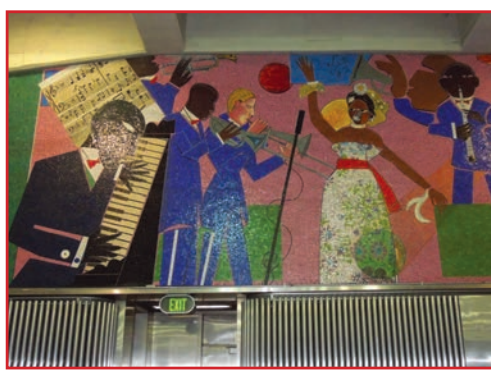


in TRANSIT



The Red Line Art in Transit Program Begins

Pablo Picasso once noted that "art washes away from the soul the dust of everyday life." The Red Line Art in Transit Program aims to enhance the stations and the environment along the corridor in order to make the Red Line more welcoming to riders, integrated into communities and reflective of their unique characters and histories.



Communities' input will be an important component of the artwork created for specific stations and locations within the corridor. Artists will gather with communities to understand their perspectives, priorities, and visions for art. Community members interested in getting involved in the Art in Transit effort now can complete a **Neighborhood Identity Questionnaire** at www.baltimoreredline.com or request one by calling Jo Schneider at 410-230-6615. Answers to these questions will be used as a starting point for educating artists about a neighborhood's distinct character and identity.



The Art in Transit Program will roll out in two phases. Phase 1 focuses on the design of structural components including portals, bridges, retaining walls, and stations. The Maryland Transit Administration (MTA) has just completed a **Call For Artists, Request For Qualifications (RFQ)** for Phase 1. The RFQ was targeted to experienced artists who will collaborate with Red Line architects and engineers on the design of architectural and structural enhancements along the line.

In two years MTA will move to Phase 2 where artists will be selected to design and create artwork for specific locations. Artists interested in being considered for Phase 2 should begin to compose portfolios of their artwork and stay connected to the project website for regular updates on the Art in Transit Program.

Specific Phase 1 objectives include:

- Create a strong concept for the entirety of the Red Line.
- Identify the opportunities for artists' design input along the entire line.
- Enhance the design of the larger structural elements that affect architectural and engineering design.
- Identify the types, locations and materials that will direct the hiring of artists in Phase 2.

Upper right: Romare Bearden Mural, Baltimore Metro Station, Source: MTA

Lower right: See it Split See it Change by Doug and Mike Starr, NY MTA 2012 Source: Along the Way MTA Arts for Transit

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For additional project information, please contact:
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Si quiere ver "Las Últimas Noticias de La Línea Roja" en español, usted puede: visitar el sitio web (<http://www.baltimoreredline.com/project-information/>) o hacer una visita a uno de los centros de recursos identificados en las siguientes páginas.

Help Shape Baltimore's Transit Future



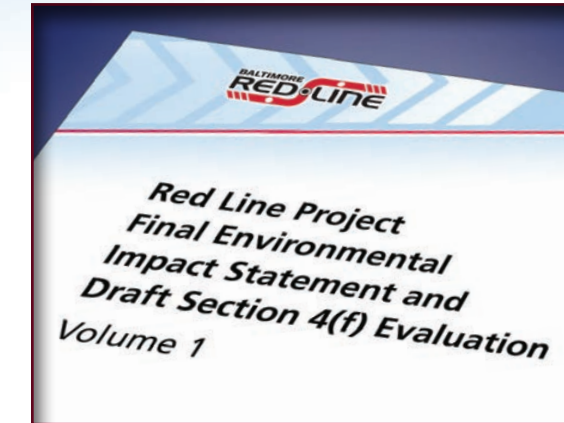


update

Fall 2012

Help Shape Baltimore's Transit Future





Final Environmental Impact Statement Available for 45-Day Public Review Period

The Federal Transit Administration (FTA) and the Maryland Transit Administration (MTA) have prepared the Baltimore Red Line Final Environmental Impact Statement (FEIS) and Draft Section 4(f) Evaluation for public availability and review. The FEIS and Draft Section 4(f) Evaluation summarizes the transportation and environmental impacts related to the implementation of a new east-west light rail transit line in Baltimore City and Baltimore County.

This document includes the purpose and need for the project, alternatives considered, identification of the Preferred Alternative, transportation and environmental considerations, and plans for implementing and constructing the Red Line. Once finalized, the FEIS is the basis for federal environmental approval, which allows the Red Line to continue through the engineering process.

Information presented in the FEIS has been presented to the public over the past four years as part of the ongoing public outreach efforts for the project. The FEIS will be available for public review on December 14th for a 45-day review period, ending January 28, 2013. Reviewers can provide comments on the findings of the FEIS, Draft 4(f) Evaluation and Section 106 Effects Assessment. The document will be available at area libraries, MTA and other select locations. The document will also be available online at www.baltimoreredline.com.

You can provide comments on the FEIS by:

1. Sending an email to **FEIS@baltimoreredline.com** with "FEIS COMMENT" as the subject heading.
2. Mailing your comments to:

**Baltimore Red Line
Maryland Transit Administration**
Transit Development & Delivery
100 South Charles Street, Tower Two, Suite 700
Baltimore, MD 21201
Attn: FEIS COMMENT

***Please Note:** All comments, whether paper or electronic, will be given equal consideration in the FEIS and will become part of the project record.

Highlight:

Baltimore City Continues Its Commitment



The Baltimore City Board of Estimates recently approved a Memorandum of Understanding with the Maryland Transit Administration (MTA) outlining the City's commitment to the Red Line transit project. "The Red Line will play a pivotal role in helping to grow the City," said Mayor Rawlings-Blake. "Providing safe, attractive transportation choices - biking, walking and transit - for residents, visitors, and businesses will help to transform communities across the city, and will pay dividends for years to come."

The agreement commits the City to constructing projects necessary to building the Red Line such as a widening of the Edmondson Avenue Bridge over the Gwynns Falls in West Baltimore during its planned reconstruction, and constructing the Boston Street-O'Donnell Street connector road in Southeast Baltimore. The City will also donate land currently occupied by the Departments of Public Works and General Services and acquire land for a new Red Line Bayview MARC station.

"The City's commitment to the Red Line is critical," said Ralign T. Wells, MTA Administrator. "Mayor Rawlings-Blake and her team are strong partners, and the City's contributions will help get us to opening day."

RL-80-04-041-00793-00-121101

MTA
Maryland

Guide to the FEIS:



The FEIS has nine chapters:

- 1. Purpose and Need** – outlines the purpose of the project and the needs that exist within the project study corridor.
- 2. Project Alternatives** – provides a summary of the alternatives developed as well as presents the Preferred Alternative alignment.
- 3. Construction Methods and Activities** – provides information regarding possible construction methods that could be used, associated equipment, and sequencing of the construction.
- 4. Transportation** – describes the existing transportation conditions and presents information for the short-term construction effects and long-term operational effects of the Preferred Alternative and possible mitigation.
- 5. Environmental Resources, Consequences and Mitigation** – describes the environmental resources. These resources are not limited to the natural environment – included are resources such as: noise and vibration, economic activity, neighborhoods, and property acquisition. Information is presented for the short-term construction effects and long-term operational effects of the Preferred Alternative and proposed mitigation.
- 6. Draft Section 4(f) Document** – Section 4(f) is a provision that protects the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites. This chapter presents the effects to 4(f) resources for the Preferred Alternative.
- 7. Evaluation of Alternatives** – compares the No-Build and Preferred Alternative, and how effective each alternative is in meeting the purpose and need for the project.
- 8. Public Participation and Agency Outreach** – presents the public participation activities and agency outreach that has occurred since the AA/DEIS.
- 9. AA/DEIS Public Comments Summary** – summarizes the comments received during the AA/DEIS comment period (November 2008 - January 2009). Responses are provided for each comment received during this timeframe on the AA/DEIS in Appendix A of the FEIS.

FEIS Document Availability Locations

Printed copies of the FEIS will be available for review at the following locations:

- 1** Baltimore County Public Library - Catonsville Branch
1100 Frederick Road
Catonsville, MD 21228
- 2** Baltimore County Public Library - Woodlawn Branch
1811 Woodlawn Drive
Baltimore, MD 21207
- 3** Enoch Pratt Library - Edmondson Avenue Branch
4330 Edmondson Avenue
Baltimore, MD 21229
- 4** Enoch Pratt Library - Forest Park Branch
3023 Garrison Boulevard
Baltimore, MD 21216

- 5** Mary E. Rodman Recreation Center
3600 W. Mulberry Street
Baltimore, MD 21229
- 6** Enoch Pratt Library - Walbrook Branch
3203 West North Avenue
Baltimore, MD 21216
- 7** Bon Secours Community Works
26 N. Fulton Avenue
Baltimore, MD 21223
- 8** Enoch Pratt Library - Pennsylvania Avenue Branch
1531 West North Avenue
Baltimore, MD 21217

- 9** Enoch Pratt Library - Washington Village Branch
856 Washington Boulevard
Baltimore, MD 21230
- 10** Enoch Pratt Library - Central Library
400 Cathedral Street
Baltimore, MD 21201
- 11** Maryland Transit Administration Transit Development and Delivery
100 South Charles Street
Tower 2, Suite 700
Baltimore, MD 21201
- 12** Enoch Pratt Library - Light Street Branch
1251 Light Street
Baltimore, MD 21230

- 13** Baltimore City Department of Planning
417 E. Fayette Street, 8th Floor
Baltimore, MD 21202
- 14** Baltimore County Office of Planning
105 W. Chesapeake Avenue, Suite 101
Towson, MD 21204
- 15** BMC Regional Information Center
1500 Whetstone Way, Suite 300
Baltimore, MD 21230
- 16** Enoch Pratt Library - Orleans Street Branch*
1303 Orleans Street
Baltimore, MD 21231
- 17** FutureCare Canton Harbor
1300 South Ellwood Avenue
Baltimore, MD 21224

- 18** Enoch Pratt Library - Patterson Park Branch*
158 N. Linwood Avenue
Baltimore, MD 21224
- 19** Enoch Pratt Library - Herring Run Branch*
3801 Erdman Avenue
Baltimore, MD 21213
- 20** Enoch Pratt Library - Southeast Anchor Branch*
3601 Eastern Avenue
Baltimore, MD 21224
- 21** Baltimore County Public Library - North Point Branch
1716 Merritt Boulevard
Baltimore, MD 21222

*Alternative to Canton Library Branch which is closed for renovations.

Red Line Preferred Alternative

