 meetings have been scheduled in 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.

Methodology

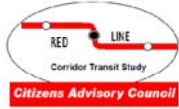
The CAC's efforts on behalf of the citizens and the legislature are separate and independent from the Maryland Transit Administration's Redline planning effort. The MTA has maintained its own separately established multi-year schedule to design, document, and construct the Red Line.

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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Section V Data and Community Response



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V 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.

Alignment Alternatives ^a	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)
4C	0	9	*	**	***

* 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 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.*



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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.

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

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)
17,900	21,900	3.7	30%	44	14,148	*	**	***	16,037

* 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.

**** TBD

***** TBD

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)
-39,000	*	**	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.

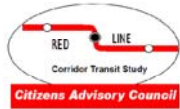
*** Information is not available at a corridor-level. The Stations Technical Report includes the number of jobs per acre within the ¼ mile walk zone of the station.

**** Information is not available at a corridor-level. The Stations Technical Report includes the total employment (16 years and older) by station according to the 2000 Census.

***** Data is only available at the corridor level.

***** The only measurable quantity by alternative is the number of transit-dependent households, which is already provided in row 2 under No. 1 above.

***** As stated, the environmental analysis in the DEIS includes 16 separate environmental evaluation criteria. This analysis is presented by alternative and by Geographic Area.



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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	<i>Consultation</i> <ul style="list-style-type: none"> • MTA should consult the public on major decision with regard to the study 	MTA will provide documentation
2	<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 	MTA will provide documentation
3	<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 	MTA will provide documentation
4	<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 	MTA will provide documentation

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	<i>Operating Efficiencies</i>					
	Operating & maintenance Costs	-1.438 M *				
	Capital costs	\$1.778 B **				
2	<i>Cost Effectiveness</i>					
	Incremental cost per hour of transportation system user benefit	\$22.77 **				
3	<i>Local Financial Commitment</i>					
	Share of non-Section 5309 New Starts funding	NA				
	Stability and reliability of the proposed project's capital finance plan	NA				
4	<i>Transit supportive land use policies and future pattern</i>					
	Existing land use	***				
	Transit supportive plans and policies	****				
	Performance and impacts of policies	****				

* The DEIS presents a general capital cost strategy but until a locally preferred alternative is selected a funding plan will not be developed. For the amount of funding not covered under New Starts, MDOT will use funding from the Maryland Transportation Trust Fund and may seek contributions from the city, county and the private sector.

** The DEIS presents a general capital cost strategy but until a locally preferred alternative is selected a funding plan will not be developed. For the amount of funding not covered under New Starts, MDOT will use funding from the Maryland Transportation Trust Fund and may seek contributions from the city, county and the private sector.

*** In the DEIS, existing land use is presented at a study area level not by alternative.

**** Baltimore City and Baltimore County Land Use Policies and the Red Line Study's consistency with Land Use Plans are summarized in the DEIS. These policies are at a corridor/regional level and do not vary by alternative.

***** Baltimore City and Baltimore County Land Use Policies and the Red Line Study's consistency with Land Use Plans are summarized in the DEIS. These policies are at a corridor/regional level and do not vary by alternative.



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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	<i>Information Sharing</i> <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 	MTA will provide documentation

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

Equity Analysis Criteria		Evaluate Negative Impact on Community 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	noise	Loss of travel lanes	Parking, congestion (net gain or loss)	Visual impacts	Project construction delays	Community choice (document support or opposition to the project)
*	**	***	****	-254	*****	*****	*****

- * This criteria is already covered under Mission 3a.
- ** This criteria is already covered under Mission 3a.
- *** This criteria is already covered under Mission 3a.
- **** Peak-period lanes affected is discussed in the DEIS at the Geographic Area level because it varies throughout the corridor for segments within each alternative.
- ***** In the DEIS Visual Quality is described at the study area level and by Geographic Area only if impacts are identified.
- ***** In the DEIS, construction activities and impacts are described generally at a study area level because specific impacts will not be known until further design is done on the locally preferred alternative.
- ***** The official opportunity for the public to comment on the impacts from the project/alternatives is the upcoming DEIS 90-day comment period.

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

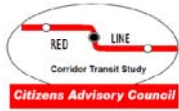
DEIS Submission to FTA and other agencies	April 11, 2008
DEIS revised based on FTA & agency comments	July 3, 2008
FTA signature on DEIS	July 25, 2008
Begin DEIS print and distribution logistics	August 15, 2008
DEIS completed and available to the public	2008
90 day comment period	2008
Public Hearings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



Red Line Citizens' Advisory Council 2010 Annual Report

Section VI

- **Review of Red Line Planning Process to Date**
- **Section VII – Community Response**



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VI REVIEW OF RED LINE PLANNING PROCESS TO DATE

Describe the New Start Opportunity Process

The proposed Red Line is a 12 mile, 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 include Bus Rapid Transit (BRT), Light Rail Transit (LRT) and Enhanced Bus Service on surface, and in some locations, with tunnel options. The No-Build option was also STUDIED.

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, a distance of 14.5 miles.

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.



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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.

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:

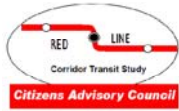
There are substantial numbers of residents along the Red Line who depend on transit for access to jobs, schools, shopping, events, healthcare and other services and cultural attractions. Major institutions and employers along the Red Line Corridor such as the Social Security Administration, the Center 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.



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Definition of Alternatives Retained for Detailed Study

The information collected from the public and environmental resource agencies during the Scoping phase is 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 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.

Preliminary alternatives are currently being developed. Once this is completed, the MTA will conduct a series of workshops and community meetings to present alternatives and receive input. Public meetings will be held in spring 2005 to receive input on which alternatives should be further studied in the DEIS.

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.

Alignment Alternatives

End-to-End Alternatives

The Red Line transit alternatives represent a wide range of operational and design approaches for both bus rapid transit (BRT) and light rail transit (LRT), as well as a wide range of costs. Ultimately, elements of any alternative could be mixed and matched with elements of other alternatives to form the preferred alternative.

The Red Line transit alternatives represent a wide range of operational and design approaches for both bus rapid transit (BRT) and light rail transit (LRT), as well as a wide range of costs. Ultimately, elements of any alternative could be mixed and matched with elements of other alternatives to form the preferred alternative. The map on the next page provides a reference for segments comprising the alternatives.

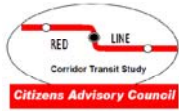
Alternative 1: No Build

The No-Build Alternative is the baseline against which the other alternatives are compared. It consists of the existing highway and transit network as well as planned and programmed (i.e. committed) improvements, other than the Red Line, in the region's adopted, financially constrained long-range plan. This includes the new Route 40 express bus route recently implemented.

Alternative 2: Transportation System Management

This alternative would entail relatively low cost improvements to upgrade bus service in the Red Line Study corridor. The improvements would include some increases in existing bus service and potentially one or two new bus routes. There would be operational improvements to improve the speed and reliability of bus service but very little new construction. Construction would be limited to improved bus stops and park-and-ride facilities similar to the Build Alternatives and minor improvements at intersections to help buses move more quickly.

The core bus route alignment for Alternative 2 is depicted in the adjacent figure. It would have shared and dedicated lanes on the following alignment:



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Alternative 3: Bus Rapid Transit (BRT)

Alternative 3 is Bus Rapid Transit (BRT). This alternative would operate at the surface or in tunnel along a combination of alignments listed below and depicted in the map to the right.

Alternative 4: Light Rail (LRT)

Alternative 4 is Light Rail Transit. This alternative would operate at the surface or in tunnel along a combination of alignments listed below and depicted in the map to the right.

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 a 10.5 mile 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 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.

It is anticipated that the Locally Preferred Alternative (LPA), might include 15–25 potential stations for BRT or 13–18 potential station for LRT.

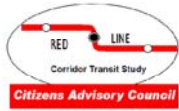
DEFINE the type of station

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

Bus Rapid Transit

Bus Rapid Transit (BRT) increases bus rider ship, possibly at a lower construction cost than rail infrastructure.

Fares can be collected before boarding the bus, allowing all doors of the bus to be used for loading and speeding up service. Bus Rapid Transit is also beginning to make use of new low-floor, clean-fuel buses, although traditional diesel buses are used in some cases.



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A key attribute of a Bus Rapid Transit system is the ability to employ express buses and feeder buses. With a BRT system, a feeder bus loops through a neighborhood or business area picking up passengers close to their point of origin. It then enters the busway via a special ramp and serves stations similar to a rail line. It can then leave the busway near its destination and circulate through local streets.

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:

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.

Data 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.



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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.

VII COMMUNITY RESPONSE

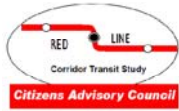
On behalf of: *Cambridge Walk Community Association and The Transit Riders Action Council of Metropolitan Baltimore*

During the course of the past year, a few major improvements have happened to the Red Line, most notably the restoration of a double track tunnel under Cooks Lane and the relocation of the Bayview Medical station into the hospital complex. However, many issues have been raised and almost none have been directly addressed as requested. These are issues of serious concern to communities, and we have outlined them below.

Changes to New Starts Criteria Represent a Missed Opportunity

The Federal Transit Administration (FTA) changed the standards for the New Starts program. Under the old standards, if you didn't meet cost effectiveness, you couldn't qualify for funds. Under the new standards, cost effectiveness is reduced from 50% to only 20% of Project Justification, and failure to achieve a "Medium" rating in cost effectiveness no longer disqualifies a project from consideration. The MTA only compared cost effectiveness between the proposed alternatives, rather than comparing their overall project justification. Further, it used cost effectiveness to dismiss other alternatives without study, including heavy rail. In our opinion, these changes mean that it would be possible to look at heavy rail alternatives for this line and that might make heavy rail more competitive than light rail.

One major new criterion is the rider benefit to transit dependent people, as opposed to overall rider benefit only. However, only a fraction of the transit dependent population in the region is served by the route, and almost none of the transit dependent riders on the east side are served. This is easily seen by looking at projected ridership from Harbor East to Canton Station and current bus ridership in this region, both of which are very small. In our opinion, this route appears to be designed to maximize cost effectiveness under the old standards.



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The major concern has always been – “what can we get funded” rather than what is needed or who can we serve and how best to serve them. In going forward with this alignment on the east side, rather than one farther north, we believe that the LPA is now in conflict with the new standards and is therefore less likely to be funded.

This is consistent with the MTA’s approach to so many things in this project – they looked at the new criteria, made no changes to the Red Line, and then moved ahead as though there had been some resolution.

Change of Baseline Year Eliminates the Possibility of Comparing Alternatives

In putting forward the Locally Preferred Alternative (LPA), permission was received from the FTA to apply year 2007 data to modeling for the LPA instead of year 2000, which had been used before. These new data make more sense to use, since in 2000 the cost of a gallon of gas was approximately \$1.50/gal., and by using the new data the LPA reaches “medium” cost effectiveness where Alternative 4C did not. However, these new data were not used in the evaluation of any of the alternatives presented for public comment nor for evaluation of alternatives that were dismissed without full comparative analysis.

Additional Changes to the LPA are Outside of What Was Considered in the Public Process

In Little Italy, the line now goes under scores of houses built over fill, in an historic district. The tunnel is approximately 45 feet below street level. At Bayview, the line was going to end at Mason Lord Drive and Lombard Street, and now goes into the medical complex. While this is clearly an enormous improvement for service at Bayview, and although it is now feasible (but likely not cost effective) for the line to continue to Dundalk in the future, we must note that these changes never went through any process involving the community. Similarly, the original extension from Patterson Park to Bayview never went through any such process.

Financing Questions are Still Unanswered

The Council requested a report of the MTA on how the Red Line would be financed. Instead, what was given was a report on the operating budget of the MTA. The MTA has still not explained how the financing would work.

Capacity and Ridership Discussions Raise Questions about the Red Line’s Functionality in the Future

Following presentations from the MTA regarding capacity and ridership of the Red Line, we raised concerns that the line did not appear to have sufficient capacity for the projected ridership, and that building the Red Line might reduce the total transportation capacity of the region. The key issue is that the Red Line can only accommodate two-car trains, which have a maximum working capacity of approximately 240 people per train. By comparison, the Central Light Rail is capable of three-car trains with a train capacity of well over 500 people, and the Metro can accommodate six cars with more than 800 people per train. Additionally, because the Red Line right of way is not isolated, traffic can have a huge impact on the operation of the line. Furthermore, on the west side, Edmondson Avenue represents the only major thoroughfare into the city in the corridor, and the Red Line is planned to remove one lane of travel at peak times. Lastly, the ridership projections and modeling also assume extensive development, much of which is not currently funded, such as the Canton Crossing Project.

A series of discussions ensued with MTA officials and its engineers and they are still ongoing. Our current opinion is that all the assumptions that could be either favorable or unfavorable to the LPA have been made in a way that is favorable, but in many cases, we haven’t been able to see the raw data, only statistical outputs. These types of assumptions include travel choices, traffic impacts, and future development. If one believes all the assumptions going into the model, the Red Line *might* have enough capacity for 2030. This includes the assumption that traffic will find a way to work around the Red Line, since the Red Line does not appear to have the capacity or speed to handle the reduction of roadway capacity caused by the elimination of lanes. The MTA’s own modeling supports this, especially in West Baltimore.



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Notably, during the morning peak period, over 2200 cars will be forced off of U.S. 40 by building the Red Line, with concomitant increases in traffic that may lead to congestion on Franklin St, I-695, I-95, and other roadways in the area. Modeling “runs” only included major roadways; the impact on side streets in affected areas might be significant. Additionally, the model did not include the effect of left turns (many of which are eliminated by building the Red Line), of trucks, or of mobility pickups, and all of these might also be significant. This omission may compromise the validity of the output of the model.

Based on our observation, the model's prediction of congestion caused by the removal of the third peak direction travel lane on Edmondson Avenue may be seriously understated. An analogous situation took place weeks after the snowstorms of February 2010. All the main roadways had been cleared of snow and ice, but the parking lanes had not been, leaving Edmondson Avenue with two functional travel lanes in each direction, as is planned with the Red Line. Congestion was severe all over Southwest. Community members reported that for weeks, it took 45 minutes to go the 0.6 miles between Hilton and Wildwood Parkways during rush hour, and that this persisted until the parking lanes were cleared.

Importantly, the MTA has not addressed build-out of the transit system plan, and we believe it is a serious possibility that the Red Line would not have enough capacity to handle additional riders generated by construction of future transit lines. The MTA declined to study this situation, and does not appear to have interest in studying anything that is not explicitly required by the FTA. The MTA claims that it should be the responsibility of the Baltimore Metropolitan Council rather than the MTA to study this issue. An observer might therefore draw the conclusion that the rail plan drawn up in 2000-2002 is no longer relevant. However, if this is true, why did we spend so much time and money to develop this plan, and how can the MTA justify its use earlier in the Red Line process to exclude alternatives from study? This could possibly be an inconsistency in the application of process to different alternatives.

Safety Issues Have Not Been Addressed

This year, instead of delivering information about safety that was requested from the MTA, including numbers of collisions and collision rates across various modes currently used in Baltimore, what was delivered was a presentation on the development of safety certification protocols and a series of statistical results without data, none of which addressed the concerns raised. Further, the safety certification protocols have not yet been developed, even though the LPA has already been selected. In our opinion, this can only mean that safety had zero input in the choice of the LPA over alternatives. Safety in the Red Line is something achieved through mitigation of hazards along the chosen route, rather than through engineering, system design, corridor selection, or modal choice. This presumes that a safe system can be built along this alignment. It is notable that absolute minimum engineering standards, below the recommended minimums, are used over large stretches of track in West Baltimore. Key issues in the communities in all surface areas of the alignment include: closeness of trains to the roadway, closeness of tracks to each other, the danger to pedestrians of platforms located in the middle of roadways, and catenary poles taking space from each sidewalk resulting in loss of walk ability in the area. Additionally, a concern was raised about how the Red Line passes under the overpass by West Baltimore MARC station on westbound trips, creating a merge where five lanes are reduced to two in close proximity to the train. This design will create congestion in the evening rush and is a safety issue, especially at night, but it was not adequately addressed.

Economic Development Claims Show Nothing but Temporary Construction Jobs

The study that was commissioned by the City has been used this year to demonstrate a large positive economic impact of the Red Line on the City of Baltimore. However, this conclusion is vacuous because the study defined a permanent job as anything lasting one year, during a 3-year construction project. It did not address any issues of economic development after the termination of construction. Any \$1.8 BILLION dollar construction project will create a series of temporary jobs, but in no way did the study show that any greater economic impact was achieved than would be realized by tearing up all the roads in the City and repaving them.



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Security Concerns Are Raised by Unattended Underground Stations

This year, we learned that to save costs, all underground stations are planned to be both unattended and barrierfree (no turnstiles). This, coupled with the long underground connection planned at the Charles Center Station, has raised obvious concerns about security. Additionally, communities are concerned that the underground stations will become housing (and toilets) for the homeless.

Connections to Other Modes Are Poor at Certain Locations

The proposed transfer to the existing Metro line at Charles Center is approx 550 feet. This extremely long underground tunnel would be the longest in-system transfer ever built since federal transit construction funding began in the 1960s. To connect to the Bayview MARC Station, riders must walk approximately 300 yards on an isolated walkway elevated over a rail yard, again creating serious security concerns.

Station Area Advisory Committee Member Selection Process Raises Concerns

Our report from citizens involved in both Canton and the West Side is that although some of the Committees include opponents of the line, only single representatives of opposing organizations were selected. In contrast to this, multiple members were selected from groups that support the line, from development or institutional groups, and/or from among those who are new to the process and are less informed. In this way, opposing voices are vastly outnumbered, which is not representative of opinion in the communities along the line. This perceived bias is a serious concern to the communities.

To our knowledge, there are communities where there is still overwhelming opposition to the Red Line. These include Canton, Little Italy, Hunting Ridge, Rognel Heights, Allendale, Mt. Holly-Saratoga, Ten Hills and Mulberry-Lyndhurst. There is still much opposition in the Edmondson Village area, although there is also some new support.

“Bait and Switch”

During the course of this year, little that was requested from the MTA was delivered as asked, and the answer was rarely satisfactory. In almost all instances, a request was made and a presentation followed that was tangential to the question. The MTA then moved ahead as though the issues had been resolved when in fact there had been no resolution. We still don't know have adequate answers to questions about safety, capacity, financing, security, and project justification. This has created the strong impression amongst community opponents to the Red Line that the process has been predetermined and rigged to generate a specific outcome, regardless of any facts or issues raised during the process. This goes all the way back to the beginning of the Red Line planning process, when only one straw draft was considered and no submissions or public comments were permitted until after the release of that one straw draft. This pattern goes on through the choice of mode and alignment. Therefore, it is not really possible to bring opponents of the project into acceptance of the project, because few believe that the process has been fair and open. Rather, in their view it appears to be a scripted game of Three-Card Monte.



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APPENDIX

Links to CAC Meeting Minutes – October 2009-September 2010

The following CAC meeting minutes are available on the Red Line website at:

<http://www.baltimoreredline.com/citizens-advisory-council/meeting-materials> or can be selected individually by each meeting at the following address:

October 2009 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/CAC_Mtg_Minutes_100809.pdf

November 2009 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/CAC_Mtg_Minutes_111209.pdf

January 2010 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/2010/20100114/minutes%201-14-10.pdf

March 2010 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/2010/20100311/minutes%203-11-10.pdf

May 2010 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/2010/20100513/minutes%2005-13-10.pdf

July 2010 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/2010/20100708/minutes%207-08-10.pdf

September 2010 CAC Meeting Minutes

http://www.baltimoreredline.com/images/stories/redline_documents/cac/meeting_materials/2010/20100909/cac_minutes_2010-09-09.pdf



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APPENDIX

Links to Media Coverage of the Red Line – October 2009 to September 2010

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

- **County Planners Back Mixed-Use Development Near Red Line Stations -**
http://www.baltimoreredline.com/images/stories/redline_documents/media/news/20091002_County_Planners_Back.pdf
- **Rail Lines Could Give Johns Hopkins Bayview Campus Path to More NIH Research -**
http://www.baltimoreredline.com/images/stories/redline_documents/media/news/2009-11-13_Rail_Lines_Could.pdf
- **Thoughts On Funding Transportation Projects -** http://www.baltimoreredline.com/images/stories/redline_documents/media/news/2009-12-05_Thoughts_On_Funding.pdf
- **Maryland Senators Note Funding for Metro in Bill -** http://www.baltimoreredline.com/images/stories/redline_documents/media/news/2009-12-13_Maryland_Senators_Note.pdf
- **Snow Paralysis Revealed Need for Better Transit System-** http://www.baltimoreredline.com/images/stories/redline_documents/media/news/2010-01-01_Snow_Paralysis_Revealed.pdf
- **Red Line Would Bring Almost 10,000 Jobs, Study Contends -**
http://www.baltimoreredline.com/images/stories/redline_documents/media/news/2010-01-07_Red_Line_Would.pdf
- **Business Groups Gird for Session -** http://www.baltimoreredline.com/images/stories/redline_documents/media/news/2010-01-08_Business_Groups_Gird.pdf
- **Will New Obama Transit Policy Affect Red Line? -** http://www.baltimoreredline.com/images/stories/redline_documents/media/news/2010-01-13_Will_New_Obama.pdf
- **The Feds Get It Right On Transit -** http://www.baltimoreredline.com/images/stories/redline_documents/media/news/2010-01-15_The_Feds_Get.pdf
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