



Initial Report of the
Red Line Citizens Advisory Council
FY 2008

Approved September 9, 2008

As required by House Bill 1309 and Senate Bill 873,
enacted as Chapters 2 and 3 of the 2006 Special Session Laws of Maryland

RED LINE CITIZENS ADVISORY COUNCIL

September 25, 2008

The Honorable Martin O'Malley
Governor
State House
100 State Circle
Annapolis MD 21401

Dear Governor O'Malley:

As required by House Bill 1309 and Senate Bill 873, enacted as Chapters 2 and 3 of the 2006 Special Session Laws of Maryland, we enclose for your review the annual report of the Citizens' Advisory Council for the Baltimore Corridor Transit Study—Red Line (CAC). Section 2 of Chapters 2 and 3 states as follows:

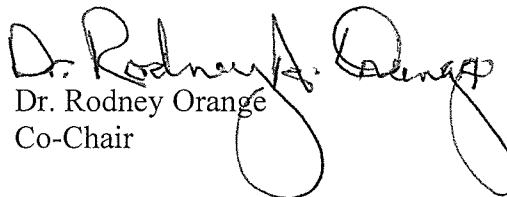
"On or before September 1 of each year, the Advisory Council shall report on its activities during the prior fiscal year to the Governor and, in accordance with §2-1246 of the State Government Article, the General Assembly."

The enclosed report details the Council's activities for State Fiscal Year 2008. Specific focus areas include a description of the planning process for the Red Line project as developed by the Maryland Transit Administration and an explanation of how the CAC's activities over the last fiscal year fulfilled its mission as set forth in the law.

Thank you for the opportunity to provide this report. If you have additional questions or concerns, please do not hesitate to contact us.

Sincerely,


Angela Bethea-Spearman
Co-Chair


Dr. Rodney Orange
Co-Chair

Enc.

RED LINE CITIZENS ADVISORY COUNCIL

September 25, 2008

The Honorable Thomas V. Mike Miller
President
Senate of Maryland
H-107 State House
Annapolis MD 21401-1991

The Honorable Michael E. Busch
Speaker
Maryland House of Delegates
H-101 State House
Annapolis MD 21401-1991

Dear President Miller and Speaker Busch:

As required by House Bill 1309 and Senate Bill 873, enacted as Chapters 2 and 3 of the 2006 Special Session Laws of Maryland, we enclose for your review the annual report of the Citizens' Advisory Council for the Baltimore Corridor Transit Study—Red Line (CAC). Section 2 of Chapters 2 and 3 states as follows:

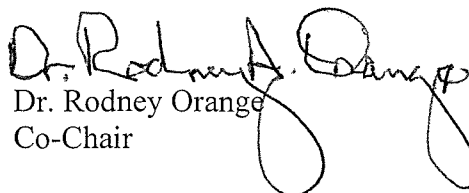
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Angela Bethea-Spearman
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Baltimore Red Line Citizens' Advisory Council

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

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

Mr. Christopher Costello
Baltimore Metropolitan Council Citizens' Advisory Council

Mr. Al Foxx
Director, Baltimore City Department of Transportation

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

Mr. Robert Keith
Fells Point Task Force

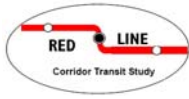
Mr. Doug McCoach
Director, Baltimore City Department of Planning

Mr. John (Jack) Milani
Legislative Chairman, Baltimore County Licensed Beverage Association

Mr. George Moniodis
Greektown Community Development Corporation

Mr. David Smallwood
President, 8th District Communities Action Committee

Mr. Warren Smith
President, West Hills Association



Citizens Advisory Council

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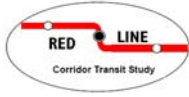
Appendix Entry # 3 **Red Line Corridor Transit Study TRAC Heavy Rail Alternative**

The TRAC submitted alternatives to the MTA for Examination. MTA made a presentation to the CAC; however, MTA had modified this proposal without notification to the submitting organization or the CAC. Consequently, TRAC does not agree that MTA has completed the examination it agreed to provide.

Appendix Entry # 4 **Red Line Corridor Transit Study Southeast Community Associations Suggested Alternative**

The Southeast Community Organizations submitted alternatives to the MTA for Examination. MTA made a presentations to the CAC; however, MTA had modified each proposal without notification to either the submitting organization or the CAC. Consequently, the Southeast Community Organizations do not agree that MTA has completed the examination it agreed to provide.

Appendix Entry # 5 **Red Line Planning Process To-Date A description of the development of the Red Line Project as planned by MTA**



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II EXECUTIVE SUMMARY

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

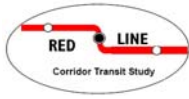
CAC members request that this be considered an initial report, prepared to meet the required September 1, 2008 reporting date to the Maryland General Assembly. A more in-depth report is not possible because the Maryland Transit Administration’s (MTA) Red Line Draft Environmental Impact Study (DEIS), which encompasses the planning information being submitted to the FTA, will not be provided to the CAC until after the September due date of this report.

During the past six months, Baltimore Mayor Sheila Dixon has initiated an extensive “Red Line Initiative” intended to promote public awareness and public participation in the Red Line planning process. CAC members praise the mayor’s effort on behalf of the Red Line which will prove to be complimentary to the CAC’s responsibilities.

What this report is intended to provide is the CAC members’ initial evaluation of the planning process prior to the public’s access to the MTA DEIS, as well as responses from the public to the issues identified in the authorizing legislation, and suggestions for improving the planning process in the future.

MTA planning for the Red Line has been conducted in a manner consistent with the way other public transportation projects have been developed in the Baltimore metropolitan region. However, studies of similar projects in other jurisdictions, such as Portland Oregon, might serve as a model for Red Line planning in the future.

Since the CAC began meeting, a number of credible concerns have been expressed by individuals and organizations representing the communities to be served, which have identified important issues that did not receive appropriate consideration during the initial stage of the planning process. Furthermore, it is the consensus of the CAC members that communication with the communities to be served and/or affected by the Red Line would have been more effective had a CAC been implemented at the inception of the planning process.



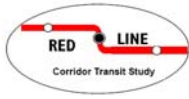
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II EXECUTIVE SUMMARY (Continued)

The MTA's current Red Line alternatives fall short in several key respects for the vision of the 2002 Baltimore Region Rail System Plan they are intended to implement. None of them connect directly with the existing Green Line Metro; the Lombard Street tunnel alignments propose a 600-foot underground pedestrian walkway--the distance of two football fields. None stop at Camden Yards. Of the 10 construction alternatives proposed, only two all-surface alignments (light rail and bus rapid transit) meet the current cost-effectiveness test of the federal New Starts program the MTA has been counting on for 50 percent funding. A number of the surface light rail alignments are strongly opposed by community groups on the east side, west side and downtown. Neighborhoods remain on edge throughout the corridor until the alignment issues are resolved.

Alternatives proposed by community groups intended to address the connectivity issues, as well as enhance the existing Metro by extending it eastward by surface to Bayview, were rejected by the MTA for inclusion in the Draft Environmental Impact Statement (DEIS) at the end of last year. This was done on grounds that the "official" MTA alternatives "are the product of four years of intensive evaluation and public input" and "optimize connectivity and feasibility." The MTA has pointed to the possibility of presenting the community proposals in a Supplemental Draft Environmental Impact Statement (SDEIS) after the public hearings this year. Preparation of a SDEIS should begin now, as a collaborative effort between the MTA and the public in finding the best ways to invest over a billion dollars in Baltimore's transportation infrastructure in keeping with the vision of the 2002 Plan.



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III MTA's DESCRIPTION OF ALIGNMENTS AND MODAL 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.

Alternative #1: No Build

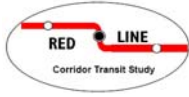
The No-Build Alternative is the baseline against which the other alternatives are compared. It consists of the existing highway and transit network as well as planned and programmed (i.e. committed) improvements, other than the Red Line, in the region's adopted, financially constrained long-range plan. 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 would have shared and dedicated lanes on the following alignment:

- CMS to Security Square Mall to the end of I-70 via Security Boulevard;
- Cooks Lane;
- Edmondson Avenue to West Franklin Street to West Baltimore MARC station;
- West Baltimore MARC station to Martin Luther King, Jr. Boulevard with split transit service on US 40, Franklin Street, and Mulberry Street;
- Along Martin Luther King, Jr. Boulevard;
- Through downtown via a one-way pair on Baltimore and Lombard Streets;
- Along Central Avenue;
- One-way pair on Eastern Avenue and Fleet Street to Chester Street; and
- Split transit service: Along Boston Street to Canton Crossing; and an Eastern Avenue/Fleet Street one-way pair that turns north to a future Bayview MARC station via Conkling Street and Lombard Street.



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III MTA's DESCRIPTION OF ALIGNMENTS AND MODAL ALTERNATIVES (Continued)

Alternative #3: Bus Rapid Transit (BRT)

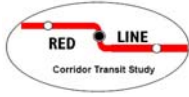
Alternative 3 is Bus Rapid Transit (BRT). This alternative would operate at the surface or in tunnel along a combination of alignments listed below.

- Security Blvd. from CMS to Rolling Road
- Security Square Mall Area from Rolling Road to I-695
- I-695 Area from I-695 to Woodlawn Drive
- Social Security Administration Area from Woodlawn Drive to I-70 East Park-and-Ride
- Woodlawn/Johnnycake/Ingleside from Woodlawn Drive at Security Blvd. to US 40 at Cooks Lane
- I-70 East Park-and-Ride
- Cooks Lane from I-70 East Park-and-Ride to US 40
- US 40/West Franklin St. from Cooks Lane to Longwood Street
- US 40/Franklin St. from Longwood St. to West Baltimore MARC
- Franklin/US 40/Mulberry from West Baltimore MARC to Martin Luther King, Jr. Blvd.
- Martin Luther King, Jr. Blvd. from US 40 to Lombard Street
- Fayette/Baltimore/Lombard from Martin Luther King Jr. Blvd to Market Place
- Baltimore/Lombard/ Central/Pier 6 from Market Pl. to Central Ave. at Aliceanna Street
- Eastern/Fleet/ Aliceanna Streets from Central Ave. to Chester Street
- Eastern/Fleet/Boston Streets from Chester Street to Conkling Street
- Conkling Street to Bayview Medical Campus

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.

- Security Blvd. from CMS to Rolling Road
- Security Sq. Mall Area from Rolling Road to I-695
- I-695 Area from I-695 to Woodlawn Drive
- Social Security Administration Area from Woodlawn Dr. to I-70 East Park-and-Ride
- I-70 East Park-and-Ride
- Cooks Lane from I-70 East Park-and-Ride to US 40
- US 40/West Franklin St. from Cooks Lane to Longwood Street
- US 40/Franklin St. from Longwood Street to West Baltimore MARC
- Franklin/US 40/Mulberry from West Baltimore MARC to Martin Luther King, Jr. Blvd.
- Martin Luther King, Jr. Blvd. from US 40 to Lombard St.
- Fayette/Baltimore/ Lombard from Martin Luther King Jr. Blvd to Market Pl.
- Baltimore/Lombard/ Central/Pier 6 from Market Pl. to Central Ave. at Aliceanna Streets
- Eastern/Fleet/ Aliceanna Streets from Central Avenue to Chester Street
- Eastern/Fleet/Boston Streets from Chester Street to Conkling Street
- Conkling Street to Bayview Medical Campus



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III MTA's DESCRIPTION OF ALIGNMENTS AND MODAL ALTERNATIVES (Continued)

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 12 - 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.

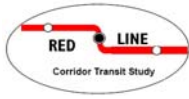
It is anticipated that the Locally Preferred Alternative (LPA), might include 15–25 potential stations for BRT or 13–18 potential station for LRT.

Bus Rapid Transit

Bus Rapid Transit (BRT) uses standard transit vehicles or advanced technology vehicles, and operates on existing roads and/or exclusive running ways. BRT typically reduces bus travel times, improves service reliability, increases the convenience of users and ultimately increases bus ridership, 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 lowfloor, clean-fuel buses, although traditional diesel buses are used in some cases.

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



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through local streets.

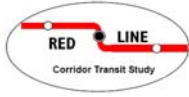
III MTA's DESCRIPTION OF ALIGNMENTS AND MODAL ALTERNATIVES (Continued)

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:



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IV MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (CAC)

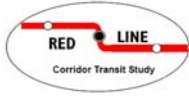
The Redline Citizens Advisory Council was established by an Act of the Maryland State Legislature and has been meeting since September 2007. The mission of the Council as codified in HB 1309 is to advise the MTA on certain major policy matters surrounding the Baltimore Corridor Transit Study- Red Line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

In support of this effort, the CAC has met on a monthly basis. 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 council 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,



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IV MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (Continued)

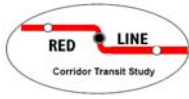
the Speaker of the House, the Governor, the Mayor of the City of Baltimore, and the County Executive of Baltimore County. Upon its establishment, MTA designated two co-chairs in the persons of Dr. Rodney Orange and Ms. Joyce Smith. Upon the resignation of Ms. Smith, and in accordance with the House Bill 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 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 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.



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IV MISSION OF RED LINE CITIZENS ADVISORY COUNCIL (Continued)

Methodology

The CAC's efforts on behalf of the citizens and the legislature are separate and independent from the Maryland Transit Administration's Redline planning effort. The MTA has maintained its own separately established multi-year schedule to design, document, and construct the Red Line. Throughout the calendar year, between September 2007 and September 2008, the MTA's efforts were primarily focused on developing and submitting the Draft Environmental Impact Statement (DEIS) to the Federal Transit Administration (FTA) and responding to comments generated in response to this submission.

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

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



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V PRELIMINARY DATA & COMMUNITY RESPONSE

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.

Table 5.1 Mission No. 1

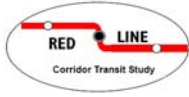
<i>Alignment Alternatives^a</i>	<i>Project Compensation Criteria</i>			<i>Employment Opportunities Criteria</i>	
	Residential displacements	Business & Institutional displacements	Property damaged during construction	Number of construction workers who reside within the Red Line legislative district (city,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

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

* Data will not be available until construction is ongoing.

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

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



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

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

Comments:

Name (Organization): CAC

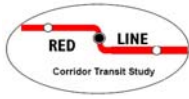
Sufficient information is not yet available to complete this section of the report.

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

Comments:

Name (Organization): CAC

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. As it pertains to MTA positions created by the development of this transit project, the number and nature of the jobs to be created will depend on the mode and alternates selected for construction.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

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.

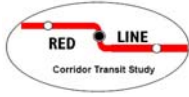
Table 5.2	Mission No. 2		
<i>Alignment Alternatives</i>	<i>Review DEIS alternatives Criteria</i>	<i>Review TRAC and Fells Point Alternates</i>	<i>Minimum Operable Segments</i>
1^a			
2			
3A			
3B			
3C			
3D			
3E			
3F			
4A			
4B			
4C			
4D			

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

Comments:

Name (Organization): CAC

While the MTA made an effort to review possible alternatives, it did so without fully consulting the community beforehand and the result may be that alternatives that could have been better suited to this mission were not given the level of consideration expected by the community to be served.



Citizens Advisory Council

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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

2.1 Review DEIS alternatives

Comments:

Name (Organization): CAC

The DEIS includes 12 alternatives. Of the ten BUILD alternatives, only Alternative 3A (all-surface Bus Rapid Transit), and Alternative 4A (all-surface Light Rail Transit) meet Federal Transit Administration cost-effectiveness requirements. Both of these alternatives raise many environmental concerns all across the city. The CAC has not been allowed to review this document, nor has MTA made any attempt to share its narrative contents with the CAC; rather, the MTA submitted the DEIS to the Federal Transit Administration in April 2008. The FDA does not permit the MTA to release the document prior to FTA approval. In effect, this serves to keep this document private until it becomes public in September 2008, when neither the communities nor the CAC will have opportunities to make changes to the alternatives presented.

Name (Organization): Edward Cohen

The Maryland Transit Administration (MTA) set of alternatives included No Build and Transportation System Management (TSM), both of which are required by the Federal Transit Administration (FTA) to be included in the process. It also included four light rail alternatives and six bus rapid transit alternatives for further study from among a larger set of alternatives. The MTA has studied all reasonable (and possibly some *unreasonable*) alternatives for light rail and bus rapid transit in the Red Line Corridor, as defined by the 2002 Baltimore Region Rail System Plan (the BRRSP, which included Metro Subway but did *not* include bus rapid transit). The alternatives include various lengths of tunnel ranging from zero to ten miles. It is worth noting that among the final alternatives selected for further study, five of the ten (3B, 3C, 3F, 4B, and 4C) connect Canton and Bayview. Such a connection is at variance with the Red Line proposal in the BRRSP. In that plan, all service to Bayview followed the Eastern Avenue/Fleet Street Corridor and then continued to Dundalk; a different branch of the Red Line was to split off in Fells Point and serve the Boston Street Corridor, terminating in Canton. The five alternatives listed here change the organization of the Red Line from that in the plan.

All DEIS alternatives that tunnel through downtown will require the construction of a new tunnel traveling east-west through downtown, parallel to the existing Metro Subway tunnel under Baltimore Street and one block to the north or south of it. No heavy rail alternatives require the construction of a new redundant transit tunnel traveling eastwest through downtown. According to the *Evaluation of Metro Tunnels For Use by Light Rail Vehicles* dated June 2006, it is not feasible for light rail or bus rapid transit vehicles to share the existing tunnel with Metro Subway trains. The PB Engineering examination of a heavy rail alternative did not find any problem with a heavy rail Red Line sharing the existing Metro Subway tunnel across downtown. Heavy rail alternatives would require not construction from Eutaw and Mulberry Streets to Broadway and Ashland Avenue.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

2.2 Review TRAC alternative + Fells Point alternative

Comments:

Name (Organization): CAC

Both the TRAC and Fells Point alternatives were discussed during CAC meetings. Information on these alternatives is included in the Appendix.

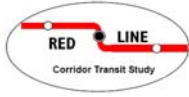
Name (Organization): Robert Keith, Edward Cohen

CAC members Edward Cohen and Robert Keith reported to the Council that “In the course of developing Red Line alternatives in the fall of 2007, the MTA embraced a novel planning concept mandating that only those alignments generated by itself and its engineers will be submitted to a public hearing through the DEIS. Alternatives proposed by community groups were deliberately excluded from the document...In consequence, they are hidden from the Federal Transit Administration and the public, thus contaminating the application for federal funding as well as the National Environmental Protection Act (NEPA) process required for final approval.”

The report documents the fact that, despite assurances he gave in the office of Congressman Elijah E. Cummings in June 2007, minutes of the October 11, 2007 CAC meeting show that MTA Deputy Administrator Henry Kay “asked the CAC to understand that the OFFICIAL (emphasis supplied) alternatives had been under study for a long time and it was not possible to provide the same detail for new alternatives.” In an e-mail January 10, 2008, Mr. Kay stated “The alternatives that will be presented are the product of four years of intensive evaluation and public input...The ‘community alternatives’ presented by you and Ed Cohen will not be included in the (DEIS), but I have committed that we will evaluate them. If they turn out to be better than the alternatives we already have, we have the option of including them in a supplemental document...Options presented by you and Ed may achieve a better connection, but may be infeasible for other reasons such as cost. At this point I believe we have developed alternatives that optimize connectivity and feasibility.”

Alternatives submitted to the MTA by Mr. Cohen on behalf of TRAC include extension of heavy rail service westward from the existing Green Line Metro tunnel, and eastward from the Hopkins Hospital terminus of the Green Line by surface along the Amtrak right of way to Bayview Hospital and Greektown. Alternatives submitted by Mr. Keith on behalf of community organizations in the Southeast include eastward extension to Bayview, as well as service downtown that brings the Red Line through the University of Maryland, Camden Yards and the Charles Center Metro Station, in a tunnel alignment that will ultimately be used by the future Yellow Line. The Southeast plan also calls for a streetcar network downtown, designed to qualify for support from the federal Small Starts program.

For the full report, see Appendix Entry #2



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Name (Organization): Edward Cohen

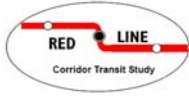
In a letter from Congressman Elijah Cummings, dated June 15, 2007, it was stated that MTA Deputy Administrator “Mr. [Henry] Kay indicated that MTA would examine certain alignment alternatives proposed by Mr. Ed Cohen and Mr. Bob Keith.” Mr. Cohen presented three heavy rail alternative alignments and Mr. Keith presented one three-mode system alternative. MTA agreed to examine all four. (The minutes of the October 11, 2007 meeting of the Red Line Citizens’ Advisory Council state that “At the request of Mr. Cohen, Mr. Kay agreed to examine two additional alternatives from Mr. Cohen (a total of three).”

Review of TRAC Alternative

The first heavy rail alternative, known as the “Modified MTA Citizens Advisory Committee Alternative,” would have been an automated guideway system with trains operating as frequently as every two minutes from Westview to the Baltimore Museum of Art via Frederick Avenue and Hilton Street, Camden Yards, and the Yellow Segment from the 2002 BRRSP including seven miles of tunnel. A similar alignment had been approved by the Maryland Senate during the 2006 Regular Session, but was not acted upon by the House of Delegates because of a committee assignment error. (Senate Bill 837). This may be referred to as HRT Alternative 1. TRAC’s expectation was that, among the three alternatives, this one would have the highest ridership, capital costs, and rider benefit, the lowest operating costs, and the most frequent service.

The second heavy rail alternative would have traveled from Frederick Avenue and I-695, using existing railroad and highway rights of way and the existing downtown Metro Subway tunnel, out to Martin State Airport. This alternative would have had less than two miles of new tunnel, which is less tunnel than any build alternative in the DEIS except the three all surface alternatives. This may be referred to as HRT Alternative 2. TRAC expected this alternative to have the lowest capital cost, ridership, and benefit among the three heavy rail alternatives presented to the MTA.

The third heavy rail alternative would have traveled from Social Security to the Travel Plaza, via Frederick Avenue and Hilton Street, the site of the East Baltimore Development Corporation, and Greektown (serving Bayview Hospital), and would have about five miles of new tunnel; it would share the existing Metro Subway tunnel through downtown. This may be referred to as HRT Alternative 3. This heavy rail alternative most closely mirrored the light rail and bus rapid transit alternatives for the Red Line.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

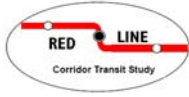
Edward Cohen (Continued)

HRT Alternatives 2 and 3 were to feed into the existing Metro Subway tunnel between State Center and Lexington Market Stations, using a westbound fly-under.

In a meeting with MTA planning, it was agreed that the first alternative to be examined would be HRT Alternative 1. (In a July 16, 2007 e-mail from Red Line Project Manager Lorenzo Bryant to Transit Riders Action Council Board member Nathaniel Payer, Mr. Bryant stated that “We’ll proceed with the information, but will meet with you again to go over the assumptions prior to our actual investigation and model run of the ‘Westview-Irvington Dip-Camden Dip’ alternative.” Only HRT Alternative 1 meets this description.)

The Transit Riders Action Council of Metropolitan Baltimore (TRAC) supplied MTA with bus modifications and connections to Alternative 1 for inclusion in the travel demand model run. At a meeting in the fall of 2007 MTA showed TRAC what they had prepared for modeling. What MTA presented was not HRT Alternative 1 but a modified version of HRT Alternative 3. Three stations—Irvington, Southwestern, and the Travel Plaza—had been eliminated by MTA and PB Engineering without notification to TRAC. MTA stated that this was what was going to be done and that they were not going to examine HRT Alternative 1 as had been agreed. TRAC’s position was that if this alternative was to be examined, the bus connections would then have to be modified for that alternative and the missing stations were to be restored. MTA agreed to model the project with TRAC bus connections, but objected to TRAC’s original bus connections for HRT Alternative 3 because they made changes to the entire system. TRAC therefore modified the HRT Alternative 3 bus connections.

On February 21, 2008, MTA presented to the Red Line Citizens’ Advisory Council the capital cost, operating expense, ridership, and travel time analysis on HRT Alternative 3. The alternative was still missing two stations (Southwestern and the Travel Plaza) and the bus connections were not clearly presented, but did not seem to match up to what TRAC had presented. The MARC connection on the eastside was gone, as was the fly-under heading west from the existing Metro Subway. Headways had been increased to a minimum of eight minutes at rush hour because the fly-under had been replaced with a blind at-grade cross-over track inside a tunnel. It was later determined that MTA and PB Engineering modified every TRAC bus connection. As a consequence, it can therefore be said that none of the three TRAC alternatives presented to the MTA has yet been modeled as presented.



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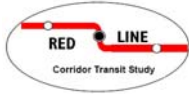
V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Edward Cohen (Continued)

Review of Fells Point Task Force Alternative

The Fells Point Task Force Alternative also extended the Metro Subway eastward along the Northeast Corridor right-of-way but arranged the stations differently east of Orangeville. The Fells Point Task Force Alternative also included light rail on the westside serving Camden Station and Charles Center Station via a “Camden Dip,” somewhat different from the “Camden Dip” in HRT Alternative 1. The last component of the Fells Point Task Force Alternative was an eastside waterfront trolley running from MARC and the Light Rail at Camden Yards to an Orangeville Metro Subway and MARC Station. In the MTA model of the Fells Point Task Force Alternative, the heavy rail segment does not follow the Northeast Corridor as had been proposed but instead contained the same eastside heavy rail segment that MTA had used to replace the TRAC HRT Alternative 3 proposal. Again, it is clear that the MTA has not yet examined the heavy rail segment as presented by the Fells Point Task Force and has not studied heavy rail as an alternative in the Red Line planning process.

These alternatives *all* lie within the cost, cost effectiveness, and tunneling lengths of the alternatives under study, and HRT Alternative 3 has better ridership and travel times than any of them. In light of this fact and that many communities have been calling for the inclusion of heavy rail transit for eight years, the MTA’s refusal to study heavy rail transit would appear to be difficult to justify.



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V PRELIMINARY DATA & COMMUNITY RESPONSE ((Continued))

2.3 Minimum Operable Segments

Comments:

Name (Organization): CAC

The FTA permits the construction of Minimum Operable Segments (MPO) of a New Starts project, provided that they can stand alone as a project if the other segments are not built. The MTA has not as yet identified any Minimum Operable Segments for its DEIS alternatives or allowed any to be developed for the alternatives of TRAC or the Fells Point Task Force.

Name (Organization): Edward Cohen

The three all surface alternatives—3A, 3E, and 4A—all fit within the budget and the cost-effectiveness constraints. Therefore no minimum operable segment is needed or would apply to these alternatives. The other seven build alternative all include a downtown tunnel and, as such, are not likely to show improvement in cost-effectiveness using a minimum operable segment, because such a segment would have to eliminate outer portions of the line where costs are lower and rider benefits per dollar tend to be higher in the model. It seems much more likely that a minimum operable segment would work for heavy rail on the eastside, with HRT Alternatives 2 and 3 and with the Fells Point Task Force Alternative's heavy rail component. A Metro Subway extension on the eastside would be able to utilize the existing downtown tunnel without incurring the cost of constructing it. The MTA heavy rail alternative was determined by PB Engineering to have a construction cost of \$2,383,050,000. The overall cost-effectiveness rating was \$56.71, but this figure was determined without the proper bus or rail connections, and without a listed \$25,000,000/year bus operating cost recovery, which had been announced as having been deducted from the annual operating costs of both the Fells Point Task Force Alternative and the MTA's own alternatives. The \$56.71 figure was also based upon an earlier calibration of the travel demand model.

An eastside heavy rail minimum operable segment would require less tunneling than anything except the three all surface alternatives. PB Engineering set the cost of their eastside Metro Subway extension at \$570,000,000, which is only 24% of the construction cost of MTA's substitute for HRT Alternative 3. Below is a list of eight possible minimum operable segments:

1. Johns Hopkins Hospital – Eastpoint
2. Johns Hopkins Hospital – Travel Plaza
3. Johns Hopkins Hospital – Dundalk
4. Frederick Avenue and Hilton Street or West Baltimore MARC Station – Lexington Mrkt
5. Frederick Avenue and Hilton Street or West Baltimore MARC Station – Travel Plaza
6. Frederick Avenue and Hilton Street or West Baltimore MARC Station – Eastpoint
7. Edmondson Village – Lexington Market
8. Johns Hopkins Hospital – Martins Airport

Because the Red Line Citizens' Advisory Council has not had access to the DEIS, the Council has had no opportunity to examine or verify the inputs and computations of the model.



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V PRELIMINARY DATA & COMMUNITY RESPONSE ((Continued))

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

Table 5.3a Mission No 3a

<i>Alignment Alternatives</i>	<i>Mobility Improvements Criteria</i>									
	Transit User benefits (Hours/Day) vs. No Build	Number of transit dependents using the project	Transit dependent user benefit per passenger mile	Share of user benefits received by transit dependents compared to share of transit dependents in the	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)
1^a	N/A	N/A	*	**	80	N/A	***	****	*****	N/A
2	3,530	16,532	*	**	76	16,532	***	****	*****	3,850
3A	6,960	16,598	*	**	62	16,598	***	****	*****	6,030
3B	7,610	15,498	*	**	56	15,498	***	****	*****	6,860
3C	7,870	14,958	*	**	53	14,958	***	****	*****	7,100
3D	11,460	15,383	*	**	43	15,383	***	****	*****	10,590
3E	6,250	16,649	*	**	69	16,649	***	****	*****	5,370
3F	6,620	16,532	*	**	65	16,532	***	****	*****	5,910
4A	10,900	16,598	*	**	55	16,598	***	****	*****	9,860
4B	13,130	14,148	*	**	43	14,148	***	****	*****	12,330
4C	13,580	14,148	*	**	41	14,148	***	****	*****	12,720
4D	14,190	15,383	*	**	36	15,383	***	****	*****	13,260

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

* 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.

**** The No Build would retain existing transit connections. All the build alternatives would improve transfer access.

***** The No Build would retain existing transit connections. All the build alternatives would improve transfer access.



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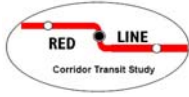
V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Table 5.3a (continued) Mission No 3a

Alignment Alternatives	Environmental Benefits Criteria			Land use/community development, economic development & access to jobs Criteria				Equity Analysis Criteria	
	Daily Auto VMT Change from the No Build Alternative	Noise	Vibration	Development potential within walking distance of station area (# of city/county planned development TOD)	Jobs near station	Employees within walking distance to station area	Future employees within ¼ -mile of station area (BMC, Community Profile)	Extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent (EJ)	Incidence of any significant environmental effects, particularly in neighborhoods adjacent to proposed project (EJ Impact)
1 ^a	N/A	*	**	N/A	***	*****	*****	*****	*****
2	-19,000	*	**	5	***	*****	*****	*****	*****
3A	-73,000	*	**	4	***	*****	*****	*****	*****
3B	-83,000	*	**	5	***	*****	*****	*****	*****
3C	-126,00	*	**	5	***	*****	*****	*****	*****
3D	-121,00	*	**	4	***	*****	*****	*****	*****
3E	-57,000	*	**	3	***	*****	*****	*****	*****
3F	-83,00	*	**	5	***	*****	*****	*****	*****
4A	-51,000	*	**	4	***	*****	*****	*****	*****
4B	-36,000	*	**	5	***	*****	*****	*****	*****
4C	-39,000	*	**	5	***	*****	*****	*****	*****
4D	-71,000	*	**	4	***	*****	*****	*****	*****

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

- * 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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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

3a Comments:

Name (Organization): CAC

Certainly a great deal of work needs to be done in this regard. While the Mayor's Red Line Initiative may provide valuable leadership, no information has been provided to the CAC regarding specific planning efforts intended to insure that the Red Line would provide significant socio-economic value to the communities in the Red Line corridor.

3a.1 Mobility Improvements – includes: user benefits, the number of transit dependents using the project, transit dependent user benefit per passenger mile, benefits received by transit dependents vs. transit dependents in the Region, travel time savings, low-income/minority households served, pedestrian and disabled access, differences in transfer access, connectivity between transit system elements, and appeal to drivers of choice.

Comments:

Name (Organization): CAC

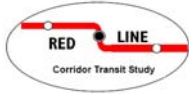
The August 2002 Baltimore Region Rail System Plan sets a standard for all future rail transit projects converging in Baltimore City: "Tomorrow's transit network will be a system of well-connected rail lines moving people quickly and conveniently throughout the Baltimore region. Good connections within the rail system are of the utmost importance. The key transit hubs - Camden Station, Penn Station, West Baltimore, Madison Square, Lexington Market, and Charles Center - will provide for a direct transfer from one line to another. Each of these major transfer points must take advantage of the high volume of people coming and going at once, with a host of services and excellent customer information."

With a direct transfer between a new line and an existing line, all the destinations of the new line are easily accessible to passengers on the existing line, and vice versa, so that EACH line is enhanced. Like its predecessor, the Central Light Rail, the MTA's Red Line makes no direct connection with the existing Green Line Metro subway. The proposed Fayette Street tunnel (MTA alternative 3C) comes within a block of the Charles Street Metro Station at St. Paul Street and is connected with the Green Line by a 250-foot underground pedestrian tunnel. The proposed Lombard Street tunnel is connected with Charles Center by a 600-foot underground pedestrian tunnel--the length of two football fields-- under St. Paul Street (MTA alternatives 3B, 3D, 3F, 4B, 4C, 4D).

The 2002 Rail System Plan says the following about Camden Yards: "Camden Yards represents one of eleven locations where two or more rail lines meet. In this case, the Orange, Blue and Yellow Lines and MARC train service all converge at Camden Yards. Should Maglev be constructed, the Baltimore station will be located here as well."

None of the MTA's Red Line alternatives stop at Camden Yards.

Sufficient information is not yet available to comment on other mobility elements.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Name (Organization): Edward Cohen

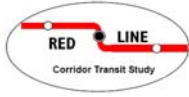
Current travel time in the corridor between the Center for Medicare and Medicaid Services and Bayview Hospital is 60 minutes on the QuickBus Route #40; future travel time is forecast to become 80 minutes. Projected travel time for Alternative 3A for the horizon year of the study is 62 minutes, two minutes longer than the current QuickBus Route #40. This means that, if Alternative 3A were to be constructed, the taxpayers would be spending ten figures worth of money to maintain our current travel time (plus two minutes). Even if the federal cost effectiveness formula states that this alternative is one of only two that meets the \$23.99 cost effectiveness standard, it may still not be a good investment. All of the other alternatives do show some improvement over the status quo, with the travel times shortening as the amount of grade separation increases. It is clear that the higher end alternatives would decrease overall travel times in the east-west corridor through Baltimore. The alternative that showed the best improvement in travel time was not among those alternatives under study—it was HRT Alternative 3 that MTA has so far partially examined, which had a 26 minute end-to-end running time. (This alternative was slightly shorter on the west end, but longer on the east side.)

We have purported user benefits for each alternative based upon the existing travel demand model's output, which has not yet had its final calibration, and whose structure we have not yet been able to access. Until said information is totally available, we will not completely understand how accurate these figures might be.

According to the figures that were released, if they are accurate, then it would seem to indicate that a higher number of transit dependent users would benefit from bus rapid transit alternatives as opposed to light rail alternatives for the Red Line. In contrast, the reverse appears to be true with regard to discretionary riders; according to the modeling, these riders would appear to have significantly higher participation overall if the Red Line were built as light rail as opposed to bus rapid transit. HRT Alternative 3 seemed to provide benefits to large numbers of both segments. Because for reasons stated in other sections, this alternative has not yet been fully vetted, it is conceivable that a heavy rail alternatives would serve both populations best.

Both the Fells Point Task Force Alternative and HRT Alternative 1 provided connections at Camden Yards for MARC Camden Line service. None of the light rail or bus rapid transit alternatives under study provide any connections to the MARC Camden Line. Additionally HRT Alternative 1 provided connections to Amtrak and MARC at Penn Stations, which again none of the alternatives under study would do.

Current transit riders in the Red Line corridor can ride the Routes #20, #23, and #40 bus lines to connect to all lines that serve Charles Center Metro Subway Station in the Baltimore Fayette Street Corridor. This corridor



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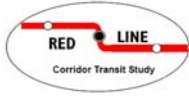
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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Edward Cohen (Continued)

provides the minimal walk to make transfers to the largest number of bus lines. If all Red Line service were restricted to the Lombard Street Corridor through downtown, the walking distance to most transfers would increase, which would to some extent diminish rider attraction. The 900 foot transfer proposed between MARC and the Red Line on the eastside provides a discouraging barrier for riders wishing to transfer between the two services. Some downtown bus routes (e.g., the Route #35) might not have a good connection to the Red Line, even though they would cross the line itself, because the point of intersection would not be at a station location. Heavy rail alternatives require bus system reorganizations into hubs at rail stations.

This improves system connectivity the most. The time loss to divert the bus lines to the hubs can only be compensated by the extra speed of heavy rail transit as compared to light rail transit or bus rapid transit. For light rail transit, such hubs do not work within the city.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

3a.2 Environmental Benefits - includes: air quality impact (Change in VMT), noise and vibration.

Comments:

Name (Organization): CAC

Sufficient information is not yet available to complete this section of the report.

Name (Organization): Edward Cohen

Construction of a rail Red Line, light or heavy, would probably attract enough discretionary riders to reduce overall vehicle miles traveled in the corridor. Whether or not this would also reduce congestion is unclear because a light rail or bus rapid transit (but not heavy rail) guideway will likely reduce roadway capacity to greater extent than it could attract discretionary ridership.

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

Comments:

Name (Organization): CAC

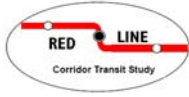
If or when the federal funding for the Red Line is approved, an extensive effort would be needed to facilitate land use/community development, economic development & access to jobs. This is most often referred to as Transit Oriented Development (TOD), the CAC praises the Baltimore Mayor for her efforts to promote TOD, At some point, this mission will require significant coordination between local, state and possibly federal agencies. In addition, the Maryland General Assembly may need to consider legislation and appropriations needed to accommodate this coordination.

Name (Organization): Edward Cohen

On HRT Alternative 1, the following transit oriented development sites have been noted:

- Westview
- Charing Cross
- Edmondson Village Shopping Center• Irvington
- Frederick Avenue and Hilton Parkway
- Font Hill (Southwestern High School site)
- West Baltimore MARC Station
- Franklin and Mulberry Streets (between Martin Luther King, Jr. Boulevard and West Baltimore MARC Station and along Franklin Street west to Poplar Grove Street)
- Penn Station
- 25th Street

The transit oriented development sites for HRT Alternative 2 were never determined.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Edward Cohen (Continued)

On HRT Alternative 3, the following transit oriented development sites have been noted:

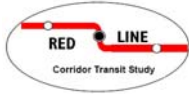
- Edmondson Village Shopping Center
- Irvington
- Frederick Avenue and Hilton Parkway
- Font Hill (Southwestern High School site)
- West Baltimore MARC Station
- Franklin and Mulberry Streets (between Martin Luther King, Jr. Boulevard and West Baltimore MARC Station and along Franklin Street west to Poplar Grove Street)
- Penn Station
- 25th Street

The transit oriented development sites for HRT Alternative 2 were never determined.

On HRT Alternative 3, the following transit oriented development sites have been noted:

- Edmondson Village Shopping Center
- Irvington
- Frederick Avenue and Hilton Parkway
- Font Hill (Southwestern High School site)
- West Baltimore MARC Station
- Franklin and Mulberry Streets (between Martin Luther King, Jr. Boulevard and West Baltimore MARC Station and along Franklin Street west to Poplar Grove Street)
- Patterson Park Avenue (near Eager Street)
- Orangeville
- Greektown
- Travel Plaza

Six of these sites would not be available for development along the light rail and bus rapid transit corridors.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Edward Cohen (Continued)

Unavailable would be Irvington, Frederick Avenue and Hilton Parkway, Font Hill (Southwestern High School site), Patterson Park Avenue (near Eager Street), Orangeville, and Travel Plaza. For a light rail or bus rapid transit alignment, development would also be possible in the Franklin Street corridor in the Rosemont area and in Canton north of Canton Crossing and east of the Du Burns Arena over to Haven Street. There are possible transit oriented development locations in downtown adjacent to existing Metro Subway Stations if a heavy rail Red Line shared the tunnel with the existing Metro Subway; one example would be around Shot Tower and Lexington Market Metro Subway Stations.

Overall, the redevelopment opportunities along the heavy rail alternatives seem to be greater than those along the light rail or bus rapid transit alternatives.

There have been discussions pertaining to job training and opportunities during construction of the Red Line, and after construction, concerning employment at MTA or with any of its contractors. There has been no presentation of significant evidence of any other private sector jobs being made available, nor has there been significant discussion as to what those jobs might be. The differences in job stimulus that would result from the various alternatives (one versus the other) have not been discussed at all by the MTA at Red Line Council meetings. Whether or not any of these alternatives as presented would provide significant economic stimulus has been, so far, a matter about which there has been some discussion but no evidence. There has been an expression of interest that more information becomes available in the future.

3a.4 Equity Analysis – includes: the extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent (EJ analysis) and the incidence of any significant environmental effects, particularly in neighborhoods adjacent to proposed project (EJ Impact).

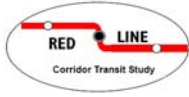
Comments:

Name (Organization): CAC

Sufficient information is not yet available to complete this section of the report.

Name (Organization): Edward Cohen

The alternatives that run along Boston Street (3B, 3C, 3F, 4B, and 4C) have lower projected ridership than those along Eastern Avenue. The Boston Street alignments also skew to a much higher income level than those on Eastern Avenue. The heavy rail alignments presented by the Fells Point Task Force and by TRAC on the eastside would travel along the Northeast Corridor, providing better access both on foot and by bus for a larger number of low income riders than any of the alternatives submitted in the DEIS.



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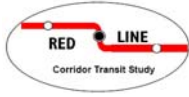
V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Edward Cohen (Continued)

On the westside, the bus rapid transit and light rail alignments are fairly uniform inside Baltimore City. HRT Alternatives 1 and 3 on the westside are both likely to provide access to a larger number of low-income riders than the light rail or bus rapid transit alternatives because overall ridership on the westside is higher for heavy rail than for bus rapid transit or light rail.

The heavy rail alternatives would not only serve more low income customers, but would also have higher benefit for those riders because of the faster travel speed of heavy rail compared to the MTA alignments. The heavy rail alignments provide better access to more jobs than the light rail or bus rapid transit alignments. See section 5.3a.3.

It would appear that heavy rail would provide the best rider benefit for the poor. Bus rapid transit would provide greater flexibility of operation and fewer forced transfers than either heavy rail or light rail. In general, heavy rail and bus rapid transit would benefit the transit dependent more than light rail would, and rail in general would benefit the choice riders more than bus rapid transit because they are more willing to ride rail than bus according to the ridership numbers that MTA presented. Heavy rail is the mode that would seem to provide the greatest benefit to both groups overall.



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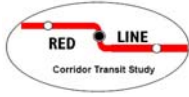
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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

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.

Table 5.3b Mission No. 3b

Criteria
<i>Consultation</i> • MTA should consult the public on major decisions with regard to the study The public involvement program began in the Spring of 2003 with project scoping meetings. Extensive public involvement activities have occurred to date and will remain ongoing until the completion of the project. Over thirty corridor-wide public meetings, open houses, and workshops have been held in the study area.
<i>Representativeness</i> • The public participants should comprise a broadly representative sample of the population of the affected communities • Community planning participation The MTA formed Community Working Groups (CWG) following the Fall 2004 Open Houses. Community and business organizations, major institutions, and Baltimore City and County agencies were asked to appoint a representative to serve on the Working Group. The representatives worked directly with the Red Line Project Team and brainstormed about possible alignments and station locations and also provided reactions and comments. The CWGs served as filters of information with the goal of developing groups of individuals with an understanding of the project who could serve as information disseminators. The CWGs were formed as a way to develop valuable partnerships with organizations and individuals in communities affected by the project. In 2006 the General Assembly passed a bill creating the Red Line Citizens' Advisory Council (CAC). The CAC is responsible for advising the MTA on impacts, opportunities, and community concerns about the Red Line. The CAC is comprised of five members appointed by the President of the Senate, five members appointed by the Speaker of the House, two members appointed by the Governor, two members appointed by the Mayor of Baltimore and one member appointed by the Baltimore County Executive.
<i>Transparency</i> • The planning process should be transparent so that the public can see what is going on and how decisions are being made The targeted outreach plan for the Red Line Corridor Transit Study consists of seven major categories, which include: resource hubs and community stops, elected officials, religious institutions, community organizations, business/special interest groups; environmental justice populations, and media outreach. Each component is summarized below: <u>Resource Hubs and Community Stops</u> The Public Involvement Team has identified 34 locations within the study area to place up-to-date public information materials. These Resource Hubs are easily accessible by the public and have been set up to



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provide project information including: fact sheets, meeting fliers, newsletters, public meeting announcements, mailing list sign-up cards, and various other project publications.

Elected Officials

Fifty-one elected officials are on the study mailing list and receive project briefings. A list of the elected officials may be found in the Appendix of the DEIS.

Religious Institutions

The Red Line Public Involvement Team was involved in a concentrated effort to raise awareness of the project through focused outreach at religious institutions. Working with church leadership, Red Line information was placed in church bulletins and also included at available church information centers. Religious institutions remain a part of the project's overall mailing list and outreach strategy.

Speaker's Bureau

The Red Line "Speaker's Bureau" was created to establish and maintain open communications with residents within the study area and give communities the opportunity to discuss how their community may be affected by the proposed Red Line. Meetings with community associations were held in an informal, one-on-one setting. Eighty-nine Speaker's Bureau meetings were held throughout the Red Line study area between September 2005 and December 2007. These meetings are continuing in 2008.

Business and Institutions

Meetings with major business organizations and institutions have been held in order to inform and receive comments from these groups about the study and encourage their participation in planning. In order to fulfill one of the key purposes of the Red Line Study (to provide economic revitalization along the corridor), it is imperative that the project team seek out and receive feedback from area businesses regarding their ideas and concerns regarding the project.

Environmental Justice Populations

As part of the Red Line Corridor Transit Study, the MTA is committed to involving all stakeholders in the project development process. Therefore, representation from minority populations and low-income populations is an essential and important part of this study. NEPA requires that all agencies identify and address any disproportionately high adverse effects to minority and low-income populations also known as Environmental Justice populations, to ensure equal representation and equal protection to all persons within the study area. The Public Involvement Team has reached these population groups by distributing project information and receiving feedback from the public at targeted locations with minority and low-income populations.

Media Outreach

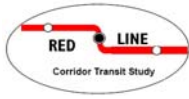
A variety of media outlets have been utilized to inform the public about the Red Line Corridor Transit Study. Advertisements were placed in a total of 14 local English and Spanish language newspapers and other publications. Advertisements, at different times in the study, announced the corridor-wide public meetings. Local television and radio stations were also utilized as a way to keep the public informed about upcoming Red Line meetings and other events.

Participation

- The number of stakeholders (individuals, groups, organizations) involved
- Participation by local academic institutions and professional service providers in design and development

The number of stakeholders includes:

- 88 community organizations
- 51 elected officials
- 13 member Citizens' Advisory Council



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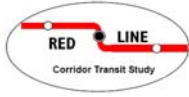
Specific businesses and institutions met with during the Red Line Corridor Transit Study include:

- US Department of Health and Human Services
- Centers for Medical and Medicaid Services (CMS)
- Merchants of Security Square Mall
- Social Security Administration (SSA) in conjunction with the General Services Administration (GSA)
- University of Maryland Medical Center (UMMC)
- Hale Properties L.L.C.
- Johns Hopkins Bayview Medical Center

Comments:

Name (Organization): CAC

The MTA has expended a significant effort to provide an inclusive planning process; however, MTA needs to revisit its consultation policies after conducting a meaningful dialogue with groups such as the CAC and review of model efforts in other jurisdictions.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

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

Comments:

Name (Organization): CAC

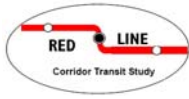
Public participation or consultation should begin at the inception and continue throughout the planning process. Furthermore, such participation would hopefully be a collaborative effort that facilitates consensus. Since the passage of the authorizing legislation creating the CAC, the MTA has as yet failed to achieve this objective. Many public meetings were held to display the alternatives in the DEIS, but the MTA refused to alter their plan in response to strongly articulated community concerns. In addition, significant alterations to project were made by the MTA without adequate consultation with either the public or the CAC.

Name (Organization): Edward Cohen

In the past, the MTA has consulted with the public by the narrowest definition of the term: it has inquired of the public what it would like, but only considered what was suggested if it was proposed by a business or institutional interest. Recommendations made by community and advocacy organizations were not allowed into the DEIS. Often, the MTA has even come to the public with prepared plans or limitations on public comment prior to consultation. This process of minimal consultation has allowed alternatives that are clearly unacceptable to communities to continue in costly and unnecessary technical analysis for years and has led to the exclusion of alternatives of which the public has sought further study. Due to the late stage of planning that the project is now in, it is difficult to rectify the planning process. However, it should be possible to reopen the process if the MTA works to rebuild the public's confidence in the process by considering its own and the public's alternatives in a transparent comparative process. This would entail the creation—after public input and with public review—of standards by which to compare alternatives and a process for submitting alternatives for preliminary study; the alternatives could then be reviewed according to the already developed standards and the best alternatives could be chosen for further study and inclusion in a revised DEIS.

Name (Organization): Robert Keith

Fell's Point residents Jannette Barth and Robert Keith submitted testimony to the Federal Transit Administration June 24, 2008 relating to the relationship between the Baltimore Region Transportation Board, acting as Metropolitan Planning Organization (MPO) for the Baltimore Region, and the Maryland Transit Administration. The testimony stated that the MTA "operates so independently of the MPO that it has its own public participation process" and is "insulated by several levels of bureaucracy from political accountability to the public it serves."



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Robert Keith (Continued)

The testimony asserts that the MTA’s initial scoping process “delegates too much of this key element of planning to consultants and engineers” and the “initial engineers’ elaborate drawings are on the table before the public is engaged. The public is put into the position of being asked to ‘buy in’ late in the game...The focus is always on the efficiency of the product (the engineers) are trying to sell, never on how it will impact the neighborhoods it passes through. “It is our experience that while there is great mention of ‘public involvement’, public input is not seriously taken into consideration.” The text of the testimony can be found in the Appendix.

3b.2 Representativeness - Public participants should comprise a broadly representative sample of the population of the affected communities and community planning participation.

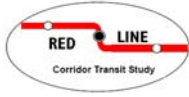
Comments:

Name (Organization): CAC

The nature and extent of participation among residents in the affected community indicate that this objective has been achieved. In addition, awareness and public participation has significantly increased since the creation of the Mayor’s Red Line Initiative.

Name (Organization): Edward Cohen

The public participation has been broad and representative as required in the law.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

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

Comments:

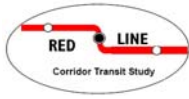
Name (Organization): CAC

To the public observer, the planning process to-date is “opaque.” The MTA conducts some of its planning activities in private and withholds its commentary and dialogue with the Federal Transit Administration from the CAC. The result is that there is no opportunity for CAC input until after publication and public distribution of the DEIS, at which point no other alternatives will be on the table for consideration.

Name (Organization): Edward Cohen

With regard to transparency, there are two major concerns about the MTA’s handling of the Red Line. Most troubling, the MTA’s decision-making process is opaque and does not always include public explanation. There also seems to be a discrepancy between the apparent policy of Governor Martin O’Malley to study heavy rail and the adamant refusal of the MTA to do so (Michael Dresser’s *Baltimore Sun* article “Transportation, Growth on the Line; Expert Says Election Outcome Will Shape Jobs, Neighborhood Investments, Movement; Race for Governor; Maryland Votes 2006” on November 3, 2006 (page 7B) states, “O’Malley not only prefers light rail to rapid bus, he wants to put the heavy-rail option for the Red Line back on the table.”). This makes it very difficult for the public to know precisely what the policies are with regard to modal study.

Second, to receive copies of technical information from the MTA regarding the Red Line, persistence is necessary; when a Public Information Act request was attempted, a largely redacted document was provided in which the distinctions between heavy rail and light rail were even blacked out—for homeland security reasons (In a letter from Mr. Tony Brown, currently MTA Assistant Administrator, to Mr. Saul Wilson, dated November 14, 2006: “The documents that are being denied are as follows: 1) From the Red Line Corridor Transit Study report all sections that include diagrams and information on infrastructure will be redacted as disclosure could jeopardize security. [...]”). It does raise the question of how the Council can evaluate a project if the public is denied access to the specifications for the project.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

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

Comments:

Name (Organization): CAC

The public participation has been good to excellent, most notably at community meetings, during the public participation period at most CAC meetings, and through the Mayor's Red Line Compact process.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

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.

Table 5.3c Mission No. 3c

<i>Alignment Alternatives</i>	<i>Operating Efficiencies Criteria</i>		<i>Cost Effectiveness Criteria</i>	<i>Local Financial Commitment Criteria</i>		<i>Transit supportive land use policies and future pattern Criteria</i>		
	Operating & maintenance Costs	Capital costs (2007, Millions)	Incremental cost per user benefit hour	Share of non-Section 5309 New Starts funding	Stability and reliability of the proposed project's capital finance plan	Existing land use	Transit supportive plans and policies	Performance and impacts of policies
1^a	N/A	N/A	N/A	*	**	***	*****	*****
2	\$5.01	\$281	N/A	*	**	***	*****	*****
3A	\$3.40	\$545	\$18.10	*	**	***	*****	*****
3B	\$5.86	\$1,019	\$44.74	*	**	***	*****	*****
3C	\$5.86	\$1,151	\$49.06	*	**	***	*****	*****
3D	\$8.15	\$2,404	\$63.93	*	**	***	*****	*****
3E	\$5.79	\$571	\$26.21	*	**	***	*****	*****
3F	\$6.09	\$755	\$37.31	*	**	***	*****	*****
4A	\$3.63	\$930	\$22.17	*	**	***	*****	*****
4B	\$3.13	\$1,498	\$30.42	*	**	***	*****	*****
4C	\$3.12	\$1,631	\$31.98	*	**	***	*****	*****
4D	\$7.37	\$2,463	\$49.17	*	**	***	*****	*****

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

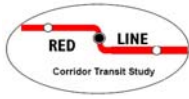
* The DEIS presents a general capital cost strategy but until a locally preferred alternative is selected a funding plan will not be developed. For the amount of funding not covered under New Starts, MDOT will use funding from the Maryland Transportation Trust Fund and may seek contributions from the 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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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Comments:

Name (Organization): CAC

Sufficient information is not yet available to complete this section of the report.

3c.1 Operating Efficiencies – includes: operating & maintenance costs and capital costs.

Comments:

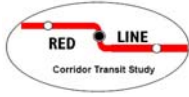
Name (Organization): CAC

Sufficient information is not yet available to complete this section of the report.

Name (Organization): Edward Cohen

Since we have not seen the methodology used to determine the operating, maintenance, and capital costs, we cannot comment on them fully at this time. Operating costs for heavy rail did not deduct \$25,000,000 (or more) in recovered bus operating costs, but they were lower on the eastside than trolley operating costs.

3c.2 Cost Effectiveness - includes: incremental cost per hour of transportation system user benefit, local financial commitment, share of non-Section 5309 New Starts funding, stability and reliability of the proposed project's capital finance plan.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Comments:

Name (Organization): CAC

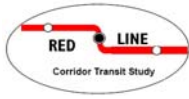
Sufficient information is not yet available to complete this section of the report.

Name (Organization): Edward Cohen

The cost effectiveness formula itself has several flaws, although it is—at least theoretically—a useful means of comparing alternatives. These flaws, which can only be corrected at the federal level, include:

- Bias for rubber over rail: There is a bias against rail in ridership numbers because empirically rail gets at least 15% more than nonrail, but the model is not permitted to reflect this. This is because of increased comfort and route legibility of rail. (*NCHRP Project 3-70*. This states that, in the United States, conversion of a bus route to a streetcar (or trolley) route is generally accompanied by a 15% to 50% increase in ridership.).
- Bias against grade separation: The MTA cannot deduct loss of benefit due to elimination of cross traffic or increased congestion unless the impacted person is onboard a transit vehicle.
- Bias against heavy rail: The model must ignore rider preference for the safety and security of heavy rail as a closed system versus light rail or bus, which are open access systems.
- Bias against higher cost projects versus lower cost projects: Because the Transportation System Management cost is subtracted from the project cost prior to the computation of cost effectiveness, the deduction as a percentage of an alternative's cost is larger for lower end alternatives. **This means that the cost effectiveness measure does not measure true value**, which is what a cost/benefit ratio is supposed to do.

The Council has not been able to review the inputs into the cost effectiveness formula, which is of concern; this brings into question the scores of the alternatives and the relative order of the alternatives in cost effectiveness. For example, one input into the cost effectiveness formula is transportation system user benefit—the net hours of travel time saved per year by transit system users (but, as mentioned above, this does not include the added or saved travel time of cross traffic). This input is an output of the travel demand model, which itself appears to have some major flaws.



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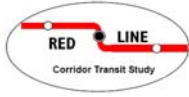
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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Edward Cohen (Continued)

The model is based upon the 2006 Baltimore Metropolitan Council Travel Demand Model; areas of concern with regard to the regional model include its inputs (e.g., bus fare vs. gas prices, which are forecast to remain at 2000 ratios through 2030), its structure (e.g., it does not allow the cost of traveling, except for tolls, to factor into the decision to travel to a location), and its outputs, which—for individual lines and modes, but not for transit or highways overall—have very high error. The Council has not yet been shown the details of the changes the MTA has made to this model or the latest recalibration report. One concern is that the original model estimated that 13,032 travelers took commuter buses to the Red Line corridor in 2000; in reality, only 2,173 did in 2000—that is an error of 500%. It is clear that some similar problem continues to exist, as the revised MTA model for the Red Line forecasts that 7,100 drivers will choose to leave their cars to ride Alternative 3C; however, it forecasts that, on average, they will ride 17.7 miles on the bus service that they would have otherwise driven. This is an extraordinarily optimistic estimate, and suggests that the model still overestimates transit ridership from outlying jurisdictions into the center city (and perhaps still has a corresponding underestimation of transit ridership within the center city).

The model also has a bias against transit dependent riders: it does not allow people who live more than 0.5 mile from transit to access the transit, even if they own no vehicle of their own. It also does not include taxi trips. If reasonable to model, these would probably be more attracted to heavy rail than other modes. Currently, many more taxis appear to queue up at stands at outlying Metro Subway stations than to stands at outlying light rail stations in metropolitan Baltimore. What is not clear in the DEIS that has not yet been released are the methodologies that produce the results that we have seen, and without having seen these methodologies, we as a Council cannot assess the accuracy and validity of these results.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

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

Comments:

Name (Organization): CAC

Sufficient information is not yet available to complete this section of the report.

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

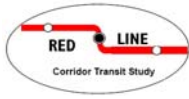
Comments:

Name (Organization): CAC

Sufficient information is not yet available to complete this section of the report.

Name (Organization): Edward Cohen

The Council has not yet discussed federal transit-supportive land use policies and standards and therefore it would not be possible for the Council to speak to that issue as yet.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

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.

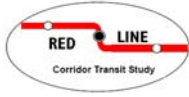
Table 5.3d Mission No. 3d

Criteria
<i>Information Sharing</i> • 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 Thirty-one workshops have been held throughout the planning phase and have been a means of communicating project information. The project website and newsletters and fact sheets have also been used. <u>Website</u> The Red Line project website, http://www.baltimoreregiontransitplan.com, provides visitors with a project overview, Red Line Study details, public involvement materials and announcements, a place to submit comments, and a kids corner. The website is intended to serve as a place where information on the study is easily accessible and up-to-date. Additionally, the website is a resource for the public to view materials from past public meetings, get notices about upcoming public meetings, and to submit comments to the study team. The website, which has received more than 1,800 hits, contains information about past and future open houses and community meetings, presentations, displays, photo simulations, large-scale and detailed maps, general project information, project documents, PowerPoint presentations, and comment forms presented at meetings for those individuals and organizations unable to attend. A link on the project website was developed for the Limited English Proficiency (LEP) population. The Spanish page provides translation of project information including workshop announcements and a project overview. <u>Newsletters & Fact Sheets</u> The Public Involvement Team uses newsletters to provide information about the Red Line Study. The newsletters include information on project schedules, mode alternatives, upcoming open houses and public meetings, and the study process. Fact sheets are used as informational handouts at public meetings and other outreach events.

Comments:

Name (Organization): CAC

Sufficient information is not yet available to complete this section of the report.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

3d.1 Information Sharing - includes MTA providing timely information on the planning phases of the project, as well as information on job training and opportunities as it pertains to the Red Line project

Comments:

Name (Organization): CAC

MTA has been cooperative and forthcoming with information to the extent that it believes reasonable and permissible.

Name (Organization): Edward Cohen

The MTA has adequately supplied a timetable for the project's completion of various phases, although the content of various phases has not always been clear.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

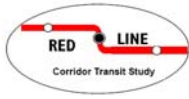
3e.0 Mission No. 3e - Ensure that the Red Line project favors alignments that produce the least negative community impacts practicable.

Table 5.3e Mission No. 3e

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

^a **No Build** For information regarding other alignments go to <http://www.baltimoreddline.com/pages/alignalternatives.htm>

* 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.



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Comments:

Name (Organization): CAC

Sufficient information is not yet available to complete this section of the report.

3e.1 Equity Analysis - includes the extent to which the transit investments improve transit service to various population segments, particularly those that tend to be transit dependent and the incidence of any significant environmental effects, particularly in neighborhoods immediately adjacent to proposed project.

Comments:

Name (Organization): CAC

Sufficient information is not yet available to complete this section of the report.

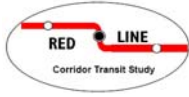
Name (Organization): Edward Cohen

Because the Red Line Citizens' Advisory Council has not yet seen the DEIS, we cannot say what the possible environmental impacts of any of the Red Line alternatives would be upon the natural environment. For this reason, discussion in this section will be limited to anticipated impacts upon the built environment. The issues described herein should have already been considered in the DEIS.

Elevated Segments

The only elevated segment under consideration among light rail or bus rapid alternatives would be within the segment between Bayview Yard and Haven Street allowing the Red Line to cross over active freight tracks connecting Bayview Yard with the port. Because this segment is already a rail freight and industrial corridor, a small to negligible impact would seem to be most likely. The line would not be traveling elevated in close proximity to residences.

The impacts of HRT Alternatives 1 and 2 will not be discussed here because the MTA has agreed to examine them but has not yet done so. HRT Alternative 3, which the MTA agreed to examine and which is not in the DEIS, would have a number of elevated segments. Heavy rail would be elevated between Orangeville Station and the Travel Plaza on the eastside.



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Edward Cohen (Continued)

The segment between Orangeville Station and Greektown Station would be traveling through an industrial area and should not have any serious permanent negative impact. The same can be said for the segment south of O'Donnell Street to the Travel Plaza Station. The segment between Eastern Avenue and O'Donnell Street would be elevated above I-895. The highway is depressed through that section and faces the rear of homes on adjacent streets. In both this segment and the segment between Milton and Luzerne Streets there may be a need for noise mitigation. No other environmental impacts are immediately obvious on the eastside for any elevated segments.

On the westside, elevation would run from Payson Street to approximately the extension of Saratoga Street at the Amtrak right-of-way. This would require that Payson Street remain closed as it currently is, rather than be reopened, as it would be for alternatives in the DEIS.

It is not anticipated that the elevated segments of heavy rail would require the acquisition of any structures.

Depressed Segments

The only depressed segments of the alternatives in the DEIS would be the portion in the median strip of the Route 40 expressway between the westside downtown portal and Payson Street in the median strip of the highway.

Because the highway is already constructed and the median strip is wide enough to accommodate the line already, no significant permanent impacts are self-evident for this segment. HRT Alternative 3 would also utilize this segment.

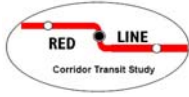
For HRT Alternative 3, the line would run parallel to the Amtrak right-of-way between West Baltimore MARC Station and the vicinity of Frederick Avenue and Hilton Street. This may require the acquisition of some industrial land just south of the station, possibly including an industrial structure and it would require the widening of the cut on a small piece of land just north of Frederick Avenue and east of the rails. There is currently a small wooden shed on that piece of land. No other impacts are evident and there should be no impact to residential structures.

Tunnel Segments

A variety of tunnel segments are proposed. The only expected permanent impacts following the completion of construction would be at portals and at stations. It can be anticipated that any railroad trains would blow their horns each time that they enter or exit a portal or station.

For the light rail and bus rapid transit alternatives listed in the DEIS, portals have been proposed for study at the following locations:

1. 3B/3D/3F: On Fremont Avenue to a Lombard Street Tunnel
2. 3B/3F: On Central Avenue south of Lombard Street
3. 3C/3D/4C/4D: In the vicinity of the I-70 Park-and-Ride
4. 3C/4C: At Edmondson Avenue east of Cooks Lane
5. 3C/4B: At Lexington Street and Martin Luther King, Jr. Boulevard
6. 3C: On Fayette Street west of Central Avenue
7. 3D/4D: At West Franklin Street and Calverton Road



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PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Edward Cohen (Continued)

8. 3D/4D: North of Eastern Avenue between Haven Street and Lehigh Street
9. 4B/4C/4D: Somewhere north of Lombard Street on Martin Luther King, Jr. Boulevard
10. 4B/4C: At Aliceanna Street at Boston Street

1. 3B/3D/3F: On Fremont Avenue to a Lombard Street Tunnel

All portals for bus rapid transit on Fremont Avenue would be on a residential roadway. This could limit residential auto access and/or parking on the block of the portal. Fremont Avenue carries only local traffic because it is cut off by Martin Luther King at Baltimore Street and by the Route 40 Expressway at Mulberry Street.

2. 3B/3F: On Central Avenue south of Lombard Street

The Central Avenue portal south of Lombard Street may have environmental impacts because of the stream that runs under Central Avenue. There should not be any surface impacts for a Central Avenue portal. Central Avenue is extra wide near the waterfront and there are still abandoned rail freight tracks in the middle of the street.

3. 3C/3D/4C/4D: In the vicinity of the I-70 Park-and-Ride

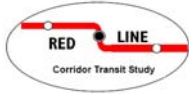
A portal in the vicinity of the I-70 Park-and-Ride lot would not be adjacent to any houses and should not require acquisition of any structures. Impacts should be negligible to the built environment.

4. 3C/4C: At Edmondson Avenue east of Cooks Lane At Edmondson Avenue east of Cooks Lane a portal would reduce the number of lanes along Edmondson Avenue from seven to five just east of the point where Baltimore National Pike, Edmondson Avenue, and Cooks Lane converge. This may contribute to traffic congestion backing up along any of these three roadways during the morning rush hour affecting congestion in the communities of Hunting Ridge, Ten Hills, West Hills, and Uplands. The degree to which this is true should be in traffic studies in the DEIS. To avoid a very dangerous intersection design, the portal would need to be placed east of the intersection; otherwise an extra dimension would be added to a complex roadway junction, which would be likely to both increase congestion and decrease public safety.

Our current Metro Subway blows its horn every time it enters or leaves the portal. How this may apply to light rail portals on the Red Line should be discussed in the DEIS with regard to each light rail portal listed in the study. This is especially relevant in areas where the portal is near or adjacent to a large number of residential buildings.

5. 3C/4B: At Lexington Street and Martin Luther King, Jr. Boulevard

The portal at Lexington Street and Martin Luther King, Jr. Boulevard would be west of Martin Luther King in an area where the buildings are set back from the roadway.



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Edward Cohen (Continued)

Other than possible noise impacts, other impacts would likely be minor at this sight. Any new tunnel through the heart of downtown would be very disruptive during the construction phase. Because a tunnel for light rail or bus rapid transit would have to be constructed across the entire length of downtown from at least Martin Luther King, Jr. Boulevard to Central Avenue, the area of disruption would be large, due to all the utility relocation that would be required. Since the only heavy rail construction in this segment would be to break out of the Eutaw Street tunnel north of Franklin Street and turn west with a fly-under under the existing tracks, the area of disruption in downtown should be confined to a segment on Eutaw Street between Mulberry Street and Monument Street.

6. 3C: On Fayette Street west of Central Avenue

A portal on Fayette Street rather than on Central Avenue would limit the carrying capacity of Fayette Street in an area where it is a major roadway carrying east-west traffic. It would also likely be closer to residences than would be a portal on Central Avenue. However, it would probably have far less impact on the underground stream below Central Avenue.

7. 3D/4D: At West Franklin Street and Calverton Road

The portal at Franklin and Calverton is in an industrial zone and should not have a large negative impact.

8. 3D/4D: North of Eastern Avenue between Haven Street and Lehigh Street

Between Haven Street and Lehigh Street, the portal would be in a railroad right-of-way in an industrial area and is likely to have a negligible impact.

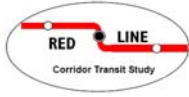
9. 4B/4C/4D: Somewhere north of Lombard Street on Martin Luther King, Jr. Boulevard

The portal north of Lombard Street and Martin Luther King, Jr. Boulevard will be somewhat closer to residences west of Martin Luther King, Jr. Boulevard than the one at Lexington Street. The impacts could still be minor.

10. 4B/4C: At Aliceanna Street at Boston Street

A light rail portal at Aliceanna and Boston Streets might require the demolition of business properties on one side or the other of Boston Street between Fleet and Aliceanna Streets or it might require the closing of that block to surface traffic and the diversion of through traffic onto Chester and Washington Streets. At the very least, there will most likely be a loss of some parking. A portal at this location would also be in both the flood plain and the storm surge area of the Baltimore Harbor. Any such portal would of necessity require a complex system of watertight doors to shut

down the system whenever the vicinity of the portal is flooded. Without such a door, the entire downtown tunnel would be at risk of submersion. Moreover, with the risk of climate change, there is some reasonable likelihood that the entire Boston Street alignment, including the portal, will be permanently flooded within the half century. A discussion of the feasibility of the Boston Street alignment for light rail should include examination of these flooding issues at this portal location.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Edward Cohen (Continued)

Because the MTA has done a partial examination only of its own modifications to HRT Alternative 3, we will not discuss portals along the other HRT Alternatives. HRT Alternative 3 would require four new portals:

1. Between Milton Avenue and Rose Street, north of Eager Street and south of the Amtrak right-of-way
2. In the median of the depressed US 40 expressway between Martin Luther King, Jr. Boulevard and Fremont Avenue
3. Southwest of Frederick Avenue and Hilton Street
4. Along Parallel Road west of Ingleside Avenue

11. Between Milton Avenue and Rose Street, north of Eager Street and south of the Amtrak right-of-way

According to PB Engineering consultants, one portal would be located between Milton Avenue and Linwood Avenue, bounded on the north by the Northeast Corridor and on the south by East Eager Street. This route would require the closing of traffic across the line on Rose Street and Luzerne Avenue. Both streets are residential. Rose Street is an alley street with no parking and so its traffic load is extremely low. Rose Street already dead ends at the Northeast Corridor so that the impacts on Rose Street would be small. Luzerne Avenue is a local through street that carries no commercial or transit traffic and is not generally used by through traffic. These closings would create an inconvenience for residents of the two blocks of Luzerne Street immediately adjacent to the line on either side.

12. In the median of the depressed US 40 expressway between Martin Luther King, Jr. Boulevard and Fremont Avenue

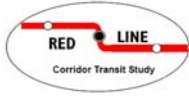
The second heavy rail portal would be in the median of the depressed US 40 expressway between Martin Luther King, Jr. Boulevard and Fremont Avenue. This is a location that is not immediately adjacent to any residences. The sound of train horn entering or leaving a portal would be somewhat redirected by the highway walls.

13. Southwest of Frederick Avenue and Hilton Street

A portal at this location would be down in the depression for the Amtrak line. The only building at risk would be a service station property; no residences would be impacted. Sounds during operation would be muffled and would not be as loud as the horns of adjacent MARC and Amtrak trains running on the same right-of-way.

14. Along Parallel Road west of Ingleside Avenue

This portal would be north of I-70, away from most residences, and would be west of the residences between Parallel Road, Ingleside Avenue, Security Boulevard and Colonial Road. Impacts at this location could be expected to be small.



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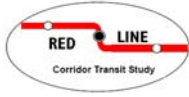
Edward Cohen (Continued)

Underground stations, in and of themselves, should be amenable to appropriate mitigation. In alternatives 3D, 4B, 4C, and 4D there would be an underground station at Inner Harbor East; in 4B and 4C, there would also be an underground station at Chester Street. Because these locations lie in both the three meter flood plain and the storm surge inundation area, they should require a system of watertight doors to seal station entrances and protect the tunnels from flooding in the event of large tropical storms. Whether or not it is even feasible to have stations at these locations if sea levels should rise as predicted from global warming is a serious concern. These alignments may be feasible if the flooding issue is not considered, but that may not hold up when the issue of flooding and sea-level rise is fully vetted. It may be that these alternatives have to be removed from consideration pending further study.

Surface Segments

The following surface segments are included in the DEIS.

1. All DEIS Alternatives: Bayview Hospital to Bayview Yard
2. All DEIS Alternatives: Lombard Street and the Norfolk Southern right-of-way to Eastern Avenue and the Norfolk Southern right-of-way
3. 3B/3C/3F/4B/4C: Eastern Avenue and the Norfolk Southern right-of-way and Boston and Aliceanna Streets
4. 3A/3E/4A: Eastern Avenue and Fleet Street couplet from the Norfolk Southern right-of-way to Chester Street
5. 3B/3C/3F: Boston Street between Aliceanna and Chester Streets
6. 3A/3B/3C/3E/4A: Fleet Street and Eastern Avenue couplet at Chester Street to Central Avenue south of Lombard Street
7. 3A/3E/4A: Central Avenue south of Lombard Street to Martin Luther King, Jr. Boulevard north of Fayette Street
8. All DEIS Alternatives: Baltimore Street and Martin Luther King, Jr. Boulevard to US 40 median near Fremont Avenue
9. 3F: Fremont Avenue and Mulberry Street/Franklin Street to Payson Street and Mulberry Street/Franklin Street
10. All DEIS Alternatives: Franklin Street and Payson Street to Franklin Street and Franklinton Road
11. 3A/3B/3C/3E/3F/4A/4B/4C: Franklinton Road to Cooks Lane
12. 3A/4A: Cooks Lane
13. 3A/3B/3C/3D/3F/4A/4B/4C/4D: I-70 East to Woodlawn Drive
14. 3E: US 40 at Cooks Lane to Security Boulevard & Woodlawn Drive via Johnnycake Road
15. All DEIS Alternatives: Woodlawn Drive to Center for Medicare and Medicaid Services



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Edward Cohen (Continued)

1. All DEIS Alternatives: Bayview Hospital to Bayview Yard

Any surface impacts along the segment between Bayview Hospital and Bayview Yard should be worked out between MTA and Bayview Hospital. The grade up the hill between Lombard Street and the Hospital Campus will be very steep.

2. All DEIS Alternatives: Lombard Street and the Norfolk Southern right-of-way to Eastern Avenue and the Norfolk Southern right-of-way

The surface alignment from Bayview to Eastern and the abandoned Norfolk Southern right-of-way should have no impacts.

3. 3B/3C/3F/4B/4C: Eastern Avenue and the Norfolk Southern right-of-way and Boston and Aliceanna Streets

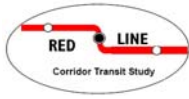
From Eastern Avenue and the Norfolk Southern right-of-way to Boston and Aliceanna Streets, the surface alignment will cross Haven Street, interacting with a great deal of truck traffic, but that should be a manageable problem. It would then run along Boston Street, reducing the road to one lane of through traffic in each direction and eliminating some parking on Boston Street. The line would likely be out of service in any moderately heavy rain due to Boston Street flooding. The line would be in close proximity to houses between Clinton Street and Kenwood Avenue, and between Montford Avenue and Aliceanna Street. The horn of light rail trains could disturb residents in the early morning and late evening hours, from 4 to 7 a.m. and from 9 p.m. to 1 a.m. Between Clinton Street and Aliceanna

Street, most roadways would probably become mandatory right-turn only at Boston Street. Left turns on Boston Street would likely be limited to a small number of intersections. The alignment would limit pedestrian access across Boston Street and could create a pedestrian hazard. It would also make it more difficult for the disabled to cross Boston Street, which is especially relevant for patients visiting the Johns Hopkins Health Care Center on Boston Street at

Tindoco Wharf. Between Montford Avenue and Aliceanna Street, the Red Line would be running on seashell fill adjacent to old buildings, creating vibrations; there is a question to be examined concerning impacts on structural foundations and integrity of older buildings. The MTA has said that this will not be a problem, but the Council has not yet, as of the July 2008 meeting, examined this issue. As was mentioned in the section on portals, these alternatives may be under water in 50 years due to rising sea levels caused by global warming.

4. 3A/3E/4A: Eastern Avenue and Fleet Street couplet from the Norfolk Southern right-of-way to Chester Street

On the Eastern Avenue/Fleet Street couplet noise is an issue because of the proximity to the fronts of houses on both Fleet Street and Eastern Avenue. Increased congestion is a concern that requires examination along narrow roadways with high volumes. Running light rail on the surface will turn all signal-controlled intersections into three dimensional, rather than two dimensional, intersections; this will increase travel times for surface vehicles in the corridor above those that would occur without a fixed guideway system on the surface.



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Edward Cohen (Continued)

In a section of the City containing residential alley streets (which have no parking), availability of parking along the main east-west streets has always been a significant concern. Light rail or bus rapid transit would greatly reduce the amount of available parking spots on both Eastern Avenue and Fleet Street. Much of that parking is currently metered because it serves retail establishments during the day. Possible negative impacts upon retail businesses need to be thoroughly studied along this segment. There is also a need to study what impact Red Line surface alignments would have upon vehicle collision frequency in the corridor.

5. 3B/3C/3F: Boston Street between Aliceanna and Chester Streets

A guideway along the block of Boston Street between Aliceanna and Chester Streets would probably lead to the elimination of parking and may create a bottleneck at rush hour in the peak direction. Transportation System Management on this block would likely have no negative impact; this roadway segment is already used by the Route #11 bus line.

6. 3A/3B/3C/3E/4A: Fleet Street and Eastern Avenue couplet at Chester Street to Central Avenue south of Lombard Street

The concerns on the alignment from Fleet Street and Eastern Avenue couplet at Chester Street to Central Avenue south of Lombard Street are identical to those on the Fleet Street/Eastern Avenue couplet east of Chester Street (noise, congestion, safety).

7. 3A/3E/4A: Central Avenue south of Lombard Street to Martin Luther King, Jr. Boulevard north of Fayette Street

Dedicated surface transit in the segment from Central Avenue south of Lombard Street to Martin Luther King, Jr. Boulevard north of Fayette Street will increase the number of dimensions of traffic from two to three, increasing congestion in the most congested part of the City. Depending upon the outcome of traffic studies, this may create congestion wave backups on crossing arterial roadways including President Street, Gay Street, South Street, Calvert Street, Light Street, Charles Street, Hopkins Place, Howard Street, Eutaw Street, Paca Street, Greene Street, and Martin Luther King, Jr. Boulevard. This could lead to lost time and wasted fuel for crossing traffic including automobiles, trucks, and buses. Loss of lane capacity on Baltimore Street will almost certainly increase what is already one of the most congested roadway sections in the region. Vehicle-vehicle collisions are likely to increase because of driver confusion caused by the extra travel dimension. It is unlikely that surface alignments along this segment would produce much, if any, rider benefit. There does not appear to be any public support for these alternatives.

8. All DEIS Alternatives: Baltimore Street and Martin Luther King, Jr. Boulevard to US 40 median near Fremont Avenue

The segment from Baltimore Street and Martin Luther King, Jr. Boulevard to US 40 median and Fremont Avenue is likely to have modest impact.



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Edward Cohen (Continued)

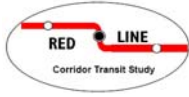
It will not impede traffic along Martin Luther King, Jr. Boulevard. It likely would have some impact on traffic on Saratoga Street, Mulberry Street, and Fayette Street only; none of which is carrying the bulk of traffic across the westside of Martin Luther King, Jr. Boulevard. There should be no impact on parking, and pedestrian impacts should not be much greater than those caused by Martin Luther King, Jr. Boulevard itself.

9. 3F: Fremont Avenue and Mulberry Street/Franklin Street to Payson Street and Mulberry Street/Franklin Street

There is no guideway proposal among the alternatives that uses the surface of Franklin and Mulberry Streets. Transportation System Management along Franklin and Mulberry Streets between Fremont Avenue and Payson Street might eliminate the restoration of Route #23 bus service along West Saratoga Street, which is greatly preferred over the Franklin/Mulberry Streets Corridor by the community.

10. All DEIS Alternatives: Franklin Street and Payson Street to Franklin Street and Franklinton Road

The alignment's route through the West Baltimore MARC Station area needs to be closely coordinated with the redevelopment of the station. It is very important that the engineering considerations for the MARC line take precedence over any design plans for the Red Line or for transit oriented development; and that the Red Line plans also take precedence over any transit oriented development plans. When the MARC station is rebuilt, it will have to be compliant with the Americans with Disabilities Act and to the extent physically possible should have a full length platform on a straight segment of track. This might require that the MARC station be relocated south of Mulberry Street; the heavy rail alternatives presented by TRAC assume this location for a new MARC platform, but the Red Line alternatives under consideration for light rail or bus rapid transit do not seem to take this into account. There is a timing and sequencing issue here for MTA. In any event, however the Red Line is constructed, there must be a pathway between the West Baltimore Red Line Station and the West Baltimore MARC Station that does not require passengers with walkers or wheelchairs to cross either Franklin or Mulberry Streets in traffic. There are technical difficulties crossing underneath of the Penn Line. The only current openings underneath the line are those for Franklin and Mulberry Streets themselves. If the Amtrak US 40 overpass were rebuilt, this would have to be done in coordination with Amtrak. If this is not to be, then the Red Line (other than the Transportation System Management alternatives) will have to take a lane away from US 40 in each direction right at the point where westbound traffic on the lower level of US 40 has just converged with Franklin Street. This could possibly cause congestion backups on Franklin Street and US 40 westbound in the evening peak period and might lead to an air quality hot spot around West Baltimore Station.



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Edward Cohen (Continued)

The two maximum tunnel alternatives, 3D and 4D, both have a portal in the vicinity of Franklin Street and Calverton Road. At that point, the Red Line would then cross the eastbound lanes of Franklin Street obliquely to get to the median as the line approaches West Baltimore Station. This might turn out to be both a congestion back-up point for eastbound traffic in the morning peak and an area of high vehicular collision frequency, as we can already see at Martin Luther King, Jr. Boulevard and Howard Street on the existing Central Light Rail.

MTA has publicly stated that none of the alternative alignments will require the acquisition of any residences, but would take a small number of commercial or industrial properties. The actual locations of such properties will be in the DEIS, but exactly where this is required or which properties will be impacted is not known to the Red Line Citizens' Advisory Council as of July 2008. Among the locations where acquisition of structures may be necessary might be along certain segments south of Franklin Street between West Baltimore Station and the Edmondson Avenue bridge over the Gwyns Falls and Hilton Parkway. If one of the buildings that needs to be demolished is the one that contains the wall mural of men playing checkers, the community would like that wall to be preserved in some way even if it needs to be relocated. Since approximately one percent of the construction cost of transit projects is set aside under federal law for station art, perhaps a way could be found to use some of those funds to protect the mural if necessary.

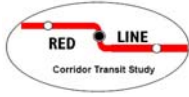
11. 3A/3B/3C/3E/3F/4A/4B/4C: Franklinton Road to Cooks Lane

The location of residences on the south side of Franklin Street west of Franklinton Road may necessitate the acquisition of the service station property on the northeast corner of that intersection in order to realign the roadway so as to avoid the residences on the south side. If that is done, it might be necessary to test the ground for fuel contamination and to engage in appropriate mitigation during construction.

After crossing Hilton Parkway, the Red Line surface alignments would run through Edmondson Village in the median of Edmondson Avenue. The MTA is taking two alternative approaches to fitting the Red Line into this rather tight space. One alternative would be to retain three surface lanes plus a guideway on Edmondson Avenue; this would require acquisition of portions of front lawns and, in some cases on some blocks, portions of the fronts of buildings, including houses and churches. There is almost no political support for this approach. The other alternative would

change US 40 in Edmondson Village from a three lane roadway with parking except in the peak direction at rush hour to a two lane roadway with permanent parking 24 hours a day but far less parking available. This alternative would allow for improved sidewalks and it would take no portion of any building. Its impacts would be upon the roadway itself.

In order for the Red Line to have a high enough average travel speed to provide the rider benefit necessary that would keep the cost-effectiveness rating low enough, most of the streets that now cross Edmondson Avenue in Edmondson Village would need to be cut off so that they would not cross the guideway. Between Hilton Parkway and Wildwood Parkway.



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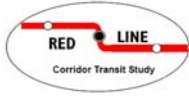
Edward Cohen (Continued)

Allendale Road and at least one other street would cross the guideway. People on other streets approaching Edmondson Avenue would be forced to make a right-hand turn. Those wishing to go left would have to travel several blocks and might also be forced onto Franklin Street or Harlem Avenue, two quiet residential streets, in order to negotiate their way around the community. Many trips would require three right turns in place of a left-hand turn, making it far more difficult for residents to negotiate their own community by automobile or to shop locally. The roads that do go through, such as Allendale would see an increase in traffic. Even today, without this roadway configuration, traffic on Allendale sometimes backs up beyond the bend onto Canton Avenue south of Edmondson Avenue.

Approximately 50,000 cars, buses, and trucks a day travel along US 40 through Edmondson Village. In the morning rush, eastbound traffic converges from Baltimore National Pike, Edmondson Avenue, and Cooks Lane feeding five lanes of traffic into three lanes of US 40. Currently one of the most congested areas is at US 40 at Edmondson Avenue because of the shift of the number of lanes available for traffic flow and because of traffic entering and exiting the shopping center. The ratio of lanes merging at the intersection to lanes available for continuing traffic to downtown is currently 1.67 in the morning peak. If the Red Line were built and Edmondson Avenue were not to be widened, then only two through lanes would be running through Edmondson Village eastbound during the a.m. peak period. This would change the ratio to 2.5 lanes feeding in for each lane available for through travel. That is likely to create a more severe bottleneck for eastbound traffic just west of Wildwood Parkway during the morning rush. With the Red Line on the surface east of Cooks Lane in Edmondson Village, this could result in major traffic congestion southbound on Cooks Lane in the morning rush *even if a tunnel is built under Cooks Lane itself*.

Regional air quality impacts for the Red Line will not be negative according to the project consultants. This is probably true, although they are not yet ready at this time to provide the Red Line Citizens' Advisory Council with any data or analysis. Hot spot air quality impacts have not been studied and will need to be examined on an alternative-by alternative basis. Among the possible hot spot locations that need to be examined are the entire Baltimore Street segment and where the line crosses Chester Street, Poplar Grove Street, Hilton Parkway, and Wildwood Parkway. If no Red Line is built, then the model predicts that traffic congestion during peak periods will increase by the year 2030, with some measurable—although not necessarily significant—impact on air quality attainment. It should be remembered that the model does not anticipate any changes to the CAFE standards.

Widening of the sidewalks and the locations of benches, shelters, and other such amenities as part of the Red Line project should improve the walkability of the area for pedestrians *who do not cross Edmondson Avenue*; but for those who do, the task may become far more daunting.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Edward Cohen (Continued)

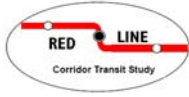
Because most of the roadways will not cross the guideway, there may not be enough locations for pedestrians to cross the road from one side to another. For the disabled and the elderly, this could mean a decrease in mobility. Some of these people might have to walk several blocks to a crossing point and may even have to wait for a bus to take them that distance so that they could cross the road to take the bus going in the opposite direction. For such individuals, the barrier of the guideway might actually produce negative benefit. It must be emphasized that the configuration for Edmondson Avenue through Edmonson Village is not comparable to crossing Howard Street at Market Center where the trains are traveling at about 10 miles per hour and there is only one lane of vehicular travel other than the rails traveling in one direction at low speed. On Edmondson Avenue, it can be expected that the traffic through the Village will actually speed up because there will be fewer traffic signals for crossing roadways. Additionally, the trains or buses themselves will be traveling in the guideway at 30 miles per hour, not 10. A pedestrian crossing US 40 would have to run the following gauntlet: face speeding traffic from two lanes going one way on a roadway carrying 50,000 vehicles a day, then crossing two tracks

for trains going at top speed in opposite directions in the median, and then crossing automotive traffic going in the opposite direction for two lanes before reaching the safety of the parked cars on the far side. Since the profile of the Red Line through this area is very tight, there may not be a safe space between the roadway and the track, or between the eastbound track and the westbound track, for a pedestrian to stand safely and wait before crossing the next barrier. Given both the vehicular constraints caused by the Red Line through Edmondson Village and the pedestrian

constraints crossing US 40 in Edmondson Village, the Red Line may well turn out to be a more severe barrier dividing Edmondson Village than the Highway to Nowhere has been dividing West Baltimore. Even though the highway is a much larger barrier than the Red Line would be, most roadways do cross it, so that cars and pedestrians can get to the other side. With a Red Line, this would be a far more difficult and riskier task in Edmondson Village.

This is of particular concern in areas such as Edmondson Avenue and Athol Street, where the Red Line runs adjacent to two high schools. School children often dash across the street to catch up with their friends or run away from other children who are teasing them; a barrier of this nature could lead to a whole lot of dead children.

While we have not had a chance to see how this was described in the DEIS, in order to prevent this kind of unacceptable cost in human life and safety, it would probably be necessary to erect a fence between the tracks through large sections of the Red Line and in particular between Hilton Parkway and Swann Avenue along Edmondson Avenue.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Edward Cohen (Continued)

The fence could have sliding gates at each intersection with crosswalk signals. The sliding gates could open when a *walk* sign was on at the crosswalk and close shortly thereafter, halfway through the flashing *don't walk* phase; this would allow those who begin to cross during the *walk* phase to complete crossing the street and those who begin to walk during the flashing *don't walk* phase to return to the side of the street from which they had departed. There would also be gaps in the fence at the few roadways that crossed the guideway. Crossover tracks should be in the vicinity of stations themselves and might require a longer opening in the fence, but not more gaps in the fence.

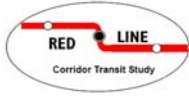
As would be the case in Canton and Fells Point, if the Red Line were to be built as surface light rail, the trains would of necessity likely have to blow their horns as they approach stations, depart from stations, and cross roadways. The FTA does give exemptions that allow the train to ring the bell instead of blow the horn, but those exemptions have to pass a safety review. Given the fact that these trains would be traveling at 30 miles per hour on Edmondson Avenue compared to 10 miles per hour on Howard Street, considering the issue of adjacent high schools directly across the roadway from a shopping center, and that Edmondson Avenue carries 50,000 cars, trucks, and busses each day with multiple lanes in each direction at 30 miles per hour or more, it would appear that such a waiver would be more difficult to obtain in Edmondson Village than it was to obtain along Howard Street.

The issue of noise is more severe in Edmondson Village than in West Baltimore. Running along the median of the lower level of the US 40 expressway, the walls of the highway itself form a sound barrier directing sound upward and away from the residences, which themselves are fairly far away from the trains. In Edmondson Village, the houses form solid block fronts which are much closer to the tracks. The road itself would be like a canyon, with sound reverberating back and forth between the front faces of the houses. The decibel volume of train horns at the fronts of

the closest houses to the Red Line should be included in the DEIS. The current light rail schedule operates 21 hours a day: from 4:21 a.m. to 1:21 a.m. on Saturdays, and even longer during the week. In the fall, the MTA intends to change the Sunday schedule to match the Saturday schedule. We can assume that the Red Line will operate at something reasonably close to the same time-frame as the current Central Light Rail Line and that the train horns would be sounded for about 21 hours a day with trains coming through in one direction or another on average about every five minutes. These horns could be sounded at each of the 64 roadway crossings that exist now or some smaller number—but that smaller number would be at the expense of cross traffic.

12. 3A/4A: Cooks Lane

The West Hills community has vociferously opposed running the Red Line along Cooks Lane either above or below ground, but most especially on the surface. If the Red Line were to run on the surface of Cooks Lane it is quite possible that there would be a need for lane sharing.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Edward Cohen (Continued)

This would affect both travel time and service reliability on the line and might require an upward adjustment of the cost-effectiveness rating of alternatives that include surface operating along Cooks Lane after traffic impact studies have been completed. To run on the surface of Cooks Lane would require the elimination of parking and the acquisition of a portion of residential properties on one side of the roadway (although no structures would be touched). Community residents have expressed a concern as to whether or not the additional pavement would have any impact on nearby waterways, such as Dead Run.

13. 3A/3B/3C/3D/3F/4A/4B/4C/4D: I-70 East to Woodlawn Drive

Surface proposals along the I-70 corridor between the Park & Ride and Woodlawn Drive have been discussed with reference to the median of the roadway. This would require removal of trees, and significant movement of earth to grade the line. An alternative should be considered along this corridor that translates Parallel Road 50 feet further to the north, which would allow the Red Line to take the current roadbed of Parallel Road. This would have to be negotiated with the Social Security Administration; however, this move might raise objections from the Social Security Administration. When the Red Line was originally proposed before the Rail Plan was developed, it was conceived as a connection between the MARC Penn Line at West Baltimore MARC Station and the Social Security Administration so as to better tie in access between the rest of the federal government in Washington, DC, and the

Social Security Administration. Since that time, the September 11, 2001 attacks have changed the government's view of public transportation infrastructure in proximity to critical government installations.

Although this concern may seem far-fetched, it is likely to have an impact on the siting decision for the Social Security Station and might lead to the Social Security Administration pushing for the line to be as far away from their property as possible. Retaining existing vegetation along a highway is in itself valuable in maintaining air quality.

14. 3E: US 40 at Cooks Lane to Security Boulevard & Woodlawn Drive via Johnnycake Road

Alternative 3E would run a bus rapid transit guideway westward along the Baltimore National Pike from Cooks Lane to Ingleside Avenue, then northward along Ingleside Avenue, Johnnycake Road, and Woodlawn Drive to

Social Security, and then either terminating or continuing westward along I-70 out to the Center for Medicare and Medicaid Services. There do not seem at first glance to be any major issues of concern about building a bus rapid transit route along the Baltimore National Pike. The Westview community has expressed concern at public meetings about building a guideway along Ingleside Avenue and Johnnycake Road, relatively narrow residential streets of detached homes. Such a guideway would significantly change the character of the streets along which it would travel.

Both roadways currently have one lane of through traffic in each direction. There is certainly the possibility of impacts to parking along both roads if Alternative 3E is constructed.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Ed Cohen (Continued)

15. All DEIS Alternatives: Woodlawn Drive to Center for Medicare and Medicaid Services All fixed guideway alignments west of Social Security travel to the Center for Medicare and Medicaid Services along wide highway corridors that are not directly adjacent to residences.

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

Comments:

Name (Organization): CAC

Sufficient information is not yet available to complete this section of the report.

Name (Organization): Edward Cohen

All Red Line alternatives that do not serve the Baltimore or Fayette Street Corridors but serve only the Lombard Street Corridor will likely increase the total walking distance on transfers downtown for people in the Corridor.

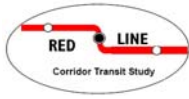
All surface alignments will to some degree reduce roadway capacities to a greater extent than they are projected to absorb.

Among the build alternatives, eastside connections to the MARC Penn Line appear to involve a pedestrian walkway 900 feet long across a railroad yard far away from everything and anyone. Currently, the people in Cherry Hill are upset about the safety of traveling at night through a tunnel that is less than 100 feet long. At this time, there is no place in the transit system that requires a 900 foot transfer in an isolated area with no other option.

The accident rate for the central light rail is about *three orders of magnitude higher* than the accident rate for the Baltimore Metro Subway. Any introduction of surface light rail on shared right-of-way will inherently increase the risk of accidents, injuries, and fatalities. To what degree this will increase cannot be assessed from the data made available to the Council thus far.

Name (Organization): Robert Keith

The 2002 Baltimore Region Rail System Plan called for consideration of “heavy rail” subway or light rail for each rail line proposed, but heavy rail was ruled for the Red Line by the Ehrlich Administration, which also introduced bus rapid transit as an alternative mode, and launched the Red Line planning process on this basis. The O’Malley Administration embraced the extensive planning work already in place when it took over the process in 2006.



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

Robert Keith (Continued)

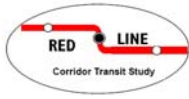
The MTA Red Line surface rail alignments require dedicated lanes in order for the trains to operate rapidly and efficiently on already-congested streets, a feature which has produced a groundswell of concern from neighborhoods on the west and east side, and left residents on edge for several years, awaiting the outcome.

All surface alignments on Cooks Lane on the west side (MTA alternatives 3B, 4A and 4B) are vehemently opposed by residents because of parking loss, the narrowness of this entirely residential street, and the high volume of traffic already using it as a connector between the I-70 park & ride and Edmonson Avenue. Citizen opposition has been expressed unanimously by members of the West Hills Community Association. MTA tunnel alignments for Cooks Lane are shown in MTA alternatives 3C, 3D, 4C and 4D.

Dedicated lanes for light rail service on Edmonson Avenue east of the shopping center are opposed by the Southwest Development Committee, a coalition of 21 community associations, because of the MTA's need to cut into lawn and sidewalk space in front of residences in order to obtain sufficient space for dedicated rail lanes and stations in this already heavily impacted roadway. Residents feel that only the MTA's tunnel options (alternatives 3D, 4D) would safeguard quality of life in this primarily residential neighborhood. They fear that a rail line on the surface will divert some of the nearly 55,000 cars that now use Edmonson Avenue into neighborhood streets and otherwise further divide and destroy African-African communities that were torn apart when state and federal transportation departments constructed the "Ditch" in the 1970s.

All surface alignments requiring dedicated lanes and conversion to one-way traffic on Aliceanna/Fleet or Eastern/Fleet Street in Fell's Point are vehemently opposed by residents of this National Register Historic District (MTA alternatives 2, 3A, 3B, 3C, 3E, 3F, 4A). Some residents see the prospect of trains running in dedicated lanes through these streets as they greatest threat to the community since the "Road Fight" of the 1960s when highway officials sought to clear a path through Fell's Point and Canton for an expressway.

Each of the affected Fell's Point streets has two travel lanes and two 24-hour parking lanes. A dedicated transit lane in each direction would take out parking lanes and/or travel lanes on residential streets that are already so congested that they are predicted to have failed intersections within a few years unless a congestion management program is devised to impair travel by single occupant vehicles during peak hours. Residents point out that parking is especially tight on these streets because the adjoining north/south "alley" streets are lined with small row houses that have no parking in front, with the result that persons living in them must compete for spaces on the streets that do have parking



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Robert Keith (Continued)

The parking spaces that would be sacrificed to accommodate the MTA alternatives number in the hundreds.

Residents know that compensatory off-street parking cannot be obtained without purchasing and demolishing historic buildings.

Residents opposed surface Red Line light rail on these Fell's Point streets 93 to 11 on ballots circulated at a special public meeting Feb. 13, 2008 sponsored by the Fell's Point Residents Assn., Fell's Point Community Organization and Fell's Point Development Corp. They opposed conversion of Fleet and Aliceanna Streets into a one-way pair to facilitate light rail by a vote of 98 to 5. Even a tunnel option under Aliceanna Street (MTA alternatives 4B, 4C) was opposed, 60 to 40, with many expressing concerns about tunneling near old brick homes in the flood plain with a high water table in landfill of dirt and oyster shells. If a tunnel is built, residents suggest a Fleet Street alignment be studied, with the line continuing underground to Canton Crossing, with no exit portal in the flood plain. (For details of vote, see Appendix.).

Rule “3)” of the Federal Transit Administration regulations regarding determination of alternatives states that “The alternatives should include all reasonable modes and alignments.” In interpreting this rule, the FTA states that it “addresses both the addition and deletion of alternatives,” and “provides a basis for excluding alternatives that are simply not appropriate for the setting.” The FTA further states, “The postponement of this decision to the end of the project planning is unlikely to make it easier, and will increase the time and cost of the analysis.”

Efforts to persuade the MTA to drop destructive surface options have been unsuccessful. In an October 19, 2007 letter to Fell's Point Task Force representative Robert Keith, Maryland Transportation Secretary John D. Porcari stated that “we are very familiar with opposition to dedicated lanes expressed by community organizations in Fells Point...but we do not feel it is appropriate to eliminate the dedicated lanes option based on current opposition alone.”



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V PRELIMINARY DATA & COMMUNITY RESPONSE (Continued)

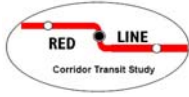
3f.0 Mission No. 3f - Ensure that the Red Line project places a priority on maintaining the Study schedule.

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

DEIS Submission to FTA and other agencies	April 11, 2008
DEIS revised based on FTA & agency comments	July 3, 2008
FTA signature on DEIS	July 25, 2008
Begin DEIS print and distribution logistics	August 15, 2008
DEIS completed and available to the public	Summer 2008
90 day comment period	Summer 2008
Public Hearings	Fall 2008
Selection of Locally Preferred Alternative	Winter 2008/09
Next Steps - Enter the New Starts Process and Initiate Preliminary Engineering / Final EIS	Spring 2009 – Winter 2009/10
Final Design	Summer 2012
Right of Way Acquisition & Begin Construction	Fall 2012

5.3f.1 Red Line Project Schedule

Comments:



Citizens Advisory Council

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APPENDIX

Appendix Entry # 1

Community Comments:

Date: June 20, 2008

From: Bill Struever to Gerald Neily

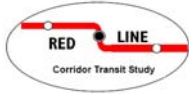
Copy: Red Line CAC

Either we have the willpower to have a viable transit system with a strong rail component or Baltimore will be condemned to congestion and high tax rates with continuing loss of population, jobs and tax base.

To do the Red Line right, it needs to be underground through downtown and Fells Point. Besides the disruption that you describe, rail on surface streets would just be too slow to provide the key east west connector that our rail system needs. The tunnel will be more expensive and we all need to work to support the MTA in its analysis to hit the \$23.99 threshold for federal funding. Certainly the ridership will be much higher with underground/fells point alignment with the density of development and improved speed/convenience.

The Red Line team also needs to bring tunneling experts to meet with the fells point community to respond to concerns that the construction and operation of a transit tunnel will threaten the fragile historic buildings. There's enough subway tunneling under historic structures around the world that I'm hoping that a sound engineering review will put these fears to rest.

The combination of the Mayor's short term plans for free shuttle bus circulators, improved water taxi service and a new car sharing program modeled after Philadelphia's with the longer term MARC service expansion, Charles Street Trolley and redline will take Baltimore over the hump to being a true transit served city. With \$130 a barrel oil, cities have a huge opportunity to take the magic Jane Jacobs dynamic of density and diversity forward to shared economic prosperity. Getting us out of cars and on to transit or bikes or, heaven forbid, walking is the future.



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APPENDIX

Appendix Entry # 1 (Continued)

Community Comments:

Date: May 23, 2008

From: Greal Neily to Bill Struever

Copy: Red Line CAC

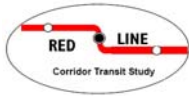
I'm afraid you've just scratched the surface of how much the MTA has painted itself in a corner with the Red Line, and we won't know the full extent of it until they finally reveal the contents of their oft-delayed Draft Environmental Impact Statement. And we're the ones waiting for Godot?

The short version is easily anticipated: The MTA Red Line will need lots of expensive and disruptive tunneling to be viable as a true regional rail transit line. Because of this cost, they'll try to put as much of it on surface streets as possible, doing as much widening, traffic engineering and parking prohibiting as they can to make the streets faster than they'd otherwise be. This process will be fraught with compromises and attempted community concessions painting the locals as NIMBYs. But after all this, the Red Line will still undoubtedly be slower, more expensive, less attractive and have much poorer connections than it should. Unfortunately, waiting for more federal money to rescue us is a big gamble, because there will still be intense competition from other metropolitan areas that have their act together more than the MTA does.

Fortunately, however, you have mentioned the solution which will work in Fells Point: streetcars. The Charles Street Development Corporation (CSDC) and other folks in the north corridor have already discovered this. They are not waiting around for the MTA's Yellow Line, but have put their full muscle behind a streetcar plan that could easily be extended to Fells Point and elsewhere, creating a much more connected, user-friendly and community compatible rail transit network than anything the MTA has proposed.

Unlike regional rail, streetcar systems are designed to enhance the streets they traverse. Unlike the Red Line, a streetcar network encompassing the Charles Street corridor and Fells Point could run directly along Pratt Street through the Inner Harbor, which the City is currently redesigning, while also directly serving the Metro under Baltimore Street. It could also include legs to South Baltimore, Camden Yards and elsewhere.

Regional rail transit such as the Red Line is still needed for longer distance trips and as a backbone trunk system for feeder buses, but for linking established, dense, inner urban areas like Fells Point, the Inner Harbor, Mount Vernon and Charles Village, a streetcar system is far more physically and economically feasible.



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APPENDIX

Appendix Entry # 1 (Continued)

Community Comments:

Perhaps best of all, both the MTA and the CSDC are proposing the use of the same type of vehicles, so that a seamless system could be designed that uses multi-vehicle light rail trains where appropriate and single vehicle streetcars in places like Fells Point and Charles Street. It's not too late for the MTA to get creative instead of trying to ram through a transit line where it won't fit.

Date: May 22, 2008

From: Bob Keith to Gerry Neily

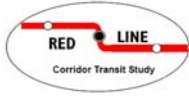
Copy: Red Line CAC

This site has been pretty quiet this week so I thought I would brighten your day with a copy of my response in the Viewpoints column, page 23, May 21 Baltimore Examiner, under the headline: "Red Line would exacerbate Fells Point parking nightmare".

In this piece, I allude to the MTA's Fayette Street/Eastern Avenue tunnel and surface options. The Mayor's Office seems not to be aware of these in any written material I have seen. The tunnel is an interesting option. It provides "a one-transfer trip (at West Baltimore MARC) between Fells Point and Union Station in Washington, D.C.", just as the Lombard Street tunnel option does, but it comes 600 feet closer to the Charles Center Green Line station than the Lombard Street option, and therefore offers a far higher connectivity to riders on the Green Line than these riders have now. The Lombard Street tunnel option does nothing useful for Green Line riders that I know of. Another advantage of the Fayette Street tunnel option is that it would bring the City Hall complex into the downtown rail network, which the Lombard Street tunnel does not do.

These are major factors in weighing value received from the huge capital investment in either of these two options. The 300-foot gap between an underground Red Line on Fayette Street and the Green Line Metro is just about the right length for a connecting underground station of the the future Yellow Line, which will connect Camden Yards and Penn Station. This station would provide a well-lit underground mixing bowl for the convergence of these three rail services.

The Yellow Line would emerge to the surface perhaps near Center Street and continue to Penn Station on an existing old railbed under the viaduct.



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APPENDIX

Appendix Entry # 1 (Continued)

Community Comments:

On the east side, the MTA's Fayette Street tunnel would feed into the the MTA's Eastern Avenue option, with a choice of surface or underground, mostly on solid ground outside the flood plain. Because this option is defined by the sixlane Central Avenue at one end and the unused Norfolk Southern rail right of way paralleling Haven Street at the other end, there's room to tweak the

entrances and exits so as to to best serve key destinations--including Harbor Point, Canton Crossing and Bayview. Anything is possible, including a peak hour express train between a Harbor Point and park & ride at Canton Crossing Monday through Friday.

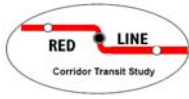
Here's the article:

Robert C. Keith: Red Line would exacerbate Fells Point parking nightmare

I am among those pilloried by my friend Antero Pietila in his May 14 column, "Fells Point's forgetful NIMBYs." Pietila might better have described us as NIMFYs because few of us have respectable backyards. We concern ourselves with activities in front of our houses, including parking our cars. Our parking nightmare is known citywide and is exacerbated by the scores of alley houses that offer no place for residents to park other than on the main streets with which they connect. As Red Line Summit attendee Mary Lehman MacDonald put it in an e-mail after the meeting, "Glover Street between Eastern and Fleet has twenty homes but no parking because the street is too narrow so those cars end up on Eastern or Fleet."

There's no off-street solution to our parking problem because there's no place to insert garages without destroying historic homes.

If the Maryland Transit Administration was proposing a streetcar for Fells Point, as Pietila envisions, I would be happy as a clam. Streetcars run with traffic and take out fewer parking spaces at their stops than do buses. Fells Point was overrun with streetcar lines in the old days, serving as the lifeblood of the community. When I moved into my Bond Street home in the early 1980s, tanker trains parked regularly outside my door, waiting to unload at the Allied Chemical Plant. Ignorant of what the tanks contained, I was charmed by the industrial ambiance. I love trains.



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APPENDIX

Appendix Entry # 1 (Continued)

Community Comments:

But the MTA and its consultant engineers are not calling for a simple streetcar service. They plan to use the same type of vehicle being sought by the merchants of Charles Street — the scaled-down, European-designed, low-floor vehicle so popular in Portland. The plan for the Red Line is to hook these streetcars together in three-car units to form trains, and to move these trains as rapidly as possible through the city at 10-minute intervals, facilitated by "dedicated" street lanes that bar other uses. In Fells Point and Canton, this means turning half of the parking lanes on Fleet and Aliceanna streets into dedicated transit lanes, thus removing hundreds of parking spaces, while turning these streets into a one-way "couplet" to speed the flow. In short, the MTA's Red Line plan would mindlessly sacrifice a treasured historic district — Baltimore's strongest tourist attraction outside the Inner Harbor after Fort McHenry — in order to achieve a transit link to Canton Crossing and Bayview. In Canton these trains would replace the present median strip on Boston Street.

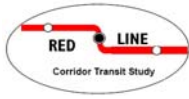
The MTA is looking at a tunnel under Aliceanna Street, emerging on Boston Street, as an alternative to the surface lanes, but this scares the neighborhood too, because this alignment is entirely in the flood plain and the ground under the streets consists of unstable landfill and oyster shells.

The MTA has also made a preliminary — and half-hearted — assessment of a tunnel option under Eastern Avenue. This alignment would lead from Central Avenue to Highlandtown and continue to the Bayview Hospital complex to the north and to Ed Hale's Canton Crossing developments to the south, using deserted Norfolk Southern tracks that run along Haven Street. Eastern Avenue is high and dry, and with community involvement in the planning, it could be made part of a transit plan that would enhance the surrounding neighborhoods rather than destroy them.

In his column, Pietila chastises me for wanting to "wait until we can do it right." Well, I didn't mean wait forlornly for Godot, meaning in this case God and the Department of Transportation. I meant we shouldn't give up on finding funding for any of the Red Line tunneling alternatives until we see what comes with regime change in Washington at the end of this year. Recent C-Span coverage indicates mounting support in House and Senate committees for federal programs that would facilitate passenger rail service in metropolitan areas, and this would need to include funding mechanisms for capital-intensive projects like tunnels and heavy rail.

For Red Line light rail in the Southeast, Eastern Avenue rather than Aliceanna/Boston Street may be the answer.

Robert C. Keith is a member of the Fells Point Task Force and a Senate appointee to the Red Line Advisory Council.



Citizens Advisory Council

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APPENDIX

Appendix Entry # 1 (Continued)

Community Comments:

Date: July 24, 2008

From: Brian Holmes

Two comments. One is to consider using BRT initially (on dedicated ROW) until ridership increases to outgrow BRT capacity—and then you lay track down and convert the service to LRT. Buses can then be used on the Green line.

The second comment is that I don't understand "dedicated surface." If that means Howard Street, I think it needs to be rethought. The Light(?) Rail on Howard Street has wrecked it. It would be better to ban cars on Howard Street, and make it a restaurant/outdoor café haven. These were my thoughts, and you are welcome to them.

Date: June 24, 2008

From: Jannette Barth and Robert Keith, residents of Fells Point, Baltimore, MD.

To: U.S. DOT

Re: Public Involvement in Baltimore's Transportation Planning

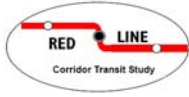
The following comments are being submitted in response to U.S. DOT's request for public input regarding Baltimore's transportation planning process.

U.S. DOT has stated that an "important part of the planning process is providing for public participation." We are responding to the following questions posed by U.S. DOT.

_ "Are you provided with the opportunity to participate in the transportation planning and programming process?"

_ "Do you feel that your comments are taken into consideration by staff and the MPO?"

We each have a serious interest in transportation issues. Bob Keith is a long-term resident of Fells Point and a member of the Citizens Advisory Council for the proposed Red Line. Jannette Barth, also a resident of Fells Point, has worked as an economist in public transit for over twenty years.



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Appendix Entry # 1 (Continued)

Community Comments:

Our comments regarding public involvement in the Baltimore transportation planning process can be categorized into two areas. One, the MPO has failed to recognize and assert any

responsibility for public involvement in specific transit planning projects by agencies seeking federal assistance within its jurisdiction, and the amount of public input requested in practice for Baltimore transportation planning is thus insufficient and comes too late; AND two, public input when provided is not considered seriously.

1. While the Baltimore Regional Transportation Board (BRTB) has a good public participation process itself, with its CAC and a public input period at the beginning of each monthly meeting, it has lost sight of its responsibility, as Metropolitan Planning Organization (MPO) for the Region, for meaningful public participation out there in the trenches where the detailed decisions are being made.

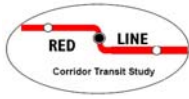
As in most urban regions, the MPO is at the top of the hierarchy where plans for the Region are made and carried out. The Baltimore system seems unusual and suboptimal in that it has a transit planning and operating agency, the Maryland Transit Administration (MTA) that operates so independently of the MPO that it has its own public participation process that is not overseen by the MPO. The MTA is insulated by several levels of bureaucracy from political accountability to the public it serves.

The time has come for the MPO, as an organization of elected officials, to establish clear public participation standards, and monitor their implementation, for all agencies who must have MPO approval for any federal funding they seek for major transportation projects in the Baltimore Region.

As one clear example, the MPO has relinquished its responsibility to the MTA in the Red Line project. The Red Line proposal is and should continue to be a regional transportation project and the MPO seems to have little involvement.

One fundamental failing of the MTA's public outreach program is that the agency delegates too much this key element of planning to consultants and engineers. This failing manifests itself in several ways:

(a) The initial scoping of projects has minimal public input. The initial engineers' elaborate drawings are on the table before the public is engaged. The public is put into the position of being asked to "buy in" late in the game, rather than being made part of the quest for better public transportation right from the outset.



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Appendix Entry # 1 (Continued)

Community Comments:

(b) The MTA outreach is to an amorphous general public, as it should be, but seldom in consultation with neighborhood organizations unless specifically invited. These organizations offer a far better grasp on the pulse of the public than can be gathered from random attendance at the MTA public meetings. The position of these organizations will be key to guiding the decisions of elected public officials who will make final decisions on the product.

(c) The MTA's public meetings and visual aids are orchestrated by the same engineering firms that are designing the project. The focus is always on the efficacy of the product they are "trying

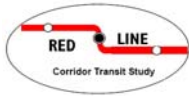
to sell", never on how it will impact the neighborhoods it passes through. The idea of dedicated lanes for surface trains on Cook's Lane and Aliceanna and Fleet Streets should have been dropped from consideration at the outset, and the time, money and energy expended should have been focused on finding acceptable alternatives.

The MTA's flawed outreach program is just one aspect of an overall shortfall in long-range vision in the higher echelons of the agency. The MTA overcame this shortfall in 2002 when it produced the Baltimore Region Rail System Plan, but lapsed in attempting to carry this plan out with the Red Line:

The 2002 Plan calls for "direct transfer from one line to the other" where the various passenger rail lines converge downtown. The MTA's proposed Lombard Street tunnel alignment calls for a 900-foot underground pedestrian walkway to connect the Red Line with the existing Green Line. This idea should have been pulled from the package long ago.

The 2002 Plan notes that "the Orange, Blue and Yellow Lines and MARC Train service all converge at Camden Yards. Should Maglev be constructed, the Baltimore station will be located here as well." None of the MTA's Red Line alternatives serve Camden Yards nor connect well with it. A future Yellow Line subway will provide "direct transfer" between Camden Yards and Charles Center station, including an Inner Harbor station, as shown in the "Downtown Detail" map on pages 28-29 of the Rail Plan, but there is no accommodation shown for this in the MTA's Red Line alignments.

2.It is our experience that while there is great mention made of "public involvement", public input is not seriously taken into consideration.



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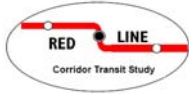
Appendix Entry # 1 (Continued)

Community Comments:

For example, various communities within Baltimore are very concerned with alignments of the Red Line. In an effort to try to identify realistic alternatives that would be acceptable to the Southeast Baltimore communities, many hours were devoted by community members to the development of an alternative Red Line proposal in the hope that it would be considered by the MTA. ONE COMPONENT OF THIS COMMUNITY PROPOSAL BROUGHT THE RED LINE LIGHT RAIL INTO CAMDEN YARDS, INTRODUCED AN INNER HARBOR STATION, AND PROVIDED A “DIRECT TRANSFER” WITH THE GREEN LINE AT CHARLES CENTER. Another component called for extension of the existing Green Line Metro eastward to a park & ride at Bayview Hospital, as a premium transit alternative for rush hour commuters. Study of a similar Green Line extension was requested by the public TRAC organization. These proposals were not included in the DEIS. In fact, they were not seriously evaluated until six months after the evaluations were requested--too late to be included in the DEIS in competition with the MTA’s own flawed proposals.

We were told that the Southeast community proposal was eliminated based on the fact that it did not meet the FTA’s cost effectiveness criterion. The FTA requires that a project must have a Cost-Effectiveness Index less than \$24 per user benefit hour. In fact, only two out of the ten alternatives included in the DEIS met the FTA’s cost effectiveness criterion, and four of the alternatives in the DEIS had a cost per benefit hour greater than that of the community proposal that was eliminated out of hand. There is now discussion to “tweak” the various MTA proposals in order to try to meet the FTA’s criterion. WHY WAS THE COMMUNITY PROPOSAL DISREGARDED at the outset? The MTA should have offered to work with the community to tweak ALL proposed alignments and alternatives in order to negotiate a proposal that would be acceptable to the community and also fall within the FTA’s guideline. Such negotiations are only beginning to take place this month, several years and many million dollars into the planning process.

Another example of the fact that community interests are not truly considered was demonstrated by the Mayor’s Red Line Summit. We had hoped that the Mayor’s Red Line Summit would provide an opportunity for the public’s concern regarding alignment to be taken seriously. The Summit was organized into several categories of concerns, not one of them discussing alignment or alternatives. The Mayor’s Summit requested public input regarding design of stations and workforce development, construction impacts, and environmental and public health impacts, all assuming that the Red Line would be built according to alignments as determined by the MTA. In fact, in our small working groups at the Summit, when another issue would arise, a facilitator said that they were told not to allow discussion of any negative issues regarding the Red Line.



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Appendix Entry # 1 (Continued)

Community Comments:

As a follow-up to the Mayor's Summit, three working groups have been organized to discuss the same three topics allowed at the Summit. Again, there is no indication that the communities being affected can have any say in the alignment or even the number or location of stations.

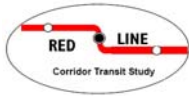
So, based on our experience as described above, while there is lip service paid to "public involvement", the public's desires and opinions have not been taken seriously in Baltimore regional transportation planning.

Our immediate recommendations:

In its November Outlook 2035 report, the BRTB specifically designated the Green Line and Yellow Line as "illustrative projects" which could be "helpful in guiding transportation and land use planning efforts at both the regional and local level, even though funding for the projects has not yet been identified." (page 175 of the e-mail) And, "If funds become available, the "Illustrative Projects" list is a resource from which the BRTB can select regional priorities, (page 175 of the e-mail) And, "Should additional funding become available, the BRTB will reconvene to assess the situation." (email page 205).

We recommend that the BRTB ask the MTA to commission a study of the long-range future of the Green Line Metro, as well as the Yellow Line now, so that accommodation and coordination with these lines can be factored into the planning of alignments and stations for the Red Line. The presence of such a study would be an essential tool in securing funding for these two additional lines in the evolving Washington, D.C. political climate.

The MPO should oversee the public participation element for this study as it should with all transportation projects seeking federal assistance in the Region.



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Appendix Entry # 1 (Continued)

Community Comments:

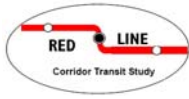
Date: July 27, 2008

From: Linda Smith

The Red Line will not serve my community of Westgate, West Towne, Academy Heights, etc. Nor will it serve the communities of Rockwell and also the Rolling Road and Route 40 stop. However, if there is a transfer stop at Edmondson Village it will enable people in these communities to use the rapid transit system.

So I am letting you know that is is extremely important to the people in these areas that the Edmondson Village Shopping Area have a large site in which to transfer to the rapid Red Line system.

Linda Smith, President of the Westgate Community Association



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Appendix Entry # 1 (Continued)

Community Comments:

Date: August 11, 2008
From: My name is Carolyn Smith
1611 Ruxton Avenue
Baltimore, Maryland 21216
410-669-0118

Yes I only have a couple of issues. 1) When my grandmother moved here there was no SIGNS, allowed. If people were renting or selling their property. Now we have signs, what happened to the rules associated with the neighborhood? They must have past with the older neighbors. 2) We need our alley repaved. I got some information on this, I don't keep everything that is sent to me. 4) And the main thing is the RODENTS. I contacted, MAYOR DIXON'S OFFICE. I GOT AN EMAIL BACK ABOUT CONTRACTING OUTSIDE VENDOR FOR THE PROBLEM.

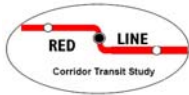
As though they were my RODENTS. I did not appreciate. Yes I kept that email.

Oh, and there is the matter of the Bus Service(MTA). At first we had the 22 Bus, that ran when it got ready, but we had it. But after 8:30pm and you lived below Liberty Heights and Druid Park Drive. You could not get home. Then they replaced the 22 Bus with the 16 Bus, which was good. We have seniors and children and others in our area that need to get out too. My husband used it to get to the 7 Bus to go to the VA Hospital, he is legally blind. But who cares about us. No one. The MTA had their meeting. Was it were the people that ride this bus lived? No, it was in

Pikesville.. This bus doesn't go to Pikesville. Those people don't even know about this bus. Oh, maybe they work for MTA. Now, are put out and where did they put the 16 Bus?

On the North Avenue. Where they have the `19 Bus the 13 Bus and a Shuttle so why not put the 16 Bus there as well. To the devil with the people MTA let behind. That is said but this City has gone down. And as much as it is not being told there are a lot of people moving to other STATES.

Sorry to lay all of this on you. Please see if you can do something with it.



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Appendix Entry # 1 (Continued)

Community Comments:

Dear Mr. Costello,

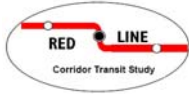
I hope this e mail will help resolve some of the issues we discussed on 7-24-08, regarding the insertion of letters sent to you by e mail for the CAC report.

I just want to affirm the preferred choice of a tunnel. I was unaware that the council had not specifically reviewed each alternative and may not have had time to do so by the report due date. I believe you said that was impossible because the MTA has not released that information. Additionally, I was surprised that you are doing this report practically by yourself. I thought the subcommittee would meet before the next meeting and help you.

It is my hope that by August 6, you will have additional information from other groups.

Good luck,
Judy Boulmetis

cc Dr. Orange
cc Henry Kav



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Appendix Entry # 1

Community Comments:

Name (Organization): Edward Cohen - TRAC Alternative
Robert Keith - Fells Point Alternative

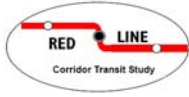
We are deeply disappointed by the MTA's refusal to include any community-generated alternatives in the Draft Environmental Impact Statement for the Red Line. In light of this, we have a duty to our constituents to identify, develop, and present to the public, through the CAC, publicly-acceptable transit alternatives for the east-west corridor that can be embodied in a Supplemental DEIS. This should be done on a timeline parallel with the MTA's fall hearings, rather than wait until the hearings are over, as the MTA appears to suggest. We hope that officials serving the citizens of Baltimore and neighboring jurisdictions will support us in this quest.

In planning a transit project, the rules for federal funding call for a collaborative process between the transit administration and the citizenry. The process must explore "every reasonable alternative," and the reasons for rejection of a reasonable alternative must be explained, in order to obtain funding approval under the rules of the National Environmental Policy Act (NEPA). In the course of developing Red Line alternatives in the fall of 2007, the MTA embraced a novel planning concept mandating that only those alignments generated by itself and its engineers will be submitted to a public hearing through the DEIS.

Alternatives proposed by community groups were deliberately excluded from the document, leaving a paucity of choices, especially under present circumstances in which many of the MTA's own alternatives have been found ineligible for federal funding, in terms of cost effectiveness.

Deputy Administrator Henry Kay has suggested the possibility of preparing a Supplemental DEIS to include community proposals subsequent to the hearings, but he has failed to respond to requests for further help from the MTA's engineering consultants in developing cost figures in recent weeks.

At a meeting June 11 in the Baltimore Offices of Congressman Elijah E. Cummings, Mr. Kay gave assurances that the MTA would study the community proposals, one from groups in Southeast and one from the TRAC organization. In a letter to MTA Administrator Paul Wiedefeld June 15, 2007, the Congressman wrote: "I appreciate the forthright candor that Mr. Kay exhibited in responding to criticisms of the project planning process post by community members and his willingness to work with them and my office to resolve lingering concerns....Mr. Kay also indicated that the MTA would examine certain alignment alternatives proposed by Mr. Ed Cohen and Mr. Bob Keith..."



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Appendix Entry # 1 (Continued)

Community Comments:

The minutes of the October 11, 2007 meeting of the Red Line Citizens' Advisory Council state that "At the request of Mr. Cohen, Mr. Kay agreed to examine two additional alternatives from Mr. Cohen (a total of three)."

However, Mr. Kay put off formal cost analysis until late in the process, a delay that ensured that these proposals would not meet MTA's internal deadline for inclusion in the DEIS. He made clear during this period that he had no intention of putting them in the DEIS.

The minutes of the December 13, 2007 CAC meeting state: "Mr. Kay said the MTA was interested in reviewing other alternatives, but he asked the CAC to understand that the OFFICIAL (emphasis supplied) alternatives had been under study for a long time and it was not possible to provide the same detail for new alternatives." He said "(Project director) Lorenzo Bryant was working with Mr. Keith and Mr. Cohen on their alternatives."

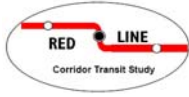
In a January 10, 2008 e-mail to Robert Keith, Mr. Kay stated: "The document (DEIS) will not be public prior to mid-August and therefore will not be distributed to the CAC for comment before that time. The alternatives that will be presented are the product of four years of intensive evaluation and public input, including hundreds of large and small meetings with community groups and individuals along the corridor. MTA is responsible (for) converting this input into feasible, cost-effective and constructible alternatives..."

"The 'community alternatives' presented by you and Ed Cohen will not be included in the document, but I have committed that we will evaluate them. If they turn out to be better than the alternatives we already have, we have the option of including them in a supplemental document. Options presented by you and Ed may achieve a better connection, but may be infeasible for other reasons such as cost.

At this point I believe we have developed alternatives that optimize connectivity and feasibility." At the CAC meeting that evening Mr. Kay remarked: "We haven't spent 5 years and \$20 million to submit a project that won't be funded by the FTA."

At the July 22, 2008 meeting of the Baltimore Regional Transportation Board (BRTB) the MTA presented for approval ten construction alternatives it has selected for the Red Line. The MTA representatives noted that several alternatives have been proposed by representatives of community organizations, but dismissed these as being inappropriate or too costly.

These reasons given as the basis of rejection do not reflect the truth. As can be seen from the minutes and e-mails quoted above, the community-based proposals were kept out of the DEIS because they were not originated by the MTA. In consequence, they are hidden from the Federal Transit Administration and the public, thus contaminating the application for federal funding as



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Appendix Entry # 1 (Continued)

Community Comments:

well as the National Environmental Protection Act (NEPA) process required for final approval. As for cost effectiveness, the figure ultimately determined for the Southeast alternative was better than that for the MTA's BRT alternative 3B, 3C and 3D, and LRT alternative 4D. The

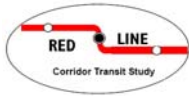
figure for the TRAC alternative was better than that of the MTA's BRT alternative 3D. Even so, the community proposals are excluded from the DEIS while all the MTA alternatives are retained. MTA's cost-effectiveness analysis for the TRAC proposal is dated 2/20/2008 and the analysis for the Southeast proposal is dated 4/28/2008--so the MTA did not have the relevant cost figures until MONTHS after the agency vowed to exclude the proposals from the DEIS. At the July 22 meeting of the BRTB, the MTA representatives neglected to mention that eight of these MTA alternatives fail to meet the cost effectiveness requirement of the federal New Starts program, although several appear to come near. (We also have been told that new ridership figures will be available in January that could affect the calculations.)

The remaining two alternatives, Bus Rapid Transit 3A, and Light Rail Transit 4A, which satisfy the cost effectiveness numbers, are all on the surface, with no tunneling. They require that dedicated lanes be set aside almost everywhere the line runs, thus replacing parking or travel lanes all through the city, including narrow Cook's Lane on the west, all of downtown, and the historic streets of Fells Point and Canton.

Since release of the cost effectiveness numbers, the MTA has held internal discussions about ways to "tweak" the alternatives, or examine Minimum Operable Segments, but Mr. Kay refused to disclose the MTA's thinking when asked to do so at the August 14, 2008 meeting of the Citizens' Advisory Council. The legislation establishing the CAC (Senate Bill 873) mandates that the MTA "shall...solicit the advice of the Advisory Council before major project decisions are made..." Mr. Kay asserted that the advice of the CAC will be solicited after the fall public hearings and prior to determination of a preferred alternative.

It appears to us that the MTA is going into the public hearings seeking comment on certain alternatives it knows will not be submitted to the FTA for funding, cost effectiveness evaluations that will be revised in January, and certain costly alignments that fail to address key provisions of the August 2002 Baltimore Region Rail System Plan. At the same time, the MTA is keeping off the table several alignments that do address these provisions, thereby showcasing and justifying the \$20 million in planning money that has gone into the project so far.

One over-riding tenet of the 2002 plan that the MTA has failed to give top priority is connectivity of the Red Line with the existing Green Line Metro. The 2002 plan states: "Good connections within the rail system are of utmost importance. The key transit hubs Camden Station, Penn Station, West Baltimore, Madison Square, Lexington Market and Charles Center--will provide for a direct transfer from one line to another"



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Appendix Entry # 1 (Continued)

Community Comments:

Direct transfer means, of course, that the minute the ribbon is snipped, all the destinations of the new line are easily accessible to passengers on the existing line, and vice versa--a synergy that doesn't exist when transit lines don't meet.

The 2002 plan also noted: "Camden Yards represents one of eleven locations where two or more rail lines meet. In this case, the Orange, Blue and Yellow Lines and MARC train service all converge..."

Despite these admonitions and observations:

*None of the MTA alternatives connect directly with the Green Line.

*None directly serve Camden Yards.

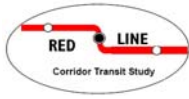
The Lombard Street tunnel alignments included in six of the ten MTA alternatives (3B, 3D, 3F, 4B, 4C, 4D) offer access to the Green Line by means of a pedestrian tunnel the length of two football fields (600 feet). It is hard to believe that the citizens of Baltimore will knowingly support a billion dollar investment in yet another MTA rail service that fails to connect with the existing subway.

The community proposals include alignments that serve Camden Yards, and connect directly with the Green Line at Charles Center.

The TRAC and Southeast proposals both extend the Green Line eastward from Hopkins Hospital by surface along the Amtrak right of way to Bayview, as a superior means of: (A) connecting the two hospitals, (B) providing a highly efficient attraction to "choice" park and ride passengers at Bayview, (C) providing a spacious hub at Orangeville for serving feeder busses, (D) offering a single location in East Baltimore for a MARC stop, with shared-platform connection with the Green Line, and (E) greatly enhancing the reach and ridership of an already existing major transit investment. An unused Norfolk Southern right of way alongside Haven Street offers one means of connecting the Bayview extensions with Highlandtown/Greektown, Brewers Hill and Canton Crossing.

The Southeast proposal calls for a streetcar line in dedicated lanes on Pratt street, connecting Camden Yards and Harbor East/Harbor Point as part of a city system to be separately funded under the federal Small Starts program, complementing the crosstown Red Line alignments. As we gather information and suggestions that can be the basis of a Supplemental DEIS, our Subcommittee should focus especially on alignments that provide sufficient connectivity for all passengers, including the "choice" riders who will otherwise remain in their cars, and also on alignments that may not make the "first cut" of federal money, but are essential to the overall plan.

For example, the Yellow Line between Camden Yards and Penn Station makes the connection



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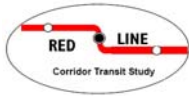
Appendix Entry # 1 (Continued)

Community Comments:

with the Green Line at Charles Center in the 2002 plan, but the current Red Line plans make no mention of it.

In our opinion the MTA is heading into a minefield if it seeks public comment on a set of alternatives with tunnels that it knows can't be funded, then turns to surface alternatives despised by neighborhoods on the east and west sides and opposed by the City downtown to make the numbers work. This would be the ultimate deceit.

Whatever happens now with the Red Line, especially downtown, impacts the effectiveness of all transit lines that will feed into the system in the future. This is why we need to initiate development of a Supplemental DEIS now, and hope our elected representatives in the City, State and Congress will support our insistence on a superior public transit system in Baltimore.



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APPENDIX

Appendix Entry # 2

CAC BYLAWS

Overview

The Red Line CAC is composed of members who are business owners, residents, service providers, and workers in the Red Line transit corridor. Members are 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.

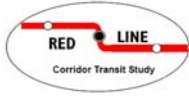
MTA Staff Representative

A staff member from the Maryland Transit Administration serves as staff to the Red Line Citizens' Advisory Council. Currently, the staff representative is Henry Kay, Deputy Administrator for Planning and Engineering. He can be contacted at 410-767-8362, or hkay@mtamaryland.com.

MISSION

The mission of this Council is to advise the Administration on certain major policy matters surrounding the Baltimore Corridor Transit Study- Red Line including:

4. 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.
5. Consideration of a full range of construction alternatives, including an underground rail option.
6. 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 use of federal funding in accordance with all laws, rules, and regulations;
 - 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.



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Appendix Entry # 2 (Continued)

CAC BYLAWS

ARTICLE I: NAME

The name of this Council shall be the Red Line Citizens' Advisory Council (CAC).

ARTICLE II: ORGANIZATION

Section 1. Authority

The Council shall be governed by the policies and guidelines set forth by law.

ARTICLE III: PURPOSE

Section 1. PURPOSE

The purpose of this Council is to:

- A. Serve as an advisory body to the Maryland Transit Administration
- B. Provide independent citizen advice to the Maryland Transit Administration on issues related to the Baltimore Corridor Transit Study – Red Line
- C. Promote public awareness about the Red Line
- D. Report to the Governor and the General Assembly on its activities on or before September 1 of each year

ARTICLE IV: MEMBERSHIP

Section 1. COMPOSITION AND REPRESENTATION

The CAC shall be made up of 15 members with five members appointed by the President of the Senate, five members appointed by the Speaker of the House, two members appointed by the Governor, two members appointed by the Mayor of the City of Baltimore and one member appointed by the County Executive of Baltimore County. The Maryland Transit Administration designates the two co-chairs in the following manner:

- 1) one from a list of two names provided by the President of the Senate, and
- 2) one from a list of two names provided by the Speaker of the House

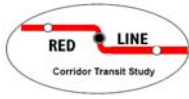
Section 2. ADDITIONAL CRITERIA FOR MEMBERS

Members must have a sincere interest in serving the community and must have the time to review pertinent materials and attend meetings of the Council.

Section 3. TERM OF MEMBERSHIP

The term of a member of the Advisory Council shall continue until the commencement of operation of passenger service on the initial phase of the Red Line or until project funding is otherwise expended.

Section 4. UNEXCUSED ABSENTEEISM



Citizens Advisory Council

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APPENDIX

Appendix Entry # 2 (Continued)

CAC BYLAWS

Maximum attendance by members is expected. Members missing three consecutive, regularly scheduled meetings or a total of six regular meetings, during a twelve-month period shall be automatically reviewed by the CAC. When a council member has been absent for the third consecutive time or has been absent for the sixth time in any twelve-month period, the Co-Chair shall send a letter to the member, informing the member that another absence will result in his/her membership being reviewed. If attendance does not improve, other actions including recommendation to the person who appointed the member for removal may be taken by CAC.

Section 5. LEAVE OF ABSENCE

Any member may be granted an excused temporary leave of absence from serving on the Council upon submitting a written request to the Co-Chair of the CAC explaining the reason(s) for the requested absence and subject to approval of the CAC.

Section 6. RESIGNATIONS

Members shall send written notice of intent to resign to the appropriate representative who appointed them and a copy to the council co- chairs and to the administrative office of the member entity represented as soon as possible but at least one (1) month before the termination date. Such notice shall be read to the Council.

Section 7. VACANCIES AND APPOINTMENTS

The Council shall make recommendations to the person who appointed the resigning member to fill vacancies. Members shall be appointed to serve the remainder of the term.

Section 8. SUBSTITUTES

If a member cannot be present, then there shall be no substitute representative.

ARTICLE V: OFFICERS

Section 1. OFFICERS

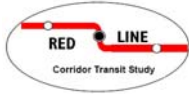
Officers of the Council shall consist of two Co-Chairs.

Section 2. SELECTION OF OFFICERS

The Maryland Transit Administrator shall designate two co-chairs of the Advisory Council in the following manner:

- (1) one from a list of two names provided by the President of the Senate from the five members appointed; and
- (2) one from a list of two names provided by the Speaker of the House from the five members appointed

Section 3. TERM OF OFFICE



Citizens Advisory Council

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APPENDIX

Appendix Entry # 2 (Continued)

CAC BYLAWS

Appointed officers shall serve for the term of the CAC. Such officers shall hold office until they resign, are removed, are otherwise disqualified to serve, or until their successors shall be appointed, whichever occurs first.

Section 4. VACANCIES

A vacancy in any office shall be filled for the unexpired portion of the term. In the event of a vacancy in the office of a Co-Chair the Maryland Transit Administration shall designate a new Co-Chair according to applicable law.

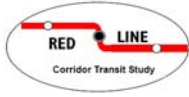
Section 5. REMOVAL AND RESIGNATIONS

Any request for removal of an officer will be submitted to the person who appointed the member. Any officer may resign his/her position as an officer at any time by giving written notice to the other co-chair, to the appointing power, and to the Maryland Transit Administration, which shall be copied and read to the CAC. Any such resignation shall take effect on the date of the receipt of such notice or at any later date specified therein, not to exceed the expiration date of the regular term of the office. The acceptance of such resignation shall not be necessary to make it effective. However, the resigning officer shall remain a member of the Council unless he specifies that he is resigning from the Council.

Section 6. DUTIES OF THE OFFICERS

The Officers shall serve in the following capacities:

- A. Preside at all meetings of the Council and be eligible to vote on all matters;
- B. Be responsible for the effective, efficient and timely conduct of the Council's meetings;
- C. Work closely and coordinate with the assigned Maryland Transit Administration staff liaison in developing short-term and long-term objectives of the Council with regard to advising the Administration on certain major policy matters surrounding the Baltimore Corridor Transit Study – Red Line;
- D. Perform such other duties as may be assigned from time to time by the Council or requested by the Maryland Transit Administration staff assigned to the Council; and
- E. Represent the CAC.



Citizens Advisory Council

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APPENDIX

Appendix Entry # 2

(Continued)

CAC BYLAWS

ARTICLE VI: COMMITTEES

Section 1. COMMITTEES

The Council shall have the following committees:

- A. the Committee on the Report to the General Assembly, which shall be accountable for providing reports to the General Assembly;
- B. the Committee on Public Relations, which shall be accountable for internal and external communications; and
- C. any other committees that the Council may establish.

Section 2. COMMITTEE MEMBERSHIP AND CHAIRPERSONS

All members of the Council shall be ex officio members of all committees. The Chairperson of each committee shall be elected by the entire Council.

ARTICLE VII: MEETINGS, CONSENSUS & QUORUM

Section 1. TIME OF COUNCIL MEETINGS

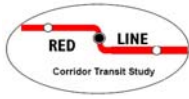
Meetings are held the second Thursday of every month, unless another date is chosen by the Council. The time frame for meetings is approximately two hours.

All meetings are publicized and open to the public, in accordance with the Maryland Open Meetings Act. Members of the public are welcome at meetings and may express their opinions at such times as designated by the agenda or when recognized by the Co-Chairs. Notice of all meetings and all available meeting materials shall be mailed (via regular mail and e-mail) to each Council member at least seven (7) days prior to the meeting. Public notice of all such meetings shall include, at least, notification on the Project website at least seven (7) days prior to the meeting; such notice shall also be included in every Project mailing that occurs prior to the scheduled meeting but after it has been announced.

The location and time of any CAC meeting shall be announced to its members at the previous meeting. This rule may be suspended for a specific occasion by majority vote.

Section 3. PREPARING the COUNCIL'S AGENDAS

The Co-Chairs have the final approval of items included on the agenda. Members of the Council are expected to send, either for purposes of discussion or action, agenda items to the Co-Chairs. Proposed agenda items shall be mailed (via regular mail and/or hand delivered mail and e-mail) to the Co-Chairs no later than ten (10) days prior to the meeting.



Citizens Advisory Council

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APPENDIX

Appendix Entry # 2 (Continued)

CAC BYLAWS

Section 4. PROCEDURES AND DECISION-MAKING PROCESS

Discussions shall be conducted on an informal basis, and those matters discussed that do not require action will be decided by consensus. For those items requiring action, the Council shall be governed by the latest edition of Robert's Rules of Order.

Section 6. QUORUM

Fifty percent of the current Council membership (rounded up to the nearest whole number) plus one shall constitute a quorum. A quorum shall be necessary for the transaction of any official business at any meeting of the Council.

Section 7. SECRETARIAL DUTIES

The Administration staff liaison shall meet the secretarial needs of the Council and shall keep the bylaws as amended, minutes of all meetings of the Council, a current membership list containing the names, addresses, telephone numbers, and e-mail addresses (if applicable) of all Council members, and all other official documents of the Council. Such documents shall be posted on the project website.

ARTICLE VIII: AMENDMENT OF BYLAWS

Action may be initiated at any duly constituted meeting of the council to alter, amend or repeal these bylaws and have new bylaws adopted. Notice of any proposed amendment to, or repeal of, these bylaws shall be presented at a duly constituted meeting of the council, and shall then be voted on at the next duly constituted meeting of the council. A copy of the current bylaws with the proposed changes shall be distributed to all council members at least thirty (30) days in advance of the meeting at which the amendment will be presented for approval. Amendments shall be considered under the latest edition of Robert's Rules of Order.

**BALTIMORE REGIONAL
TRANSIT SYSTEM**



RED LINE CORRIDOR TRANSIT STUDY

**Technical Memorandum
Heavy Rail Alternative - TRAC**

February 2008

Prepared for:
Maryland Transit Administration

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INTRODUCTION

Heavy rail transit (HRT) alternatives for the Red Line corridor, using the same or similar technology as the existing Baltimore Metro, have been suggested by several individuals, groups, or agencies since the beginning of the project. Early analyses of the feasibility of a heavy rail alternative showed that the ridership required to make heavy rail technology cost effective is much higher than can be expected in the Red Line corridor, requiring over 100,000 daily boardings¹. Ridership forecasts were not developed at the start or during the scoping phase of the project, but a light rail transit (LRT) tunnel option between Security Square Mall and Patterson Park examined by the Baltimore Metropolitan Council (BMC) estimated only 35,000-40,000 daily passenger trips for an alignment with a high construction cost of over \$2.0 billion. For that reason, and because of FTA's strict adherence that projects meet a "medium" cost-effectiveness threshold for federal funding eligibility, heavy rail was dropped from consideration in the Red Line study.

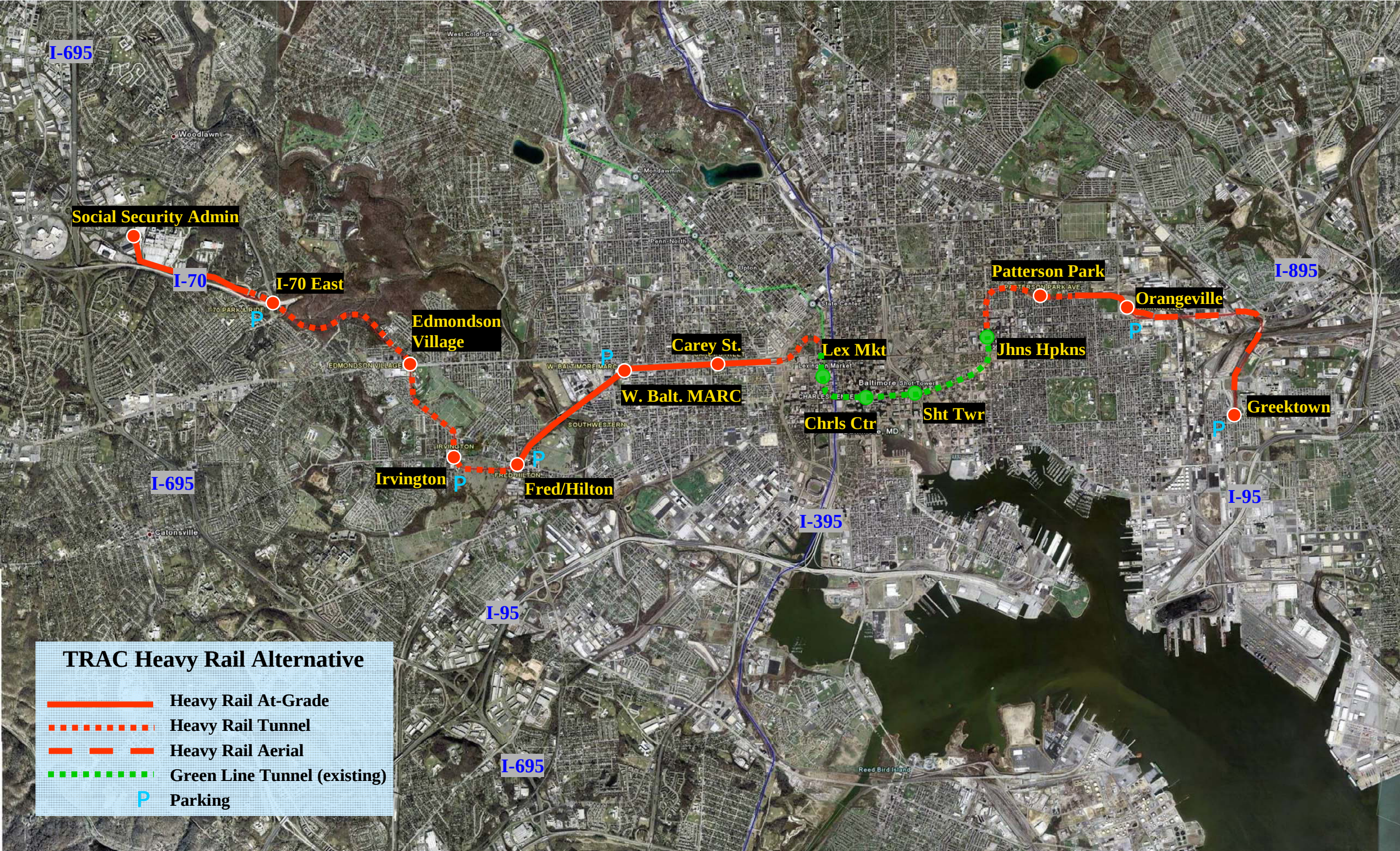
Now that updates have been made to the BMC travel demand model and tested with the Red Line LRT and bus rapid transit (BRT) alternatives, the MTA decided to look at a heavy rail alternative again in response to continued public requests. The specific purpose of this study is to determine the cost, ridership, and cost effectiveness of an additional heavy rail alternative provided by Mr. Ed Cohen on behalf of the Transit Riders Action Council.

ALIGNMENT

The alignment studied to test a heavy rail option was one proposed by Transit Riders Action Council (TRAC), slightly modified to terminate at Bayview rather than the Travel Plaza station 1.2 miles to the south. This modification was made so that this heavy rail alternative serves the same general market as the ten Build alternatives for the Red Line Corridor Transit Study.

As shown in Figure 1, the alignment begins from a western terminus at Social Security Administration, extends southeast to Frederick Road, northeast along Amtrak, and within the depressed section of US 40 to join the existing Metro tunnel north of the Lexington Market station. Red Line HRT trains would share the existing tunnel between the connection through downtown to Johns Hopkins station. From the Johns Hopkins station the Red Line HRT alignment continues north, turns to the east to parallel the Amtrak corridor, then turns south near Bayview to Eastern Avenue.

¹ For purpose of comparison, the 5 Washington Metro lines are each averaging 150,000 passenger trips per weekday.



Stations

Ten new stations are included in this alternative. With the four shared stations in the existing tunnel – at Lexington Market, Charles Center, Shot Tower, and Johns Hopkins – the Red Line HRT alignment would have the same number of stations as the existing Metro line. Table 1 lists the stations, facilities, and connecting transit services. New parking facilities are proposed at I-70 East, Irvington, Fred/Hilton, Orangeville, and Bayview stations.

Table 1
Proposed Station Facilities

Stations	Location	Park & Ride	Kiss and Ride	Connecting Transit Service
SSA	Woodlawn Drive at SSA	No	Yes	M6, 15, 40, 44, 77 Extend 10 to SSM and SSA
I-70 East	I-70 terminus at Security Blvd.	Yes	Yes	15A, 40 (B2 from Howard Co)
Edmondson Village	US 40 near Athol Ave.	No	Yes	20, 23, 26, 40, and 150
Irvington	Frederick Ave. near Loudon Ave.	Yes	Yes	10
Fred Hilton	Frederick Ave. at Hilton St.	Yes	Yes	10, 16, 20, 35, 320, 329
West Baltimore MARC	US 40 west of Pulaski St.	Exist	Yes	MARC, 15, 23, 40, 51
Carey Street	US 40 at Carey St.	No	On street	Route 1
Lexington Market	(Existing)	No	No	CLRL, 5, 7, 10, 11, 19, 23, 27, 40, 91
Charles Center	(Existing)	No	No	Metro, 1, 3, 7, 8, 10, 11, 20, 23, 36, 61, and 64
Shot Tower	(Existing)	No	No	Metro, 20, 23, 40
Johns Hopkins	(Existing)	No	On-street	5, 35, 120
Patterson Park	Amtrak near Milton Ave.	No	On-street	5, 13
Orangeville	E. Monument St. west of Haven St.	Yes	Yes	22, 24, 29, 33, 35, 44, 120
Greektown/Bayview	Eastern Ave. east of I-895	Yes	Yes	10, 12, 20, 23, 40, 160, 410, 411, 412, 420

Engineering

The engineering effort focused on determining the location of the alignment, which portions of the alignment could be at-grade and which would have to be on aerial structure or in tunnel to avoid community impacts, and feasible locations of any major facilities such as a storage yard and connections to the existing Metro tunnel downtown. These determinations were used to develop the capital cost estimates.

The engineering analysis consisted of plotting the proposed alignment on aerial photography obtained for the Red Line study and locating the alignment in CAD using the same general design criteria as the existing Metro. From that analysis, the following guideway types were determined to be the most feasible:

- Aerial structure from Social Security Administration station to parallel to I-70.
- At-grade from parallel to I-70 to west of I-70 East station and Security Boulevard.
- Tunnel from west of I-70 East station under Leakin Park, Edmondson Village, Old Frederick Road, and Loudon Park Cemetery to the Fred/Hilton station, which would be located in a depressed section under Hilton Street and Frederick Avenue. I-70 East, Edmondson Avenue, and Irvington stations would be underground.
- At-grade on fill or retained fill adjacent to the Amtrak ROW from the Fred/Hilton station to US 40 then aerial structure to the depressed portion of US 40 east of Pulaski Street.
- At-grade in the median of US 40 to a tunnel portal west of MLK Boulevard and then underground to a connection with the existing Metro tunnel north of Lexington Market.
- Tunnel from a new pocket track constructed at the tail tracks² north of Johns Hopkins station to a portal parallel to the Amtrak ROW near Milton Avenue. Patterson Park station would be underground.
- At-grade on fill or retained fill along Amtrak to the Orangeville station.
- Aerial structure from east of the Orangeville station to the Greektown/Bayview station, which will likely be on aerial structure for its possible future extension to the southeast.

Alignment Issues

Because the primary intent of this study is to determine the cost-effectiveness of a heavy rail alternative, a cursory examination of the physical challenges of constructing a heavy rail alignment was undertaken. Several observations and assumptions include, from west to east:

- No parking is assumed at Social Security Administration station because of concerns expressed by SSA. The station is served by several bus routes.
- The tunnel section between I-70 East station and Edmondson Village is mostly under Leakin Park. The length of the tunnel segment will likely require vent shafts in the park. The limitations and required avoidance measures of any construction within the park associated with 4(f) and other federal and state regulations have not been studied.
- Edmondson Village station is assumed to not have parking because the Uplands development plans
- Fred-Hilton station may be difficult to site and to provide appropriate access. The station would be depressed in a cut under several roads that converge in this area.

² Tail tracks are short sections (600 – 1000') of track extending beyond a terminal station used both for storage of trains as well as a safety measure for trains entering the station.

- The heavy rail alignment along the Amtrak ROW requires moving the W. Baltimore MARC station south to a location along the tangent section of the Amtrak ROW. The costs of moving the MARC station are not included in the cost estimates.
- The connection to the existing Metro tunnel north of Lexington Market requires approximately 1000 feet of cut-and-cover construction along the existing tunnel and extending to the west along the new tunnel. The connection assumes an at-grade junction to reduce costs.
- The construction of the junction will require the existing Metro to be shut down for a minimum of 6 to 9 months while the new tunnel is cut in and connecting tracks and related signal equipment installed and tested. During that time, a bus bridge would be needed to transport commuters between State Center and Johns Hopkins stations. The cost of the bus bridge is not included in the cost estimate.
- The alignment uses the existing Metro tunnel from between the connection north of Lexington Market station to Johns Hopkins station. There are, therefore, no new stations downtown.
- The availability of ROW along the Amtrak corridor near W. Baltimore MARC station on the west side and near the Orangeville station on the east side was not field verified. Some property takes may be required in these areas.
- Feasibility of the alignment based on visual inspection of aerial photographs. No mapping or property boundaries were used.
- There are limited Transit-Oriented Development opportunities with the proposed stations. FTA considers transit supportive land use policies or plans a major factor in the project justification criteria rating for New Starts projects.
- There may be unknown environmental issues along the alignment; no environmental work was performed in this study.

Capital Cost Estimates

Capital cost estimates were developed using the same general methodology as was used for Red Line alternatives, substituting heavy rail unit costs. Heavy rail unit costs were used derived from experience with comparable systems. Typical construction types were used throughout the alignment. Additional assumptions include:

- Two track guideway of similar design criteria as existing Metro.
- Stations with 450 foot long platforms to accommodate six-car consists, similar to existing Metro. Station size and facilities similar to existing Metro.
- A flat junction (same level) connecting the Red Line HRT with the existing Metro tunnel north of Lexington Market station.
- Addition of a pocket track on the north side of Johns Hopkins station to allow the existing Green Line service to continue to turn-back there without interference to Red Line HRT trains.

- Right-of-Way costs equivalent to Red Line Alternative 4D, with extensive grade separation.
- Assumes the same car as existing Metro. Existing Metro fleet has 34 extra vehicles beyond what they need for revenue service and spares. The cost estimates for this study assume those 34 cars from existing fleet will be used on Red Line HRT.
- Total Red Line HRT needs fleet of 66 cars, so an additional 32 cars are included in cost estimate.
- Assumes a storage yard for 66 vehicles and space for inspection and maintenance. All heavy vehicle repair is assumed to take place at the existing Metro shops on Wabash Ave.

Table 2 summarizes the capital cost estimates. Appendix A provides backup to the capital cost estimates. Total preliminary cost estimate to construct the heavy rail line is \$2.4 billion in current dollars.

Table 2
Red Line HRT Capital Cost Estimates
(2007 Dollars in Millions)

Description		Heavy Rail Option
Length (Mile):		12 new
Number of Stations:		10 new
Number of Revenue Vehicles:		32 additional
10	GUIDEWAY & TRACK ELEMENTS	\$721.83
20	STATIONS, STOPS, TERMINALS, INTERMODAL	\$556.30
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$35.00
40	SITework & SPECIAL CONDITIONS	\$132.34
50	SYSTEMS	\$140.49
		\$1,585.95
60	ROW, LAND, EXISTING IMPROVEMENTS	\$41.37
70	VEHICLES	\$134.74
80	PROFESSIONAL SERVICES	\$507.51
90	UNALLOCATED CONTINGENCY	\$113.48
		\$2,383.05

OPERATIONS

Travel Time

End to end travel times were estimated using detailed alignment geometry, station locations, and typical acceleration and deceleration rates. Table 3 summarizes the station to station travel times. The average speed for the 12 mile line is estimated at nearly 31 mph with dwells, the same average speed as the existing Metro.

Table 3
Heavy Rail Station-Station Travel Times

Station	Distance	Time	Ave Speed
SSA Station			
I-70 Station	8,952 ft	02:39	38.47
Edmondson Village	7,170 ft	02:26	33.53
Irvington Station	4,964 ft	01:58	28.77
Fred/Hilton Station	4,108 ft	01:45	26.57
W. Baltimore MARC Station	10,710 ft	03:39	33.31
Harlem Park Station	4,672 ft	01:50	28.85
Lexington Market Station	6,951 ft	02:34	30.75
Charles Center Station	2,742 ft	01:23	22.42
Shot Tower Station	2,288 ft	01:16	20.62
Johns Hopkins Station	4,906 ft	02:00	27.81
Patterson Park Station	3,057 ft	01:30	23.15
Orangeville Station	4,972 ft	01:53	29.90
Bayview Station	10,155 ft	03:03	37.80
One Way Total	75,647 ft	25:57	30.75

With an 8 minute recovery time at both termini, the cycle time for a complete run from one end to the other and back is 68 minutes.

Headways

Headways (time between trains in the same direction) are a function of passenger demand, desired frequency, and consist size. The existing Metro operates 6-car trains at 8-minute headways during the peak periods and 4-car trains at 10-min headways during the midday period. Trains operating during peak periods experience full passenger loading with some standees but not heavy loads requiring more frequent service.

Headways on the Red Line HRT should match those of the existing Metro because they share a portion of the tunnel through downtown. Matching headways helps even out passenger volumes on platforms and minimize delays from conflicting train movements at the junctions. For this exercise, headways on the Red Line HRT are assumed to be 8 minutes in the peak period and 10 minutes in the off-peak period.

Vehicle Requirements

Vehicle requirements are a function of headways, cycle time, and the train consist size necessary to meet the passenger demand. Cycle time is the time to make a complete cycle of the line and be ready for another run, including recovery time at both terminal stations to allow the operator to change ends and perform a brake test. The cycle time for the proposed TRAC heavy rail line is 68 minutes. Assuming an 8 minute headway, nine trains are required to operate the service, the same number of trains as the existing Metro line. With 6-car consists, 54 cars are required to operate revenue service in the peak period. With a 20 percent spare ratio, a total of 66 cars are required for the HRT fleet.

The existing Metro has an extra 34 cars from the original order that is beyond the customary 20 percent spare ratio. The cost estimates for this study assume the need to purchase only 32 additional cars to complete the fleet, a saving of more than \$76 million.

Feeder Bus

Several modifications to the feeder bus/background bus network were made as appropriate to serve the proposed stations. Table 4 lists new bus routes that were added and modifications to existing routes.

Table 4
Bus Route Modifications

Route	Station Served	Modification
B2	I-70 East	New express route from Marriottsville Rd PnR via I-70
6	Orangeville	New route from White Marsh to Orangeville station
10	SSA	Extended from US 40 north via Rolling Road to Security Square Mall and SSA
12	Bayview	New route from Iverness (Dundalk) to Bayview station
15	Johns Hopkins	Split existing route to have half serve Johns Hopkins on way to CBD
15A	I-70 East	New route to Rutherford Business Park via Windsor Mill Rd (same as Red Line alternatives)
HT15	Orangeville	New route from Bel Air Mall via US 1 to Orangeville station
20	Irvington	Rerouted down to Frederick Rd then back to Baltimore St.
23	Edmondson Ave	Extended through Ellicott City to Normandy Shop Center on US 40
24	Orangeville	Reroute to via Pulaski Hwy to Orangeville station
26	Edmondson Ave	New local route from Marriottsville Rd via US 40
29	Orangeville	New route from Fox Ridge via Pulaski Hwy to Orangeville station
33	Orangeville	Extended via Pulaski Hwy to Orangeville station
35	Fred/Hilton	Short reroute up Hilton Pkwy to Fred/Hilton; also extended to UMBC Tech Center
44	Orangeville	Reroute to serve station
160	Bayview	Reroute via Eastern Ave. to Bayview station
320	Fred/Hilton	New route from Laurel to Fred/Hilton station
329	Fred/Hilton	New route from Columbia to Fred/Hilton station
410	Bayview	Reroute via Eastern Ave. to Bayview station
411	Bayview	Reroute via Eastern Ave. to Bayview station
412	Bayview	Reroute via Eastern Ave. to Bayview station
420	Bayview	Reroute via Eastern Ave. to Bayview station

Existing routes comprise MTA's service as of March, 2007.

Operating and Maintenance Costs

Operating and maintenance costs were developed by estimating the HRT costs and adjusting for the change in the feeder/background bus network. Travel time, headways, and consist size for the TRAC Red Line HRT is nearly identical to the existing Metro; therefore the Red Line HRT operating costs are also expected to be the same: approximately \$43 million per year.

Assumptions:

<u>Criteria</u>	<u>Metro</u>	<u>Red Line HRT</u>
Distance (miles)	15.5	14.3
Stations	14	14 (10 new)
Travel Time (min)	30	26
Daily Ridership	54,000	43,000 (in 2030)
Headways	8 min peak period; 10 min off-peak; 15 min evening	
Consist	6-car trains in peak period; 4-car trains in off-peak	

Because the alignment does not follow a specific radial corridor, few bus routes can be eliminated due to redundancy with the rail line. Additional bus routes were added as described above to provide service from outlying communities to nearby HRT stations. The operating costs for the additional feeder bus service are assumed to offset any reductions in costs from the elimination of parallel bus service or the shortening of bus routes to serve HRT stations.

TRAVEL DEMAND ESTIMATES

Ridership estimates for the HRT alternative were developed using the same travel demand model as was used for the Red Line alternatives. That model incorporates many updates to the BMC model to meet FTA guidelines and to achieve a better validation.

Table 5 summarizes the HRT boardings and new transit trips. Guideway Boardings include any boarding at any guideway station regardless if that boarding arrives at the station by walking, driving, or transferring from a feeder bus or other transit mode such as Metro, Central Light Rail Line, or MARC, and as such represents unlinked trips. New Transit Trips are those passenger trips that have switched from automobile to transit. These are new linked trips and are counted only once regardless of how many transit modes or segments the passenger might take to their destination.

Table 5: Red Line Guideway Boardings and New Transit Trips

Total Daily Guideway Boardings	Annual Guideway Boardings	Daily New Transit Trips Vs NB	Annual New Transit Trips
43,100	12,930,000	14,690	4,407,000

Guideway Boardings and New Transit Trips include all trip purposes but do not include special events.

Special Generator Trips

In addition to transit trips for work, shopping, and other purposes included in the ridership estimates in Table 5, transit passenger trips are expected on the Red Line to and from sports

games at the two downtown stadiums and other large events. These include Orioles and Ravens games, Artscape, July 4th and New Years fireworks displays, and other events where transit ridership has been traditionally high. The existing Central Light Rail Line carried approximately 600,000 passengers in 2007 to and from special events. This equates to about 2,000 trips on an average weekday, or 7.5 percent of the 27,000 average weekday boardings on light rail.

Based on that ratio, and accounting for the proximity of the HRT alignment to the stadiums, approximately 690,000 passenger trips are expected to take the HRT to special events in 2030.

User Benefit Summary

Table 6 provides an overview of the user benefit hours for each of the alternatives investigated. User benefits is a FTA required measure of travel time saved and is used in the cost-effectiveness calculation. User benefits include travel time saved by passengers who previously rode transit and now experience a faster ride because of the improvement and those passengers who have switched from taking the automobile to taking transit to their destination. User benefits are counted for any transit passenger in the region, including Baltimore City, Baltimore County, Anne Arundel, Carroll, Harford, and Howard counties, who experiences a change in trip travel time from the construction of the proposed improvement. FTA believes that the cost per hour of transportation system user benefits is a sound measure for cost effectiveness because it (1) captures the benefits that accrue to *all* transit users (including existing transit riders), including both direct time savings and other attributes of premium transit services such as service reliability, safety and security, branding, span of service, etc.; (2) better reflects the *cause* of ridership increases – improvements in travel time and other attributes of major transit capital investments such as reliability, security, and permanence; (3) reflects the nature of the service being provided by the candidate project (for example, the measure distinguishes the benefits of long vs. short trips); and (4) does not penalize those agencies which are already providing a high level of transit service in a corridor for which a major capital investment is proposed.

Table 6: Daily and Annual User Benefit Hours

Total Daily User Benefit Hours Vs NB	Total Daily User Benefit Hours Vs TSM	Annual User Benefit Hours Vs. TSM
14,420	10,890	3,267,000

Includes special events

COST EFFECTIVENESS

Cost effectiveness is a measure, required by the Federal Transit Administration (FTA), of the long-term benefits of the proposed project compared to the capital and operating costs of the project. "In its evaluation of the cost effectiveness of a proposed project, FTA considers the incremental cost per hour of transportation system user benefits in the forecast year.

Transportation system user benefits reflect the improvements in regional mobility – as measured by the changes in travel time to users of the regional transit system – caused by the implementation of the proposed project. The cost effectiveness measure is calculated by (a)

estimating the incremental “base-year” annualized capital and operating costs of the project (over a lower cost “baseline” of transit service), and then (b) dividing these costs by the projected user benefits. The result of this calculation is a measure of project cost per hour of projected user (i.e. travel-time) benefits expected to be achieved if the project is added to the regional transit system. Proposed projects with a lower cost per hour of projected travel-time benefits are evaluated as more cost effective than those with a higher cost per hour of projected travel-time benefits.³

“Table 7 below presents the thresholds FTA will use in FY 2009 for assigning a *High, Medium-High, Medium, Medium-Low* or *Low* cost effectiveness rating for each proposed project. FTA publishes updates to these breakpoints annually to reflect the impact of inflation:” A Medium or better rating is generally required for a project to be permitted to enter preliminary engineering and to receive federal funding.

Table 7 Cost Effectiveness Breakpoints

High	\$11.99 and under
Medium-High	\$12.00 - \$15.49
Medium	\$15.50 - \$23.99
Medium-low	\$24.00 - \$29.99
Low	\$30.00 and over

Table 8 summarizes the cost effectiveness calculation for the HRT alternative. The very high C/E of \$61.97 per user benefit hour makes the project not cost effective. An increase of at least 45,000 daily boardings, for a total of 90,000 boardings, would be required to make the HRT alternative cost effective.

Table 8 Cost Effectiveness

Cap Costs	Equivalent Annual Costs	Above TSM	Net Change in Ops Costs	Above TSM	Daily User Benefit Hrs	Above TSM	Annual Benefit Hrs	C/E
2,383,000,000	171,515,100	147,465,100	43,000,000	37,794,000	14,420	10,890	3,267,000	56.71

³ Edited excerpts from *FY 2009 New Starts and Small Starts Evaluation and Rating Process* July 20, 2007 Prepared by: Federal Transit Administration, Office of Planning and Environment, US Department of Transportation

APPENDIX A: CAPITAL COST DETAIL

Red Line Corridor Transit Study

AA / EA

Heavy Rail Option

Capital Cost Estimate

(2007 Dollars in Millions)

Description		Heavy Rail Option
Length (Mile):		11.7
Number of Stations:		10
Number of Revenue Vehicles:		30
10	GUIDEWAY & TRACK ELEMENTS	\$721.83
20	STATIONS, STOPS, TERMINALS, INTERMODAL	\$556.30
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$35.00
40	SITework & SPECIAL CONDITIONS	\$132.34
50	SYSTEMS	\$140.49
Construction Subtotal (Sum Categories 10 - 50)		\$1,585.95
60	ROW, LAND, EXISTING IMPROVEMENTS	\$41.37
70	VEHICLES	\$134.74
80	PROFESSIONAL SERVICES	\$507.51
90	UNALLOCATED CONTINGENCY	\$113.48
Total Project Cost		\$2,383.05

Red Line Corridor Transit Study

AA / EA

Heavy Rail Option

Capital Cost Estimate

(2007 Dollars in Millions)

CAT	Description	Alternative Total
	Length (Mile):	11.7
	Number of Stations:	10
	Number of Revenue Vehicles:	30
10	GUIDEWAY & TRACK ELEMENTS	
10.01	Guideway: At-grade exclusive right-of-way	\$31.07
10.02	Guideway: At-grade semi-exclusive (allows cross-traffic)	\$0.00
10.03	Guideway: At-grade in mixed traffic	\$0.00
10.04	Guideway: Aerial structure	\$98.09
10.05	Guideway: Built-up fill	\$0.00
10.06	Guideway: Underground cut & cover	\$138.80
10.07	Guideway: Underground tunnel	\$419.45
10.08	Guideway: Retained cut or fill	\$0.00
10.09	Track: Direct fixation	\$20.45
10.10	Track: Embedded	\$0.00
10.11	Track: Ballasted	\$9.91
10.12	Track: Special (switches, turnouts)	\$4.06
10.13	Track: Vibration and noise dampening	\$0.00
	Subtotal Category 10	\$721.83
20	STATIONS, STOPS, TERMINALS, INTERMODAL	
20.01	At-grade station, stop, shelter, mall, terminal, platform	\$70.66
20.02	Aerial station, stop, shelter, mall, terminal, platform	\$55.52
20.03	Underground station, stop, shelter, mall, terminal, platform	\$234.09
20.04	Other stations, landings, terminals: Intermodal, ferry, trolley, etc.	\$48.00
20.05	Joint development	\$0.00
20.06	Automobile parking multi-story structure	\$70.72
20.07	Elevators, escalators	\$77.31
	Subtotal Category 20	\$556.30
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	
30.01	Administration Building: Office, sales, storage, revenue counting	\$0.00
30.02	Light Maintenance Facility	\$0.00
30.03	Heavy Maintenance Facility	\$0.00
30.04	Storage or Maintenance of Way Building	\$35.00
30.05	Yard and Yard Track	\$0.00
	Subtotal Category 30	\$35.00

Red Line Corridor Transit Study

AA / EA

Heavy Rail Option

Capital Cost Estimate

(2007 Dollars in Millions)

CAT	Description	Alternative Total
40	SITEWORK & SPECIAL CONDITIONS	
40.01	Demolition, Clearing, Earthwork	\$16.57
40.02	Site Utilities, Utility Relocation	\$19.01
40.03	Haz. mat'l, contam'd soil removal/mitigation, ground water treatments	\$7.80
40.04	Environmental mitigation, e.g. wetlands, historic/archeologic, parks	\$8.09
40.05	Site structures including retaining walls, sound walls	\$12.56
40.06	Pedestrian / bike access and accommodation, landscaping	\$43.49
40.07	Automobile, bus, van accessways including roads, parking lots	\$11.69
40.08	Temporary Facilities and other indirect costs during construction	\$13.13
	Subtotal Category 40	\$132.34
50	SYSTEMS	
50.01	Train control and signals	\$69.48
50.02	Traffic signals and crossing protection	\$0.00
50.03	Traction power supply: substations	\$32.01
50.04	Traction power distribution: catenary and third rail	\$0.00
50.05	Communications	\$16.99
50.06	Fare collection system and equipment	\$22.01
50.07	Central Control	\$0.00
	Subtotal Category 50	\$140.49
	Subtotal Construction Costs	\$1,585.95
60	ROW, LAND, EXISTING IMPROVEMENTS	
60.01	Purchase or lease of real estate	\$41.37
	Subtotal Right-of-Way	\$41.37
70	VEHICLES	
70.01	Heavy Rail Vehicles	\$134.74
	Subtotal Vehicles	\$134.74
80	PROFESSIONAL SERVICES	
80.01	Preliminary Engineering	4.0% \$63.44
80.02	Final Design	6.0% \$95.16
80.03	Project Management for Design and Construction	5.0% \$79.30
80.04	Construction Administration & Management	8.0% \$126.88
80.05	Insurance	2.0% \$31.72
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	3.0% \$47.58
80.07	Surveys, Testing, Investigation, Inspection	3.0% \$47.58
80.08	Start up	1.0% \$15.86
	Subtotal Professional Services	LS \$507.51
90	UNALLOCATED CONTINGENCY	5.0% \$113.48
	Project Total	\$2,383.05

SOUTHEAST COMMUNITY RECOMMENDATIONS FOR STUDY



Red Line Corridor Transit Study

Southeast Community Association Suggested Alternative

Alternative Description: (see attached map)

The SEC alternative consists of three transit components in addition to the existing MTA lines (Metro, CLRL, MARC).

1. Red Line Light Rail – from CMS on the west end along the Red Line study's proposed alignment to MLK Blvd., then at-grade along Baltimore Street (eastbound) and Fayette Street (westbound) to Paca Street, turning south on Paca and serving a station in the University of Maryland Baltimore campus area. The light rail alignment then enters tunnel, continues southbound to a station below the CLRL Camden Yards light rail station, continues east under Conway Street, turning north under Light Street with a station at Pratt Street, and terminating at a station under and connecting with the Charles Street Metro station.
2. Metro Extension – underground extension of the Metro from Johns Hopkins station northeast to parallel Amtrak, then at-grade to I-895, then aerial to a station at Bayview near I-895 and Eastern Avenue.
3. Streetcar – a new streetcar from Camden Yards, east on Pratt Street, through Pier 6 area, then via Aliceanna Street to Boston Street, and north on Haven Street to the proposed Orangeville Metro station.

Ridership

All three components described above were coded in the same travel demand model as used for the Red Line alternatives, with the following results:

<u>Daily Weekday Boardings by Line</u>		Daily New Transit Trips –	13,325
LRT –	20,500	Daily User Benefit Hours –	12,750
HRT –	8,400 new boardings		
Streetcar –	4,930		

The capital costs, operating costs, and cost-effectiveness were all estimated using the same methodology as used for the Red Line alternatives.

Capital Costs

LRT -	\$950.0 million
HRT -	\$570.0 million
Streetcar -	<u>\$245.0 million</u>
Total Capital Costs-	\$1.8 billion

Operating Costs

LRT -	\$19.9 million
HRT -	\$9.4 million
Streetcar -	\$9.5 million
Background Bus –	<u>(\$25.0 million)</u> reduction in bus
Total Operating Costs -	\$13.8 million

Cost Effectiveness

Cost Effectiveness -	\$40.30

Station Boardings

Metro Station	Daily Boardings	Red Line Station	Daily Boardings	Streetcar Station	Daily Boardings
Patterson Park	500	CMS	500	Pratt/Paca	40
Orangeville	3,000	SSM	1,600	Pratt/Howard	960
Greektown	3,400	SSA West	800	Pratt/Light	520
Add boardings at existing stations	1,500	SSA West	900	Pratt/Market	250
	8,400	I-70 East	1,200	Fleet/Central	210
		Edmondson Vill	2,600	Fleet/Broadway	290
		Allendale	1,200	Canton W	200
		Rosemont	1,100	Canton E	60
		W. Balt. MARC	2,500	Canton Crossing PnR	1,490
		Harlem Park	500	Haven/Eastern	550
		Poppleton	500	Haven/Fayette	40
		University	700	Fayette	130
		Camden Yards	2,200	Orangeville	190
		Pratt St	2,000		4,930
		Charles Center	2,200		
			20,500		

Capital Cost Breakdown

	Metro	Red Line	Streetcar
Guideway/Track	\$321,545,000	\$589,548,400	\$144,152,200
Stations	\$233,605,000	\$156,829,000	\$6,927,800
Yard/Shop/Admin	0	\$68,544,700	\$15,130,000
ROW	\$10,340,000	\$38,565,200	\$21,560,000
Vehicles	0	\$94,709,000	\$54,160,000
Total Cost	\$570,000,000	\$950,000,000	\$245,000,000
Cost/Mile	\$168/mile	\$96/mile	\$34/mile

Tunnel Cost \$225,830,000 \$337,265,000 0

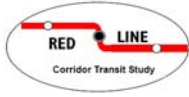
Note: Vehicles assumed: Metro - 0; Red Line - 24; Streetcar – 18

Costs include professional services and contingency

Red Line Corridor Transit Study
Summary of Findings of Additional Studies

	Capital Cost	Boardings	Cost Effectiveness
Westview	\$1,416 M	40,200	\$33.11
TRAC/Cohen	\$2,383 M	43,100	\$56.71
Southeast/Keith	\$1,765 M	33,550	\$40.30
Red Line portion	\$950 M	20,200	N/A
Green Line extension	\$570 M	8,400	N/A
Fells Point streetcar	\$245 M	4,950	N/A

Red Line 4B	\$1,497 M	41,100	N/A



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APPENDIX

Appendix Entry # 5

RED LINE PLANNING PROCESS TO-DATE

BACKGROUND INFORMATION OUTLINE

Project Schedule

Planning / Environmental 2003 – 2009

Engineering 2009 – 2012

Construction 2016 – 2016 (pending funding)

New Start Opportunity Process

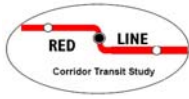
The proposed Red Line is a 12 mile, east-west transit corridor connecting the areas of Woodlawn, Edmondson Village, West Baltimore, downtown Baltimore, Inner Harbor East, Fells Point, Canton and the Johns Hopkins Bayview Medical Center Campus. In addition, the Red Line would provide enhanced mobility 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 being 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 is also being 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 approximately 10.5 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



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APPENDIX

Appendix Entry # 5 (Continued) **RED LINE PLANNING PROCESS TO-DATE**

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:

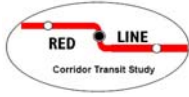
Parts of the corridor currently face congestion with limited transit and system capacity improvement options for commuters traveling from the east or from the west into downtown. The purpose of this project is to improve transit opportunities in the east-west corridor, and better accommodate existing 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.

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, Light Rail near the Orioles' Camden Yards and Ravens sports stadiums.

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.



Citizens Advisory Council

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Appendix Entry # 5 (Continued) RED LINE PLANNING PROCESS TO-DATE

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:

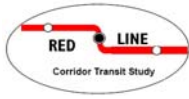
The U.S. Environmental Protection Agency has designated the region as a moderate non-attainment area for ozone under the 8-hour standard. There are many contributors to the region's air pollution, including "point sources" such as power plants, "area-sources" such as automobile refinishing, bakeries, "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 is used to identify, consider, and analyze types of transit (modes) and routes (alignments) for both the Red Line and the Green 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.



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Appendix Entry # 5 (Continued) **RED LINE PLANNING PROCESS TO-DATE**

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.

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.

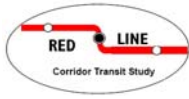
Alternatives Analysis

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.

Final Environmental Impact Statement (FEIS)



Citizens Advisory Council

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Appendix Entry # 5 (Continued) **RED LINE PLANNING PROCESS TO-DATE**

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.



Baltimore Red Line Citizen's Advisory Council Meeting

Date of Meeting: September 27, 2007
Time: 7:00 PM
Location: Harlem Park Middle School

CAC Attendees:

- Angela Bethea-Spearman
- Edward Cohen
- Sandra Conner
- Christopher Costello
- Al Foxx
- Emery Hines
- Bob Keith
- Douglas McCoach
- George Moniodis
- Rodney Orange
- Young Kim Robinson
- David Smallwood
- Joyce Smith
- Warren Smith

MTA Attendees:

- Henry Kay
- Diane Ratcliff
- Lorenzo Bryant
- Jim Knighton
- Christiaan Blake
- Tranell Guthrie
- Anthony Brown
- Tori Leonard
- Kacie Levy

Elected Officials

- Representative Elijah Cummings (Rep. by Madhur Bansal)
- Mayor Sheila Dixon (Rep. by Angela Fraser)
- Delegate Keith Haynes (Rep. by Charles Jackson)
- Senator Delores Kelley (Rep. by Linda Forsyth)
- Delegate Ruth M. Kirk
- Delegate Nathaniel Oaks
- Delegate Barbara Robinson
- Councilwoman Agnes Welch (Rep. by William Welch)

General Public: 29 people

Agenda:

- Welcome and Introductions – CAC Co-Chairs
- Role of the Committee
 - Henry Kay, MTA Deputy Administrator for Planning and Engineering
 - Co-Chairs
- Project Overview – Diane Ratcliff, MTA Acting Director of Planning
 - Project Updates
 - Project Schedule
- CAC Round Table Discussion – “Reactions, Expectations, and Concerns” – Co-Chairs
- Next Steps – Co-Chairs
 - Next Meeting Date
- Public Questions and Comments

Meeting Summary

The meeting was opened with introductions of the Citizens' Advisory Council (CAC) members and their affiliations. Additionally all elected officials and/or their representatives were acknowledged. Ed Cohen noted that Delegate Nathaniel Oaks was a principal member of the legislature to sponsor the bill that created the Red Line CAC.

Henry Kay then reviewed the role of the CAC committee as dictated by the legislation passed. He also highlighted that the Maryland Transit Administration (MTA) wants the relationship between the CAC and the MTA to be transparent. He stated that the MTA is open to providing documents that the CAC requests, excluding documents that are private for legal reasons. The MTA will also provide support for the CAC, but is not running it.

Warren Smith cautioned that this is not going to be a smooth partnership between the CAC and the MTA. He said that the committee has dynamic issues and are representing the communities. He highlighted that providing jobs to the community is important. He wants training to be done now. Mr. Smith wanted to know when the hiring of youth would occur, as it was a part of the legislation. He also stated that the Red Line needs to provide connectivity.

Mr. Kay said he would bring back information to the committee about this. He also stated that there is a lot of future potential for employment, but not really in the immediate time frame.

Diane Ratcliff then reminded the CAC and community members in attendance of the Red Line Speaker's Bureau program. She then presented a PowerPoint that provided a background of the Red Line project.

Bob Keith stated that the present transit system in Baltimore lacks connectivity between the primary transit services, unlike the Washington D.C. Metro system. He was impressed by the planned expansion of the MARC service, and felt that the Red Line could be the backbone of transportation in the east-west corridor of Baltimore. He also said that he would like to know more about the upcoming Fall 2007 Red Line workshops. He said that the CAC has been given no opportunity to influence the direction of the workshops. He asked if the workshops could be postponed until January 2008.

Diane Ratcliff responded that the MTA hoped that the CAC would be able to meet again prior to the workshops to help influence the content. Dr. Rodney Orange inquired about the role of the CAC in the workshops. Ms. Ratcliff stated that the MTA could build a role for the CAC in the workshops. The workshops are a part of the ongoing technical evaluation and community outreach process. Mr. Kay also noted that the Speaker Bureau program helps to serve a similar role of the workshops, just on a smaller scale.

Ed Cohen then stated that "Your Red Line" means MTA's Red Line. He claims that the plan was put together with no public input. He then read from a FTA document that discussed the need to study alternatives in the study process. He said that whatever plans are developed need to have some level of public support. He also said that the arguments presented by the MTA against heavy rail have not been consistent. He said that in view of the federal government's guidelines the MTA has agreed to examine heavy rail, and wanted to know what would be the problem with considering heavy rail in the plan? Mr. Kay responded that the MTA needs to develop cost, ridership and travel times. Mr. Kay added that the feasibility of an alternative can be determined if it is brought to the MTA.

Delegate Nathaniel Oaks said that the CAC should be interfacing with the MTA's plans that have already been developed. He wants to make sure that the CAC's ideas are incorporated into the upcoming workshops. Mr. Kay stated that between the time of the meeting, and when the workshops are formalized the CAC will be briefed on the form and substance of the workshops and changes can be made based upon comments from the CAC. He also stated that there is a narrow timeframe to hold these meetings. David Smallwood stated that the CAC should be involved in developing the workshops, not tweaking them.

Angela Bethea-Spearman stated that tunneling is her preferred option, but the MTA seems to have eliminated it. She feels that the process of the Red Line study is not transparent, and it looks like the MTA has already determined what is going to be done.

Mr. Smith then voiced his concerns that the Green Line study has not had funding authorized for it, yet the MTA has moved on and work has already started on it. He asked what the place of the CAC in this project is. He said that if the DEIS is going to be completed by 2008, then the CAC might as well be disbanded. He said that the DEIS is about everything but the human quality of life.

Delegate Oaks stated that in terms of the Red Line we are bidding against other jurisdictions in the state of Maryland. The price tag for tunneling could immediately knock the project out of the running for funding, and the money could go somewhere else in the state. He said that the CAC needs to get the figures to look at the cost of tunneling, and how much federal funds we are fighting for. Dr. Orange said that the CAC needs to understand where the tunneling demand places the project competitively, since the Red Line is not the only project being considered. He wanted to know what gives the project an advantage moving forward.

Mr. Cohen stated that there has been some confusion about what the FTA is looking at. He said that heavy rail doesn't necessarily require more tunneling than Light Rail Transit. He said that there has to be a cost-benefit analysis, and the MTA needs to look at all reasonable alternatives.

Emery Hines said the CAC needs to be able to put the New Starts criteria in context as it relates to the competition of the projects. He wants the CAC to be informed about what competition from other regions and states exist. Diane Ratcliff stated that the MTA can put together a summary of the New Starts funding process, and the projects moving forward across the country and the state of Maryland.

Sandy Conner requested that they be sent the workshop template in advance. She doesn't want the MTA to lose sight of anything they want.

Mr. Cohen placed a request (both verbal and in writing) for documents relating to the FTA guidelines, NEPA guidelines, historical plans for East and West Baltimore, Engineering Studies for the Red Line, and contracts and reports developed by the MTA (including source materials). A list of documents will be assembled for submittal to MTA at the next scheduled CAC meeting.

Public Comments

Judy Boulmetis of the Market Merchants Association stated that her organization does not feel that they are represented on the CAC. She asked if the people on the committee are supposed to be representing individuals or groups. She said that her group favors tunneling. She charged the Co-Chairs to seize the power.

Arlene Fisher of the West Baltimore Coalition notified everyone in attendance that they are holding a Charrette on October 12th and 13th regarding the development of the area from MLK Boulevard to Hilton Parkway where the Red Line will go. She said that where the Red Line will go is going to conflict with some of their development plans. She said there needs to be communication to avoid any future conflict and improve coordination between the two groups. Dr. Orange followed-up by asking if what Ms. Fisher was saying was that there are plans in place, and the group is moving forward with no communication with the Red Line project team? Mr. Kay clarified that the project Ms. Fisher is referring to is the existing MARC station. There is a project for Transit Oriented Development (TOD) for that area, and they are aware of the Red Line alternatives. He said that the MTA is laying low because they want it to be a community process. Ms. Fisher asked how the MTA can lay low when alternatives have been developed. She requested that the MTA become more involved because people are confused, and she doesn't want another event like the "Road to Nowhere" to occur again.

A visitor from New Orleans spoke about his past experiences with similar projects. He said to expect oil shortfalls by the time the Red Line opens, which would mean higher ridership. He said that passengers prefer rail over bus. He said that there is no community impact by BRT, no uplift. He said that with rail you will see that there can be frustration with the cost, and went on to comment that other countries build rail for much cheaper than we do in the United States because we enrich the consultants. He said that consultants should not get more than 10% of the total cost of the project.

He continued that faster is better and attracts more riders, and therefore accounts for a lower per rider cost. The FTA and current administration, he mentioned, favor BRT, but the plans are going to outlast this administration. He also suggested that the Red Line project should stay away from dual yards, keeping everything in one place. He understands it is technically possible to convert Light Rail to third rail operation allowing common vehicles on all three lines.

Mr. Cohen responded that the MTA did do a report on multi-modes. Mr. Kay stated that they MTA looked at it but can't use the current Metro tunnels for LRT, the space can't accommodate it.

Don Sherrod stated that the process for studying this started a number of years ago, and he wanted an explanation as to how the CAC members were selected. He felt that the process has been politicized. Dr. Orange responded that the process for selecting members to the CAC is definitely political, and suggested that Mr. Sherrod call his representative and ask why he was not considered for the council.

Geraldine Carter spoke and said that she has attended the two CAC meetings. Citizens had many concerns and were told that the meeting was not the forum to voice them. She said that building a bus division on 1100 Cooks Lane would impact the homes and residents there, and she wants to know how much consideration has been given to these homes. She asked why it couldn't be built on Edmondson Avenue. She also stated that no one responded to previous questions. She felt that there is a plan already in place. Dr. Orange responded that it is his understanding that at this time, there are no plans to take any property.

Mr. Kay also responded that any questions submitted should have been answered in a letter. Ms. Conner said that there was never any subsequent meetings scheduled of the Governor's CAC, so she apologized if no one responded to her questions. Mr. Smith said that he represents West Hills and other communities, and that Ms. Carter's comments were not answered because they were not favorable. He stated that the MTA only published favorable questions. He asked the community to look at the slides related to the Yard and Shops, one is behind the 1100 block of Cooks Lane. He said he has showed the MTA their errors in measurement. He also said that it is important to pay attention to the words "easement" and "right-of-way". He also said that he has spent hours studying the maps, which the MTA keeps changing.

Saul Wilson of the Transit Riders Action Council (TRAC) spoke and said that the concept for the workshops format is troublesome because he feels that it is public participation for show. He said that they need to reflect more progress. He also stated that the FTA competition for funding is by effectiveness of a project, not just the cost. He said that TRAC wants the Red Line, but not as it is currently proposed. He also backed up Mr. Cohen's request for information.

Dr. Orange said that the community's concerns can go directly to the MTA, and elected officials and the MTA can be contacted through the Speaker Bureau program to address individual organizations. The CAC is just one avenue to raise concerns.

The meeting adjourned at 9:14 p.m.

**Baltimore Red Line
Citizen's Advisory Council Meeting**

Date of Meeting: October 11, 2007
Time: 6:00 PM
Location: Holy Rosary Church

CAC Attendees:

? Angela Bethea-Spearman	? Robert Keith
? Edward Cohen	? George Moniodis
? Sandra Conner	? Rodney Orange
? Christopher Costello	? David Smallwood
? Emery Hines	? Warren Smith

MTA Attendees:

? Henry Kay	? Tori Leonard, Rosborough Communications
? Diane Ratcliff	? Karen Poe, Rosborough Communications
? Lorenzo Bryant	? Kacie Levy, Rosborough Communications
? Jim Knighton	
? Christiaan Blake	
? Tranell Guthrie	
? Ken Goon, RK&K	

General Public: 8 people

Agenda:

Welcome

Business Items Co-Chairs

- ? Objective for tonight's meeting
- ? Distribution of minutes from last meeting
- ? Future meetings

Report on Follow Up Items MTA

- ? Status of presentation on competition for funding
- ? Follow up on comments received by former CAC
- ? Status of project document availability

Format of Upcoming Public Workshops MTA

Public Comment

Meeting Summary

The meeting convened at 6:34 pm.

The meeting began with a discussion regarding the attendance of substitution of members at meetings, as Al Foxx had sent a representative to the meeting. Ed Cohen stated that the law specifies who the members are and who chooses them. He said that there is no provision for substitution except for replacement of members by the appropriate authority, and therefore the council has no authority to substitute. He said it is important to comply with the law, and if there is a process in place he would have no objection to Jaime Kendrick representing Baltimore City. Warren Smith agreed with Ed Cohen. Bob Keith stated that if the appointed person cannot attend the meeting, their representative can observe the meeting, but they would have no voting rights with the council.

Sandy Conner wanted to clarify what the council's flexibility was in making their own decisions rather than going back to the legislatures. Christopher Costello said that most advisory councils have by-laws which dictate these types of situations and that elected officials would appoint the representatives for the members. He said it needs to be decided if the representatives will have the ability to vote or if just recommendations can be made. David Smallwood said the designee should be appointed so that there are not different people coming every time.

Motion: Sandy Conner motioned to table the discussion and study whether the council can establish by-laws to handle this issue and to get a legal opinion on the responsibility and powers of the CAC. Emery Hines said that it may be premature to have the board look at this, the appointing authority needs to submit the designee in place of representative. Dr. Orange asked Jaime Kendrick to leave the table. Angela Bethea-Spearman seconded the motion. Motion passed.

Dr. Orange raised some concerns that the CAC hasn't had the opportunity to meet to discuss their concerns. He asked Mr. Smith to convene a CAC meeting to determine goals, objectives and general issues before the CAC moves forward. He said that they need to speak up if they think there are issues that are not being addressed. Dr. Orange requested that if members have information from sources other than the MTA to please bring them to the CAC.

Dr. Orange then asked Mr. Cohen if he received the information he requested. Mr. Cohen stated that his heavy rail proposal is going to be included in the November Workshops, but his issues with the statement of Purpose and Need have not been addressed. He said it was drawn up after the corridor was chosen, so if heavy rail was on the table then the Purpose and Need statement would need to be amended. Mr. Keith questioned if the purpose of the project is to provide east-west transportation service. If so, were we restricted by geographic guidelines? Mr. Smith stated that the MTA drafted the Purpose and Need statement based on a need for the DEIS.

Ms. Bethea-Spearman stated that the council needs to be mindful of the goals and responsibilities of the CAC. She said they are supposed to meet every three months not every two weeks and are supposed to consider a full range of alternatives. She wants to make sure that the committee follows the format and does not get bogged down and miss the deadline for next year. Dr. Orange said that there is a timetable, more meetings give

more opportunities for communities to have input on the project before the holidays. He said that meeting every three months is the minimum the council needs to meet.

Dr. Orange asked the council when they would like to meet next. He said it needs to be when the majority of the CAC can be present. Ms. Bethea-Spearman said that all meetings should be open to the public, she does not want any back room dealings. Mr. Cohen said that was correct, they can form subcommittees but the meetings must be open to the public and there must be notification of them. Ms. Bethea-Spearman suggested that they meet once a month, giving them time to research and digest information. The next two meeting dates were scheduled for November 15th and December 13th.

Ms. Bethea-Spearman said that the CAC is here to address three forms of transportation. She wants to understand why heavy rail is not a choice for Baltimore City but is for Montgomery County. She said if the MTA went four miles north, then it would be a connecting system similar to the DC suburbs. She understands that heavy rail is expensive, but if it is a choice she doesn't understand why it isn't being considered. She said that if they have to take a system it would be BRT. She asked if Montgomery County is getting what they want because they're elite and they vote?

Henry Kay responded that Ms. Bethea-Spearman may be referring to the MARC when discussing the Orange and Purple Lines. He said that there is nothing in federal law preventing the construction of new heavy rail, but to get federal funds the project must be cost-effective. Projects that are extensions, such as the Green Line in Baltimore, are usually more cost-effective. Mr. Cohen's proposal has aspects that may be cost-effective and the MTA will study that.

Mr. Smallwood said that the perception is that heavy rail has been an afterthought. He feels it needs to be considered. He said that people have been led to mistrust the project, and there needs to be more open and honest conversations. People need to understand what "cost-effective" is for the project. There needs to be a better explanation of things, so that it is not so adversarial.

Mr. Smith asked if Mr. Cohen's proposal was asking for new information. Mr. Kay stated that it was new information with very different costs and benefits.

Mr. Smith stated that the council needs to look at the Green Line study. Dr. Orange stated that the CAC is not studying any other transit system other than the Red Line. He understands that there are connectivity issues, but people need to be in touch with the MTA and go to community meetings to learn about other projects.

Mr. Keith reviewed his proposed alternative (that was also handed out) that would use a portion of the Green Line and bring the Red Line to Bayview. He said that they need to find strategies to attract people in the East to use transit.

Mr. Cohen asked for clarification from Mr. Kay on the study of additional alternatives submitted by CAC members. He wanted clarification on if the MTA will proceed by

studying one alternative at a time that are submitted, because that would take a long time. Mr. Kay said that it is very time-consuming to study each alternative, but if Mr. Cohen has another alternative that is very different then please submit it to the MTA, but also be mindful of the project's resources. At the request of Mr. Cohen, Mr. Kay agreed to examine two additional alternatives from Mr. Cohen (a total of three).

Ms. Bethea-Spearman said that she doesn't just want to hear about heavy rail from State Center to Lexington Market. She asked what considerations for heavy rail are being given to the southwest area of Baltimore which is the largest part of the corridor. Mr. Kay stated that for the current alternatives there is a surrogate for heavy rail, which involves a tunnel for the whole system.

Mr. Orange inquired about the status of the presentation on the competition for funding. Mr. Kay said that the MTA is putting together a presentation and it will be ready for the next meeting. Henry Kay also clarified that any comments that were submitted at the meeting of the Governor's CAC were responded to. Some questions and comments were submitted without any contact information.

Lorenzo Bryant gave an overview of the upcoming public meetings scheduled for the first two weeks of November. Mr. Bryant said that the MTA wanted to know if the CAC supported holding the meetings in early November in five different areas along the corridor.

Motion – Ms. Conner moved and Ms. Bethea-Spearman seconded endorsement of the MTA's Open House proposal. Motion carried.

The meetings will be an Open House format with six stations

1. Focus on the Future – Benefits of the project, big picture mobility issues
2. End-to- End Alternatives – Photo simulations, yard and shop locations, ranges of cost, ridership, travel time
3. Community Concepts – Mapping of alternatives presented by community members
4. Station in the community – 22 station locations, will cover platforms, entrances to tunnels, and changes since the last meeting.
5. Traffic operations – Show how transit and automobiles will interact.
6. Realizing the Vision – Funding, New Starts, What FTA considers, current schedule
7. Help Area – Additional information.

Mr. Kay stated that the MTA would help community members develop the mapping for their station. Mr. Smallwood requested that each station be staffed with well informed people. Mr. Bryant said that the project team will get together to make sure that the same accurate information is being relayed to the public.

Mr. Smith asked if the MTA is receiving any funding from Johns Hopkins? Mr. Kay said not at this point, but those questions will come up as the project gets further along. Mr. Kay also stated that there had been no funding received from Hopkins on the existing subway line.

Mr. Smith stated that people living in his community receive no benefit from the Red Line project, because it does not take them to where they need to go. Mr. Kay said that it could take people downtown if they work there, and there could be development in the future around the Red Line that members in his community would like to use. Mr. Smith said that this is true but we need to serve those living there today. Mr. Smith said that their current system doesn't serve his community. Mr. Keith said that he thought that there were bus stops on Cooks Lane. Mr. Smith said that the residents get passed by the buses, and that the MTA created a feeder bus system for a system that is not in place yet.

Mr. Cohen brought up the fact that some other states use toll money to fund transit projects. Mr. Kay said that in Maryland the toll money goes to the Maryland Transportation Authority (MdTA) and always goes back into the facilities that the MdTA maintains.

Mr. Cohen asked about the alternative that is mostly tunnel. He said that Secretary Porcari said that as the amount of tunnels in a Light Rail system increases, the cost advantage over Heavy Rail decreases. Mr. Kay said that he didn't think that the mostly tunnel alternative would be cost effective but they are studying it. Mr. Cohen asked if the MTA is studying tunnels in LRT then the operating, ridership, and speed can be different from heavy rail, so how can the MTA get applicable results when comparing the two modes? Mr. Kay said that the tools may not be that finely tuned.

Mr. Hines asked if the project will also study building certain segments at a time, Mr. Kay said yes but initially doing the end-to-end alternatives.

CAC decided to review minutes from previous meeting and would approve at the next meeting. In the future all minutes will be sent out prior to the meeting.

Public Comments

Jamie Kendrick wanted to confirm with Ms. Bethea-Spearman that her community is more concerned with surface vs. tunnel than the mode of the system being heavy rail. Ms. Bethea-Spearman confirmed that what is important to them is that the system is in a tunnel, they do not care if it is not heavy rail.

Judy Boulmetis stated she did not think the meeting was properly advertised and that it is important to have community members attend these meetings. She also requested that one location that is easily accessed by transit be selected instead of moving the meeting locations around. She also said the date selected for the next meeting will be hard for business owners to attend.

Mr. Orange stated that the meeting location is being alternated from the east and west sides to give all the communities an opportunity to attend. Ms. Bethea-Spearman stated that in the future anyone that attends a CAC will be notified of any upcoming meetings. Additionally, Dr. Orange said that a better effort will be made to publicize the meetings. There was short notice on this meeting due to the desire to get input on the workshops.

Saul Wilson mentioned that the life cycle costs are higher for LRT, so what would that mean for the project? He requested that the public get the minutes. The CAC said that the minutes would be posted on the Red Line website once they have been approved. Mr. Wilson also asked about having a closed on-line discussion group? It was said that is cannot be done. Mr. Wilson also suggested that if the Open Houses coincide with the next CAC meeting then to have them together. There was a consensus by the council that this was a good idea.

Chris Johnson, a resident of the Hampden neighborhood asked if on the BRT vehicles the MTA is considering having bike racks? Mr. Kay said it is a little early in design for those types of decisions, but thinks that it is a good idea. Mr. Johnson also requested the council email addresses. The Council can be contacted through the Red Line website. Mr. Johnson also voiced his support for Mr. Keith's suggestion for an alternative.

Angela Bethea-Spearman asked if there is anything in the budget for a mini-van to help give access to community members to the CAC meetings. Mr. Kay said that there isn't anything in the budget for that, but we will try to pick a location that is more accessible to transit riders.

Mr. Smallwood requested that in the future, the planning of the workshops is a more inclusive process with the CAC members. Dr. Orange stated that if there are any other suggestions then they should be presented now, this is the CAC's opportunity. Mr. Smallwood said that in the future he would like subcommittees to help with the entire planning process of the workshops.

Ms. Conner said that what has been proposed included the CAC's comments; she wants to make sure that whatever is presented to the public is in a user-friendly format. She motioned to approve the content proposed for the workshops and to have them in November. Angela Bethea-Spearman seconded the motion, vote was affirmative.

Mr. Costello said that we need improved outreach to get better participation.

Dr. Orange reminded CAC members can go to the MTA with any issues or questions.

Meeting adjourned at 8:47 pm.

**Baltimore Red Line
Citizen's Advisory Council Meeting**

Date of Meeting: November 15, 2007
Time: 7:00 p.m.
Location: Our Lady of Fatima Roman Catholic Church

CAC Attendees:

Angela Bethea-Spearman	Emery Hines
Edward Cohen	Robert Keith
Sandra Conner	Doug McCoach
Christopher Costello	George Moniodis
Al Foxx	Joyce Smith, Co-Chair

Staff Attendees:

? Henry Kay	? Tori Leonard, Rosborough Communications
? Diane Ratcliff	
? Lorenzo Bryant	? Anthony Brown, Rosborough Communications
? Greg Benz, PB	
? Ken Goon, RK&K	

General Public: 13 people

Agenda:

- ? Welcome

- ? Competition for Funding Presentation
 - o New Starts Program
 - o Different Projects at the State Level

- ? Project Documents
- ? Ridership/Cost (Model)
- ? New Thinking
 - o Canton/ Bayview
 - o Downtown Tunnel

- ? Overview of Mayor Sheila Dixon's Recent Statements
- ? Additional CAC Agenda Items

Meeting Summary

The meeting convened at 7:14 p.m. with a welcome by Co-Chair Joyce Smith (Co-Chair Dr. Rodney Orange was not present).

Ms. Smith asked if there were any corrections or additions to the minutes of the previous meeting (October 11, 2007) and was there a motion to approve the minutes as corrected. Mr. Cohen noted several corrections to the minutes, but pointed out that since the Council

did not have a quorum, could the approval of the minutes be deferred until more members were present. The members agreed.

Mr. Foxx presented Mayor Sheila Dixon's recent statements on the Red Line project. Mayor Dixon and Baltimore County Executive Jim Smith held a press conference last week at Bayview, where they discussed the impact of the Red Line on the economies of both regions and where both executives expressed support for the project and urged funding for it. Both supported efforts in the recent special session of the General Assembly to increase the Transportation Trust Fund to \$600 million instead of the proposed \$400 million. Copies of Mayor Dixon's recent letters to constituents on the matter were available.

? **Questions:**

- o The mayor's request for \$600 million – where is that in the special session? (Mr. Foxx -- it still seems to stand at \$400 million.)

Henry Kay introduced Ralign T. Wells, the new Deputy Administrator for Operations and then introduced Greg Benz of PB, for a presentation on competition for funding.

Mr. Benz guided attendees through a Power Point handout on the Section 5309 New Starts Program.

? **Questions and comments:**

- o Are mode shifts taken into account re: transit system user benefits? (Yes)
- o If you were to extend the Metro and you get better Ridership, does that give you an advantage?
- o What about non-user benefits or costs? Suppose we ran the Red Line on the surface through downtown and increased congestion – what about bus and auto loss of benefits? (Not yet a suitable way to compare that.)
- o Could you go into what the transfer penalty is and how it applies?
- o One slide 3, the first decision point – is that totally merit-based or does politics play a role?
- o My impression is that \$500 million in federal dollars is being talked about – is the Red Line being designed because of that number or is it being designed according to what is the best project? (Reference to policy of the subcommittee).
- o Subcommittee of what? (Congressional Appropriations).
- o What's the right project for Baltimore to do and who's out there talking about it? Are we doing this because there is this money being talked about?
- o Some of the alignments that were eliminated – was that because of cost-effectiveness. (Ken Goon – there were other issues of land use, environmental impacts, community impacts, etc. We haven't done full cost-effectiveness yet.)
- o Will Mr. Benz work with the Council to help them make a decision? Should he have an ad hoc position on the Council?
- o Can you explain the range of costs in each project? (Mr. Goon – Costs based on the intensity of each alternative, surface to tunnel, with costs in between.

The more tunnel, the higher the costs. We try to present a full range of options).

- o From the standpoint of time how does the Red Line compare to Final Decision projects around the country? (Mr. Benz – For example, the Norfolk project has been going on for quite some time and had been modified; the Minnesota Commuter Rail is a very straightforward project similar to Seattle; local share of funding is at risk).
- o You're showing on slide 10 an expiration of SAFETEA-LU – does the Transportation Trust Fund expire? (There would have to be another authorization bill – ideally the new bill would be in place when the old one expired).
- o The proposed improvements to the MARC system – how are those being financed? (MARC projects are not New Starts, the funding is not coming out of the same source being sought for the Red Line. It is hard to find federal funds to invest in MARC. Frederick is an exception because it is new service on an existing line).
- o Are costs in current year dollars? (yes – this does not account for inflation).

Mr. Kay addressed the issue of requests made at the CAC's September 27 meeting of documents and information that would be helpful to the Council. A list was compiled of documents and sites that are available as resources (handout). Some information contained in contracts may not be able to be released.

? **Questions and comments:**

- o I can understand personnel matters, but what else could there be that could not be released regarding contracts? (Mr. Kay – some proprietary information including resumes, salaries, overhead rates. Information related to staff, RFPs, MBE, most of that can be released. We will try to get that to you in a couple of weeks.)
- o How much is the financial commitment so far? What have you spent? (Mr. Kay – about \$20 million).
- o At the end of the last round of Open Houses, wasn't there a report compiled that included all the alignments and ratings. (You may be referring to a Definition of Alternatives Statement – ratings were not part of that. Mr. Kay – think of this document as a card catalog – we'll also let you know as additional documents become available.)
- o We know there was a study about feeding BRT and LRT into tunnels. We wanted to know everything that has been produced, not just what you consider important. (Mr. Goon – not everything is in a report, but we do have some analysis that is not considered a "report.")
- o Bob Keith indicated that according to the enabling legislation that established the CAC, the Council has some obligations, primarily to develop a system that benefits the communities through which it travels. The distribution of factual information to communities allows us to compare costs and impacts of all construction alternatives. At the next Open House it would be helpful if we

could see some sections of the line with a detailed description comparing costs, etc. – please take this under consideration. We favor an alignment that would have the least negative impacts practicable. Want to submit an example of an alignment through Fells Point that would eliminate parking. (Mr. Goon – we would quantify loss of parking with each alternative. VISSIM seems to show cars in bus dedicated lanes with BRT in the middle, but you really can't see all the design elements and level of detail.)

- o Let the record show an August 31st letter from Mayor Dixon withdrawing the recommendation to make Fleet and Aliceanna streets a one-way pair. Also, I (Mr. Keith) have a letter from Delegate Peter Hamen to Secretary Porcari re: a Fells Point meeting noting unanimous opposition to loss of parking and traffic lanes in historic neighborhoods.

The discussion then focused on the work of the CAC and the structure of meetings. Issues included conducting meetings in a more orderly fashion, agendas being created by the CAC and not the MTA, moving the public comment period to the end of meetings rather than during, and selecting meeting sites that were more accessible to members and the public.

? **Questions and comments:**

- o Why are we not getting information on tunneling? We're allowing the issue to be skirted. We need an answer on this.

Mr. Benz made a presentation on ridership estimates (handout).

? **Questions and comments:**

- o Savings in travel time? (That's still being worked on, requires a more detailed analysis.)
- o Transfers can make the system work.
- o Studies have shown that transfer penalties take into account the mode being transferred from and the mode transferred to – is it a differential transfer? (Model has been refined and recalibrated for regional study).

Mr. Goon presented information on “New Thinking” regarding the Bayview extension and a downtown tunnel option. Bayview makes sense because it is a major employer, the downtown tunnel options recognizes some challenges including parking in Fells Point.

Judy Boulmetis gave each member a letter (she'll fax such correspondence in the future) and requested that the Council please provide a written response.

Ms. Smith then asked for agenda items for the next meeting (December 13). There was a request by a Council member to ask for comments to be written down and handed in, but an audience member pointed out that requesting written comments may violate the Americans with Disabilities Act. The members agreed that there was a need to

restructure the format of the meetings to take care of Council business and also allow the public to have comments.

The Council agreed to the following agenda items for the December 13 meeting:

- ? Discussion of CAC members' individual viewpoints, in light of the fact that each represents a different community.
- ? Interface of the CAC's actions with the MTA's schedule and format. What is the product of the CAC's effort?
- ? Discussion of alternatives presented at the Open Houses.
- ? Study and analysis for costs by December 13 of alternatives CAC members have proposed. Address older options, including tunneling and show a convergence of the Red Line and other lines downtown. (Henry Kay – we'll do our best. Council: If we throw all of our recommended alternatives at the MTA, they'll be overwhelmed. We need to prioritize and present over 2-3 meetings sequentially. Cohen or Keith – who gets first?)

The Council moved and seconded to adopt the minutes of the October 11 meeting as corrected. The Council also noted that it needs to adopt the minutes of the September 27 meeting.

The meeting adjourned at 9:13 p.m.

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Alternatives Comparison: Ridership and Cost

Alternative		Ridership (2030)	Cost (millions)
Transportation System Management (TSM)		17,000-19,000	500-600
BRT (BUS RAPID TRANSIT)	All Surface (3A)	28,000-31,000	700-800
	Downtown Tunnel (3B)	34,000-38,000	1,200-1,300
	Downtown and Cooks Lane Tunnel (3C)	33,000-37,000	1,300-1,400
	Maximum Tunnel (3D)	37,000-41,000	2,700-3,000
	All Surface + Johnnycake Road (3E)	27,000-30,000	800-900
	TSM + Downtown Tunnel	30,000-33,000	900-1,000
LRT (LIGHT RAIL TRANSIT)	All Surface (4A)	30,000-33,000	1,100-1,200
	Downtown Tunnel (4B)	35,000-39,000	1,700-1,900
	Downtown and Cooks Lane Tunnel (4C)	36,000-40,000	1,900-2,100
	Maximum Tunnel (4D)	36,000-40,000	2,700-3,000

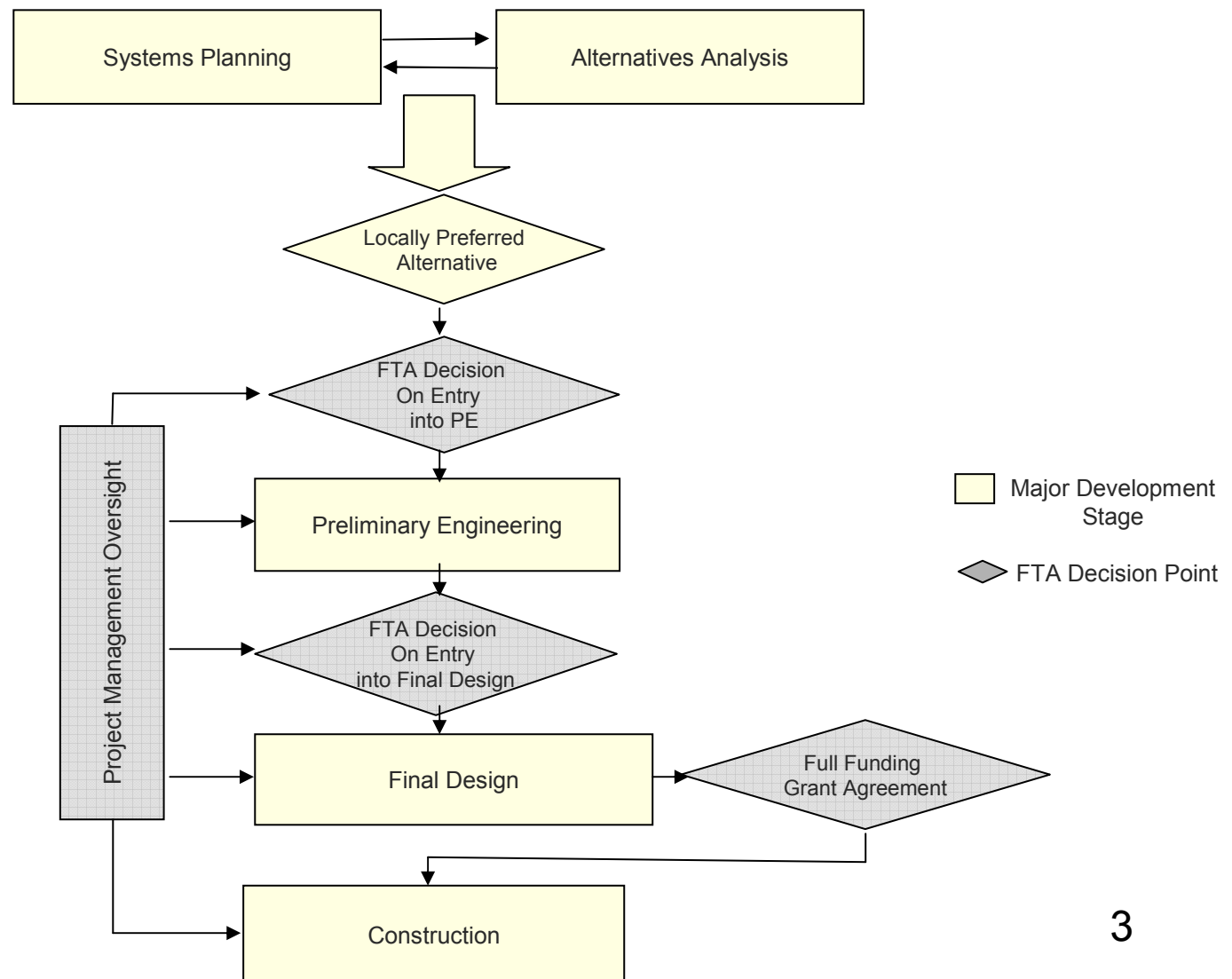
Competition for Federal and State Transit Funding

Prepared for the
Red Line Community Advisory Council
November 15, 2007

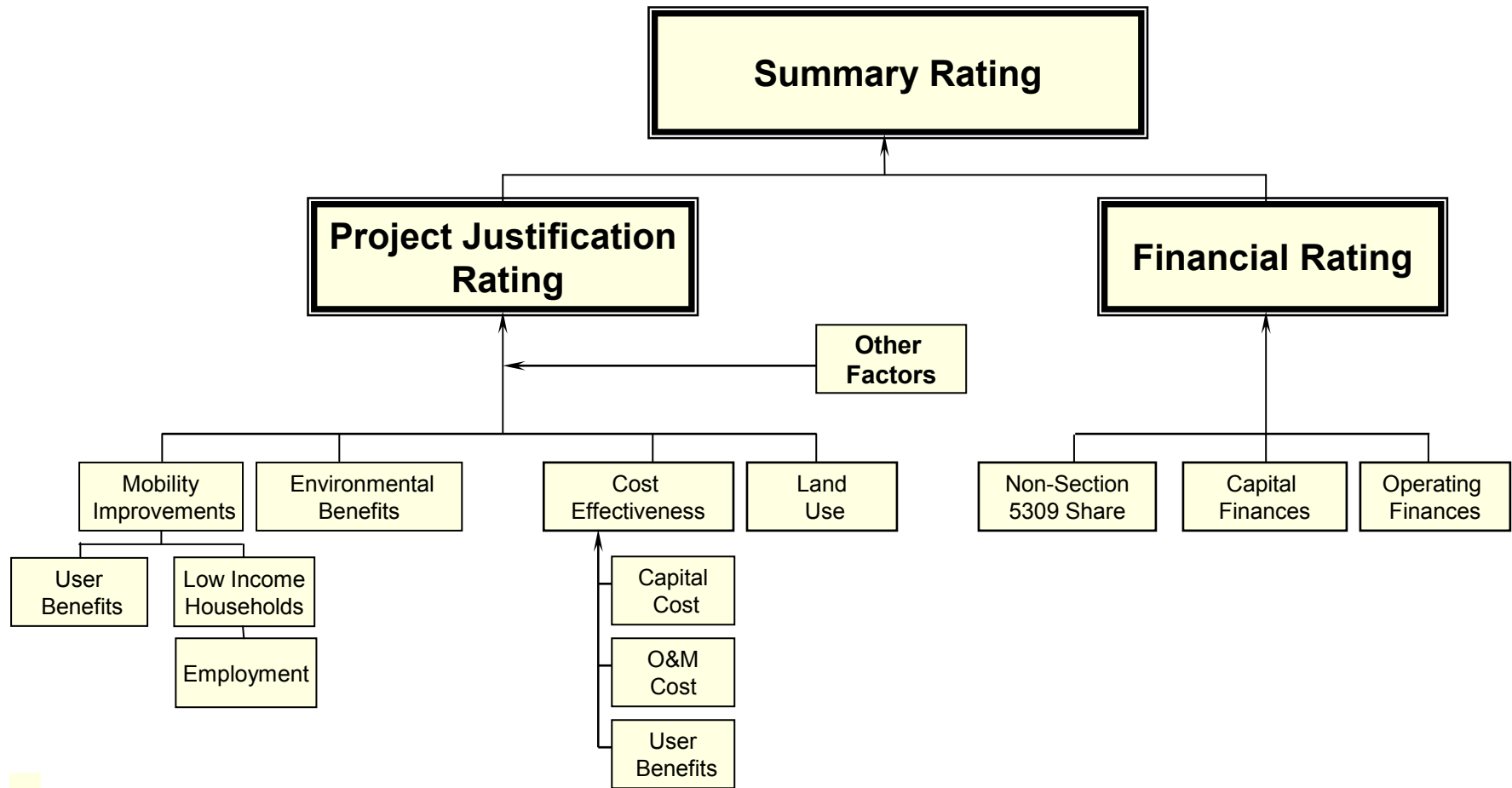
Section 5309 New Starts

- ~ \$1.5 billion per year discretionary program
- Eligible projects:
 - Projects require \$75 million or more federal funds
 - New fixed guideway systems (rail, bus rapid transit)
 - Extensions to existing systems
- Match requirement: min. 20%
 - typically matched at 50%+
- Project funding decisions made jointly by FTA and Congress – national competition

New Starts Project Development Process



New Starts Criteria



Minimum Project Development Requirements:

Metropolitan Planning and
Programming Requirements

Project Management Technical
Capability

NEPA
Approvals

Other
Considerations

New Starts Evaluation Criteria

- Project Ratings Given to two composite measures: project justification and project finance
 - Rating - “high”, “medium high”, “medium”, “medium low”, “low”
- Project Justification
 - mobility – travel time, transit dependent usage, etc.
 - cost-effectiveness index – ratio of cost to user benefit
 - land use – transit supportive land use
- Project Finance
 - Amount and reliability of non-Federal share of New Starts

Cost-Effectiveness Index

- Cost-effectiveness ~ (approx.) 50% of project justification rating
- Must get a “medium” rating in cost-effectiveness for a project to be recommended.
- Cost-effectiveness index benchmarks:
 - “High”: Less than or equal to \$11.99
 - “Medium-High”: \$12.00-\$15.49
 - **“Medium”: \$15.50-\$23.99**

Cost-Effectiveness Index

$$C/E = \frac{\text{Annualized Project Cost}}{\text{Transportation System User Benefits}}$$

- Annualized Project Cost = annual capital and operating costs (incremental costs)
- Transportation System User Benefits = hours of perceived travel time benefits accrued to all travelers affected by the project

Cost-Effectiveness Index

➤ Cost Effectiveness Index Factors:

- Project Capital and Operating Costs
- Travel time savings
- Other user benefits
 - Parking costs reductions
 - Out-of-pocket costs reductions
 - Comfort, convenience and other perceived benefits

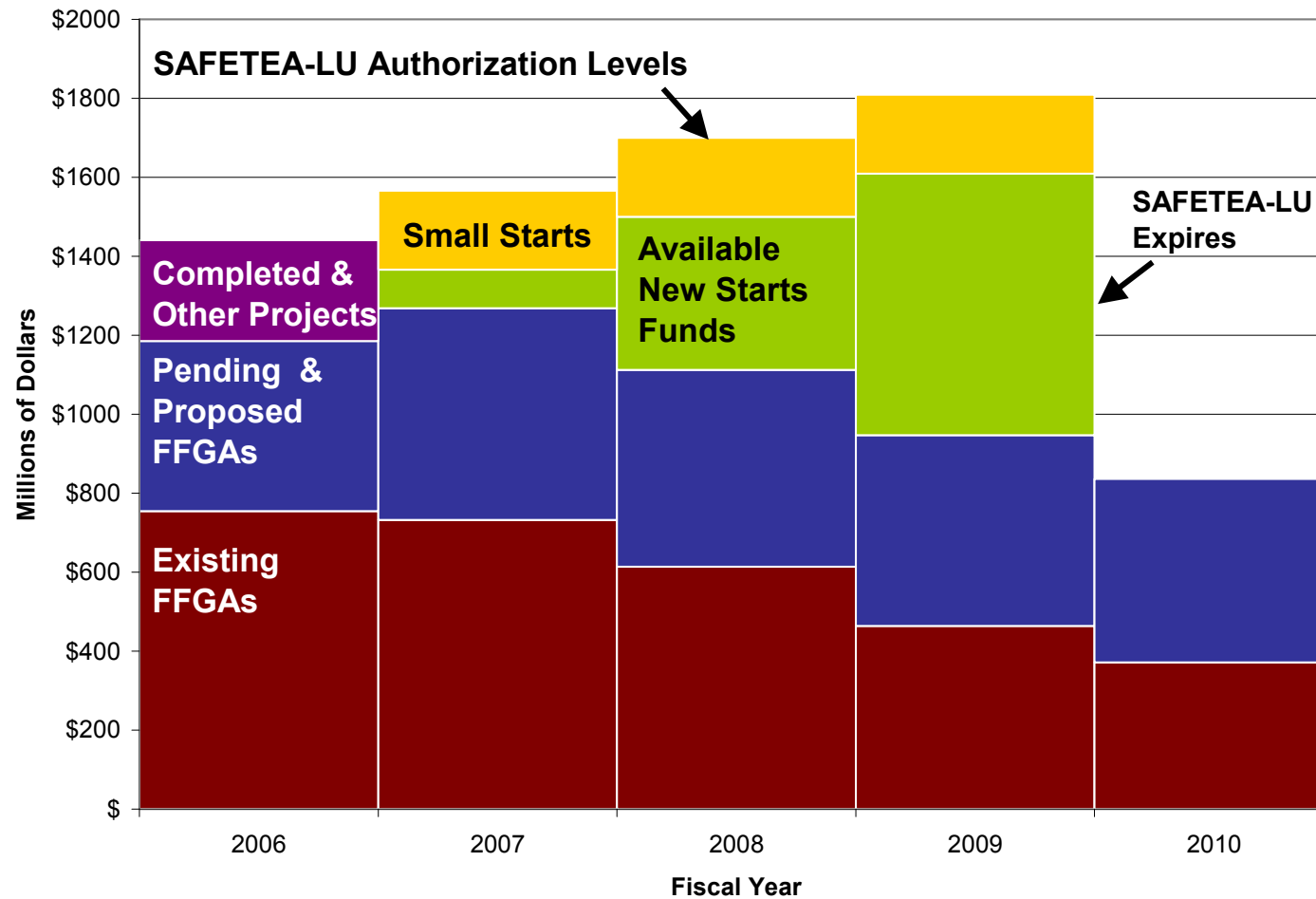
↑ As costs go up or benefits down, C/E index goes up

↓ As costs go down or benefits up, C/E index goes down

New Starts in Maryland

- New Starts has funded:
 - Largo extension of WMATA Metrorail
 - Extensions and double tracking of Baltimore LRT
 - MARC extension to Frederick and MARC cars
- Potential future New Starts:
 - Baltimore Red Line
 - Baltimore Green Line
 - Purple Line
 - Corridor Cities Transitway

Supply and Demand for New Starts Funds



* Based on assumptions of future funding amounts

Competition for Available Funds

<u>Sample Out-year Projects:</u>	<u>Status:</u>	<u>New Starts Request:</u>
Minnesota Commuter Rail	FD	} ~\$6 billion
Norfolk LRT	FD	
Seattle – University Extension LRT	FD	
Houston North Corridor BRT	PE	
Houston Southeast Corridor BRT	PE	
Miami-Dade North Corridor HRT	PE	
New Jersey – Core Access Commuter Rail	PE	
Dulles Corridor Phase 1 HRT	PE	
Sacramento LRT	PE	
Los Angeles BRT System Gap Closure AA		

Maryland New Starts Projects

	Location	Length	Modes	Cost	Status
Red Line	Baltimore City and County	12 miles	BRT LRT	\$500 – 3,000 million	Planning (AA/DEIS)
Purple Line	Mont. and Prince George's	16 miles	BRT LRT	\$470 – 1,600 million	Planning (AA/DEIS)
Corridor Cities	Montgomery County	14 miles	BRT LRT	\$871 - 1,400 million	Planning (AA/DEIS)
Green Line	Baltimore City	4.5 miles	BRT LRT HRT	\$300 – 1,600 million	Planning (Feasibility)

**Baltimore Red Line
Citizen's Advisory Council Meeting**

Date of Meeting: December 13, 2007
Time: 7:00 p.m.
Location: Edmondson High School

CAC Attendees:

- Edward Cohen
- Sandra Conner
- Christopher Costello
- Al Foxx
- Emery Hines
- Robert Keith
- Douglas McCoach
- Jack Milani
- George Moniodis
- Dr. Rodney Orange, Co-Chair
- Young Kim Robinson
- David Smallwood
- Warren Smith

Staff Attendees:

- Henry Kay
- Diane Ratcliff
- Lorenzo Bryant
- Christiaan Blake
- Ken Goon, RK&K
- Richard Stubb, Rosborough
Communications
- Anthony Brown, Rosborough
Communications

General Public: 15 people

Agenda

- Welcome
- Roundtable Discussion – Member Viewpoints
- Discussion of Red Line Alternatives
- CAC Actions/ MTA Schedule
- CAC Alternatives Discussion
- Development of Next Meeting Agenda

Dr. Orange opened the meeting and expressed his apologies for missing the previous meeting. Warren Smith raised questions on how much was spent on the project already (\$20M vs. \$236M). Henry Kay told Mr. Smith he would provide him with a copy of the current budget which indicates that approximately \$20 M has been expended. On motion of Mr. Cohen, seconded by Mr. McCoach, the minutes as corrected were adopted.

Ed Cohen said that the State open meetings law allows anyone to film meetings where the public can attend. Dr. Orange said he previously told Saul Wilson he needed the group's permission to film at the CAC. Dr Orange reiterated that he was going to run the decision to film the meeting by the members, and that he did not specifically tell Mr. Wilson he couldn't film.

There was discussion among the members about the need to develop bylaws to address such issues, reach consensus and use the meeting time more efficiently. It was suggested that the BRTB, CAC bylaws and the Red Line CAC's founding legislation be used as a reference. Ms. Conner moved and Mr. McCoach seconded a creation of a bylaws committee. The motion carried by a voice vote. Subcommittee volunteers include: Ed Cohen, Sandy Conner, Al Foxx, Doug McCoach and Warren Smith.

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Ms. Conner expressed a need to hear other members' viewpoints and listen to member's ideas (on the project) for the meeting tonight, to look at possibilities on CAC positions for a consensus CAC position on the project. She noted that a "gatekeeper" was needed to moderate conversations and keep the group from talking about proposals that have already been eliminated. Dr. Orange supported this idea noting that he has not heard anything to take a position on besides majority vote. He also asked that the subcommittee meet before the next CAC meeting to form bylaws. He stated that at this point, there does not seem to be the interest level needed for the Red Line.

Dr. Orange said he would take responsibility for developing the agenda for each meeting, but if members want their concerns on the upcoming agendas to go directly to the MTA, to please also inform him about the issues. He noted that a lot of requests he has gotten (e.g., providing buses to pick up residents for meetings) are not in CAC's budget. He also stated that as a CAC, the Council can not be antagonistic because of differing views.

Dr. Orange began the roundtable discussion.

Mr. Bob Keith stated that each member should give their view on the project, then comment on issues and concerns at the end. As a general observation, the Red Line is the base for all future transit planning in the region. All other lines will be planned as a result of the Red Line, it is important to go back to the original goals of the 2002 BRRP (Baltimore Regional Rail System Plan) to revisit and abide by them. He said that the alignments so far do not follow the BRRP because they omit Camden Station and Harborplace. He expressed a desire for a connection between Camden Station and City Center. He said the plan called for lines to be separated from traffic wherever possible, and that we must keep this as an objective. What we do now must include factual distribution to the public so they can weigh the cost/benefit ratios and be part of the planning process.

Dr. Orange asked Mr. Keith if he had received the information he had asked for from the MTA. Mr. Keith deferred discussion of that issue until later in the meeting. He said that he had written Secretary Porcari regarding "Rule 3" (see R. Keith letter) of the FTA regulations, where alternatives should include all reasonable modes and alignments, the postponing of this decision to the end of planning could cause problems. He indicated that he was speaking of the Fells Point alignments where parking or traffic lanes were being taken away. He stated that the MTA should go back to the community regarding the Fells Point alignments.

Warren Smith noted that the alternative that goes out Baltimore National Pike has been eliminated, and this causes problems: homeland security problem at SSA, consumer problems and residential problems. It does not serve the community as it is now. He also asked how the project gained 1.5 extra miles of railway (Bayview) and how this would be funded. He said that the line does not serve downtown. If the Red Line was designed as envisioned it would serve more people and the lines need to be redirected back to the downtown hub to serve more people.

Ed Cohen gave an update on TRAC's meeting with the MTA about their HRT option and noted that their preferred alternatives do not look like the Red Line but would provide better transit and benefits. Mr. Cohen said:

- At his meeting with the MTA Planning Dept, the MTA presented a heavy rail alternative very similar to the currently proposed Red Line and refused to at the time run two other heavy rail alignments presented by TRAC. He added the MTA had altered TRACs proposal for the heavy rail alternative being examined - one from Social Security to Travel Plaza or Greentown - and refused to use TRACs proposed bus connections for alternatives.
- In Silver Spring, they have 42 bus lines that connect to the Metro station, we only have 19 operating in downtown during rush hour.
- We are concerned that if the MTA said they were going to study options from Bob Keith and TRAC then they should study the option we suggested.

Deleted: <#>At our meeting we saw HRT alternatives closest to the Red Line not our preferred alternatives and the planning department only ran through one model.¶
It wasn't what TRAC submitted to the MTA and the bus connections were being treated as if they were interacting with LRT.

Ms. Conner asked Mr. Cohen what was presented to the MTA and whether the CAC shouldn't decide to study alignments instead of having TRAC go on its own to present theirs?

Dr. Orange pointed out that Ms. Conner's concern is a valid one -- the CAC has not taken a stance on anything yet. The MTA is going to recommend what they want to do, and we will make a decision. If members have recommendations, take them to the MTA

Mr. McCoach noted that individual agendas are not anywhere near as strong as a full CAC approval/recommendation. He also expressed concern about overwhelming the MTA with five or six different ideas.

Mr. Smith stated that the Council could not move forward if it remained on the same topic. He said there is a need to separate personal and community issues to make this right. Mr. Foxx and Mr. Hines concurred.

Mr. Costello told the group that the previous Monday there was a Red Line related TOD program with local groups. As the CAC moves forward it needs to think about the much-needed development this will bring. He said he was pleased with how the MTA is handling the administration of the CAC and wanted to get CAC materials electronically so he could spread the information to his community.

Mr. Keith pointed out that there are several alternatives that had been brought up before, and the Council didn't have them yet, so those options needed to be kept on the table.

Mr. Hines agreed and said that at some point, the group needed to decide what is "reasonable" versus what is "possible" for this project. He emphasized that he wanted to see the process move forward.

There was a general discussion about presenting the MTA with drawings of the Council members' preferred alignments and the need for a working session to design the routes. Mr. McCoach pointed out that the Council had not met the criteria to do its evaluation and stressed that it needed a solid set of evaluation guidelines to address the alternatives, and had not taken this step yet. The Council needs planning to create evaluation tools.

Dr. Orange stated that the group needed legislative clarification on roles and goals and the authority of the CAC and said the final decisions (on the project) will be made by the legislature with MTA and CAC recommendations.

Delegate Sandy Rosenberg invited the Council to share its concerns with the legislators, and they will make sure they take it to the State. Have community input through the council and the MTA to help build the Red Line.

Mr. Cohen noted that the Council is bound by legislation to decide on a line that is good and has the possibility of being federally funded. It is bound by federal and CAC guidelines.

Ken Goon presented alignments on the map, noting that the task is to choose a physically feasible alignment and to minimize and mitigate impacts. He said the DEIS (Draft Environmental Impact Statement) will assess a broad range of criteria on the project.

Mr. Keith asked about costs for these options. Mr. Kay stated that there was no financial plan yet, but the plan was to have the project funded by 50 percent federal and 50 percent state monies.

Mr. Goon said the evaluations on alignments are end-to-end, but could change with the LPAs (Locally Preferred Alternatives).

Mr. Smith said that the area on Route 40 on the BRT option should be included on the LRT plan. He stated that residents and commerce are being shorted by not considering LRT all the way out Route 40 and also that someone will lose their home on Cooks Lane.

Mr. Cohen: With the Bayview service and the Dundalk extension, will there be rider benefit to the Dundalk extension if travelers have to go north before heading downtown? Mr. Goon explained how the Dundalk extension from Bayview can work

Dr. Orange asked if the MTA was ready to report on CAC recommended alignments (Keith's and Cohen's). Mr. Kay said the MTA was interested in reviewing other alternatives, but he asked the CAC to understand that the official alternatives had been under study for a long time and it was not possible to provide the same detail for new alternatives. He said Lorenzo Bryant was working with Mr. Keith and Mr. Cohen on their alternatives.

Mr. McCoach made a comment regarding the framework of the legislation

Mr. Bryant said the MTA wasn't looking specifically at Mr. Cohen's alternative, but one that was more directly comparable to the Red Line in order to do an apples-to-apples comparison. Assumptions regarding the coding of the feeder bus network should be comparable, for example.

Mr. McCoach said he wanted to make sure the CAC is okay with the methodology of the analysis.

Mr. Goon then went over the project schedule and key dates for next year and beyond:

- DEIS – Draft review by MTA by February 27, 2008
- April 11, 2008 -- target for FTA submission
- The FTA then becomes a co-signer on the project, and requires 60 days for review by FTA and other agencies
- MTA will revise the DEIS with FTA comments by July 3, 2008
- July 25, 2008 -- FTA signature on DEIS
- August 15, 2008 – Begin print and distribution logistics for document
- 6 weeks following: Public hearings on the DEIS
- Comments can be submitted up to 30 days after hearings
- 18 technical reports will become appendices to the DEIS

There was discussion among the members regarding fast-approaching deadlines and the need for the CAC to get its suggestions in. They also wanted to know what would happen if they missed this window. Mr. Kay said that delaying the DEIS would put the \$100 million already earmarked for the project at risk. Mr. Kay suggested that the CAC could submit a report about the time the DEIS is released to make recommendations.

Dr. Orange then invited comments from community members.

Ted Rosenberg: Travel patterns for Social Security employees need to be considered.

Deleted: Unidentified

Saul Wilson: From a letter from Congressman Elijah Cummings' office -- it stated that alternatives would be studied if suggested by CAC members. The MTA is supposed to do an analysis of these alignments, and I'd like to know how the MTA went from the three alignments that TRAC provided them down to the one that they showed TRAC.

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Mr. Kay responded that the resources for this level of study are limited so we need to use them in the best way. It's a process of understanding the issue and we are trying to, but I can't give a timetable for it.

Mr. Smith: With the DEIS only 70 days away, how can we choose an alternative?

Mr. Goon said that all alternatives will be in the DEIS. When the hearings happen, they will help make a decision. We have to summarize all of the information before an LPA is chosen. Mr. Kay suggested the CAC develop its own evaluation of the DEIS in the August timeframe so that elected officials who would be consulted in the selections of the Locally Preferred Alternative would have the benefit of the CAC's thinking. The CAC supported that idea.

NEW AGENDA ITEMS:

- Review capital and operating cost methodologies
- Consider Mr. Cohen's proposal made to the MTA
- Bylaws and subcommittee progress

NEXT MEETING – January 10, 2008, at either Sojourner Douglass College or the new Enoch Pratt Library branch on Orleans Street.

The Council approved the date, and Dr. Orange asked the Council for ideas for future meeting places. The meeting was adjourned.

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Baltimore Red Line Citizen's Advisory Council Meeting

Date of Meeting: January 10, 2008
Time: 7:00 p.m.
Location: Holy Rosary Church

CAC Attendees:

- Angela Bethea-Spearman
- Edward Cohen
- Christopher Costello
- Al Foxx
- Robert Keith
- Douglas McCoach, Acting Chair
- Jack Milani
- George Moniodis
- Warren Smith

Staff Attendees:

- Henry Kay, MTA
- Diane Ratcliff, MTA
- Lorenzo Bryant, MTA
- Christiaan Blake, MTA
- Ken Goon, RK&K
- Tori Leonard, Rosborough Communications
- Kacie Levy, Rosborough Communications

General Public: 31 people

Agenda

- Welcome
- Review capital and lifetime costs document for project
- Consider Mr. Cohen's proposal made to the MTA
- Bylaws and subcommittee progress

Acting Chair Doug McCoach convened the meeting at 7:14 p.m. and noted that he was chairing the meeting in the absence of Co-Chair Dr. Rodney Orange and acting co-chair Sandra Conner, both of whom were absent due to family emergencies. Housekeeping notes: the meeting was being videotaped by Saul Wilson of TRAC, which was acceptable under the state's open meeting laws, the MTA will keep attendance, and add to all future meeting agendas: "New Business," "Public Comment" and "Review and approval of previous meeting minutes."

At the time, the Council did not have a quorum, so the review of the December 13 meeting minutes was tabled until additional members were present.

Henry Kay introduced Ken Goon for a presentation on the project's capital and lifetime costs methodology, noting that a significant part of the alternatives is costs. Capital and operating costs would be different depending on the alternative. The estimates are done according to Federal Transit Administration (FTA) methodology so that there is consistency among competitive projects.

Mr. Good distributed three handouts:

“Red Line Cost Categories and Estimate Assumptions”
“Annualized Costs for Build Alternatives”
“Operating and Maintenance Cost Estimate Report”

Mr. Goon stated that the capital cost estimates need to be accurate and credible. The FTA has a number of standards and the MTA is using the FTA-accepted methods for estimating capital costs. Cost categories and estimate assumptions – the cost effectiveness index is dependent on capital costs estimate – important to the FTA because it is paying up to 50 percent. Operations and maintenance is critical, but is the responsibility of the state. He led the Council through the Cost Categories document, pointing out that for categories 10-70, there are built-in contingencies.

There were a number of questions on the second handout “Annualized Costs for Build Alternatives.”

Questions and Comments:

Costello: 125 years is used to determine how long to depreciate for budgeting costs? Does this include replacing or adding land? (Yes)

Smith: Are these federal numbers? (Yes) Referenced Light Rail having to replace brakes for \$7 million – how many years were those on the street?

Foxx: Individual components’ life may be different than vehicle life -- that becomes an operating and maintenance cost.

Keith: In Section 10 (guideways), tunneling shows 125 years, others 20-30 years – how do you work that into costs? (Costs become annualized).

Goon: It leads to a basis to compare different projects across the country.

Kay: We do this to calculate cost effectiveness.

Cohen: It also means you don’t have to reinvest to keep it up to standards.

Kay: Life-cycle costs are different than this. It also doesn’t include costs to maintain capital assets.

Cohen: Are annualization factors computed from this formula? Did MTA compute these numbers? (No). The formula looks odd. Could we get the source on this?

Milani: The reason the operating costs are not on here is because the feds don’t fund.

Kay: Capital costs are one part, operating costs are another.

McCoach: It is one component of one side of the equation.

Milani: Can we see one from a completed project from another city?

Goon: The range of costs estimates for alternatives was presented at the November workshops. We are still analyzing and refining. The DEIS will have the final number. Operating and Maintenance Costs includes categories such as labor, equipment and maintenance and electricity. We use MTA's actual experience consistent with national transit data to determine credible estimate. How much it costs to run minus savings.

Smith: Real estate –what will you use in that area, it's now blank. (Costs estimates will be included for all alternatives).

Smith: A past map showed a parking facility. Will it be multiple-tiered in the system somewhere? (There is a garage at Woodlawn/ Johnnycake alternative).

Smith: The facility in West Baltimore you are trying to obtain behind the 1100 block of Cooks Lane – is this the new maintenance facility site? (There are five possible options for maintenance facilities). Have they been displayed before the public? (Yes)

Keith: Is there a provision for parking at Bayview? (Possibly near the potential Bayview Marc Station, a park-and-ride used by both Marc and the Red Line, and a smaller lot in Canton Crossing).

Keith: Is there no parking planned at the end of I-70? (For all alternatives on I-70 and Security Boulevard, surface parking lots are proposed).

At this point, Mr. McCoach noted that a quorum was now present and the Council could review the minutes of the December 13 meeting. Mr. Cohen noted a number of corrections before it was pointed out that there was a discrepancy in the minutes being reviewed and minutes the Council members had been mailed prior to the meeting. It was agreed that Mr. Cohen's corrections would need to be made to the minutes that had been mailed, so their approval, along with the minutes of the September meeting, would have to be tabled until the next meeting. In addition, the September minutes have been posted to the Red Line website without Council approval and would need to be taken down.

Mr. Kay made reference to an e-mail he had received from Mr. Keith regarding the proposed alternatives that would be included in the DEIS and the timeline for same.

Mr. Cohen introduced a presentation on heavy rail alternatives by Christopher Field of TRAC (Power Point). According to Mr. Field, TRAC has several heavy rail alternatives it considers reasonable. Nate Payer, also of TRAC, provided background and context for the various alignments.

Questions:

Community member – focus on alignment instead of tunneling and elevation.

Smith: What's aerial in West Baltimore?

Moniodis: When did St. Agnes say they were in favor of a particular alignment? (Mr. Moniodis referenced St. Agnes' desire for service to the southwest side from UMBC). Traffic patterns are different between Wilkens Avenue and Frederick Road.

Field: The alignments we've proposed for study should be included in the DEIS.

Payer: The alignment heading north to JHU from downtown will get more ridership, connects to other service, could be fully automated, run every two minutes, use existing CSX line, and is cheaper.

Judy Boulmetis: The CAC legislation says you must consider the full range of options, but the MTA has not looked at this.

Payer: We do have specific alignments they have not looked at that will get more ridership.

Moniodis: The southwest corridor is exploding into Howard County. We have heavy rail from Reisterstown, light rail from Hunt Valley, but nothing coming from the southwest part of the city.

Keith: Once you get the line to I-70, you could do surface to Ellicott City.

Field: It connects to the existing system, but does not use existing track. There are no labor costs because it's fully automated. It is not feasible to combine catenary and grade-separated.

Payer: East side alignments include an extension of the Green Line which FTA considers more cost-effective. It connects to I-95 and 895, to Bayview, Eastpoint Mall, Martin's Airport, fast and inexpensive compared to other options.

Cohen: Could you address speed as related to costs?

Field: Faster speeds with fewer vehicles or same with more frequency for same costs (labor costs per hour).

Field: Another alignment goes to the I-95 Travel Plaza. The MTA has had this alignment since 2003, so far it has received no serious study (applause from audience).

McCoach: We can't take action on this tonight, we need to get our housekeeping in order, we need to look at what has been presented and evaluate.

Bethea-Spearman: It has been put off long enough. The Council was set up to address heavy rail, the community has asked for the CAC. Don't brush it off, we need to set aside time, we need to address at the next meeting. Whose agenda are we pushing? What is better for the people?

Smith: I support what Angela is saying: if you planned to table it, we shouldn't have given the time. The DEIS goes to the feds in February. We need a motion for this to be addressed by the MTA.

Keith: I concur. How we evaluate is not the question, the question is how do we get the MTA to study?

Cohen: I have a resolution prepared (distributed to Council members).

Foxx: What do you mean by 'serious consideration'? Maybe it was brushed off when presented, but I'm sure someone looked at it. There have been many, many alignments -- we're looking at just a few. The MTA determined the proposals were not feasible. Give the MTA a definition of 'serious consideration.'

Cohen: They were given to the MTA before the rail plan was submitted. There was no hearing held on the rail plan. They put out a paper with 10.5 mile number, but costs estimates and benefit analysis was never done.

Foxx: Costs benefits and costs estimate is a definition of 'serious consideration.'

(Mr. Smith referred to the CAC's enabling legislation and TRAC'S point that they are fighting for cost analysis.): They have showed benefits, I do not believe they are asking for anything out of realm, but it is out of realm for what has been put before us for 2-and-a-half years.

Bethea-Spearman: Whatever needs to be done, let's do that. We can't do what's been done in the past. Be clear. We can't do 18, but choose which ones so we can put to rest. We can't not put it in the picture.

McCoach: We have to consider these alternatives. We can't tell the MTA what to study, we can only advise and promote our own alternatives.

Bethea-Spearman: We need to urge the MTA to study something of the 18 plans and come back with something concrete. Nothing beats the subway.

McCoach: We will discuss what we think we can afford. The process should have all options identified.

Keith: I talked to Lorenzo Bryant this week. I have certain proposals as well. Mr. Bryant will meet next week with engineers at RK&K to review my proposals and will present at the next

meeting. Mr. Bryant agreed that details would be worked into the DEIS and that there would be a full evaluation of costs.

McCoach: Questions will dog the process for years, there is value in making sure they're addressed. ...MTA's ability to respond in a timely manner, per the DEIS schedule.

Kay: You need to hear our rationale. We have a responsibility to present to the public, the feds and decision makers the alternatives we believe are feasible. What has driven our response is feeling that these alternatives are not feasible in terms of impacts and affordability. Heavy rail projects are not feasible from a competitive environment. I recognize that my professional experience only gets me so far. We can do a financial analysis. We will do cost estimates, travel times, and ridership.

McCoach: Is that enough of a platform to determine if alignments have merit and warrant further study?

Kay: Outside of the DEIS, we can help refine and study further.

Foxx: Can you present at the next meeting?

Kay: We may be able to do that. It can be close.

Foxx: Can you address Ed's and Bob's?

Kay: No – we can't do that in a month. We're further along with Ed's than Bob's.

Bethea-Spearman: You will do cost estimates, travel times, and ridership?

Foxx: Is that considered 'serious consideration'?

Cohen: You said one of 18. The one you chose is not the most beneficial.

Kay: The one we chose is closest to the Red Line.

Cohen: I think there should be some discussion over which one would be studied.

Bryant: We didn't select, that's the one you gave us.

Cohen: (Refers to e-mail received from Lorenzo Bryant) – the map is not of the alignment we had chosen -- the one going to the Museum of Art. (Refers to slide on screen).

Bryant: It's outside of the scope of the project.

Cohen: Excluded by the scope of the project? The scope was determined after the alignments were not included, and we were not permitted to submit during scoping. When in this process could it have come in? If the process doesn't allow it to be included, it's not a legal process.

Bethea-Spearman: It's too late to go back to 2002. Mr. Kay has agreed to bring back costs estimates, travel times and ridership. I was asking that they (TRAC) be heard. We do need to see some type of numbers. Please can we move on?

McCoach: Is there a motion to refer the study of heavy rail against the criteria Henry Kay identified?

Smith: How much distance is there on your 18 alternatives?

Cohen: Some 11 miles, some 6 miles of construction.

Bethea-Spearman: Whatever MTA has, those are the numbers we want.

Kay: It's very close to the Red Line corridor.

Foxx: I move to bring in those numbers Henry identified.

The motion was seconded.

Keith: You haven't talked about phasing in terms of pricing.

McCoach: Discussion.

Cohen: Henry Kay says choose one closest to the Red Line. Westview vs SSA, there was one not outside of the scope.

McCoach: I disagree. They have an alignment and if it passes the litmus test of affordability it warrants further study.

Cohen: They're only looking at one, but there are 4 in scope.

Bethea-Spearman: Can it be amended after the DEIS?

Kay: Yes, we can do a supplemental. You can give these and other ideas in a report that's available at the same time.

Keith: We won't see the DEIS till the governments have seen it.

Kay: We get it in February, and must review and get it back so the August submission deadline is met. We can give you data that allows you to compare.

Bethea-Spearman: We need to submit a document as the CAC.

McCoach: Yes, but that won't be in February, that will be August.

Keith: The FTA gets it when? (April 11)

Foxx: We need to vote on the motion.

Costello: I'm not clear. Are we OK Ed if it's not the comparison you want? Is that enough to show value?

Cohen: We're okay for that one. They're out of compliance if they don't study all reasonable alternatives. We need clarity – is this an even playing field? Are we in compliance with requirements to study all reasonable alternatives?

Costello: Do you agree we vote on the motion as it stands?

Cohen: I have a substitute motion. We can do an amended motion.

Foxx: The person who made the motion must agree to have the motion amended. I don't agree. My concern is that the MTA has done quite a bit of work on one of the alternatives. Let's let Mr. Kay do a presentation at the next meeting. Then do further study if we desire.

Cohen: Will that be too late?

Bethea-Spearman: When is it too late to submit? At some point we have to stop.

Kay: The mechanism to do that is the supplemental DEIS.

Cohen: We can tell you what we want, but you don't have to do it.

Milani: We have to use the leverage of the legislators.

Cohen: They will do, just not the range required.

Kay: We haven't spent 5 years and \$20 million to submit a project that won't be funded by the FTA.

McCoach: Let's take a vote. The vote is 8-1 in favor of the motion. Let's look at the by-laws at the next meeting. Should we postpone public comment until the next meeting? (Consensus among the Council was to allow a few minutes of public comment).

Discussion of dates and location for next meeting. Thursday, February 21, location TBD.

Public Comment:

Jim Leanos of Baltimore County: Member of the BRT Board CAC. Interested in regional solution. Schedule of amortization, land acquisition, think in terms of life cycle and performance of system, is this a step toward future or long-term future?

Payer: As citizens, don't wait till you get numbers on one alternative to say let's look at something else. If you believe all alternatives should be studied, ask them to. The FTA process requires a study of alignments with community support.

Bethea-Spearman: Bring us a copy of the FTA guidelines.

Boulmetis: When presenting figures – are they for 10.5 miles or 12 miles?

Goon: The numbers presented were for methodology.

Boulmetis: Acquisition of city land around MARC station – are there any city costs? (Al Foxx: Probable costs in construction). Will the state do property acquisition or the city? (Foxx: the state. The city buys land for economic development projects. I don't know the specifics. There may be some in-kind costs. The city could offer up land to the MTA. We have not made any acquisitions).

McCoach: That has nothing to with any alignment or right-of-way for the Red Line.

Theresa Reuter: I believe in a democracy there has to be choice, everyone has to be informed in order for legislators to choose what is best for the city which is the heart. It's not a healthy heart unless the arteries go everywhere. Options need to be seen by all people who make decisions.

Mr. McCoach closed the section on Public Comment. The Council opted to meet on the west side on February 21.

Mr. Foxx acknowledged Ed Cohen, Warren Smith and others who worked on the by-laws and asked the sub-committee to be prepared to discuss at the next meeting. He also thanked Saul Wilson for taking notes at the sub-committee meeting.

Meeting adjourned at 9:57 p.m.

###

OPERATING AND MAINTENANCE COST ESTIMATE REPORT

1.0 INTRODUCTION

This technical report documents the development of the operating and maintenance (O&M) cost models used for the analysis of transit alternatives for the Baltimore Red Line Corridor Transit Study. This report primarily includes bus and light rail cost estimates, including documentation of data sources and development of the model. The resulting operating and maintenance cost estimates were validated by comparing them to actual expenditures using recent Maryland Mass Transit Administration (MTA) bus and light rail operation statistics.

The transit models documented in this report conform – to the extent possible given the data – to the Federal Transit Administration's (FTA's) most recently issued technical guidelines for transit alternatives analysis (Procedures and Technical Methods for Transit Project Planning: Review Draft, September 1986 and updates). In particular, the transit cost models utilize the resource buildup approach methodology recommended by FTA and the cost models are fully-allocated models. This means that they test the effects of system changes (such as expansions of the rail or bus system) on costs of all areas of the agency's operation, are capable of testing different levels of costs for many individual elements of the operation, including the wages and salaries of operators and maintenance personnel, costs for fringe benefits, and for fuel. The models, which are derived principally using National Transit Data (NTD), follow FTA's recommended approach of disaggregating and classifying individual expense categories.

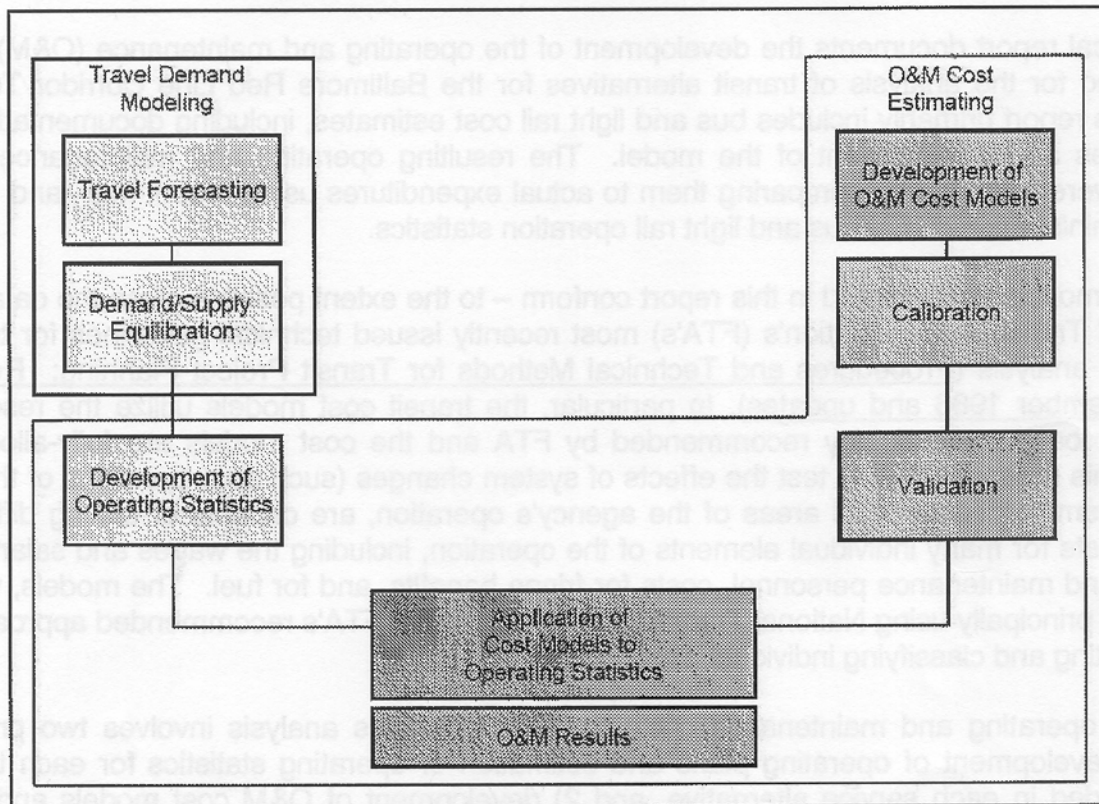
Estimating operating and maintenance costs for an alternatives analysis involves two primary steps: 1) development of operating plans and estimation of operating statistics for each transit mode included in each service alternative, and 2) development of O&M cost models and their application to the operating statistics obtained in step 1 to estimate the O&M costs for the new service. The operating statistics (vehicle hours, vehicle miles, etc.) are derived from the final operating plan for each service alternative after the equilibration step in the travel demand process. Equilibration is the step in which the supply of transit service is balanced with the demand as estimated using travel demand models. The final operating plan describes the level of service to be provided in each alternative, including peak and off-peak service for weekdays and weekends.

2.0 GENERAL APPROACH

Figure 2-1 shows the general steps in estimating the O&M costs for an alternatives analysis. The travel demand forecasting portion of the estimation begins with the coding of the proposed transit alternatives into the highway and transit networks and ends with the iterative process of equilibration. During equilibration, the supply (capacity) of transit service in each alternative is adjusted to either match the estimated demand or set to a level based on policy decisions, whichever is larger. Transit supply is represented in travel demand models by the frequency of service (headway) and total travel time, and is generally a coarse representation compared to the many alternative service patterns available to a transit agency's scheduling departments. Furthermore, travel demand models typically model one or two portions of a typical weekday, with factors applied to estimate daily and annual ridership. Thus, the next step after equilibration is to

estimate the total operating statistics from the operating plan used to produce the travel demand model results. The steps in estimating O&M costs from the operating statistics follows a process described in the following sections.

Figure 2-1: Steps in O&M Estimation Process



3.0 COST ESTIMATING METHODOLOGY

The resource build-up approach was used to determine O&M costs for the study alternatives in FTA New Starts projects. Costs are computed in the resource build-up model by estimating the labor and materials needed to provide a given level of service, and then multiplying by the unit costs of said labor and materials. This approach involves disaggregating O&M costs from recent years into categories that can be reasonably assumed to vary with service levels. The bus model, for example, has costs that vary by miles of service (for example, fuel costs), by hours of service (driver labor), and by the number of peak vehicles (bus cleaning). Productivity factors were broken out where reasonable, so that the impacts of new assumptions (such as new fuel costs, labor rates, or fuel efficiency) could be tested directly in the model. The disaggregated costs per unit of service were then summed to produce a cost model that can be used to calculate future costs for each alternative, based on the service characteristics and productivity assumptions defined for that alternative.

The model for the Baltimore Red Line Corridor Transit Study was based on unit costs derived via resource build-up equations and MTA wage and fringe rates that were used throughout the estimation procedures. This report documents the model used and presents the results of the 2030 annual O&M costs for the project alternatives. The methodology used in this report is consistent with the FTA guidance suggesting a resource productivity approach to estimating O&M costs.

Red Line Cost Categories and Estimate Assumptions

The following is a generalized explanation of each cost category:

10 – Guideway & Track Elements

- Light Rail Transitway
 - Track
 - Ballast/Embedded Panels
 - Grade Crossing Panels
 - Subballast
 - Transitway Drainage
- BRT Transitway
 - Pavement
 - Transitway curbing
 - Transitway Drainage
- Tunnel Structure
 - Track
 - Tunnel Structure
- Aerial Structure
 - Track
 - Piers
 - Bridge Structure

20 – Stations, Stops, Terminals, Intermodal

- Station Platforms
- Station Lighting
- Station Canopy
- Station Architectural Finish
- Escalators
- Elevators

30 – Support Facilities: Yards, Shops, and Administration Buildings

- Maintenance Facility
 - Includes allocation of all Required Equipment
 - Car Wash
- Storage Yard (Light Rail Transit)
 - Track
 - Switches
- Storage Yard (Bus Rapid Transit)
 - Covered Vehicle Storage
- Control Center
 - Control room with dispatching and control equipment

40 – Sitework & Special Conditions

- Environmental Mitigation
- Utility Relocation
- Retaining Walls
- Roadway Modifications
- Station Parking

50 – Systems

- Train Control and Communications
- Traffic signaling and Crossing Protection
- Traction Power
- Fare Collection

60 – ROW, Land, Existing Improvements

- Estimated per option by Parcel

70 – Vehicles

- Number of vehicles

80 – Professional Services

- Preliminary Engineering
- Final Design
- Project Management for Design and Construction
- Construction Administration & Management
- Insurance
- Legal, Permits, Review Fees by other Agencies, cities, etc.
- Surveys, Testing, Investigation, Inspection
- Start Up

90 – Unallocated Contingency

ANNUALIZED COST-BUILD ALTERNATIVE

Project Sponsor Name
Project Name and Location
Current Phase (In AA, Applic. for PE, In PE, Applic. for FD, Applic. Fo

(Rev.10, May 7, 2007)
Today's Date 2/6/07
Yr of Base Year \$ 2007
Yr of Revenue Ops 2012

	Quantity	Total Base Year Dollars (X000)	Cat. 80 Prof. Svc. spread proportionally over Cats. 10 - 50 (X000)	Spread Cat. 90 Unalloc. Cont. according to perceived risks (X000)	Revised Total Base Year Dollars (X000)	Years of Useful Life	Annualization Factor (based on 7% rate) [.07/1 - (1.07) ⁿ]- no. yrs]	Annualized Cost (X000)
10 GUIDEWAY & TRACK ELEMENTS (route miles) 10.01 Guideway: At-grade exclusive right-of-way 10.02 Guideway: At-grade semi-exclusive (allows cross-traffic) 10.03 Guideway: At-grade in mixed traffic 10.04 Guideway: Aerial structure 10.05 Guideway: Built-up fill 10.06 Guideway: Underground cut & cover 10.07 Guideway: Underground tunnel 10.08 Guideway: Retained cut or fill 10.09 Track: Direct fixation 10.10 Track: Embedded 10.11 Track: Ballasted 10.12 Track: Special (switches, turnouts) 10.13 Track: Vibration and noise dampening	0.00	0	0	0	0			0
	0.00	0	0		0	125	0.0700	0
	0.00	0	0		0	30	0.0806	0
	0.00	0	0		0	20	0.0944	0
	0.00	0	0		0	80	0.0703	0
	0.00	0	0		0	80	0.0703	0
	0.00	0	0		0	125	0.0700	0
	0.00	0	0		0	125	0.0700	0
	0.00	0	0		0	125	0.0700	0
		0	0		0	30	0.0806	0
		0	0		0	20	0.0944	0
		0	0		0	35	0.0772	0
		0	0		0	30	0.0806	0
		0	0		0	30	0.0806	0
	0	0	0	0	0			0
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number) 20.01 At-grade station, stop, shelter, mall, terminal, platform 20.02 Aerial station, stop, shelter, mall, terminal, platform 20.03 Underground station, stop, shelter, mall, terminal, platform 20.04 Other stations, landings, terminals: Intermodal, ferry, trolley, etc. 20.05 Joint development 20.06 Automobile parking multi-story structure 20.07 Elevators, escalators	0	0	0	0	0			0
	0	0	0		0	70	0.0706	0
	0	0	0		0	70	0.0706	0
	0	0	0		0	125	0.0700	0
	0	0	0		0	70	0.0706	0
		0	0		0	70	0.0706	0
		0	0		0	50	0.0725	0
		0	0		0	50	0.0725	0
		0	0		0	80	0.0703	0
		0	0		0	20	0.0944	0
		0	0		0	20	0.0944	0
		0	0		0	25	0.0858	0
		0	0		0	30	0.0806	0
		0	0		0	12	0.1259	0
	0	0	0		0	12	0.1259	0
30 SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS 30.01 Administration Building: Office, sales, storage, revenue counting 30.02 Light Maintenance Facility 30.03 Heavy Maintenance Facility 30.04 Storage or Maintenance of Way Building 30.05 Yard and Yard Track		0	0	0	0			0
		0	0		0	50	0.0725	0
		0	0		0	50	0.0725	0
		0	0		0	50	0.0725	0
		0	0		0	50	0.0725	0
		0	0		0	80	0.0703	0
		0	0		0			0
		0	0		0			0
		0	0		0			0
		0	0		0			0
		0	0		0			0
		0	0		0			0
		0	0		0			0
		0	0		0			0
		0	0		0			0
40 SITEWORK & SPECIAL CONDITIONS 40.01 Demolition, Clearing, Earthwork 40.02 Site Utilities, Utility Relocation 40.03 Haz. mat'l, contam'd soil removal/mitigation, ground water treatments 40.04 Environmental mitigation, e.g. wetlands, historic/archeologic, parks 40.05 Site structures including retaining walls, sound walls 40.06 Pedestrian / bike access and accommodation, landscaping 40.07 Automobile, bus, van accessways including roads, parking lots 40.08 Temporary Facilities and other indirect costs during construction		0	0	0	0			0
		0	0		0	125	0.0700	0
		0	0		0	125	0.0700	0
		0	0		0	125	0.0700	0
		0	0		0	125	0.0700	0
		0	0		0	80	0.0703	0
		0	0		0	20	0.0944	0
		0	0		0	20	0.0944	0
		0	0		0	100	0.0701	0
		0	0	0	0			0
		0	0		0	30	0.0806	0
		0	0		0	30	0.0806	0
		0	0		0	30	0.0806	0
		0	0		0	30	0.0806	0
		0	0		0	30	0.0806	0
50 SYSTEMS 50.01 Train control and signals 50.02 Traffic signals and crossing protection 50.03 Traction power supply: substations 50.04 Traction power distribution: catenary and third rail 50.05 Communications 50.06 Fare collection system and equipment 50.07 Central Control		0	0	0	0			0
		0	0		0			0
		0	0		0	30	0.0806	0
		0	0		0	30	0.0806	0
		0	0		0	50	0.0725	0
		0	0		0	30	0.0806	0
		0	0		0	20	0.0944	0
		0	0		0	25	0.0858	0
		0	0		0	30	0.0806	0
		0	0		0			0
		0	0		0			0
		0	0		0			0
		0	0		0			0
		0	0		0			0
		0	0		0			0
60 ROW, LAND, EXISTING IMPROVEMENTS 60.01 Purchase or lease of real estate 60.02 Relocation of existing households and businesses		0	0	0	0			0
		0	0		0	125	0.0700	0
		0	0		0	125	0.0700	0
	0	0		0	0			0
	0	0			0	25	0.0858	0
	0	0			0	25	0.0858	0
	0	0			0	25	0.0858	0
	0	0			0	12	0.1259	0
	0	0			0	12	0.1259	0
	0	0			0	12	0.1259	0
	0	0			0	12	0.1259	0
		0			0			0
		0			0			0
		0			0			0
		0			0			0
70 VEHICLES (number) 70.01 Light Rail 70.02 Heavy Rail 70.03 Commuter Rail 70.04 Bus 70.05 Other 70.06 Non-revenue vehicles 70.07 Spare parts		0	0	0	0			0
		0	0		0			0
		0	0		0	25	0.0858	0
		0	0		0	25	0.0858	0
		0	0		0	25	0.0858	0
		0	0		0	12	0.1259	0
		0	0		0	12	0.1259	0
		0	0		0	12	0.1259	0
		0	0		0	12	0.1259	0
		0	0		0			0
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		0	0		0			0
		0	0		0			0
		0	0		0			0
		0	0		0			0
80 PROFESSIONAL SERVICES 80.01 Preliminary Engineering 80.02 Final Design 80.03 Project Management for Design and Construction 80.04 Construction Administration & Management 80.05 Insurance 80.06 Legal; Permits; Review Fees by other agencies, cities, etc. 80.07 Surveys, Testing, Investigation, Inspection 80.08 Start up		0	0					0
		0	0					0
		0	0					0
		0	0					0
		0	0					0
		0	0					0
		0	0					0
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		0	0					0
		0	0					0
		0	0					0
		0	0					0
Subtotal (10 - 80)		0						0
90 UNALLOCATED CONTINGENCY		0						0
Subtotal (10 - 90)		0	0	0	0			0

**Presentation to the
Red Line Citizens' Advisory Council
on Heavy Rail Alignment Alternatives**

**Christopher T. Field
Rail Committee Chair
of the
Transit Riders Action Council of
Metropolitan Baltimore**

TRAC Position

- TRAC's position is and always has been that all reasonable alternatives must be studied.
- TRAC and its members have offered several heavy rail alignments we believe are “reasonable.”
- FTA Procedures and Technical Methods for Transit Project Planning
 - “requires the addition of alternatives that make technical sense in terms of addressing the corridor's transportation problems, even where those alternatives may not be consistent with pre-existing notions on the desired project.

Baltimore Subway & Light Rail

2001 statistics from <i>Report of the MTA Citizen's Advisory Committee: Proposal & Discussion on Phase I of the Baltimore Transit Plan</i>	Subway	Light Rail
Directional Route Miles	29	58
Number of Stations	14	32
Average Speed (MPH)	30	20-7
Train Capacity Sitting	456	252
Train Capacity Standing	825	528
Weekday Passenger Trips	48,519	24,702
Cost per Passenger Ride	\$2.68	\$4.15
Cost per Passenger Mile	\$0.58	\$0.62
Passenger Mile / GGE	75.8	63.1

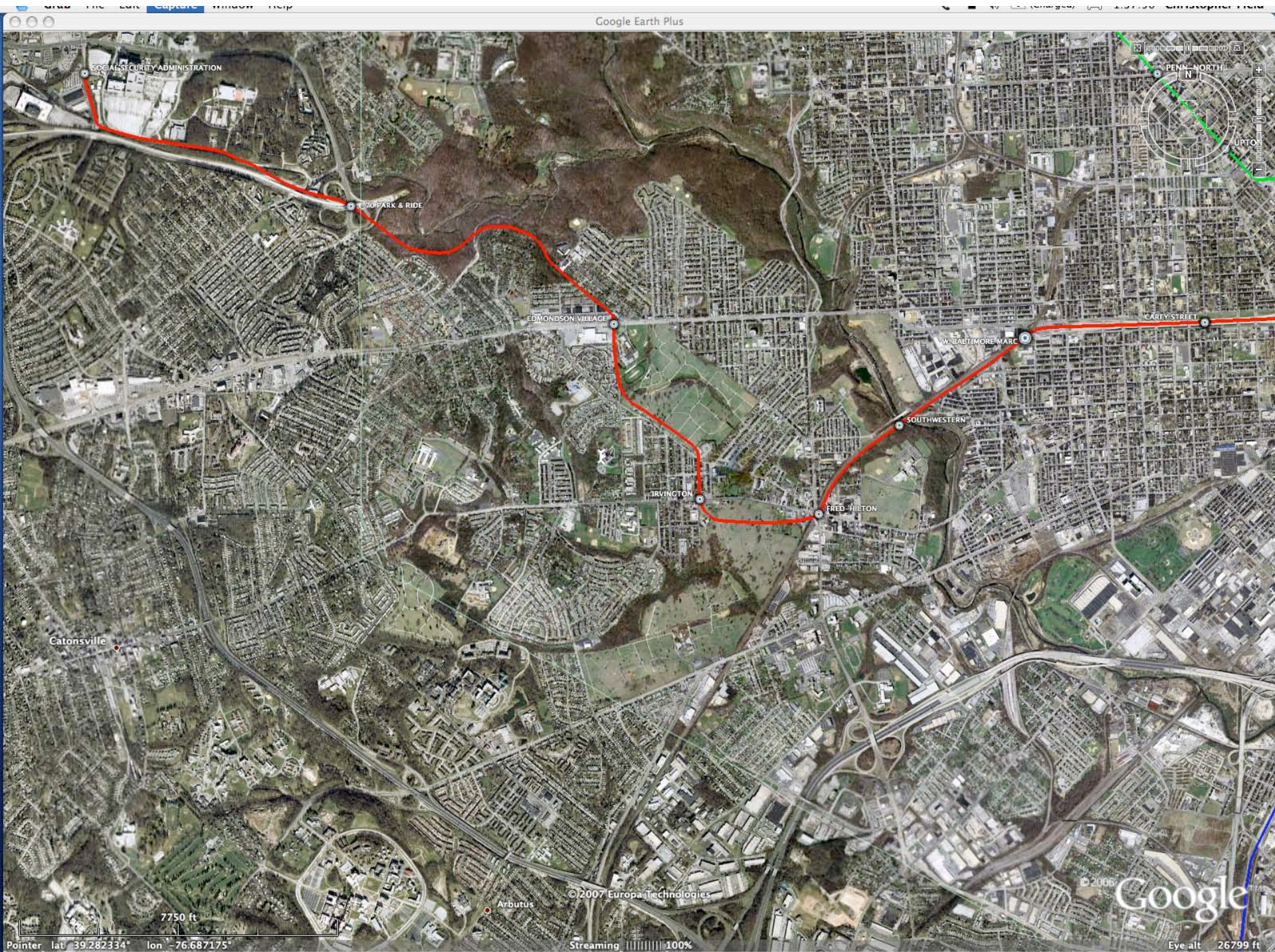
Baltimore Subway & Light Rail

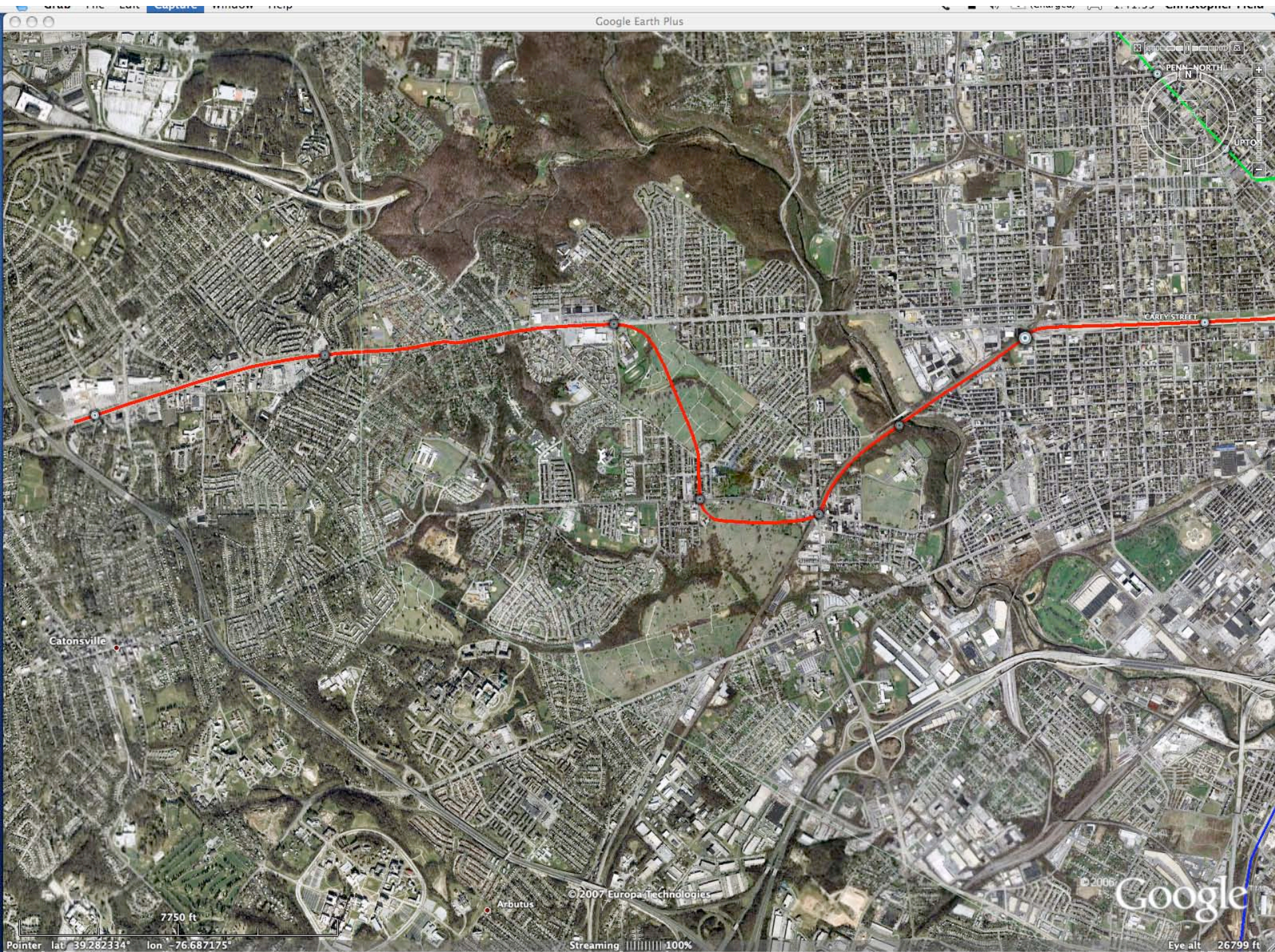
- Compute fraction of corridor traffic carried by each mode.
- Metro Subway and I-795 run between Owings Mills and I-695
 - Metro subway carries 14-17% of corridor traffic
- Light Rail and I-83 run between Falls Road and Northern Parkway
 - Light Rail carries about 3-4% of corridor traffic

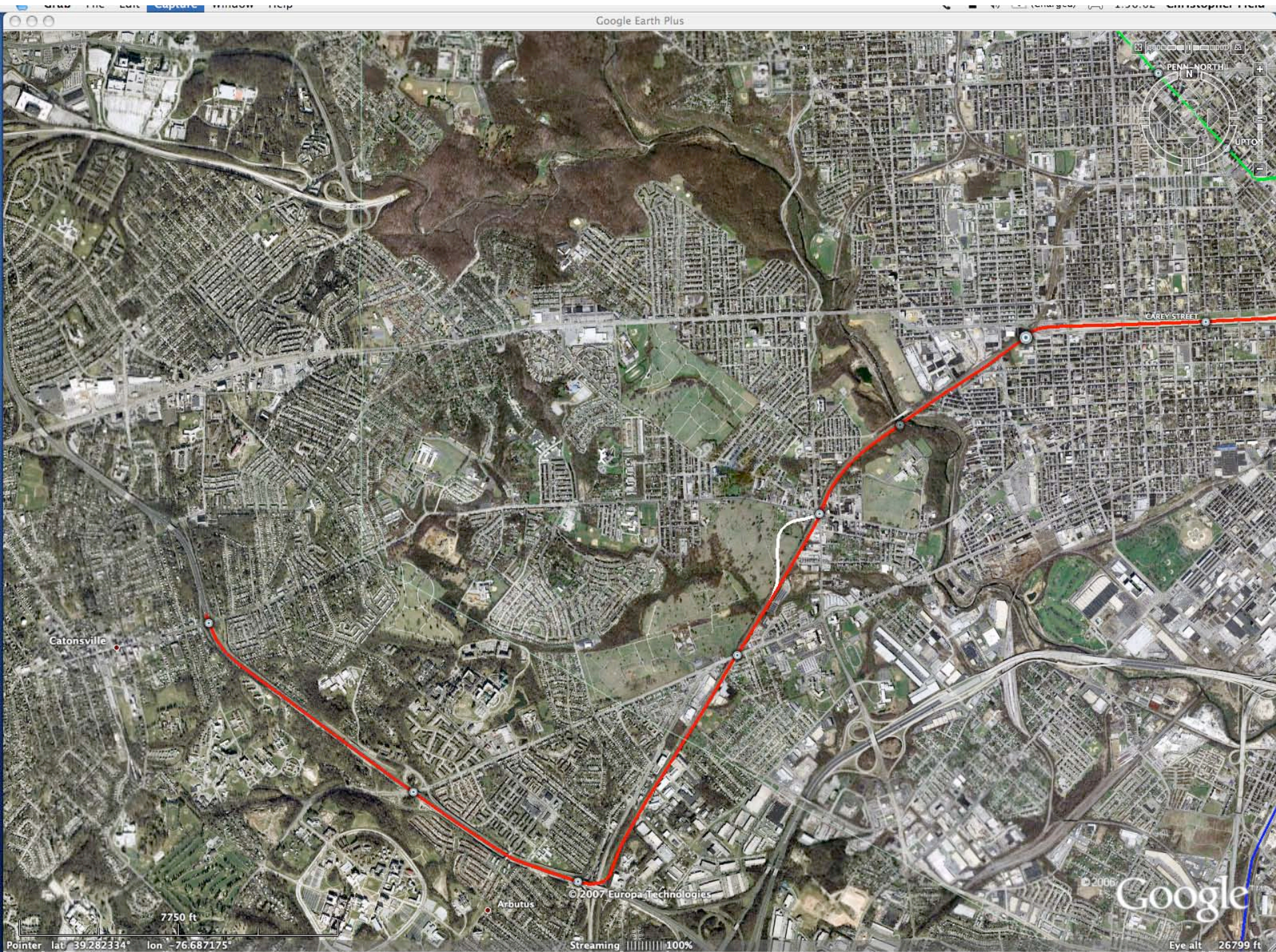
From: A Comparison of the Number of Travelers Riding Baltimore's Metro Subway and Light Rail and Driving I-795 and I-83 between the Hours of 6 and 9 a.m. March 2006

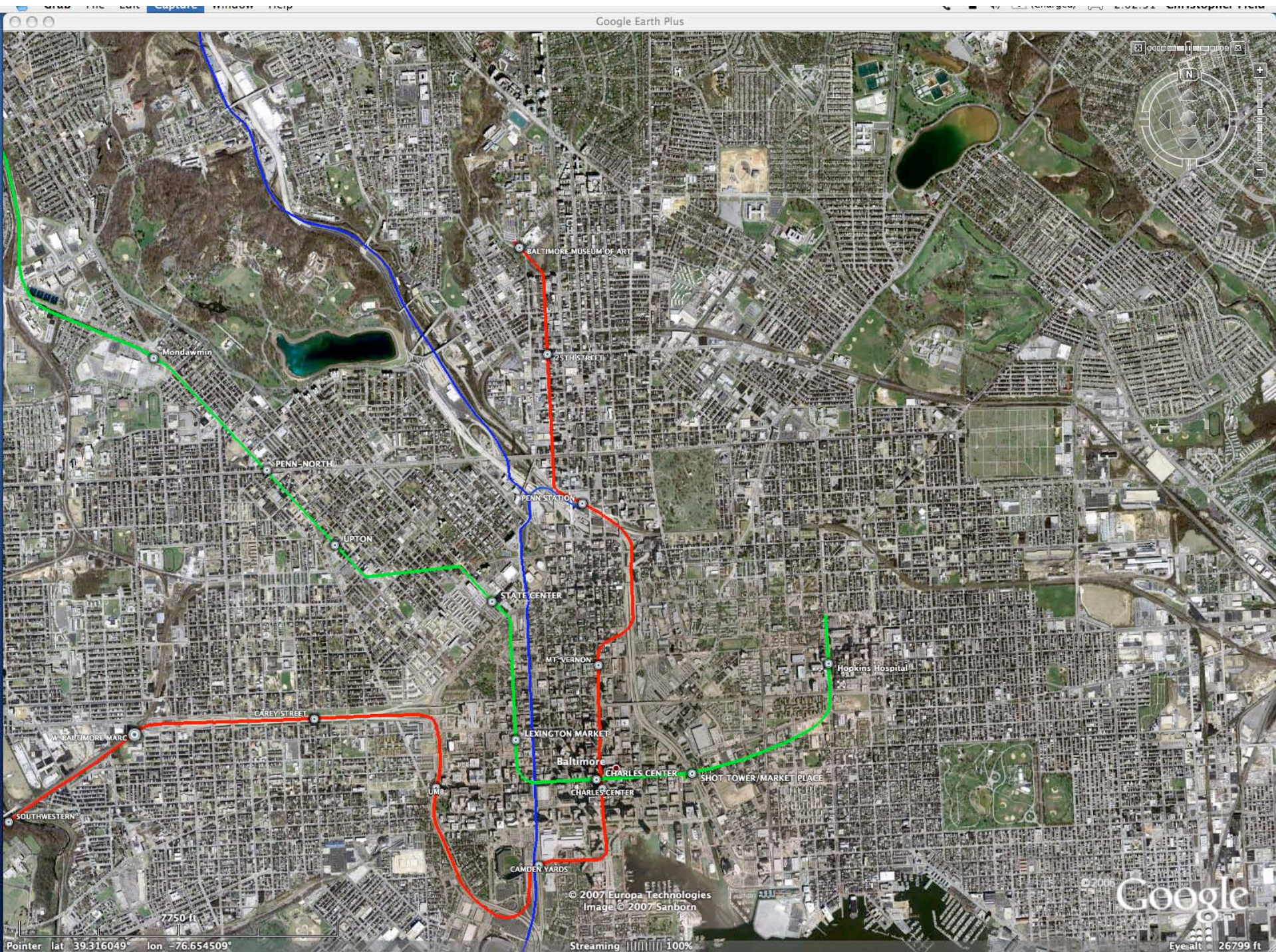
Compare Light Rail Systems

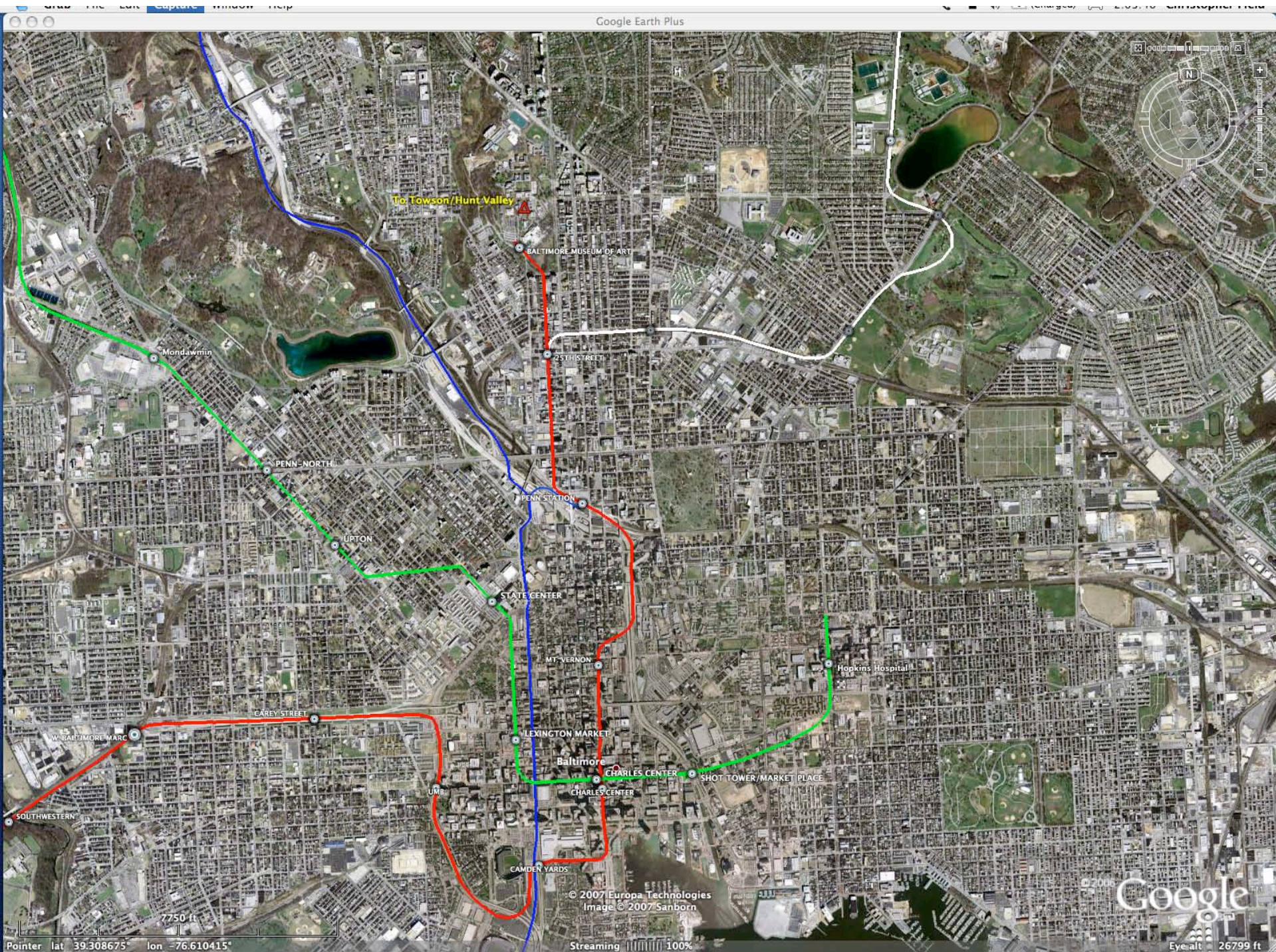
- Dallas Texas Red Line: Plano to Westmoreland
 - 27.5 miles long
 - 1 mile on city streets < 4%
- Dallas Blue Line: Garland to Ledbetter
 - 24 miles
 - 1 mile on city streets < 4.2%
- Baltimore Light Rail: Hunt Valley to Glen Burnie
 - 26 miles
 - 1 miles on city streets < 4%

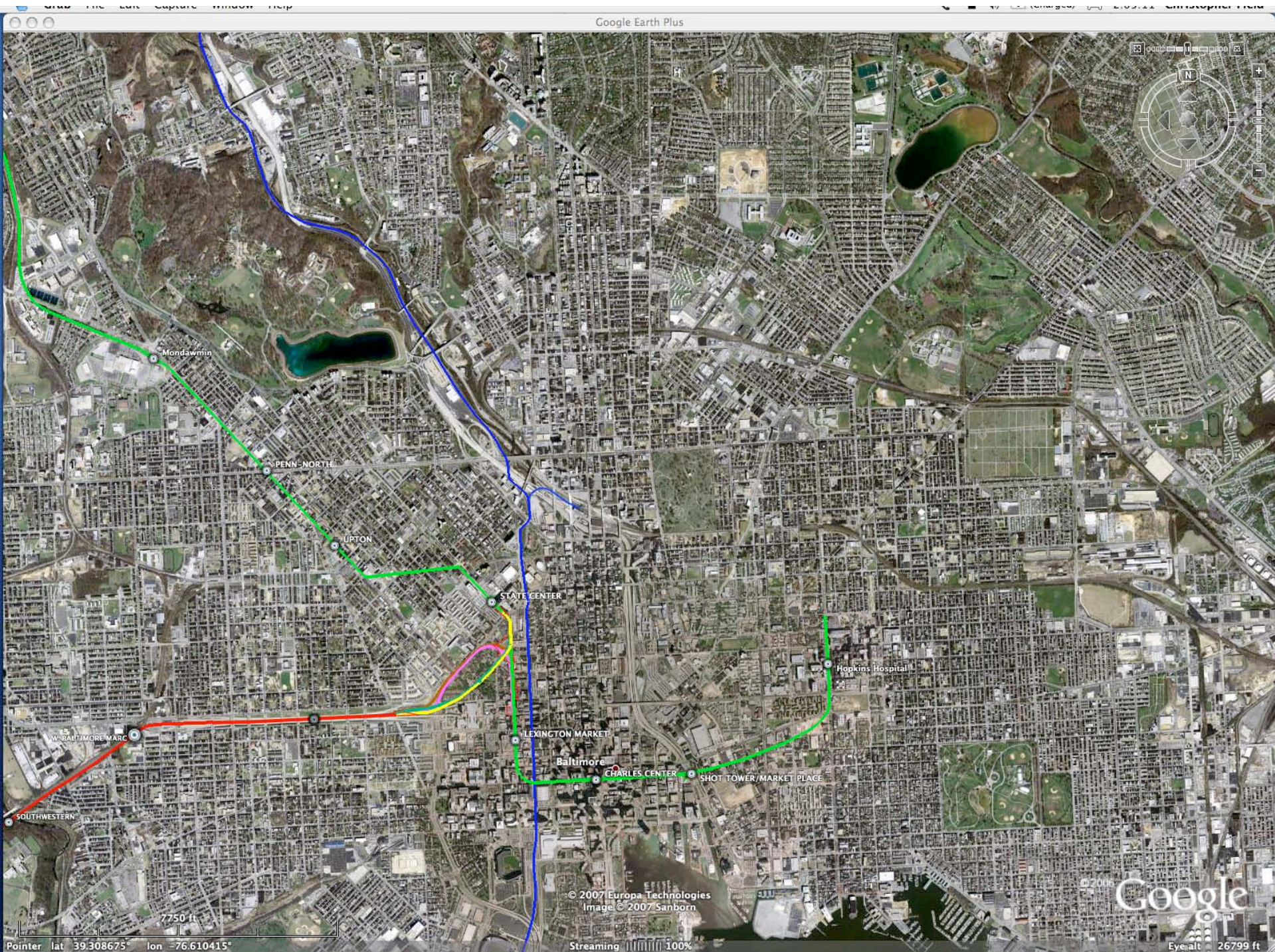


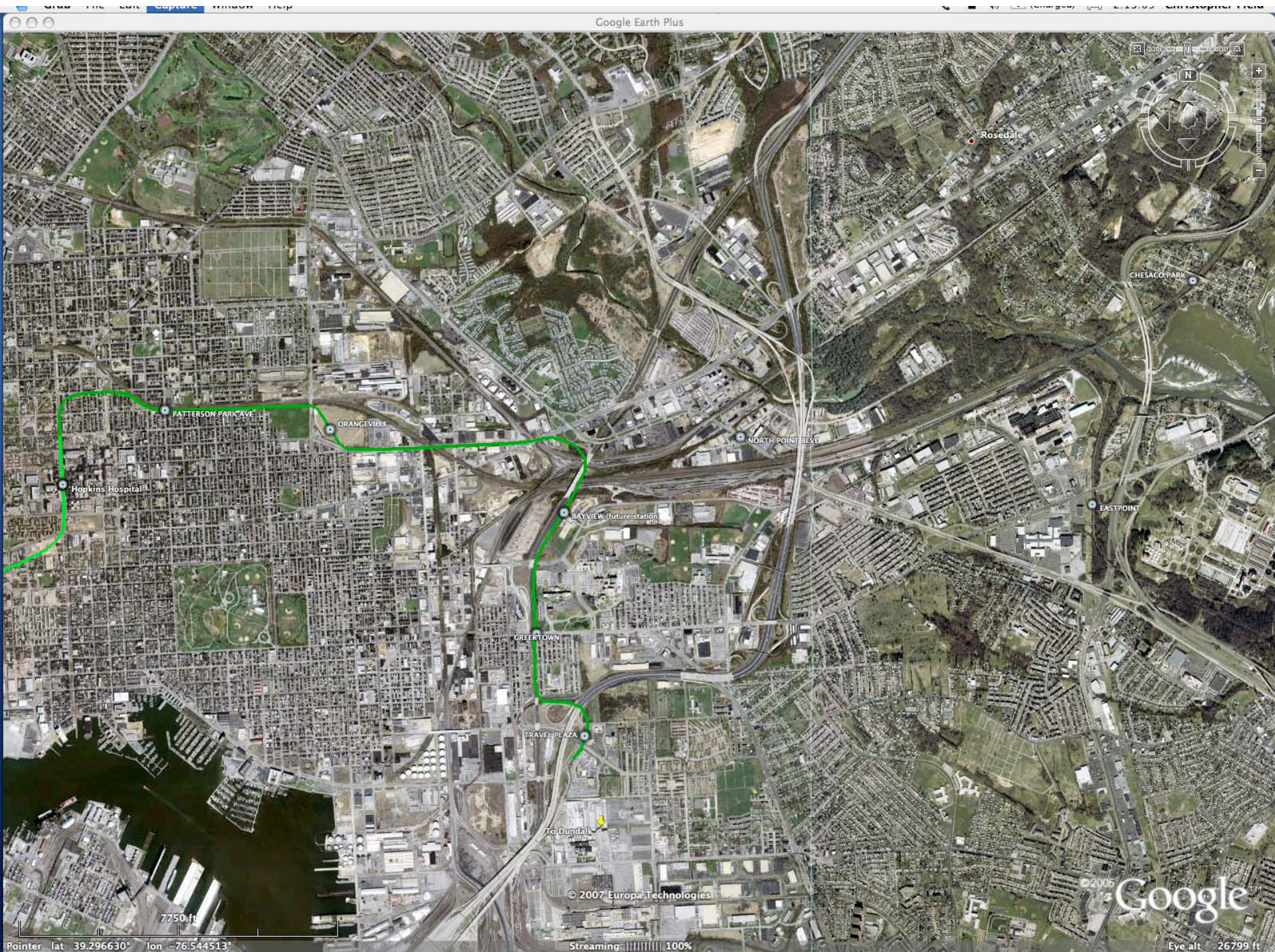


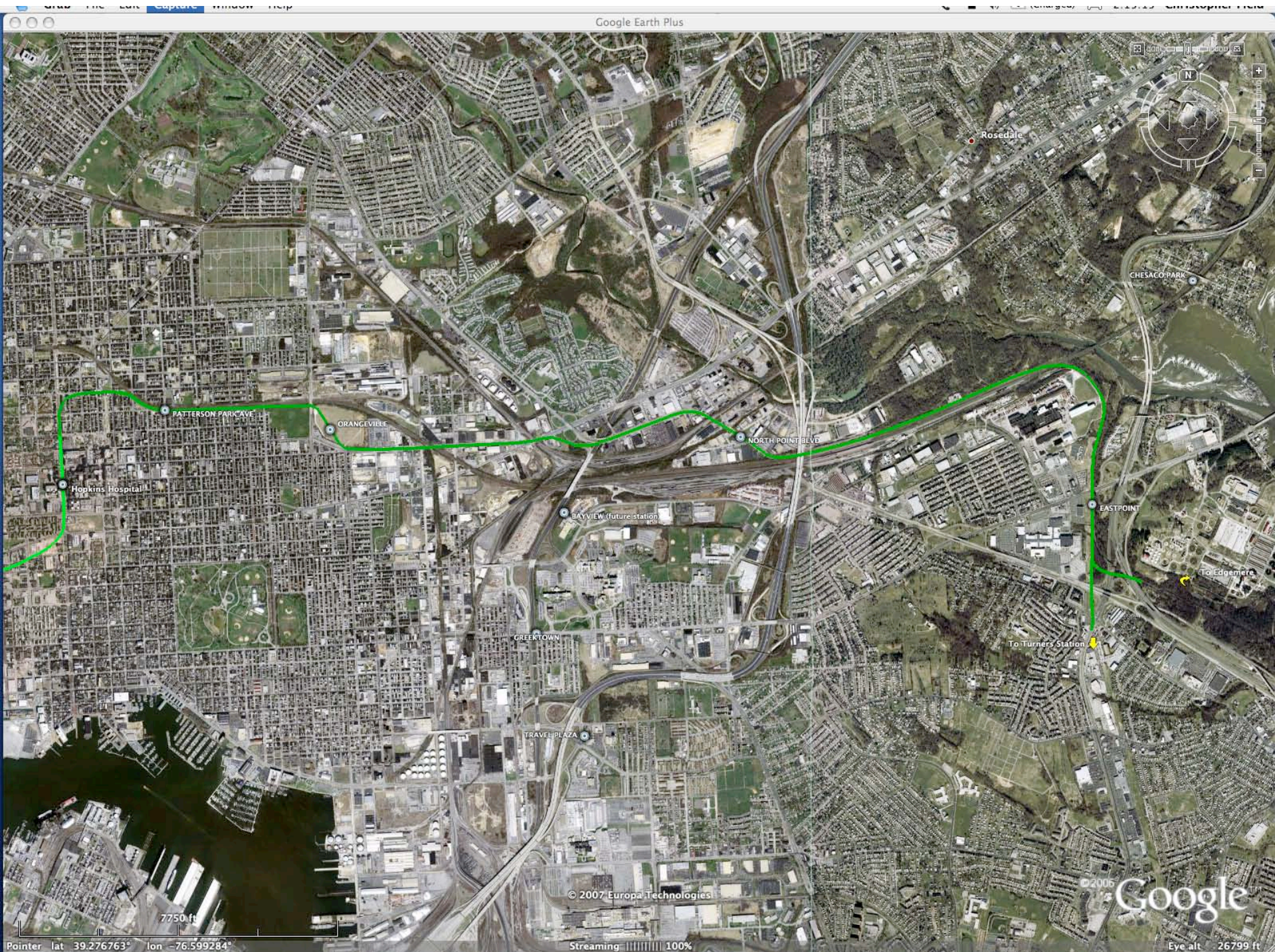


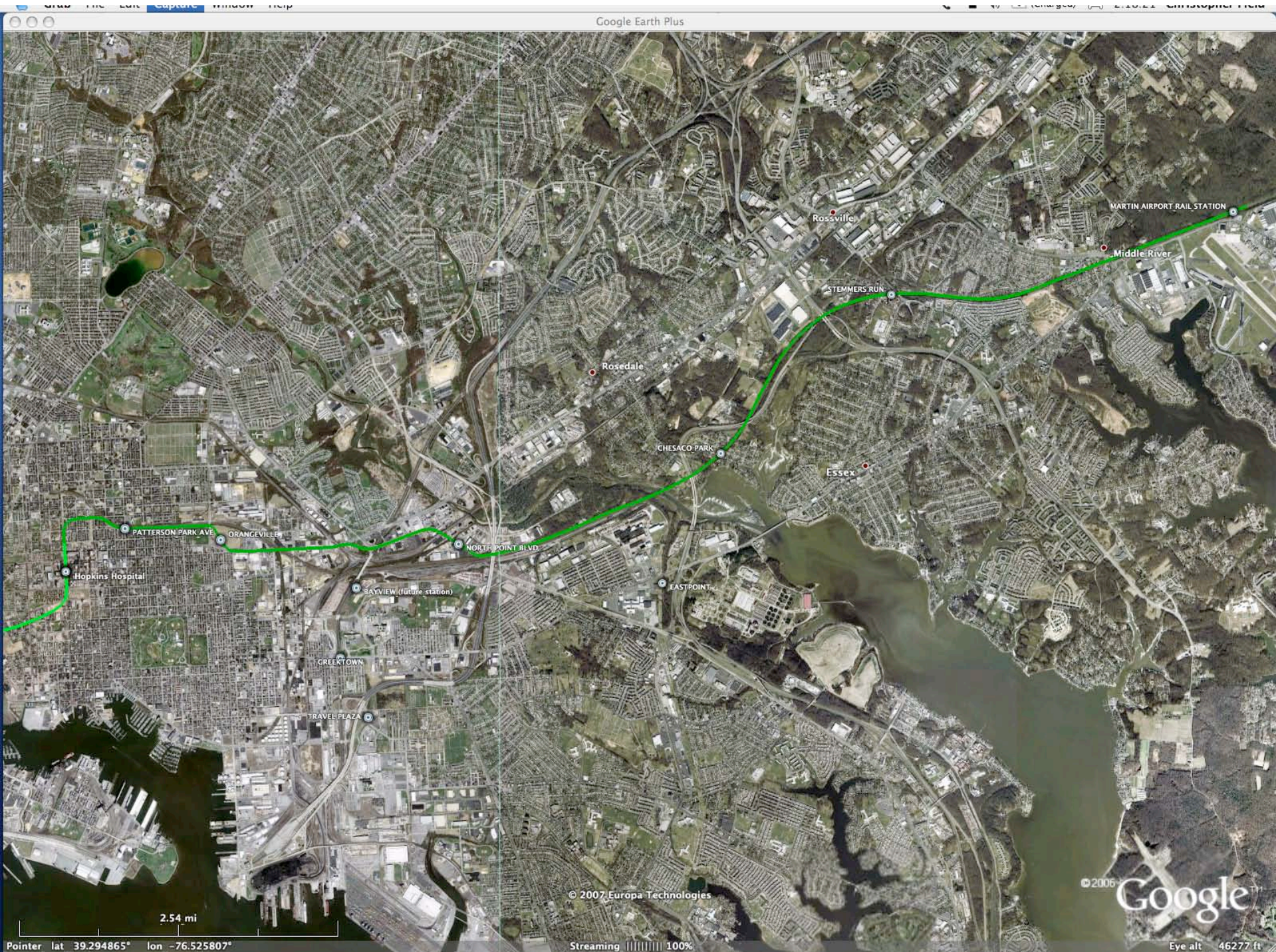


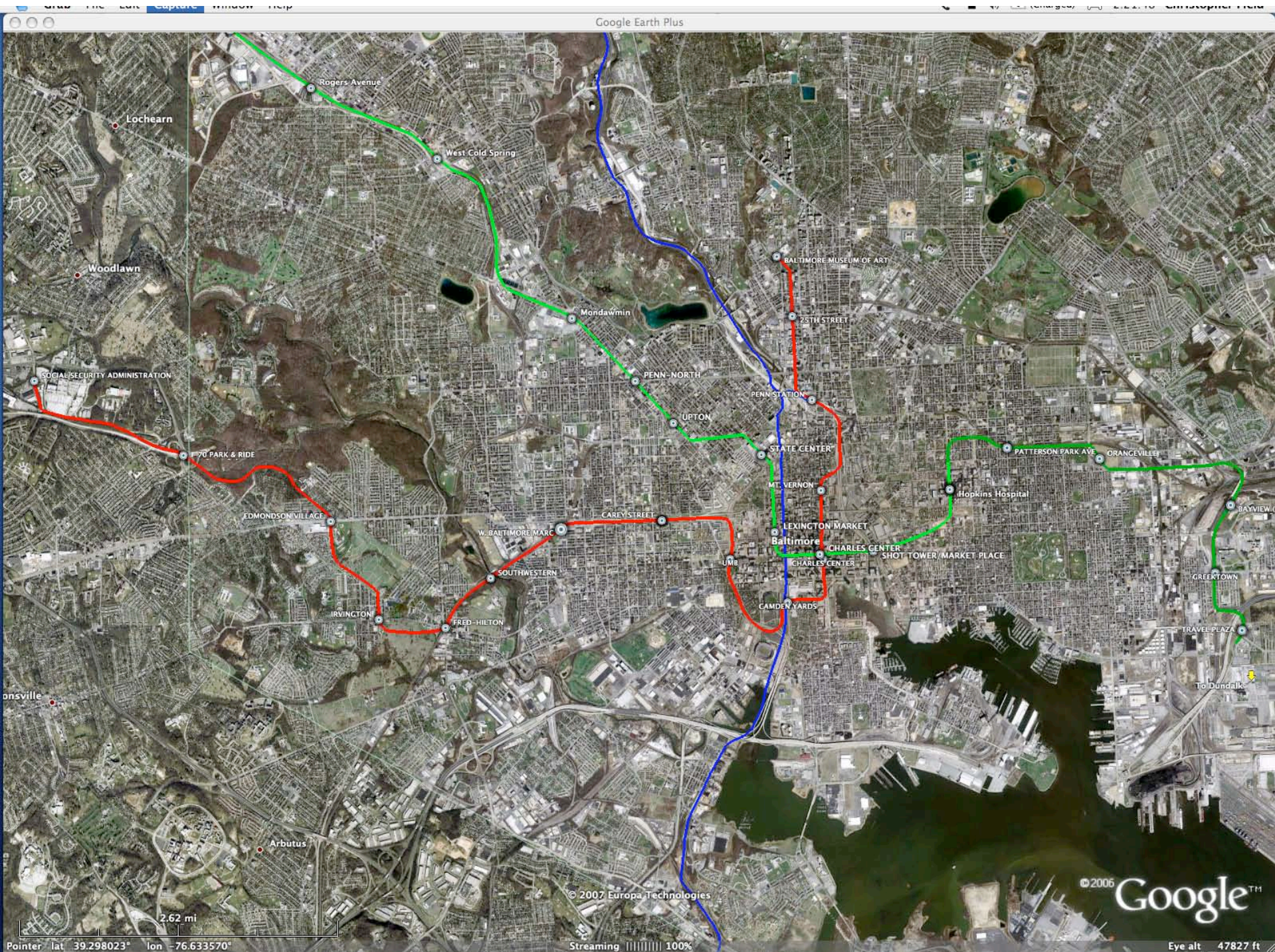


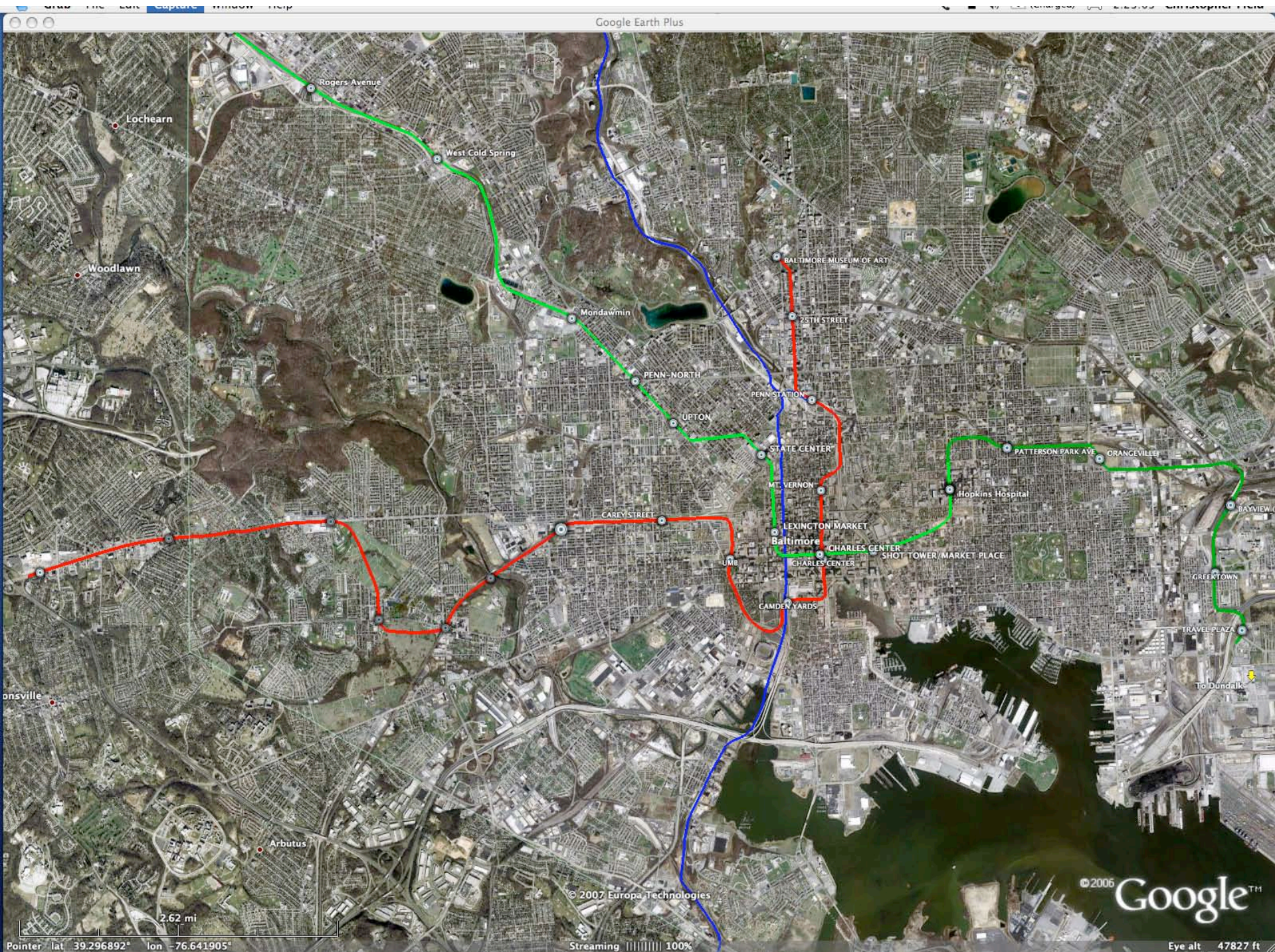












Baltimore Red Line Citizen's Advisory Council Meeting

Date of Meeting: February 21, 2008
Time: 7:00 p.m.
Location: Miller Senate Office Building, Annapolis, MD

CAC Attendees:

- Dr. Rodney Orange, Co-Chair
- Sandra Conner, Acting Co-Chair
- Angela Bethea-Spearman
- Edward Cohen
- Christopher Costello
- Emery Hines
- Al Foxx
- Robert Keith
- Warren Smith

Elected Officials or Representatives:

- Senator Verna Jones (District 44)
- Senator George Della (District 46)
- Delegate Shawn Tarrant (District 40)
- Delegate Nathaniel Oaks (District 41)
- Delegate Keith Haynes (District 44)
- Delegate Melvin Stukes (District 44)
- Delegate Brian McHale (District 46)
- Toun Olumide, representative for Delegate Shirley Nathan-Pulliam (District 10)
- Nicole Hanson, representative for Delegate Jill Carter (District 41)
- Quinn Gorman, representative for Delegate Maggie McIntosh (District 43)
- Danyell Diggs, Red Line Coordinator, Office of Baltimore Mayor Sheila Dixon

Staff Attendees:

- Henry Kay, MTA
- Diane Ratcliff, MTA
- Jim Knighton, MTA
- Christiaan Blake, MTA
- Staycie Francisco, MTA
- Ken Goon, RK&K
- Dudley Whitney, PB
- Tori Leonard, Rosborough Communications

General Public: 16 people

Agenda

- Welcome
- Remarks by Elected Officials
- Adoption of September, December and January Minutes
- Presentation by Bylaws Subcommittee
- Cost and Ridership Estimates for E. Cohen's Alternative
- Presentation of Additional Community Alternative (R. Keith)
- Future Meeting Agendas, Dates and Locations

Meeting Summary:

The meeting opened at 7:00 p.m. with introductory remarks by Dr. Rodney Orange, co-chair. Dr. Orange asked the CAC members to introduce themselves and the organizations they represent.

The Council began with a review of the minutes of the September 27 meeting. Edward Cohen noted a correction regarding a reference to Delegate Nathaniel Oaks. It was motioned and seconded to approve the minutes; the motion carried on a voice vote.

Dr. Orange noted the presence of a number of elected officials, specifically Senator Verna Jones who invited the CAC to hold this meeting in Annapolis. Senator Jones thanked the Council members for their service and for accepting the invitation to meet in Annapolis where the bill to create the CAC had its origins. Senator Jones pointed out that the CAC was created for the community to have input into the process and noted that this was a long-term, multi-billion dollar project. Her commitment was that there would be no “highway to nowhere,” that there would be appropriate compensation and the right resources into the community. The purpose for the CAC was to make sure that this is not a closed system, that information was shared, and citizens were involved in a collaborative process, to come up with a common solution for the betterment of the entire community. She pledged her support to the process and asked for that of the community for the Red Line project.

Judy Boulmetis (community member) thanked the legislators and asked them to please note who was not in attendance among the council members as the process entered its final stages. Senator Jones pointed out that the CAC bylaws should address that issue.

Don Sherrod (community member) asked if there was any consideration given to the resignation of the co-chair. According to Senator Jones, there is a process that has to be undertaken to fill that vacancy and a formal letter of resignation will trigger that process.

Warren Smith referred to a Maryland Transit Administration budget abstract regarding the total amount spent on the Red Line to date and discrepancies in information he has been given. Senator Jones asked him to contact her office.

Christopher Costello asked how legislation for studies of various transportation plans across the state related to this project. Senator Jones responded that various projects, including the Purple Line, have been given funding for planning and other phases. She noted that the Red Line project was being positioned for a federal funding request and is in competition with other projects within Maryland and across the country.

Angela Bethea-Spearman noted the presence of Danyell Diggs (newly appointed by Baltimore Mayor Sheila Dixon to coordinate Red Line information for the City) and asked if Ms. Diggs was to be a liaison between the City and State, what was the role of the CAC? Delegate Oaks clarified that Ms. Diggs role was to keep the Mayor informed of the project.

Sandra Conner noted that many of the questions being raised would be answered in the by-laws, but wanted to know how far the CAC's authority extended. Senator Jones referred to the legislation, pointing out that the CAC was created to be advisory and does not have veto power. The group, however, does make its own decisions about how it operates as a Council. Ms. Conner noted that the by-laws are in line with that principle. Senator Jones asked the Council members to contact her or Delegate Oaks with any issues or concerns.

Ms. Boulmetis stated that she has not received a response from the MTA regarding the accuracy of drawings presented at the Open Houses and results that were to have been posted on the project website.

Dr. Orange introduced Senator George Della, Delegate Nathaniel Oaks, Delegate Shawn Tarrant, Delegate Keith Haynes and Delegate Melvin Stukes for brief remarks. Delegate Oaks was concerned that there were still questions among the Council regarding its role and urged members to contact him.

Senator Della noted the importance of public input into this project. He particularly thanked Edward Cohen and Saul Wilson of TRAC, and Robert Keith for their diligence. He emphasized that Senator Jones serves on the Senate's Budget and Taxation Committee. He also encouraged members to contact legislators if they do not get the answers they seek. He commended the level of interest in the project from the community and voiced his support for public transit.

Delegate Haynes noted that the Community will make decisions that will affect everyone for years to come. He pointed out that the majority of the project was in the 44th District. He serves on the House Appropriations Committee and Delegate Stukes serves on Ways and Means and would work with the Council. He urged the members to do things correctly in the beginning stages. He says he is a strong proponent of a Red Line that is part of a system, not just a line. He reminded the Council that there are strong advocates in other areas of the state for funding for other projects. He said there are two bills with 35 co-sponsors to de-fund the ICC. He urged the development of a quality system and emphasized strength in unity. He urged community members to contact him if necessary.

Delegate Stukes noted his unique position as both a delegate and an MTA employee as well as a former Baltimore City Council member. Working in customer service, he understands the system and hears complaints from the public. He pointed out that an advisory board is different from a governing board. He approved of the Council asking for help and direction but urged the members to be sure they can live with what they adopt. He pledged his support and noted that the Council, with elected representation on Budget and Taxation, Ways and Means, and Appropriations, is positioned very well.

Dr. Orange introduced Ms. Diggs. Al Foxx explained that she has a very specific mission to represent the City as meetings, to coordinate all activities, and to keep Mayor Dixon informed of Red Line progress. She will be a presence at meetings and will be in contact with the MTA and legislators.

Mr. Smith noted that he although he represented his communities on the Council, he had concerns that residents' issues were not really being heard. Mr. Foxx announced that the May 10 Red Line Summit – sponsored by the Mayor and other officials – is an opportunity to be heard and hear from others with similar experiences. He said Mayor Dixon wants input from the community.

Mr. Smith emphasized that neighborhoods have not been listened to. Senator Jones expressed concern that this process has started but wanted to know what was being done to make sure the City and State are on the same page. Mr. Foxx said creating Ms. Diggs' position and hosting the Summit are part of an effort to get input and hear concerns, and that Ms. Diggs would serve as a liaison to the MTA.

Senator Jones reminded attendees that this project was in a very competitive environment, which required a strong plan. She urged the members not to get stuck in process or the project would be out in the cold.

Dr. Orange brought up that the December and January meeting minutes still needed approval. Ms. Bethea-Spearman asked if the minutes could be sent electronically within 10 days of the meeting to expedite approval. It was noted that Young Kim Robinson was not present at the December meeting although the minutes indicate her attendance. With corrections noted, it was motioned and seconded to approve the December minutes; the motion carried on a voice vote.

Mr. Cohen noted corrections to the January 10 meetings (page 7); Mr. Keith noted that an e-mail he sent to Henry Kay is referenced in the minutes, but the substance of the e-mail is not included. Dr. Orange suggested that Mr. Keith raise those issues during his presentation later in the agenda. Ms. Bethea-Spearman took issue with comments attributed to her in the minutes; the members agreed to strike the comments from the record. With corrections noted, it was motioned and seconded to approve the minutes; the motion carried on a voice vote.

Ms. Conner presented by-laws drafted by the subcommittee. (HANDOUT) The review of the by-laws included a discussion of absences and a mechanism to replace members. Senator Jones pointed out that members were selected by certain legislators related to the proportion of the Red Line corridor within their districts. She again noted that as of this meeting, there has been no formal letter of resignation from co-chair Joyce Smith, but indications are clear that there is now a vacancy and the process of replacement can begin by the appointing legislator.

Other issues included establishing a public relations committee and a committee charged with preparing the annual report due to the General Assembly September 1. Senator Jones suggested that the CAC not focus on p.r. issues or others outside of the scope of its primary duties and should ask for support from MTA staff for those matters. Ms. Connor agreed that the CAC should be a liaison to the MTA but it should be one person, one voice.

Ms. Bethea-Spearman pointed out the need for a parliamentarian or timekeeper, someone who knows the rules and can keep the group on task. Mr. Cohen suggested keeping a copy of *Roberts*

Rules of Order at each meeting. The group agreed that if consensus on an issue could not be reached then *Roberts* would be used to resolve. Ms. Conner said these suggestions could be incorporated into the next section on meetings.

Going back to the issue of the P.R. committee, Mr. Foxx explained that the intent was not to create a differently-resourced sub-committee, but to make sure messages were crafted in accordance of the group as a whole, using the MTA as a resource. Senator Jones emphasized that the CAC should review what is put together and work with the MTA's P.R. staff.

Discussion then focused on setting agendas for the regular meetings. Ms. Bethea-Spearman felt that agendas should be set by the entire CAC, not the co-chairs. Ms. Conner pointed out that every member can have input. Ms. Bethea-Spearman said that needed to be made clear. Dr. Orange interjected that it was his responsibility to prioritize requests for time, etc. and urged members to communicate with him or the MTA. He discusses the agenda with the MTA based on the information he receives.

Ms. Bethea-Spearman was emphatic that the CAC not act as a rubber stamp for the MTA. Dr. Orange agreed but noted that he had been asked to make those decisions (regarding agenda items). Ms. Bethea-Spearman suggested that the CAC should have an agenda for subsequent meetings at the end of each meeting. Dr. Orange and Ms. Conner did not think that was feasible but did commit to sending out the agenda beforehand. Language was added to the by-laws establishing that all agendas will be adopted and approved at the beginning of meetings.

There was brief discussion regarding quorums and membership, contact information for CAC members (already posted on Red Line website) and recording of minutes.

Henry Kay asked for clarification on the timeframe regarding agenda items. Ms. Conner repeated that items need to be given to Dr. Orange 10 days before the meeting. Mr. Kay pointed out that some issues may require more lead time.

Ms. Bethea-Spearman motioned and Mr. Foxx seconded that the by-laws be approved as amended; the motion carried on a voice vote.

Mr. Kay introduced Dudley Whitney of PB to present analysis of an alternative proposed by the Transit Riders Action Council (TRAC). (HANDOUT)

This particular alternative covers 14.3 miles, including some new construction. It would include some at-grade crossing in tunnels. The cost effectiveness ratio is \$56.71 – above the goal needed to achieve a 'medium' rating by the FTA.

Questions on this presentation included the at-grade tunnel crossings and the impact on frequency of service, whether any other systems were using the same, and whether the members could see changes to the model to see what process the numbers went through, and what are the cost effectiveness ratios for the other alternatives. Mr. Whitney noted that in determining user

benefit hours, access to the system is a component and that LRT and BRT would have more stations.

Ms. Conner expressed that members have different views but that the group should try to come to consensus.

Mr. Smith said that in order to develop a successful transit system, it needs connectivity. He said this alternative lacks connectivity – it does not incorporate the Green Line, Locust Point or New Covington. He noted that it did include the Harbor and downtown merchants. He stressed a need to focus on downtown rather than Johns Hopkins in making an attempt toward connectivity. He said this plan does serve the citizens of Baltimore or the state of Maryland. He said that this plan is 30 years too late and that the time for heavy rail has passed, observing that the region could have had a system similar to D.C. and Virginia.

Mr. Cohen said that the alternative studied was not the preferred alternative TRAC presented to the MTA and that the MTA agreed to study. Dr. Orange emphasized that the CAC was not asking for this information, that TRAC was and that TRAC needed to bring its request to the Council. He stressed that the Council could not investigate what TRAC had asked the MTA to study and said that could not be dealt with anymore through the CAC.

Mr. Keith noted that there would not be enough time for his presentation due to the lateness of the hour and the need for members to get back on the bus to Baltimore. He raised a question regarding the DEIS and what are referred to as “official, formal” alternatives. He said that implied that other alternatives have a different status and stressed that the source of the alternatives should not govern the process of how they are presented.

Dr. Orange pointed out that the MTA only has so much personnel, money and time, but that it is already on course of selecting what its experts have indicated are the best options -- but he understood Mr. Keith’s desire to have his community’s alternatives reviewed. Mr. Keith said his alternative is being reviewed – he just wants time on the agenda.

Dr. Orange said MTA study of some alternatives is being requested directly by groups, but that the MTA can only provide so much and that the Council needed to be reasonable in what it asks the MTA to do.

Mr. Keith then asked what are the official alternatives in the DEIS being submitted (to the FTA) at the end of the month. Dr. Orange wanted to know if the Council would know what is being submitted.

Ms. Conner pointed out that although there is a February 28 deadline of submission of the DEIS to the FTA, the Council and the community still had the option to make recommendations and that the critical time is when the document is released to the public in August/September.

Mr. Kay and Diane Ratcliff outlined the DEIS process and schedule and indicated that data and the descriptions and characteristics of the alternatives contained in the document could be shared

with the Council. The Locally Preferred Alternatives contained in the DEIS are the same ones presented at the November Open Houses.

Mr. Keith referred to federal guidelines regarding appropriate public involvement in evaluating alternatives and asked if there was any public participation in the Red Line scoping process. Mr. Kay again indicated that the MTA would share numbers to establish a basis of comparison. Senator Jones agreed and also urged the MTA to include a timeline and show where the project is in the process.

Ms. Conner said the Council could be effective by assessing the alternatives to determine which is the best in terms of cost, etc.

Mr. Keith again emphasized that the guidelines called for the distribution of factual information to allow communities to compare the costs, benefits and impacts of each alternative. Mr. Smith noted that the scoping report contained no negative comments and lacked credibility. His concern was to make sure the information collected and contained in the DEIS was accurate and true.

Mr. Keith said that the project's engineers and consultants were conducting their own meetings to sell the community on its own product.

Mr. Smith said that the DEIS has been built all along to the point where it is now and that the Council needed to decide on an alignment and mode. He stressed a need to not focus on individual preferences or the project would lose competitiveness and not achieve the real goal for the City and County – jobs.

Mr. Foxx distributed to members copies of a report on evaluation criteria developed by Doug McCoach. (HANDOUT)

The Council agreed to hold its next meeting on Thursday, March 13th at a location to be determined.

The meeting adjourned at 9:15 p.m.

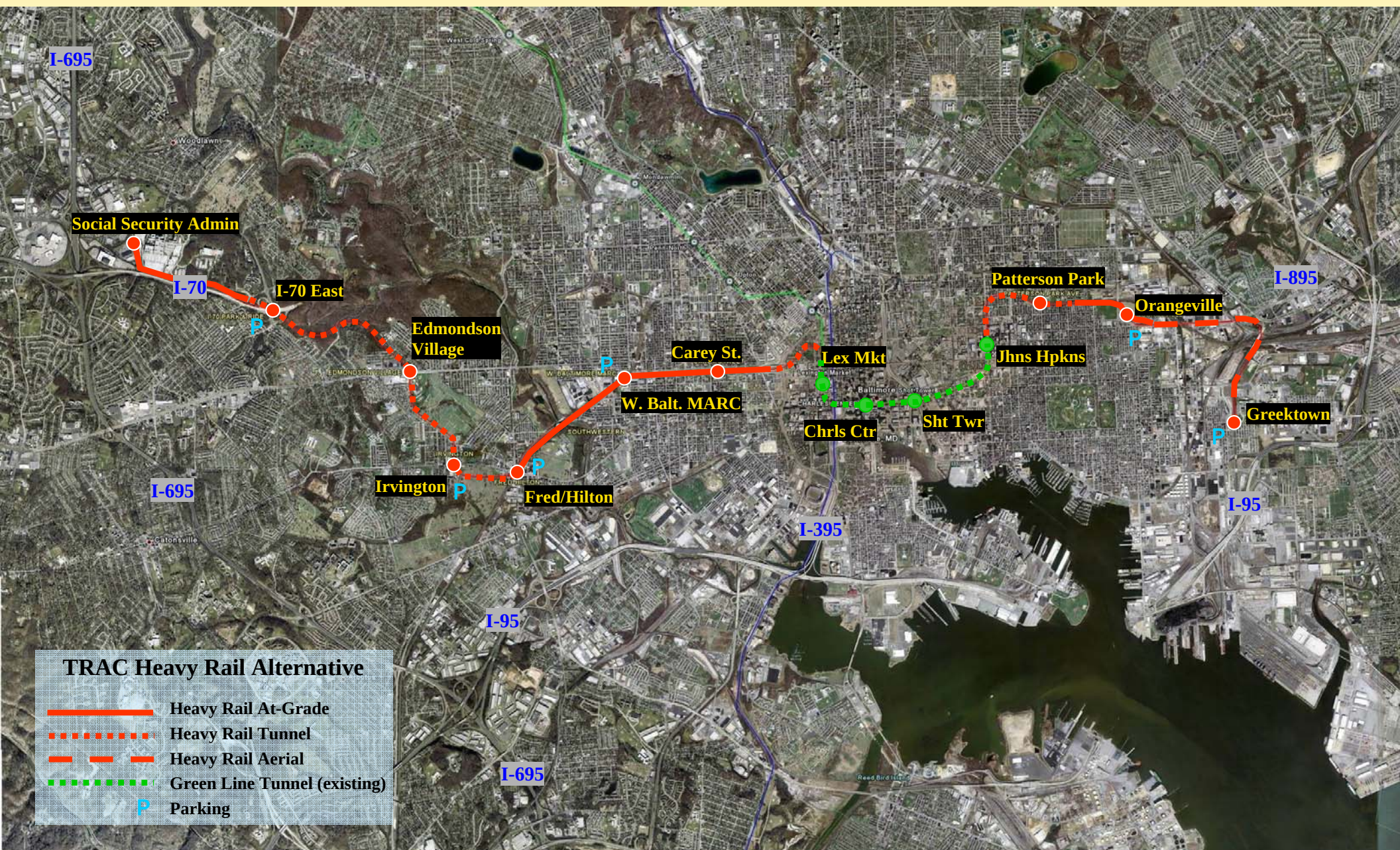
Heavy Rail Alternative

Purpose: Determine the cost, ridership, and cost effectiveness of an additional heavy rail alternative provided by Ed Cohen

Assumptions:

- Same design standards as existing Metro
- Same vehicle as existing Metro
- Use 34 vehicles from existing fleet
- Major repairs at existing shop
- New storage yard
- Connect with existing tunnel at Lexington Market and Johns Hopkins

Alignment



Stations

Stations	Park & Ride	Connecting Transit Service
SSA	No	M6, 15, 40, 44, 77; Extend 10 to SSM and SSA
I-70 East	Yes	15A, 40 (B2 from Howard Co)
Edmondson Village	No	20, 23, 26, 40, and 150
Irvington	Yes	10
Fred Hilton	Yes	10, 16, 20, 35, 320, 329
West Baltimore MARC	Exist	MARC, 15, 23, 40, 51
Carey Street	No	Route 1
Lexington Market (Existing)	No	CLRL, 5, 7, 10, 11, 19, 23, 27, 40, 91
Charles Center (Existing)	No	Metro, 1, 3, 7, 8, 10, 11, 20, 23, 36, 61, and 64
Shot Tower (Existing)	No	Metro, 20, 23, 40
Johns Hopkins (Existing)	No	5, 35, 120
Patterson Park	No	5, 13
Orangeville	Yes	22, 24, 29, 33, 35, 44, 120
Greektown/Bayview	Yes	10, 12, 20, 23, 40, 160, 410, 411, 412, 420

Alignment Issues

- **No parking at Social Security Administration.**
- **Tunnel between I-70 East and Edmondson Village is under Leakin Park, potential 4(f) issue.**
- **Fred-Hilton station may be difficult to site.**
- **W. Baltimore MARC station must move south. Cost not included in this study.**
- **Connection to Metro tunnel at-grade to reduce costs. Requires Metro shut down for a minimum 6 to 9 months. Bus bridge during construction.**

Alignment Issues

- **Availability of ROW along Amtrak near W. Baltimore MARC station and Orangeville not field verified. Some property takes may be required in these areas.**
- **There are limited TOD opportunities with the proposed stations. FTA considers transit supportive land use policies a major factor.**
- **There may be unknown environmental issues along the alignment; no environmental work was performed in this study.**

Capital Cost Estimates

- **Same methodology as Red Line alternatives**
- **Two track guideway of similar design criteria as existing Metro**
- **Stations with 450' platforms to accommodate six-car consists, similar to existing Metro**
- **A flat junction (same level) connecting the Red Line HRT with the existing Metro tunnel**
- **Addition of a pocket track on the north side of Johns Hopkins station**

Capital Cost Estimates

- Assumes 34 cars from existing fleet will be used on Red Line HRT.
- Total Red Line HRT needs fleet of 66 cars, so an additional 32 cars are included in cost estimate.
- Assumes a storage yard for 66 vehicles and space for inspection and maintenance. All heavy vehicle repair is assumed to take place at the existing Metro shops on Wabash Ave.

Capital Cost Estimates

Description		Heavy Rail Option
Length (Mile):		12 new
Number of Stations:		10 new
Number of Revenue Vehicles:		32 additional
10	GUIDEWAY & TRACK ELEMENTS	\$721.83
20	STATIONS, STOPS, TERMINALS, INTERMODAL	\$556.30
30	SUPPORT FACILITIES: YARDS, SHOPS, ADMIN. BLDGS	\$35.00
40	SITWORK & SPECIAL CONDITIONS	\$132.34
50	SYSTEMS	\$140.49
		\$1,585.95
60	ROW, LAND, EXISTING IMPROVEMENTS	\$41.37
70	VEHICLES	\$134.74
80	PROFESSIONAL SERVICES	\$507.51
90	UNALLOCATED CONTINGENCY	\$113.48
		\$2,383.05

Operations

	Metro	Red Line HRT
Distance	15.5 miles	14.3 miles
Travel Time	30 min	26 min
Average Speed	31 mph	31 mph
Headways	8 min peak 10 min midday	8 min peak 10 min midday
Cycle Time	72 min	68 min
Trains	9	9
Consist	6-car trains	6-car trains
Cars	54	54

Feeder Bus Changes

Route	Station Served	Modification
B2	I-70 East	New express route from Marriottsville Rd PnR via I-70
6	Orangeville	New route from White Marsh to Orangeville station
10	SSA	Extended from US 40 north via Rolling Road to Security Square Mall and SSA
12	Bayview	New route from Iverness (Dundalk) to Bayview station
15	Johns Hopkins	Split existing route to have half serve Johns Hopkins on way to CBD
15A	I-70 East	New route to Rutherford Business Park via Windsor Mill Rd
HT15	Orangeville	New route from Bel Air Mall via US 1 to Orangeville station
20	Irvington	Rerouted down to Frederick Rd then back to Baltimore St.
23	Edmondson Ave	Extended through Ellicott City to Normandy Shop Center on US 40
24	Orangeville	Reroute to via Pulaski Hwy to Orangeville station
26	Edmondson Ave	New local route from Marriottsville Rd via US 40
29	Orangeville	New route from Fox Ridge via Pulaski Hwy to Orangeville station
33	Orangeville	Extended via Pulaski Hwy to Orangeville station
35	Fred/Hilton	Short reroute up Hilton Pkwy to Fred/Hilton; also extend to UMBC Tech Center
44	Orangeville	Reroute to serve station
160	Bayview	Reroute via Eastern Ave. to Bayview station
320	Fred/Hilton	New route from Laurel to Fred/Hilton station
329	Fred/Hilton	New route from Columbia to Fred/Hilton station
410	Bayview	Reroute via Eastern Ave. to Bayview station
411	Bayview	Reroute via Eastern Ave. to Bayview station
412	Bayview	Reroute via Eastern Ave. to Bayview station
420	Bayview	Reroute via Eastern Ave. to Bayview station

Travel Demand Estimates

- Same travel demand model as Red Line alts
- Coded the guideway and feeder bus changes
- Parking unconstrained

Travel Demand Estimates

Total Daily Guideway Boardings	Annual Guideway Boardings	Daily New Transit Trips Vs NB	Annual New Transit Trips
43,100	12,930,000	14,690	4,407,000

Annual Special Events Riders
690,000

Total Daily User Benefit Hours Vs NB	Total Daily User Benefit Hours Vs TSM	Annual User Benefit Hours Vs. TSM
14,420	10,890	3,267,000

Cost Effectiveness

Cost effectiveness is a measure, required by the Federal Transit Administration (FTA), of the long-term benefits of the proposed project compared to the capital and operating costs of the project.

$$\frac{\text{(Equivalent Annual Capital \$ + Annual O\&M \$)}}{\text{Annual User Benefit Hours}}$$

Cost Effectiveness

High	\$11.99 and under
Medium-High	\$12.00 - \$15.49
Medium	\$15.50 - \$23.99
Medium-low	\$24.00 - \$29.99
Low	\$30.00 and over

A Medium or better rating is generally required for a project to be permitted to enter preliminary engineering and to receive federal funding.

Cost Effectiveness

Cap Costs	Equivalent Annual Costs	Above TSM	Net Change in Ops Costs	Above TSM
2,383,000,000	171,515,100	147,465,100	43,000,000	37,794,000

Daily User Benefit Hrs	Above TSM	Annual Benefit Hrs	C/E
14,420	10,890	3,267,000	\$56.71

Baltimore Red Line Citizen's Advisory Council Meeting

Date of Meeting: March 13, 2008
Time: 6:00 p.m.
Location: Edmondson High School

CAC Attendees:

- Dr. Rodney Orange, Co-Chair
- Sandra Conner, Acting Co-Chair
- Angela Bethea-Spearman
- Edward Cohen
- Christopher Costello
- Emery Hines
- Robert Keith
- Doug McCoach
- David Smallwood
- Warren Smith

Elected Officials or Representatives:

- Madhur Bansal, Office of Congressman Elijah Cummings
- Brigid Smith, Office of Congressman John Sarbanes
- Danyell Diggs, Red Line Coordinator, Office of Baltimore Mayor Sheila Dixon

Staff Attendees:

- Diane Ratcliff, MTA
- John Newton, MTA
- Lorenzo Bryant, MTA
- Christiaan Blake, MTA
- Ken Goon, RK&K
- Anthony Brown, Rosborough Communications
- Tori Leonard, Rosborough Communications

General Public: 16 people signed in

Agenda

- Welcome
- Approval of Agenda
- Adoption of February 21 meeting minutes
- Baltimore City Red Line Summit
- Presentation of Additional Community Alternative
- DEIS Document Overview
- Evaluation Criteria
- Future Meeting Agendas, Dates and Locations
- Public Comment

The meeting opened at 6:10 p.m. with introductory remarks by Dr. Rodney Orange, co-chair. Because a quorum was not present Dr. Orange suggested changing the order of the agenda and beginning with a presentation on the Red Line Summit by Danyell Diggs, Red Line Coordinator for Baltimore City.

Ms. Diggs reiterated her roles of coordination between those city and state agencies involved in the Red Line project. Baltimore Mayor Sheila Dixon will sponsor a Red Line Community

Summit on Saturday May 10, 2008 from 9:00 a.m. until 1:00 p.m. at the Baltimore Convention Center. The event is free and will bring together leaders and organizations to discuss opportunities and benefits of the Red Line. Workshops will provide discussion on economic development, job opportunities, training programs, affordable housing, the environment, stations in the community and historic preservation. The Summit will provide an opportunity to see what other cities have done. The event will also feature lunch – a “Taste of the Red Line” with food from establishments along the corridor.

Questions:

Will there be others? Ms. Diggs answered that there were none scheduled but there will be follow up. Dr. Orange pointed out that the CAC was formed for the community to have access to information on the MTA’s plans, modes, and routes. He asked if the MTA had signed on to be available to show aspects of what they’re proposing. Ms. Diggs said the MTA is a co-sponsor and would be present to address questions. Robert Keith asked if there was a role for the CAC in the Summit. Ms. Diggs responded that no, this was the Mayor’s Summit and that was where the focus would be. Mr. Keith countered that the Council was the designated contact, the eyes and ears of the community, why was the Mayor freezing the Council out, it should have a presence at this event. Ms. Diggs said the CAC could be present and participate in the Summit as its feedback was critical. She said there would be workshops and breakout sessions where the Council could play a role in discussion and feedback. Mr. Keith again took issue with the CAC having no presence or recognition at the event.

Questions:

Will the MTA be involved in an official capacity in the breakout sessions to answer questions? Ms. Diggs said there will be no speakers from the MTA, but it may perhaps participate as facilitators. **Mr. Keith:** Are there others besides the MTA participating in activities? Ms. Diggs pointed out that a list of sponsors and participants was on the back of the postcard that was mailed out.

Don Sherrod (community member): Do you report directly to Mayor Dixon or to a superior in the transportation department? Can you take information straight to the Mayor or do you have to go through your supervisor? Ms. Diggs explained that although she reports to Al Foxx and Jamie Kendrick, she did occasionally meet with the Mayor. **Sherrod:** We want you to take our concerns directly to the Mayor. Will we have a chance for public comment at tonight’s meeting? Dr. Orange responded yes and explained that at the last meeting there was only a very short time for public comment because of the Annapolis venue and the need for attendees to meet the designated pick-up time for the bus. The current meeting was scheduled at an earlier time because of the requirement by the school that the building be cleared out by 8:30-9 p.m. He stated that the Council wanted to give the community time for questions.

Dr. Orange noted that a quorum was now present and asked the Council to review the agenda for approval and pointed out that he had received no calls with issues or concerns regarding the agenda prior to the meeting and asked if there were any concerns from the members regarding

the agenda. There were none mentioned. The Council then moved to review the minutes of the February 21 meeting. After corrections noted by Edward Cohen, it was moved and seconded to approve the minutes, which carried on a voice vote.

Dr. Orange introduced Mr. Keith for a :15 presentation on an additional community alternative. Mr. Keith represents the Fells Point Task Force on the CAC. The Task Force stakeholders include Bayview and Struever Brothers, among others. (BOARD)

Mr. Keith indicated that he had met the previous week with Dudley Whitney of PB (part of the MTA's consultant team for the Red Line). **Keith:** The FTA's New Starts process governs the way the planning process is going. We have to be careful that we don't compromise service to the community just in order to meet the very stringent federal funding requirements. He went into the meeting with Mr. Whitney with five tunnel alignments in his head, but after the meeting, came away with two and some others he would like to see, perhaps to be added to a supplemental DEIS down the road.

Keith: For now, my proposal being evaluated for numbers focused on the east side of downtown. The plan takes the existing Green Line heavy rail service that now terminates at Johns Hopkins (the worst place in the world), out of the ground and across through the Bio-Tech Center to a hub at the MARC Rail Station at Edison Highway and over to Bayview. It would provide a high quality service to entice drivers off the highway and into transit and is great for Hopkins because it provides a direct link between two hospitals. Communities are terrified by the alignments proposed in DEIS, citing the historic districts and the area's narrow streets. It is accepting of a street car operating in traffic and there is precedence for that. In December 2005, Henry Kay, then with the GBC, sent me a memo acknowledging that Fells Point's desire for a local street car could be reconciled with the Red Line because the cars could be scaled to fit the streets, its slow operation is compatible with the Red Line and does not compromise faster service to downtown and the west side. According to Mr. Kay, "given that we are not likely to see a tunnel on the east side, we need to shift gears and think about gaining maximum benefits from slower street cars. The exact route through Fells Point should be determined by the community, thought the MTA needs to think about future extensions to the east and access to a maintenance facility."

Keith: The streetcar line would start at Camden Yards (Camden Street), north of the old train station there, cross Pratt to Columbus Center to Harbor East over an existing pedestrian bridge, along the waterfront and come in through Fells Point on any of three streets. This idea has never been brought before the community, so we would need more community discussion on which street it would come down. It continues down Boston Street to Canton Crossing (new office and residential area), then to unused old Norfolk Southern ROW, serving Highlandtown, Greektown then over and back to Edison Highway property. So the east side is served in a way they're comfortable with; it provides access to previous heavy rail service, makes good use of existing service and is a win for everybody. Downtown is where we've sacrificed some tunneling. My original thought was to bring the Green Line out to the Big Ditch on Franklin/ Mulberry Street, just as Ed Cohen's group did. It would be a knockout service all the way across, but that would be very expensive to do. So until there's money in the bank to bring the Green Line out east to I-

70 and beyond Cooks Lane...We could do it in a later phase, it's got a whole lot going for it. That's the type of service you need – high-quality Metro service.

Even Carroll County is talking about transit. The same federal transit rule that says a plan must cover all reasonable modes and alignments, also says whether the plan is financially feasible should be one criterion to assess reasonableness. An alternative may be eliminated if it is not financially feasible, despite its potential transportation and other merits. We don't have to have it now, but we should have it in the future. I hope that this Council will agree to that as to what we're looking at down the road.

I have the Red Line Light Rail starting at the MARC station and running in the ditch. The tracks should be able to be converted to heavy rail. It would run on the surface to Martin Luther King Boulevard and because of the one-way street, splits at the pairing of Baltimore/Fayette, on to Camden Yards at Greene/Paca pairing, and ends where the street car originated. It serves the V.A. facility and UMMS -- if money was available, it could go underground.

At Camden Yards, this proposal calls for the first early segments of Yellow Line, which in the 2002 Rail Service Plan was key in connectivity downtown, with stations at Camden Yards and Charles Center. It links with direct escalator-type transfers. It would be in tunnel (one that I'm saving) with a stop at Harbor Place. There is already a portal in the green Line at Charles Center station for subway service, so it would go underneath the Green Line (there's an arrow "Future to Penn Station" and come out here. The Yellow Line extension of it is to bring it out of the ground under the viaduct to an unused, two-track ROW that would bring it right into Penn Station. In the future, the tunnel could be extended to University Center, etc. In the 2002 Rail System Study, the standard for evaluating service downtown is that the network should be a system of well-connected rail lines, moving people quickly, has key transit hubs at Camden Station, Penn Station, West Baltimore, Madison Square, Lexington Market and Charles Center. In this case, the Orange, Blue, Yellow lines and MARC all converge at Camden Yards. Should the Maglev be constructed a Baltimore station will be located there as well. We have two ballparks and a Convention Center. The alignment going into the DEIS has a tunnel that is parallel to the existing Green Line tunnel – with stations that don't connect with anything. It does not go to Camden Yards – this is a major failing with the MTA plan. We're on track here to resolve that issue. Next we have to see what Dudley comes up with then he crunches the numbers.

Emery Hines: I'm not clear if the Green Line extension to Hopkins is all you're proposing as an alternative. Also, is Henry on the same page as he was when he was with the GBC? Diane Ratcliff answered that she did not want to speak for Henry and that at the time of the memo he represented the GBC.

Mr. Cohen: You have a subway extension, trolley cars and a light rail -- can we get a list of the trolley locations? Mr. Keith responded that those details were still being worked out, possibly with Kittelson. **Cohen:** I'm assuming it's only Red Line on the west side, trolley on the east side -- we can only put in a single project -- how does this fit into the FTA process if it's three

different systems? **Keith:** It's the linking of the three that will provide transportation acceptable to the community. There has been enormous opposition to the Red Line – we think this will fly.

Chris Costello: The extension of the Green Line is heavy rail? **Keith:** yes.

Warren Smith: Are the trolley cars sized to fit the track? Can they run in winter? When I've been in trolley cars, I see tourist mobility – how does this serve the workers? **Keith:** the model is the Portland street car – you hook three together, you've got a train. It would be the same vehicle running as a street car or running as a train. It may not be the same as Portland, but similar. Think of a European design -- compact, very attractive vehicle. **Smith:** As was stated before, we're now talking three different, individual systems – one service to a designated community that terminates at Camden Yards - **Keith:** They're just a few steps away from the other. **Smith:** If the system were to use street cars going through the Camden Yards area and Greentown, how fast would they go? **Keith:** I can't answer that. Dudley has to calculate. We're trying to avoid bottlenecks like President Street and use dedicated lanes on Pratt. **Smith:** Dedicated lanes -- aren't they on Boston? Have you been there lately? It's congested already. **Keith:** There is a tunnel alternative already in the DEIS prepared by the MTA, that could cover Boston Street. **Smith:** from Pine Street to (?) what are you asking for – surface, tunnel or what? **Keith:** We think it's a way to try to entice traffic off the road before they come and bother us. Once you get the alternative in place, the interesting thing about congestion pricing is it makes it very costly to run your car during rush hour. **Smith:** Which of the three are you asking us to support you in? **Keith:** I'm just here to give information.

Angela Bethea-Spearman: What's the MTA's take? **Ratcliff:** We're still having the numbers evaluated and have not reached a conclusion. **Bethea-Spearman:** This is the second alternative we've seen, what are we to do with this information (TRAC alternative and Keith's)? Is it food for thought? I do think the Council shouldn't be attacking until you know the facts. We're asking all of these questions for what reason? He's presenting for what reason?

Dr. Orange: For information. It is our obligation to collect information for communities to present concerns. When the MTA presents a selection, we can judge whether those concerns have been taken into consideration. **Bethea-Spearman:** the MTA says they don't have all the information, so how do we connect the dots? **Orange:** The MTA is studying as far as costs. Mr. Keith asked for an opportunity to present what the community is looking at and I thought it appropriate for him to do so. **Bethea-Spearman:** Mr. Keith, of the three options, what do you want us to do? **Keith:** I just want you to see. As Rodney said, our obligation, especially as we get down the road, because right now they're really collecting the cost information and ridership on all the alignments and they aren't going to be letting us see them. We're going to be getting into evaluating what they're doing. The problem is the MTA has taken the position that they will not include anything from the outside in the DEIS. I don't see how you differentiate between who thought up the idea. If it's there and evaluated it belongs in the DEIS so it can be seen side by side with the other alternatives. On that, if the CAC wants to support me, fine. Certainly our delegate, Peter Hammen is working with Secretary Porcari to really push it. We want to push now rather than have a big fight come up at the Summit – let's get all this out now. We also want to see what the west side would like.

Bethea-Spearman: What are we really doing? We shouldn't evaluate ideas we're not taking seriously. At the last meeting we talked about the DEIS. **Orange:** That is going to be presented shortly but none of the decisions have been finalized on anything. **Bethea-Spearman:** The ones in the DEIS are not finalized? **Orange:** No.

Smith: I would like to see one of Mr. Keith's three alternatives adopted as the DEIS. Right now we're looking at multiple alternatives here. As a collective what are you asking for -- A, B or C? If you could narrow it down to two of the three and separate the systems, it's supportable. Right now the presentation is good, but not presentable towards the DEIS because it's three different, independent systems. **Keith:** But they link together, that's the important thing. They cover different parts of the city. **Smith:** But that's three different monies, two different vehicles -- it's a distraction to the big picture. Cost is one thing, serviceable vehicles are another. If we were to put street cars in your community, that's an independent inventory of parts. **Keith:** The streetcars could be financed through the Small Starts program.

Community member: Considering heavy rail is not in the 2002 plan, is this even feasible to have a heavy rail extension of the Green Line -- even if you call it the Red Line? Can we go back and say we want heavy rail for this segment? **Dr. Orange:** The Green Line is not under our purview, this is just showing the connectivity if funding were to be available. **Community member:** For example, if you take the West Baltimore MARC and connect it to heavy rail at Lexington Market -- let's say that segment of the Red Line is heavy rail -- can that even be accomplished? **Dr. Orange:** I don't think so. Based on what we have been presented before by the MTA, as far as costs, that has been stricken as a possibility. Even though it's been presented as being studied, I think from what I've been hearing, that's not going to be a possibility because of costs.

Cohen: I spoke with Henry Kay after the February 21 meeting and he said he would go back over the heavy rail alternative that he looked at to make sure the bus connections and stations were correct and the way that the alignment is organized is correct. So they will be looking at that again in terms of those aspects that weren't done correctly the first time, There's still the question of the model itself, which we'll be getting into later tonight and if it would run through a model which doesn't work well then it would have to be run through again, then we would have to redetermine that.

Keith: These are existing rights-of-way that are available. It holds costs down and serves major populations. **Community member:** But it's still technically existing heavy rail service? **Keith:** I'm not going to get into that.

Ken Goon: To clarify, the 2002 study did not specify a mode for any alignments presented in that study, so where you have implied that the study suggests a thing, that is not correct. That study simply says this is a vision for a rail system, where it should go to best serve the citizens, and prioritized the Green Line and Red Line as corridors to study first. When the MTA initiated the Red Line corridor study, it looked at what modes it should look at. At that time, it said to proceed with a full metro option would be impractical from a cost effectiveness and funding standpoint. That's why MTA did not include a full metro alternative as part of the Red Line

Corridor study. TRAC and Ed Cohen are proponents for full metro. The study team has said for several years that we have a range of LR options on surface (cheapest), in tunnels (not fully grade-separated) and alternatives in between. This seems to be a continuing point of confusion for some people. This is the history of where we are now.

John Newton, the MTA's Acting Manager of the Environmental Group introduced Ken Goon's presentation on the DEIS overview. Mr. Goon is the head of the MTA's consultant team for the Red Line Corridor study.

Ken Goon: The DEIS is an official document that concludes the technical work of this phase of the project. It is a work in progress – the handout is a draft table of contents (HANDOUT). The draft DEIS is currently scheduled to go to the FTA for review in April. It will be distributed to the public in August of '08, with public hearings in late September. The DEIS does NOT recommend a solution. It contains the full array of all technical information and impacts accumulated so the public can make a decision and come to the public hearing. It follows the format established by NEPA (National Environmental Policy Act).

DEIS Table of Contents

Executive Summary

Chapter 1. Purpose and Need

Chapter 2. Description of Alternatives (same as November Open Houses). Summary of all alternatives considered and those still under consideration for each geographic area.

Chapter 3. Impacts on Transportation System in Corridor

Chapter 4. Economic and Environmental Consequences of Project (natural, cultural, socioeconomic)

Chapter 5. Funding and Costs (Estimated capital costs to construct, operations and maintenance costs, financial strategy)

Chapter 6. Evaluation (Ridership, etc). # of parking spaces taken will be in this chapter.

Appendix: References and bibliography

When the DEIS goes to the public, it will be in paper format, but will also include a CD appendix containing 18 technical reports totaling approximately 3,000 pages with more detailed information. We're doing our best to make the document as user-friendly and understandable as possible.

Hines: When is the submission to the FTA? **Goon:** It's targeted for mid-April. **Hines:** Would it be possible to have 5-6 pages to look at before August? **Ratcliff:** Sort of yes and no. Because it's considered a federal document and the MTA is the local agent on behalf of the federal agency for federal funding for the project. So in a way they need to approve that draft. Much of the information has been presented at community meetings and Open Houses. We pull it together in the DEIS. Depending on what you want, it may be something that you've already seen, something that's in one of the other reports. Since it's a federal document, we don't want to release something that would be premature to their ability to review it. **Hines:** so it's possible? **Goon:** I think to some degree, the information that's going into the DEIS, that the

council may be interested in, can be shared, just not the document itself. For example – we could probably provide more detailed cost estimates.

Bethea-Spearman: The DEIS has no recommendations, but Chapter 2 includes BRT or LRT – aren't those recommendations? **Goon:** It includes six BRT alternatives, four LRT alternatives, TSM (enhanced bus), and no-build. It does not recommend any one. Information is provided on all relating to costs and impacts. To give an example, it will show LR alternatives that have tunnel under Cooks Lane and some that don't have tunnel under Cooks Lane. It will show impacts and costs but will not say which one is better or recommend one. **Bethea-Spearman:** It will show what's underground? **Goon:** It will show that there is an alternative that's under consideration that goes underground. **Bethea-Spearman:** I would really like to see Chapter 2 if we could get any of the information. **Ratcliff:** Some have been presented at Open Houses, in a summary fashion here with all the maps, but we can bring back. The information is available, we can't tear those pages out of the DEIS. Also, this just shows how we would do an alternative (if chosen), it's not recommending we choose it.

Dr. Orange: Once it's presented to the FTA, what is the normal feedback they give to you before you present it to the public? **Goon:** They can comment on any or all of the pages. For example, they could say they think the cost estimates are too low or too high, or ridership projections are too low or too high. They can comment on environmental impact of alternatives. At the front of the document is a cover page that is signed by the FTA Region III Administrator and the other is the MTA Administrator. Legally it is equally a document of the federal government and the state. They will be concerned that what is in there is accurate, reasonable as possible, **Dr. Orange:** Are these comments satisfied before it goes to the public? **Goon:** Absolutely. If they made 100 comments The MTA can negotiate how those 100 comments are resolved to the satisfaction of both agencies. The FTA doesn't have to sign it if the MTA doesn't adequately satisfy every comment. If the FTA doesn't sign the document, there is no document that's the leverage they have as the authorizing federal agency. **Conner:** The comment period will probably start in late September. Once comments come in, what are you required to do with those comments? If I say I don't like it go back and put in this piece suggested, exactly how will that be handled other than simply documenting my comment? **Goon:** At the hearings, there will be transcribers to take verbal testimony verbatim and put those in the transcript; comments can also be submitted in writing and can be delivered during an official comment period. There is a comment period after the hearings, once that period is closed all those comments are then developed into a final document of all public hearing comments. Then, if the MTA goes forward per the FTA and proceed with the project, the MTA must adequately address each comment in a way the FTA finds acceptable before they approve the MTA to go to the next step. I don't want to mislead you, let's say someone were to make a comment such as "let's study the Red Line not going to Woodlawn, but going out to Fredrick or Ellicott City" – the MTA doesn't have to do a study that looks at that. The MTA has to have a response that the FTA is willing to find acceptable. They could answer it would be impractical, etc, however they answer it, the FTA has to agree that that is an adequate response. Someone might say I kind of like this alternative, but I'm totally against parking being taken away in this block, for example. The MTA might not necessarily have to resolve that with an answer but they would have to say if they chose an alternative that they recommended for implementation and

that alternative did impact parking, the response to the comment may be ‘as we move into the next phase, we will address that comment.’ So they may not have to have a solution for every comment but they have to pledge because, there may be comments on alternatives that the (decision makers) decide not to do, so if someone has a real questions about a surface alignment downtown and the ultimate recommendation is a tunnel alignment downtown then they don’t have to do the detailed studies on the surface alignment. There is a relationship between the project that emerges and the response to the comments.

Conner: Where is the ultimate recommendation really coming from after comment period?

Ratcliff: The ideal would be to have universal consensus on a Locally Preferred Alternative. Given that that may not happen, the ultimate decision would lie with our Administrator, the Transportation Secretary and the Governor -- so it would be at the highest level of state government. Ideally we would like the city government to work with citizens groups, the county to support the recommendation. **Smith:** You’ve made the comment that who are the decision makers and the decision makers will choose the alternative. This is a problem – we still have not been heard as a community. **Ratcliff:** This is at the very end, this would be at the end of the calendar year. **Smith:** We understand this is at the very beginning. I’m aware of socio-economic impact studies -- can that be forwarded to you or can that be included because the social factors , how it affects us as residents of the city and the community – are you all drafting that? **Ratcliff:** It’s one of the technical reports in the document. **Smith:** are you aware that two already exist? **Ratcliff:** We have a huge technical team, with people that are specialists in any number of different areas. **Goon:** Are you saying are there independent or other studies looked at? **Smith:** I’m asking are you doing your own socio-economic studies, because there are independent studies out there that exist. **Goon:** We use any data we know is available to input into the study, that doesn’t mean that if there’s a study out there that we’re not aware of that might not be part of this. So if you’re aware of anything -- **Smith:** favorable or negative? **Goon:** favorable or negative, absolutely, if there’s some study that we’re not aware of, please provide it to us.

Ratcliff: Two examples of two past projects. One was the Glen Burnie Light Rail extension in the mid to late 90s. The MTA went through scoping process, an alternative was selected, we ended up with number of proposed alignments, we had TSM, we looked at the impacts and held a public hearing. There were no comments supporting the project in favor, so no-build was picked. At the same time, we had a project – part of Georgetown Branch (now revived as the Purple Line), a high number of comments came from one zip code, every person in that zip code wrote us a letter, so the high number actually represented one community and we had to look and stratify how we analyzed the results that way. Not to say there wasn’t opposition, but we had to look over the whole line as to how that played out.

Smith: That’s a poor example. The reason being, the D.C. area and the Virginia Metro work together towards connectivity to the residents of the capital, Virginia and Maryland. This is very segregated and lame to run a course to meet a portion of a hospital’s employment. It’s not servicing the residents. We’ve added a mile and a half of service to Johns Hopkins out of nowhere. You talk about costs, failing to let the public know that every 6 years this money becomes available, so we’re putting everything into ‘you’ve got to do this because this is the money we’ve got.’ This is a 6-year, 40-year project that has not been shared. There is no

employment. None of the contractors have hired from the community, but they import to the community. So how do you ask us to work with you when you're not giving us an opportunity to be involved other than these public meetings? This is why we're sitting here – to be included. There's employment here. So far you're saying \$20 million has been spent and the African American community – could we see a dollar? I don't think you can say that with your contractors. **Ratcliff:** I don't have that type of analysis available. **Smith** (to Ken Goon): There's a contractor, unless you've been hired by MTA – do you all have a black on your staff yet? **Goon:** Yes. **Smith:** From the community? We want to be included, not excluded, and reap rewards. This is not a win-win situation for the residents of Baltimore City, it's those who are passing through. The Federal Transportation Act states that it cannot stop between three quarters of a mile point A to point B so in my community I get to do this (waves). It's the truth, I have it with me. The socio-economic is not economically social to those who are directly impacted by it.

Bethea-Spearman: In the DEIS socio-economic report, do you have to prove that you have hired from within the community? **Goon:** No. There's nothing in the document that is intended to get at where people live who work on the project. That may be a strong community interest, but that's not part of the DEIS evaluation. The socioeconomic is the impact on the community itself. **Ratcliff:** What MTA does when we procure consultant services, we go through an open solicitation where you seek proposals, we have selection committees on the criteria and the results of all those are reviewed by any number of bodies on a regular basis. There's minority participation requirement for firms that are registered as such. **Don Sherrod:** How have you met that thus far? **Ratcliff:** I don't have those numbers tonight if you'd like us to come back with that on the agenda that would be just fine. But we have met all the requirements and in an umbrella sense that's the process we've been going through with our consultants. It's a whole different topic than your agenda item at this time, but we'd be happy to share that if the committee chooses.

Judy Boulmetis: Is this the second DEIS for this– wasn't there one that was rejected? **Ratcliff:** No. **Boulmetis:** So, I kept hearing that the Open House comments were going to be included – they're not included in this. None of the chapters have the public comment. This is the draft that goes before a public hearing which is official and then the public comment. **Goon:** Let me clarify. There has been no DEIS before. This DEIS will include a summary of public involvement process. One of the technical reports on the CD, will be the public involvement technical reports. **Boulmetis:** What chapter is that? **Goon:** It's not a chapter, it's one of the technical reports which will be on the CD in the back of the document has all records of all community meetings and workshops and comment forms. That document alone is probably several hundred pages. So that's not going to be in the DEIS – it will be provided as an appendix on the CD.

Community member: We have been coming to these meetings for a long time and we have asked questions. Then we come back to the next meeting and the information does not show up. So how can we believe they will be on the CD-ROM? Last month, I listened to the adoption of all the meeting minutes from September, etc – that process didn't make any sense to me. You can't remember things from a week ago, let alone months. The other thing I found discouraging was, the MTA is taking all the minutes – it seems that should be independent. There are lots of

things in the minutes that were not addressed and there were also corrections made to the minutes. Why can't we have an independent person taking the minutes? It seems like the MTA is in control of a lot of the process. **Dr. Orange:** The creation of the CAC, as it was set up by the legislature, paired the CAC to use the MTA staff for minutes, for other documents. The members that I know that are serving on the CAC, I don't think any of them have the time, and as a Council we don't have the money to hire independent person to do the minutes. We're in communication with the MTA on issues that come up as far as the agenda, what happened at the meeting. While it might seem like it's too much to cover, for those of us who attend those meeting take our own notes, we pretty much know what happened at each one of those meetings. If there is any omission, we try to correct it to the best of our ability. It is not a perfect system, and I can understand you saying we should have our own independent staff, but as we were created by the legislation we cannot go out and hire people to do that, we weren't given a budget. **Community member:** He (Saul Wilson) has recorded everything. **Orange:** He's allowed to do that as a public participant. **Community member:** And that's great. Then I heard about \$20 million that's been spent, are you going to tell me that someone can't tape these meetings – why not pay him? **Dr. Orange:** I'm sure he would take it if we had the money to pay him. You've got consultants, various studies, personnel in the MTA itself – all of that's included. It's not \$20 million that's just been set aside. That includes the salaries for the MTA people, it includes their own in-house staff. That includes the consultants they've hired from the outside. So why it sounds like a lot of money – it's sure a lot of money to me – it doesn't take a long time to go through \$20 million when you're dealing with a big agency, understanding now that they are proposing a line of transportation that will bring in engineers, environmental people and other people – that money can be spent in a very short period of time. **Community member:** I'm just saying, does it cost that much to purchase tapes, it doesn't cost that much. **Orange:** It's also accountability and being assured that people will be present to do it and, as you state, in all cases, usually you have to pay somebody. **Community member:** Then I'll do it. **Orange:** But I can't pay you. **Community member:** It would just be nice to have a document that people can refer back to. **Dr. Orange:** If you want information based on past meetings that information can be provided to you. You can contact me or one of the MTA officials here for past meeting minutes that you would like. They will gladly provide you that information. One of the things that I'm finding, that the workshops that were held, people came, information was given, but of course, people don't remember the information they were given. They don't remember what modes they saw. If you want a booklet with the different modes in it, ask the MTA, they'll send you one. So what is it at this point that you want to know that you don't know?

Sherrod: The accuracy of the comments at this meeting. Have a tape recorder there so you can compare it against the minutes and everything would be accurate for the future. That's a very simple thing that was brought up at the last meeting. It seems like you forgot already and that was just three weeks ago. **Conner:** You're absolutely right, it is a part of our by-laws – we did say we would tape all of our future meetings and so we do need to make sure that happens going forward.

David Smallwood: I think what is being referred to – meetings that we had in the past in this end of town when you went to the website to look at the minutes from the meeting, it was very deletive and wasn't mentioned when it had to do with our position to anything that was said to

the MTA. So I understand what she's saying – we've been coming to the meetings for a long time, starting at the church at Hunting Hills. **Orange:** what I need to know: if there was information missing, was that information shared with any officials at MTA (that you went to the website and the information was not there)? If you were not provided that information – we need to be made aware of that. But to come tonight and say there was information back when that you didn't get, who did you contact to get the information, that's all I need to know.

Boulmetis: That's why representation needs to be here.

Sherrod: At the last meeting, there was a request made to Henry Kay about information to deal with the draft environmental statement. MTA said it would make that information in paper form available to you all. You all are remiss because you're lacking clear documentation. They keep giving you verbal information. We've been trying to get it for years. Now with Diane here, I disagree with the fact she gave that a certain amount of the information has to remain confidential. This is a transparent process paid for by the FTA with state money, public money. We have a right to that information at any point on CD by e-mail and in written form. At the first meeting, Mr. Cohen made a motion and it was adopted by you for certain information from the MTA. I bet you still haven't got that information yet. **Orange:** he got the information that he needed. **Sherrod:** The MTA is fast-rolling to try to get this impact statement in. We've been involved now going on ten years since the Glendening Administration, now it's on the fast track. And you still don't have information like, how many homes are slated for condemnation? How much real property is slated for eminent domain? How much personal property is located in a right of way and you don't even know it. We should have that information in written form. Not by the fact that sometimes you see a map that sometimes may not be accurate. **Orange:** Am I wrong in stating that if a particular mode has not been selected, only the alternatives are being presented at this point. If you don't know what mode, what routes are going to be taken, it's not possible to give that information. Am I wrong? **Sherrod:** You do know the route. **Orange:** It has not been selected. **Sherrod:** Even with each one, you have what they call Anticipation, Projection, Prospective and Proposed. They have that and we should have it also. And another thing, you've been having all these meetings and you haven't given any time to no-build. It still hasn't been determined that it's something that the community wants. No-build is the number 4 alternative that's supposed to be studied at length and just because the state wants to get at least \$1 billion in federal money to be spent on economic improvements and creating jobs, like Mr. Smith said, not in our community. Not one penny of \$20 million dollars, let's not stop at \$20 million, my understanding is that there's over a half a billion dollars allowed for this study. Not one copper penny has hit the community. And when Mr. Ken spoke about his company – they don't even stop to buy gas in the city on their way out to the county. So we don't even pick up economically anything. The road to nowhere, you got it wrong. Howard Street – you got it wrong. The road to nowhere -- they want to run it on the surface of Franklin Boulevard instead of in that ditch – that's they're recommendation. **Goon:** No it's not. **Sherrod:** Throughout this whole process --

Dr. Orange (to Sherrod): You've made enough comments. You are not being factual.

Ratcliff: At all the Open Houses – and we can bring them to your communities -- we have mapping at scale that shows where the alignments go on the streets. We have 600 pages we can bring to the community.

Sherrod: When it comes to showing tunnels, it's always shown as a dotted line, but light rail gets a grand approach, which you all are skewing towards, it's a beautiful map in color. When we ask about that, we are told to come to the Open Houses and see all the beautiful pictures. We know you got it wrong before and you're going to get it wrong again. Get the paper documentation, get everything that they have. Request the documentation that they have.

Goon: There have been critical comments made about this public process, but I want to make a personal comment. You can question my competency, but I'd appreciate it if you don't question my integrity. We've had a public process and we've done our best for the last 3-4 years to meet with hundreds of people, thousands of people, oftentimes angry, oftentimes they have misinformation. They've called us liars or something short of that. We still hear that 'you don't listen to us'—I can assure you that every time we've had a public meeting we have done the best we can to take that information back to our team of people – many people in many different discipline. We can't do everything that everybody suggests. We have listened and tried to react, and made direct responses to written comments. I have never taken any minutes from any meeting and said we're not putting that in, that's negative, that's bad information. Please don't imply that I'm covering stuff up, it isn't true of me.

Dr. Orange: We need to move on.

Doug McCoach: At the last meeting we handed out evaluation criteria (HANDOUT). When I was selected to be on the CAC, I found myself saying 'where's the organization? where's the rules? How are we supposed to do what we've been tasked to do. The CAC has no authority to change the DEIS, we can't add to it. So then you say What are we doing? The answer was to go back to the House bill which gives us the authority to advise the MTA independently. We have three areas to consider: 1) Compensation to property owners and hiring preferences to city/county residents 2) consideration of the full range of construction alternatives, 3) ensuring that the Red Line project benefits the community, has an inclusive planning process, maximizes federal funding, proposes alignments with the least negative community impacts, etc (A-F). What are the tools we use to compare and evaluate different alternatives? We need some kind of measurement. We should start with the FTA New Start Evaluation Criteria (same as MTA uses). There are measurements in New Stars that aren't included, such as Mr. Smith's concern about socioeconomic – so we added a few, including the evaluation of possible negative impacts. We have a choice. While the DEIS lists certain alignments and modes that the MTA suggested, there's no reason why the CAC couldn't do its own assessment to evaluate other choices including Cohen's and Keith's. I recommend to the CAC that we form a subcommittee to refine the measurement criteria to use for adoption, to form our tool kit. We would be willing to work with the MTA to refine, my staff can also assist. This is a constructive way to move forward. This includes a timeline to run parallel with the MTA process. We don't want to impede or delay the process. We will have lots of opinions, but we need a conclusion to present.

Cohen: Will this committee be different from the one that prepares the report to the General Assembly. **McCoach:** I haven't thought that far. I'd just like to see a committee come up with measurable standards. The report itself may be another subcommittee.

Conner: I like what you've done. Because time is of the essence, I'd like to change the motion. We've been continually talking about doing exactly what you've said; it was also recommended at our last meeting. I would suggest a subcommittee be formed to look at the alternatives and start bringing back stuff for us to prepare using your criteria. You can begin as you start your process to say 'this will work' or 'this will not work'. That's how I would like to change the motion.

Smith: I also like some of your suggestions on your model here, but historically anything that is not an alternative that goes into the DEIS, they always come back saying an exuberant cost, so we need an avenue of independent -- we don't need MTA, why can't we have their engineering firm? The difference is they need to be independent to us. This is supposed to be transparent. An independent firm needs to come in, stop steering and develop honesty and open relationships. That has to be put here so everything doesn't get blown out of the water.

Bethea-Spearman: I agree with a lot of what you've put here, too Mr. McCoach. But my concern is and always has been and always will be, is that the Council should be independent of the MTA. We were not put in place to back up what they say. If it's a good suggestion we don't need to be at odds, but we need to be independent. Who will do the maps and explain this?

McCoach: The information we have to work with is information that has been provided to us by law by consultants to the MTA; we have to work with what we have, we can't commission an independent study. **Bethea-Spearman:** How will you do that without facts? The only thing I've heard is BRT and LRT -- we can be as independent as we want if all we're going to do is continue to study the same things and not be open to everything. And no I'm not pushing heavy rail -- let's be clear. We need to look at all alternatives -- how are we going to do that? The MTA is not going to have a lot of information on tunneling because that's been something they don't want or it's too expensive. So how are we going to be inclusive of everything and no-build? **McCoach:** I don't have an answer for you. For example, of Ed Cohen's 17 proposals, we only had time to look at one, we don't have time, we can't go back to square one.

Costello: We all have different ideas of things that could be added but the framework doesn't preclude. If we think there are things the MTA hasn't done, we don't need to do it for them. The General Assembly would like to know where the strengths and weaknesses are. If they're convinced that more needs to be done, then those things that we think are missing or should be improved will come out of that. I would like to serve on the subcommittee. I think you've done a great job identifying where we need to be going next. We need to do a matrix of what we like and don't like, and what can be modified. This is a big thing, we can easily be dragged far afield with independent studies, but the General Assembly can take (the matrix) and see that things have been looked into.

Conner: I move that we go forward in accepting the criteria and developing a subcommittee to look at alternatives the MTA has and others, so we can discuss and make recommendations.

The motion was seconded by Bethea-Spearman and carried on a voice vote.

Smith: I am opposing because we've spent 10 minutes and this is a major project. I really think we need to slow down and think it through before we commit ourselves into this. Why can't we table this till next month, because this subcommittee is taking on a huge project that, yes it sounds good. We have to individually break this down to see how can I fit --

Boulmetis: I want my representation to be here. I'm sorry to interrupt you. This woman (referring to Young Kim Robinson) has not been here since day one. You're forming a committee now to do evaluations. I have absolutely no representation on this group. I'm strongly objecting until that woman is either replaced or shows up or is removed.

Orange: That is being addressed and is in the hands of state representatives. Ms. Young (Kim Robinson) has not responded to any communication or phone calls, neither has Ms. (Joyce) Smith. The senator and delegates have been informed that those two individuals need to be replaced -- it's out of our hands. You need to contact Senator Jones or your legislators to let them know that the replacements in your opinion are taking too long. We don't have the authority to replace individuals. **Boulmetis:** But no one has my voice here. I'm sorry to interrupt. **Orange:** I understand. Is there any other comment (on Mr. Smith's concern)? While I understand the intent, there is a lot to take on. We have 15 members, if there is a subcommittee of people that want to meet and attempt to do it, I have no objection. While it's under the purview of things we need to review, I just don't want us to get off track of where we're supposed to be.

Cohen: Point of information, Mr. Chairman. With regard to the motion -- I heard the objection that Mr. Smith made but I'm not clear if the motion was to accept the document or a motion to form the subcommittee. **Conner:** both.

Smith: The motion to accept the document, I support. The motion to form a subcommittee is where I'm having a problem. From the comment from the audience that was just made, it would be supported if we did have a 15-member council to spread the burden. We represent a lot of communities, we do not want to have residents of the city or the county not be represented, so it would be a fair time to suspend and hopefully we can get those spaces filled and readdressed.

Conner: Because time is of the essence, I'm just looking for us to do the motion right now ---

Smith: I accept the motion. **Conner:** Then what's the....**Smith:** because you piggybacked both of them. **Conner:** they go hand in hand. We are constantly hearing from our citizens and we ourselves have concerns. If we keep putting things off waiting for everybody to be around this table, nothing will ever get done. We'll never come to any resolution, we'll never know what's right, what's wrong and we will not be able to represent ourselves and others who are here so that's why I'm suggesting -- we're not saying that they meet tomorrow, they still need some time, we just need to get it moving. It takes time just to pull all the data together. Before you know it it will be August, September. You're talking about another 30 days -- that's too long. We've been meeting too long.

Smallwood: I think that this document breaks it down and gives us a guideline. We keep spinning our wheels. We need to be independent to a certain extent and not looked upon as a rubber stamp for anything that goes on for MTA.

Dr. Orange: Mr. McCoach, will you co-chair the subcommittee? **McCoach:** I would be willing to do so if I had a co-chair. **Orange:** Any volunteers for the co-chair? **Costello:** If nobody else will, I will. **Orange:** We have a chair and a co-chair -- members of that subcommittee who want to volunteer, please raise your hands. (Smallwood, Keith, Conner, Bethea-Spearman raised hands). **Boulmetis:** Just save a spot for the west side, that's all I ask.

Keith: I'd like to suggest that when we get around to this that we devote a certain amount of time to the east side, to downtown, to the west side.

Dr. Orange: I'd like to give members of the audience time for comment. We've had enough oratory at this point, but if you have questions at this point, because I understand people have strong feelings about what happened years ago, which I'm not going to get into.

Community member: I wanted to address what Mr. Smith asked. I represent a non-profit and we are in the process of contacting Bruce Watts who put together community-based contractors into a singular unit in Portland to bid on contracts, to bring dollars back to the city. We're bringing him to the Red Line Summit. And they actually did win the bid out there. **Diggs:** From the city's perspective, that's a priority to make sure MBEs and WBEs are in on construction, design, training programs. When we talk about opportunities, that's one of the areas I'm working on.

Orange (calls on Mr. Sherrod): I don't want any commentary about what happened in the past. Question? **Sherrod:** It's about the future. The MTA had an opportunity to present their position today -- when will the community get an opportunity to come before the board and present our perspectives? Will we get equal time?

Dr. Orange: I don't know the MTA's schedule. I do know they've already had two or three workshops. I do know that they are available to come to any community. All of the information should not come just through the CAC. As a community, you have the opportunity to invite them to your community and to give them the specific information you want. MTA representatives are here. If your community needs information, you can make that request tonight. All of the concerns that the various communities have we hope to be able to address through the CAC. We need to know what those questions are, that's why we have these meetings once a month for people to come out to bring those questions to us. I have only heard from two people since September about any concerns. Now I don't know if people don't know I'm a co-chair, I hope they know I can be reached. **Sherrod:** The question is still there -- will we be allowed any time? **Orange** -- you can ask questions anytime. **Sherrod** -- yes or no? If not then I'm lodging a protest, also. **Orange:** I'm asking you now -- what is your question? **Sherrod:** My question is -- my community is slated for a station and for the Red Line to come through the community. Will we as a community be able to present -- give us 10-15 minutes -- yes or no? Can we present direct to you? **Dr. Orange:** You can present direct to us your concerns. **Sherrod:** We cannot? **Orange:** I said you can. That's what we're here for. It would be also helpful to if you have those concerns listed when you come so each member can have and follow up with the MTA to make sure your concerns are addressed, even if they can't

address all of them tonight. **Sherrod:** As long as we have a platform to present to you. **Dr. Orange:** Contact Mr. Smith, ask for time on the agenda and we will give you 10 minutes. **Sherrod:** That'll do. And if they get more than that from time to time – **Orange:** No, no, no -- I'm going to give you 10 minutes. I'm telling you now. **Sherrod:** But please note my protest, also.

Wanda Wallace (community member): At each meeting, the MTA talks about what it is planning to do, but yet when we ask about it they never have any information with them. If we have concerns and the MTA continues to come to the meetings with no information -- how and when are they going to address our concerns? How and when do we know when to present our concerns? **Conner:** I'd like to suggest what might help the situation where 'I'm saying something but nothing's happening'. It might be good to write down the information that you want us to look at and follow up to make sure that it is addressed. I think that's one way to make sure we're at least getting your comments. I'm not sure what your action item was.

Wallace: The process seems stagnant. It always comes back to the MTA not having the information. Our major concern is how the process will affect our community as a whole.

Conner: Were you here earlier? **Wallace:** No. **Conner:** We talked about some of that, I haven't heard a response to your question just yet. We heard about the DEIS and how that's going to unfold. We also have been told that there will be an opportunity for your comments. Where we may hear some of it is when we begin the process that you're currently talking about more in conjunction with getting your comments, etc.

Ratcliff: The MTA will bring details to this meeting or the community with permission of the CAC. Staff is here to address concerns. We're on the agenda at the CAC's request. Anything we have we want to share as I mentioned -- we have lots of mapping, we have a Speakers' Bureau, community meetings. Many of you probably know Lorenzo Bryant, our project manager. It's not a matter of not having information -- we can bring information to address concerns and questions.

Saul Wilson: I just wanted to make a couple of points -- first about the videotaping. There certainly is not an expense issue there. The MTA could probably do it for what it costs me -- about 30 cents a meeting, in addition to the significant amount of time. This is really a duty I shouldn't be stuck doing. I do it for my own sake. **Dr. Orange:** He has not been asked to do this, but has volunteered.

Wilson: I understand the confidentiality of the DEIS -- but certainly the content you should be able to release. I know that at the last meeting, Henry Kay promised to have the cost effectiveness numbers for their alternatives, along with benefits information. They didn't show up at this meeting. It would be helpful to have Bob's, too. **Ratcliff:** It's not that it's confidential -- it's not our document to release. We can bring technical information, the raw data to answer questions, but the exact pages we can't.

Dr. Orange: That's the last comment I will take right now. Future meeting agendas, dates, locations – you were given a sheet with the dates on it. The April date is April 10th, if there are any suggestions to the MTA as far as east side location. Also you may give any agenda items to me tonight. **Cohen:** Agenda item: Evaluations on cost benefits, model review – it appears that the model the MTA is using is very, very off. Need to look at the issue of whether or not we're getting good ridership projections out of that.

Conner: I suggest that if anybody has any action items for the agenda to please e-mail them to Dr. Orange.

The CAC agreed to meeting dates of the 2nd Thursday of each month through the end of the year (HANDOUT). **Dr. Orange:** Future meetings will start at 7:00 p.m.; we had to start this one at 6 due to time constraints by the school administration.

Wilson: Mr. Chairman, It seems there is a problem when throughout the meeting public comment isn't encouraged, but its facilitated whenever it's in the form of an interruption. And at the end of the meeting, those of us who waited patiently and didn't interrupt are told that the time has run out. There's a little bit of a problem with the process and I think that needs to be fixed.

Orange: You need to get your questions in a little earlier. **Wilson:** By doing what – interrupting?

The meeting adjourned at 8:40 p.m.

RED LINE CORRIDOR TRANSIT STUDY DRAFT ENVIRONMENTAL IMPACT STATEMENT

EXECUTIVE SUMMARY

CHAPTER 1 - PURPOSE AND NEED

Introduction

Corridor Overview

- Population, Households, and Employment
- Existing Land Use
- Planned and Proposed Development
- Travel Patterns and Demand

Transportation Facilities and Services in the Corridor

- Description of Existing Facilities and Services
 - Public Transit
 - Roads
 - Carpooling and Park & Ride
 - Bicycle and Pedestrian System
- Description of Other Transportation Improvements

Transportation System Goals

- Agencies Involved in Transportation Planning
 - Metropolitan Planning
 - Statewide Planning
- Statewide Goals
- Regional Goals
- Baltimore County Goals
- Baltimore City Goals

Performance of the Transportation System

- Current and Future Transit Performance
- Current and Future Highway Performance

Potential Transit Markets

- Residents Traveling to Downtown
- Commuters from Surrounding Areas
- Reverse Commuters to SSA, CMS, Security Square Mall, and Surrounding Businesses
- Medical Facilities

Transportation Problems and Need for Improvements

- Congestion and Travel Times
- Mobility and Access to Employment and Major Activities Centers
- Transportation Choices for East-West Commuting

Transit System Connections

- Community Revitalization and Economic Development
- Improved Air Quality

Project Goals and Objectives

The Red Line Would Help Address These Needs

CHAPTER 2 - ALTERNATIVES CONSIDERED

Alternative Development Process

- Regional Context
- Red Line Corridor Alternatives
- General Concepts
- Specific Alternatives

Modes Considered and Project Elements

- Modes Considered for Build Alternatives
 - TSM/Enhanced Bus
 - BRT
 - LRT

Projects Elements

- Physical Elements
- Operational Elements

Alternatives Considered and Eliminated from Further Study

- Preliminary Screening of Initial Alignments
- Other Alignments Not Retained for Detailed Study

Alternatives Retained for Detailed Study

Alternative 1 – No Build

Alternative 2 – Transportation System Management

Alternative 3 – Bus Rapid Transit

Alternative 4 – Light Rail Transit

Options by Geographic Area

CHAPTER 3 - TRANSPORTATION SYSTEM AND CONSEQUENCES

Introduction

Corridor-wide Transportation

Roadway

Red Line Connections to Passenger and Freight Service

Bicycle and Pedestrian Access

Transportation Impacts by Geographic Area

CHAPTER 4 - ENVIRONMENTAL RESOURCES AND EFFECTS

Introduction

Socioeconomic Resources

Physical Resources

Cultural Resources

Natural Resources

Construction Activities

Additional Considerations

Environmental Impacts by Geographic Area

CHAPTER 5 - COSTS AND FUNDING

Introduction

Capital Costs

Operating & Maintenance Costs

Financial Strategy

Conclusions

CHAPTER 6 - EVALUATION OF ALTERNATIVES

Introduction

Alternatives Evaluated in this Chapter

Environmental Information for End-to-End Alternatives

Attainment of Goals and Objectives, and Addressing Project Need

Study Evaluation Measures

Role of FTA's New Starts Criteria

Evaluation of Alternatives against Study Evaluation Measures

Summary of Major Trade-Offs

Appendix

References

List of Preparers

Consulting Firms

Distribution List

Glossary

Acronyms

Baltimore Red Line Citizen's Advisory Council Meeting

Date of Meeting: April 10, 2008
Time: 7:00 p.m.
Location: Holy Rosary Church

CAC Attendees:

- Dr. Rodney Orange, Co-Chair
- Angela Bethea-Spearman
- Edward Cohen
- Christopher Costello
- Al Foxx
- Emery Hines
- Robert Keith
- Doug McCoach
- Warren Smith

Elected Officials or Representatives:

- Brigid Smith, Office of Congressman John Sarbanes
- Danyell Diggs, Red Line Coordinator, Office of Baltimore Mayor Sheila Dixon
- Walter Williams, Office of State Senator Verna Jones
- Bill Cole, Baltimore City Council
- Brittany Donald, Office of Baltimore City Councilman Bill Cole

MTA/Consultant Attendees:

- Henry Kay, MTA
- Diane Ratcliff, MTA
- Lorenzo Bryant, MTA
- Christiaan Blake, MTA
- Ken Goon, RK&K
- Dudley Whitney, PB
- Tori Leonard, Rosborough Communications
- Richard Stubb, Rosborough Communications

General Public: 14 people signed in

Agenda

- Welcome
- Approval of Agenda
- Adoption of March 13 meeting minutes
- Evaluation Criteria
- Enhancements to Regional Travel Demand Model Made for Red Line
- Next Meeting Agenda & Location
- Public Comment

The meeting opened at 7:15 p.m. with introductory remarks by Dr. Rodney Orange, co-chair.

Orange: Good evening ladies and gentlemen, it's 7:15 p.m. and I'm going to call the April 10th meeting of the Red Line Citizens' Advisory Council to order. I want to thank each and every one of you that are in attendance tonight for coming out. Hopefully, with your guidance, we can be in a position to help facilitate and get information to you that you may have some desire for. We have an agenda before us and I'm going to ask the CAC members to review it. Mr. Keith

called me, he was unable to reach me last Thursday and I apologized to him, he tried to call me. He was trying to get to me with some issues for the agenda. But when he talked with me this past Tuesday, the agenda had been set. We're going to go with this agenda, but I did want to make members of the CAC aware of some of the concerns he had. We're not going to deal with them tonight, we already have an agenda. Again, if we have time when we finish with the original agenda to revisit any of them we will. But I hope that we can just wait – that's my recommendation to the CAC to deal with them at a further time. Mr. Keith raised the issue of Ms. Conner's acting as co-chair. It is his understanding – and I didn't have time to go back and read the legislation – but it's his understanding that any co-chairs of the CAC are supposed to come from those appointed by members of the legislature. The CAC has mulled this over, if the CAC wants to make a change based on the concern whether this – like I said I really haven't had a chance to review the legislation to see if that's in fact what we are supposed to be guided by. We got some information last meeting on the Draft Environmental Impact Statement and I'm going to ask Mr. Keith at this point just to raise what your concerns are about the DEIS, because we got the overview of what's going to be presented at the last meeting, we got information on what will go into the report – so what is the concern that you have -- that we as the CAC get a copy of what's going to be submitted, is that what you are raising?

Robert Keith: No, what I'm raising is – I think, within the MTA this is got to be the biggest thing going on, getting the Draft Environmental Impact State ready for submission to the Federal Transit Administration. There's only a few meetings left – the April meeting, the May meeting, the June meeting – that the CAC has got any time to react to the DEIS and make evaluations and so forth, so that we can have some input in this planning and certainly want to be ready when it goes to the public meeting this summer. So that we really understand everything that goes into the DEIS, that we've actually evaluated it in line with what Doug will talk to us about. It's a big thing – we should have an update. Give us an update of where the DEIS stands, where it is today. And then, how will they present the information – they must by now have all of the figures, the numbers and evaluations of costs and benefits and so forth. Since we can't see the document – we do have the table of contents – but, the numbers must be available right now. When are they going to give them to us? My idea is I'd like to see an update today.

Orange: We're not going to deal with it today. What I'm asking you is...

Keith: I hear you say that – my recommendation is that we didn't get what was going on, but if you don't want to do it, that's okay, we can save it for later.

Orange: What I'm suggesting is if the majority of the CAC is in concurrence that we ask the MTA at our next meeting to have that information ready to be presented. They don't have the information here tonight. So there's no need for us going into it without the information here tonight. That's all I'm saying.

Keith: There's a lot of things we don't even know how it's organized – are you going to give figures for end-to-end alternatives or component parts of the alternatives. We just want to have some kind of idea...

Orange: You raised the concern that I have because we need to be clear about what it is you're asking for and if this is in agreement with the majority of members of the CAC that in fact they want this information. Because we have to act as a group in the requests that we make and be on board and supportive of that idea. I just wanted to be clear when you raised it with me exactly what you were asking for because we had gotten an overview at the last meeting. So Mr. Kay do you understand what he's..? **Henry Kay:** I do understand it. **Orange:** Well, we will put that down as an agenda item for next meeting.

Al Foxx: Are you asking for a presentation of the entire DEIS, with all of the amendments and supplemental that normally goes with it? Because if my memory serves me right, that's a pretty huge order.

Keith: I'm not asking for the extra figures...**Foxx:** So all you're concerned about is the ridership and stuff like that? **Keith:** I'm not asking for any of the actual figures, just wondering how they're organized and how they're going to go about it and where they stand with it. Just an update – that's all really. Not the actual figures. **Orange:** just an update? **Warren Smith:** I think what Bob might be asking for is a summary. The federal government puts out a summary on all DEIS's and state statuses as it's going through the program. And we as a council have not been given anything but secretiveness. I think if we're going to make sound suggestions towards where this project is going we should supposedly work hand in hand with the state agency to be given some information before the federal government releases it. We should not have to wait for a federal summary when the information is downtown on St. Paul Street and we've been asking for it and different various documents on and on and we've gotten nothing. There will be a summary out federally, so why can't the MTA produce some kind of documentation to help us along to give us the upper hand on this if we're supposed to be working together.

Orange: Are we clear what they're asking for Mr. Kay (yes) – okay. **Keith:** I don't know why they can't answer that tonight. **Kay:** In terms of updating you on the document itself, we're close to the schedule we described to you before in terms of finishing the document. Ken (to Ken Goon) – Would you mind giving us an update? I asked Ken to address this. If you recall he talked to you last time about the content of the document in terms of its organization. He's the lead person in preparing that -- would you give us from the sense of a process standpoint where we are with the document?

Ken Goon: We shared earlier with the CAC our schedule to submit the draft on April 11. We're not quite going to make our schedule. We're still in the process of making edits, reviewing, checking information to be as thorough as we can be in terms of the document's accuracy. We are likely to be submitting it to the FTA toward the end of April or early May. That's where we are in terms of the submission to the FTA.

Kay: What's ultimately more important to you is the substance of this. As I think Ken discussed with you before, the organization, it's a thick document, most of the volume is actually taken up in drawings of the various alternatives, some of which we've shared but has been refined since then. And then there's the numerical quantification – how many parking spaces are lost as a result of that, how many acres of commercial land have to be acquired -- it's all information

that's laid out in a very systematic way. Some of that is very factual in nature, we don't expect the FTA to question it at all I think it would be helpful for you to share as much of that as we can compile at your next meeting and we can share a bit more in June. There are a few parts that we are working on that are critical for the FTA, they control the methodology that we use to calculate those numbers. We want them to have the documents for a few weeks to make sure they're comfortable with what we've presented them – that could be June. We'll give you what we can in terms of numbers in May and complete that in June. We can do that over two meetings. In terms of the physical document itself, I'm not sure you'd want it. We can give you a summary of the tables that are in it, which will allow you to have the numerical comparisons.

Keith: So far we've seen alternatives end-to-end, gross figures. Those figures are made of adding up component parts. Will you be able to show us the component parts. **Kay:** we don't have them yet. **Keith:** How did you get them end-to-end if you don't have the components.

Kay: The alternative is 12 miles long -- when we discussed costs with you, essentially we're saying how many feet of concrete is that? How many feet of rail? How many stations? How much does each station costs. What you're asking for is for us to say we know how much it costs for the whole thing, let's start dividing that up into smaller pieces – the costs of this mile plus that mile – we haven't done that based on those mile segments, but on the entire project. That's our top priority, that's what the FTA needs, for us to be able to characterize the full impact of the project. We need and you need at the very next step segment-by-segment alternatives so we can talk about whether we feel more comfortable with one part of the project than another, we can recommend this one part ahead of another. We may be able to afford only on e part of the project, so we want to know what the relative costs and benefits are. I'm as interested in that as you are. In terms of the flow of our work – we send this document off to the FTA with the end-to-end alternatives characterized, then we start working on segments. As soon as we have that we'll share that with you.

Keith: How do you get to the total? **Goon:** the way the document is structured, you will be able to look at the end-to-end alternatives—1,2,3 and 4. the document will include a comparison of those alternatives in a wide range of evaluation factors, costs, etc. There are certain portions of the document in which there are some comparisons between smaller segments. In geographic areas for example there are some comparatives. What the document will not do however, because it s just impossible with all the combinations, is look at all the possible combinations because there are too many permutations. There is some individual areas of segment comparison in the document, but not all. There is enough that you can piece together the end-to-end. **Keith:** For instance downtown, you've got a Fayette Street tunnel and a Lombard Street tunnel – is that one alternative? **Goon:** there will be a – and I don't have them all memorized – a number of geographic areas that the project has been split up into and within a geographic area – say for example, Martin Luther King Boulevard to central Avenue, that may be one of them. Within that area, the document will have some information comparing things that can be compared, like costs. You can't compare the ridership of that segment cause that has to be done on an entire alternative. You can't compare the air quality impacts between two different alternatives. You can't compare a lot of things that are corridor-wide, but anything that is descriptive within that area can be compared. For example, in one geographic area if there is a surface option and another surface option there will be information in the DEIS for the number of parking spaces

gained or lost with one surface option versus another , because that can be discreet (?) with in that area. So in certain cases you'll be able to compare things, but in other cases it's got to be on corridor-wide basis. **Keith:** The alternatives will have options within it? **Goon:** yes.

Ed Cohen: This is a big document -- can you put it on a disc?

Kay: As a practical matter, it's expensive and unwieldy to have these big books around so to the extent that we can distribute it on CDs as well, we will do that. I'm not sure very many of you will want a big book, but we'll have one if you want it, but it costs us hundreds of dollars. So we'd rather do a CD and that's how we'd produce it With that you can jump around in certain parts. **Foxx:** what's the software? **Kay:** Adobe. **Diane Ratcliff:** Every technical report will be on a CD and will be available in places around the corridor, library, etc. where people can go if you don't have access to a computer, to see paper copies. **Smith:** Will GIS (geographic impact statistics) be put in this because the maximum population in the city has declined. I'm highly interested in knowing how the numbers have changed since the head count in 2002. I'm very interested in seeing what numbers you're using based on the needs of the city and the impact on this route in the future. **Kay:** I think that probably comes into play as part of the methodology for doing the travel demand forecast. That talks about how many people there are in the zone --how many people, how many jobs now and how many are forecast for the future. That forecast isn't something the MTA does, that's something that's done by the Baltimore Metropolitan Council for all the jurisdictions in the region. When you get to the agenda item that talks about the model and changes to the model I'll ask Dudley to try to answer your question.

Cohen: With regard to the population the city says the population has increased the Census Bureau says it has declined. **Doug McCoach:** There's a great history of the Census Bureau telling us that our population has declined and very year for the past six years the Department of Planning has challenged that and our challenge has been accepted by the Census Bureau to show our population has not only stabilized but is growing a little bit. So we would expect to challenge that again this year. **Cohen:** The CB says it went up by about 800 people and that was your challenge. **McCoach:** That was our challenge. **Cohen:** and even with that and starting from that baseline... **McCoach:** And last year they also said that the population had decreased substantially and it wasn't until we made the challenge they acknowledged that growth. We're expecting to see the population stay relatively stable. **Kay:** It doesn't really matter what happens to the city overall, what matters is the analysis of it.

Orange: Let's move the agenda -- the adoption of the March 13 meeting minutes. Does everyone have copies of them? (There was a motion and second to approve the minutes. Ms. Bethea-Spearman and Mr. Keith noted corrections.) **Chris Costello:** Mr. Chairman, I don't want to complain but this is a very thorough set of minutes. I don't know if my folder would hold all this (laughter). If I were taking minutes I wouldn't be this thorough -- it wouldn't bother me if it wasn't so. If anybody was interested in cutting this down to essentially what was discussed, I'd be happy to do it. **Orange:** What you're suggesting is accommodations to the person that prepared the minutes. **Costello:** Yes. **Foxx:** That was an argument before about the minutes so we can't win! **Keith:** I was just very pleased to see these minutes because they were a total reflection of what people said. **Cohen:** Very thorough and accurate and if they're unwieldy at

least we have confidence in the statements that were made. **Orange:** It has been properly moved and seconded. Are there any other concerns? All in favor? (The motion carried on a voice vote. Dr. Orange introduced Doug McCoach for a report on the evaluation criteria).

McCoach: At our last meeting, I raised the point that it appeared to me that the CAC really didn't have the authority to change the DEIS. That's a document that the MTA is creating and they're submitting to the federal government for review. But not only do we have the authority we had a mandate by the legislature to do independent evaluation of the same data and to advise the legislature on the MTA's efforts. That seemed pretty clear to me in the House bill. So I posed the question – what are we evaluating? Because come September we're going to have to issue a report, and suggested some criteria that could be based on the legislation's language. Items A through F that define the purpose of the CAC. There was a motion to establish a subcommittee that would move forward in translating those items that the legislature would like us to consider, into criteria that could be evaluated using metrics, using measurements that we could all agree to. So the subcommittee was formed and that's what we spent a fair bit of time over the last month trying to develop. I'm actually hoping as we go through these tonight that these criteria are going to offer Mr. Keith and Mr. Smith a response to some of their questions about how this data can be evaluated by the CAC in respect to jobs, in respect to costs and then also Mr. Costello has raised the issue of utilizing this project as a way to enhance transit-oriented development, which I think both Mr. Foxx in his role as director of transportation and I in my role as director of planning believe in as a very important step for the city to take to move forward. So what I'd like to propose for this group is a two-part process. The first process which we spent the last month working on is identify the criteria – what are the things that we need to evaluate? And the second part of this is to figure out what measurement tools to use to do that evaluation. What I'd like to do is go through the criteria that the subcommittee reviewed – and if the CAC could hold their comments and take notes because there's a lot of information – and then come back to those criteria. And I think it's up to the CAC to make recommendations for additions or deletions. But I think it's very important that the CAC be in a position to adopt something tonight so that the subcommittee can move forward and identify the metrics – a very important next step over the course of the next month.

Keith: What do you see the audience for the results to be? **McCoach:** That's a really good question. The CAC doesn't issue one report in September – the CAC is required to issue a report annually. And what's going to happen is, as the plans are refined and they move through the process of going through the DEIS and New Starts and the locally preferred alternative to preliminary engineering, final design and even acquisition and construction, more and more the detailed information will become important. And so, we create a report that's expanded every year and grows in response to the evolution of the Red Line.

Keith: It seems to me that our mission is to evaluate the product of the MTA. We can evaluate anything that they agree to do if we have a quorum at the meeting. There may be some items that are put into the DEIS that eight of us feel don't belong there because they're extreme or just aren't appropriate. We may want to take a vote to ask them to remove those. Our job is to work with the MTA and influence, hopefully, the product as it's being developed. And I would think that we would want to have something that's in place – or to the extent it can be – at the time of

the public meeting. To me this is not a report to the General Assembly -- this is a report for us for working with the MTA to help with whatever's happening with the public meeting.

McCoach: First of all, I have to disagree with you that the CAC has the ability to change the content of the DEIS. **Keith:** We don't have the ability to do anything, but we have the obligation to advise. **McCoach:** Right. Where I definitely agree with you is that we would like our first report to correspond with the point in time for public hearings in fall 2008. I think that's very useful for MTA to be able to solicit comments from the CAC and build them into the responses to those public comments. **Keith:** I would like to see us have prepared at the same time they release it to the public, that we have some evaluation. **McCoach:** I think that's what drives our first annual report. **Keith:** You're talking about a report for the General Assembly?

McCoach: Yes. But it's a report that can serve both purposes. Do all the members have a copy? (HANDOUT) If you turn to the back page, this is the schedule that's been provided to us that outlines the process that the Red Line design, development and construction will follow -- along with dates. It runs from where we are today which is April 11 for the DEIS submission. The first phase wraps up in the fall of 2008. The second phase is the selection of the locally preferred alternative -- LPA -- and that wraps up in the winter '08-'09. The third phase is evaluation, with the locally preferred alternative going into preliminary engineering and that's a year, possibly 18 months. Final design follows that, perhaps two years, the schedule gets harder to find the farther out you go. But practically speaking, there's six phases here. If you keep that in mind, you can start to see how our reports will evolve and change and grow as we move forward. Going back to the House bill --

Judy Boulmetis: Will this information be on the website? **McCoach:** I leave that up to the chair of the CAC.

McCoach: Here's the criteria, the mission that's identified in the House bill. Essentially, there are six items. There are quantitative measures, which are used to measure the relative differences between the alternatives. In other words, ridership numbers may vary based on whether you have a different mode. Then there are qualitative measures which are really universal to all of the alignments. For instance, information sharing. I don't think there's a distinction between whether you have a bus rapid transit or a light rail network as it relates to how effective the MTA has been sharing information. The items here that are shaded in this chart are really the items that are quantitative, which can be measured using criteria. The items here that aren't shaded are the qualitative ones -- "Consideration of a full range of construction alternatives" or "uses an inclusive planning process". To me, it either is or isn't. Perhaps they can be graded on how effective they have been. But the bottom line is, regardless of the mode or the alignment, there's communication or there isn't. So what we did is we took these two types of measurements -- quantitative and qualitative -- and we wrote criteria for them. And that's what this document is. Everybody on board so far, or following.....

Keith: Where is that on these? **Cohen:** It's not there. **McCoach:** This is language taken directly from the House bill, so you have it in your packets already.

McCoach: So what we've said is, for each mission, 1 through 3, there's specific criteria that we can use to evaluate the different solutions. What I'd like to do is go through this criteria and if you can be taking notes and make suggestions afterwards that would be ideal. Mission number one is to ensure the Red Line project provides compensation for property owners whose property is damaged during construction of the Red Line, redevelopment of commercial areas surrounding the Red Line transit corridor in Baltimore City and Baltimore County, provides hiring preferences to residents of legislative districts through which the Red Line transit project will be constructed or residents of legislative districts adjacent to those in which the Red Line transit project will be constructed. For mission number one – there's two types of criteria, project compensation and employment opportunities. We said project compensation would capture property acquisition. For instance, we can identify the different alignments and the amount of property that each one requires to be acquired. We can also identify for each alignment how many businesses would be displaced. But for the third item -- property damage during construction – that's very hard for us to know right now. We think we'll have a much better idea of that when we get down to the construction. As far as we assume right now the contractors are bonded and we idealistically think that there will be no construction damage, but practically speaking, we know that there is when you build stuff. But that can be evaluated down the line.

McCoach: We also see employment opportunities. The number of construction workers who reside within the Red Line legislative district is something that is probably universal to all the options. That's information that can be best captured once there's a final design. And then finally – the number of jobs created by the Red Line project – which we think is very important – we actually believe is best identified under mission number 3A, which is benefits to the communities through which it travels. Here we basically refer it to that next item. There are different hatch marks in this. This basically says during any one point, this is when we can capture the data – and certainly we can capture the information on property acquisition and business displacement with the DEIS data, but we're probably not going to be able to get the property damage to construction until the construction phase, page 6. There's also this question of jobs during construction, which is information that perhaps MTA can't provide to us, but the City or BMC, there's some other agency that would be able to provide this information to us.

McCoach: Mission number two – which is to 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. Criteria one is Request a Review of the DEIS Alternatives. And we expect that MTA will be providing us and has actually presented us – those alternatives. The second one is to Review TRAC's Alternative and the Fells Point Alternative. MTA is in the process of evaluating and creating measurable data for those two alternatives. We also heard a desire – and we just heard expressed tonight -- about an evaluation of minimum operable segments. And so, we've put this in here for consideration by the CAC. This would be something that perhaps we could begin to get information during this DEIS phase or perhaps it gets pushed down to the New Starts phase of the project. But it would be up to the CAC to decide if it is important for us to measure MTA's ability to give us this information. And then the last item, which is one that I thought might be useful, would be Constructability Review. Every alternative is going to have pros and cons in terms of its constructability. I think that we

need to be in a preliminary engineering phase -- that's my suggestion -- before we'd be able to evaluate how effectively something could be constructed.

McCoach: Mission number three is broken into six different pieces -- some of which are qualitative, some of which are quantitative. The first one which is quantitative, is to ensure that the Red Line project benefits the community through which it will travel. The criteria that we thought made sense would be mobility improvements, environmental benefits, land use, community development, economic development and access to jobs, and an equity analysis. Under mobility improvements, we believe that there is data available that documents user benefits. As I've said, after tonight our next step is to figure out how to measure this. But we believe that we can create data with what information MTA will provide us, that we could define this. The number of transit dependents using the project -- that is also one where we think that there will be good data available, probably as we get into the locally preferred alternative. Transit dependent user benefit per passenger mile is also a calculation that we believe can be identified. Share of user benefits received by transit dependents compared to share of transit dependents in the region is also measurable. Travel time savings -- another measurable criteria. Access to pedestrians and the disabled -- we assume that all of the alternatives have accessibility built into them, pretty much universally. It's not until you get to a level of detail with the design that you can actually evaluate how effectively accessibility has been provided.

McCoach: With regard to environmental benefits -- we believe that we can measure the air quality impact, because each one of these alignments is going to have an impact on the potential reduction in vehicle miles traveled. We believe that noise and vibration can be assessed at this time. With regard to item 3 -- land use, community development, economic development and access to jobs -- we believe that we can identify development potential in terms of perhaps dollars within walking distance of a station area, and I think this is a huge issue -- jobs near each station with potential for employment opportunities and then employees within a walking distance of each station area, and future employees. So we can, with the assistance of the BMC and the communities, begin to identify the benefits that each alignment would offer in terms of helping people get to transit stations. Finally, equity analysis. We think we can measure the extent to which travel investments improve transit service to various population segments and we also think that we can measure the incidence of any significant environmental effects, particularly in neighborhoods adjacent to the proposed project. For instance, one alignment may have negative consequences environmentally for a neighborhood as opposed to another alternative.

McCoach: 3B takes us back into the qualitative measurements which we think are universal to all the alignments. Essentially it's either happening or it isn't, and it might be evaluated on a scale but we'll know if it's not happening. Criteria number one: MTA should consult the public on major decisions with regard to this study -- either that's happening or isn't. Two: representativeness. Public participants should comprise a broadly representative sample of the population in the affected communities. Three: transparency. The planning process should be transparent so the public can see what's going on and how decisions are being made. And four: participation. The number of stakeholders, individuals, groups or organizations involved -- I think you might also add a criteria that includes employers involved with an eye towards gaining

the participation of potentially future employees of constructors of the rail line. Ultimately, for each one of these I think that the MTA can document the levels of participation by the community and by the public, by neighborhoods and stakeholders.

McCoach: 3C – back to the quantitative ones – to ensure that the Red Line project’s plan to maximize the likelihood that federal funding will be obtained for the project. The criteria would be: operating efficiencies, cost effectiveness, local financial commitments and transit supportive land use policies and future patterns. Under operating efficiencies, we believe that we can measure very easily the operating and maintenance costs of each mode and alignment. We believe that we can measure the capital costs associated with each one of these alignments. Under cost effectiveness, we believe that we can measure the incremental costs per hour of transportation system user benefit and then basically compare them. Item three – local financial commitment might be very hard to identify at the DEIS phase. And that may need to slide out until the locally preferred alternative, because you don’t know what you don’t know. So we identify our share of non-Section 5309 New Starts funding and the stability of the proposed project’s capital finance plan. Again we think that those might need to shift down to the next phase of the project. Four, transit supportive land use policies and future patterns, really allows us to consider different land uses, transit supportive plans and policies – are we promoting TOD? Are we promoting Smart Growth? And then the performance and impact of these policies.

McCoach: 3D – the mission is to ensure the Red Line includes a transparent planning phase, the distribution of factual information that allows the community to compare the costs, benefits and impacts of all construction alternatives. Our criteria was: the MTA will provide timely information on planning phases of the project, as well as information on job training and opportunities as it pertains to the Red Line project. Our perspective is it’s either happening or it isn’t and then there’s probably a scale to the effectiveness with which it has been. But it makes no difference between alignment or mode for how this one’s evaluated.

McCoach: 3E – the mission is to ensure the Red Line project favors alignments that produce the least negative community impact practicable. And we see 3E as the opposite of 3A. 3A measures the positives and compares the positives of each; 3E identifies which mode or alignment may have unique negatives associated with it. This is where we can introduce an equity analysis component to this. For instance, item one of our criteria, equity analysis; item two: to evaluate the negative impacts. Under one we would say to the extent to which transit investments improve transit service to various population segments, particularly those who tend to be transit dependent – we can do that today. Item two: the incidence of any significant environmental effects, particularly in neighborhoods immediately adjacent to the proposed project, is also something that can be done today. In terms of evaluating negative impacts we believe that data exists to evaluate noise impacts, the loss of travel lanes based on the alignment or the mode and the impact on parking – whether that’s a net gain or a net loss according to the alignments. You’ll see here ‘visual impacts’ – we don’t know if this can actually be measured. This is a subjective item and depending on how you feel about transit, you may think that it’s all beautiful. We think that there is potentially some way to identify that one alignment or mode would have more significant visual impact than another. If it’s underground, it may have very slight visual impact. As we get into the measurement side of this, we can decide how critical

visual impact actually is. And then finally, project construction noise, which could become a negative impact on affected communities – are something that’s hard for us to categorize today, but down the road we believe more data will be available.

McCoach: And then finally, going back to that very first sheet that has the schedule, item 3F – our mission was to ensure that the Red Line project places a priority on maintaining the study schedule. The schedule has been provided and I think the CAC wants to ensure that the MTA is responsible in following the schedule. To summarize, these are recommendations that the subcommittee will put forth to the CAC for adoption as criteria. And then with the CAC’s approval we would move forward to considering, based on the data available, how we can do the measurements and come back to the next CAC (meeting) in order to review that with you. With that, I’m happy to take questions and answer them the best I can and potentially questions that are raised can be translated to actionable items.

Smith: There are people sitting here on this panel whose mission is to see this be a win-win situation. But there are also people sitting on this panel that want to see a situation that’s done right – and that needs to be separated. Because I welcome it if it’s done on a win-win situation for the communities as a whole. That’s my position on a comment that you made. Number two – there are federal transportation regulations that say transit can’t stop within three-quarters of a mile, so the residents are excluded. The M40 stops at two or three stops on Cooks Lane and then it goes up to Edmondson High School, I believe, so it just does not service the community the way it is, surface or underground, because the vehicle cannot stop by federal regulation within three-quarters of a mile. So we’re not winning there as an impacted resident. The jobs are always pushed into the future – we have one of the best schools in the United States on national transportation up at Morgan State University. There’s a whole bunch of consultants – when are we going to give these people a great opportunity, a win-win situation, to start at something ground level? We can’t keep saying “when this starts...”, when those future engineers should have an opportunity now – internships or employment. But this is a grassroots level – why can’t we have someone – just as the consultants that came aboard – develop, follow along, this is a 40-year project. Why must they wait until the backhoes are on the ground and then we look for employment. Let’s include the community now, we can’t wait til tomorrow. If you want us to buy into it today – there’s nothing here. In the near future we’re going to go to another seminar that’s going to promise us jobs –we’re hungry today.

McCoach: My suggestion would be that we could take that concern and build it into – for instance, concern about jobs – **Smith:** let’s implement that tonight. **McCoach:** That’s what I’m suggesting -- that that can become some type of criteria and so I would ask the Commission to consider how to turn that into language.

Orange: Any other questions? **Chris Costello:** Picking up on what Mr. Smith said – I think we know that if we don’t build it there will be no economic benefits from any Red Line – so let’s just go to the point where if we want to see an economic benefit, jobs, that comes out of.. with the approval of the funding and all that, there’s going to have to be planning by and implementation of actual things that will achieve that, because we have seen projects by government – the Woodrow Wilson Bridge, for instance, a lot of jobs created there, there will be

a lot of jobs created on the ICC – it's very possible that the community could see all those jobs not coming to them because they're not prepared, trained – that's something that the appropriate state agencies and local agencies, we should make sure that they are prepared to identify the people that could get those jobs, make sure those people are prepared for those jobs. Let's assume that we know when this might be, that we have a timetable by which point in those times that has to be done. We can't compel the Job Service that it would have to do, but we do know that the Job Service that we're supposed to have in the state really doesn't do this. And if they don't, all of this that you're concerned – and I share the concerns – will never be realized, all of these jobs will be created in this area and very few of the people from the area who could be benefiting from them will realize them. It's happened before and I think it will happen again unless we do exactly what you're saying and take some kind of action and hope the legislators will see this in our comments and realize the importance of it and we can continue to encourage them to do something. Other communities do get this kind of benefit – we should, too.

Foxx: I have to agree with Mr. Smith. I'll just relay to you an experience I had. We were going on a whirlwind tour of certain locations throughout the United States to look at how different jurisdictions moved their projects along, those similar to the Red Line. When I went to L.A., I was really impressed with the planning that was done with the L.A. project. They were doing a Metro system and the one thing that impressed me in talking with the folks, was that the planners who were working on the project were coming right out of the community where this line was going. They made an effort to take people with the expertise to move them onto that project because they know they had a vested interest in this thing and the people within the community knew the people who were working on it so they built a sense of trust in the individuals that were actually planning this project. If I'm a college student – that's a big wow factor for a college student so that they can put something on their resume that says I worked on this. And the folks that are looking at that can say well they've got practical experience as far as an education program, now they're taking their theory and putting it to work so see whether or not it works. And that goes a long way for an individual when they have the opportunity to do something. Are we going to put a junior or a senior in engineering school in charge of the project? By no means – we want the experts in charge, but – that junior, that senior, that sophomore can learn an awful lot from that expert as they go through this process. And it would be even better if that junior or senior is coming from some community along that line. Because that community is looking at this individual – and I tell you, it'll go on all the time, just like the director of planning in L.A. said, they go and they talk to the people in the community – are they really telling us the truth? And now you've got a person on the inside say, yeah they're telling the truth, they're dead broke. I say that facetiously, but it goes a long way. Start the process early, get the people involved early so they can see this whole process and they're better able to help you defend the way you move this project forward.

McCoach: I'll throw this out to you guys, but a thought would be to add, in terms of community benefits, a criteria: "Participation by local academic institutions and professional services providers in the design and development of the transit system" – is that broad enough, is that reasonable language? **Orange:** Hopefully that will be one of the focuses -- and we will certainly make that a recommendation from the CAC -- but hopefully that's going to be one of the priorities of Mayor Sheila Dixon in her efforts to follow this Red Line process. So we can be

sure to make recommendations, not only to the legislature, but to the Mayor's office, because they're in a better position to reach out to the institutions with the suggestions. They have more of a way to reach out to the institutions to say we have this project being developed—is there any way that we can incorporate internships or whatever, and I think that they would be in a better position to work with the MTA to try to make that happen.

McCoach: It seems to me – we heard at the last meeting the MTA say that they may not be able to set a requirement for this, but I would say that doesn't mean that the CAC couldn't or shouldn't go on record with requesting this.

Smith: Maryland state law says 10 percent of all subcontracts must have minority contractors. If MTA is a state agency that's hiring consultants that don't hire the 10 percent – why are they working there? It's time for us to invoke this rule, which means we don't have to keep waiting. They want to keep their consultants – bring us some community people to become employees, we don't have to keep waiting, waiting, waiting. This has been asked quite openly and there's still been nothing. What's going to happen, there are some things that can really blow this out of the water just on that point. Enough is enough.

Foxx: Correct me if I'm wrong, but I believe 10 percent of the total dollar value goes to minorities -- and it may be higher than that. On a federal project, the DBE is 25 percent, am I correct? **Ratcliff:** Yes. **Foxx:** Twenty-five percent must go to disadvantaged businesses, using federal dollars you must comply with the federal law. Now as a state, you can go higher than that, but the federal law sets that as a minimum. And then you've got to look at the definition of what they call a disadvantaged business. All disadvantaged businesses are not necessarily minority businesses.

Cohen: I wanted to point out that we have to be careful that we're not just looking at women or minority but also community residents. Number two: we should be focusing on things like construction, but we also need to realize that the jobs involved in building a line are temporary; we have to put our focus also on what permanent jobs are created. And on a completely different tack on page 3, mission 3A1 (mobility improvements), we should have something concerning differences in transfer access among the alternatives. Because this is a way we should be looking at the alternatives in terms of discriminating among them. This is not listed and I would submit that it would be in there – differences in transfer access. **McCoach:** Can you, for my benefit – **Cohen:** Sure, we're talking about Lombard and Fayette and Baltimore streets, for example. You'll have differences in transfer accessibility depending upon which one you have. There may be more bus connections with one than the other, there may be better connections to Camden with one than the other and so forth. That's the kind of thing I'm talking about. So the alignment determines what kind of transfer accessibility you have.

Keith: I have several things that I would like to add. Under 'mobility improvement' 'bringing connectivity with MARC, commuter rail and other heavy or light rail lines'. Under the same category would be 'appeal to drivers of choice who would otherwise continue to drive.' That's a very important criteria for certain alignments, certain options. Under 'evaluation of possible negative impacts' part of it should be that 'we should document any organized community

expression of support for or opposition to specific modes and alignments such as votes taken at community meetings.’ I think it’s important for us to invite those which have been presented and include them – such as Warren’s group and Angela’s group where I understand votes have been taken. We should document those as part of this recommendation. The final thing comes under mission 3B – ‘MTA should consult the public on major decisions with regard to the project’ – my thought is that this is kind of a subjective feeling but I think there’s a problem when you have the same engineering firm that creates the alignments and that’s when they get kind of a vested interest, then they are the same firms that hold the public meetings and they tend to have displays that really are selling their product. I think the public meeting should be run by consultants where that’s their business to run public meetings, so that they can come to the public and say here’s an alignment-- now this will take out 100 parking spaces rather than, -- I think it’s very important that the presentations be objective and not represent a conflict of interest.

McCoach: That might become a separate recommendation from the CAC because I don’t know that that’s measurable criteria. But your point regarding documentation of expressions of community organizations, I think we could probably find a way to build that in to 3B3, which is the transparency point. Part of a response to that issue would be to document what the public has had to say about the presentations.

Orange: Let me ask Mr. Bryant – I attended one of the meetings in Fells Point that the community associations were having – I think there were three different groups there, you were there as a representative of the MTA, other members of the MTA were there – what was the process for the MTA as far as the comments from Fells Point? Did they give you any written information or do you make an assessment after you attend a meeting like that to actually record the sentiment of the community about what was presented that particular evening?

Lorenzo Bryant: It’s a combination of both at that particular meeting. Mr. Keith did present us with some of the issues that we would be confronted with prior to the meeting and the process is that, Mr. Chairman, we prepare a presentation based on some of the issues that we hear prior to the meeting. It’s in the best interest to take those consultants who have developed the plans and the information, because they’re the ones who can address those issues, being the designers and the planners of those. We also follow up to those meetings by documenting and taking minutes of the meeting -- and we do have minutes of that meeting from Fells Point. That’s typically the process – to solicit what the issues are before we actually step into the meeting -- we do that with most Speaker Bureau meetings, so we’re not going in there cold, so we can best prepare ourselves to answer those questions.

Orange: The CAC would like for the comments coming out of various communities to be a part of the official record – how is that done Mr. Kay?

Kay: When we attend a meeting like that – either that we’ve initiated or at the invitation of the community, anything we’ve received written from that we’ll keep in our files, we notes and minutes, which includes what we’ve heard and also how many people were there, that just becomes part of the records of the project. So later when we’re characterizing the public input we’ve received – both that means we’ve sponsored public workshops in rooms like this one, but

also we reach many, many more people at meetings like that. We do a public involvement report on all that stuff.

Keith: There was a subsequent meeting of the Fells Point Task Force – I think Lorenzo was there, Ken Goon and John Newton – I did at that meeting present the whole report on the meeting. I don't know what happened to the report, maybe I should have sent that with a covering letter to Henry, but it was the results of the ballots that were taken, about three pages of public comments. Now if that hasn't reached you –

Bryant: We do have that, the votes.

Kay: Yes, we do have that. But you don't have to transit that to us formally. **Keith:** I would hope it would appear somewhere. **Orange:** You want to see it in some kind of document.

Keith: Yes. **Bryant:** They all become part of the public involvement technical report that will be submitted with the DEIS. Over the course of the past few years we've gone to probably close to 200 or various community meetings from CMS all the way out to Bayview. And so, in taking notes we will include those as part of the public record. **Keith:** I thought that was a good model of that kind of meeting – we managed to be orderly about it and I thought it worked out very well. People really got informed.

Angela Bethea-Spearman: Talking about those comments and then listening to Mr. Keith – you said a few years back – we need to go further back than a few years. What happened with the comments from 2001, 2002, 2003? **Bryant:** We have them as far back as 2002 when scoping started – those will be part of the public involvement record as well. **Bethea-Spearman:** The second part of that – can we get a copy as a CAC of the public comments from 2002 up? I think that would be very important for us to read. **Orange:** What their concerns were? **Bethea-Spearman:** Yes, we're supposed to be addressing the citizens concerns and we can't go back just a couple of years ago either, we need to go back to the beginning. **Orange:** That was a different group, too... **Bethea-Spearman:** It was still the community. **Orange:** Right, okay. Do you have that Lorenzo, any kind of – **Bryant:** documentation of the minutes? I can tell you that it would probably be several volumes, but we do have it if you want to read through it. **Foxx:** Can you put it on a CD? **Ratcliff:** Yes, it will be a technical report.

Orange: Mr. McCoach – are you done? **McCoach:** I'm done – are there any other questions for me. **Smith:** We have some players in the City who are calling the shots – the BMC – they need to attend our meetings and it would be nice if we could attend theirs. They seem to be the ones that are pulling the strings of the City as towards the Red Line project – it started off with them – **McCoach:** I think under participation if we were to begin to invite the BMC to these meetings – **Smith:** that'll work. **Foxx:** The BMC has meetings of the members, and the members of the BMC are all of the executives of the regional jurisdictions – Baltimore City, Baltimore County, Carroll County Commissioners, Anne Arundel County – I think there's about seven of them. And every time they meet – Ed knows – it's a public meeting. You can go to those meetings. I was – and I know Ed was, too – shocked that as you say they are pulling the strings of the City. **Smith:** Can you validate that for sure? **Foxx:** Their meetings are public and what they do is work on regional issues. And this will be a regional issue for them. So they'll be

doing some analysis, they'll be doing quite a few things in support of the Planning Department. They are transportation planners – that's basically what they are. **Cohen:** I know that Tyson Burn, who's on staff at the BMC, has attended some of our meetings as an observer. I do not see him here tonight. **Emery Hines:** I am a representative for the County on the Baltimore Metropolitan Council and I can tell you I have never pulled Al Foxx's strings. (laughter).

Smith: What we're talking about today – under Mr. Kay who was the director of planning at that time, and it seems like what happened in 2002 -- there was a break with Governor Ehrlich's Administration. Here we are focused and moving on down the road as if we didn't miss a beat, here we are today trying to work this out. This is the same old program dated August 2002 -- and I also have a letter of all this being confused by the Baltimore Regional Rail System Planning Advisory Committee and nothing literally changed. It doesn't seem like this document, which is approximately 32 pages long, is including the community. All we want is a win-win situation and it doesn't seem like we can get a vowel in this situation as a community. **Kay:** That's an MTA report. There were a number of people whom the MTA asked to advise them on preparing that report. **Foxx:** I was on the creation of the Baltimore Regional Rail Plan. **Kay:** Yeah, that was a report of the Advisory Committee, to the MTA. The current Red Line planning study, which started in 2002 and which Warren is referring to, came directly from that report. The Red Line was a recommendation of that report. **Smith:** That was a different report. The MTA report came out in March of 2002. **Orange:** What are you saying? **Smith:** My goal is that the focus of this project without the community's input recommendation as Mr. Foxx encountered in Los Angeles is not being factored here. When I went to a meeting at the University of Maryland and someone from Portland did a fantastic presentation talking about community involvement, community inclusion – business inclusion, business planning hasn't been addressed yet which is creating the distrust of this trying to go forward. Until the people who are directly impacted by this are going to be included, it's a no-win situation. And we're sitting here wanting the win-win situation – it's not that hard, just reach out. **Foxx:** Are you back to talking about the employment opportunities early on? **Smith:** Yes. **Orange:** Let me ask a question, because I'm not clear myself. I keep hearing about employment opportunities but I haven't heard anyone say here's a list of folks that are qualified to be doing A,B,C,or D who have not been contacted – I would like these folks to be contacted and included. Or are you just throwing out, I just want you to reach out somewhere and get somebody. **Smith:** Here's a group of people that needs employment. At Morgan State University they have the National Transportation Committee – they're looking for opportunities, I mentioned that. **Orange:** I just want to be clear – they're hearing this and they're not understanding. What I think we need to do is have the CAC to formally put something together that can be directed to any particular groups that members feel should be contacted, because just to say participation, participation without identifying – **Smith:** I did identify, sir. **Orange:** Well, you just did. **Smith:** No, I identified them on my initial question, too. **Orange:** Okay, alright. Mr. McCoach – are you done?

McCoach: What I have been doing is summarizing edit to this -- I'd be happy to read them back and you can act on them at this point. At certain points I could go ahead and read these back as amendments to this document. **Bethea-Spearman:** Yes, we need to do that. **Foxx:** I do have a question on the criteria – on mission number 2 we were talking about a review of the DEIS alternatives, review of the TRAC alternatives, then you put down constructability. I guess being

in this type of business – in my mind I was trying to determine how can this committee adequately evaluate a set of designs and make a determination on whether or not it is constructable. **McCoach:** When I've used this term in the past when evaluating projects – it relates to the complexity of the proposed engineering solution. Some would be more complex than others. **Foxx:** Yes, I understand. **McCoach:** So, it might be that this committee as its next steps evaluates how it can be measured or if it can be measured, or when it's appropriate or if we even should. **Foxx:** I understand the complexities of designs, but a person that is looking at the facts and trying to determine what's feasible and whether or not it's possible, I think is probably beyond the capabilities of this committee. We have to rely on the subject matter experts and whatever outside expertise they have to determine that -- if we make recommendations -- whether or not it's possible to do it. **Cohen:** We should certainly be able to question aspects of it and be able to look it over and say I have a question about this – can you illuminate it for me. **McCoach:** But that may not be something that you do in a comparative way that may get back to the missions of the MTA to be responsive to our questions. If that's the case then it wouldn't necessarily be a measurable criteria, but part of the dialogue the CAC has with the MTA going forward. **Orange:** Yes, that's basically what's it's going to become. **McCoach:** With that, you basically scratch this one criteria – it doesn't bother me. **Bethea-Spearman:** My comment was about the things that were suggested and getting them fitted into this document. **McCoach:** I'd be happy to give it another shot. The edits that I've taken down here – I had none for mission #1; mission #2 is scratch criteria #4 – constructability -- to be replaced by ongoing dialogue with the MTA; mission #3A – I have two edits: under 'mobility improvements', I would include 'attraction to drivers of choice' which should be something you should be able to measure based on different modes and alignments, and the second one would be differences in transfer benefits which should also be under 'mobility improvements.' **Keith:** connectivity. **McCoach:** Thank you – transit system connectivity enhancements – unless you've got better language. **Keith:** just connectivity. **McCoach:** I think that's a little too vague. **Cohen:** It had to deal with the way people moved from one alignment to another. **Keith:** Connectivity between MARC commuter rail and other heavy or light rail line. **McCoach:** Or connectivity between transit system elements. **Keith:** Mine was really focused on rail, but I know there's going to be buses coming along. **Foxx:** But they're still part of connectivity. **McCoach:** What you might be doing is actually when you start to say connections between these different rail lines, that might be one of the measurement criteria. **Orange:** Let's move it along, so we can – **McCoach:** For mission #3B, under 'representativeness' I had community planning. Under 'transparency' I had 'document communal expressions of choice', and then under item 4, I had participation by local academic institutions and professional service providers to design and development.'

Keith: When community voices were very strong against certain things that did not want to happen in their community, doesn't that really come under least negative community impacts. **McCoach:** So I think 'document community expression of choice' could fall under mission 3E -- I actually prefer it under transparency, but I'll leave that up to the CAC. **Orange:** It's in the document. **McCoach:** We'll find a home for it. Okay, so those are the edits that I have understood the commission put forth and I'll leave it up to the chair to move forward with whatever actions you deem proper.

Orange: I think that the members of the CAC appreciate what Mr. McCoach and the subcommittee have done. Definitely, we want to move forward with the type of criteria to be able to give some evaluation to the information that is presented to us. Before I go on I want to – I think Mr. Williams left – Walter Williams was here representing Senator Verna Jones. Ms. Diggs is still here – identify yourself – from the Mayor’s office. And we also have Councilman Cole from the 11th District – he left also? Okay. But they were here and I wanted to at least acknowledge their presence. We don’t have time to go into the next agenda item (the enhancements to the travel demand model), so I’m going to ask that that be transferred to the next meeting. But in what little time we have left, I do want to hear from members of the audience and give you the opportunity to ask any questions or make comments that they may have based on not only some of the information you’ve heard tonight, but any concerns about process about information that you would like to have. Various communities have expressed wanting certain information and I have recommended to them that they do what the communities of Fells Point have done – they have reached out to the MTA, asked the MTAA to come in – I think that helps communities – instead of communities just waiting to come to the CAC meeting to get their questions answered, I suggested that those communities be in contact with the MTA and ask the MTA to come out, so that they can have exclusively a meeting dealing with the issues in their particular communities. That would help this process along and help more people get the information that they feel that they have not been getting. Mr. Foxx did you have a concern? **Foxx:** Yes, just one thing before we proceed, Mr. Chair. Since Mr. McCoach has done such a fantastic job I would like to propose that we vote on either accepting the criteria with the modifications or do something to move this process forward. **Orange:** Certainly -- can we get a motion? (Motioned and seconded to adopt the criteria as amended, carried on voice vote). Mr. McCoach had a concern – this issue of co-chairs keeps coming up and while it’s not a concern for me, I understand it’s a concern for some members of the CAC. We don’t have a full complement – I’m just delighted that there are individuals that wanted to step up to take some role regardless of whether they were appointed by the executive branch or appointed by the legislative branch. Mr. McCoach has said that to keep down any concern and confusion he would only act as a co-chair of the subcommittee. I thought when the committee was put together that there were just two co-chairs – you and Ms. Conner – there wasn’t a chair per se, but that you were co-chairing the committee.

McCoach: In the interest of some clarity about my position as the Director of the Planning Department for the City -- I’m very happy to support the commission in terms of documentation and strategies -- but it’s probably not appropriate for me to head a sub-committee. I’m willing to be a supporter of the subcommittee. So if the commission would consider asking for some new leadership for the subcommittee—I’m happy to serve –I would respectfully hand over that authority. **Bethea-Spearman:** I want to make a correction – it wasn’t him and Ms. Conner, it was him and Mr. Costello -- that’s who the person was who was supposed to be in charge of the committee. I would like to recommend Mr. Costello to chair the committee – and I’ll help him out. (Motioned and seconded, carried on voice vote).

Cohen: Is this the committee that would be in charge of preparing our September report, we have not named? – **Orange:** No, that has not come up, the committee to prepare the report.

Cohen: Because the deadline for submission is September, that’s not the date that we’re

supposed to start. **Keith:** This committee could do both. **McCoach:** If I could offer a suggestion on that -- when we developed this as the outline we actually saw it as the template for the annual report and something that could grow every year. I think the real work ahead for the subcommittee is going to be establishing measurement criteria, because we can very easily be overwhelmed by all the information. We're going to have to be able to take the information provided to us by the MTA and present it in regular language. We have to understand the formulas and be able to evaluate the formulas but I think the committee needs to translate that into accessible language. **Orange:** It's my understanding, too, that the Committee that was coming up with the criteria, there was going to be a part for anyone to join that group as we move through a finalized report. So at this point if there are any concerns from the audience, we want to take those now.

Boulmetis: Because there really isn't going to a business person evaluating my area, what I did was I looked at the paper and Castle Toyota by Bayview -- they have a list of times from their location to every single stop that you're wondering about. Like from Reisterstown it takes 18 minutes to get to Castle Toyota -- I thought that this was a non-partisan way of you deciding how to get somebody out of a car to get to their place quicker. If I was on the board, I would do that. I also have -- this is my block (photos) and I know when you do your evaluation of parking spaces, you're going to see they're only four parking spaces and maybe even six on my side of the street. But they turn over every 20 minutes -- so that's not six parking spaces. That's six parking spaces for an 8-hour period -- that's really 144 customers. I'm bringing this up because there's really nobody on the board that's going to say that to anyone. This picture is of when the Howard Street light went out and you decide if it happens if there's surface on Baltimore Street you're going to have to contend with the intersection of the light rail and a possible Charles Street trolley and also these traffic lights going out and what it does to my area. So I just wanted to leave that with you when you do your evaluations. I thank you for your time.

Saul Wilson: Doug's subcommittee held a meeting, last week I think, and I understood that there was short notice and that it was put together to try and get something done in time for this meeting. I was a little concerned in that case there wasn't notice provided under the Open Meetings Act, which not only would tie to that but the by-laws of this group also require that the sub-meetings have public notification. I would hope that in the future you'd make sure that any committee meetings are announced in compliance with that Act, because certainly I didn't know about it until the day before and I don't know how many people in the audience here knew about it at all. **Orange:** You're talking about a subcommittee meeting? **Wilson:** The subcommittee -- the committee of the Council. Sub-committee or committee -- it's the same rule. **Orange:** No it's not the same rule. You're wrong there. It's not necessary for a subcommittee meeting of the CAC to be open to the public. I know that for a fact. I've already checked that. **Wilson:** I've checked it ten times, too. I'm pretty adamant on that point -- **Orange:** We don't have to have proper notice for a subcommittee of the CAC. **Wilson:** My point would be that it's not a subcommittee because this is a council and any sub-body of the council is the same as the full body. **Orange:** You've made your point, move on. **Wilson:** Besides that that I was impressed and quite happy to see that the Council is moving forward on the evaluation criteria. I think that one of the things that the Council -- and to some extent all of us -- have forgotten to pay enough attention to is that as we've gone through the process, one of the things that has become more

and more evident is that to do a completely underground alternative or do to one that's heavily underground would not necessarily be unaffordable, but certainly wouldn't work within the cost-effectiveness ratings that the federal government has established -- at least looking at the alternatives that were, so far, analyzed. But what that leaves is primarily surface alignments and we haven't really given enough consideration to the implications of that. I know that Warren, for example, would not be delighted with a surface alignment down Cook's Lane, and I don't think Bob would be particularly happy with a surface alignment through Fells Point that was light rail, and Ed, if there was a surface alignment through Mt. Vernon or through downtown that was light rail. Angela -- you'd have the same reaction. Just about everyone on the council would not like to see a surface light rail alignment down their segment of the Red Line. And given that a significantly underground Red Line doesn't look like it's going to be cost-effective, how are we going to address the Red Line that to have a cost effective version would have to violate the desires of a substantial majority of the Council?

Smith: First of all, you're taking all the alternatives and putting a cost factor to them when we don't even know what we're talking about yet. And until we get to that point we just have to wish that what we would like to see or don't like to see happen -- but we can't make a decision toward what you're saying. We've gone around and around for the last few years on it -- we haven't reached that point yet. **Wilson:** I'm not suggesting that you make a decision, I'm just saying that we do have rough estimates of the costs -- the MTA presented those at the last Open House. And we have a rough idea of what the ridership will be. I personally don't think the travel demand model that's being used is accurate but I'm not an expert on travel demand models. I think it is something that needs to be considered by the Council, given that with the cost estimates that have been presented so far it would be very difficult to come up with a cost-effective Red Line that would not meet substantial community opposition from this Council.

Keith: You're building this big -- you do it right, but you do it with what you've got. You have to thread a needle to get into the New Starts program. You get what you can out of it. **Fox:** You throw this out and throw that out for consideration and we could go on all night about that one particular point. I think the Council does take into consideration -- until we see a little bit more of what MTA has to offer, I agree with Mr. Warren -- it's a little bit premature to sit here arguing on points when we don't have all the facts in front of us. So we'll consider it, thank you very much.

Cohen: At the committee meeting co-chaired by Mr. McCoach at City Planning, it was discussed that we would meet on a regular basis on the first Monday of the month. So if we do meet on the first Monday of the month, and if we put that on the website, then any concerns that anybody would have about public notice would be moot. So since the subcommittee already dealt with that question, and I'm bringing it up now because that issue should not be an issue any further as long as the notification about that is on the website. **Keith:** And we meet in the same place.

Boulmetis: In talking about meetings, would it be possible -- since the MTA does do community outreach -- to have these meetings in a central location? I mean one that you agree on. If they're doing outreach anyway, we now know what day it is -- that's really good -- if we knew what location all the time that would be great, too. Could you guys discuss that -- these

meetings. If that worked out wouldn't that be wonderful? **Orange:** You're asking about a permanent location? **Boulmetis:** For your group, yes. Whatever one you decide, I'll go along with it. But if it was just one – it would cut down on your advertising costs. You could do a calendar. It would be so much easier. **Orange:** But for some people they need to have some announcement that there's going to be one on the west side and one on the east side. Because if you try to centralize it you're going to have some people that will say there's an attempt to block them out of the process because the meeting is not close to their community. So that's why we've had them east side-west side. **Boulmetis:** I understand.

Cohen: We have had them east side-west side and it's generally agreed that there is a need as you describe, however there is a concern that I have heard from people who have expressed it to me -- and Ms. Boulmetis is one of them -- about the possibility that a few meetings could be centrally located for certain people that are not east side or west side but are central – downtown merchants, people who live downtown and so forth. We should still have east side and west side meetings but we should also have a few that might be central. **Orange:** Well I have no objection if the Council has no objection then maybe we would look at, Mr. Kay, the next meeting in a central location and any suggestions that members of the CAC have, to give them to Mr. Kay and we will have our next meeting at a central location. **Bethea-Spearman:** The only concern I would have is parking. Parking must be free and if it's not free, we should stay east or west. We go through enough with no compensation that we don't need to get caught up in downtown traffic – parking problems, that's a problem for me. **Orange:** Let us take a look at it – if there are any issues we will meet on the west side next time. Ms. Diggs?

Danyell Diggs: I just wanted to address Mr. Warren and provide an update on what we're doing in the City as it relates to minority and women-owned. I met with the director of Morgan State's National Transportation Center, so they are on board with the Red Line. I'm actually getting some students involved in the Summit. We're talking about partnering with community organizations, labor unions and the MTA, but to get stuff started now, not waiting until construction. We're looking at apprenticeship opportunities, local hiring agreements and training programs. As we mentioned last time, we're bringing Bruce Watts, who was very influential, to the Summit. But the point is getting all the players at the table. Also dealing with the Mayor's Office of Minority and Women-Owned Businesses, also the employment development folks are all on board. We need to start now, I do agree, and that is a priority for the Mayor moving forward. **Foxx:** Just to piggyback on what Ms. Diggs said, we have a mayor of Baltimore City who is very serious about Baltimore residents being hired and she is very serious about getting students – teenagers, college students, high school students – involved with the workforce, so when you talk about hiring residents you have her ear. She has said to me many times and Mr. McCoach many times we need to look at these developers and contractors that we do business with and encourage them to start hiring local people to work on projects that the City funds. **McCoach:** This is a great opportunity to ask the consultants to consider our summer Youth Works program.

Smith: Will you take that information back to the inner circle of consultants. If you want us to come aboard as a community, reach out to us. Welcome us into the system. **Kay:** I appreciate that. At this point the project is a theoretical thing, as it gets more and more real with real

alternatives we are very interested and concerned about that kind of involvement. We have to make sure the hiring we do is consistent with state and federal procurement laws, that includes standards and goals for participation, but we are looking at examples from all over the country.

Foxx: I appreciate what you're saying Mr. Kay, but we don't need to just focus on minority participation – we need to get local people involved now. Even though you're still in theoretical part of the process, college students can learn from subject matter experts. **Kay:** We completely agree. **Ratcliff:** we have internships. **Foxx:** We're saying make them more accessible, bring them out so that we can see their shining faces and see the stars in their eyes. **McCoach:** And give the CAC the opportunity as far as the evaluation criteria to score the MTA very high.

Orange: I wanted to mention this because it has come up a couple of times, but Mr. Blake met with both Joyce Smith and Young Kim Robinson – and one of the things that I've learned that came out of his meetings --this is information for the CAC -- the reason that those two ladies said they're not coming back is because they felt disrespected, beat upon by members of the CAC. I hope you will take that into consideration with the co-chair that you have now and don't run me away. We're trying to get them replaced and I understand that's a concern in the community about them being replaced. We're doing what we can working with the members of the legislature to get those two individuals replaced. **Bethea-Spearman:** At the last meeting, Mr. Keith gave a presentation -- it was asked what was the MTA's take on the presentation? Mr. Kay wasn't there. That was supposed to have been done tonight when he returned, so while we're tabling them for the next meeting can we also get the MTA's opinion on what Mr. Keith presented at that meeting as well? **Kay:** Okay. **Keith:** For the next meeting, I have one item -- connectivity downtown -- and it should be on the agenda for next meeting. **Boulmetis:** May the document that Mr. McCoach presented be on the website? **Kay:** Doug if you can get us your edits on that, we'll put it on the website. **Bethea-Spearman:** We need to include the subcommittee that we're working on to be on the agenda for an update as well. **Orange:** I'll consider that, but you don't really have anything to report other than making the inclusions that were given to you, but right now what do you have to evaluate? **McCoach:** We need to add a paragraph identifying the actual measurements for each of the criteria. **Orange:** Okay.

The meeting adjourned at 9:18 p.m.

Baltimore Red Line Citizen's Advisory Council Meeting

Date of Meeting: May 8, 2008
Time: 7:00 p.m.
Location: Baltimore City Department of Planning

CAC Attendees:

- Dr. Rodney Orange, Co-Chair
- Edward Cohen
- Sandra Conner
- Christopher Costello
- Emery Hines
- Robert Keith
- Warren Smith

Elected Officials or Representatives:

- Danyell Diggs, Red Line Coordinator, Office of Baltimore Mayor Sheila Dixon
- Quinn Gorman, Office of Delegate Maggie McIntosh
- Babila Lima, Office of City Council President Stephanie Rawlings-Blake
- Brigid Smith, Office of Congressman John Sarbanes

MTA/Consultant Attendees:

- Henry Kay, MTA
- Lorenzo Bryant, MTA
- Christiaan Blake, MTA
- Ken Goon, RK&K
- Dudley Whitney, PB
- Tori Leonard, Rosborough Communications

General Public: 12 people signed in

Agenda

- Welcome
- Approval of Agenda
- Adoption of April 10 meeting minutes
- DEIS Summary
- Enhancements to Regional Travel Demand Model Made for Red Line
- Response to B. Keith Proposal for Fells Point; System Connectivity
- Next Meeting Agenda & Location
- Public Comment

The meeting opened at 7:15 p.m. with introductory remarks by Dr. Rodney Orange, co-chair.

Rodney Orange: It's 7:15 and we're going to get the meeting of the Red Line Citizens' Advisory Council to begin. I want to thank each and every one of you who are in attendance this evening for coming out. I know that like many of us we all have busy schedules but I appreciate the fact that you have taken time to come out tonight. This is a long process, there's a lot of information that you're going to be receiving over the months and have received already. There are a number of communities along this proposed Red Line that have questions and concerns. And one of the things that the CAC is going to be attempting to do is to try, to the best of our ability with the cooperation of the Maryland Transit Administration, the MTA, to answer those questions. We take this responsibility seriously even though each of us is a volunteer, and to tell

you how seriously I take it, I turned down two free tickets to “The Color Purple” tonight. I want to fulfill my obligation to the legislators that appointed me but it was really difficult turning those tickets down (laughter). But we thank you so much for coming out and we hope that you’ll be patient with us. I understand there have been a number of people that have been involved in this process beginning back in ’01-’02. I just came on in September of ’07, so I’m very much aware that many of you have been involved with this process for some time. But I’m hoping that you will be patient with us and assist us to the best of your ability to move this process forward and to get your questions answered.

Orange: Before I ask for approval of the agenda, I do want to let the members of the CAC know that on May 1st I had an opportunity to speak directly with Senator Verna Jones and made her aware of the concerns on some members of the Council that had not been attending meetings and that we would like to be up to a full complement of 15. I asked her to move expeditiously to replace those individuals that have left the CAC. She also asked me if the CAC was going to be involved in the Mayor’s Summit this coming Saturday and at that point I told her that to my knowledge we didn’t have any official role. But that changed today. I received a call from Ms. Danyell Diggs. Previously, I had met with Mr. David Brown from the City Department of Transportation to do a brief video on the position of the CAC and our interest in seeing that this project becomes a reality. So they’re going to be showing a video Saturday and I’ll have just a small clip in that video. But today I received a call from Ms. Diggs asking me to participate in the closing exercise of the summit this coming Saturday to represent the CAC and to give some brief comments on not only the Mayor’s Summit but also on the role and interests of the CAC in this process. So we will have a brief involvement. I do know Mr. Keith had been sending e-mails back and forth trying to get some kind of commitment for the CAC, at least a table or something set up where we could be present. (To Mr. Keith) I don’t know if you got a response. **Robert Keith:** It was negative (laughter). **Orange:** We will have some representation there – I wanted to make the council aware of that. We’re going to move to the agenda. Again I think one of the first items – while it says approval of the agenda, tonight let me move to getting approval of the April 10 minutes. Again the minutes were very thorough, again commendations to the person that prepared these minutes – are there any questions or concerns on the minutes? If not, I make a motion – yes Mr. Cohen.

Edward Cohen: There’s just one minor typo correction I have, but we can’t approve the minutes because I don’t believe we have a quorum. **Orange:** We’ll table them and hopefully we’ll get enough members to approve them tonight. **Cohen:** I can give you the typo correction. **Orange:** Overall I thought the information provided was very helpful, certainly in reminding me of some of the many issues we discussed at our last meeting. **Cohen:** The next to the last paragraph on page 5, third line, change ‘and very’ to ‘and every’. **Orange:** Any other corrections? We’ll hold approval until we have a quorum on the minutes. Everyone received a copy of the agenda. I’m going to ask Mr. Kay -- while we have the DEIS summary first, it has been suggested that while they’re going to cover all three, they would like to start off with the Enhancements to the Regional Travel Demand Model Made for Red Line – any objections? Mr. Kay.

Henry Kay: Thank you very much, good evening everyone. This agenda item was requested two meetings ago by you, Ed, and the committee agreed that you should discuss it. We had it on the agenda last time, but it was one of the things that you deferred, so we are bringing it up first this evening. Mr. Dudley Whitney, who has spoken to you before, will be making the presentation. **(HANDOUT OF POWERPOINT PRESENTATION)** We’ve got copies of it here and there are extras for the audience. Let me just give context for this: the Regional Travel Demand Forecasting model was developed by the Baltimore Metropolitan Council, which is an independent organization that our parent, MDOT, is part of, but it’s all the jurisdictions of the

region, it's empowered by the federal government to have this responsibility for developing this model and funding this forecast. We are required to use the model, but the form it comes to us in from the BMC isn't quite detailed enough to be able to get the results we need for this particular corridor -- to get our ridership on our line, our station ridership, to be able to compare alternatives and at the end of the day to be able to calculate cost effectiveness, which we've talked about several times is a very important determinant of the feasibility of the project. What we do in the context of the project is enhance that model, make a number of adjustments to it in order to allow it to work for that purpose. We do that under the direction of the Federal Transit Administration which has to approve the work that we do, they have to approve the subsequent findings from the model if they want to be able to compare these results to similar results from projects across the country. They're looking for how to spend a federal dollar -- they could spend it here, they could spend it in Minneapolis -- they want to be sure the results they're getting are comparing all these projects equally. Over the past several years they've worked very hard to try to make more uniform this process for doing these models. It ends up being well beyond the expertise of folks at the MTA, so we need people like Dudley and his co-workers who are national experts at this, to be able to develop all the information for us. That's very important for the future of this project. With that I'll turn it over to Dudley.

Dudley Whitney: Good evening everyone. We'll briefly describe the alternatives -- a lot of you have seen it so we'll talk about it briefly. I'll give a quick overview of the travel demand process, procedures, talk about the operating assumptions for each of the alternatives that went into the model and I'll talk about Ridership estimates and a market analysis. Just to briefly go over the alternatives again-- Alternative 1 is a no-build, it means just a program of improvements that are already in the long-range plan but no other improvements for the Red Line corridor. Alternative 2 is called the TSM -- Transportation Systems Management -- and that is basically the best you can do for the guideway without building the guideway. It includes new stations, new service, new park-and-ride lots but no fixed guideway like a light rail alignment. The BRT alternatives -- we have six of those, basically going from a low-level investment to a higher level investment -- 3A to 3D. 3A is BRT all the way from CMS on the west side to Bayview on the east side -- all at surface. 3B takes that surface alignment and adds a downtown tunnel. 3C includes that plus a tunnel underneath Cook's Lane on the west side, and 3D is the highest investment with a maximum tunnel anywhere it makes a lot of sense to do it to make the travel time faster and more reliable. Then we also looked at 3E and 3F, still BRT. We looked at a different alignment along Johnnycake Road on the west side, and then 3F was simply a downtown tunnel with what we called the TSM again, which is all surface and existing streets.

Whitney: The map on page 5 indicates different routes in red that are being looked at for each of those alternatives. Again moving from CMS on the west side, Social Security Administration, down Edmondson Avenue, through town on several different routes, either surface or tunnel. Then on the east side, some combination of Eastern, Fleet or Aliceanna. And then one alternative down Boston Street to Bayview, and another alternative goes along Eastern/Fleet to Bayview.

Kay: Dudley, could you take a second to define 'BRT?' **Whitney:** Bus Rapid Transit. We're all familiar with local bus. Bus rapid transit is the next step in attempting to make a light rail equivalent of reliability, service and comfort, but using buses. A true BRT would have a fixed guideway, new dedicated lanes, new station stops, new vehicles -- some of the new vehicles are somewhat similar to light rail, a little bit roomier, but they're still limited to an 8.5 foot width. Basically it's another step up. Light rail is generally more comfortable riding on two rails, but that's what bus rapid transit is. You'll hear the term in many different contexts. Some cities have painted a bus, called it a new name, put a couple of stops on it and call it BRT, but true BRT is fixed guideway with new dedicated lanes for the buses. LRT alternatives, four of them again --

4A is the same as 3A and basically 4D is the same as 3D, except light rail in this case, all the way from surface, downtown tunnel, adding Cook's Lane, then maximum tunnel, same alignments other than the Johnnycake alternative. The maximum tunnel goes all the way from I-70 East down to Franklinton Road, all the way from MLK, all the way out along Eastern Avenue. Those are the alternatives – let's talk about the travel demand model itself. As Henry said we're working off the BMC travel demand model with the updates we'll talk about briefly in the next slide. We're using the Round 7.0 Demographic Forecast – that is a cooperative effort with all of the counties and we're using the regional transit system, the entire transit system within the region is coded in the model, including all the background bus. The travel demand model uses a four-step process, it's a very cumbersome thing, it's a very involved thing, to run the model takes about 10 hours for one run. It's a lot of data. The first step is trip generation – based on the demographic forecast how many people are going to go to each TAZ to work, how many people are coming from each TAZ to go to work, to go to shopping, to go to school, etc. Trip distribution says well all those people – how many people go from one zone to another? One area, one neighborhood to another neighborhood. Mode choice says of all those people, person trips going between each area, how many of those are taking transit? And finally, once we know that, Assignment -- how many people are going to take autos and what roadways are they going to take, how many people are taking transit and which modes are they taking? Are they taking light rail, bus, a combination? So those are the four steps used in the model.

Whitney: As Henry said, we've made several updates to the model. We did a review of the BMT model, probably two, maybe three years ago. There haven't been many transit projects in the area since Light Rail and the extension of Metro. FTA in the interim has come out with a whole bunch of new guidelines – like Henry said, they're trying to make the model better and more consistent across each of the cities. We made the following updates. We took the 1996 Onboard Survey and applied it to the model to find out -- 1, if all the people who said they made trips in 1996 could actually do so in the model. We want to make sure that the model replicates reality as closely as possible. With that we were able to determine whether they were taking the correct mode – and a lot of people weren't – and if they could actually take it back, if they could get from their home to their work in the coded model. We found a couple of problems with doing that. Number two – Examination of Modeled Highway Speeds – we took a look at the speeds that the model was saying everybody was traveling at on the highways and on transit compared to the actual speeds on our local roadways, and we found that the model was going a little too fast, so we had to slow that down. Number three, Adjustment of Transit Travel Time Functions found that the buses were going a little too fast, which hurts our transit alternatives. We want to model reality, if the buses are moving slowly through downtown they're not going to be as attractive as if they were going fast. Number four – Year 2000, this is called the Census Transportation Planning Package – and when people fill out the full survey in the census some of the questions asked are 'where do you go to work, how do you get there' and we use that data and applied it to the model to compare that to what the model was showing in terms of trip distribution -- where people are coming from and where they're going. And from that we've prepared a revised calibration target – what we're trying to do is calibrate the model to reality. We've done these surveys, we know how many people are going from A to B – is the model giving us that? And is it giving us the correct number of people on light rail, metro, bus etc. We re-calibrated the mode choice model – how many people take transit versus how many people take auto. We then validate it – we ran the model for year 2000 and compared it to real numbers. We took a look at how many people are taking light rail, how many are taking metro and how close are we? After these updates we came very close.

Whitney: Geographical Service Area – the model is detailed with Carroll County, Howard, Anne Arundel and up to Harford, but also includes Frederick, Montgomery County, Prince

George's and D.C., because obviously a lot of people from this region are traveling to here, some people are coming back the other way. So the BMT model includes that entire geographical area. We also have all the transit, background bus. I have a map of the MTA system – all those routes are in the model – all the bus routes, the metro, MARC, etc. All those are in the model and people can take trips on those mathematically in the model. Operating assumptions for the alternatives themselves -- BRT first. This is a map of -- here's the Harbor, Edmondson Avenue out to Security Boulevard, Social Security Administration and the mall on the west side. On the east side we have Patterson Park, with Eastern, Fleet and Aliceanna and Boston Street, with Canton Crossing and the Bayview Campus. BRT takes existing networks and adds a trunk line, fixed guideway, from CMS along Edmondson Avenue, through downtown, through these routes that we showed before all the way out to Bayview. We are paving two lanes for BRT, so they don't have to sit in traffic, they can go right through the system, up through traffic signals. The first BRT is on surface, we have signal priority, etc. In the other alternatives with tunnels, it dips down into tunnels to avoid some of the congested areas. We also have a series of feeder bus routes that you see in color a lot of these are existing routes which are being re-routed to get on the guideway. If you're taking the 23 today, you can get on the guideway and zip down faster to your destination if you're going downtown. Same thing on the east side -- the BRT routes have added two routes using 40' articulated buses -- those new, nice BRT buses you're talking about -- they would be on the guideway in addition to all these feeder bus routes.

Whitney: LRT – very similar, from CMS again, same alignment all the way through. But in this case -- because we're not building a roadway, we're building track -- the feeder bus comes in, and a lot of them stop at LRT stations where you catch them, just like you do with light rail today and in particular Metro today. Other operating assumptions: hours of service -- same as existing, with most services ending in the early morning, with selected bus routes operating 24 hours, some routes today operate 24 hours, we have exactly the same hours of service. Frequency of service: the trunk line routes, the BRT, because the capacity of the vehicles is less than LRT, they come more frequently. The articulated buses, we're talking every 4-5 minutes a bus comes by, plus all the feeder routes – the 20, 23, the 40 on the east side, the 150 and 10 all come over and operate on the guideway itself. If you're standing at a station, you have a lot of service coming by. LRT – we're talking two-car trains, expand the vehicles, 200' length, up to about 300 people per train, you don't need to come so frequently so we're looking at 7-10 minutes during the peak hours. The fare structure – same as today, no changes in the fare structure. Signal priority is a device used to activate traffic signals at intersections, to give a little priority in this case to BRT or LRT. It might be that the light is green on Edmondson Avenue and the BRT or LRT is approaching it and within five seconds of it turning red it stays green for 5 more seconds to allow the bus or the train to go through. Or it goes green 5 seconds earlier. We're assuming there is some priority for BRT and LRT at the low-volume intersections. The intersections that have the highest volume, we just can't do it because we impact the autos. We have a number of stations with parking lots – Security Square Mall, I-70 East, West Baltimore MARC on the west side and Canton Crossing and North Bayview MARC on the east side.

Whitney: There are a couple of slides here that show some of those results – Guideway Travel Speeds. The alternatives are listed in the first column – again No Build, TSM, BRT and LRT. You'll see the guideway distance doesn't change that much – it depends on if the alternative goes down Boston versus Eastern/Fleet and the exact route it takes on the west side. Look at some of the end-to-end travel times. No build in the future (2030): 80 minutes. As you increase your investment – the amount of tunnel, the amount of signal priority, the amount of dedicated guideway, the travel times go down and your average speed, of course, goes up. Same thing with light rail – anywhere down to 36 minutes when you pay the investment of a lot of tunnel. You can see your average speeds in the right-hand column.

Emery Hines: When the feeder buses get on the guideway, do they operate as local buses when the BRT is in the express lanes? **Whitney:** Because it's two lanes, one in each direction, there's no place to pass, so the buses that get on the guideway, they would make the same stops as the BRT, there's still local bus operating in the normal route to pick up all the local bus stops. You still have service in the curb lane of whatever road -- it's not as frequent because a lot of the buses have been moved over to the guideway. But the buses on the guideway are making every stop along the guideway.

Sandra Conner: I'm assuming that your travel time of 80 minutes includes feeder buses to get to that or just straight one bus? **Whitney:** One bus from CMS all the way to Bayview. **Conner:** So no feeder bus transfers? **Whitney:** This is simply run time on the guideway. **Warren Smith:** My question is in reference to the projected stops on this diagram that you showed in paragraph 3 or 4. Am I accurate to say it's a little bit more than $\frac{3}{4}$ of a mile between stops? **Whitney:** Some of them, usually $\frac{1}{2}$ a mile because it depends on the amount of development and what-not at the stations, but a lot of them are like $\frac{1}{2}$ a mile, so that people only walk a $\frac{1}{4}$ mile to a station. Some of them are closer than that -- downtown stations are closer, for instance. **Smith:** When you showed the demographic chart were you correct in saying it (the model) was also geared to those people from the 23 counties? **Whitney:** The model includes that entire geographical area so people can, as an example, get on in Aberdeen and take MARC all the way to D.C. and that's included in the model. Or they could get on in Aberdeen and get off at North Bayview and take a ride on the Red Line down to Fells Point -- so all that in the whole area is included -- or they come from Prince George's County and ride up and take the Red Line to Social Security. All those trips are included.

Cohen: With regard to the surface alignment that would go through downtown -- they would have signal prioritization of some sort? **Whitney:** Some of them -- it would depend on the traffic volume at the intersections. **Cohen:** In the downtown area, if you do use that, that would give prioritization along the Light Rail or BRT alignment but it would also slow the buses that are perpendicular to it coming through the downtown area. Do those losses of benefit get calculated as well? **Whitney:** That's why we don't do signal priority at busy intersections and again, the type of priority we're talking about is like 5 seconds, so it's a very short time. Some people have heard signal priority is where you stop the opposing traffic right there and you let the train go through for instance -- that would be preemption, where you stop everybody else and the train goes through no matter what. We're only talking about signal priority and only 5 seconds extended green or 5 seconds early green -- that type of thing. So the impact will be very minor to all the cross streets and that's why we're doing it only for the low to medium volume intersections so we don't have that impact to all the cross streets. **Cohen:** This model is based upon the BRTB model, the BMT model? **Whitney:** Yes. **Cohen:** Okay, in that model if someone did not have access to an automobile and was more than $\frac{1}{2}$ mile from a transit line they were assumed to have no accessibility to a line whatsoever -- they couldn't take a cab to the line because they were more than $\frac{1}{2}$ mile away. Was that strange assumption continued here? **Whitney:** I believe so because the maximum walk would be $\frac{1}{2}$ mile. **Cohen:** But that's assuming that nobody ever takes a cab or carpools. **Whitney:** But at the same time the model is calibrated so that we're matching volume -- it's a fine point and the question is how many people are not accessible, but I don't think we have a taxi function in there.

Keith: Can you explain what you really mean by fixed guideway other than a tunnel that's on the road -- I mean I assume the driver is still steering the bus. **Whitney:** For a bus -- **Keith:** And is there any physical barrier to other vehicles coming into this guideway? **Whitney:** The designs -- have we shown cross sections before? **Kay:** We've shown some typical sections. **Whitney:** It's

kind of moving away from the focus of tonight's presentation, but dedicated guideway is literally that. In this case BRT is two lanes paved for buses only and we're looking at a small barrier between those lanes and parallel traffic. Attention has been paid to safety – making sure there are no collisions and pedestrian safety as well. Can we hold questions until the end, some of your questions may be answered, then we'll get to any questions that you have afterwards.

Whitney: Sample travel times from different locations – again this is station to station. But you can see on the table on page 18 some different travel times. If you happen to be in Edmondson Village to Charles Center or Bayview to Charles Center you could compare the travel times. It simply follows the improved travel times with the level of investment. Alright, let's get to some estimates. How many people are going to ride these alternatives? First column: the alternatives. The second column – total daily guideways boardings – this is the number of people getting on the particular alternative, whether it's bus on the guideway, at the guideway stations, or light rail. So the TSM, remember is basically enhanced bus on existing streets. If we count the people getting on at those stations, the same guideway stations as you see in alternatives 3 and 4, about 17,600 are counted in the model. Then if you take a look at the alternatives from A to D for both BRT and LRT, you see that the numbers go up a little bit as you increase your level of investment, as these vehicles go a little faster, they're more attractive and more people tend to ride them. So the range for BRT from A to D is 31- to 41,000 a day. As a comparison, Metro is doing about 47,000 a day today and light rail is approaching 30 (thousand) – if they have enough cars (laughter). And then 3E and 3F are two different alternatives. You have your annual boardings and your new transit trips – these are people who take transit in the no-build, take transit today and then switch over to this mode, BRT or LRT – as well as people who switch out from automobiles. These are the number of people switching from automobile to take transit. And this, basically, is the new market. These are people who are already taking transit, we're enhancing the ride -- improving the quality, improving the travel time. Here, we're getting people out of the automobile and off the roadways. And you can see it ranges from BRT 6,000 to almost 11 (thousand) and from 6,000 down to 13,000 trips a day, that's the annual.

Whitney: Okay, I'm not going to show you all these numbers but it's on a table that you can take a look at. These are station boardings by alternative. These are the station names from west to east and these are the number of boardings that add up to the same number you saw on the previous slide. I'll let you look at that at your leisure at home – it's a good thing to read right before you go to bed (laughter). You'll see how a lot of it is common sense – when you go downtown, there's a lot of people boarding, getting off, transferring, etc. Special generators – a lot of people take light rail transit, Metro to games -- Orioles, Ravens -- Artscape, fireworks at New Year's and July 4th. Those are not included in the model, so we do a special generators study. For Phase 1 of this ridership estimate we did a fairly simple comparison. The data is 600-thousand one-way trips, light rail today -- to anything downtown, like the games, Artscape fireworks etc. -- and comparing that with the ridership on these alternatives, you can see that we range from 500-thousand up to 700-thousand trips getting on any of these east-west alternatives to come downtown and go to the game. Those are added to the total ridership to get the total for the whole system for the whole year.

Whitney: User benefits – this is what FTA is looking for and it takes a little bit of time to think about what this actually is. They used to compare alternatives by new transit trips, those people who get out of the automobiles, but the thing it didn't take into account were all those people already taking transit who have a better ride – they save 5 minutes on their trip or they have more reliable service, or they have better stations. What FTA has done in the last several years, is they've switched to user benefit hours and it accounts for time saved for those people who take transit today and now have a faster ride as well as those people who move from the automobile

and save time by taking transit. There's a formal calculation and it's actually weighted so it's not direct time, but this is what FTA requires and again it just follows the travel time and the ridership, but you'll see anywhere from 7-thousand daily user benefit hours saved up to 11-thousand and then 10 down to 14 for light rail. This is versus TSM which is something the FTA is looking for – they want to compare the so-called build alternatives to the TSM to see what they get bang for the buck, is it worth making that investment and so compare it to the TSM and that's your annual number. I'll let you look at this in detail again at home (p.23), but I wanted to describe what this is – this is a market analysis, alright we built this alignment – what does it do for people? We see that it saves some travel time. This takes a look at specific markets, for instance from the Security area to downtown, Canton to downtown, and the other areas besides downtown. And reverse commuters – all these folks who are going to Social Security Administration or Woodlawn or Dundalk and Catonsville. What happens from no-build in the future to each of these alternatives? These are the increase in trips – here we've got 9-thousand, 10-thousand. The next slide is the percent increase, which is fairly significant, for instance, Security area, Edmondson Village, downtown we're looking at 30- 40- 50 percent increases in transit trips. Some other areas – Edmondson Village, 43 percent. But look at the reverse commuters. Now we are providing better service to the outside, people going in the reverse direction of what's considered the normal flow of the CBD, an almost 70 percent increase in the trips going to the Social Security Administration – these are transit trips. One thing I didn't point out -- FTA doesn't allow us to change the person trip table, that means all the people in the no-build who are going from Canton to Social Security Administration -- the same number of people whether they take auto or transit -- in each of these build alternative. It doesn't allow us to say, ok well, now we have better transit, a whole bunch more people are going to start going in that direction. This only shows the increase in transit for the same number of people going between each A-to-B pair. So we have some significant increases in transit trips as shown there. That's it – now questions.

Smith: The alignment that you're using – how did you choose that as a workable alignment?

Whitney: I'm going to let Ken or Henry answer that question. **Goon:** Your question was how did Dudley choose the alignment? **Smith:** The alignment that's being used, how was it chosen as the model for a workable alignment at this point? **Goon:** What happens in the process is

Dudley does this work – we do that for how long? Maybe about 4-5 years. So the first 2 or 3 years of that there's no model work being done other than all that validation being looked at on the existing model. On the other hand there's a team of people – the environmentalists, the engineers, the planners coming up with different kind of alternative alignments over the last 4-5 years that you've seen a number of presented at various workshops. We started with a broader number and they've slowly been winnowed down to what's there now. When we got down to this reduced set of alternatives, which are the ones that we showed at the November workshops, those are the ones that Dudley then runs the ridership forecasts on. So there's several years of planning, we start with a broader number of alternatives and we kind of work our way down based on lots of characteristics – costs, environmental impacts, community input, things like that.

When we get down to a reduced level, that's what he ran the ridership forecasts on. **Smith:** So why are we having public hearings in the near future if you've already got the alignment in place?

Goon: There are a series of alignments, there's not one alignment, there's many multiple alignments. **Smith:** The numbers were run on this model – we've got accuracy here but there's no comparisons in what this gentleman's showing. There's not a B plan. **Whitney:**

Between....? **Smith:** This and another model. Excluding all modes. Which gives me a sense that this is pretty much going to be the model that is being pushed toward the federal government – where's the public's voice being recognized? **Goon:** There is only one model that generates the ridership – it is that regional model agreed upon by the Baltimore Metropolitan Council, it is the official model for the region. We have run that model on a whole series of alternatives – 3A, 3B,

3C – those are different alternatives that have varying amounts of tunnel, that have some different alignments so we have run the model for all those different alignments, we haven't just run the model on one alternative or one alignment. **Smith:** When are we going to have a voice as residents of Baltimore City as directly impacted by this, are we going to be factored in? BMC is speaking for us and they've been heard, they've been listened to, they've been modeled – we the residents have ideas we would like to have implemented. We don't seem to still have a voice and this is validation. **Goon:** I'm just not following -- **Smith:** We've been giving you feedback for 4 years -- you and I met each other 4 years ago. Communities have been giving you feedback for over 4 years -- **Goon:** and I believe that these alternatives reflect a lot of the feedback we've gotten throughout the corridor from many. It's not, as we've said repeatedly, if a community says 'we don't want this alternative' we can't just drop alternatives because of that comment. We have modified and changed these alternatives over the years and part of that basis for getting there on these alternatives is community input received. So we believe these alternatives do reflect input that we've received from communities. **Smith:** I rest my case.

Cohen: I've got a number of questions. One has to do with the way that you computed the TSM results – what was the investment? My understanding is that you were looking at \$600 million worth of investment for TSM. **Kay:** No, no it's not that much – 280. **Cohen:** Okay, if you've got \$280 million for TSM and let's say you buy 50 60-foot vehicles at 600-thousand dollars apiece – that's \$30 million. **Whitney:** One-point-one.... BRT vehicles. **Cohen:** Alright, one-point-one – so that's 5-and-a-half million dollars. And you were talking 230, is that? **Kay:** 281. **Cohen:** 281 -- so we've got, what, \$55 million in vehicles and 230 whatever it was in everything else with no guideway -- where's the money go? **Whitney:** When's the presentation on capital costs? **Goon:** Ed, I'm not going to be able to list out all the costs – I'll give a few examples. What the federal government says is now especially even more than they used to years ago is that the TSM option has to be a viable improvement in service transit options -- it can't just be solely buses being reconditioned. So some of the components we have for our TSM alternative to try to generate the kind of ridership in Dudley's table -- Dudley, what's the TSM riders -- 17-thousand? **Whitney:** 17, 040. **Goon:** To get those 17-thousand riders there are things that we do which are acceptable in terms of making that TSM service attractive – let me list some of them. The stations that you see there – they're really no different than a BRT station -- so for the major TSM stops, in terms of it being a bus stop that exists today -- the same kind of improvements we'd make for BRT stations in terms of canopies – **Cohen:** like Howard Street? **Goon:** Or maybe even better than Howard Street. Maybe some ABL stuff there like when is the next bus arriving -- so they're nice stations, that's what I'm saying. Secondly, there are systems improvements along – traffic signals along the way, some of the prioritization Dudley mentioned, integrating into traffic signals, technology, such that when the buses pass through there's going to be some operational savings -- that's throughout the 14-mile corridor. Also, we're not in dedicated right-of-way anywhere, but there still are some physical improvements that you make along the line – if there's like a tight area then you want to have something called a queue-jumper lane, where if there's a traffic signal and it tends to back up in the rush hour we'd look at providing a space for buses to pull around and get in front of the queue on the side and potentially even when the light turns the bus gets to start a couple of seconds before the traffic, so it gives a little bit of favoritism to the buses. We still have another TSM option – reasonably significant parking. Whether it be at the Bayview end of the project, or I-70 or some other places along the line all those costs for putting in parking spaces are still there. Those are some examples – I'm not going to be able to go through all of them. It really is trying to do a reasonably first-class job of providing improved transit without the full infrastructure cost of building another dedicated – **Cohen:** everything that BRT has except the guideway itself. **Goon:** Pretty close, yeah, maybe there's something different but generally that's true. **Whitney:** And as you said, FTA is looking

for that enhanced TSM now more so than they did in the past because they want, again, to see what the bang for the buck is for building that guideway.

Cohen: This report does not include any cost benefit ratios for any of these alternatives?

Whitney: No, this is just the ridership. **Cohen:** When will we see the cost benefit ratios on each of the alternatives? **Kay:** Let me address that. We talked about this last time and it'll come up again in our next agenda item when we talk about the results of the DEIS. Cost effectiveness is an incredibly important characteristic of these projects; we develop these numbers under the real careful oversight of the FTA. Our draft DEIS has gone to them to take a look at, we want to give them a month or so to look at that and tell us that we've done a good job – we think they will tell us that -- before we start making those numbers public. What we talked about last time is that we would present every number we have, a summation of the numbers in the DEIS at this meeting in May and I think by our June meeting we ought to be ready to go with the CE. So that would be the final piece of information about each of those alternatives that we can present to you. Bob and I talked about this at the Fells Point meeting a week or two ago – we're not trying to be mysterious or opaque about this – it's just that the FTA owns these numbers; they're very sensitive about them. They're not going to challenge us on much of how we quantify the environmental impact of this project, but how we develop these CE numbers is very important to them. So we just want to give them a chance to take a look at them, we have to have a meeting scheduled in early June, after which we can show them to you and discuss them as much as you want. I suggest we put that on the agenda for the June meeting and we'll have a detailed discussion about it.

Cohen: Then there's this report – the Model Review Enhancement Recalibration Task Report – basically it describes all the deficiencies that existed before the recalibration model. And then it talks about the reduction in the error – we still show quite a bit of error in certain areas. For example, the Red Line bus, the error increased from negative 13 percent to negative 24 percent after the recalibration. A 24 percent error is so high as to be nearly unusable. How do we function in a model where we've got errors still this large? **Kay:** Dudley, if you could address that, but let me just make a comment before you do. Ed has a copy of a report that you asked for – just the methodology of the enhancements that were made to the model, something we'll share with anybody if you're interested. But that's what he's referring to, not something from the presentation. **Whitney:** The answer is Phase Two. What we've done so far is Phase One, which is a series of updates to the model to get it to the point where we can evaluate the alternatives across each other. The model is still not up to the point where it's going to pass FTA muster for entrance into New Starts and entrance into preliminary engineering, which I think the schedule is late winter, beginning of next calendar year. So, one, we have an old survey, 1996 was the latest survey and the entire system was surveyed, part of it, last fall and spring and they're still finishing the survey. FTA now asks for a survey every five years, no later than five years, so now we have a new survey which we are going to be able to use. There are other components of the model – the walk and drive access program the BMC created, we have concerns about it, we're going to be looking at it. Once we get all this data, we can then recalibrate and check that error – I'll have to see exactly what you are referring to because the rail mode came out very close. Phase two is work we're just about to get started on any day now to take it through until the point where it now meets full FTA muster for the New Starts criteria.

Smith: Ken – you stated 14 miles today? **Goon:** For the Red Line? **Smith:** Yes. **Goon:** Yeah, generally from CMS to Bayview is a little over 14 miles. **Smith:** The legislature gave you 10.5, a few months ago it went to 12 and now its 14. We're strapped for dollars initially and now we're over the budget in materials, time and everything else – how is it that we keep growing the lineage on this route? **Kay:** It's funny, I was looking at that table Dudley's using that has the

guideway length and I was thinking that all the time we said it was 10.5 and all the times we said it was 12 and we really need to be saying it's 14. **Goon:** It was 12 before Bayview. **Lorenzo Bryant:** I can clarify that in the sense that when you look at the stretch between CMS and up to Bayview it is 12 miles, but if you run a line along the alignments you see how they meander and how curved they are, if you actually traverse the alignment itself you come close to 14 miles. So we have to clarify that discrepancy between the endpoints, from one point to the next if you look at it as just a straight line, versus taking the different alignments, when you make those turns through downtown you end up with -- **Smith:** It's very interesting -- we don't have an alignment, but you sure know that one don't you? Food for thought... We don't have an alignment as the CAC where the community's voice can be heard, but you sure know that alternative right there -- when do we the residents of this city that's supposed to put up with this foolishness have a recognized voice? At what point? Thank you -- you just answered my question.

Kay: Dr. Orange -- would you like me to try to address that? **Orange:** Sure. **Kay:** This is a project -- as we've said several times -- that dates back many years. It is a direct result of the rail plan that was published in 2002. It was recommended at that time, that year the MTA began studying it and to refine it and got it to the point we are now. As Ken described, it started with a much broader range of alternatives, we've gradually narrowed that down based on community input, there's been technical analysis to the alternatives we have today. I appreciate that there are other ideas that we either never considered in the first place, that we have considered and rejected, that individual people may disagree with us about. We're trying to work on behalf of the hundreds of thousands of people who live in this corridor -- not all of whom are going to agree about every decision we make. So what we're trying to do is use the best technical tools we have, a large number of community meetings, keep careful track of what people say and try to turn those into alternatives that are feasible. Ed and I have spent hours and hours and hours talking about a whole range of alternatives, heavy rail alternatives that he's very interested in -- that are not on the table at this point. We can disagree about that but my answer is we have to represent the interests of everybody in the corridor, eventually working toward a feasible project. Warren, for example, in your community -- I'm not sure you're talking about your community specifically at the moment -- **Smith:** Overall. **Kay:** But just to use your community as an example, there were a variety of options through there and we looked at them. Originally we had only surface alternatives on Cook's Lane, but as a result of the input we developed a tunnel alternative. That is why 3C the BRT and 4C the LRT have a Cook's Lane tunnel because the people in your community said they don't see how this can work. We looked at it and thought, you know there's a point there, we'd better come up with a project that addresses that. Again, I'm using that as an example, I don't mean to put words in your mouth, that may not be the thing you're thinking of, but that's an example of how the alternatives have changed over time as a result of community input.

Hines: On the user benefits page, when you get to BRT 3E and 3F, the numbers start to drop there, what causes that? **Whitney:** 3E and 3F are two different alternatives. A through D is greater lengths of tunnel, 3E and 3F are actually different alternatives. Let's go back to the top where it lists those. Basically A through D is a similar market area, similar alignments they're not exactly the same in each but we simply had longer lengths of tunnel. But then 3D says let's look at Johnnycake, a different alignment on the west side, then 3F actually came from the previous Secretary -- is the TSM plus a downtown tunnel. The idea with this one is that you keep the system as you have it today, you add the TSM route but you build a downtown tunnel and not only the BRT -- the new service that you added -- goes through the tunnel, but a whole bunch of different bus routes go through the tunnel. Any of the east-west bus routes including: 35, 36, 8, 19, 91, 20, 23, 15, 10 and 11 can go through the tunnel as well -- similar to what Seattle uses,

actually they use a lot of commuter bus routes coming through -- to avoid all that congestion downtown and that's why that alternative. It's very different from any of the others.

Orange: Mr. Keith, you have a guest here you wanted to introduce and have an opportunity to ask questions. **Keith:** Jannette Barth, she's a neighbor from Fells Point and has worked previously with the Metropolitan – **Jannette Barth:** -- Transit Authority of New York. I've read some of the documents about the model. First of all, from an engineering standpoint it's a great model, I've seen this as a model before, but there are a couple of economic issues I'm having trouble reconciling, so I'm hoping you could shed some light on some of this. **Whitney:** Probably not here, now but – **Barth:** They're related to the model and they're certainly related to ridership forecasts. The first question is how the ridership forecasts reconcile with your employment projections, because I had requested the Round 7 Cooperative Forecast and the Baltimore City forecast indicates only about a 4 percent increase in employment from 2000 to 2035, so most of the time these sorts of urban, inner-city commutation routes are bringing people into the city -- can you shed some light on why you're showing these large ridership numbers when the employment projections don't seem to match up? **Whitney:** Keep in mind that we're given those demographic forecasts by BMC. We cannot change the person-trip table – what I mean by that is what are called Transportation Analysis Zone s– the entire region is broken up into small areas, geographical areas called TAZs. There are 1900 of them in the BMC model. The demographic forecasts that you're referring to are assigned to each of those TAZs, so downtown one block by one block is each TAZ, when you get out farther they get larger in size – they're aggregates of census blocks. There are certain areas, like Inner Harbor East and Canton that are growing and there are a couple of residential areas, Uplands is one – that are growing – so those are in there. But the person-trip table stays fixed – so what you're seeing in terms of growth is growth in transit trips. The number of people going from A to B is exactly the same in the no-build versus all the transit alternatives. **Barth:** I worked for a long time in public transit and I know that in building and evaluating ridership forecasting models, employment is usually the main driver in getting riders. Usually you have a coefficient of .95 on employment so it's explaining a lot, so I don't really get why – maybe your numbers on employment are not correct, that could be one thing, but it doesn't seem to be matching up at all with the ridership.

Cohen: If I might interject on some of this – part of it is that you're talking about increases in employment rather than what the employment is right now. **Barth:** Yes, but I'm looking out to the year 2035. **Cohen:** The numbers that we're looking at are supposed to be projected out. We have not looked at a set of numbers for the different year periods – we're just looking at a final result to an out year. What you're really saying is 'what is the increase in ridership over the day that the line opens up to 2035' – so we can't tell from this. The other point is when you talk about employment data through the BMC model, there has been a big, big problem with that model in that it is projecting much more employment than population growth. An increase in employment that is greater than the increase in population growth -- the BMC has been wrestling with this for several years and haven't found a way to reconcile it in such a way that it dovetails with the projections coming out of the WASHCOG model down in Washington, D.C. Until they figure that out I'm not sure that it's really possible for anybody working off of that data to try and give you an answer because the foundations of that information are not found in this model. **Barth:** So it doesn't make sense to even try to reconcile it. **Cohen:** Not yet – until the BMC can figure out in combination with WASHCOG what they're doing with data, then the question becomes kind of amorphous, but in any case, the question that you're talking about in terms of the increase wouldn't be anything that anybody could answer anyway unless they have something saying 'opening day versus 2035.'

Smith: Baltimore industry is leaving, employment is pretty much stable, we're converting neighborhoods downtown with the condos and apartments downtown which keeps the county residents into the heart of the city and the ridership increase will be with those residents going out to White Marsh, other than the county coming into the heart of the city – **Barth:** Reverse commute. **Smith:** Reverse commute. **Barth:** The regional employment growth is a lot stronger than the City – so that might be a clear answer to my question. **Whitney:** And there is a lot of off-peak ridership in the corridor just because of the nature of the residents. **Barth:** I also wanted to ask – I know you said that fare structure seems to be constant, but what about fare changes and how that would affect ridership? **Whitney:** The way the model works, it takes everything back to a base year – as long as the fare structure follows the cost of living, there's no relative change in fares.

T. Stuart Davis: I live near the Cook's Lane corridor and in talking to my neighbors there seems to be a lot of opposition to the Red Line going down Cook's Lane. Mr. Ken said the MTA was taking the community's opinion into consideration – I've never felt that way. I never understood why the MTA was so adamant about going down Cook's Lane which is a narrow street with a lot of traffic as compared to going out Route 40 West and then going down Johnnycake to Ingleside. I never understood the logic of going down Cook's Lane considering how narrow it is, considering how congested it is. **Goon:** It's going to be a little bit off this topic of the ridership but I'd like to answer your question. It's been kind of alluded to that we've got these alternatives, when did we listen to the public? Let me go through some of the options we've looked at. First of all, in terms of the Cook's Lane area itself -- and I'll just focus on light rail for simplicity – our alternative 4A and 4B have Cook's Lane as surface. We have two alternatives-- 4C and 4D -- which have a tunnel under Cook's Lane, then we get away from the issues you mentioned -- the tighter road, traffic going through there, etc. One of the ways we responded to the community's input was 'let's not just assume we'll be on surface, let's look at tunnel options.' I can also say that we looked at other alternatives in the last 4-5 years in the Cook's Lane area. We had at one time a Stamford-Cooks Lane couplet where we could only put one track on Cook's Lane and one on Stamford so everything wouldn't go on Cook's Lane, but then in the analysis we felt that Stamford was even more of a community, residential street than Cook's Lane is, it's like one block to the southwest side. We also looked at an alternative that had a Brookwood tunnel that went under Brookwood and then that led into the Leakin Park area where we could continue the alignment under the park and broke out in surface under the Beltway. That impact we didn't carry forward for mostly impacts to the park, costs, etc. So we have looked at a broad range of options historically and we do have both the surface and the tunnel on Cook's Lane. Now the other part of your question was Cook's Lane versus U.S. 40 – one of the things that we have to try to do with the project – and actually this does relate to some of the slides that Dudley showed you – is look at ways to move transit through the corridor in as expedient a fashion as possible, because, we all know in this country, cars are convenient if you've got one, its hard to beat the car in terms of overall travel time, so you've got to try to make transit as attractive, as convenient, as fast as possible.

Goon: When you look at the corridor, and I'm going back a little bit here, there are certain key generators and modes that the Red Line is trying to serve – and I'll go east to west for a change. There's the whole Bayview Hospital employment, Canton Crossing, there's Fells Point and Canton for residents and tourists and others who visit Fells Point, there's Inner Harbor East which is a growing new downtown to the east or downtown itself with the employment, tourist attractions, the ballparks, etc. There's the University of Maryland complex – a growing complex of employment, hospital, education; the west Baltimore communities – many of whom ride transit today; communities in the Edmondson Village area. This location for a park-and-ride lot for commuters coming in from other areas of Baltimore County is a relatively convenient one with

access off the Beltway so there's some desire to try to utilize that space there, then of course a major employment hub at the Social Security Administration, and then the Security Square Mall which is a mall today and potentially could be enhanced development over time depending on how Baltimore County wants to do it, and finally, CMS. When you look at the map the point is that connecting the dots is one way to do it to get out to Social Security and here. We do have 3E which goes out 40 and then up Johnnycake and Ingleside, back up to Social Security so we do have that as one of our alternatives on the BRT side, the most honest I can be is it's connecting the dots in the straightest point. We understand how Cook's Lane is there and there are challenges and it's a residential community, but I think that's why in the end we have both surface and tunnel options.

Davis: If the ridership is considered, wouldn't you get more ridership by going out Route 40, because you have a lot of businesses along the Route 40 corridor compared to Cook's Lane?

Goon: The trade-off is this. I'm not going to say anything against Route 40 – one of our BRT alternatives goes along Route 40, but employment along Route 40 is generally retail, small businesses, some shopping centers and stores – that kind of thing. **Cohen:** And hotels. **Goon:** And a couple of hotels. So there is some employment there, I mean, there might be a little bit of employment, but generally this is residential, then our I-70 or Security Boulevard alignment, there's not as much employment. On the other hand, this is the big employer here – I forget the number of jobs there are, 15-thousand or whatever it is – and to get there as directly as possible is something that you need to look to do because this is a little bit more of a divergent alignment to get up to the Administration, the mall area and out to CMS. So we do have both in there, but there's not an anchor of employment along 40 like there is at Bayview or downtown or University of Maryland or Social Security. **Cohen:** What about Westview Mall? **Goon:** I don't know how many employees it has, but it's not 15-thousand. **Cohen:** But it also has ridership all day and evening long and Social Security is a shift-time location. **Goon:** I won't debate you, I'm just going to say the numbers are that Social Security has 15-thousand and CMS has 3-thousand, that's more than small business employment. **Cohen:** I think this is the thrust of Mr. Davis' question is that out of the planning process and the report of 2002, there were certain recommendations made and then people said okay that was one set of recommendations that was made from one straw plan with modification after putting it out for public comment and no other straw plans – when do we get to put in alternatives for consideration – that's what's never happened and that's what the community's been upset about. **Goon:** That's a statement, not a question, I guess.

Smith: As an advocate for Cook's Lane – what's in it for us? We won't get to the shopping centers, the elderly won't get out, the only focus from what you've just demonstrated is to get those at Social Security from point A to point B and the communities get to do one thing, we get to wave at you. We aren't getting any benefits of this if you're not going to make it go out to Route 40 to service the communities, but yet we're always asked what are we willing and what do we want out of it – we would like to ride this system also. That demonstration right there – it's not useful for us, as stated before it's not for us, only to go by us. **Goon:** As you know from the workshops you've attended, we have a station here at I-70, we have a station roughly in front of Edmondson Village – for residents in this general area you have those two stations to access, if you're within 3-4 blocks you could probably comfortably walk, if you have a car you could drive to the station. There will be feeder buses put in place to take people. I don't recall anybody who lives along Cook's Lane ever say to us, at a workshop 'we want a station on Cook's Lane.' I don't remember hearing that. Now if you want access, you get access by getting a station. Frankly, what we've generally heard and I'll be honest, is 'we don't want you on Cook's Lane, we don't want service on Cook's Lane.' I don't think I've personally heard – and I've been at a lot of these meetings, mostly all of the meetings -- what you just said Warren which is 'if the line

comes through we can't ride it' -- well the answer to that would be then 'we would like a station on Cook's Lane.' We've never heard that and as I've said if we don't hear that and it's not in the original plans we're not going to add it on only to get yelled at 'now you're dumping a station on us' so it's kind of like we're between a rock and a hard place here. **Smith:** Your analogy is not FTA feasible because the stops cannot be within ½ mile of each other and both I-70 and Cook's Lane is within that ½ mile. **Goon:** To my knowledge there's no FTA criteria that says stations can't be closer than ½ mile, in fact, I'm almost positive with the Central Light Rail Line there are stations within a ½ mile of each other. **Smith:** Sir, I know someone in this room can vouch for that. The limits between this system has to be at least a ½ mile, because in order for that vehicle to get up speed from point A to point B to meet the time schedule as we've just gone through and seen, he cannot stop within those guidelines of a half-hour of time and still make that time quantifications that we've just been demonstrated tonight. Cook's Lane and I-70 does not justify a stop and even from the model that you have here -- you have Cook's Lane and then the next one is Edmondson High School, so that driver can put that vehicle from zero miles-per-hour to approximately 63 miles-an-hour to stop within the next 4 minutes to pick up that next group of passengers and discharge those, in order to make that 80 minute ride from east Baltimore to west Baltimore. Cook's Lane has never been on the map for a stop. **Goon:** I've already commented so I'm not going to argue with you. **Orange:** Let's move the agenda, that finishes-- you have a question?

Judy Boulmetis: I don't have representation so I have to say stuff, right? You mentioned, Dudley, about paving two lanes for the BRT and on a one-way street wouldn't that be the worst possible scenario as you have trains or buses coming either direction on a one-way street with two paved lanes? **Whitney:** It all depends on where along the alignment the guideway is going on exactly what it's going to look like. I was thinking for instance Edmondson Avenue -- **Boulmetis:** I'm saying Baltimore Street where it's one-way and there are some streets in Fells Point that are one-way -- my concern would be that if you're going to have trains in either direction -- **Whitney:** We're not having that -- **Boulmetis:** Well, you are. **Whitney:** That is one alternative being looked at yes, Baltimore Street, that's the only one. **Boulmetis:** So you're basically in agreement that while you have to have it on the table, you realize that's the worst alternative as far as public safety and besides taking the parking it's on a congested downtown area, so you're leaving one lane of traffic for I don't know how long of a stretch through downtown Baltimore. **Whitney:** The surface options on streets are not as attractive as putting it in tunnels if we can afford to do it. One of the things we have to do as Ken has tried to point out is that sometimes we have to look at alternatives that we don't necessarily like in order to compare them to others. **Boulmetis:** No, I understand, but I just wanted to bring that out because that is a possibility if someone says 'well you know we can only give you so much money, you have to have it on surface.'

Orange: Mr. Kay, we want to move to the DEIS summary. That finishes the discussion right now on the enhancements, we're running out of time, we'll be here all night. Let's move to the Impact Statement. **Kay:** I think this could be quick, it just depends on the questions that you ask. Ken is prepared to discuss this -- what he's going to give you is a copy of a table that summarizes a number of numeric characteristics of the alternatives in the document. Dudley's detailed discussion of the alternatives and your questions about them helped set this up and Ken doesn't have to go through that again. If I could ask him to walk you through the table and give you a number of the characteristics of these alternatives that we are presenting in the DEIS.

Goon: The summary table of information that the DEIS will contain -- let me just start by saying this is not finalized yet -- again FTA has the ability to comment and ask for revisions or ask for something to be corrected, if they see something that they think is an error or just ask questions.

Ultimately this kind of information, as well as much more, will be presented in the DEIS, but this is some of the summary information. This information is at the alternative level, so it compares the alternative no-build with the alternative 2--TSM, each of the 6 BRT options and the 4 LRT options. Even within this table there have to be certain assumptions that are made, because even within these alternatives -- take any of them -- there are different options along the way. For example, I'll just use one example, 4A as well as 4B, 4C and 4D -- all the light rail options -- in the area of the U.S. 40 lower level or what people refer to as "The Ditch", the DEIS still lists the Ditch as one option, up on Franklin or up on Mulberry, in the grassy strip, as options. For those kinds of differences, when you look at this table, there really isn't going to be much difference whether you're down in the ditch or up on the surface, you don't take any homes, you don't do this, you don't do that. There are variations of some of these, but this paints a pretty good picture of the comparisons between alternatives. This is a summary table, so there's much more information in the DEIS than this. There are about 20 columns shown here -- I'll just walk through these, I'm not going to go through them in detail, but it's the only handout I have for this portion of the agenda. The first column is the estimated capital costs for each alternative, to the nearest one million dollars, as estimated. So as you can see the TSM is \$281 million and the alternatives range from several hundreds of millions, to \$500 million to over a billion to the highest level for 3D and 4D which are the maximum amount of tunnels for a BRT and LRT option up to about \$2.4 billion. **Cohen:** These numbers are not the same as the estimates that we were shown at the last presentation -- **Goon:** in November? **Cohen:** Yeah, what's the modification? **Goon:** There's been significant analysis since November, in the last 6 months, on all of these numbers -- every aspect of our cost estimates we are continually refining and we've been refining for the last 6 months. So that every category -- whether it's civil structure, systems, vehicles, unallocated contingencies, allocated contingencies, percent of project costs for insurance, construction start-up, permits, legal, design, our right-of-ways costs -- everything is more refined than what we said in November, everything across the board has been refined and looked at more carefully, in more detail than what was shown in November. There's not one thing that's changed -- it's more an overall continual assessment and refinement of the dollars.

Goon: The second column is the estimated incremental annual operating and maintenance costs -- you see these numbers tend to range from about 3 to 8 million. This is not how much it would cost to run a Red Line -- this is what the net projected operating expense differential is for the MTA for when it introduces Red Line service. It costs money to run a Red Line, BRT or LRT, but the MTA would achieve some costs savings in the current bus system because you wouldn't run all the buses the same as you do today--they're replaced by some of the BRT routes or LRT routes that some of them feed in. So there's a net increase in the projected annual operating costs projected in the second column. The third column is simply estimated travel times -- end to end from CMS to Bayview this is estimated for year 2030 and it's based on model output. As you can see, the no-build -- and Dudley showed this column before in his information--existing buses on existing streets for 2030 would be projected to take 80 minutes -- local buses from one end to the other -- and you can see the different estimated projected travel times for the different alternatives in that column. The fourth column is the estimated daily boardings and ridership -- Dudley showed those numbers before. And the fifth column, also, new riders, again those are not people that are currently taking buses, but new to transit, people who are primarily driving their cars today. The next column is intersections below level of service D -- let me explain that one. In the base case, in alternative 1, the no-build, it's estimated that by the year 2030, the existing road conditions with all the improvements that have already been programmed and funded, this corridor will have 24 intersections in another 22 years that are below level of service D. Level of service D for intersection capacity are, generally in an urban area, what would be deemed acceptable. Desirably you would like to be higher -- A's the best, B, C -- you'd like to be at C -- but D is generally acceptable. Below D means you don't want to be there -- it might mean people

have to sit through a traffic light a second time, etc. So with the no-build alternative there are 24 of those intersections and as you can see with some of the build alternatives, they go up by varying amounts, more intersections operate – that’s primarily because the Red Line because of the surface options are taking some roadway capacity, they’re taking some of the space. Yes sir?

Babila Lima: Can you speak briefly to what those differences look like, those gradations, level A,B,C – what are the differences? **Goon:** I’m not a traffic engineering expert, but A is virtually free-flow conditions, you drive the speed limit, there’s not that many cars on the street, there’s a lot of excess capacity and I think B is almost the same thing. C is – help me out anybody that might know better than me, I’m not an expert in this, but anyway – C is, how would I explain this not being a traffic engineer -- I think it’s some level of normal congestion, but you’re not waiting multiple times through a traffic signal, it’s kind of almost, I don’t know how to explain this – an acceptable level of congestion. **Smith:** On Pratt Street. **Goon:** No, Pratt Street I would say is more level of service D or E at some of those intersections is my guess, during peak periods.

Smith: D would be if there’s an event at the stadium... **Goon:** Yes, well that would be failing totally, but that’s why you might have to have police officers out there at the venue, to help move traffic through. I’m probably doing a pretty bad job of this, but – think about the Beltway – my guess is if you’re familiar with the Beltway at all – what do you hear on the radio every morning – the west side over by Social Security, the north side in certain directions – my guess is, that’s for peak hours, so that’s probably level of service E or so, where you don’t want to be – stop-and-go. But this is really intersection level of service. **Cohen:** The intersections below level of service D – the people in the vehicles, buses and autos and trucks and everything else – at those intersections are losing travel time because of the level of service at the intersections dropping below D, so – **Goon:** Maybe. And I’ll tell you why. If an intersection is operating at level of service D, that may mean that when the light turns green for that direction, the cars can’t make it through the first green cycle because the total cycle time doesn’t give them enough time, you pull up to a light and there’s 25 cars in front of you, the light turns, you’re hoping you get through and you don’t. The advantage the transit vehicle has is, if under the build alternatives, it’s on a separate right-of-way in the median or it’s off to the side, it’s not sitting behind a queue of other cars – it’s able to pull up to the signal, so when the signal turns, it is going to get through right away. **Cohen:** I’m talking about the people in vehicles on the roadway not on transit – **Goon:** The people in the cars. **Cohen:** Right – so they are losing travel time? **Goon:** That’s right – they’d better get on the transit then.

Cohen: Is their loss of travel time included in the travel benefits of the alternatives? **Goon:** I don’t know – help me out Dudley, do you know the answer to that question? **Whitney:** FTA doesn’t allow it – they’ve had so many problems -- people who are on a bus in a cross street, if they’re delayed, that’s included. The FTA does not allow changes in travel time for highway vehicles because they found some really kooky stuff in models across the country, so until they fix that they just kept that off there. **Cohen:** So in other words, if we were to construct a transit line that had modest improvements in travel time for transit riders and horrible results for travel time for everybody in a motor vehicle then that would come out positive and we would be investing in something that might make overall travel time in our region worse. **Whitney:** On the other side, you have the traffic studies being done, that have been done for the entire corridor. They’ve been looking at, in fact, using a very high level micro-simulation of all traffic and levels of service and that’s how they got these levels of services here, out of that model. That is definitely included in the DEIS. **Cohen:** It’s included, but it’s not included in how we evaluate whether or not this is worth it to us in terms of the size of the investment. **Kay:** The FTA has established these parameters when it’s comparing one transit project to another across the country – that has nothing to do with our own decision locally whether we want to do something or not. All they’re trying to do is make sure the playing field is level, and they’re not confident that

technical analysis from place to place is consistent enough, so they make it consistent by taking it all off the table, but again that's just an FTA threshold issue, we could decide for ourselves that that was a crazy project – you see what I'm saying? **Cohen:** So we could come up with numbers that say this is a fundable project, you could get your money and then we could look at it and say but it's going to make traffic so god-awful that we say no. **Kay:** That's exactly right, that's why we do a separate traffic analysis. **Cohen:** So if we do a separate traffic analysis and we also get our cost-benefit number here, what we really then would have to do is say 'what's the real costs and benefits' which we compute for ourselves and not send to the FTA. **Kay:** That's right. They have a particular definition of what they call cost effective, which is a type of cost-benefits analysis. If we come up with a completely different one that will get us or not get us federal funding but it may help us locally understand whether we really want the project at all. **Cohen:** If we had two alternatives and one had slightly better cost-benefit numbers than another, but when we run it through our total analysis, the one that's not quite as good is vastly superior overall. So we could say 'okay we really don't want the one with the slightly better number,' we would go with the one that's not quite as good and then hope that we could get money from the feds. **Kay:** Cost benefit is, I would say, just one type of way to demonstrate the feasibility -- I mean you could have something that had a higher cost benefit analysis, I mean lower, it would be more cost effective -- which would be a nice thing, but if it had impacts we didn't like or find acceptable, we still wouldn't want it.

Goon: I think that's a very good point. A very good analogy is – in our own lives, we make very few of our decisions on a real technical cost benefit ratio standpoint. If we did, you wouldn't go to the mall and see all kinds of different clothing stores selling you the same stuff – like a suit for \$500, \$400, \$300, \$200 – everybody has their own value system in terms of where to put this importance and we don't make our decisions that way, and in one sense I don't think these decisions are made that way either. They're made by people who use the technical data, but also use a sense of what they're hearing from the public, their intuition, just common sense, whatever. It isn't as simple as, turn on a computer 53.75, 53.72 -- the 53.75's better. So I think you're right on in your point. I think there's an accumulation of looking at everything that you can look at and try to make the best decision on balance. I want to try to move forward because of the time and walk through the charts so everybody can understand it. The next number is changed number of parking spaces – quite frankly very controversial – a number of our options, especially our surface options do take away parking, and this column looks at the net number of parking spaces lost in the whole 14.5 miles. In the DEIS you'll be able to look at individual sections and say 'oh in this area there's this many spaces' – this is just a broad summary. The next four columns are representative travel times for the different transit alternatives between four different representative areas, an example of origin-destination pairs, just to give people a flavor. Under any of these alternatives, how many minutes would it be from here to here. There's obviously any number of these, we just put four in to give a sense of the travel times. The next column is number of transit dependent households served by enhanced transit. This is important just from the standpoint of what kind of a job are we doing providing accessibility and mobility to people who are transit dependent, i.e. may not have cars. There is census data and other data that shows households with no cars. So you look at under different alignments, how many people might be served. Now in our case, most of our alignments are generally along the same corridor, there's some variation so these numbers aren't drastically different, but it's something we want to look at because part of the goal of the system is to provide better accessibility and mobility to people.

Goon: The next column is number of residential displacements or relocations. This means is the Red Line going through somebody's house and we've therefore got to buy the house and relocate them or move them. One thing that we're proud of is for all of our alternatives there's not one house that we have to relocate. Now that doesn't mean – and we've said this repeatedly – that

there might not be a house where a strip in front of the yard might have to move back a foot for the sidewalk so there will be a little bit more width, but there's not one house – I think that's pretty phenomenal for a 14-mile, billion-and-a-fraction dollar project -- that we don't have to relocate any resident, any person that lives in the corridor. However, the next column, the number of non-residential displacements, we do have around nine, but frankly most of those will probably be where a yard and shop may be. We've got multiple yard and shop locations – some don't have any displacements. We actually showed one here, to be fair, that has a number. There's about five different locations we've got, some of them don't require any, this particular case we assume, just for the sake of a comparison, the Calverton site and there are some, mostly City, functions that are occurring in that site. The acres of right-of-way required for the project – this is the total summation for each of these alternatives of all the rights-of-way. So whether it's one foot of somebody's front yard, 25 feet, or whether it's a whole parcel for something, that's what that number includes. The next one is just that for the maintenance facility, a big portion -- a third to a half of the right of way needed -- is for a maintenance facility. The number of historical and archeological properties affected. One of the major things you do in a project like this is you have to have very significant coordination with the Maryland Historic Trust, Baltimore City's historic preservation agency, to look at any potential impact to historic properties. Now I can tell you that none of our alternatives require removal or relocation of historical property, but this is a very fine science so even if you're in proximity and it might cause additional impact of some sort or some other kind of impact you've got to at least list it here. We have already had very significant coordination with the Maryland Historic Trust on those issues and ultimately if a project is selected and built, we will need to complete an analysis in the next phases that show what any of these impacts are and how they might be mitigated, if they can be mitigated.

Cohen: For acres of right-of-way, how is that computed differently for tunnel than it is for surface? **Goon:** I think that if we're in tunnel under the street and we don't have to go beyond the street right-of-way, there's probably no right-of-way. If we're in tunnel under any privately owned or publicly owned property, at least privately owned property, there's an easement that's paid to be underneath. **Cohen:** How does that count in the acreage? **Goon:** Oh, in the acreage – that's a good question. I can't remember if the easement acreage is counted in the acreage or not, it either is or isn't, I can't remember offhand. Frankly, mostly all of our tunnel is under public streets, so there's very little that's not. Whether or not, it doesn't subsequently affect that number.

Goon: Number of TOD locations that during the course of the study we worked with Baltimore City and Baltimore County to identify at least potential good locations for transit-oriented development and this just lists the number of possible sites – it doesn't mean they're even the only ones, but these are the ones that the City and County said might have some potential, and again the document would list where they are. The last two columns: daily automobile vehicle miles of travel changed. One of the model outputs that's run is this daily vehicle miles of travel changed. When the model is run it does not just give you transit ridership, it says that in the Baltimore region for, let's say 3A, that there's 73-thousand less miles per day of vehicle miles of travel. One car going one mile is one VMT. So one person driving 20 miles a day to work and back, if they don't drive any more that saves 20. The model computes these numbers. The model also similarly computes air quality savings and the last column is reductions in air emissions daily kilograms change from the no-build. There are some air quality impacts benefits to these transit alternatives and they really relate to the VMT, they're factored off the VMT. **Cohen:** What about vehicle hours traveled? It's not listed here. **Goon:** That's not typically one of the evaluation criteria that's used, vehicle hours of travel. **Cohen:** So we don't know what the change is in vehicle hours of travel? **Goon:** I don't know – do we know that Dudley? **Whitney:**

Yes, we do. **Goon:** Remember we're not showing all of the comparisons here by any stretch. Bob?

Keith: Why are the VMT reductions so much greater under the BRT than under the LRT?

Goon: That's a very good question. I asked that question of our air quality experts and the best I could remember their answer was something along the lines of the linkages of the types of trips that come into BRT relative to auto access versus feeder bus access is different between LRT and BRT. That's about the best I'm going to be able to explain it right now. **Cohen:** What is that difference?

Goon: I don't know. I had the same question because intuitively it seems like it shouldn't be this way—**Keith:** That's why people would give up their cars and take the subway and get there in half the time. **Goon:** That's the best I can do unless somebody wants to help me out. **Keith:** Fells Point is now under CHAP, that's the City's — **Kay:** historic architecture —

Keith: --and there's hundreds of historic buildings that would be impacted very negatively and this only lists a few. **Goon:** Because these are the ones that the Maryland Historic Trust has indicated — **Keith:** Those are registered places — **Goon:** But what you do with the Maryland

Historic Trust or even CHAP — you look at any historic resources along the alignment, there's an analysis done, and those agencies -- not the MTA -- make what's called a determination of eligibility relative to what might be impacted. **Keith:** Have you gone to CHAP because they're very new in Fells Point? **Goon:** I believe so, but again I'm not certain. **Keith:** Can you find out for me? **Kay:** Bob, I can tell you the significance is not whether or not Fells Point is a CHAP

district, they're just the empowered agency to interpret that for us, so they're going to make that interpretation whether the neighborhood we're talking about is a designated district or not, they're looking at individual structures. **Keith:** Well, so am I. **Kay:** I know but it's an analysis that they're expert to do and they hand to us at the end of the day and I suspect what it is — **Keith:** Do these numbers come from them? **Kay:** Yes, we do it as a result of the, with the Maryland

Historical Trust, a state agency, we give them data about our project and they make a conclusion about that. **Keith:** Can you supply us with the information they gave you? **Kay:** Sure. **Goon:** Ultimately, it will be one of the technical reports which could be 1600 pages — the technical report lists all the research and inventories that we do along the corridor of anything that's either on the list or potentially — **Keith:** I would just like to know what you got from CHAP. **Goon:**

There's actually, maybe, some correspondence even. **Cohen:** Are those technical discs prepared yet? Do you have the report on disc yet? **Goon:** No, they'll end up being an appendix to the DEIS. **Cohen:** How much is on disc so far? **Kay:** Nothing — we've given this stuff to FTA as a draft, but when they sign off on it then everything will be on disc.

Smith: The number of capital costs for '07 -- one of your primes went into the Boston Big Dig at \$18 billion and ended up with \$297 billion — how can we accept these numbers with shabby work, engineers being in the state of Maryland? My concern is we have to oversee what's going to be the public's bill. Why should we go and lowball, knowing historically that one of your primes, they inflate, shabby work and my concern for the state of Maryland is do we have a override buffer, will it be 10 percent, 20 percent, other than that, it's on you? Because this is going to be a multi-billion dollar project with the people you all are interacting with deliberately and historically overriding projects. Some know who I'm making reference to. **Kay:** (to Ken Goon) — Why don't you speak to the first part about the costs estimates and I'll talk about the contract. **Goon:** The costs estimates — the safeguards we have in place are that the FTA looks at the capital costs with a tremendous amount of scrutiny. They even hire independent project management oversight consultants to review your costs. The cost methodology that we've used, which I think I might have briefly summarized at one of the previous CAC meetings, as well as all the unit costs and all that information is based on an FTA-approved format to make sure it covers all potential costs items. Once you come up with costs for items, we put allocated contingencies on those items, we put additional percentages on that and then we put unallocated

contingencies. So there are a lot of safeguards put in place as well as the FTA will scrutinize these numbers very carefully. Our team, myself personally Warren, have scrutinized these numbers as much as we can scrutinize them, maybe not as much, you can always scrutinize more, but we have used accepted methodologies, we've reviewed the old numbers – Ed asked the question before, some of these numbers look like they've changed from six months ago – that's because we have been constantly over the last six months been reviewing the cost estimates, talking to the people in the individual areas, there's not just one cost estimator, there's people with all different expertise, checking things, double-checking things – will it be perfect? No. That's why we put in contingencies, because there are unknown conditions when you go to build. something might be different, whatever. We've also cross-checked, for the different alternatives, how much surface and how much tunnel, even in a broader sense how does this compare with other transit projects, light rail projects or BRT projects. We've certainly taken as due diligence and professional care as we can. So that's the best way that I can try to answer your question.

Kay: With regard to the idea of contracting, I think you're referring to the Big Dig, which means you must be referring to PB, which is the particular company – **Smith:** And I think you should be concerned about them also. **Kay:** It's very important -- and some of the conversations we've had I think reflect that. The contracts we've awarded so far for the Red Line are only for planning. So PB is one of the companies, RK&K – Ken's firm is one of the companies, RCI which Tori's with is another one – we have awarded no contracts to design, to do the engineering or to build this project. That is done in a totally separate process many years down the road. The state of Maryland and the federal government have a procurement process that tries to protect the public's money by making sure that we get bids from contractors that are comparable to one another, get held to that price. But I tell you that all public works agencies have a problem with cost overruns. We try to build into our costs estimates everything we can think of, then these folks get underground and things happen and that's what happened in Boston. That was a very bad example of what happens and I'm proud to say we haven't had those kind of things happen in Maryland on a project that the MTA's been managing. We've been very, very diligent and probably to a certain extent lucky that our projects have been built for what they were bid for. **Smith:** That company in Boston did horrible – they have a lawsuit standing in Las Vegas, Los Angeles, Cleveland, Dallas, Texas, Atlantic City, Florida – that doesn't raise a flag? **Kay:** Years from now when we're looking at bids and they're one of the bidders I think we ask them a lot of questions about they're track record. **Smith:** You all have been in bed with these people from the beginning -- there's no way they're not going to be excluded. **Kay:** It's a fair process.

Orange: Hold your questions please, you'll get a chance to ask – I want to get to this last agenda item, because Bob has been asking for this for a couple of meetings. The proposal for Fells Point/ connectivity – MTA, can we get to that real quickly? **Kay:** Yes, Dudley are you ready to talk about Fells Point? I'm sorry, Ken? **Goon:** I'm not talking about Fells Point – oh, the results of Bob's alternatives? **Kay:** Bob's alternative, yes. **Goon:** I'm not the one doing that. **Kay:** Who's doing that? **Goon:** I don't know that anyone's prepared to do it. I'm prepared to take comments on the connectivity question. **Kay:** I'm sorry, I'm sort of embarrassed about that. So no one's prepared to talk about that? Can you do it off the top of your head? **Goon:** We could probably give the capital costs, the cost effectiveness. **Kay:** I apologize -- I thought we coordinated this. At least Bob brought his map, so we do have that.

Whitney: Just a general overview? **Kay:** You recall the presentation you did for Ed's?

Whitney: Two times ago we talked about an alternative presented by TRAC and we met with Bob Keith and others looking at alternatives through Fells Point and basically surface on the east side. So to orient you on the map, this is the Inner Harbor, the West Baltimore MARC station here with the MARC line coming in, Penn Station, then it comes out to Bayview right here. So

we went through several iterations and looking at different combinations and the alternative that we ended up with was the Red Line coming from the west, CMS, through West Baltimore MARC, down Paca -- **Keith:** [First part inaudible] ...MTA added that to make it comparable -- **Whitney:** So we can compare the other alternatives. The Red Line then goes in the tunnel and connects at Camden Yards with both Light Rail and MARC and then comes up and has a station at Pratt Street and then connects with the Charles Center Metro station. It includes part of TRAC's alternative to extend the Green Line, the Metro, over to a station along the Amtrak line on Patterson Park Avenue and then over to what's called Orangeville and then down to a station down to eastern Avenue to what's called Greektown. And then -- **Keith:** That wasn't my proposal -- mine was to go to Bayview. **Whitney:** And then instead of the Red Line coming through the eastern side of town, this alternative has a street car coming from the Camden yards area along Pratt, down through Pier 6 and then two alignments, one on Aliceanna and then one closer to the waterway to serve all the businesses along the Inner Harbor east area. Then down Boston Street like the Red Line light rail, up Haven Street, to Eastern and then connecting to -- **Keith:** Actually up the extended railway. **Whitney:** I'm sorry up here to the Orangeville station here. So we looked at those, we ran the model, we did costs estimates using the same methodology for each of those three components and we came up with capital costs of \$1.8 billion and you can see how that compares with the other alternatives on the sheet that Ken just handed out. A net increase in operating costs of \$14 million and boarding, ridership, weekday boarding for light rail at almost 21-thousand compared to some of the others that had 40-thousand. Heavy rail had 8,400 new boardings compared to the existing alignment to Johns Hopkins. Street car had almost 5-thousand boardings, so the new transit trips is about 13,300. The cost effectiveness out of all those numbers comes out to be a little more than \$40 per user benefit hours. As a reminder, two meetings ago we talked about the threshold for FTA is \$24 to be a cost effective project -- anything less than 24 is cost effective, anything higher is not.

Cohen: Dudley, under operating costs you have background bus \$25 million reduction -- there was nothing like that on the TRAC proposal where there would be costs savings because you've got 40-thousand some people on the train that weren't on there before and only 8300 or so according to this would have been new riders on the rail line so the rest are coming from somewhere where they're now most likely on bus -- some would be in cars, but most would be on bus and there would be a reduction overall. Even with the bus extensions that we put out there would still be some difference, either positive or negative, that wasn't shown. **Whitney:** One of the problems with the TRAC alternative is that the alignment tended to go not in a single corridor, but go down to a second corridor and so instead of replacing those bus routes it could only reduce some of them a little bit. There were some reductions in the bus for the TRAC alternatives.

Cohen: Right, and they were not shown in the numbers. **Whitney:** They're included in the operating costs. **Cohen:** When you look at the operating costs it says heavy rail \$9.4 million, streetcar \$9.5 million so that the streetcar portion of this actually has higher operating costs than the subway portion of Bob's proposal, or at least the way you've worked it out. And that brings to mind an issue that I raised with Henry, which is, we've been comparing this to a cost-benefit threshold for comparative purposes competing against everybody else in the country. But there is also an economic threshold where you say either it is or is not feasible economically to support such a line, where you might meet that threshold even if you're not competitive under the current funding program, but you might be competitive under another one and it would or would not be economic to operate the line according to the Pushkarov criteria. **Whitney:** If you don't go for federal funds, the cost effective ratio doesn't matter. **Cohen:** No, but the federal funding requirements change with each new transportation bill every 6 years or so, depending on how much money the feds put in the program. **Whitney:** The CE thresholds change maybe every 1 or 2 years.

Cohen: But what will not change are the Pushkarov criteria thresholds, they would be the same regardless of what the FTA does and they would tell us either an alternative no matter what the feds do is not even worth considering or if the feds change the formula this one might not be competitive now but at least it would be economically viable. Could we see the Pushkarov thresholds on any future alternatives? **Kay:** Is that something you're familiar with Dudley? It's not something I am. **Goon:** I'm somewhat familiar with that name. He's a professor from Pennsylvania, I'm not sure what kind of professor he is, who, as an outside thing, has done a lot of assessments of transit. He goes to conferences, he makes presentations – is that who you're referring to? **Cohen:** He did an economic analysis that said these are the criteria that matter in terms of economic viability of different types of rail projects and these are the thresholds. **Kay:** He may have interesting work, but he doesn't have any sort of official status in terms of -- **Cohen:** No, but it's generally agreed throughout the industry and among those who've studied it and it's been validated by other people that these are legitimate thresholds and measures. **Kay:** I understand – but in terms of your questions it's not something we can answer because we don't know what they are.

Keith: Dudley, do your figures for the extension of the Green Line differ from the figures calculated for TRAC's proposal? **Whitney:** We took the exact same coding as we did for TRAC. **Keith:** So it's identical. **Whitney:** Yeah. **Keith:** Mine was only to go to Bayview with enormous potential for park and ride there. **Whitney:** We have a big park-and-ride there. **Keith:** I don't know where – you went to Bayview and then went to Greektown. Greektown wasn't part of my plan. **Cohen:** Greektown was part of TRAC'S, but not part of the Fells Point proposal. **Whitney:** We have a major park-and-ride here, good connectivity over there. **Keith:** How does the line run – this doesn't show a connection between this line and Greektown on the map. **Whitney:** As we've shown here, we have a station there. **Keith:** Ok, but the analysis that came back to me included Greektown as you mentioned. **Cohen:** Nobody in Greektown would say going to Bayview Yard is part of Greektown (laughter). **Keith:** I don't follow, they're quite a long ways apart. **Whitney:** Not in terms of the model. **Kay:** In the model they're next to each other, it's not that sensitive. **Keith:** This is something that appeals to many people in east Baltimore, this idea of utilizing existing facilities and extending and so forth is just a natural thing to do – the point is it won't qualify for the New Starts program. But it still is an idea and there's going to be a change in climate in Washington, possibly – so what do we do with an idea like this? **Whitney:** I'll let Henry answer that question.

Kay: Dudley, thank you for stepping in. I apologize to the Council for not being a little more prepared to present this item, actually Dudley has a **handout** that we handed out at a meeting in Fells Point last week that we would be happy to get to you so you can see the numbers he was going through. Coming back to the question that Bob had – the idea of streetcars existing at a level below a regional transit line like the Red Line is very valid, we see that happening all over the country where you see projects like that developed that are purposely built to be slower, more local in nature, they don't have dedicated lanes, there's lots of stops, from a transit standpoint they function a little more like buses but they have a cache that buses don't have. There's definitely a role for those, I mean someday in the future if there was ever a streetcar line on Charles Street, there might also be what we call the Yellow Line, which could potentially be in a tunnel– those could overlap each other, they could run in the same corridor. **Keith:** I wanted to ask you about the Yellow Line, because that is the connector in my plan between Camden Yards and it connects the Red Line with the Green Line. None of your alternatives that are going in to the DEIS do that, and this does it – so can this part of my plan be retained as part of the analysis? **Kay:** That's an example of what we talked about before – it's not one of the alternatives that's in our document, but it's a good idea and if we come back and do any supplemental work, we could look at it. Bob, we've only looked at what you've proposed here in terms of what Dudley has

presented, we did all the capital costs for those, operating costs, ridership and cost effectiveness. There are a hundred other things or a thousand other things we wanted to think about and do – is it feasible from an engineering standpoint, what are the environmental impacts, how many historic properties does it affect, is it buildable -- those are all the questions that have to be answered in considering it an alternative in a document. I have a few questions about some aspects of that plan and how it will be built in an environment that I'm familiar with, but we haven't done any of that so far for you. **Keith:** When you come back next month, you'll have the magic numbers for various alternatives – one number shows that the Red Line is going through Cook's Lane on the surface will make the number, but if it goes in the tunnel it won't make the number. Will you come back to us or anybody and say what do you want to do out there – what happens? **Kay:** As an agency that's what we have to say to the whole community, you've very important spokespeople for communities on the line, but there are elected official who care about it, too. We could foresee a day where what we want to do as a region is not at \$23.99. So we then have to decide whether it's worth taking the risk of carrying it forward and doing additional work, that would eventually receive federal funding, either because we could convince them that it's so meritorious, because they change the criteria, so we have to decide, all of us, what our threshold is for how expensive a project we want to tolerate in that environment. FTA cost effectiveness is incredibly important right now in terms of receiving federal funds for the project, but only one criteria, though, that we might use. Our bias at the MTA is to use that as a very significant part of how we determine the feasibility of an alternative – but it's not the only one. Just like Ed is using, you could have something that would be cost effective but terrible in terms of its traffic impacts, you still wouldn't want to do it. **Keith:** Also, you have this idea that you might take pieces of an overall plan, but make the overall plan as the best plan we could get for Baltimore and then pick those pieces like the downtown part could be funded through New Starts as the beginning of a good plan, rather than building something that has no connections between the various lines coming through.

Orange: There were a couple of people in the audience that had questions – we want to start to wrap up so we can be out of here by 9:30. Those individuals in the audience that had questions, we want you to ask your questions now.

Barth: Isn't there recent legislation that requires the MTA to evaluate other economic development factors including land prices, occupancy rates, etc? **Goon:** The FTA cost effectiveness number – and actually it's not one number it's a series of numbers and they're ranges. The top range is \$23.99 and the bottom of that might be \$15 – that actually means for that category you get a rating other than medium from the FTA. If you get higher than that you get other ratings – and basically the bottom line is across the country they're not going to give you federal funding if you're over \$24. That's only one criteria. Just because you're under that number doesn't mean you get federal funding – there are more projects than there are funds. So although that is a key threshold, they look at other things. And some of the things they look at are relationships between transit and land use in the region, I'll just use that term broadly, I'm not an economist so I can't spell out the specifics – but they look at what is your project going to do relative to transit-oriented development opportunities, what's it going to do relative to your land use, is it supportive, is it consistent, if it's inconsistent is it going to help with developing within an urbanized area or is it promoting sprawl – there is a whole land use category that they also evaluate. And that's not the only other category there are several. We kind of focused on the cost effectiveness, but that's like a very numerical key thing but there are other things that they're looking at, too – not a great number, but there are others. **Barth:** Another question, you know the sheet that you just went over regarding Bob's alternative, can we get that same sort of sheet for all of your alternatives, so we could have a basis of comparison? **Kay:** You actually have it – every one of those numbers except the cost effectiveness, so far. I think all those numbers are

actually on the table – **Barth:** Broken out the same – it didn’t seem like it was to me. **Kay:** Well, Bob’s is different in that it’s three distinct investments, three distinct modes rather than a monolithic thing going all the way through that’s why we broke it out that way. If you look at his totals, that’s comparable to the totals for the other alternatives. **Barth:** But his particular three different modes doesn’t have to be three different modes, it could be two different modes. **Kay:** That’s right – **Cohen:** But that’s the way he proposed it. **Kay:** It is, but you could think of it as one, streetcar only and not the rest of it, likewise you could think of the Red Line, you could build one phase of it, shorter, less expensive, its cost effectiveness on an individual phase or segment might be different than the overall project.

Keith: Henry, your alternatives shown, I think you have both the Baltimore and Fayette Street tunnel and the Lombard Street tunnel, but the alternatives don’t make that distinction. **Cohen:** It’s listed here. **Goon:** Quick addendum – the light rail alternatives for comparison purposes in this chart probably shows the Lombard tunnel. In the DEIS there will be comparisons to the Lombard and Fayette tunnel, but in the BRT side, if you look through 3A through 3F specifically – one of those alternatives is the Lombard tunnel and one is the Fayette tunnel, we have intermingled it in 3a through 3F. Dudley thinks 3C is the Fayette tunnel. So in that case they are specific – **Keith:** It’s the same tunnel. **Goon:** Fayette tunnel for alternative 3C for that BRT alternative, and the Lombard tunnel for some of the other BRT. For the LRT, there’s a base assumption that there’s a Lombard tunnel in this information, but in the DEIS there’ll be comparisons to the Lombard tunnel and the Fayette tunnel for light rail. **Kay:** Ken, is it safe to say those are options within an alternative? **Goon:** Yeah. **Kay:** We can pick and choose among those. We’re using written value judgments on whether Fayette or Lombard is better based on all kinds of things constructability, connectivity with the rest of the system which is a point that you’ve made those kinds of decisions we can change later. **Keith:** You and I discussed looking further at the Eastern Avenue tunnel as an extension of the Fayette Street tunnel and I’ve asked if Lorenzo and Ken could come with me to take another further look at that in the neighborhood.

Orange: Other questions? **Saul Wilson:** I know that after the last presentation, the committee on the evaluation criteria it was requested that it be placed online and it was quite promptly afterwards. I would appreciate it if you could arrange to have the other presentations that have been made put on the website if that’s possible. **Kay:** Sure. **Wilson:** Thanks.

Community member: As a state worker I was active in trying to get parking for state workers when workers were being moved to the Saratoga State Center In that discussion with a spokesperson from the Department of General Services it came out – and I’ve never heard this before or since -- but he said there was a conscious policy on the part of the state government to put state offices along the Metro line so that there are state offices downtown -- the Schaefer Building, Department of Education, State Center at Preston Street, Mondawmin Center, Patterson Avenue, Reisterstown Road -- so all those state workers and state offices are on the Metro. Now I don’t know if that’s been planned from the beginning or they just got into it. Right now state workers have free MTA passes that they use all the time for business and more so for commuting. I know that you have mentioned a number of potential TOD locations -- it seems like these [inaudible] should be given to state government and also to the comparable federal agencies, because just looking at this intuitively, it’s unbelievable how some parts of these lines are sparsely inhabited or utilized and in terms of the concepts of Smart Growth and in terms of what state government and the federal government may want to do and also this base realignment -- there could be all kinds of massive development. At Social Security there’s still a good bit of land as far as I know except for a few sparse residences. I think there’s been some development talked about at the MARC line. There could be like a whole tremendous new town center that could dwarf possibly anything at Harbor East. **Costello:** You’re a man after my own heart. That

is what I see the Red Line's potential for transit-oriented development. Saturday, they're apparently going to have a discussion of that relative to the Red Line at the Mayor's Summit and I think she is also committed to doing just what you're saying. It is an important consideration.

Orange: Anybody else in the audience? We've got to get out of here, our time is technically up – Warren, one last question. **Smith:** The Red Line in its original concept went to the Dundalk Marine Terminal and then that mysteriously disappeared. That's a workforce with over 22-thousand people in that area, on that peninsula -- why can't they be serviced again? Why are we looping around Johns Hopkins? **Kay:** The original 2002 concept for the Red Line went all the way from CMS to Dundalk and what the committee did at that time pick out a segment that they considered to be the priority which is Social Security to Fells Point, which is where we started and as we discussed earlier in the meeting we eventually did extend it a little bit further east to Bayview, we thought for that additional distance we could pick up some additional benefits. It could go to Dundalk but it gets back to a point I think that you made earlier, which is we have to have some limits because it just gets bigger and bigger and more and more expensive and therefore less feasible to build all at one time. You could extend it further east or further west and pick up additional folks we just have to do the best we can. **Smith:** Is private industry picking up some of these costs? **Kay:** It's been done, but on a pretty limited basis.

Orange: Ladies and gentlemen, thank you so much for coming out this evening. Hopefully there was some information shared that addressed some of your concerns. As far as our next meeting, the date will be the second Thursday in June, June 12. Location? **Kay:** West side -- we'll find a location and let you know. **Costello:** The committee that's been working on the report has had several meetings. We've got the beginnings of an outline -- we'd like to send that around to the committee members and distribute it any way you want -- but if we could have something on the agenda at future meetings – **Orange:** next meeting? **Costello:** Yes, just to mark the progress. **Orange:** Okay. **Kay:** Certainly.

The meeting adjourned at 9:25 p.m.

Evaluation of Alternatives Matrix

05/08/08

ALTERNATIVES	Evaluation Measures																			
	Costs and Effectiveness					Transportation and Connectivity						Equity, Economic and Environmental								
	Red Line Capital Costs (2007\$, Millions)	Red Line Corridor Incremental Annual Operating and Maintenance Costs (2007\$ Millions)	Red Line Travel Time (end-to-end), minutes	Average Weekday Ridership: Red Line	New Riders per Day	Intersections below Level of Service D	Change in Number of Parking Spaces	Red Line Travel Time (minutes) Security Square Mall-Charles Center	Red Line Travel Time (minutes) Edmondson Village-Charles Center	Red Line Travel Time (minutes) W. Baltimore MARC Station-Fells Point	Red Line Travel Time (minutes) Charles Center-Bayview	Number of Transit-Dependent Households Served by Enhanced Transit	Number of Residences Displaced/Relocated	Number of non-Residential Displacements/Relocations	Acres of ROW Required for Project	Acres of ROW Required for Maintenance Facility	Number of Historical & Archeological Properties Affected	Number of Potential TOD Locations Provided by Enhanced Transit	Daily Auto VMT Change from No-Build	Air Emissions (Daily Kilograms Change from No Build)
Alternative 1 - No Build (13.9 mi.)	N/A	N/A	80	N/A	0	24	N/A	45	24	28	31	N/A	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Alternative 2 – TSM (14.3 mi)	\$281	\$5.01	76	17,600	3,850	27	-900	41	23	27	32	16,532	0	8	16.8	15.0	8	5	-19,000	-163
Alternative 3A - BRT, dedicated surface (13.8 mi.)	\$545	\$3.40	62	31,400	6,030	32	-1,159	32	20	23	25	16,598	0	9	34.0	15.0	13	4	-73,000	-622
Alternative 3B - BRT, downtown tunnel + dedicated surface (14.9 mi.)	\$1,019	\$5.86	56	37,400	6,860	37	-747	29	18	16	21	15,498	0	10	36.5	15.0	16	5	-83,000	-707
Alternative 3C - BRT, downtown tunnel + Cooks Lane tunnel + dedicated surface (14.7 mi.)	\$1,151	\$5.86	53	37,400	7,100	37	-578	27	18	17	21	14,958	0	9	35.8	15.0	18	5	-126,00	-1,061
Alternative 3D - BRT, maximum tunnel + dedicated surface (13.7 mi.)	\$2,404	\$8.15	43	41,500	10,590	29	-352	25	15	14	13	15,383	0	9	30.0	15.0	17	4	-121,00	-1,027
Alternative 3E - BRT, dedicated surface with Johnnycake Road alignment (14.8 mi.)	\$571	\$5.79	69	29,300	5,370	36	-1,075	38	20	24	25	16,649	0	9	35.6	15.0	10	3	-57,000	-484
Alternative 3F - BRT, TSM surface + downtown tunnel (14.8 mi.)	\$755	\$6.09	65	34,300	5,910	32	-644	36	20	18	26	16,532	0	9	17.0	15.0	13	5	-83,00	-700
Alternative 4A - LRT, dedicated surface (13.9 mi)	\$930	\$3.63	55	34,600	9,860	32	-1,272	28	17	22	23	16,598	0	9	33.3	12.6	11	4	-51,000	-431
Alternative 4B - LRT, downtown tunnel + dedicated surface (14.6 mi.)	\$1,498	\$3.13	43	41,100	12,330	36	-361	25	15	12	14	14,148	0	9	36.2	12.6	14	5	-36,000	-303
Alternative 4C - LRT, downtown tunnel + Cooks Lane tunnel + dedicated surface (14.6 mi.)	\$1,631	\$3.12	41	42,100	12,720	36	-254	23	15	12	14	14,148	0	9	35.5	12.6	13	5	-39,000	-334
Alternative 4D - LRT, maximum tunnel + dedicated surface (13.7 mi.)	\$2,463	\$7.37	36	42,300	13,260	26	-250	21	13	12	11	15,383	0	9	29.6	12.6	15	4	-71,000	-601

Red Line Corridor Transit Study

Travel Demand Methods and Results

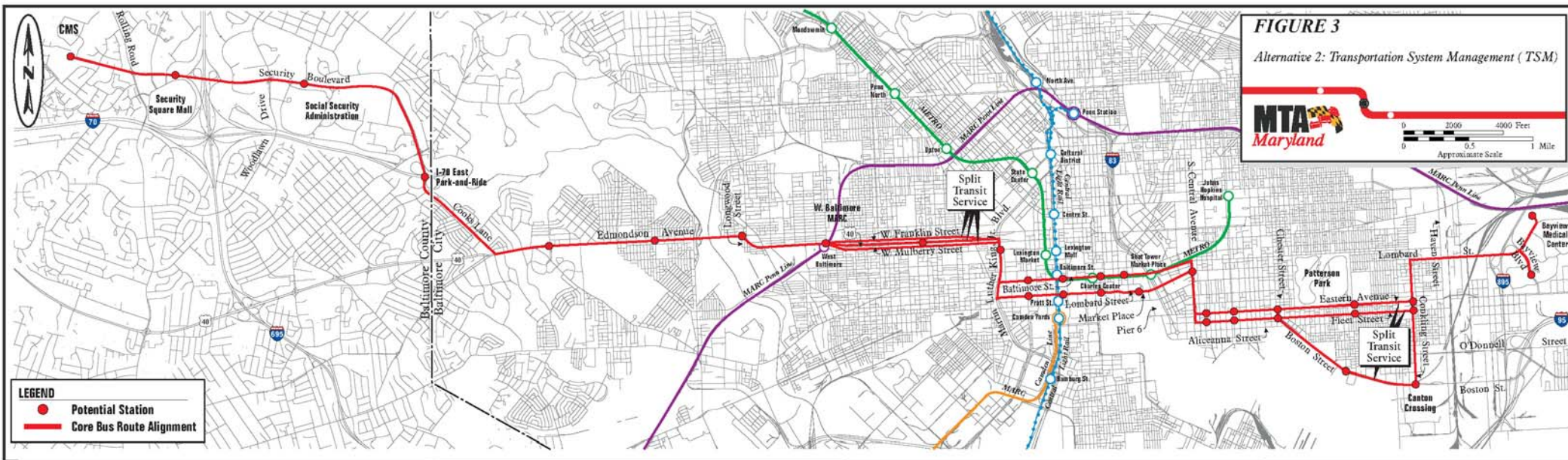
**CAC Meeting
April 10, 2008**

Agenda

- Alternatives Considered
- Travel Demand Overview
- Operating Assumptions
- Ridership Estimates
- Market Analysis

Alternatives Considered

- 1 – No Build**
- 2 – Transportation Systems Management (TSM)**



Alternatives Considered

3A – BRT, dedicated surface

3B – BRT, dedicated surface + downtown tunnel

3C – BRT, dedicated surface + downtown tunnel
+ Cooks Lane tunnel

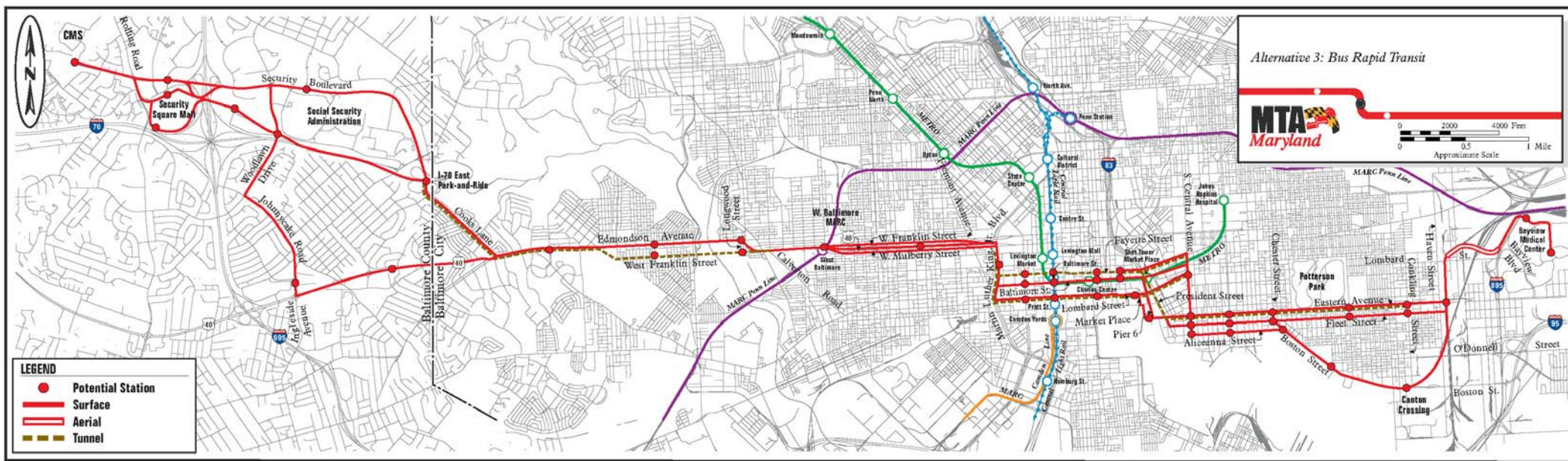
3D – BRT, dedicated surface + maximum tunnel

3E – BRT, dedicated surface with Johnnycake
alignment

3F – BRT, TSM + downtown tunnel

Alternatives Considered

BRT Alternatives



Alternatives Considered

4A – LRT, dedicated surface

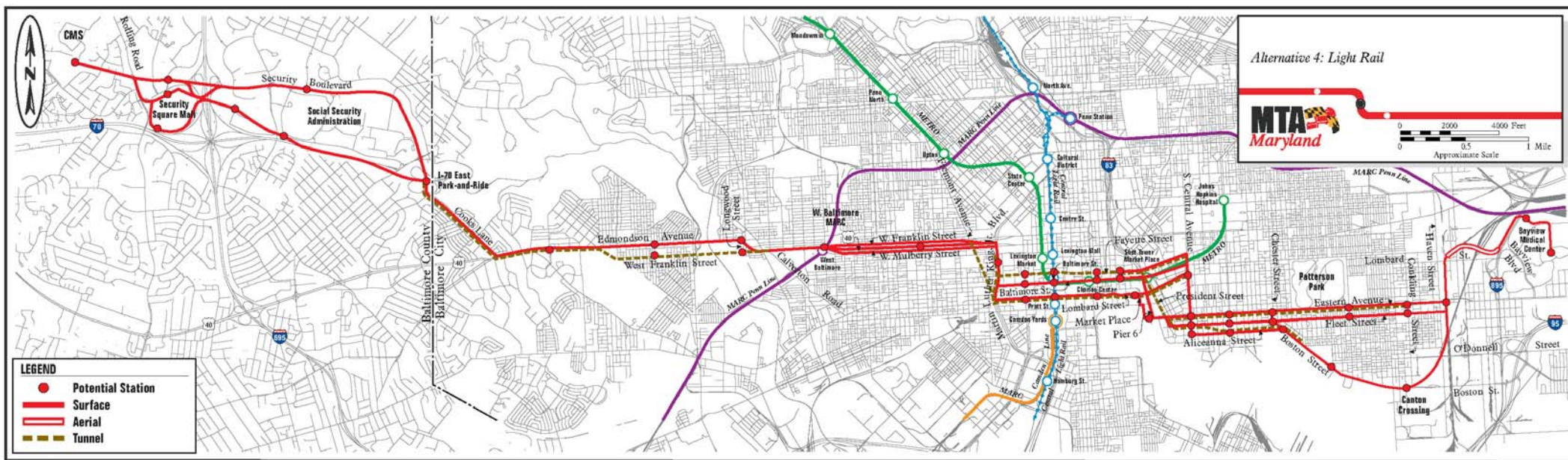
4B – LRT, dedicated surface + downtown tunnel

4C – LRT, dedicated surface + downtown tunnel
+ Cooks Lane tunnel

4D – LRT, dedicated surface + maximum tunnel

Alternatives Considered

LRT Alternatives



Travel Demand Overview

- BMC Travel Demand Model with updates
- Round 7.0 Demographic Forecasts
- Regional Transit System Coded

Travel Demand Model

4-Step Process

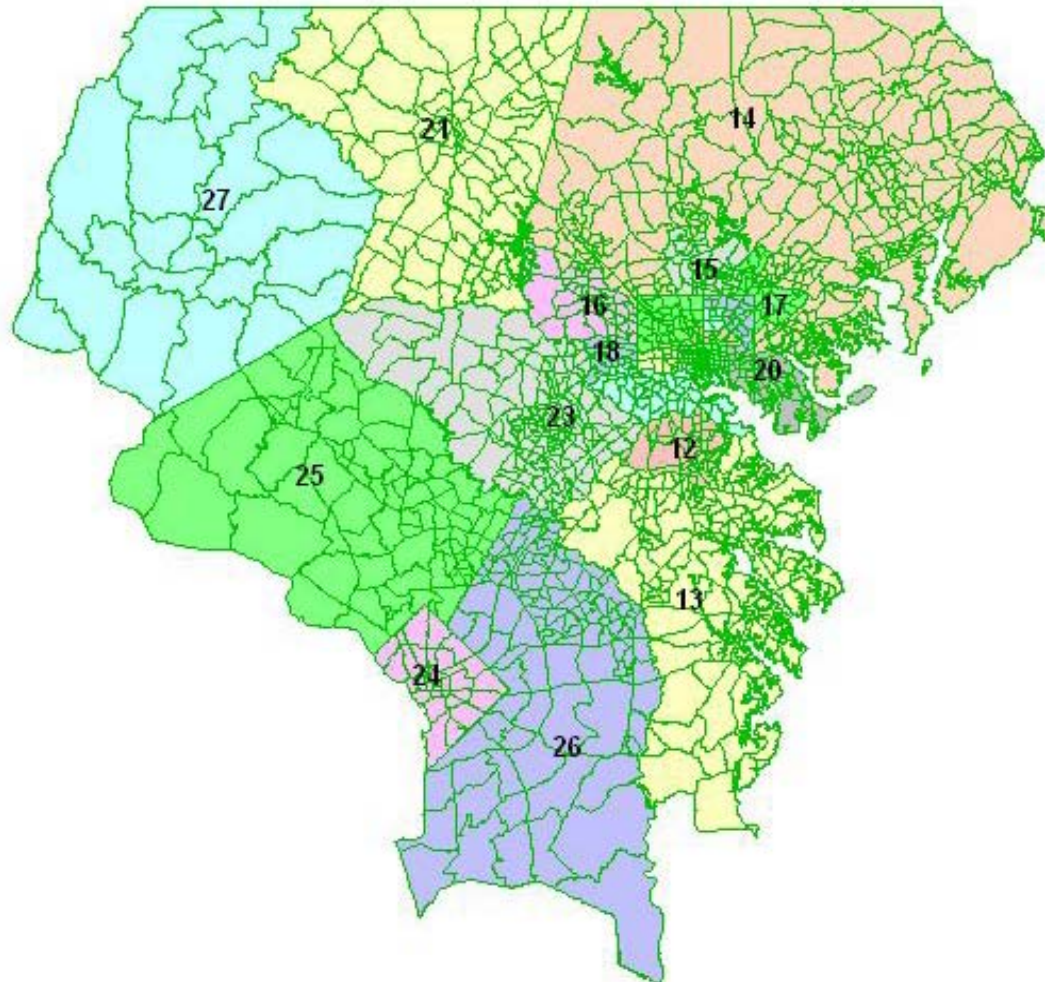
1. Trip Generation - the number of trips that a household will make
2. Trip Distribution - the destinations of these trips
3. Mode Choice - the modes that will be used for travel
4. Assignment - the paths on the network that the trips will take

Model Updates

1. 1996 On-Board Survey Assignment Analysis
2. Examination of Modeled Highway Speeds
3. Adjustment of Transit Travel Time Functions
4. Year 2000 CTPP Person Trip Matrix Compare
5. Preparation of Revised Calibration Targets
6. Re-Calibration of Mode Choice Model
7. Transit and Highway Validation Comparisons

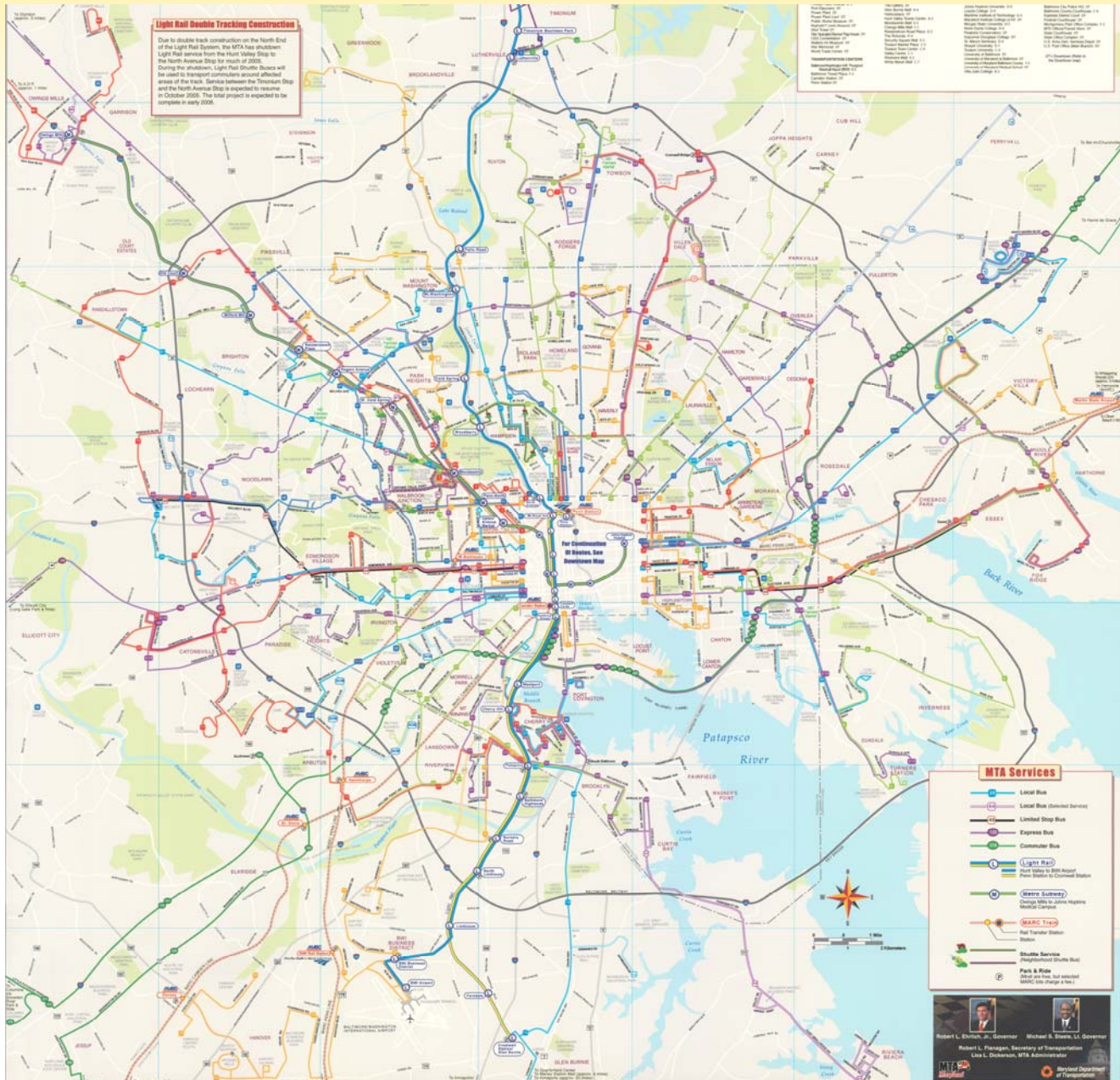
Operating Assumptions

Geographical Service Area



Operating Assumptions

- Background Transit

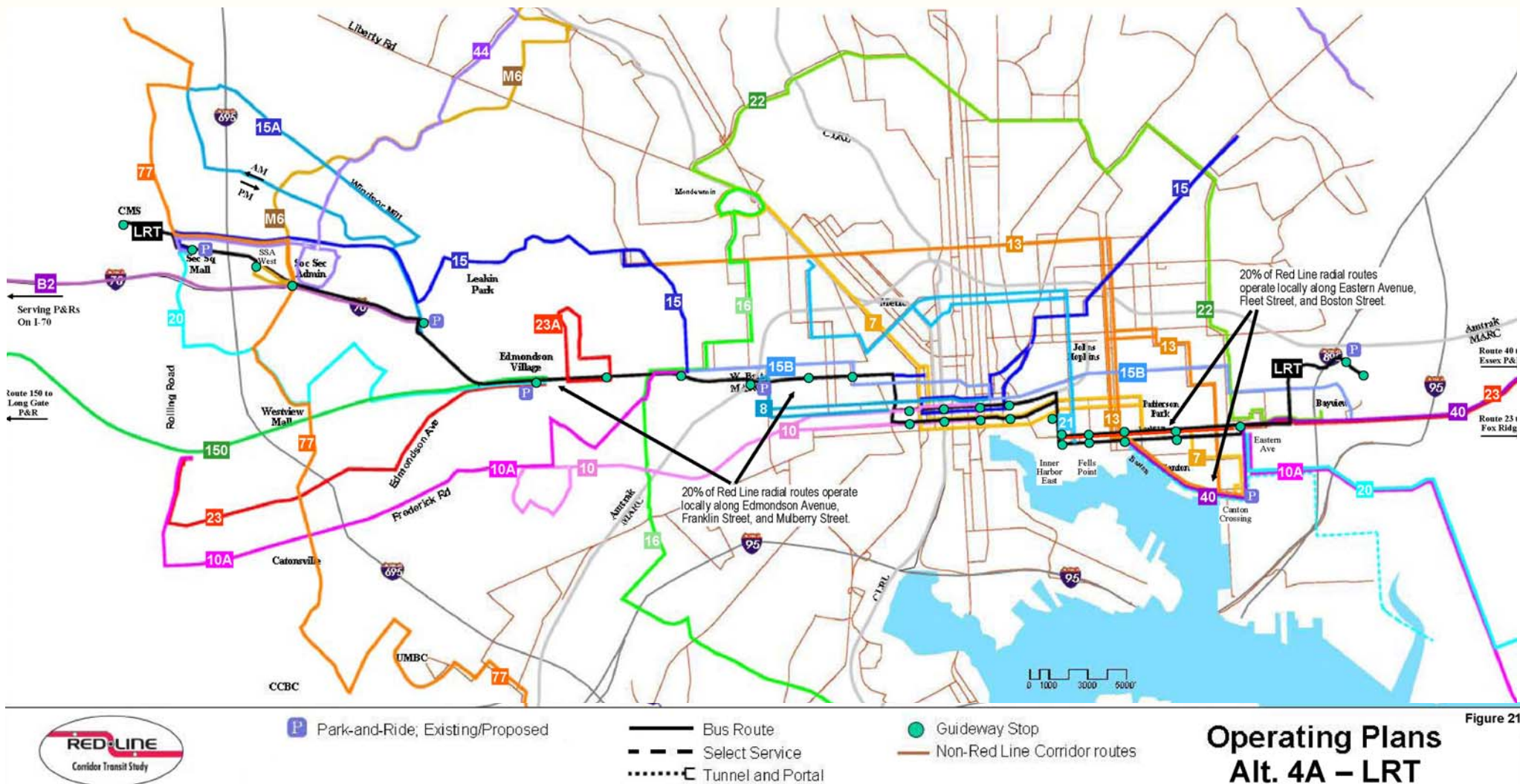


- BRT Trunkline and Feeder Bus Service



Operating Assumptions

- LRT Trunkline and Feeder Bus Service



Operating Assumptions

- Hours of Service: same as existing with most services ending at 1:00-2:00 am, with selected bus routes 24 hour
- Frequency of Service: based on demand
BRT: 4-5 min. headways + feeder routes
LRT: 7-10 min. headway
- Fare Structure: same as today

Operating Assumptions

- Signal Priority/Preemption:
BRT: priority at low-med. volume intersections
LRT: preemption at low volume intersections
priority at medium volume intersections
- Parking: unconstrained parking at:
SS Mall, I-70 East, W. Balt. MARC,
Canton Crossing, N. Bayview

Operating Assumptions

Guideway Travel Speeds

Alternative	Guideway Distance	CMS-to-Bayview Travel Time	Average Speed
No Build	13.9 miles	80 min	10 mph
TSM	14.3 miles	76 min	11 mph
BRT – 3A	13.8 miles	62 min	13 mph
BRT – 3B	14.9 miles	56 min	16 mph
BRT – 3C	14.7 miles	53 min	17 mph
BRT – 3D	13.7 miles	43 min	19 mph
BRT – 3E	14.8 miles	69 min	13 mph
BRT – 3F	14.3 miles	65 min	13 mph
LRT – 4A	13.9 miles	55 min	15 mph
LRT – 4B	14.6 miles	43 min	21 mph
LRT – 4C	14.6 miles	41 min	22 mph
LRT – 4D	13.7 miles	36 min	23 mph

Operating Assumptions

Sample Travel Times

Alternative	Security Sq Mall to Charles Center	Edmondson Village to Charles Center	Howard Street to Social Security Admin	Bayview to Charles Center	Fells Point to W. Baltimore MARC
No Build	45 min	22 min	39 min	31 min	28 min
TSM	41 min	23 min	35 min	32 min	27 min
BRT – 3A	32 min	20 min	28 min	25 min	23 min
BRT – 3B	29 min	18 min	26 min	21 min	16 min
BRT – 3C	27 min	18 min	24 min	21 min	17 min
BRT – 3D	25 min	15 min	22 min	13 min	14 min
BRT – 3E	38 min	20 min	26 min	25 min	24 min
BRT – 3F	36 min	20 min	32 min	26 min	18 min
LRT – 4A	28 min	17 min	24 min	23 min	22 min
LRT – 4B	25 min	15 min	22 min	14 min	12 min
LRT – 4C	23 min	15 min	20 min	14 min	12 min
LRT – 4D	21 min	13 min	18 min	11 min	12 min

Ridership Estimates

Alternative	Total Daily Guideway Boardings	Annual Guideway Boardings	Daily New Transit Trips Vs NB	Annual New Transit Trips
TSM	17,600	5,280,000	3,850	1,155,000
BRT – 3A	31,400	9,420,000	6,030	1,809,000
BRT – 3B	37,400	11,220,000	6,860	2,058,000
BRT – 3C	37,400	11,220,000	7,100	2,130,000
BRT – 3D	41,500	12,450,000	10,590	3,177,000
BRT – 3E	29,300	8,790,000	5,370	1,611,000
BRT – 3F	34,300	10,290,000	5,910	1,773,000
LRT – 4A	34,600	10,380,000	9,860	2,958,000
LRT – 4B	41,100	12,330,000	12,330	3,699,000
LRT – 4C	42,100	12,660,000	12,720	3,816,000
LRT – 4D	42,300	12,690,000	13,260	3,978,000

Daily Station Boardings

Station Name	Alt 2	Alt 3A	Alt 3B	Alt 3C	Alt 3D	Alt 3E	Alt 3F	Alt 4A	Alt 4B	Alt 4C	Alt 4D
CMS	10	260	130	140	170	140	0	370	310	310	330
Security Square	100	870	780	890	1,020	460	400	1,670	1,710	1,820	1,920
Security West	n/a	240	240	240	290	290	10	510	520	580	640
SSA	130	580	550	680	740	970	330	1,160	1,280	1,430	1,540
I-70 East	330	1,670	1,580	2,030	1,670	n/a	1,500	1,560	1,540	1,660	1,920
Westview	n/a	n/a	n/a	n/a	n/a	1,000	n/a	n/a	n/a	n/a	n/a
Coleridge	n/a	n/a	n/a	n/a	n/a	550	n/a	n/a	n/a	n/a	n/a
Edmondson Village	690	1,520	1,460	1,530	1,270	1,400	1,360	2,280	2,300	2,330	2,460
Allendale	860	1,230	1,160	1,200	730	1,180	1,240	1,230	1,240	1,250	1,260
Rosemont	1,070	1,700	1,790	1,730	520	1,530	1,750	1,470	1,750	1,720	1,780
W. Balt. MARC	2,260	2,900	3,030	3,150	2,700	2,590	3,250	2,010	2,140	2,140	2,200
Harlem Park	670	900	770	750	790	680	770	660	610	610	640
Poppleton	680	1,170	700	630	840	1,020	690	880	460	470	490
University Center	2,950	3,680	1,380	1,550	1,350	3,260	3,190	2,410	800	820	830
Convention Center	2,200	3,220	5,440	8,490	6,460	2,970	5,590	3,290	4,290	4,410	4,610
Charles Center	2,420	3,530	8,010	4,120	8,170	3,240	6,780	2,790	5,940	6,070	5,900
Inner Harbor	1,690	2,550	3,370	3,690	3,530	2,360	3,550	2,160	2,480	2,520	2,590
Central Ave	420	720	380	960	570	680	0	460	n/a	n/a	n/a
Inner Harbor East	100	770	740	640	1,180	740	690	1,030	1,380	1,390	1,050
Fells Point	320	670	650	630	1,610	700	640	670	790	790	800
Chester Street	0	200	160	150	370	240	170	300	n/a	n/a	380
Patterson Park	10	370	n/a	n/a	1,350	380	240	910	n/a	n/a	750
Eastern Ave	70	490	670	670	4,040	620	540	2,440	1,840	2,010	3,960
Bayview MARC	550	1,350	1,260	930	1,060	1,510	1,440	3,100	2,910	2,970	4,450
Bayview	70	830	1,030	1,050	1,090	780	180	1,220	1,770	1,770	1,800
Canton	n/a	n/a	610	600	n/a	n/a	n/a	n/a	950	940	n/a
Canton Crossing	n/a	n/a	1,520	910	n/a	n/a	n/a	n/a	4,070	4,180	n/a
Total	17,600	31,420	37,410	37,360	41,520	29,290	34,310	34,580	41,080	42,190	42,300

Ridership Estimates

Special Generators

Includes trips to and from special events downtown, such as Orioles and Ravens games, Artscape, fireworks, etc.

Alternative	Annual Special Generator Guideway Boardings
TSM	270,000
BRT – 3A	510,000
BRT – 3B	600,000
BRT – 3C	600,000
BRT – 3D	660,000
BRT – 3E	480,000
BRT – 3F	540,000
LRT – 4A	570,000
LRT – 4B	660,000
LRT – 4C	690,000
LRT – 4D	690,000

Ridership Estimates

User Benefits

FTA required regional travel time benefits for both existing transit riders and those who switch from auto to transit.

Alternative	Total Daily User Benefit Hours Vs NB	Total Daily User Benefit Hours Vs TSM	Annual User Benefit Hours Vs. TSM
TSM	3,530		
BRT – 3A	6,960	3,430	1,029,000
BRT – 3B	7,610	4,080	1,224,000
BRT – 3C	7,870	4,340	1,302,000
BRT – 3D	11,460	7,930	2,379,000
BRT – 3E	6,250	2,720	816,000
BRT – 3F	6,620	3,090	927,000
LRT – 4A	10,900	7,370	2,211,000
LRT – 4B	13,130	9,600	2,880,000
LRT – 4C	13,580	10,050	3,015,000
LRT – 4D	14,190	10,660	3,198,000

Market Analysis

Markets		No-Build			Increase In Transit Trips										
		Person Trips	Transit Trips	Transit Share	2 TSM	3A BRT	3B BRT	3C BRT	3D BRT	3E BRT	3F BRT	4A LRT	4B LRT	4C LRT	4D LRT
Origin	Destination														
Residents of Red Line Corridor															
Security Area	CBD	2,783	516	19%	29	60	101	84	142	39	36	198	215	230	251
Edmondson Village	CBD	3,550	846	24%	53	57	100	76	139	55	67	227	247	247	261
Rosemont	CBD	3,063	1,044	34%	44	48	73	65	53	47	60	118	108	109	107
Catonsville	CBD	3,438	705	21%	13	4	23	12	25	15	8	68	74	74	84
Poppleton	CBD	7,327	2,829	39%	20	25	25	18	19	11	24	63	38	38	39
Canton	CBD	4,867	1,140	23%	-13	20	74	40	190	10	70	134	187	192	228
Security Area	All Other Areas	29,739	1,322	4%	147	271	330	320	384	220	183	453	489	525	569
Edmondson Village	All Other Areas	18,829	2,043	11%	171	289	334	305	416	264	276	546	577	588	624
Rosemont	All Other Areas	14,487	2,225	15%	87	137	184	156	200	130	149	191	209	213	221
Catonsville	All Other Areas	49,336	2,808	6%	148	158	186	166	202	199	166	216	225	230	257
Poppleton	All Other Areas	29,731	5,958	20%	46	131	135	118	196	103	124	198	230	238	253
Canton	All Other Areas	26,856	3,174	12%	46	114	253	178	578	93	184	233	400	411	518
Total		194,006	24,610	13%	791	1,314	1,818	1,538	2,544	1,186	1,347	2,645	2,999	3,095	3,412
Commuters from Outside Corridor															
Randallstown/Woodlawn	CBD	9,511	2,663	28%	-1	14	0	52	77	8	3	41	39	47	58
Howard County	CBD	8,072	1,011	13%	44	22	9	202	267	-69	-54	140	162	180	213
White Marsh	CBD	3,834	559	15%	12	2	-6	-3	6	2	15	8	31	31	43
Essex	CBD	5,570	1,193	21%	60	67	82	131	171	52	102	122	191	190	236
Dundalk	CBD	4,106	785	19%	-1	27	105	70	175	23	107	98	228	228	219
Randallstown/Woodlawn	All Other Areas	82,279	4,675	6%	97	128	143	136	218	104	108	186	232	247	257
Howard County	All Other Areas	233,247	4,864	2%	97	196	222	235	269	167	115	206	248	260	282
White Marsh	All Other Areas	51,273	2,004	4%	51	86	101	88	127	80	72	118	146	149	145
Essex	All Other Areas	64,102	2,779	4%	85	114	132	118	183	103	102	160	186	190	190
Dundalk	All Other Areas	59,739	3,715	6%	99	245	374	269	655	222	341	386	748	755	661
Total		521,733	24,248	5%	543	901	1,162	1,298	2,148	692	911	1,465	2,211	2,277	2,304
Reverse Commuters															
All Areas	SSA/Security Area	47,270	2,294	5%	456	998	1,006	977	1,104	922	655	1,383	1,389	1,460	1,546
All Areas	Woodlawn	38,820	1,615	4%	164	172	189	188	218	169	172	226	240	251	268
All Areas	Catonsville	44,425	2,994	7%	457	406	428	415	479	446	419	551	520	532	558
All Areas	Dundalk	84,003	5,403	6%	199	669	960	740	1,324	633	589	934	1,547	1,566	1,347
Total		214,518	12,306	6%	1,276	2,245	2,583	2,320	3,125	2,170	1,835	3,094	3,696	3,809	3,719
Grand Total		930,257	61,164	7%	2,610	4,460	5,563	5,156	7,817	4,048	4,093	7,204	8,906	9,181	9,435

Market Analysis

Markets		No-Build			Percent Increase In Transit Trips										
		Person Trips	Transit Trips	Transit Share	2 TSM	3A BRT	3B BRT	3C BRT	3D BRT	3E BRT	3F BRT	4A LRT	4B LRT	4C LRT	4D LRT
Origin	Destination														
Residents of Red Line Corridor															
Security Area	CBD	2,783	516	19%	6%	12%	20%	16%	28%	8%	7%	38%	42%	45%	49%
Edmondson Village	CBD	3,550	846	24%	6%	7%	12%	9%	16%	7%	8%	27%	29%	29%	31%
Rosemont	CBD	3,063	1,044	34%	4%	5%	7%	6%	5%	5%	6%	11%	10%	10%	10%
Catonsville	CBD	3,438	705	21%	2%	1%	3%	2%	4%	2%	1%	10%	10%	10%	12%
Poppleton	CBD	7,327	2,829	39%	1%	1%	1%	1%	1%	0%	1%	2%	1%	1%	1%
Canton	CBD	4,867	1,140	23%	-1%	2%	6%	4%	17%	1%	6%	12%	16%	17%	20%
Security Area	All Other Areas	29,739	1,322	4%	11%	20%	25%	24%	29%	17%	14%	34%	37%	40%	43%
Edmondson Village	All Other Areas	18,829	2,043	11%	8%	14%	16%	15%	20%	13%	14%	27%	28%	29%	31%
Rosemont	All Other Areas	14,487	2,225	15%	4%	6%	8%	7%	9%	6%	7%	9%	9%	10%	10%
Catonsville	All Other Areas	49,336	2,808	6%	5%	6%	7%	6%	7%	7%	6%	8%	8%	8%	9%
Poppleton	All Other Areas	29,731	5,958	20%	1%	2%	2%	2%	3%	2%	2%	3%	4%	4%	4%
Canton	All Other Areas	26,856	3,174	12%	1%	4%	8%	6%	18%	3%	6%	7%	13%	13%	16%
Total		194,006	24,610	13%	3%	5%	7%	6%	10%	5%	5%	11%	12%	13%	14%
Commuters from Outside Corridor															
Randallstown/Woodlawn	CBD	9,511	2,663	28%	0%	1%	0%	2%	3%	0%	0%	2%	1%	2%	2%
Howard County	CBD	8,072	1,011	13%	4%	2%	1%	20%	26%	-7%	-5%	14%	16%	18%	21%
White Marsh	CBD	3,834	559	15%	2%	0%	-1%	-1%	1%	0%	3%	1%	6%	6%	8%
Essex	CBD	5,570	1,193	21%	5%	6%	7%	11%	14%	4%	9%	10%	16%	16%	20%
Dundalk	CBD	4,106	785	19%	0%	3%	13%	9%	22%	3%	14%	12%	29%	29%	28%
Randallstown/Woodlawn	All Other Areas	82,279	4,675	6%	2%	3%	3%	3%	5%	2%	2%	4%	5%	5%	5%
Howard County	All Other Areas	233,247	4,864	2%	2%	4%	5%	5%	6%	3%	2%	4%	5%	5%	6%
White Marsh	All Other Areas	51,273	2,004	4%	3%	4%	5%	4%	6%	4%	4%	6%	7%	7%	7%
Essex	All Other Areas	64,102	2,779	4%	3%	4%	5%	4%	7%	4%	4%	6%	7%	7%	7%
Dundalk	All Other Areas	59,739	3,715	6%	3%	7%	10%	7%	18%	6%	9%	10%	20%	20%	18%
Total		521,733	24,248	5%	2%	4%	5%	5%	9%	3%	4%	6%	9%	9%	10%
Reverse Commuters															
All Areas	SSA/Security Area	47,270	2,294	5%	20%	44%	44%	43%	48%	40%	29%	60%	61%	64%	67%
All Areas	Woodlawn	38,820	1,615	4%	10%	11%	12%	12%	13%	10%	11%	14%	15%	16%	17%
All Areas	Catonsville	44,425	2,994	7%	15%	14%	14%	14%	16%	15%	14%	18%	17%	18%	19%
All Areas	Dundalk	84,003	5,403	6%	4%	12%	18%	14%	25%	12%	11%	17%	29%	29%	25%
Total		214,518	12,306	6%	10%	18%	21%	19%	25%	18%	15%	25%	30%	31%	30%
Grand Total		930,257	61,164	7%	4%	7%	9%	8%	13%	7%	7%	12%	15%	15%	15%

**Baltimore Red Line
Citizen's Advisory Council Meeting**

Date of Meeting: June 12, 2008
Time: 7:00 p.m.
Location: American Baptist Conference Center

CAC Attendees:

• Dr. Rodney Orange, Co-Chair	• Emery Hines
• Angela Bethea-Spearman, Co-Chair	• Robert Keith
• Edward Cohen	• Doug McCoach
• Sandra Conner	• George Moniodis
• Al Foxx	• Warren Smith

Elected Officials or Representatives:

- Senator Verna Jones, Maryland 44th District

MTA/Consultant Attendees:

• Diane Ratcliff, MTA	• Anthony Brown, Rosborough Communications
• Henry Kay, MTA	
• Lorenzo Bryant, MTA	• Tori Leonard, Rosborough Communications
• Christiaan Blake, MTA	
• Ken Goon, RK&K	

General Public: 24 people signed in

Agenda

- Welcome
- Approval of Agenda
- Adoption of April 10 meeting minutes
- Adoption of May 8 meeting minutes
- Cost Effectiveness Analysis for Red Line Alternatives
- Report of Committee on Evaluation Criteria
- Next Meeting Agenda & Location
- Public Comment

The meeting opened at 7:13 p.m. with introductory remarks by Dr. Rodney Orange, co-chair.

Rodney Orange: We're going to officially start our meeting tonight. It looks like we're going to have a quorum of CAC members to at least get some things approved that we missed at our last meeting. On behalf of the CAC, I want to welcome all of you in attendance this evening. We know everyone has a busy schedule, so we certainly appreciate your attendance at these meetings and also your input, your questions and your concerns. We're going to start with the agenda that hopefully all of the CAC members did receive via mail. You have the proposed agenda before you and hopefully everyone is in agreement that that's how we will proceed this evening. If no concerns we'll move to the adoption of the April 10 minutes [NOTE: There was not a quorum present at the May 8 meeting; approval of the April 10 minutes was tabled until the June meeting].

I read through those minutes, they were very thorough. There was a lot of information covered at our last meeting for those that weren't able to be in attendance, but I think we are covering a lot of significant ground in getting a lot of the concerns of not only communities, but members of the CAC, answered. I want to get a motion on approval of the April 10 minutes please. If there are no questions – all in favor? (Motion and second). It's been properly moved and seconded to accept the April 10 meeting minutes – all in favor? (Aye). Opposed? (Carried on voice vote). We also have the May 8 meeting minutes. Any questions or concerns? Motion for adoption of the minutes? (Motion by Mr. Cohen, second by Mr. Hines). All in favor? (Aye). Opposed? (Carried on voice vote). Next we have on the agenda Cost Effectiveness Analysis for Red Line Alternatives -- that will be Mr. Henry Kay and members of the MTA.

Henry Kay: Thank you, good evening everyone. I'm going to introduce Ken (Goon) who's going to make this presentation to you all, but before I do, if you don't mind, while I have the floor – we're trying this meeting site for the first time, it seems good to me, does it seem good to you? We're looking to try to stabilize – an east side, a west side, a downtown location, if we do we can more easily publicize the meetings.

Angela Bethea-Spearman: I think we need to stay at Edmondson Avenue, out on the main drag, it's easier to get to and we have public transportation –we don't have that here. **Orange:** You were also given a potential schedule for meetings, so members of the CAC please review that because as Mr. Kay said they're trying to stabilize to be able to give continuity for our meetings, but your concerns, Ms. Spearman, will certainly be taken into consideration as far as Edmondson High School. (Discussion of other locations including St. Bernadine's Catholic Church). **Kay:** We'll keep looking. We've talked many times about cost effectiveness in general, how it's defined, how it's developed, its significance to the FTA in helping determine whether this project or any project can be eligible for federal funds. We appreciate your being patient with us, your waiting until we had numbers that we thought were stabilized and had a chance to discuss them with the FTA, which we have now been able to do, so we're happy to present these to you today. Ken will walk through them and then we'll have a discussion about their meaning.

Ken Goon: Good evening members of the Council. **[HANDOUT]** This table includes some of the key information on our 12 different alternatives – Number 1 No Build, 2 the TSM option, the 6 BRT options 3A through 3F, the column on the left hand side of the table, and the 4 LRT options, 4A through 4D. What I'm going to focus on in the first column – FTA Cost Effectiveness index. But before I do that I'm going to jump ahead to the other two columns just to quickly summarize them. The second column – Average Weekday Ridership for the Red Line for the different alternatives. These are numbers that we have presented previously to the CAC. What they represent are the total boardings projected for the year 2030 for each of the alternatives. Alternative 1 No Build there is no ridership -- it would just be kind of the existing conditions. And then the TSM option, 17-thousand 600 and then the total daily boardings are shown for all the other alternatives. The highest being the last one at the bottom, 42-thousand 300 and then you can see kind of a mixture of ridership, in the 30-thousands and 40-thousands for the different options. To give you some sense of scale, I believe the Metro right now is carrying about 45-thousand, is that right? And I think the Light Rail is probably carrying about 28-thousand or so, something like that, today so that gives you a little bit of the sense of comparison of the ridership. Capital costs for the build alternatives is shown in the third column – these are in 2007 dollars. This is a total cost to construct and begin operations on the various options. The capital costs include everything required to do the project -- it includes all the construction costs, it includes buying the light rail vehicles or the buses, building a yard and shop, all of the engineering costs, legal costs, permit costs, right of way acquisitions, it includes contingencies for

unknowns, because we still have a lot to learn about these options in terms of designing and constructing them. It includes all the systems costs – communications equipment, signals if you have light rail, signals on the side that the operators can see to understand how the system is operating, radio communications – the whole gamut of everything it entails to build a project. Those costs range from the \$500 millions for several of the bus options to the \$1-2 billion range, with the highest being alternatives 3D and 4D that have the most tunnel – they're at \$2.4 billion.

The column on the right is the annual – in millions – incremental operating and maintenance costs to run these services. For example, for the BRT there's a range of \$5 to \$8 million, for the LRT \$3 to \$7 million – it doesn't mean that's how much it will take to run the trains – it's the net difference, because you run the same bus service if you build one of these options that you do today and there will be some savings on the base buses, some that you replace by some of the operating costs for the Red Line alternatives, but the net difference is an additional \$3-4-5-6-7-8 million per year, every year that you run the system. The annual incremental operating and maintenance costs, as well as the capital costs, as well as the ridership – they're all key inputs into the FTA cost effectiveness number. They're not the only three because ridership is a little bit of a way of showing the relative ridership of this system. The actual equation for cost effectiveness translates ridership into what are called user benefit hours and those user benefit hours will include, if there's any existing bus rider who is taking 60 minutes to go from one end of the trip to the other and because the light rail or BRT was built, it gets them there faster, let's say it gets them there in 35 minutes, that person's going to save 25 minutes in their travel time – that's a user benefit. Those minutes for the thousands of riders a day are one of the inputs in to the FTA cost effectiveness formula. The FTA cost effectiveness gauges both the improved level of service for existing riders as well as for new riders to the transit system – people not riding today, they're driving their cars, some other means, who now take transit, there's a user benefit to those people, getting them off the roads and having them ride transit. Those all translate into this FTA cost effectiveness index and I want to focus on that column now.

Goon: To refresh your memory – this number is really an index, this number is really a number by which the Federal Transit Administration can compare a Baltimore project with other projects around the country. So, pick a city – Denver, San Francisco, Chicago, Atlanta, Boston, Pittsburgh – it doesn't matter. If they're building a study like this and they come and say to the FTA, here are our different alternatives, they can look at that cost effectiveness number and they can compare it with cost effectiveness numbers of other cities. Now the FTA does not make their decision solely on who has the better number, it's just one criteria, there are a number of others. But it tries to give them a measurement by which they can compare projects. They have also established, FTA, a threshold. And in the case of the FTA cost effectiveness index, the lower the dollar number, the better the project is viewed by the FTA. So lower in this case is better, higher in this case is worse. FTA has established a threshold for a project to proceed into the next step. The FTA cost effectiveness numbers need to be less than \$24 and zero cents, in terms of user benefit, or in other words, \$23.99 or less. At the end of this current phase of the project, which is called the Alternatives Analysis/ Draft Environmental Impact Statement, which will end with the public hearings in the fall. When those public hearings are over, and the comment period is over, later this fall/ early winter, the MTA will start looking at what it would like to recommend as the potential alternative to move forward. It then has to submit that proposal to the federal government in what's called a New Starts application. The New Starts application must look at the cost effectiveness at that time of what's being proposed. That's the time they'll start looking at the \$23.99 and whether it's gotten better or not. At the DEIS stage – and these numbers that you see there's a big note at the bottom – 'Draft: subject to FTA review' – FTA is still reviewing the DEIS, due to give us comments back at the end of this month. But if they don't have any problems with these numbers, these are what will appear in the DEIS, these numbers are for these

defined alternatives in the DEIS. Ultimately the MTA doesn't have to recommend any of these specific alternatives 2 all the way through 4D, they can take some kind of a hybrid, they can mix and match, do whatever it wants to in terms of trying to propose a project which is a quality transit project and meets community concerns and issues as best as possible.

Goon: So when you look at the numbers here – the \$24 is kind of a threshold. When you get much, much higher it's difficult to make that threshold. Looking at the numbers, there are two alternatives (3A and 4A), in which the currently calculated FTA cost effectiveness number is already less than \$24. So, if nothing were to change, either of those two projects could be recommended and would appear at the time to meet the FTA cost effectiveness threshold. If you then jump to the higher end, there are projects as high as \$63.93 (3D), and there are projects that are \$48-49, (3C \$49), 3B \$44 – they're pretty far away, \$24 or more from the \$24 threshold that is needed. They would have to be very significantly changed from the way they're currently defined to have any chance to make the FTA cost effectiveness criteria. There are a series of alternatives, however, I would say alternative 3E at \$26, alternative 4B \$30 and 4C \$31 that aren't terribly far from the 24, and it's possible that with some revisions to those three alternatives as they're presently defined, that they could be gotten down to the \$24 range. So I would say, although we don't know what the final definition of what they would be, they're at least in the range of possibly building them if further work can refine those numbers down to the \$24 range. There's really two ways that can happen – one way is to look at those alternatives to see are there ways that we can reduce the capital costs, which is a factor of the formula without negatively affecting the appeal or ridership on this project. But we've got some things built into this project that it would be nice to do them but if you save \$20 million or \$30 million by not doing something, if it does not look as if it will affect ridership, then that will get us closer to the \$24 number.

Goon: The other thing in addition to scrutinizing capital costs to see where we can reduce numbers, is that the ridership forecasts were completed, for the work done for all these alternatives for the draft DEIS, but, as part of the New Starts application, there is a further refined ridership estimate that is done. If that ridership estimate changes from the current one, if it gets worse, that's not good for us. If it changes and gets better that will also help this FTA cost effectiveness number. And that number by the way is not just ridership. For example, a lot of these alternatives right now are light rail alternatives, they have about 22 stations. If we were to reduce 22 stations down to 21 or 20, we would be able to pull a station out without really negatively affecting ridership much, hardly at all, that helps your travel time a little bit. Every station has a 20-second stop time, where the train stops and loads and unloads as well as you lose a little bit of time with the train slowing down as it pulls into the station, then having to accelerate up. But if you eliminate a station, you might save a minute, minute-and-a-half in total travel time – that gets factored into the formula. So effectively what happens as the MTA moves forward is a constant assessment of ones that may look close, maybe ones that are appealing. For example, we've heard some of these from the communities in many cases, that there's concern about surface operations in some locations and loss of parking, so if you look at alternatives on the light rail side like 4B or 4C, where we have downtown tunnel, Cook's Lane tunnel, those are \$30-\$31 and change in each case – they're getting close to the 24, and so part of our task will be to get those down to \$24 range to see if we can make those projects passable from an FTA standpoint. Another example, 4B and 4C – there are 6 underground stations defined right now for each of those alternatives. If we go back and say can we cut back from 6 underground stations to 5 underground stations – underground stations are very expensive, they cost about \$51 million to construct and build, so if you remove one underground station and think you can do that without seriously or hopefully even minimally affecting ridership – you actually don't save \$51 million, because when you build your station, the station costs \$51 million, but if you don't build the

station you still have to bore the tunnel that extra length of the station but you save about \$41-\$42 million in net savings. So those are the kind of things that can be looked at to get options like 3E, 4B, 4C maybe even 3F – that’s getting a little higher than the \$30 range, but look at those alternatives to see if we can get down to the \$24 range. My understanding is the FTA, when you go to the New Starts application and your alternative that you’re recommending is \$24 and 8 cents – thumbs down. That’s literally how tight they are. I’m assuming the MTA would not even propose a project to the FTA that was higher than \$23.99 because they know they’re going to reject it. So that’s kind of a key number to hit relative to cost effectiveness. That’s kind of an overview of these numbers -- so I will open the floor for questions from the Council.

Ed Cohen: We’re looking at cost effectiveness and alternatives 3A and 4A are currently the only ones under \$24. It was reported to me that Jamie Kendrick at a City Red Line meeting earlier this week had in answer to a question said that the City does not want and would not accept all surface as an alternative – is that the City’s position? **Al Foxx:** I’ve gone on record as saying that surface in the downtown area would be very difficult for us, I’ve made that known to the committee. Of course, when you’re looking at all the alternatives, you look at all the alternatives, however when I look at downtown Baltimore, traffic and the impact of a surface route in downtown Baltimore, it would be impossible to move around, so I’ve gone on record as saying – I’m just speaking for Al Foxx – that we would not be able to do surface in the downtown area of Baltimore City.

Cohen: Ok, so if the City at this point, or you as the Director of Transportation, did not want all surface, then obviously we’re stuck with alternatives that we would have to look at to try and do some of the things you were talking about.

Robert Keith: These alternatives are described, they’re listing the Cook’s Lane tunnel, downtown tunnel, actually MTA has proposed alignments both for an Aliceanna Street tunnel and for an Eastern Avenue tunnel – which alternative? I don’t know that the figures would compute the same for each one. I’m a little surprised that there isn’t really a 4D or 4E or something.

Goon: Ed, I probably mentioned three or four meetings ago – there are an endless number of combinations. So what our goal was in developing these 12 alternatives was to give a diverse spread. In other words, in the end there may be something that you can mix and match. I can tell you the definition of what these are today as shown here. That doesn’t mean there can’t be other ones eventually that are recognized alternatives, but for light rail, 4D which is called Light Rail maximum tunnel and dedicated surface – what that includes in terms of tunnel is going from west to east – it would start a tunnel at the end of I-70 and would include a tunnel all the way under Cook’s Lane, all the way under Edmondson Avenue and Franklin Street, keep to east of Hilton Parkway/ Gwynn Falls and would come out of tunnel between the West Baltimore MARC Station and the Rosemont area – that would all be tunnel. In the downtown portion, it would be tunnel from, the alignment came along the U.S. 40 lower level, the ditch, the road to nowhere, whatever you want to call it – it would go in the tunnel on the west side of Martin Luther King Boulevard, be in tunnel all the way east-west through downtown Baltimore. It would continue in tunnel under Eastern Avenue, all the way to roughly the eastern edge of Highlandtown, pretty much where we would break off to get up to Bayview around the Norfolk Southern Railroad right-of-way. **Keith:** That would be the Fayette Street tunnel? **Goon:** No, it would be Lombard Street tunnel but under Eastern Avenue. 4C would include tunnel, going west to east again, under Cook’s Lane from the end of I-70, would come out of tunnel after Cook’s Lane met into U.S. 40, about midway between that and Swann Avenue. Again, tunnel downtown from Martin Luther King Boulevard, east to west, under Lombard Street, then generally along President Street, though not exactly, to Fleet and then to Aliceanna with the tunnel ending where Aliceanna Street

intersects with Boston Street. That's the definition of 4C as it's been costed here and the ridership generated and the cost effectiveness number is around \$41.98. So Eastern Avenue is kind of 4D and Lombard Street/Fleet/Aliceanna tunnel is 4C. That Lombard Street/Fleet/Aliceanna is also with 4B here. I'll just stop right there for Light Rail, there are different mixes and matches for the BRT also. **Keith:** Can we have a list of these? **Goon:** Sure. **George Moniodis:** When you take it under Eastern Avenue, you said all the way to Bayview? **Goon:** Not to Bayview, it's roughly to, you know where the underpass is when it kind of goes through, close to that. **Moniodis:** Is it surface before or after Greektown? **Goon:** The alignments under Eastern Avenue – you know where the abandoned Norfolk Southern right-of-way is there? It's a little bit west of Greektown, it's not quite to Greektown. The tunnels that actually go along Eastern Avenue and then actually would turn and then it would portal in that railroad right-of-way. So you would never see it on Eastern Avenue anywhere, it would come out of the ground just after it turns in that right-of-way. **Moniodis:** Would it ride the tracks? **Goon:** It would be on the left edge of this Norfolk Southern Railroad right-of-way, it would go up there and then there's an alignment that would take it over to Bayview. So it really doesn't go along Eastern Avenue all the way to Greektown itself. It's a little short of that before it turns north.

Warren Smith: You mentioned that as this would come into play, the costs would be going up. My concern is, wouldn't the costs be coming down in the maintenance of the facility once it's constructed and in service – why is the cost going up? **Goon:** The operating and maintenance costs – is that what you're referring to? **Smith:** You say after this phase is complete the costs will be going up, I don't understand why they would be going up, once it's established the costs should be balancing out or going down. **Goon:** I don't think I said anything about the costs going up, if I said that I might have mis-said that. This cost estimate in the third column, that is the current cost estimate and it's based on a lot of experience, knowledge and it does have contingencies in it. As you get further into the design, I mentioned, some of those unknowns become more and more known, but the intent is that we've accommodated for that already, so we would not anticipate the capital costs going up from what's shown in this third column. I did mention on the operating and maintenance costs that these numbers were the incremental difference between the current operations out there in the areas the MTA runs the buses in and how much those annual operating and maintenance costs increase with the light rail service, but that increase is what is projected, so if you take any option under alternative 4D \$7.37 million that is our estimate, that if light rail alternative 4D were built and then certain changes were made to the buses when light rail starts running, the net operating increase over today would be \$7.37 million per year for the MTA. And that would be an increase over what exists today, but these numbers would not be projected to increase. **Smith:** The second part pertaining to your numbers – all those cities that you used – Denver, Portland, Boston and a couple others, all of them were over costs, exuberantly over costs, so why would we want this? Those projects were millions and millions of dollars over budget, due to poor workmanship. I factor in 10-20 percent of materials, the downtime and all these areas are factored in. If Maryland had a law like South Carolina, which locked in these projected numbers with a 10 percent factor, these would be valid numbers. But Maryland does not have a factored lock-in. If we go over budget beyond 10-15 percent, you absorb it. So, these numbers are not valid today or in the future because this project is going to exceed any projection that we're sitting here today, especially when it's completely finished in 40 years.

Goon: Well, let me say this. These numbers that are estimated in the third column we believe are very valid, again based on 2007 costs – now as I mentioned before these numbers are based on 2007 costs. If this project isn't built for 8 more years, the costs do go up. Construction costs go up, inflation drives these up, we all know fuel costs may go up – so these numbers are in 2007 dollars. Obviously if this project is built 10 years from now, these numbers will go up because of

inflation, but that will be accommodated for in the planning work and programming work that the MTA does – and that’s consistent with other projects which are in the planning phase when these estimates are made, once projects get put into the capital program, they do accommodate for projected inflation and things like that in the capital program.

Doug McCoach: Is the escalation consistent for all the alternatives – do you assume the same escalation factors for all of them or does that vary based on the alternative? **Goon:** Escalation in capital costs? **McCoach:** In capital costs. **Goon:** There’s not any escalation here, because these are 2007 dollars. **McCoach:** I understand that, but projecting it to, say, 2012 when we’re going to start building would you assume the escalation is the same for each of them? **Sandra Conner:** I didn’t understand your question. **McCoach:** We’re not supposed to start building this line until 2012. These are today dollars not 2012 dollars. **Smith:** Last year’s dollars. **McCoach:** Thank you, yeah. I was just curious to know if we used the same escalation factor for all the alignments or if they varied based on alignment? **Goon:** I don’t think they vary based on alignment. **Cohen:** Would they based on elevation or number of stations? The materials that go in, the distribution of materials, how many of each kind of material you’re using is going to vary somewhat. **Goon:** But that is a real, for lack of a better expression, guessing game. You certainly wouldn’t want to escalate different alternatives by different ratios - there’s no way you should say 4D’s going to escalate 5 percent a year, but 4A’s only going to escalate 3 percent a year, because then you get an unfair comparison. So for comparative purposes you’re going to want to use the same escalation rate projecting what the costs would be. **McCoach:** The second part of my question was, because this FTA review is new to me -- is 2007 a benchmark number or when they actually finalize the cost effectiveness, do they need to use an out year as the cost basis? **Goon:** We’ve used 2007 because when the majority of the work was being done and calculated that’s the year we were in. We didn’t submit the DEIS until April of 2008, however, we’ve always understood that 2007 was our benchmark – again the key thing for FTA is, they want you to be able to compare between alternatives. So the sense that you’re using the same base year, you’re fine. The other thing is that the \$23.99 figure isn’t set in stone – that can change, too, that can go up. Because part of the factors that go into that number are capital costs, they also recognize they can’t have you keep increasing the cost of your project as time goes on and not change that number. In fact, just several years ago, that number was less than \$23.99. It has gone up to that number within the last several years. I can’t remember, I guess it was two years ago or three years ago that they increased it to something and they may even look at it every year now. So that number can go up, too. Because if it didn’t then it’s going to be tougher and tougher to build a project because your costs are going to keep going up – if they don’t change that index then it’s going to be harder and harder to reach it.

Keith: Do you remember the last time it was changed? **Diane Ratcliff:** I heard at an FTA workshop that it may go up 50 cents this next year to \$24.49 or something. **Goon:** Which would help us. **Ratcliff:** But they still do their calculations to see if inflation is increasing, not that that would be reflected in a new number. **Goon:** I don’t know with our New Starts application, they may take \$24.50 as their new threshold, but then that also makes a – for the alternatives that you’ve proposed – you’d have to use 2008 dollars instead, not 2007. We’ll have to cross that bridge later this year when we come to it.

Cohen: With regard to the cost benefit formula, I asked the question last month and the response that I got was the negative benefits to crossing traffic are not computed in the cost effectiveness formula unless it’s somebody on a bus. **Goon:** I remember that. **Cohen:** And I said that okay if that’s the case then we’re not determining for ourselves what the cost benefit is, we’re just turning it into the federal formula and Henry in response to my query as to who would do such a study said well the city or someone else could do it. Neither Doug McCoach or Al Foxx were at

the last meeting – but if we have a situation where we are looking at something here and we’re getting these cost effectiveness numbers that we send to the FTA but we still need to know for ourselves what the real costs and benefits are because for example with an all-surface alignment, the negative benefits might be so high in absolute value that they really drag down the real benefit to us. Is the City willing to do a costs benefit so we will know, not simply that we have a project that does or does not fit the federal funding formula, but that we will know that we have a project that actually meets a costs benefit number for ourselves, that isn’t a negative benefit overall, even though it says \$18.10 on the sheet. Could the City find some funds to do something like that?

Goon: Let me give Al and Doug and chance to think for a moment. I won’t be speaking on behalf of the City, obviously, but I can offer a comment. One of the things we do in our draft DEIS, we do look at the whole range of impacts and one of those impacts are impacts to traffic – intersection levels of service, traffic flow, etc. So part of the overall assessment of all of the alternatives is an assessment of implications to existing street traffic and projected street traffic, too. We’ve already been working with the City on those kinds of questions. But to get to the heart of your question, though, which is can that be factored in as part of an overall kind of benefit costs thing – the only challenge there is, what that would typically require is that you’ll take all aspects of the project and try to simulate them in a way that you can quantify them. That can be a little more difficult to do because some things you have to make assumptions to quantify them. Some people would say taking one residential home because you’ve got to build a project, how do you really cost the negative value of that happening – it’s hard to quantify that. It’s also hard to quantify, well this intersection’s going to go from level of service D to E or C to D – how do you merge that with this, so I’ll stop there so these gentlemen can answer. But it is sometimes difficult to take everything that’s not a cost benefit and come out with a number that answers it all. We are looking at traffic impacts.

Foxx: Ed, we’ll do whatever you want to do if you write a check (laughter). **Cohen:** I understand, but it does leave us in a difficult situation because suppose that the overall benefits are real costs benefits and not just this cost effectiveness formula, did come out to be negative benefits with a nice cost effectiveness number – we wouldn’t want to build such a project because it would be negatively impacting the region. So how do we find out if nobody’s got any money to do that? **Foxx:** I’ve always, as has been pointed out, whenever they do these alternatives and do the assessments that the analysis is done on the negative impact of each of the alternatives and then we take that and we evaluate it in the City and if we have some more concerns and MTA and the City working together and we need to find out some additional information, I’m pretty sure at that point in time, we’ll make a decision on whether or not we want to invest additional money into doing the study, but right now we’re looking at them, looking at what they’re providing us in the data, working with them, giving them our opinions about the negative impacts and having them factor them in the alternatives right now. **Cohen:** Again, looking at these two all surface alternatives which are the only two below the \$23.99, there’s also the question of air quality impacts and my understanding is that if the air quality impacts are overall negative, that we’re not going to get funded, is that true? **Goon:** First of all, part of our draft DEIS is air quality impacts and our air quality impacts are not negative. So it’s somewhat of a moot question in our case, all of our alternatives show benefits to regional air quality. **Cohen:** I’m dying to see the detailed data on 3A and 4A when we get no negative impact there. Also, the MOS – the minimum operable segment question. If we look at minimum operable segments, some of these numbers would come down because we’re looking at a minimum operable segment, we would say okay we don’t want to build this part because it’s expensive, but we could build this part because it’s less expensive. How do we play around with that?

Goon: The only way to really play around with that is to first have something proposed or analyzed as a potential minimum operating segment. So the MTA, anyone could say let's test a Red Line that doesn't go all the way from CMS to Bayview, but is shorter on the east end or shorter on the west end or shorter on both ends. The only way to test it is to define what that is, to calculate the capital costs, to calculate the operating and maintenance costs to support that option and to re-run the ridership model that already assumes network changes to see what the ridership is. If you cut off an end of the project, that saves a lot of money, but when you re-do the ridership, the ridership doesn't decrease correspondingly, it decreases less, then that's going to be probably a slightly more cost effective project. On the other hand, if it increases more, in other words the dollar savings are more than overcome by the loss of ridership, then that minimum operating segment is not desired. Interestingly, common sense tells you that applies somewhat in the all-surface options, because you can try different things, test different things, but the options like 4C, 4D and 4B – all three of those -- with a downtown tunnel, once you put the costs in for that downtown tunnel and that drives your costs, as a big function of the total capital costs of the project, then the more you cut things, and you cut ridership it's going to be harder to make up that difference. In other words, for those options that have a downtown tunnel, since that's kind of in the middle of the project, it's doubtful you're going to do a minimum operating segment that doesn't go through downtown. That would tend to be something that would be looked at a little bit more for the 3A and the 4A, less likely to have a lot of benefit in terms of a major cut. A cut can be a small cut, a somewhat bigger cut on either end. But that's essentially what you would do, you would redefine a shorter project, you would cost it, you would run the forecast to see what the ridership and user benefit changes were.

Cohen: So when we look at the heavy rail alternative, it came out with a cost effectiveness number initially of \$56 and was being re-examined. It was determined that more than three-quarters of the costs was on the west side, less than one-quarter of the cost is on the east side and the overall number in cost effectiveness for the heavy rail was better than the maximum tunnel BRT and the ridership numbers were better than anything, the capital costs were below the maximum tunnel proposed BRT and LRT which would indicate to me that we have not looked at all reasonable alternatives, because on the east end that would most likely --since there wouldn't be any necessity for downtown tunnel -- be more cost effective than a number of these and yet we don't have it as an alternative in the DEIS. Does that mean we should be adding it as an alternative in the supplemental? **Goon:** The alternatives that we're looking at here are based upon addressing the project's purpose and need. You have to be careful if you so restrict the project down if you're looking at a smaller segment, is it really doing the things that you're trying to get the Red Line to do in terms of serving all the different major activity centers, employment centers and residences. So I can't answer that question without being more specific about is there a purpose to do only a much, much smaller project than the 14 and a fraction miles. I will say that any of the options which are in the 40 dollars and above range are very unlikely to be able to be passable because there's only so much you can do in reducing costs – **Cohen:** But that's assuming a somewhat uniform distribution of costs on both sides of town, whereas in the heavy rail alternative there was clearly a massive imbalance in costs and you would still get to downtown. **Goon:** I'm not going to debate – I just know that the one that was run had a very high cost effectiveness number. **Cohen:** But it didn't have the MARC connections, bus connections and so forth.

Smith: In bringing these numbers down, can we go back to what the legislators gave us permission to do, which was 10-point-5 miles. You talk about employment – we just got a container who just committed to a 10-year project here in the city of Baltimore, which will be a minimum of 25-thousand employees, 24 hours a day, unloading and loading ships, not to mention the passenger rail at Pier 56, they're excluded right at the piers. Why are we catering to Johns

Hopkins, why are we adding more miles versus legislative. We talk about the employment – 25-thousand being hired initially, what's it going to be in 3 to 5? Gas has gone up, people have given up cars – we haven't factored them in. The majority of employees that come in from Howard County going to come into the city of Baltimore using Route 40 are not going to Social Security, are not going to Johns Hopkins. When are we going to service the residents and stop servicing – what's important today? We have to start looking at today and use that as a starting point and gauge where is the future going to be. Our plan is wrong, it's not community-friendly.

Goon: Interestingly, we have a graphic in our DEIS that shows, based on currently planned and proposed economic development, where jobs are projected to go. And we've plotted those on a map for the whole region. It's pretty amazing when you look at – and again, this is not the MTA's – looking at the region, Baltimore City and Baltimore County, Anne Arundel and Harford all the counties that compose the Baltimore Metropolitan Council has the official growth. There is a tremendous amount of growth, in terms of where additional jobs, employment is going to be, is in this Red Line corridor. It's not like up here or up here, a lot of it is down at Inner Harbor East, different places, but a lot of it is along this Red Line corridor. Warren, I'm not sure, you said the Pier 5-6? **Smith:** If you come off exit 52 if you're on 95 look to the left, there's the hospital ship there – Harbor Tunnel, right, there's a hospital ship there. (Fort McHenry). Correct. If you look there, there's already the Carnival Cruise Line sitting there and in less than 10 days another oceanic just brought into the Dundalk Marina, that's new jobs. So here we are again in the future, servicing the residents. I'd like to see the growth factor that all of these people are projecting, because we live in the community, we run to the city, we don't see that factor. So when are we going to be invited in to say show us. You all sit downtown in the high-rises and project our future, when we who are going through it have no voice. When are we going to be included? At what point?

Goon: Again, the population and employment projections are not done downtown at the MTA – they are done by your government, but the state government, the county government, they're the ones with their planning staffs and who have their hand on the pulse of what is projected to be happening, that's where the data comes from. **Smith:** You just switched on me, because you initially said there was another group, you did not mention city, state or federal that does the regional planning. **Goon:** The Baltimore Metropolitan Council is a regional planning group and its members are the jurisdictions. **Smith:** We're looking at right now the predicament we're in, we're not looking at tomorrow, that's why every major transportation project that's snooping, looking at Baltimore City, we're late, we're behind or we're out of the ballpark. Something's wrong with the planning or something's wrong with the visionary. We have to use foresight and not hindsight. These two articles are excellent. **Orange:** Are you talking about the *Examiner* articles? **Smith:** The *Examiner* articles – we have a rat that's running around that's real close. And they're asking Congress to re-direct because of the lack of mass transit preparation for that influx. We're going to go back to Congress and look at BRAC – that was on the air today. We have to do better. Congress just gave us \$1.3 million for buses, Elijah Cummings did. Wouldn't it be better to use that \$1.3 million toward the BRT instead of tearing up our community for LRT? BRT we can re-route as conditions change, LRT we're stuck.

Orange: How does that fit in with the overall Red Line proposal? Is this something additional you're talking about or is it the Red Line? **Smith:** The Red Line, correct. The overall Red Line design right now, if you go back to bringing these numbers down to the original 10.5 miles, these costs would come down, and ask for additional money in the future. We're now looking at this plan that's in front of us is 14.5 miles, which was not legislated by our electors, so we've been forwarded another three miles with no electable money coming behind it, so it verges on the federal government. This is why these numbers are out of whack. We added three miles that

they're trying to force into the government's program when we were only legislated 10.5 miles. And I always ask, who's going to dig up the costs since we're servicing Johns Hopkins and it seems to get quiet. That's not the hub of the city, the hub of the city is downtown and it's being re-shifted. If I bring guests into town, I don't want to get off at Johns Hopkins, that's a city in itself. We want the tourists to bring tourists money. **Keith:** You're talking about Bayview?

Smith: You do not go to a medical city within itself to wait for another form of transportation. We need something for 10.5 not 14.5.

Moniodis: What you say is correct. In that corridor, in the next 5 to 6 years, you're going to see the creation of anywhere between 40- to 50-thousand jobs. Bayview alone is bringing in anywhere between 5- and 8-thousand other jobs with the new NIH center. It's not finished yet, but when all is said and done in the next three years, you're going to see that. The Hopkins corridor over there on Broadway, I've had a chance to go over there the last couple of months, and it's incredible, the biotech park, and not just for professionals but also for staff people. People whether they live in the County or the city, they live over on Security Boulevard, Westview Park, I live in Woodbridge Valley on the west side. I'd welcome it if I was a researcher or a staff person, anywhere along this corridor all the way to Bayview to be able to get a form of transportation that will take you there and you didn't have to drive.

Smith: The existing rail from Owings Mills stops at Johns Hopkins, why must we keep tying different systems into Johns Hopkins? Service the residents of the state of Maryland. Service the community, not the hospital. **Moniodis:** How many employees do you think work at Johns Hopkins? **Smith:** Johns Hopkins has about 70-thousand. **Moniodis:** Yes, statewide. **Smith:** Correct, statewide. And the majority of that 70-thousand are not city residents. Statistically, if you drive your car 15 minutes, you're not getting out of it. **Orange:** Angela, do you have a question?

Bethea-Spearman: I just wanted to know – with the New Starts program are we expected to build our entire 10,12,14 however many miles it is, all at one time? Is there not any one time when we get to go back and get additional funds? **Goon:** The MTA does not have to go to the FTA and propose as a first project, the entire project from CMS to Bayview. It will try to build consensus with decision-makers to see what is the best project for everybody – quality transit, sensitive to the communities, optimize ridership, affordable – the whole range of key decisions and we'll propose something. Even if you propose something, whether it's the full 14-and-a-half, 12 or 10 or whatever, it then has the option of moving forward with that project or it could say we want to build the whole 14 miles, but as opposed to doing it over 4 or 5 years, we're going to make it 7 or 8 years because it will be more affordable and spread the money out. The MTA has to look at that along with the Maryland Department of Transportation headquarters and the legislature, based on funding availability, what can it afford? This is not the only demand on the Transportation Trust Fund, so they have to make a balanced decision based on other transit priorities, other highway priorities, maybe Port priorities. **Bethea-Spearman:** So you all are fighting for the whole 14 miles. **Goon:** Right now, the CTP just has the beginning money to get started. **Kay:** I think you're saying, the numbers that Ken's showing here, this is the full project. We're assuming we support the whole thing. When you say budgeted – we would think of that as being in a budget, and it's not. The only thing that's funded for this project is the planning phase we're in now, the engineering phase which will be next, not construction. So what Ken is saying, if we were to do the whole thing at once these are the kind of numbers that we're talking about. But when you get to that point, we'll have to figure out what we can afford. If we can't afford to do all that, then we start cutting down then we go back to the original 10.5 or less than that. When that day comes we --the Governor, the legislature -- we have to balance that against all the other needs of the program.

Bethea-Spearman: So it's possible that the alternatives can change. **Goon:** Yes. That's why I said there could be a hybrid. They look at two key factors – whatever project is recommended with this New Starts application has to meet this \$24 threshold, so that's one key financial barometer and the other is strict affordability. It could be a good deal, there could be a project that's \$23, but if it's a billion dollars and there's not the money to do it then the MTA has to make a decision on what to go forward with.

Senator Verna Jones: When you talk about budgeting, and maybe I'm not hearing you correctly, we don't budget for an entire project, we phase the project in. Look at the ICC – we didn't budget \$2 billion in at one time. **Goon:** There is one thing though, it's a little different for a transit project. Sometimes they're held to a little tougher scrutiny than some of the highway projects and FTA, when MTA submits its New Starts application, one of the things that FTA demands is some kind of a financing plan. They at least want to know how are you going to go about paying for this. **Jones:** That's with any project.

Bethea-Spearman: So today we start with the \$23.99 and that's what we submit to have a feasible chance of getting the project, we still have to try to win the project. So once we get it and we are awarded it, then can we change stuff around, do we still have to always meet the \$23.99, since we're not building it all at one time, that's impossible to build the whole system at one time. So if you're just building a portion of it, wouldn't these numbers on this paper decrease, if you're basing it on 14.5 when you can keep going back and getting money? **Kay:** This analysis is based on an end-to-end alternative, so it's the full length. In the future if we decide, for any one of a variety of reasons, we only want to build part of this, we propose that as a segment to the FTA and they have some rules about what constitutes a legal segment – it has to be logical, it has to start and end at a real place. Then at that time, we would look at the cost effectiveness for just that segment that we are proposing. They want to know what your larger plan is that you've broken the segment out of, but the other thing, is that it might be possible for us to identify a smaller segment that has a better looking number. **Bethea-Spearman:** That's where I'm going. **Conner:** If that would be the case, one of these alternatives that we think is a good one, would it make sense, be more feasible then to begin taking a portion of that right now and produce the overall costs and present it to the FTA? In order to get to that \$23.99? **Kay:** The document is built around these end-to-end alternatives which is what the FTA asked us to do. Part of the work we have to do between now and next year, we have to submit a project, we have to think about whether it would make sense, either in terms of absolute dollars, cost effectiveness, community benefits, before we propose something smaller. As long as that smaller project stands alone as a real project, that's OK. That's a very important decision-making process. We're very interested in what you all think about that, because there are arguments that you could start in the east, you could start in the west – that could be a big argument. **Conner:** For some odd reason, maybe I'm totally wrong in my thinking, but I'm thinking of the 'highway to nowhere' when you do it this way. That's a concern when you start doing it this way, will that have an impact on the possibility of that happening. You start it and ---

Goon: That's exactly why the FTA has rules about minimum operable segments. They're going to say, if you want to sever a chunk of this project somewhere, then their definition is 'if we never give you any more money to extend that project is what you build as a first segment good enough to stand alone and still be a valuable resource to the community and people that ride it.' If this same philosophy had been applied to the highway to nowhere it wouldn't have been built, because they would have said that isn't enough to make it valuable, it's just a piece. And that's what they won't let you do, you have to have enough of a project that it makes sense. **Jones:** So the segment that you're talking about developing, are you looking at an entire system and how it

feeds into the system, so that this project is part of a system rather than a stand alone project?

Goon: Everything is there, right now, Senator the end-to-end we look at that as part of a new system and how does it work with the existing light rail, existing Metro, MARC and bus lines. If in fact at some point the MTA says we can't afford this whole thing or maybe the cost effectiveness doesn't quite make it and we're going to recommend something shorter, whether it's one mile shorter, two miles shorter – that new option that's one to two miles shorter would still be integrated into the whole system and how does it all work together. **Jones:** Thank you.

Moniodis: I just wanted to finish my comment from earlier. You have two crown jewels, one at each end. The economic development that will be spurred by the Red Line's existence in that corridor will be phenomenal. Not only will it enhance ridership but also bring more economic development to the region along that corridor and will just rejuvenate that whole area. **Smith:** Your point is well received, but the community that that system passes through, our taxes are going up, economic development we have to fight for, we only get to wave, we want to be included as the residents of this project – we have to get to work, also. The majority of the residents who work at Johns Hopkins come from anywhere east and west outside of the city limits. They leave very little money in the city other than lunch. We the residents of Baltimore City are struggling to stay afloat now. This project is 7 years old right now as we sit at this table and we haven't gotten one job of employment. **Moniodis:** I came out of the health care system, I was in administration at St. Agnes for 38 years. Thirty-nine percent of our employees came from Baltimore City. Of that 39 percent, approximately 30 percent were staff people, the other 9 percent were professionals. So that provided local employment for those that lived in the area, in the community. I'm just saying whatever you do will enhance, will help the community. **Smith:** I feel it would help the community, if the community were invited to be more hands-on. Mr. Goon made a very good point when he mentioned the Baltimore Metropolitan group projected jobs. Maybe if we could have an overlay of the jobs they projected, then they could tie in. But what we're looking at today in housing, we the actual residents do not see what they see. Let us see a sense of the future, give us a snapshot, then we're on the same page. When I drive down Edmondson Avenue, I see boarded up, I don't see jobs. I need to see revitalization of the community. I listened to the radio -- we're waiting for BRAC to come in and BRAC wants to pull out of Maryland, because of the transportation system. We were just given \$1.3 million a few months back to provide transportation – why buy new buses on the existing rail when we right now in the grasp of the crisis can create 23A or #20B to bring those gap communities into downtown. Service us -- \$4 a gallon is rough.

Orange: Any more questions? **Bethea-Spearman:** I just wanted to follow up with Mr. Kay. So you can give some estimate numbers, not just for 14 miles or 12 miles, but actually what we can build right now? **Conner:** The MOS concept. **Orange:** Say that again. **Conner:** I was trying to say that if in fact you did it, it would have to reflect for me the MOS concept, where it's complete. **Kay:** It seems logical that's where you take your discussion around that issue, you seem to be very interested in it. We've done a little bit of thinking already about what might make sense, but I don't know that we've done costs estimates or run models for those. It's about time we start doing it. Would it make sense for us to come up with some ideas about MOS? **Orange:** Yes. **Cohen:** That and air quality. **Kay:** Okay, maybe what we can do is start talking about what those are and agree on a certain number of those and start working on some numbers. **Conner:** I would also, just to add a comment to Mr. Smith's concerns -- it might be beneficial if the residents could in fact see some of what BMC does, where the projected jobs are, because that is very enlightening to see, I've seen it before and others might like to see it as well. The one thing that we need to be mindful of and careful of when we talk about we the residents – I kind of like the benefits of the Red Line, it really depends on where you live on this Red Line system and who benefits and who does not. So whereas you may not, I might, somebody else might benefit

and I guess that's where we've got to come together as a CAC and try to get a win-win for everybody, so we all end up winning collectively. **Smith:** We the residents, I am not speaking of in my community, the residents I'm referring to are the people that's suffering and struggling in the city of Baltimore. We're the residents. The community is excluded unless we're dealing with one particular area sitting at this table. I am looking from east to west. I, too, was in Johns Hopkins yesterday, it is a blow-up. But how many people outside of that hospital that live on Ashland Avenue qualify to work there?

Keith: Warren, I wanted to clarify something that you said. I got the impression that you were very much advocating bus rapid transit, because of its flexibility, and it can be changed, if you can't have tunneling as opposed to light rail. **Smith:** I'm not touching the tunnels, I'm touching the system. Bus rapid transit is like a caterpillar, it can be altered left, right, north or south to service the community. Light rail, once they lay the tracks, you can't move them. **Keith:** Bus rapid transit, the number is 18 – a great number, whereas I'm certainly more interested on the east side with some tunneling and light rail, I just wonder, bus rapid transit is certainly not going to take 6 years to implement, you don't have end-to-end. I'm just wondering whether there's a possibility if you start with bus rapid transit into say a key point downtown, Charles Center, and the certainly that's something we could look at, take those figures together, both costs, ridership.

Orange: Mr. Cohen. **Cohen:** I just want to make sure that we're clear here – there's a difference between bus rapid transit where the buses are on the guideway and where they're not on the guideway. The flexibility is when they come off the guideway, but there is no flexibility on the guideway – there it's as inflexible as light rail and obviously, TSM is where you have that flexibility where all you're building is a station. So we just have to be mindful that there is more flexibility with BRT, but it depends upon where in the system. **Goon:** If I could just make one comment, too – again the FTA cost effectiveness, the MTA must be at less than \$24 for its application, but it is just one tool, and just because it's one, and I don't care if its BRT vs LRT or LRT vs LRT, a better project isn't always one that has a lower number because there are many other factors. There are environmental impacts, community issues and community impacts, so the communities may like one that's got a higher number because they like the option better for what it does. So don't get in your minds that we've got to choose one that \$17 versus \$19 versus \$21 – they key thing is to be under 24 and then build consensus upon a project that I'll use the term win-win-win-win-win – win for the riders, win for the residents, win for the communities, win for businesses, win for jobs – that's what we want to get to. You want everybody to be happy. You want the Governor to be happy, the Secretary to be happy, Senator Jones to be happy, you want everybody to be happy, you want the citizens to be happy. That's what we want to get to and it isn't a number, that is a factor. It really needs to be a good consensus of what everybody wants to make this thing work. I just wanted to point that out – don't get too caught up in numbers other than we've got to be at \$24.

Orange: Thank you. We're going to move the agenda – Report of the Committee on Evaluation Criteria. Mr. McCoach. **McCoach:** In Mr. Costello's absence, the best that I can do is just to update the committee on the progress the subcommittee has been making. We met two week ago, to first of all review the CAC report outline Mr. Costello had created which identified chapters, the content of this report and then started to figure out how in this report to build in our evaluation matrix that we've been talking about. I think one of the most important topics we addressed though wasn't necessarily how to blend these two documents together, but how to make sure citizens were urged and how to make sure the committee members had an opportunity to add their comments specific to each one of these topics in this document. And so, coming out of that, and I understand this has been done, but I don't have a copy with me this evening, Mr. Costello took this outline, began to blend the matrix in and then also began to structure it so that

under each heading there would be a space for each of us to make sure that we could weigh in with comments that were independent from the quantifiable criteria. So over the course of the last several months, many of the committee members have had specific concerns or in fact at times specific recommendations that they felt needed to be a part of this panel's report. We wanted to make sure that we could find a home for it. Both Bob and Ed were at this meeting, you can jump in if I'm not reporting correctly – essentially the logic of the CAC report that needs to be issued this fall should provide an executive summary, background information, discuss the planning process to date, several chapters to describe what's been going on and what we're looking at. **Orange:** Excuse me a minute – did each member of the CAC get a copy from Mr. Costello? **McCoach:** No. This has been an internal document to the subcommittee. **Orange:** When I communicated with him, I thought he told me he was going to make sure each member of the CAC got a copy of it. In the absence of that, I think the Council members will have a handicap not having that before them. **McCoach:** I agree. All I wanted to do was update people because it apparently hasn't been distributed. **Orange:** Well, let's hold off until we can get this in everyone's hands, to give them an opportunity to review it, because there's a lot of information here and really you can't cover all of the information that he's put in this document for the report of the subcommittee. I would like for each member of the CAC to get a copy of this and then we will make a space on the next agenda. **McCoach:** That's fine. **Orange:** So in the interim everyone can get a copy and review it, have an opportunity to have questions already prepared and have an understanding of what is being proposed. But I certainly commend the members of the subcommittee for the work you're doing so that your fellow members and others who have attended these meetings, because it is important for us to have an outline that we as a CAC agree on as we move forward to prepare our report for the fall. So can we do that? **McCoach:** That'd be fine. **Smith:** I'd like to make a motion that Mr. McCoach, Mr. Costello's report be tabled until the next meeting. **Orange:** Second? **Cohen:** Second. **Orange:** It's been properly moved and seconded that we table this particular report until the next meeting – all in favor? (Aye.) Opposed? (Carried on voice vote).

Orange: At this point I want to introduce Senator Verna Jones of the 44th District, who's been very involved in the Red Line process (applause). I have the good fortune of being a resident of her district, she is a very hard-working individual, but I think she's also beginning to understand that with all of the accolades there come some negatives, but she's learning how to take all of that in and move forward on what she believes is the best approach. We certainly appreciate your participation and your attentiveness because we need more of that out of our elected officials that are engaged in these very important projects. Certainly, this Red Line project is a very important project. For the members of the CAC and also for those in the audience, there have been some concerns about attendance of some of the CAC members. After talking with Mr. Kay, it is my understanding that the MTA has submitted some names to the Senator from the businesses of downtown to consider replacing Ms. Young Kim Robinson who has not been in attendance, who resigned, and also Ms. Spearman has been appointed the new co-chair for the CAC – so I wanted to bring you up to date on that. We're working on getting a full complement of 15 people, because it's a lot of work and I know the Senator is working on making these appointments, so we appreciate your efforts. **Jones:** Sure. **Orange:** Mr. Cohen. **Cohen:** Thank you, Mr. Chairman – there is a concern that I have about the mechanism for declaring that these people are not here. My understanding is that we've gone through the MTA rather than through Senator Jones' office, and I'm concerned – **Orange:** I don't understand what you're saying – the people that are not here? **Cohen:** The people that are not here that have been notified that they are no longer on the Council. The notification, it's my understanding, came from and by MTA rather than through the Senator's office, and I'm concerned about how this fits in with the procedure and whether that's the way it should be done and so forth. I'd like to hear the Senator's thoughts on that. **Jones:** It was done in close consultation – the letter that went out I signed it. Well, I did

sign one letter so – **Kay:** You know, I honestly can't remember who signed it, a letter went but I don't remember -- **Jones:** Well, if you got a letter without my name – **Cohen:** I am concerned that if there are two people and only one of them got a letter with your name, are we doing things the way we're supposed to be doing them? **Jones:** Well, yeah I mean, both of them should have, but the way the correspondence went out there was a process. It was asking them were they still interested and to report back by a specific time, and so that went through – MTA sent that out. So, yes, both of them were handled in the same way. So there was a process – we went to lengths to make sure that there was a process to notify them, to give them the opportunity – even though they said they didn't want to do it, the individuals didn't send letters they just verbally said it so this was documented to make sure that what they were doing was appropriate, that what we were doing was appropriate. **Cohen:** As long as there was a letter from you, I'm satisfied. **Jones:** If it wasn't we'll correct it, but it was in consultation with me and I was involved in the establishment of the process. Let me just, if I may, Mr. Co-Chair, say that MTA has been cooperative, they have been very willing to do the things that are needed to do to keep involvement. Everybody does not know everything, and no agency knows everything as far as inclusion, as far as bringing issues to the table, however when I've had CAC members to call me to say that there was an issue, I consulted with them, they responded to me in a positive way. Even with the Mayor's Summit there was not inclusion of the CAC but we were able to make sure that the CAC was up front and everyone knew exactly who the CAC was. Everyone is really trying to make an effort to be collaborative and have a project that's going to work because I think they're seeing the seriousness of it – it's just not a federal competition, it is a state competition, too. So if the Baltimore City metropolitan area does not work cooperatively together, we will be delayed for years and years and years and we will miss out, so I think everybody's on the same page – or getting there.

Orange: At this point, I want to extend an invitation to those in the audience – if you have questions, this is the time for you to raise your questions or concerns you may have, because your input is certainly very important in this process. Yes, ma'am – please state your name and your question.

Jannette Barth: I have a couple of questions – it involves the presentation of the cost effectiveness numbers, I guess not really the numbers themselves, but some procedure. I understand that all of these alternatives have been submitted in the DEIS to the FTA and the FTA's going to get back to the MTA and then the MTA will open this up for public hearings. **Kay:** Right. **Barth:** I also understand that there are a number of alternatives that with some tweaking might be able to come down to their level of acceptable cost effectiveness. So in doing that, one question is if are you permitted to changes the number of stations where the stations are above ground or underground, whether the system is short or long, can you also change alignments? **Kay:** I think her first question is, if we're trying to improve these alternatives in a way that improves that cost effectiveness number to meet the threshold, how much flexibility do we have to change those. The alternatives we presented are very broad in what they cover, I mean the grades, the tunnels on a variety of parallel streets. My understanding is that we can combine these alternatives in different ways to provide new alternatives that Ken referred to as hybrids. We cannot – you referred to the term alignment – we can't propose an alternative that's not on a street or in an area that we have identified as one of the alternatives. So, in other words, as long as we're mixing and matching the things that we proposed, we're fine, but we can't go outside of that. So for example, if we're talking about tunnels under Fayette and Lombard, we can't go back and talk about a tunnel under Pratt Street. **Barth:** But you can mix and match segments that are already in? **Kay:** Yes. **Barth:** Now what is the forum to get public input included in those sorts of tweaking of the system, the public hearing you're jumping into right after you get this and I've been involved in other cities' public hearings and yes you give the public a chance to talk, but

whatever you want usually goes, maybe it's not true in Baltimore, I'm new to Baltimore-- but what is the forum for public input and is it seriously considered? **Kay:** The document will be on the street for a 90-day period of time, during that period of time we will have hearings – it kind of depends on what we hear. I mean if we hear things in the hearings, or because of analysis that we've done for this group or otherwise that tells us that we ought not be going ahead with an alternative, we're going to have to have another round of public input on that, letting you know what we're thinking, to show how we've reflected that. We want to keep the schedule intact in terms of what we do there, but I think you're making a valid point – that half of 4a and half of 4B, that looks different than either A or B alone. I have to say I think this CAC is a good mechanism for that, because they meet on a regular basis.

Barth: Another question I have concerns the ridership numbers – it was stated that the ridership numbers will be revised, redone at the time the New Starts proposal is put in – what is the basis for changing ridership numbers beyond simply your model? **Ratcliff:** One of the things we're doing is, the regional model which is really good for air quality and larger level forecasting isn't finely tuned for transit forecasting. You need to see where people are traveling now so you can base your predictions on future travel on current data and validate, calibrate things of that nature. What we've done in Baltimore this past year is an onboard origin destination survey – Light Rail, Metro, core bus service, MARC, commuter bus service – all that data is now being pulled together and it will be fed into the model. The technical team we have doing that will then be using current up-to-date travel behavior as we've measured by citizens around Baltimore that are using transit to then update the ridership. So that's one of the main elements we've invested in this past year to be able to do that. **Barth:** So you haven't used the survey results at all? **Ratcliff:** The last ones were conducted last fall on the core bus service – then what they do because it's a statistical sample, they then look at that and then they expand it to represent the full-blown ridership on a particular route, corridor, what have you. So that is being done at this time. **Barth:** Have you done some preliminary analysis to see how much your ridership might change on the basis of that data? **Ratcliff:** Not yet. The regional model is updated, the cooperative forecast that they use for all the land use and predictions and we will be of course updating ours to use the most current regional model, regional land use, the things that you're talking about – **Barth:** Will the population and employment projections be updated? **Ratcliff:** The Baltimore Regional Council update, we're using the adopted by all the 6 jurisdictions model and cooperative forecast. **Barth:** What is the timeframe for having new ridership numbers? **Ratcliff:** Probably around the first of the year. It's an incredibly time-consuming activity, as something becomes available that's meaningful -- because it's not just a snapshot but a conclusion at a certain point -- we'll be more than happy to share it with you. I met with that team this morning and they're predicting that their next new ridership numbers won't be available til around the first of the year. That's also a target in our work program because once we go through the hearings and analyze all the comments, get everybody's input and start recommending the locally preferred alternative that's been mentioned – it's at that point in time that the submission to FTA will be compiled and put together and that's the time when we'd actually need these new numbers.

Priscilla Henry: I'm a West Hills Community resident. I'm looking at your alternatives and I just wanted to know of all the alternatives that you've listed here tonight – all of them include Cook's Lane? **Kay:** They do. **Henry:** Okay. On your map it has the surface alignment and the tunnels – exactly what does that mean, can you explain that to me because it looks a little different from the rest of it I see here. Some of it is dotted out, some of it is like a tunnel, some of it's surface, but it looks combined there – that's what it looks like to me. **Kay:** Alternative 3E, one of the BRT ones, is actually a completely different route. It's a BRT route that takes you straight out Route 40 and then uses Johnnycake and Ingleside to get up to Social Security that

way – that is the one 3E that does not use Cook’s Lane. Cook’s Lane is an area where we’re looking at both surface alternatives and also tunnel – we wouldn’t do both, it would be one or the other, but in that case they’re in the same place. It’s just like looking at sections of Edmondson Avenue where we have an option that’s on the surface and an option tunnel, you can see that those are both a solid line and a dotted line – all that’s meant to show is we’re looking at both, either or. **Henry:** Okay. And with the traffic that’s coming down, you just put a bus line on Cook’s Lane within the last year, do you find that you have ridership to keep that bus running even now? **Kay:** you know, I can’t say for sure – I’m going to know overall ridership on our lines but not stop-by-stop information which is what would answer your question. Are you talking about the Quick Bus 40? **Henry:** I’m not even sure of the number. **Kay:** That goes out the east side, through downtown, goes to Cook’s Lane and goes out to Security Square Mall where it ends. Ridership on the line is very good, I can’t say whether or not though it’s coming from the Cook’s Lane corridor. Is there one stop along there or two? **Henry:** Two. I’m looking at the amount of traffic that goes up and down that tiny street right now and to have something else implemented and out there, it’s just going to be unlivable. You’re not looking at what’s going on with the community and being sensitive to the people that own homes in that area, because in rush hour traffic you can’t go up and down that street now. Everything is going on on that street, so to put something else on there is unreasonable. **Kay:** We are being sensitive, that’s why we’re looking at a tunnel there. **Henry:** But even with a tunnel, it’s still going to increase traffic. If you’re doing the park-and-ride, cars have got to go somewhere, so they’re going to go up and down the street which is going to increase traffic. **Kay:** It’s hard to say where the people will be coming from who use the park and ride, I think we can assume they’d be coming from further west – **Henry:** Well, you’re assuming that. **Kay:** That’s true. I guess the other thing I’d say is all the people who would be on transit if this went along Cook’s Lane would be people who would be taken out of cars, so we would expect in that regard we’d be reducing traffic. **Henry:** I don’t think you’re reducing traffic on the street – this will just create more havoc on that street. And if you look at statistics, which I know the Police Department does have, as far as the amount of accidents that have already been going on in our street, I mean it’s unreal. I live it because I live there, so that’s why I’m speaking out on Cook’s Lane.

Saul Wilson: I have a question – obviously because of the DEIS being slightly delayed the timetable I assume for your next stage is also slightly delayed? **Kay:** Delayed compared to what? **Wilson:** Compared to the schedule you gave the CAC a couple of months ago. **Kay/Ratcliff:** It’s still the same. **Wilson:** The other question I have is – with regards to the cost effectiveness numbers, are there other cities who have managed to reduce the cost effectiveness numbers from say \$30 or 35 dollars down to 24? **Ratcliff:** We can check and see what kind of history other projects have in starting high and ending, you know, qualifying. **Kay:** That’s the kind of information where it’s very clear where people end up in the end in their submission to FTA. It’s a little hard to tell what route they go unless you go to meetings like this one. Some of our consultants work in other cities, we can ask some of them if they can recall.

Zelda Robinson: My question is about the survey of the ridership, whether it’s been more or less. I know that the #40 is running on what would be proposed as the Red Line, and I do know that the ridership – because I ride the bus – is not necessarily people who park and ride, but people who have to go from their house to that bus stop to go to Security Square Mall and come back, who work out there possibly, and come back on that line. So, it’s not necessarily people who park and ride who use that bus, but people who live in the city who use the bus – that’s number one. Number two – when you’re talking about the numbers for the ridership, I believe that since this is a sudden change or recent change for these lines that those numbers are not going to really reflect the real ridership problems and/or numbers that were really going on before these lines were changed. The lines have been changed for the past two years, which means

people have been forced to take different routes. So you're not going to get a real good number – you're only going to get what's going on right now. **Kay:** With regard to your first comment you made about someone who may be riding the 40 from the city out west past Social Security – if that person was otherwise driving, then that's a car off Cook's Lane. Now if they were on another bus, if they moved from one bus to another -- that's an example of a situation that sort of depends on what that person would otherwise be doing. But we would expect that a good number of people riding the Red Line would have been people who would otherwise be driving.

Robinson. No – I ride it all the time. **Kay:** I understand -- but we have all kinds of riders from all different directions, some of them are riding on buses or driving in cars.

Arlene Fisher: I live in the Harlem Park Community, I'm one of the people who lived through the road to nowhere. When you have your public hearings, are you going to be sensitive to the community and not have them all downtown at the Department of Planning or at the Convention Center, but have them someplace where citizens can come and park for free, and also have them at a variety of different spots around the community so that you can get different communities that are going to be impacted by the Red Line. **Anthony Brown:** We've discussed having, at a minimum, three different public hearings in three different locations, and that could rise to five.

Fisher: Free parking – take that under consideration. **Brown:** We definitely will. **Lorenzo**

Bryant: Also, if anyone has any recommendations for locations, if the CAC has recommendations we're open to that as well.

Bernadine McBride (West Hills): Once the DEIS is completed and published, will the CAC get to see the DEIS before the citizens get to see it? **Kay:** No – everybody will see it at the same time. It's due out in August, we'll provide copies to folks on the committee if they want look at it. That starts the 90-day open public comment period. **Brown:** It's also made available to some of our mailing list of community associations, placed at libraries, so everybody gets it at the same time and it's available.

Judy Boulmetis: Thank you for your support of the downtown merchants. I'm involved in the Red Line workshops and I wanted to know when we're done, how the MTA is going to incorporate that because it's a lot of good ideas coming out of that. There was, I thought, a good workshop, Arlene was there and I'm voting for her for president. There were about 14 people and we've come up with some really good ideas for the community impacts – **Orange:** Could you explain which workshop you're talking about? **McCoach:** Judy is referring to the community compact discussions that are going on now – they are a follow up to the summit. Four workgroups each having two meetings in June and then in July and August, they'll compile all the recommendations into the statement of principles so people can review, presumably the CAC could review it as well. **Boulmetis:** The only problem I have with that is for 3 years I've been trying to get Henry Kay to agree to some of the terms, so I was just wondering if we were any closer to consensus Henry? **Kay:** We've been very supportive of this process and we're very interested in it and we think it's a great process. The city at this point has taken the lead in terms of these 4 workgroups, convening people to come up with ideas so we're committed to meet afterwards and talk about it. In terms of what we agree to depends on what comes out of it. **Boulmetis:** I understand, but what I'm concerned about is that a lot of these things have to be put into contracts that you're going to put out for this project and I asked you at the last meeting if you could bring something you could show us, I don't think you did it. Maybe you could at the next meeting so we could get a feel for that because it's really important that these principles that people come up with that you agreed on are ahead of the curve and not after some contractor comes along then you say it really is better if you don't dump all that dirt on somebody's playground. Then you're going to get penalized when the contractor says it's not in your specs. **Kay:** We're not in any danger of putting out any construction contracts anytime soon – we're

years away from that. **Boulmetis:** I understand that, but we simply need the framework. **Kay:** It is an excellent question, Mr. Smith has raised it to. I think these community compacts that the city's talking about are going to be a great mechanism for that, getting these ideas down on paper so that all parties the MTA, the City, I don't know who else would be a party to these end up agreeing – **Boulmetis:** Do you have a date for when that would be resolved, would that be resolved in August maybe? **McCoach:** No, the idea was – July and August were for communities to see the draft and then present them to the MTA in September, arriving at consensus, and then, I assume, signing it. **Boulmetis:** I have also one conflict and I wanted to ask the CAC to address this – sometimes there are a whole bunch of meetings then I have to pick one or the other, and also in October there's a Jewish holiday, Yom Kippur, that's falling on one of your meetings. I'm just giving you a heads up – can the CAC develop a process where somebody had something that's really important you could maybe reschedule that meeting and be able to notify the public of that, if that's possible. **Orange:** We aren't planning on rescheduling any meetings. **Boulmetis:** But that October one – **Orange:** I understand, but we have a schedule that we're on and we understand the possibility of even sometimes I may not be here, but through the website, through contact with the CAC hopefully any information you've missed or anything you want brought before us you can submit that before. **Boulmetis:** That's a good thing then, so the public can submit something beforehand? **Orange:** Sure, sure. **Boulmetis:** That's a good solution.

Linda Smith (Westgate): The Red Line's not going to go anywhere near our area, it's going up Cook's Lane or Johnnycake. What does make the bus a rapid transit, what's different about this bus than other buses? **Kay:** When we use the term bus rapid transit it can really mean a whole variety of things. But in the context of this project we're talking about some of these characteristics: dedicated guideways – which is a special lane in the street set aside for the bus, signal priority which means the bus has special treatment when it gets to a traffic signal, stations – instead of the bus stopping on the side of the street it stops at what looks like what we think of as a light rail station, special vehicles that are bigger and fancier than the typical bus, special signage that has information about when that bus arrives. It's really taking the idea of a vehicle on four rubber tires, but giving it some of the characteristics that you would otherwise get with rail. We now have across the country about half a dozen good examples of what this looks like and how it operates. Some, like the Orange Line in Los Angeles, really are almost exactly like light rail in terms of the way they look and feel and operate, but the vehicle is a bus not a rail vehicle, all the way down to the QB 40 one we have. That's a type of bus rapid transit, but the only thing that differentiates it from regular bus service is that it doesn't stop as much. **L. Smith:** Does it use the same kind of fuel as regular buses? **Kay:** BRT vehicles have a whole bunch of different kinds of bus vehicles available and the agencies that implement these projects have often tried to pick a bus that is above average—more expensive, because you only buy a limited number of them. One of the options is alternative kinds of fuel – we're already experimenting with hybrid electric buses which have reduced emissions over regular buses, but there's compressed natural gas, buses that run on overhead electric wires, those are all options for BRT. **L. Smith:** So you could actually change the route, as you had mentioned before, easier. **Kay:** Yeah, if we construct a guideway, A special dedicated lane with a station, that makes it hard to change because you've invested the money in that one place. If we're running on a surface street in an existing lane like 40 does of course you can change it, it's very flexible.

T. Stuart Davis: If the Red Line goes down Cook's Lane on the surface, will that force the city to take part of people's property in terms of their lawns? **Kay:** It wouldn't be the City, it would be the MTA – I can't give you a specific answer to that because it varies a little bit depending on where we're talking about, but the width of the right-of-way for Cook's Lane varies as you move along that street. I think some of the alternatives we have involve moving back the curb a foot or

two, but that's the extent of it, it's not a bigger take than that. We're talking about the area that really is already in the public right-of-way, although it could be the house's side of the existing curb, we would move back the curb, move back the sidewalk a foot or two. **Davis:** A foot or two, could those dimensions be changed to 3 or 4 feet? **Kay:** You're not talking about very much space out there, we're trying to develop alternatives that absolutely minimize that kind of thing. If there was anything that we thought was going to create any kind of substantial impact on any property owner, we wouldn't have proposed it. We haven't done enough engineering to go out there and paint a line on the ground, we're talking a foot or two. It would be wrong for me to sit here and say it would never be 3 feet, but at this point in our understanding it's very, very minimal impact. **Davis:** If you were to start digging a tunnel under Cook's Lane, would that have a negative impact on the Leakin Park environment? **Kay:** No, it wouldn't. We've done a tiny bit of investigation in terms of how a tunnel like that would be constructed. There are really two ways you do it, either what's called cut and cover, which means you dig a big hole from the top and once you're done you build a roof over it, put back the street the way it was. That's a pretty disruptive kind of technique, it would take place out in front of people's houses and it would be a mess while it was being done. That's much less desirable in a setting like that. What's more likely here is what's called bored tunnel, which means you dig a hole at one end, put a tunnel boring machine down there, it bores underground without disturbing the surface at all, then it comes up on the far end. Neither one of those cases would be anywhere near the park, it wouldn't have any impact on the park at all. As we try to design the process for digging the tunnels, we try to minimize any impact on any adjacent property. **Davis:** Have you thought about digging a tunnel under Route 40 going out to the Catonsville area where you have a lot of businesses? **Kay:** Yeah, we have and we've talked about that a couple of times at these meetings, and in the end you're balancing the destinations the Red Line riders would get to if we went straight out Route 40, the businesses along Route 40, Westview Mall, opposite the destinations you would get to further north – the Social Security Administration, Security Square Mall, the businesses that are up that way. **Davis:** Couldn't you go down Ingleside to Security Boulevard or Parallel Road? **Kay:** You could and that's why we have that one BRT option that uses Johnnycake and Ingleside to get up that way. If you're concerned about impacts on Cook's Lane folks on those other streets are raising the same kinds of concerns as well. **Davis:** But Cook's Lane is a much narrower street compare to Ingleside and Route 40, so it would be more of an impact on the residents of Cook's Lane compared to Route 40 and Ingleside. **Kay:** I'll take your word for it, I don't know if that's true or not. There's another issue – Cook's Lane shares a lot more regional traffic, we'd have to mix these Red Line bus or rail vehicles with a lot more regional traffic, I think Johnnycake and Ingleside don't have as much.

Denise Bouknight (West Hills): I'm sitting here and I'm a bit confused. Recently, we had MTA sit in on our community meeting and we said the same thing over and over and over again. I simply oppose the Red Line. I'm trying to understand why MTA, first of all, I want to know who are you trying to service? Because we, the residents of the West Hills community, you're trying to bring a Red Line system through a community. To me it doesn't appear that you have any care as far as the residents that live in our community. Does that not seem like environmental injustice to come and destroy a community, because you feel that these grounds are needed in order for you to get your project underway? Who are you trying to service, because we did not ask you to come in our community and bring a Red Line service? My question to you, as we've asked numerous times, who are you trying to service? Those that live in the surrounding counties, to bring them through our community as you tear it up to filter to their destinations? Please answer this thoroughly and respectfully, because you're confusing me every time I come to these meetings. It's the same questions that we are asking, we're not getting clear answers, you're jumping from one end of the table to the next. It's not right for anyone to consider coming in anyone's community, it's just like coming into your home and violating you and saying this is

what we want to do. The reason we want to do this is because we're getting government funding. We have to come somewhere – take ground that's open and utilize that, not a community. We live there, I've been in my community for 20 years. I should not have to on a day to day basis come out and fight, because we said as a community we are opposing the Red Line coming and destroying our neighborhood. Why do you consistently do this?

Kay: Thank you very much for your comments. I agree with you – these are comments that we have heard from the neighbors of Cook's Lane and the West Hills community. You have to view the project in the larger context of the region. We have a transportation network in this region – streets, highways, transit systems – that we all own and that we develop for the benefit of everyone in the region. Those improvements have to go somewhere. A car has to go down the street, you drive or take a bus that has to go down the streets in front of people's houses. Those streets and rights-of-way were built for that purpose.

Bouknight: You knew you were going to be taking our people's homes and you're saying we only need 1 foot of space and we're going to narrow it down where we don't have to tear up the sidewalk on the right or the sidewalk on the left, but that still doesn't explain why Cook's Lane, why a community that's already established? So please do not insult my intelligence by saying because I drive down a road that's already been developed versus you coming into a community and uprooting it by your destruction. **Kay:** There's a couple of points I want to make here – one is the traffic that we see in the region today is not going to be the traffic that we see in the future, it grows every year, year by year. We've got to add to the capacity of the transportation system if any of us expect to be able to get around. I would imagine in the 20 years that you've lived in that neighborhood you've seen a lot more traffic on Cook's Lane, if you live there another 20, you're going to see even more. That's part of the reality that we as an agency are set up to try to address. If a train goes down that street and it carries 100 people, that's 100 people who are not in cars on that street. It may not be something you feel – **Bouknight:** But you're still not servicing our community. So my first question to you – who are you trying to accommodate? Because it's not us, the West Hills community. **Kay:** They're the same people who are driving cars along Cook's Lane today. **Bouknight:** But are those the folks that are living in the surrounding counties that are trying to get to their destinations? **Kay:** They could be, they absolutely could be. **Bouknight:** Well go in their areas and destroy their areas, because I don't think that's fair for you to say wait a minute, you're trying to get from your surrounding county to where you're trying to go, but what we're going to do we're going to go into the city and we're going to find a little area and we're going to just destroy it to get you where you need to be. **Kay:** If there were any other route for this we'd prefer it. **Bouknight:** But there are – Route 40, what about Ingleside – because they're not allowing you? Because they're coming and out and saying no you're not going to destroy Route 40. You're not going to destroy Catonsville. **Kay:** What we're trying to do is get between a series of destinations that are along Edmondson Avenue -- let's say Edmondson Village is probably the last major stop – and Social Security Administration and Security Square Mall. We've got to draw line somewhere, we've got to find a public right-of-way to be able to do that. The most significant response I can make to that is that's the reason we're talking about tunnel under Cook's Lane, a tunnel that would have no impact on the community. That's why we're proposing that because we understand that the community is concerned about that. **Bouknight:** But even if you go underground all the little elements that are still living underground, don't you think they're going to surface? Then we're going into another avenue – we could go on and on and on. The only thing that I'm trying to get you to understand is that we, the West Hills community, are opposing your Red Line system. **Kay:** I understand -- **Bouknight:** And you need to not only say you understand, you need to respect it, because what do we need to do, get the media involved? Do we need to make our voices heard over the news,

via the radio for you to understand that we are opposing your Red Line system coming and destroying our community? It's cut and dried.

Orange: Let me suggest this to you. I would suggest that the community association writes up their opposition, be sure that it gets to the Citizens' Advisory Council so that we can include that in our report. **Bouknight:** Okay. **Orange:** We want to give voice to each of the communities and let the MTA understand along this line – there are 44 different communities, not just West Hills – so we just want to include yours. So be sure that we get that, because we're taking comments from all the communities along the line, what their concerns are. That's one of our charges as a Citizens' Advisory Council to advise the MTA of these concerns if they've not already heard them, because they've been out in various communities giving these reports and taking feedback from people. So I would suggest that you make sure that you get a written report to us of your concerns for or against the project. One more question please. **Cohen:** Mr. Chairman, may I also reply to that? **Orange:** No – one more question please. If not, we're going to begin to adjourn. The next item is for our next meeting date and time – I think July 10 at (Holy) Rosary should be okay for everyone because we've met there before. For the CAC, one of the things we want to include on the agenda for the next meeting is the report of the subcommittee – are there other items? **Cohen:** Mr. Chairman, we wanted to discuss the issues of minimum operable segments and air quality. **Orange:** Okay, we'll give that to the MTA and see if they can provide that information at the next meeting. Motion for adjournment? (Ms. Bethea-Spearman). So moved. Thank you ladies and gentlemen.

The meeting adjourned at 9:19 p.m.



**Red Line Alternatives
Cost Effectiveness Data**

6/12/08

Alternative	FTA Cost-Effectiveness Index (Cost/User Benefit Hours)	Average Weekday Ridership: Red Line	Red Line Capital Cost (2007 \$, Millions)	Red Line Corridor Incremental Annual Operating & Maintenance Cost (2007 \$, Millions)
Alternative 1 - No Build	N/A	N/A	N/A	N/A
Alternative 2 - TSM	N/A	17,600	\$281	\$5.01
Alternative 3A - BRT, dedicated surface	\$18.10	31,400	\$545	\$3.40
Alternative 3B - BRT, downtown tunnel + dedicated surface	\$44.74	37,400	\$1,019	\$5.86
Alternative 3C - BRT, downtown tunnel + Cooks Lane tunnel + dedicated surface	\$49.06	37,400	\$1,151	\$5.86
Alternative 3D - BRT, maximum tunnel + dedicated surface	\$63.93	41,500	\$2,404	\$8.15
Alternative 3E - BRT, dedicated surface with Johnnycake Road alignment	\$26.21	29,300	\$571	\$5.79
Alternative 3F - BRT, TSM surface + downtown tunnel	\$37.31	34,300	\$755	\$6.09
Alternative 4A - LRT, dedicated surface	\$22.17	34,600	\$930	\$3.63
Alternative 4B - LRT, downtown tunnel + dedicated surface	\$30.42	41,100	\$1,498	\$3.13
Alternative 4C - LRT, downtown tunnel + Cooks Lane tunnel + dedicated surface	\$31.98	42,100	\$1,631	\$3.12
Alternative 4D - LRT, maximum tunnel + dedicated surface	\$49.17	42,300	\$2,463	\$7.37

DRAFT - SUBJECT TO FTA REVIEW

**Baltimore Red Line
Citizen's Advisory Council Meeting**

Date of Meeting: July 10, 2008
Time: 7:00 p.m.
Location: Holy Rosary Church

CAC Attendees:

- Dr. Rodney Orange, Co-Chair
- Angela Bethea-Spearman, Co-Chair
- Edward Cohen
- Sandra Conner
- Chris Costello
- Al Foxx
- Emery Hines
- Robert Keith
- Jack Milani
- George Moniodis
- Warren Smith

Elected Officials or Representatives:

- Gary Decker, Office of Congressman John Sarbanes
- Danyell Diggs, Red Line Coordinator for Mayor Sheila Dixon
- Quinn Gorman, Office of Del. Maggie McIntosh

MTA/Consultant Attendees:

- Diane Ratcliff, MTA
- Lorenzo Bryant, MTA
- Christiaan Blake, MTA
- Kacie Levy, Rosborough Communications
- Tori Leonard, Rosborough Communications

General Public: 23 people signed in

Agenda

- Welcome
- Approval of Agenda
- Adoption of June 12 meeting minutes
- Evaluation Criteria and Annual Report
- Minimum Operating Segments
- Mayor's Red Line Summit
- Air Quality Analysis
- Next Meeting Agenda & Location
- Public Comment

The meeting opened at 7:14 p.m. with introductory remarks by Dr. Rodney Orange, co-chair.

Dr. Orange: I want to thank all of you who are here this evening. It is my understanding we do have a representative from Congressman John Sarbanes' office and a representative from Del. McIntosh's office – would you identify yourself please?

Quinn Gorman: My name is Quinn Gorman, I'm the district manager for Del. McIntosh.

Orange: Thank you for being in attendance. Just for the record, sir, would you introduce

yourself? **Gary Decker:** I'm Gary Decker from Congressman Sarbanes' office, I'm just here to keep the Congressman aware of what's happening.

Orange: Alright, thank you for your attendance this evening. We have covered a lot of ground and there's still a lot that needs to be discussed. We are in the planning stages and the participation of communities along this line, your suggestions and recommendations, are welcome. I want to commend Mr. Warren Smith from the West Hills community -- they really stepped up with concerns that they have and I'm encouraging all communities along the line to do the same thing, because while it's good that you bring your concerns to the Citizens' Advisory Council, we want all the communities to understand you have legislative representatives you can carry your concerns to, you have council people you can carry your concerns to, and also the Mayor has established a Red Line coordinator -- Ms. Diggs who's here tonight -- all of these avenues are open to you. You don't have to wait until the monthly meetings of the CAC to express your concerns. We are certainly encouraging communities to reach out to the MTA, to have the MTA come to their communities to address concerns that they have. This CAC is not your only avenue to express concerns and to bring them, and I just want to again reiterate that. The communities of Fells Point have had MTA in to explain various aspects of the various alternatives that are being proposed and to ask them direct questions about issues that they have as far as their community. So we want to encourage all of the communities to do that, because it is a process, we want as much input from as many communities as possible. This project -- I've only been involved for about 11 months. Mr. Smith and others have been involved since the year 2000, dealing with issues around mass transit and once the Red Line was proposed, they've been on top of it and at the beginning of it. So I am continually learning as I go along since I've only been involved since September of last year. I see my role and the role of Ms. Spearman as being the catalyst to get concerns from the community and as a CAC as we begin to put our report together, we want to be able to express what we've heard from communities in the report that we are due to give this fall. So we want to continue to encourage that from all of the communities.

Orange: I think we're going to have a quorum tonight -- that's good. Mr. McCoach did call me yesterday -- he's going to be a little late this evening, he had meetings surrounding his job with the Planning Department -- **Al Foxx:** I left him there. **Orange:** You left him there (laughter). Well, he did contact me to let me know that he would be late arriving here tonight. Members of the CAC we have an agenda before us -- without any objections we will follow the proscribed agenda if there are no concerns -- yes Mr. Cohen? **Ed Cohen:** On the agenda is Air Quality Analysis, underneath the Mayor's Red Line Summit. I received a call from Mr. [Ken] Goon today saying that he would not be at this meeting. We had a long discussion about what air quality issues could be dealt with. Apparently, the DEIS does not include anything on localized air quality, only on regional air quality and so the questions were ones about surface impacts and those surface impact questions could properly be addressed at next month's meeting. There are however, some questions that we have previously asked the MTA and they said that they would provide answers to, and we haven't heard answers so perhaps we could use some of that time to reiterate questions that have been posed in the past to which answers have not yet been delivered to us. **Orange:** Okay -- any other concerns? **Warren Smith:** Mr. Cohen? **Cohen:** Yes. **Smith:** Not one teaspoon of dirt has been turned. The air quality they have to get and sample, through labs, what are the parts per million, micro particles, before they can come up with the statistics that you're asking for from this report. Because A -- we don't have an alignment, so we can't go across the whole city and get that and we feel that the documents and the numbers that you want have a place maybe down the road -- not today. **Cohen:** Well as I said, we should not discuss this matter today, that the questions of air quality cannot be dealt with yet based upon what Mr. Goon told me. And because those questions of air quality are questions that arise out of surface impact issues, I have said to Mr. Goon perhaps it would be better if what we did was we dealt with the

issue of surface impacts at next month's meeting as an item on the agenda and delete the air quality discussion from the agenda tonight and substitute for that questions that have been raised in the past to which the MTA has said we can't answer it at this time but we can provide an answer for you, and perhaps they can provide us with those answers at this time if they're ready.

Smith: Can we table that portion until the Draft Impact that has been submitted comes back from the FTA and we have a sense of an alignment, because it's not going to change the statement today when we still have no alignment – next month. **Cohen:** I believe it will inform us prior to that so people can have a sense of -- because right after it comes out people will not have very much time to get through a very long document, so if there are questions about surface impacts that people have I think they'd want to have them as soon as possible – obviously we can't get answers tonight, but we should be able to get the answers next time on questions of surface impacts, and Mr. Goon didn't indicate to me that that would be a problem in the conversation we had. **Smith:** We're only getting regional numbers. **Cohen:** No, not on surface impacts, on surface impacts we can get localized numbers. **Foxx:** We want surface impacts on all of the alternatives. **Orange:** All of the alternatives. **Foxx:** That's what you're asking. **Cohen:** Yes.

Diane Ratcliff: If I could clarify – I think you mean by surface impacts, localized traffic impacts? **Cohen:** Yes, and pedestrian safety. Impacts on proximity to Bayview and things of that nature.

Orange: Adoption of June 12 meeting minutes, again we want to thank Tori for an excellent job in getting the minutes from that meeting together. Clearly a lot of information was covered – any questions or concerns regarding the June 12 meeting minutes? Motion for approval? **Sandra**

Conner: I just have a minor clarification on page 13 in my comments. (Clarification noted).

Orange: Okay, any other corrections or concerns. (Moved by Foxx, seconded by Cohen, carried on voice vote.) Mr. Costello.

Chris Costello: Thank you very much Mr. Chairman. I wanted to start off by saying I want to thank Mr. Doug McCoach and his staff, Carmen Morosan, for their help in both providing a meeting location for the subcommittee and providing some support for developing the materials that I've passed out to you today (HANDOUTS). The first document of the three that I'd like to mention – as you know our first report is scheduled for September 1st and if we're going to make that date we're going to need to try and get comments in as quickly as possible. We met at the Department this week and they were able to get us a lot more data than we had before. We still did not and will not have the DEIS report to deal with until after our report is scheduled to be submitted to the General Assembly. And even if we were to wait a bit, that wouldn't give us much time to look over that to any great extent, so we are working under the assumption that we're trying to get this report to the General Assembly on or about the 1st of September. That being the case, we're hoping that starting today we can approve the outline of the report and we can start by sending out the materials for comment to both the members of this Red Line Citizens' Advisory Committee and any other group in the community that has an interest and would like to have the opportunity to make a comment. We are operating under the assumption, I would say that it's a reasonable assumption that we would not want to discourage anyone or group that has a legitimate interest from offering a comment and it is our understanding that we would want to include those comments with our report in a meaningful way. That means that if we start with today we would hope that we would have, the MTA would be able to provide us with the data we need for the evaluation criteria by the 16th. By the 23rd we would be able to submit the draft report to the CAC and then we would begin throughout this process collecting comments and August 6th we would have as a deadline for receiving comments. Now that's less than a month away, so we intend to move very quickly and we hope that everybody here in this room and all the groups that we're in contact with will quickly get this outline out after it's

approved for various different interest groups and individuals to begin to look over and submit their comments. That would include the Mayor's Red Line Coordinator, Danyell, and then by August 14th, which is our next meeting, we would be able to submit a draft report to this body. We would have an opportunity to look at that, work on it and have our report ready to go on or about September 1st. I think September 1st is actually Labor Day weekend, so if we were a little bit later than September 1st the General Assembly wouldn't complain. **Orange:** Let me just stop you for a minute, ladies and gentlemen, what Mr. Costello is discussing – through the legislation that passed the General Assembly to create the Citizens' Advisory Council – he's talking about a report that we are required to submit to the General Assembly by legislation. That's what he's discussing now. He's going to be discussing what the subcommittee of this group is proposing as far as content to go in that report and again one of the things he just mentioned that communities that have comments to make based on information you have received from briefings and workshops of the MTA that you may have some concern with, then it is important to get that information to us. We will not be judging pro or con your concerns, but we will include that in our report to the General Assembly to let them know that there are concerns from various communities. Also, I want to offer for anyone who would like to have some of the refreshments – the refreshments are not just for the members of the CAC, so if you want to get a soda or a sandwich or something, anyone here in the audience, you're welcome to do so. Mr. Costello.

Costello: That would be the timetable that we would like to adhere to insofar as the General Assembly has given us specific criteria that they want us to report on. We think it's possible for us to get through this outline without a whole lot of discussion because the General Assembly has pretty much outlined what it wants in that report. If you take a look at the contents, we have a title page with a table of contents following that. We will have to develop an executive summary based on the input that we have and that which we will receive. We will have to include a Red Line planning process to date, which is a description of the development of the Red Line project as planned by the MTA. This is not something that necessarily that we're doing. And then Section 4 would be an explanation of what our group has been doing, what we've been commissioned to do and how we have met those requirements, how they're being fulfilled. Section 5 is going to be the meat of this report. This is the preliminary data and community response. And if you go into it, Section 6 will be an appendix which will be any of the materials that we attach to this, probably includes such things as our minutes and other documents.

Costello: We have several missions that we've been given by the General Assembly. Mission number one is to ensure the Red Line project provides compensation for property owners whose property is damaged during construction of any Red Line project or portion of a project, I suppose, redevelopment of commercial areas surrounding the Red Line transit corridor in Baltimore City and Baltimore County, 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. The table that you see before you is re-formatted to fit into an 8 ½ by 11 – you've seen this before at previous meetings but it was on a legal size document and because we're going to try and send this out as a PDF, it will be much easier for people to download if it's 8 ½ by 11. And then you see below that several criteria we're being asked to comment on. Again, these are the criteria that have been given to us by the General Assembly. Number one is the project compensation, which includes property acquisition, business displacement, and property damage during construction. Now we thought about maybe sending this out as a Word document and actually having people be able to type right into that little box down there – Word documents are messy and somewhat prone to being altered or falling into disrepair, so we decided this really needs to be a PDF. So we're going to ask people to send us comments and to reference the section to the extent that they possibly can. So this is not going to be actually a box in which you will be able to submit your

data. We tried every which way to do that, it just isn't possible to do that. 5.1.2 is the employment opportunities related to the Red Line, we've pretty much covered that already. Mission number two under Section 5 is to ensure that the Red Line project takes into consideration a full range of construction alternatives including underground rail option as well as modes and alignments – I think we have 8 of them there, no I'm sorry it adds up to 9. Again we have a table with no data – we hope to have that data by the 23rd or the 16th. Again, we have the subsections -- review of the DEIS alternatives, review of the TRAC alternatives, Fells Point alternative. Now those were two presentations that were made here during the course of our deliberations for those people who weren't here. 5.2.3 is a Minimum Operable Segments. I don't know if you really want me to go through this in much more detail –

Orange: We just wanted you to outline what we're required to put together. **Costello:** Each and every one of these missions is taken directly from the legislation. Each and every one of the criteria are those which we have taken from the legislation. So we take no pride of authorship in any of the material which is in here except the tables you have approved at previous meetings or at least reviewed them. As we go along we hope to fill out those tables more so that when we send this out to the community we'll have more data on which to base their comments. It's an extensive report if we in fact do complete all these tables and comment extensively on each one of these criteria. What we hope to do – and the last document you have here is a request for comments page which is essentially like a cover sheet that will go out with this explaining to people what we're doing and how they can comment. We're going to ask that the comments come back by electronic mail. We will not be able to take people's oral comments, we will not be able to take hard copy and be able to stay within our timeline. If somebody wants to jot down something by hand and send it to us, it's going to create a problem if we get a lot of that. So we're hoping that everybody will be able to put their thoughts into an e-mail and send it to us. What will happen is that I will turn that around with the help of Doug McCoach's office. We'll put this into a form and by the next meeting, prior to the next meeting we will have a draft for you to look at. **Orange:** You have to also ensure that you give that e-mail address out that you want people to send their comments to. **Costello:** In fact it's in the cover sheet, it's my personal e-mail. Doug thought it was better to send it to me as the subcommittee chair and then I'll pass it around. We had a meeting with the MTA and they were very clear about wanting to help out with this but we told them we thought this was something that we as a Council really need to do ourselves and they were very much relieved to know that they didn't have to, but they were willing to help out as much as possible. But they are helping us by getting us the stats. So if that's suitable to you I'd be more than willing to answer any questions.

Orange: Any concerns from the CAC members on the draft outline for our report? I think Mr. McCoach and Mr. Costello are doing an excellent job in the timeframe that we're working with to try to get this together. I want to commend them for their efforts and any help and support any members of the CAC can give please do that. I'm going to move the agenda and ask the MTA to make their presentation on the Minimum Operating Segments. **Costello:** Mr. Chairman, do we want to approve this? **Orange:** Sure – do you want a motion? (Motioned and seconded, carried on voice vote). Thank you. Are you ready Ms. Ratcliff?

Ratcliff: Good evening. I'm Diane Ratcliff, the Director of Planning at the MTA. We don't have a handout. An MOS is "Minimum Operating Segment." What we wanted to do is discuss what they are, the use that you might have for them, and later when it's a more appropriate time in this project to actually pick one if we need to or to keep it in mind as you go through your deliberations on the alternatives and the modes. A minimum operating segment is a portion of a larger project – this project is 14 miles long – a minimum operable segment would be less than that. There's no-- has to be half, has to be 2 miles, there's nothing like that that would come

within this minimum operating segment. It's something you choose yourself among your project team for a number of factors that helps your project move forward and make sense. I'll tell you first off before we start talking about some of the options, MTA's goal would be, if the build alternative is picked, to build the entire project. Our MOS is end-to-end, we would like to see that happen, we plan to go forward, of course, in the Draft Environmental Impact Statement, DEIS, where we are now, as well as in preliminary engineering, final FEIS you get a record of decision on the entire project. Even though that would be a goal and the goal of everyone in Baltimore to see the entire thing built if we choose that option, there are factors that come into play and that's what we wanted to talk about with you. Financing – we may not be able to afford the whole project at once, there's a number of things at the federal level we need project funding, at the state level, there's been talk with no resolution on whether it will be dollars or in-kind support of right-of-way, things like that, in local contributions. At the high end in round numbers we're talking about probably a billion-dollar project – it's a huge amount of money and it's not something that's easily available as, the economy changes, different things are happening at the state legislature changing the availability of money, the MTA has to balance existing transit needs with the ability to build new projects. That could be one factor. On the other hand it could be that disruption, construction impacts to neutralize, things like that we would want to build the project in segments. It could be a time thing, it could be we want to get something done quicker and then do other segments as it became more timely. One example of that is how the Baltimore Light Rail Line was built. Those of you who were in town and might remember – there was a goal set by then-Mayor Schaefer, when Oriole Park was being built and he decided that the Light Rail line would open the same day as Oriole Park. And so that segment from Timonium to the ball park, to Camden Yards, opened in the spring of that year, April of 1993. The ballpark opened and Light Rail operated regular passengers, it was totally in service. And what you would be looking for in an MOS, with that as an example, is logical termini. Is there a reason to start in Timonium? Yes – it was where we could collect a lot of people, it had a park-and-ride, things of that nature. There was a destination, downtown Baltimore, the ballpark. And soon thereafter, because the other segments were under construction, the line continued to open next to Linthicum and then at the end of the year on down to Cromwell. That was the first segment. Now several years later, there were three other sections that were built, three small sections, one provided connectivity to BWI Airport, another very short section provided connectivity to Penn Station, commuter rail, Amtrak, and the other was to the Hunt Valley area, which was 10 years ago and is still a growing employment area. So those are examples of how something was phased in and broken into operating segments that made sense for what we wanted to do and what we could afford and what was happening at that point in time. The same thing could happen to the Red Line.

Ratcliff: I brought a map of the alignment – I don't know how much the community wants to discuss this. There's some strategies where you might say we'll go from east and just continue west. You may say we'll go from the west, build to the east. You may say we're going to start in the center, move out to both ends or move a little bit at one end. There's a tunnel or not tunnels in sections, there's going to be some areas that are way more costly. These are the things that we want the citizens who are the recipients of this line to think about – how you would want it to go forward, where do you think the best attraction of ridership would be, because construction most likely would be phased and a phased construction technique could just stagger things, stagger the expenses without having to define a minimum operating segment. It would be phased as first, second, third, fourth, fifth – however many construction stages, segments actually just make sense. So I think the tunnel would be one entire segment because you wouldn't want to do half a tunnel and then another – on the other hand, maybe construction techniques allow for that and we would want to split that up. That's some of the thinking that, after we pick the alignment, after we pick the mode, and pick the build alternative of course and then based on the funding that we

see available this next winter from both the state and the federal levels, and what kind of reception we get for the project in general, we would be discussing how to apply for the project to the Federal Transit Administration, how we're going to look at this, the cost has to be reasonable. It may be reasonable because we've taken a minimum operating segment and not the whole thing. So that's just a general sense of what an MOS might be, what it could accomplish to help make the project successful and some of the choices that would be ahead of us. Choices for good reasons, for bad reasons, for strategic reasons and none of those factors are known enough at this point in time that we would want to narrow the project down and pick one. So at this point the whole project's going forward and we would go end-to-end without picking an MOS, but knowing that in the future that may be highly possible.

Robert Keith: Doing it in segments, how does that relate to the New Starts requirement in terms of the cost-effectiveness evaluation? **Ratcliff:** The question is one of the criteria the MTA has to meet, or the project has to meet, when you submit your project to the Federal Transit Administration for your rating. They have measures where they take the ridership, the time savings, the cost of the project and come up with a factor that is a number. Their number that you have to be below is \$23.99, that's the magic number. Given that, as Mr. Keith says, what if the project just can't meet that? One strategy would be to pick a logical section that is shorter, would have lower costs, still maintain the ridership hopefully because we picked good solid pieces to serve and then go forward with that to start with, yes that could be a starting point. **Keith:** Does each segment have to meet the test? **Ratcliff:** It's sort of a yes/no answer. Your minimum operating segment has to be chosen and constructed as if that's the only thing you're going to do. So if nothing else were to go forward on the test of what they call logical termini, on both ends it has to be able to provide a service that's useful to people and provide something worthy of that investment. Now if it's known that there are going to be other phases, that's fine, but each of those would have to have logical termini. So we wouldn't build a section and call it an MOS that ended between stations. **Keith:** So in other words, you can't look at the future segments as credit towards whether your number's right. **Ratcliff:** No, because then that would be our segment. Either stand alone or hopefully we just have the whole project going forward, but phase the construction, phase the financing but know what sequence it's going to follow in. **Costello:** Let's say you did one section, and say you were under \$24 for that section and then you added another section and the old and the new section combined was under \$24 or would the new section have to be under \$24 all by itself? **Ratcliff:** I don't know the answer to that. The Federal Transit Administration would have to weigh in on how they would evaluate that. I would think the second section would stand on its own because you've already spent your money on the first but I don't want to say inclusively that that would be their answer. **Cohen:** Can we get clarification on that? **Ratcliff:** We can ask them.

Orange: And I think it's also important that the members of the audience particularly understand that once you go back for that second section, again you're going through Federal Transit Administration approval of the project and whatever the dollar amount is at that time, because there's some speculation that it may go up. **Ratcliff:** Escalation would be working against you. **Orange:** Right, it may go up from \$23.99 and go to \$24.50 or may even go to \$25, but each section has to have a definite beginning and ending that serves a particular purpose. Because there's certainly concern on the west side about what's being built, because we've got the 'highway to nowhere' – that was part of the first section but because of community opposition and for some reason not the right kind of communication, the project was stopped at Pulaski Street. So we want to make sure that's not something that's going to impact the Red Line, where you build a certain section and it really has no function. **Ratcliff:** And that's the purpose of the logical termini in your minimum operating segment. It really has to connect on each end and serve good places.

Smith: Do you have to go back to the TEA-LU process which is every 6th year? **Ratcliff:** The U.S. Department of Transportation re-authorization, yes. **Smith:** And another New Starts with the second section or would this be a continuation application? **Ratcliff:** Yes and no again. Your project is authorized in funding that's available with each federal Department of Transportation authorization. The one that's in place right now expires at the end of federal fiscal '09 which is September 30th of next year. There will be a new one, it would reauthorize the entire New Starts program, or the Federal Transit Administration set a dollar limit, sometimes they put legislative language in that helps guide the program and then that would be a place to get your funds authorized for that next 6 years. If your funds aren't authorized, you're in between authorizations – even though your funds are authorized, they're not spend able until they're appropriated. And they appropriate the federal funds on a one-by-one-by-one year program basis. A fiscal year appropriation again getting formula funds, the capital program we use to buy buses and things like that, all come through the annual appropriation. What the Federal Transit Administration does is, because you can't sign a contract for a multi-million dollar project based on getting money on a one by one year basis, they have a mechanism called a full funding grant agreement and what they do is after they've analyzed your whole project, looked at all your capital costs, approved your project to go from the stage we're hoping to get to – preliminary engineering -- into the next step which is final design, they've looked very carefully at all your costs, they do a risk analysis – have you done everything to minimize costs running over, things of that nature, they've assigned people to work with you. They then do what it called a full funding grant agreement and what that is, it looks at how much federal money you could use on a one-by-one-by-one year basis over the construction time frame you've chosen. The state money-- your finance plan, that you're putting on the table to match this. Right now the best that people are getting is 50% federal money for their projects. And then you negotiate and they sign the full funding grant agreement. Even though the money still has to be appropriated every year, it's the Federal Transit Administration's intent that your money comes off the top and that you will get those funds appropriated. So when sometimes you look at the different discussions of federal transit funds available they'll say FFGAs and then have a certain dollar amount next to that – that means for that particular year that's how much money for the number of programs out there with their FFGAs they intend to give to support the promise they made. So that would all be going on with that independent vote that the authorization you're referring to.

Smith: Theoretically – for the Red Line first passenger boarding, are we talking 2020? **Ratcliff:** On an optimistic schedule we'd start construction in 2012 and then depending on how construction was slowed, the timeframes and things of that nature, 3-4 years until the first passengers, longer maybe until the whole thing is finished. **Orange:** Ms. Ratcliff, could you for the members of our audience who might not have been at the other meetings, could you state at this point what the state has submitted to the Federal Transit Administration and what at this point has been the response if any from the Federal Transit Administration? **Ratcliff:** Sure. The step of the project that we're in right now is the Alternatives Analysis section and that's very much what you hear in these meetings or what the CAC is seeing -- the different modes and the options and the alternatives that are under evaluation on where this project should go, where it would be built, how it would go about it – that's combined in our case with the Draft Environmental Impact Statement. So the project has to comply with the National Environmental Policy Act, and in addition – it's almost a parallel process – the New Starts Program which is the federal umbrella program these kinds of projects come under for criteria as well as funding. The draft you have heard people talk about is the Alternatives Analysis/ Draft Environmental Impact Statement – the AA/DEIS. The MTA has submitted that to the Federal Transit Administration, our regional office is Philadelphia, and because of it being a New Starts project, the headquarters out of the Washington office are also involved. They've had 60 days to review it – and of course the

document is hundreds of pages, and they have to look at it for legal sufficiency and all types of other things. We met with them two weeks ago, got their initial reaction to the document, some comments – they were very positive, but they had comments, of course – the magnitude of the document, there's things from their perspective they're looking at. We are due to have their written comments next Monday. But overall they were extremely positive and felt that we had done a number of things right, we were presenting the information they hoped it would serve all the purposes from their perspective. We had a whole set of basically boring legal requirements because you have to check off all the things that regulation makes you look at and analyze. We have to make sure the communities that are part of this project understand what is going on. We felt we did a nice job balancing those two pieces of it – you'll be the judge in the beginning of September. One other thing and then Dr. Orange can decide about questions. We also had a meeting about 6 weeks ago at the FTA headquarters office. As you have heard we had to build extra time into the schedule over the past two months to do improved travel forecasting for the project. Transit projects are unique in what they need for travel forecasting compared to the standard regional air quality type forecasting models. We've worked with FTA before, we got positive feedback six months ago when we were there, we even got better positive feedback, they commended us for coming in early, for coordinating, they said we were definitely on the right track with that and some of our consultants who were with us that go in with other cities said they don't hear that with other cities. We listened to what advice they had to give us, they're our audience for this in a lot of respects. So we felt real good about both of our meetings with FTA in the last two months.

Keith: We have about 12 alternatives and of those, only two, according to the information we got last meeting, come in below the \$24 amount, those were surface alignments, where are you now with that situation? **Ratcliff:** In the numbers that we've run on the project to see where we were, there's some things that just need to be refined. We're at a very early stage of design, so a lot of the cost numbers that were used were gross takeoff estimates, if you're moving, say, so many cubic million yards of dirt it's going to cost you this much, now if you look at other construction techniques it might be lower cost. An underground station, for the tunnel part in Baltimore, costs quite a bit of money to do the elevators and build an underground station, we can evaluate how many of those we really need to serve the downtown area. There's just a number of efficiencies that you can do at this level of design and then there's some that would be built in when you do your more detailed design. **Keith:** Are you going to be sharing different ideas and thoughts with us? **Ratcliff:** They're not ideas yet –they're places we want to go over the next 6 months. Our goal right now is to get this document out to everybody and to manage the comment and hearing process, but the technical team has talked about needing to take the step you're talking about and that will also be as our ridership and travel forecasting goes into what we call a phase two level of refinement. We did an onboard origin destination survey of a statistical sample of Light Rail, Metro, MARC, buses, to feed the travel forecasting model the data that represents what people do today and that's going to help us as well to refine the model and the ridership. **Cohen:** Can we get a copy? **Ratcliff:** Of the surveys? **Cohen:** Yes. **Ratcliff:** The survey instrument is available, the results are not yet. **Cohen:** When they become available? **Ratcliff:** Okay.

Foxx: Just a question on when we would need to ensure that we are below the \$23.99. Although you presented several alternatives and gave the costs of doing each one of those alternatives, the important data as I understand it, is when you get ready to go forward with the locally preferred option, that's when your dollar amount becomes important. With the alternatives that you have out there now, we can take from one and put on another, look at ones that you like and add and subtract as long as you come up with the \$23.99 that's at the end and that's what you want to go forward to the FTA with. You have a hearing session coming up and you have a lot of other

opportunities for public hearings to make it known what you think the thing should be like or look like during that process, but it is very key for MTA that when they get ready to submit their locally preferred option that it falls under that \$24 criteria, when they go forward. **Ratcliff:** Right. **Foxx:** And it may be a totally different form from one of the alternatives but it's got too stay within the alignment and scope of what they currently have. **Keith:** If it can't be a tunnel we'd rather not have it happen and the way to bring your numbers in line, you lose the tunnel – that's a fear. **Ratcliff:** We understand that and we trust that your comments into the official record will reflect your concerns and your wishes for where the project runs. **Orange:** Mr. Cohen. **Cohen:** Director Foxx is referring to the modifications that we could make, mix and match in order to try and get some alternatives down to the \$23.99 level. Currently the only ones that meet that criteria are the all-surface alternatives. Next are the ones that have a downtown tunnel and about a dollar more than that is downtown and Cook's Lane. The question that I have – if we're going to find a way to get down to \$23 from now \$30, we had requested last time if there were any other transit agencies in the country that had alternatives that were up at that level that they were able to bring down and we were not able to get a response last time for that question – has that been looked into? **Ratcliff:** It has not been looked into – our efforts have quite honestly been focused on the document, getting that to the FTA, meeting with them. What we would want to do to answer your question is find out how the project was defined and then what they did, so it's not a quick phone call, it would take some delving into and some research. **Foxx:** I think their response on that was that they had to call the individual states and talk to the states because there's no document out there that says this is what they did. So you have to talk to the individual states and see what process they went through, what they started with as the dollar amount and all of the processes they went through to get it down to the magic number. And, also if you remember they said that magic number changes. **Ratcliff:** We heard it might go up 50 cents this year to \$24.49. **Foxx:** But that helps us out. **Ratcliff:** Oh it does except that our costs have to be, you know – **Cohen:** Costs are going up faster. **Ratcliff:** Yes. **Orange:** Warren?

Smith: I want to add on to what Mr. Cohen just stated. The \$23.99 from what we've seen as a model has been 14-point-5 miles – we were only legislated 10-point-5. So if we take that – **Orange:** Let me say something here – we need some clarification. There's this understanding that MTA has moved away from the legislation and I thought Senator Verna Jones dealt with it last meeting that when they decided to add on that was taken to the General Assembly, to the legislators, am I correct? **Lorenzo Bryant:** Right. **Orange:** And that they approved going from 10-point-5 to 14-point-5, so I want to get that out of the way. MTA didn't just do that on their own and the legislature didn't have any knowledge of it, they approved it. **Smith:** I'll sidebar with you on that. **Orange:** Well, that's my understanding from talking with Senator Jones – that they were made aware that they were extending past what had been legislated. And the Governor gave approval, the Secretary of Transportation gave approval, and there was no opposition from the members of the legislature. **Smith:** There's no legislation that can be found to support that. **Orange:** I didn't say it was legislation. I said once they decided to go from 10-point-5 miles to 14-point-5 that was taken to the Governor and Secretary of Transportation, they approved it and then they went to the leaders of the legislature and there was no opposition – they didn't have to create new legislation. **George Moniodis:** Just like an executive order. **Orange:** Right – just like an executive order, they didn't have to create new legislation. What you want them to do is go back and get legislative approval and get a bill? **Smith:** No – what I'd like to do is be able to find that motion through last session. **Orange:** What I'm trying to tell you is that it didn't have to go through the legislature. **Smith:** Someone had to approve – **Orange:** The Governor did, that's what I'm telling you. **Smith:** There should be a record of that. **Orange:** I don't know if he issued an executive order – the Secretary was informed, the Governor was informed, legislative leaders were informed and there was no opposition to going from 10-point-5 to 14-

point-5. I'm sure if the legislature had opposition to it, there would have been some action. Senator Jones said there wasn't any opposition when they brought their information to the legislative leaders about why they wanted to extend it, the communities they felt it would serve – there was no opposition. **Smith:** My statement, where I was going, that I'd like to table. There is enough length in there that that 14-point-5 can be shortened to meet the financial requirements per mile that we're seeking and for the first time mentioned this evening there will be private contributions to help bring the costs from the state and the federal down. **Ratcliff:** No – no, no, no. I said we might be looking for local in-kind contributions like city street network, maybe Bayview would donate the property – we would welcome that type of support. **Orange:** Yeah, if they want to give some money away (laughter). **Ratcliff:** We would welcome any contribution to support the project, of course, and you know sometimes being on a public street would be looked at as a local contribution. So I didn't mean that we were going to go soliciting foundations or anything like that. **Foxx:** Just to make a comment about that – even if you got a ton of private money, the FTA is still going to evaluate the costs on that \$23.99 – it doesn't make any difference what money you're getting or where it's coming from – they're still going to do the evaluation. **Ratcliff:** Exactly. That's your financing report. And just what you're talking about whether it's the 10 miles, the 12, the 14 what have you, is the evaluation that assesses whether there's a minimum operating segment or not. So it may be that what you call the original 10-point-1 miles is where we need to go – it may be the original, it may be a different 10-point-1 miles. That's the conversation we're not quite ready to have, but we need to have in our minds. **Orange:** If you do it in segments, it may be less than that. **Ratcliff:** Exactly.

Orange: Mr. Cohen. **Cohen:** The two alternatives that do meet the threshold, the all-surface alternatives, it really doesn't make any difference where you split them that much. It might make a little bit of difference here and there, but because they're all surface, the costs would be distributed across the line, not completely evenly than with the alternatives that you see at least as much as the downtown tunnel. What this means is that the advantage that you get from an MOS is somewhat limited here because we've got these two all-surface projects where we don't need an MOS but perhaps stages and where the other alternatives that are more desirable to more people the MOS mechanism to try and get something built is not favorable to what we need to do for these other alternatives. This is in contrast to the alternatives for heavy rail that have been talked about and presented to us – we have a central tunnel in place, and so we would be talking about extensions at one end or the other and as we saw at a meeting several months ago when they were talking about Mr. Keith's alternative, an east side alternative was only 24 percent of the costs for heavy rail and going all the way across town. So there are heavy rail MOS alternatives that do provide a way of really knocking down the costs. I did receive from PB Engineering what they put into the connections for buses to our alternative and what we have was they hadn't split any lines the way they are split at Mondawmin, Rogers Avenue, and this we felt significantly lowered the ridership numbers and increased the cost-benefit ratio. So I would hope that as they go through this they would also at least look at MOS possibilities for at least the east side where there's clearly a much lower cost, because they did say that they would do this for us again to get it right. And so I would hope that we could get that done. **Orange:** Any questions from the audience before we move the agenda?

Judy Boulmetis: If you do it in segments, will the power stations be included in that segment that you have, so that if you were to build it right in the middle then you would have – I don't know how much power stations are, like \$10 million or something – **Ratcliff:** I wouldn't even guess. **Boulmetis:** So it's \$10 million for a segment lets say from a MARC train station to like Edmondson Avenue maybe, that \$10 million would not be included in Edmondson Avenue to the next part, right? **Ratcliff:** Right, because it would be in the last part. **Boulmetis:** How many power stations do you think there are for this project? **Ratcliff:** I wouldn't even guess and I'm

not sure we've done the level of engineering to even determine that, there's a rule of thumb – for light rail depending on the grade and the amount of power and the length of your trains, you need one every so often and the electrical systems engineers would know how many, you know, thousands of feet you need to re-boost up your power with another substation, I wouldn't even venture it. **Boulmetis:** Would that be a criteria then on how you decide on what segments you're going to put in? **Ratcliff:** It would be not so much a criteria, but when we cost it out, segments, to see where we would go with this we would have to look at all the factors that go into that. And another thing, if we built an MOS it would have to include access to a maintenance yard, so that would be another feature that we'd have to look at, where that would be located, how you reach it and that may steer where an MOS – if we go to an MOS, we're not there yet – **Boulmetis:** That first segment then would really be the heart of the system and may possibly be the most expensive when you think about having the maintenance yard and power station. **Ratcliff:** What you're saying makes some sense, I'm not going to say they – **Boulmetis:** You can't build a downtown tunnel and not have it powered – **Ratcliff:** Of course you have power, yes – **Boulmetis:** So you really, I think, would focus on where you would have to put your trains and where you're going to get your power from, because that really is where you have to start – so would that be where you would have it, where the state owns the most land already? **Ratcliff:** There's so many factors, I wouldn't want to say yes or no to that specific question. **Orange:** One more. **Chuck Vennick:** Chuck Vennick, MTA. In the current DEIS that you have submitted to the FTA – was heavy rail included in the alternatives analysis? **Ratcliff:** Not in an option that we carried forward. **Vennick:** If we build it underground, do you plan to use current tunnels that are in place or would you build a new one? **Ratcliff:** They would be new tunnels. **Cohen:** In terms of the alternatives we have – if we run the trains and have a lot of streets that don't cross the tracks because they would be making right hand turns only, what that does among other things, it allows the trains to have shorter travel times, cause the more intersections they have to cross the longer the trip travel time across the surface. **Ratcliff:** Right, they'd be faster. **Cohen:** They'd be faster and the faster they go the lower our operating expenses, because the fewer trains we'd need at the same headway. So does that mean that the one way that we reduce the costs is by reducing the crossings, the number of roadways crossed? **Ratcliff:** That would be one strategy for safety as well as travel time, but you also look at what you're doing to the local travel network. Optimum travel time is something you would want whichever the service is, whether BRT or LRT, surface or tunnel because you not only want to get people who are transit dependent riders but you want to attract choice riders, even if the price of gas goes down. **Orange:** Thank you Ms. Ratcliff, we're going to move the agenda. Ms. Danyell Diggs, coordinator for the Mayor's Office for the Red Line.

Danyell Diggs: Thank you. My name is Danyell Diggs and I'm the City Red Line coordinator. On May 10 we had the Mayor's Red Line Summit where we announced that we would be doing Community Compacts. The purpose of this Community Compact is to bring people together to talk about the benefits and the opportunities for the Red Line and to make sure that the City and the communities define the success of the Red Line. Since that time we've brought in community leaders to craft specific language for the compacts. We had over 100 people participate in four different workgroups. Arlene Fisher, who participated in several of the workgroups, I'll bring her up in a moment to talk about some of the options. One of the questions that keeps coming up, people are constantly asking me – what does this all mean and what is the accountability piece for the compact? To be honest, we struggled with this whole accountability piece. When I think about it, when you have a community compact, our first hope is to have people of goodwill, good faith come together and work hard and get it done. That needs to happen, but realistically we know you need more accountability than just that. So what we have been talking about and what we wanted to share with you and get your feedback on what you think about the compact, the actual document that folks are going to support and sign. All of you have a copy of the compact,

which are the goals, we want to look at specific strategies, which are the bulleted items in the compact. That would be implemented through any number of legally binding documents and as Diane mentioned, there are numerous legally binding documents that have to be done in order for the Red Line to even move forward. Some of these legally binding documents are the federal Environmental Impact Statement, the water quality permits issued by the Department of the Environment, we have memorandum of understanding issued by the State Historic Preservation Officer, we have right-of-way permits, there are a lot of legally binding documents, so we're looking at specific strategies and how we can implement them through the existing legal documents. From there, what we're looking at is a Steering Committee, which would be appointed by the City, and would be the long-term mechanism to keep each other accountable as far as mutual implementation. We really don't want to go too far without the CAC seeing a copy of what we're doing, this is still in draft form. We didn't even want to go too far without letting you all know about the Steering Committee. One of the things that I think is a goal for all of us is that we want to get maximum participation from everyone, we want folks to be engaged at all different levels, various organizations, various communities. So when you look at it, CAC plays one role. Of course, you all know you're limited by law as far as your membership. Our thought is this community compact Steering Committee plays another role, is another mechanism. We also discussed in our compact what's called the Station Area Advisory Committee and that could be another mechanism, so we're just looking at other ways to get folks involved. Arlene, please talk a little bit about the highlights. We didn't want to go page by page.

Arlene Fisher: Thank you Danyell. The Community Compact has four themes – and I think all of you have copies of it. The themes are Putting Baltimore To Work On The Red Line, Making The Red Line Green (Environmentally Friendly), Community-Centered Station Design, developing a long term stewardship program, and aggressive Planning For and Managing Impacts During Construction, so that we can limit negative impacts. Let me go back. Aggressively Managing Community Impacts means three things – clear and excellent communication between the community and any group about the Red Line. So that we're working with the community and the community will take possession of what the stations are and what happens with the stations. These will tell us what's going on and put people on the streets to interact with the community and provide support for the community, also for the businesses in the community that will be impacted as the construction is going on and also development as it goes on. And the development, of course, of construction restrictions, like no night time construction, zero involuntary residential displacement. A community-centered station design process means the community is engaged early and often not just once the station's built. They should look to the City to target programs like Healthy Neighborhoods or Main Street and we need this along the lines of transit-oriented development to help neighborhoods be involved in the Red Line and invest in the area around the Red Line in the neighborhood.

Fisher: And we were also thinking about Community benefits agreements that will impact the neighborhoods. Making the Red Line Green – we're looking at things that will make energy savings around the Red Line, how they're built. Some of us toured what was happening in Portland and how the centers reflected the culture of the neighborhoods and by doing that we're looking at communities taking possession of them, so that after they were built people wouldn't just walk away or throw trash there – it would be part of the neighborhoods. Also, creating green spaces along it, also looking at parking, looking at bicycle, not only trails, but racks where they could put their bikes so they could get on there. Also, looking at setting up economic empowerment offices and making sure jobs were locally centered so that people who lived in the neighborhood – even though we keep saying this, we say this every time we do a construction project and it always comes up with all these 10-thousand rules why they don't hire people in the neighborhood, but we're looking at utilizing some of the trade schools like Carver and Eastside

and beginning to do training and finding out what kinds of jobs are going to be available so that they can begin to center and direct youth and also adults toward training courses. We also were looking at the minority businesses that need to be certified so that they can bid on some of the contracts, to work on the certification now so that when the contracts come out they'll be available and certified and ready to bid on them.

Diggs: Thank you Arlene. One of the things I just really wanted to emphasize – in order for this Community Compact to be meaningful and for it to work, is that we need broad community support and that's the bottom line. That doesn't mean there's going to be 100 percent agreement, but that we have a good sense in the community of what the benefits are, and the opportunities and challenges for a project like this. Where we're going with this document – we have a draft as you see and we're going to post it on www.mayorsredlinesummit.com, we're going to send it out to all the Summit participants early next week to get more feedback. One of the things we're asking the community organizations, advocate organizations like Baltimore Heritage, Maryland Minority Contractors Associations, Job Opportunities Task Force to also sign on with this. My hope is that you all will take this back to your community associations and get support for them to sign on as well. The last thing I wanted to emphasize is that this compact is not just about what we want MTA to do – it's actually a trio – it's also what the City and the communities will do to help the Red Line move forward, it's a partnership. **Orange:** Yes, Mr. Costello.

Costello: The whole issue that concerns me most as we were preparing to do this report and talking to the consultants, one thing we cannot expect consultants, engineers, and planners to do is figure out how we're going to get optimum employment benefits such as we've outlined in this preliminary plan. We would certainly appreciate anything you can give us in your comments for our report, but knowing how things are, hoping that various different groups would come together to provide cooperation, I tend to think it probably won't happen unless there is significant, and probably, an expense that's going to have to be incurred to develop that kind of activity – identifying jobs, identifying training programs, getting people, not just tell them that jobs are out there, you're almost, in some cases, really going to have to lead people by the hand, that's something I fear we may not realize. **Diggs:** That's something I'm aware of. One of the things we're looking at is an economic scan where they actually look at what type of opportunities, jobs for a transit project like this, what type of training. Looking at the City of Baltimore do we have the type of engineers, whatever, so we can try to plan it in advance. That's one of the keys to look at, the training, and that was one of the suggestions to have an economic empowerment office as one of the strategies.

Costello: At one time we had a very active, very good employment service at the state, where they actually did identify people, their skills and helped them locate training, like a CETA program, where they actually did this sort of thing.

Fisher: I think this Red Line provides us an opportunity to be creative and do some of the things we haven't done before. We've talked to some of the other states that have done transportation systems and we looked at what they set up. They set up Community Benefits Agreements because the states were in control of the money and their goal is giving the contracts to the contractors. It's not what they want, it's what we want if you want the contract. So I think it's giving us an opportunity here to set it up. And we're saying if you want to bid on our contract, you need to do A,B,C,D. Now if you don't want to, there are other people out there –

Costello: If that's the case, if we can control that, that might be a big help. But I suspect that the federal government may not permit us to restrict monies in that way. If they don't that may not work. **Fisher:** But they have done it in other states. They've done it in Portland and a couple of

other states. **Foxx:** If I may make a comment about the Compact, having seen all the effort that has gone into this, I think it's a document that has a little vision with it. Too many times when we have major, major projects going on in a particular area, the only time we get concerned is when construction starts. Well, most of the time when construction is starting, it's a little bit too late for the community. I think the Mayor in her efforts with this Community Compact and getting the communities involved is saying this is how we see success if we're going to do the Red Line. And success is a lot more than just putting the tracks down and getting the train and getting the ridership, it also involves jobs, education, community appearance – how the stations are going to blend in with the community – it involves a lot more than just that track. And so I see this compact as saying we want to get ahead of the ballgame and we want to lay out to you how we see success – now let's work together MTA and see how we can achieve this. That's what this compact is doing. I think MTA has been on board from day one as you started doing this. So I think this is a little bit of vision on the part of Baltimore City in spelling out success from the community standpoint. You know success to them is getting the track down and getting the ridership to justify it, but for the community it's a little bit different. **Orange:** Ms. Conner.

Conner: I really commend the Mayor and the efforts, Danyell, that you've put into developing this concept. I attended the Summit, I also attended some of the meetings. One of the questions I have living in the County – how do we make sure that there's a relationship with the County and any of the other counties nearby, to meet the comment that Mr. Costello said in filling jobs. I understand that you're looking at the City first, but what relationship are you all developing with Baltimore County? There's a little piece of the Red Line that's in the County.

Foxx: They have been reaching out to the County. **Conner:** So, to that point, if they are reaching out to the County, can we expect some of the exact same things, the exact same vision we share, to be a part of, extended. **Smith:** I met with Mr. [Sam] Moxley from the County [Council]. At this time the County is positioning the students and the technical schools to avail them and right now because they haven't come completely aboard the Red Line because it still heads to the County and their revitalization on that southwest corridor. The County's interested in coming aboard but they haven't committed to coming aboard because the city and the state haven't said this is what we want, but they have students already, class of '10 and '09 that are electrically trained. They've got a few of them through the MTA subway system, so part of what we're trying to do, the County and MTA have already opened up a few apprenticeship programs. We have people throughout the state who are qualified, with no jobs. We have engineers with degrees in mass transit engineering, they have to leave the state. So the City's coming aboard and where the County has the physical bodies and once it all comes together I think it will work, because this is a vision thanks to other cities – they've done it, we just have to take what's good from that and implement it here -- much easier. **Diggs:** Just to piggyback, coordination needs to take place at some point. **Orange:** Mr. Cohen. **Cohen:** One thing it will be necessary for us to find out about tonight is the following: we exist under legislation and the Red Line compact is a creature of the City administration, underneath a very clear understanding of what the relationship is between our Council and the Red Line Steering Committee as envisioned by the City. **Orange:** Any other questions? **Cohen:** I think it's something that must be addressed tonight – what is the relationship between our Council and the Red Line Steering Committee?

Diggs: The Steering Committee is just one venue to engage further, I think there will be coordination. We wanted to get different people to engage in the process with the Red Line. CAC is one. Within the compact there are various committees that we should actually create. So my thought is just different avenues, different venues of how to engage. Anything we do would be in coordination. **Cohen:** What would be the nature of the interface? **Diggs:** Me coming, coordination, maybe some overlap with some things. This is just an example, one of the things

we're looking into is doing construction tours to other cities that are doing transit systems, similar to the trip you all took to Portland, but the purpose is to look at what are the challenges, what are some of the opportunities, how they've overcome some things like business within construction in the community, that's something we would give folks on the Steering Committee, but I would also open that up to the CAC.

Keith: Would the steering committee be part of the Red Line Economic Empowerment Office, as referred to here, which sounds like a good idea, would that be an office of the City Transportation Department? **Diggs:** Honestly, we haven't worked out all the details, we just like the strategy as far as accountability, who's doing what. **Keith:** I think that would be related to the Steering Committee itself. What phone number do they call? **Diggs:** I'll tell you when I get it. **Orange:** Mr. Cohen I think, from my perspective, what I'm seeing happen, the City is trying to prepare itself so if the decision is to build that they're in position to offer suggestions as far as once they get the alternative, the route, what has been accepted, approved by the MTA and the federal government, to be able to have some input into design, input into employment opportunities but the compact is not in the planning stage—that's all MTA and the Citizens' Advisory Council. The final decision's going to be made by the state with the support of the City. **Cohen:** That might take away some of the urgency of answering the question – but we will continue in existence even after funding exists and there will be, if this is activated at that time where people are already engaged, then we still need to define what is the interface. **Orange:** I understand what your concern is. **Cohen:** Otherwise this process becomes -- it has loose ends. **Orange:** At some point, I'm hoping to be able to, if I'm contacted, to say to someone in the community, the decision is to build, you want employment opportunities, call this City number. You want contracting opportunities – call this City number or this State number, but that hasn't been set up yet. **Cohen:** And it's good that it hasn't been because we need to define what that structure is. **Orange:** The City doesn't have to define any structure to us. **Cohen:** They don't have to define the structure of their compact to us, what has to be defined is the nature of the interface. **Orange:** We support each other, the interface – we're all in this together. **Cohen:** But what is the structure? **Smith:** It hasn't been defined. **Orange:** It hasn't been defined yet and the concern you have we will get clarity on. What I think the City is trying to do now is get ahead of the curve if there is a decision to build, because no decision has been made yet. But the City is trying to 1 – encourage communities to try to be supportive, 2 – to begin to identify what resources they have in the city to give support not only to the project but to then make employment opportunities available under the federal guidelines for people that will live along the Red Line. **Cohen:** And I have no problem with any of that, it's just that there have been a number of times during the course of our meetings over the last year where there have been issues that have come up and the question has been is this consistent with the legislation that created us? And so my concern is that we make sure that whatever relationship there is, whatever mechanisms of interlocking there are between our Council and the Steering Committee that they be consistent with legislation and we need to examine what those mechanisms are before things begin at that point that you're talking about. **Orange:** I understand your concern, because even when the Mayor was planning her Summit and I was asked by Senator Verna Jones what role were we playing and I said we were playing no role, this is something the Mayor's office is doing. So then she had concerns about why we weren't involved. So I said as a legislator, you look into it and that's when I got the call that I would be a part of the program (laughter) but before that I really hadn't had any concern about it because the Mayor's office was doing it. But when the Senator asked me why aren't we involved I said we weren't asked to be involved. At this point the CAC is the entity that the legislature has set up for many of the concerns to come to, but I understand what the city is trying to do in preparing themselves, preparing their institutions of higher learning, preparing their vocational schools, or they might even have to set up something new if we get closer to it and it looks like it's going to be a go, to be able to identify

from Ms. Diggs or Arlene Fisher who went to Portland, what jobs in the community were they able to get, other than say just labor jobs. What were the qualifications? How do we prepare people here in Baltimore City to get notification and then be able to apply for those jobs? **Diggs:** In the compacts, that's one of the strategies we're using.

Angela Bethea-Spearman: Ms. Diggs, when will this be online? **Diggs:** Early next week.

Bethea-Spearman: And then all communities will get notification? **Diggs:** We're going to mail it out, we know everyone doesn't have computers, so we'll mail out hard copies as well, we're going to put it on our website and then those that attended the summit will get it through the mail as well. It's in a draft, so I welcome your comments and feedback, nothing's final yet, we wanted to bring it to you all so you could see some of the strategies we're looking at but more importantly to also look at the goals, that's what we really want to sign off on, the strategies in more detail, but the goals are the key. **Bethea-Spearman:** I just wanted to add that many of us were involved in creating this process that's sitting here on the CAC. **Jack Milani:** Will that document be ready by August 6th in time to be included as public comments – Chris is that the deadline? **Costello:** For the comments, we want the comments. **Milani:** Will your document be reviewed by the people involved and be ready maybe to be included? **Diggs:** Close -- I can't give you a definite yes, I would have to look at the timeline. **Costello:** And I might add as far as the report's concerned, we may have to have our first report in by September 1, it won't be the last report we do and hopefully as we go forward and get more information and better response to comments, we'll be able to develop a more sophisticated and complete report. **Milani:** I just think if it was in initially, it's an important document. **Diggs:** If we have a good final draft, we don't mind giving it to you as well. **Milani:** I just think it would be nice to include it.

Cohen: There are a lot of things we won't be able to get in this report, because there was a lot of information, for example, the DEIS won't be before us and obviously much of what we would like to have seen, comment on, was simply unavailable at this particular reporting period. But since we will have more reporting periods we have to view this as an interim report. **Orange:** Ms. Diggs, I'm just assuming that this is what you're going to be going in with, this is just a draft, you've mentioned the other cities that you've been in contact with in this draft. **Diggs:** Up top where it talks about experience, some of the things that we talk about in that particular section that city already did so we want to put a little write-up, a little brief note or description. **Orange:** So when you say here 'Experience: Atlanta', these are some of the things that they did? **Diggs:** Right. **Orange:** What I was going to suggest is that you put a document together that is specific to Baltimore City, that people can look at and say this is what Baltimore wants. **Fisher:** They're not what happened in Atlanta, it was just that they related to Atlanta. Those are recommendations that came from Baltimore communities and community associations. But we were just looking at what other cities have done. **Diggs:** Other best practices. **Fisher:** Yes – they came from the neighborhood associations and non-profits in Baltimore City – the recommendations under it. **Orange:** Okay, it says 'Experience: Atlanta -- Develop and fund a Red Line neighborhood investment strategy.' **Fisher:** That's separate – it's just to relate to Atlanta. **Diggs:** That was just my personal note to say we could write a blurb about the best practices in Atlanta – everything under it was what Baltimore put together. **Fisher:** That's why it's a draft. **Orange:** That's what I'm saying, you need to state something that's specific for Baltimore, because someone just looking at this would think that this is what happened in Portland – you see what I'm saying? **Diggs:** I got it. We probably will take that off and actually that will be a supplement, it won't be part of the actual Baltimore City community compact. **Orange:** When you say 'Experience: Portland', these might be ideas that came out of Portland that Baltimore is now embracing, but somebody just picking this up may think that's what happened in Portland, but it doesn't specifically say this is what we want in Baltimore City. **Diggs:** There's going to be a preamble, a lot of other pieces that need to be part of this. **Orange:** Okay – that was just a

suggestion. **Diggs:** I understand. I probably need to take it out before I send it out. **Orange:** Right, because people may be confused, that this is what they did in Portland, but not necessarily what you may be asking for here. I think people need to know exactly what you are asking for here, want people to consider here in Baltimore.

Keith: You want us to read this and send comments to you? What do you want from us? **Diggs:** You can send me your comments. What we'll do is we'll put it on the website, www.mayorsredlinesummit.com. There's going to be some type of form to put your comments in and it will go directly to me. **Keith:** There's two things going on – Chris wants comments on our document and you want comments on yours. **Orange:** Thank you Ms. Diggs. **George Moniodis:** Mr. Chairman? **Orange:** Yes. **Moniodis:** Can I bring up a subject that we discussed last month just briefly? **Orange:** Okay. **Moniodis:** I was concerned because there was a comment that indicated that the Red Line was being built to serve the county folks. I did a little study just along the corridor and again only on the health care industry and how they would be served. I found out there's approximately 25- to 30-thousand health care workers in that corridor east to west. Of that grouping, at Bayview Hospital, 468 of the employees – just at the hospital, not the campus – are Baltimore City residents, 763 were Baltimore County residents and they came from Dundalk, Rosedale, Eastpoint. Those two represented 54 percent of the total workforce – I just looked at Baltimore City and Baltimore County. At St. Agnes, the figure was similar with 61 percent. They had a 26 percent workforce in the City and a 35 percent workforce in the County – that totaled 1,496 employees out of 3,500 employees. And again when you look at Johns Hopkins Bayview – I was waiting for their stats to come in, they haven't come in yet. But there's about 8-thousand on the entire campus at Broadway – we're talking about NIH, University. So the HR person there indicated to me that their number from the city was closer to 38 percent. But then I looked at Bon Secours, Kernan and Maryland General – there's another 8 to 10-thousand. If you take 40 percent of that you're looking at anywhere between 4- and 5-thousand people. So, in addition, it's not only just taking them to work – in reality we are, but we've got the office buildings downtown at the State Office Complex, which is right on that route, you've got the Ravens and the Orioles, etc. That corridor, some economic professionals indicate to me that just along that road, there will be about 100- to 120-thousand people employed within the next 10 years. You've got the two crown jewels, Social Security and Bayview – you really do. And then everything that's in between and we can assist the folks in Baltimore City to move out to the County. And one of the things that the HR person at St. Agnes told me -- is there going to be a stop on Hilton so that those people can take the bus coming south because we have a hard time getting folks down there. I just wanted to bring that up and I'll give you a copy.

Orange: Thank you. We're going to, as Mr. Cohen has already indicated, the Air Quality analysis that we were asking for, we're not going to get that this evening, so at this time I want to extend an invitation to those who are in the audience, for any comments or questions that you may have.

Judy Boulmetis: Hi, I'm Judy Boulmetis, Secretary of the Market Center Merchants Association – I might have missed this, where in this was about the business compensation? **Costello:** In the outline. **Boulmetis:** Maybe I don't have that then – it's not in your criteria? **Costello:** It is yes. Do you have the outline headed – where it says contents, do have this page? **Boulmetis:** Yeah. **Costello:** If you look inside, you see Mission 1. **Boulmetis:** I have Mission 1.2. This is mine. **Orange:** Look at the bottom it says 5.1. **Boulmetis:** Mine's different. **Orange:** Okay, what happened? **Costello:** Let me see, I don't know. **Orange:** Here – it says it here – project compensation including property acquisition, business displacement, property damage during construction. (Discussion of discrepancy between copies distributed to CAC beforehand and copies made available to audience at the meeting). **Costello:** The copier must have burped or

something. **Boulmetis:** Okay – as long as it's corrected I don't have a problem and you approved your copy which has it anyway. I just have one more comment – you have these routes where you have your 1s and your 2s and 3A – when you send this out to communities that haven't been as informed as we are, they have no idea what that is. **Costello:** What the table is? **Boulmetis:** Yes. So maybe you can have in one of your table of contents, also have what the numbers mean. **Cohen:** So at least a reference to what the numbers mean? **Boulmetis:** Yeah, something. And nobody that wasn't there for that meeting where TRAC and Mr. Cohen presented would be able to get any information at all, because that's not part of the MTA. **Costello:** What isn't? **Boulmetis:** Bob Keith's and Ed Cohen's – it's not formally accepted by the MTA, so when you have these – that's what I don't understand – **Costello:** The 1, 2, 3A – these are the different alternatives – **Boulmetis:** I know because I come here all the time, but nobody else is going to know. Shouldn't Bob Keith's and Ed's be on this, too – aren't they part of the evaluation? **Costello:** Well, I can talk to Doug about it, but I think that this is what's in the legislation. **Orange:** This is what's been submitted to – **Boulmetis:** I thought that when we viewed that, that was part of us looking at it. **Costello:** Certainly Bob and Ed will be making those comments. **Boulmetis:** Wasn't the whole community supposed to be a part of that? **Costello:** Well, certainly. **Boulmetis:** But on your evaluation sheet you eliminated them and I think they should be added. **Keith:** We were not included in any MTA – **Boulmetis:** Okay so when the community does the evaluation, the evaluations aren't going to have those two in there at all. **Costello:** Bob is certainly going to submit in his comments, his suggestion or the suggestion of his community and any of the comments from your community will be submitted and it will be in the report. It may not be in the outline, but the outline is simply reiterating what's in the legislation. The legislation is telling us what the General Assembly wants us to report on. Now we're opening up for people to add such things in their comments and that will be included in the report that goes to the General Assembly. There could be a thousand other alternatives. **Boulmetis:** Let me ask you something then – if Bob's group decides that they want to go with Bob's group, does that eliminate them from expressing their comments? **Costello:** No. **Orange:** No. **Carmen Morosan:** Let me add, there is one criteria that the CAC as well as the public could comment on and that's the review of MTA's DEIS alternatives and then the TRAC and Fells Point alternatives – that's in the report. **Boulmetis:** I think the DEIS is going to be after this, right? **Costello:** Yes. **Boulmetis:** So that's not going to happen. **Conner:** Well, that's only one report, though. **Boulmetis:** Just as long as you have that included in what those numbers stand for and as long as the copy that you approved did include that language – that was my only two questions, because I didn't have that. **Costello:** It's exactly what's in the legislation.

Orange: Yes, sir. **Vennick:** Over the years, tunneling technology has evolved to a point – correct me if I'm wrong, we could sort of cut and cover and not have to tear up all of the developed areas through downtown which occurred obviously the first time around when we built Metro. I'd hate see any part of this developed area torn up for tunneling – isn't there sort of a way we could sort of cut and cover? **Bryant:** There is a way – typically when you start to tunnel there are some areas where you would have cut and cover, but for the most part, we're assuming that most of the tunneling along the Red Line corridor would be bored. It means that the machine would be underground and you would just core or bore right through without disturbing improvements on the surface. **Vennick:** It would disturb utilities, obviously, they would have to be relocated. **Bryant:** Some may have to be relocated, some may have to be replaced and all that's assumed in terms of costs. The details of those will be refined as we move to an LPA and define a project. The boring helps minimize that cut and cover construction, which actually is more expensive than boring.

Cohen: Move to adjourn, Mr. Chairman. **Orange:** So moved. **Bethea-Spearman:** Second. **Orange:** We want to thank you ladies and gentlemen for coming out. **Keith:** Next meeting and agenda? **Orange:** We will be on the west side but I think they're going to check on a couple of locations. Angela had some concerns about Edmondson High School or we may go back to the Baptist Conference Center. So it will be on the west side, second Thursday and that information will be available. **Cohen:** And we'll be looking at surface impacts? **Orange:** Surface impacts. Thank you.

The meeting adjourned at 9:01 p.m.

BALTIMORE RED LINE
CITIZENS' ADVISORY COUNCIL MEETING

DATE OF MEETING: August 14, 2008
TIME: 7:00 p.m.
LOCATION: Lockerman Bundy Elementary School

CAC ATTENDEES:

- Dr. Rodney Orange, Co-Chair
- Angela Bethea-Spearman, Co-Chair
- Edward Cohen
- Sandra Conner
- Christopher Costello
- Robert Keith
- George Moniodis

ELECTED OFFICIALS OR REPRESENTATIVES:

- Delegate Melvin Stukes, Maryland General Assembly, 44th District

MTA/ CONSULTANT ATTENDEES:

- Henry Kay, MTA
- Diane Ratcliff, MTA
- Lorenzo Bryant, MTA
- Staycie Francisco, MTA
- Ken Goon, RK&K Engineers
- Anthony Brown, Rosborough Communications, Inc.
- Ashlie Baylor, Rosborough Communications, Inc.
- Tori Leonard, Rosborough Communications, Inc.

GENERAL PUBLIC: 39 people signed in

Agenda

- Welcome (Page 1)
- Approval of Agenda (Page 2)
- Adoption of July 10 meeting minutes (Page 2)
- Evaluation Criteria and Annual Report (Page 20)
- Impacts of Surface Alternatives (Page 2 – 16)
- DEIS Public Hearing Arrangements (Page 16)
- Next Meeting Agenda & Location (Page 21)
- Public Comment (throughout)

Dr. Rodney Orange: The meeting of the Red Line Citizens' Advisory Council is going to begin. I want to thank each and every one of you for coming out this evening. Community participation is one of the things that the Citizens' Advisory Council is set up to try to ensure, that all of the communities are not only informed, but that they have an opportunity to get their questions answered and have input as we move along with this process. We're hopeful that we will have, as far as the CAC, enough members to get some things approved tonight, but in the absence of a quorum I'm still going to start the meeting. We have been meeting, this particular CAC, since September of '07. Many people in the community have been involved in meetings prior to that and we welcome any information and knowledge that you may have on things that you have shared in the past, but that particular CAC was formalized by the General Assembly, and we began formally meeting in September of '07. We've been meeting probably 11 months and I know a lot of people, particularly Mr. Warren [Smith] who's on this CAC, they've been involved since 2000, 2001, with a lot of information. We want you to listen up and at the appropriate time when I open the floor for questions and comment, hopefully you'll be ready with any questions or

concerns that you have. Since we at this time don't have a quorum, we're going to go ahead and move the agenda. We will not deal with the July 10 minutes because we do not have enough members present to approve those. Mr. [Doug] McCoach is not here yet, nor is Mr. Costello who will be doing an evaluation of our criteria and our annual report that we have to submit to the General Assembly the first of September. So I'm going to move right to the MTA and ask them to discuss the impact of surface alignments that we have – Mr. Kay.

Henry Kay: Thank you very much. Good evening. This is an item following up on a question that was raised by Mr. Cohen at a prior meeting. He had a series of specific questions which he did discuss with us prior to this and in that discussion we got a clearer sense of what we needed to discuss with this committee. So we broadened it out into a more general discussion of the surface Red Line alternatives and then generally what the impacts of those are and how they might vary from other alternatives. So Mr. [Ken] Goon from RK&K, one of our consultants, is prepared to discuss this, he has a **handout** which he has distributed to you. He brought what he thought were a lot of copies, but I don't think there are enough for the audience, so those of you who picked one up if you could share it with people around you, that would be useful. So I will turn it directly over to Ken.

Judy Boulmetis: On the website it said that the public participation was going to happen as it occurred – do you want us to raise our hand or do you want us to wait till the end of the presentation? How do you want to handle it? **Orange:** As he moves through, I'm sure he'll ask for any questions as he goes through his presentation – if you have a question at that time, raise your hand and I will recognize you. **Boulmetis:** Thank you.

Goon: Thank you Henry, members of the Council, citizens, members of the public – it's a pleasure to be here. As Mr. Kay commented, I'm going to be using a thicker handout, I brought about 30 copies, so it might be a few short, so as Henry said if you could share with a neighbor that would be great. I did have copies for all the Council members. It's titled 'Red Line In-Street' – meaning when the Red Line would actually be in the street running – 'Surface Alternatives for BRT and LRT.' There are about 10 different streets within the corridor in Baltimore that I'm going to be talking about. And based on a previous comment and Dr. Orange's response, I'll do a street and then I'll ask if there are questions about the specific alternatives along that street and once those questions are answered we'll move to the next street. One thing I want to emphasize is – we were asked to talk about some of the options that are on the surface and in street, so that's what we're doing, we're responding to the questions that were raised by the Council. I want to make it very, very clear that these are not the only alternatives, we have a number of tunneling options that are still very much on the table equally being considered seriously with the surface options –

Robert Keith: Could you explain why the tunnel alignments are still on the table – I thought they were off the table because they didn't meet the cost-effectiveness. **Goon:** (To audience) The question was from one of the Council members – he thought the tunnel options were not being considered anymore because they're too expensive, because they don't meet the cost effectiveness. That's not correct. They are still on the table and in some cases some of the alternatives that include tunnel options are very much within the range of what we think is doable relative to the FTA criteria. The numbers that we have previously presented probably showed that the alternatives with maximum tunnel, the most tunnel, are getting pretty far away from the acceptability range. We want to have some amount of tunnel, not the maximum, not necessarily even the minimum, maybe a little bit more than the minimum, still within the range of potential do-ability within the federal standards. We're only presenting the surface tonight because that's what we were asked to do by the Council, not because, again I want to make real clear, the tunnel in certain areas doesn't have just as much viability as some of the surface options.

Goon: Okay, I'm going to move west to east for no particular reason other than to go left to right across the corridor. The corridor begins as far west as the Center for Medicare and Medicaid Services out in

Baltimore County at the end of Security Boulevard. But as we leave there and come along Security Boulevard and Rolling Road into the Security Square Mall area, we run through Social Security Administration property and then along the northern side of Interstate 70. And all of that stretch, we're not really in the street anywhere, we're pretty much adjacent to the street, through the mall, Social Security Administration property, along I-70. Our first purpose is always to try to be off of the street right-of-way as much as possible.

Boulmetis: So the park and ride then would be in the park and ride at 70, is that what you're saying -- to get to Cook's Lane, you're going to be in the park and ride, I'm confused. **Goon:** The various alignments that come in, whether they're off of I-70 or on the south side of Security Boulevard, they do get into where the park and ride lot is, with one exception, we have one alignment -- which takes the Johnnycake/Woodlawn Drive/ Ingleside alignment to Route 40 and then comes in. That one is different, but the other ones do come in to that park and ride lot and then proceed.

Community member: You're going past the Social Security Administration building and all that area?

Goon: Yes, we actually have two alignments through there, one that runs on the south side of Security Boulevard on that side of the Social Security Administration complex. The other alignment we have is on the other side of the Social Security complex and runs along -- almost immediately adjacent to -- I-70. So the first place we're actually in street running as an alternative is in Cook's Lane. So on the first page in the handout package, we have three different surface options along Cook's Lane, they're nearly identical for Bus Rapid Transit and Light Rail, so I'll walk through those three one-by-one and then ask if there are any questions. Again, I keep emphasizing this, we also have tunnel options under Cook's Lane -- that's not being presented, because that's not what we were asked to present. The first surface option is titled 'Two Shared Transit/ Traffic Lanes.' What that means is that this option for light rail or bus rapid transit would share the same lane, the same exact traffic lanes as automobiles. So going outbound towards the Social Security Administration, there would be one lane with both cars and light rail vehicles or bus rapid transit vehicles, and on the inbound direction there would be one lane that would be shared by the transit vehicles and the automobiles. There would be one lane of parking -- effectively the inbound side would still be there for parking -- that's what this whole cross-section shows. Now today, if you're familiar with Cook's Lane, there is one lane in each direction, with parking on the one side. There actually is parking on the outbound side also, but there's very little parking that occurs there, because most people who live on that side of the street tend to have parking behind their homes. Also, the area becomes so tight there under the existing conditions, that if you had cars parked on both sides it would get pretty narrow for the traffic. I'm guessing that people on the west side or the outbound side may be nervous about parking their cars because of cars coming down the hill and they may be nervous about getting hit.

Goon: Basically, our first option is shared transit with traffic. Now the impacts of that are probably not good for transit and not good for traffic, because the vehicles are in the same lane. So the train's coming down the tracks, here obviously the tracks are embedded in the asphalt, or for cars that are traveling along there, they're in the same lane. So the car is only going to go as fast as the train is or bus rapid transit is and vice versa. The upside is because you're not taking up extra space, it can all be done in the existing curb-to-curb width of Cook's Lane, you don't have to do anything with it, you can stay within that property, therefore there are not impacts in terms of physical -- having to move the curbs back, therefore pushing back into the sidewalk area. The second page is one direction in the eastbound or inbound direction there would be a separate lane for the light rail or bus rapid transit vehicle and there would be a separate lane for the autos, vehicular traffic heading in towards the city. The good thing about that is the cars have their own lane, the transit vehicle has its own lane. In the outbound or westbound direction, there would still be a shared lane. So for that direction, the transit vehicle and the auto would be sharing the same lane. And in this option there would still be the one parking lane on the inbound side. So this gets a little bit wider instead of 34 feet curb-to-curb, this is 42 feet. I kind of wish Mr. [Warren] Smith were here because I can't remember off the top of my head how wide the existing roadway is, I'm

thinking 38 but I can't remember how wide the roadway is. The third option is the one that is probably the best for transit movement and best for auto movement, because what it does is provide a dedicated lane for transit inbound, a dedicated lane for traffic inbound, then a dedicated lane for transit outbound and a dedicated lane for traffic outbound. It also maintains one parking lane. But the width requirement here, curb-to-curb gets higher – 51 feet – and therefore the curbs have to move back more, thereby impacting the property. Now it doesn't have to move back near far enough where you're having to buy houses or anything like that, but it moves curbage back some, the grassy area moves back some, the sidewalk moves back some so there's some impact back onto the property, but not anywhere near to the point where we would have to buy people's houses or anything like that. So I'm going to pause there and start taking a few questions. **John Cuttonilli:** I have a question on the shared one-way, does that switch depending on what time of day? **Goon:** No, it would not switch during the day and the main reason for that is from a congestion standpoint, the pinch point has to be when you're going inbound on Cook's Lane and you approach the intersection of 40 and the main flow of traffic slows so you can turn left there, that's kind of a bottleneck in the middle, so from a traffic and operations standpoint it makes sense to keep those in two separate lanes all the time. The outbound direction you don't have a pinch point like that.

Community member: I'm looking at from the two dedicated transit lanes versus one shared – where is the ability for pedestrians to get on and off the transit system and how does that affect the traffic flow versus the curb-to-curb. With your version, the tracks being in the middle, you'd have to cross through traffic and where are those stops going to be located? **Goon:** We do not have any stops located in this stretch of Cook's Lane. The closest stops would be at the end of Cook's Lane right where the current park-and-ride lot is where I-70 ends, there are plans for a station there, so the community would either have to walk to that location or hop in the car and drive a few blocks depending on where they live. The next inbound station would be at Edmondson Village, so those are the two nearest. The stations tend to be for the whole project – the corridor is about 14-and-a-half miles – and most of the alternatives have about 21, 22 stations. So they tend to average, if you do the math, it's about three-quarters of a mile apart or something like that. They don't stop as frequently as the bus stops for example, so there are no stops in this area. Your question is actually a very good one – that's the reason why it's more difficult for surface because you do need more space and it's tight over there.

T. Stuart Davis: Are you saying of the three options that are offered here, only the third option will take some of people's property? Because it appears to me that all three options are going to take property.

Goon: I know the first one doesn't because the first one is only 34 feet curb-to-curb, I just can't remember the exact dimensions of Cook's Lane – is there anybody that lives there that knows? I think the existing curb-to-curb of Cook's Lane is probably a foot or two greater than 34 feet – so that definitely will not have any impact on the curbs. The second one is -- and I apologize I just can't remember all the dimensions for the whole corridor -- but I think that one is closer to being to the point where there needs to be a foot on each side, I just don't remember exactly, but it's pretty close. The third one which is the dedicated lanes for both transit and the cars, that does have to take it and whether that's 5, 6 feet on each side the curb has to move back, it might be something like that – don't quote me please. But it's that range – it's not like 20 feet, it's not 1 foot, it's something like that range. The houses aren't that close, so what has to happen is that, if we have to move the curb back, there's usually the curb, a little grass strip, a sidewalk, and then the yard starts, so if you have to push the curb back, the grass will push back, the sidewalk moves back and so, a little bit of that front part of the yard gets pushed back some. Now I'm not going to get into the kinds of issues of where are the city right-of-way roadway lines versus the property owner's, because the right of way line that the city owns is not the curb, it's farther back. But in fairness, for most people, if you live along there, you kind of think that's your yard, no matter where the right of way line is. **Davis:** How about the people who live on the lower part of Cook's Lane -- some people park on Cook's Lane, on both sides, on the westbound side and the eastbound side, so where are they going to park? **Goon:** We've done our surveys and there are very, very few people who park on the

outbound side – is that what you’re talking about? Going west? **Davis:** Yes, going west. **Goon:** More towards the Social Security Administration. **Davis:** But there are people who park there. **Goon:** There are a few, we have to work with them to see if they have alternatives – behind their house or what would we have to do, to look at do they have no options and would we have to try to replace the parking somehow. **Davis:** You have a lot of people who are elderly and now you’re telling them that they have to park further away from their homes. And a lot of times, there’s so much crime going on, you’re jeopardizing them being assaulted. **Goon:** I wouldn’t argue with that – I think that’s one of the negative aspects of the surface alignments, that impacts that kind of thing, where the tunnel alignment does not. So I won’t argue and say everything is great – there are issues with a couple of the alternatives. **Community member:** And another thing on Cook’s Lane -- on one side of the street the houses are low, on the other side those houses are high, you have to walk up.

Community member: The rails for the light rail, are they going to be buried like downtown, or would the rails be setting up? **Goon:** The rails, if they were in the street, I’ll use Cook’s Lane as an example – where people would still be able to turn left and cross the rails, I’m not going to say it’s exactly the same but similar to Howard Street where the rails are embedded in the asphalt so you can drive across, so it would be similar to that. Anywhere the rails are in the street, they’d be embedded. **Community member:** I have to travel that route every day because I work at Social Security. And what you’re talking about – the transit and the vehicle lanes would be better than one-and-one because it gets bottlenecked already, because we’re traveling that route all the time. We’re going from here to Fulton Avenue, up Edmondson Avenue, Cook’s Lane, Security Boulevard – most of the time, as you say, the outbound, very few vehicles park there. Number one is because when it’s bad weather, they don’t want somebody to slide into their vehicles, when it’s ice and snow. Because we’re afraid to even drive on it because it’s up and down hill. So if you had the designated lanes for both type of vehicles, I think it would be better. If not the tunnels. I can’t imagine cars braking behind transit. All those vehicles who go up there and come both ways every day, I can hear complaints now. **Linda Smith:** But unlike the bus they won’t stop -- **Community member:** Regardless, did you ever see the traffic coming from Social Security? **Smith:** Oh, yeah.

Orange: Okay, Ken, you can go ahead. **Goon:** Okay, the next one is Edmondson Avenue/ U.S. 40. I’m going to talk about generally between Cook’s Lane all the way in to the West Baltimore MARC station – so that whole stretch from Cook’s Lane through Edmondson Village, across Gwynns Falls Park, all the way to Rosemont, all the way to West Baltimore MARC. **Edward Cohen:** You mentioned Woodlawn Drive – **Goon:** I’m going to come back to that. **Cohen:** Okay, because you were saying you were going to the next segment and that’s actually in the outer part. **Goon:** I can do that next if you want -- they’re in here. Whatever order you say, it might be easier for everyone to keep following the presentation. Okay, next section, U.S. 40/Edmondson Avenue, again from Cook’s Lane to Longwood Street, but basically to the West Baltimore MARC. Again, we do have tunnel options in this stretch, but we’re only talking about are the surface options. Here we basically have two surface options, and it’s identical for light rail and bus rapid transit in terms of the overall approach. I’ll do the first one, it says U.S. 40/Edmondson Avenue Cook’s Lane to Longwood Surface Options. There’s going to be two dedicated transit lanes in the middle, two vehicle lanes in each direction. Let me start by talking about the existing situation, generally through this whole area. Right now there is a concrete median and there are two lanes of traffic that go inbound on Edmondson Avenue and two lanes of traffic that go outbound on Edmondson Avenue. There’s a curb lane and right now in the inbound direction, you can park in that curb lane except for what the city calls the rush hour – the peak hours of the morning. I don’t remember if that’s 6:30 to 9, or 7 to 9 – **Audience:** 10. **Goon:** 10 – when does it start? **Audience:** 7:30. **Goon:** 7:30 to 10, that sounds accurate – you can’t be in that right-hand curb lane going inbound. You can be parked on the other side of the street in the curb lane at that time. But then in the evening, you can be parking in that inbound curb lane, but then in the outbound curb lane, coming out from the city, out towards Edmondson Village and beyond, you can’t park in the curb lane from? – **Audience:** 3 to 6. **Goon:** 3 to 6 p.m.

Basically, if you're a resident there, who lives on the other side of Edmondson Avenue, you can park there about 21 hours a day in the curb lane but you've got to get your car out of there in the morning by 7 and you can return at 10, and in the opposite direction you've got to get your car out of there by 3 p.m. and then you can re-park again as long as it's after 6. We have two lanes inbound, two outbound and so for the peak period it becomes a third lane. For the first light rail/ BRT option, surface option, the median, the middle of Edmondson Avenue becomes two lanes for the transit only. There will be one lane in each direction for the transit. Then, under this option, there would be two travel lanes inbound and two travel lanes outbound and the curb lane inbound and outbound would be converted to full-time parking. So you'd be able to park there, inbound direction 24 hours a day, you wouldn't have to move your car if you were a local resident between those hours of 7 a.m. to 10 a.m. In the outbound direction in the p.m. you would not have to move your car or not be there from 3 to 6 – you can park there all day long.

Goon: What are the impacts of this? One of the impacts from a transportation standpoint is in the inbound direction right now at rush hour, or rush three hours, you have two regular lanes and you have that curb lane. You lose that curb lane in terms of being able to carry traffic through. Now that curb lane – all of our traffic experts and our team have analyzed this in quite detail – the curb lane does not operate as a full traffic carrying capacity lane like the other two do, and there are reasons for that. The main reasons are one, a lot of people don't like to drive at 35 miles-an-hour or whatever in that curb lane, because the crown of the road dips off to the gutter pans for drainage, sometimes there's going to be buses in that lane or bus stops, sometimes there might be somebody parked there who wasn't supposed to be but hadn't moved their car. All of our analysis has indicated that for that reason there's a certain set of drivers who just won't drive in that lane because they're too worried that if they get in that lane, all of a sudden there's something in front of you up ahead, they need to merge back over into that next lane, there's cars coming but they're still going to do it. So we decided to simplify that, the analysis of all of our experts say that curb lane really acts at about half capacity. So you don't go from two lanes to three, it's kind of like two lanes to two and a half lanes. One of the reasons this option is one of the potential options is, that curb lane is only 8 feet, which is all you need for a parking lane, as opposed to 10, 10 ½ feet, which is what you need for a travel lane. If you just put there 8 feet instead of 10 feet it saves you 2 feet. On the other side, in the outbound direction, it saves you 2 feet. So it gives you a little bit more ability to put the transit in the middle and not have to affect the property owners as much – we save 2 feet, because we only have to have this 8 foot lane instead of a 10 foot lane. This alternative has less impact on the adjacent property owners, but it does take away a little bit of the through capacity for the traffic, plus it does allow local residents full-time parking, so they don't have to move their cars in and out, which should be a benefit to the local residents.

Goon: The next option is very similar, except that it does not propose to make the curb lane into a parking lane. It proposes it just as it is today, as a through lane. So this option, the traffic would operate very similar to today in the sense that you'd have the two lanes inbound, the curb lane would be parking just like today – 21 hours a day, and the other three hours in the morning peak period you could drive in it in the same reverse case in the p.m. in the outbound direction. So what this does is, it doesn't really change the traffic, it doesn't change the parking but because we're introducing these two lanes in the middle for the transit, this option doesn't push back the curb as far as what they are today, so there's no impact to the property owners, so again a lot of these things are tradeoffs, it impacts the property owners, traffic, etc. So that in a nutshell are those two options on the surface that we have for Edmondson Avenue.

Community member: What happens to the local community? Because bus rapid transit does not make frequent stops. There are people who want to get on the bus on a corner – where's that transportation?

Goon: Good question. Through the stretch from Edmondson Village all the way to West Baltimore MARC, let me say this because we had a question before about the station stops, through this stretch, the different alternatives have proposed light rail and bus rapid transit station stops - one roughly in the area

where Edmondson Village is, one somewhere near Allendale Avenue – you know where that is, between Wildwood Parkway and Hilton Parkway, one which we call Rosemont, which is when you cross over the Gwynns Falls bridge – they're kind of after you make the curb turn where Franklin and Edmondson separate and then the next one would be the West Baltimore MARC station. So those stations are, again, spaced out at certain intervals. Under any of the options, whether it was light rail in the middle or bus rapid transit in the middle, under either option the MTA would still be providing some level of local bus service. Basically, you would have the light rail or bus rapid transit in the median lane, minimum stops and faster service, but we would still have some local service that would be coming along, say, Edmondson Avenue just like it does today and there would be bus stops wherever they are today. So if you were getting on, say, near Allendale or near Edmondson Village and you wanted to go all the way to downtown Baltimore or all the way to Bayview, and if you could take this Red Line, it's going to be faster, stay in the middle. If you were going somewhere where there wasn't really a station stop near it, like if you took that and had to walk 4-5 blocks either way, then you could still have the option of taking the local bus.

Community member: The local bus or the rapid transit, that's still going to impact the traffic even more, because if you have the local bus running at the same time as you have the light rail or the BRT, then I don't see how it's really going to become more rapid and how is that going to affect the crossing from one side of the street to the other? How's that going to affect the need for the bus to make a turn to the right, to the left, because some of the buses go to the left, some go to the right, so what kind of traffic patterns are we looking at, and what kind of safety issues are we looking at, especially for the pedestrian, along this corridor, and especially the children who go to school?

Goon: Good question, series of answers if I can remember all the aspects of your question. With the BRT or the light rail in the median, Edmondson Avenue would have to change somewhat from what it is today. Right now you can make left turns at any number of median breaks. And this actually is the case whether it's the two lane option or the three lane, in either case, left turns from Edmondson Avenue would have to be controlled by traffic lights that would be coordinated with the light rail or BRT. If you were driving inbound and you were in the left-hand lane of Edmondson Avenue and you wanted to turn left – if there's a light rail or BRT coming up adjacent to you, when you get to one of the points where you can turn left, there has to be a traffic signal there that tells the car red or green left when they can turn left, and there's a companion signal system for the light rail which tells the light rail you've got to stop here. That's pretty much what exists on Howard Street today. If you drive along Howard Street, the cars follow the traffic signal system, the green/red; the light rail has a separate signal system, a horizontal or vertical white bar – **Boulmetis:** You can't make left-hand turns on Howard Street. **Goon:** In some cases you can't make left turns, but here, wherever you had a median break, you'd be able to make a left-hand turn. Now, it's really complicated getting into the details of this, but I'll say that this typical section here, it does change a little bit where you have a station. Because you need a little bit more width when you have a platform, so one of the things that might happen is we have one platform through Edmondson Village, Hilton Parkway/ Gwynns Falls – right now it's closer to Allendale. At that location, the way you get the extra width to put the light rail platform in, which is 10,12, 14 feet wide for that stretch where you have the platform, you wouldn't have the parking along the curb there. So the two lanes as they're coming in they kind of transition over a little bit to get around the platform and then they transition back. So that's kind of what happens.

Goon: The other thing I remember you asking is about the pedestrians and the safety issue. Right now, obviously, physically, people can cross anywhere along Edmondson Avenue, it might not be that they're supposed to but you can, there's nothing that physically stops you. You ought to be crossing at the traffic signals and safe locations. What would happen with the BRT or light rail is there would be locations designated where people would cross and what we would do there is at one of these locations at the intersection, we could probably take the existing curb line and kind of bulb it out a little bit, so if you

were in that curb lane – this is with the option with the parking in the curb lane -- you could bulb it out a little bit so when you were crossing Edmondson Avenue instead of having to cross the three lanes that you do today, you only have to cross the two. This little bulb-out would stick out into that curb lane. And then we have a landing area in the middle and then you would cross over to the other side. The difference is it would have to be that pedestrians, whether they be children or adults – anybody, to safely cross would really need to cross at these intersections that are designated for it, we would not want anybody crossing mid-block because, right now you’ve got to worry about the traffic, you’ve got to get across, maybe you’ve got a couple of feet to stand on and look the other way, here you’ve got the transit in the middle, so you’ve got the traffic and the transit. So we’d want people to cross where we’ve designed these crossings, they would have these safe landing areas.

Community member: In essence, you’ll be taking away some of their crossings? **Goon:** Right. I think that would happen. I think there would be less of them. **Community member:** I’m sure you have to have these safe crossings, but that’s also an inconvenience to people in the community, and I don’t think people should have to walk two blocks to cross the street. That needs to be looked at very closely.

Goon: I understand. That is an accurate comment, there are going to be less places. If an option were chosen, the next phase of the project is called Final Engineering, that’s where the MTA would go out to the communities and work with the communities to identify which are the best locations and what can they do – **Community member:** Every corner is a good location to cross especially if I happen to live in that block and all I have to do is walk to the corner where I live to cross the street – that’s a good location.

Cohen: Ken, if you don’t have a crosswalk at every corner, that might mean that in some cases people have to walk several blocks away to cross the street to get the bus going in the other direction – were those loss of rider benefits computed in the cost-effectiveness? **Goon:** No, because that’s a detail that we can adjust. I will say this though – right now there are clearly not traffic lights at every intersection – that’s correct, right? So I don’t know what people in the community do -- do they still cross at the intersection if there’s no traffic light? **Audience:** Absolutely. They don’t wait for a traffic light to cross the street – all over the city of Baltimore! **Goon:** I understand, but acknowledge that that’s probably not as safe as crossing where there is a traffic light. **Community member:** But you look both ways before you cross the street, that’s what they teach you in school, when there’s no traffic light. **Community member:** This light is on the corner of Franklin and Pulaski Street. The 40 bus goes right down there to go to Security Mall. And the 150 has a lot of people on to get on the MARC train, but they have so many accidents over there, so what are you going to do about that? **Goon:** I’m not sure exactly – you’re saying there’s accidents with the buses or with cars? **Community member:** With the cars, because there’s so much traffic coming down Franklin Street going out Route 40 and the #40 goes out Route 40 to go to Security Mall. So does the 150 Express. People get off the 150 to get on the MARC train, but there’s so much traffic – are you going to do something about that area? **Goon:** I’m trying to make the connection – are you saying the number of accidents is because there’s buses stopping – **Community member:** On account of traffic. **Community member:** There’s no stop sign, there’s no light, so traffic on Route 40 is like a highway, people come down there really fast. People crossing from the bus stop to the light rail have to dodge traffic and it exposes them and there are accidents that happen right there by Smallwood, Mulberry and Franklin. **Goon:** My main response there would be that that’s an existing condition that maybe needs to be addressed and looked at to see if it can be made safer, that’s really not as a result of the Red Line – the Red Line is not necessarily going to address that, that’s something that maybe should be looked at now.

Community member: Have ramps or bridges been considered to get people across Edmondson Avenue? **Goon:** We don’t have any of those in the project definition right now – they could be considered. My own observations are that they’re not used necessarily a whole lot by people, they tend to try to go across the street rather than up, across and down. I don’t know why the MTA wouldn’t be able to look at a couple of those if it felt – working with the communities – they were needed. It’s pretty amazing – I can

tell you one thing – if you’re familiar with Russell Street, at the end of the B-W Parkway/295, and you know people drive there like 60 miles-an-hour, there have been times when people, kids and maybe even adults, try to run across that roadway, and there’s a pedestrian bridge in one of those locations, I think – **Cohen:** Bush, Bayard – **Goon:** Yeah. And even a little bit further south.

Community member: Did you take into consideration the truck traffic that flows through Edmondson Avenue – truck traffic comes through Edmondson Avenue constantly, 18-wheelers, all day long.

Orange: Like Ken said, you’re talking about existing conditions. What he’s describing are the surface options – we’re just giving you the options that they’re looking at. There’s been no decision on either one of the options – he’s just describing what they are looking at. Some of the concerns that you’re bringing up, they realize they have those existing conditions right now. Some of the things, depending on what option is ultimately locally approved, will change that. Ed? **Cohen:** When you have two modes and essentially 4 travel sections you’ve got the roadway, then a track, then a track going in the opposite direction, then a roadway going in the opposite direction – so you’ve got 4 travel segments – two of which consist of multiple lanes. When you have a situation like that, to try and get across the street is clearly more difficult and dangerous and you’ve got a very narrow profile here anyway, are you looking at the possibility of putting a fence down the middle between the tracks to discourage pedestrians from crossing in the wrong place? **Goon:** Typically, that’s the kind of issue that would be looked at – I’m not trying to evade the question – in the next phase once you choose an alternative, because it doesn’t necessarily bear on if you choose BRT or LRT or No-Build. Again, that’s a design element where you work with the community. There are pluses and minuses to a fence, and so those kinds of decisions aren’t necessarily made at this point, but they’re kind of open, fair game at the next stage when an alternative is chosen.

Cohen: And with regard to the issue of street closings where you would have forced right turns onto Route 40, where some of the streets that hit Route 40 they wouldn’t go through, so they would be forced to turn right – that would reduce the number of intersections by a certain amount where the train actually crosses a roadway. Now on Howard Street where the train crosses a roadway, it either sounds a horn or rings a bell – the FTA will allow them to ring a bell I think because they’re going slowly, I’m not certain about what the exact regulation is, but I’m guessing that on Route 40 where the trains will be traveling 30 miles-an-hour, they would probably have to sound a horn. Right now the light rail trains are operating 21 hours a day, and so we’re looking at trains traveling maybe every 10 minutes in each direction, so we’re looking at every 5 minutes the horn is sounding going past any intersection that roadway might cross – is that the situation that would apply? **Goon:** I don’t think it is, but I believe that the federal government body for that kind of safe warning is actually the Federal Railroad Administration because they have jurisdiction and they set some of the law for the current light rail line where it’s more of a railroad corridor and therefore people wouldn’t necessarily – who are driving -- expect a train to be there, if you weren’t familiar with the area, that’s where the light rail horn is sounded. When a train gets into a local street system situation, like it is in downtown Baltimore, it’s really more your urban street running. So those horns are blowing when you’re more on a railroad property and operating more like a railroad train than like an urban light rail or BRT. **Cohen:** So the speed of the vehicle really wouldn’t have any impact on the FRA decision about it? **Goon:** I don’t believe so. I think it’s the context of the land use. **Kay:** Over time, in our experience with the current light rail line, we’ve adjusted a lot -- where to use a bell, where to use a horn based on comments from the community, based on concerns about safety. The federal regulating agencies allow you a lot of flexibility in terms of where you use that. There are examples all over the country of Edmondson Avenue-type situations with a two-track light rail line in the middle, and I’m not aware of anybody that uses a horn in a situation like that, which is exactly what you’re describing, which is intolerable for people who live along there, so that wouldn’t be an option.

Don Sherrod: Are you aware that beside the three lanes there is a 4th lane – that’s the left merge and turn lane on both sides. Now envision this scenario – without that lane that will disappear, we have two lanes

of traffic – someone making a left turn will block the traffic, someone in the other lane trying to park will block additional traffic – how are we going to solve that problem? **Goon:** Good question – what happens with the left turn lane is similar to what I went through before, I talked about the station platform. In all of the locations where there would need to be a left turn lane, we would have a left turn lane just like there is today, except for that turn where people pull over to the left lane and turn left, what happens at those locations where we have a left turn lane is, the travel lanes then slide over and what's lost is for that stretch or the length of the turn lane, let's say the turn lane is 125 feet long – for those 125 feet – or whether it's 80 feet long – whatever it is – for that length, what gives is the parking along that length of the curb, so the travel lanes slide, so you do have that left turn lane because you really can't have a left turn lane where two or three cars turn left, stop one of those other two major lanes, so that's the way to do it. **Sherrod:** You won't have all-day, full-time parking at certain spots, correct? **Goon:** That's right, you would not have all-day parking in that stretch. **Sherrod:** You would also have to narrow that area and again even if it was full and someone tried to park, sometimes to get in a narrow parking space you have to swing wider than your lane, so you're still going to block, at times, both lanes of traffic. **Goon:** But a car parked in a curb lane is not much different than a car parked in a curb lane today. **Sherrod:** No, that car's there and I'm there and I'm trying to park, and if I'm in a tight spot, I've got to swing wide which means I'm blocking one lane of traffic and I've got to swing a little wider to get to that narrow spot, I will at points block that traffic. **Goon:** What I'm saying is that's no different than today. If somebody's trying to park at the curb today and the space is a little tight because there's a car in front and a car in back, and they've got to parallel park to get in there, while they're doing that they're basically blocking –today – that lane during rush hour. **Sherrod:** During rush hour you have that lane free. **Goon:** That's true – I mean I don't know how many people try to park in rush hour – but that's what occurs today.

Community member: Have you had a chance to calculate the ratio of parking loss to the cost of building driveways for those houses for that 80 feet. You're talking about 80 feet, 125 feet of lost parking. Those individuals are not going to be able to park in front of their house – they're going to have to park around the corner on the sides or you're going to have to build, for those who are handicapped, driveways for those particular houses – is that cost calculated in this estimate? **Goon:** Well, we're not going to know in all those exact specifics until an alternative is chosen and we get started on the next level – you just don't get that level of detail, but the point is, again, even if you drive – and certainly I can't speak for every individual's specific home and who's parked in front of their house and who isn't – but even if you drive through there now, let's say at 11 o'clock at night, it's not as if the cars on both sides of Edmondson Avenue are bumper-to-bumper parked on both sides, so there is kind of a mixture of how much space is used for parking versus, even already, there are some areas where people are parking in an alley behind the street or somewhere else. I will say and I'll try to be honest, if you look at any individual home on a block they're not going to have full-time parking on the whole block, there's going to be some space where people can't park, again, in some cases that's no different today where you have a bus stop – where you have a bus stop, people can't park in front of their house there. There is even today, not everybody has a space right in front of their house if they happen to live in front of a bus stop.

Community member: I can appreciate that part – my concern is have you put into the analysis, have you made a concrete decision on where the train stops are going to be? **Goon:** Well no, what we have at this part of the study is, we have proposed station location stops. But we say that if an alternative is chosen, that those stations can shift some, there's some float in there, they're not definitively in an exact location – they can move 100 feet, 200 feet. **Community member:** Even if that's the case then, within 500 feet, have you all taken the time to say in that 500 feet there's this maximum scenario, okay, the houses that are going to be affected by the loss of parking within that area? **Goon:** The answer is yes. In our DEIS, for all the different options and all the different alternatives, we have an accumulation of the total number of parking spaces that would be lost. So we do have that, so the answer is yes. **Orange:** One more question on this section.

Barbara Rock: You have Edmondson Avenue to Mulberry, what happens when our train comes to Mulberry – this is what I’m here for -- Mulberry. **Orange:** We’ll get to that section. **Smith:** Mine is on this section – can I ask my question then? **Orange:** Hold your question please. We’re going to move on because we’ve got other sections we have to cover. **Smith:** But you just said one more question for this section. **Orange:** Hold your question and I’ll get to you. Ken we can move on to the next section.

Goon: Dr. Orange if I could real quickly – ma’am, who just asked the previous question – we don’t have a drawing for – I forget my sense of direction, I guess that way, right over there, because we really have – and I’m not going to go into detail, I’m just going to ask the chair to give me one minute - we do not have an option right over there that uses a street. Our options there are either down in the ditch, in the median, and if we’re up on Mulberry or up on Franklin, we’re not in the street, we’re in the grassy area next to that, so we’re up on either side. We’re not in the street, that’s why there’s no drawing. Alright, let me move on to the next area. **Arlene Fisher:** Unh, unh, unh, unh – **Boulmetis:** You’ve got Arlene going – that’s it! **Fisher:** You’re in our neighborhood -- welcome to West Baltimore. **Goon:** Thank you. Good to be here. **Fisher:** I appreciate you all coming and I’ve been all over the city with you all in different meetings and I do have a problem with the fact that you come to west Baltimore to the MARC station and you have nothing in this little thing. I just asked Mr. Lorenzo [Bryant] did he want me to leave since you did not have anything in here that included my neighborhood, considering from the MARC station all the way down to Martin Luther King Boulevard. Whatever your rationale is, what I think you need to do, whatever you do when you go back and do your homework, we would like to have something like this for from the MARC station to Martin Luther King Boulevard and present it to us – okay? Thank you. **Goon:** You’re welcome. We’d be glad to at the next CAC meeting or a specific meeting out in this neighborhood to present more detail in that area. The intention was not to come here tonight and run through the entire length of the project. The MTA was asked to focus on where we had options that were in the street – in this area we’re not in the street, so we’re not trying to – **Fisher:** At Mulberry and Franklin, that’s the street. **Goon:** We’re not in the street, we’re in the grassy area. Bottom line, we’d be glad to come out and make a presentation on exactly everything in this stretch, from Martin Luther King Boulevard out to West Baltimore MARC. **Fisher:** I’ve been with you from the beginning, the options that you sent to the Transit Commission were not in the grassy area. The options that you presented to us were going up Mulberry Street, were going up Franklin Street – you did not present any options to us that were going on the grass or were going in the road to nowhere. **Rock:** I have maps. **Fisher:** It was not going up the grassy area, so if there is a 4th or 5th option, that option was not presented to the community. **Goon:** Are you talking about between Martin Luther King Boulevard and the West Baltimore MARC? **Fisher:** Yes. We have the maps. **Goon:** I’d be glad to talk to you, but we have never presented an option, to my knowledge, that goes anywhere but the three areas I mentioned, down in the ditch or along the grassy areas. **Fisher:** I have the maps – **Orange:** Arlene, what was this that you were presented? **Fisher:** When they presented the first -- we were at St. James, we were at Bon Secours [Hospital]. **Orange:** How long ago was that? **Fisher:** Within the last couple of years and I’ve got the maps at home, too, ones just like that. One option was to make Mulberry two ways, one option was to make Franklin two ways, and the other option was to go in the ditch. **Goon:** Ma’am, this map is just at a very gross schematic scale. You can’t look at this map and say exactly where the line is, you have to look at our plan sheets that we presented at meetings that shows the project along the ditch, as I said, in the ditch or up above in the grassy areas. **Fisher:** I have one just like this. **Angela Bethea-Spearman:** We need to move on but I want to say, because I have concerns too but I’m going to hold back. Arlene has asked that MTA come and present to this area. I’m going to put this on the record – from Cook’s Lane down to Hilton Street the MTA also needs to come and talk to those 23 communities. Thank you.

Goon: Okay, the next area is the downtown area. Again we have a couple tunnel options in the downtown area, Lombard to Fayette Street, tunnels under those streets. We also have a couple of surface options. The first one says Baltimore Street/Lombard Street Surface Options for BRT /LRT. The first one is putting two lanes of transit on Baltimore Street. This section shows two-way transit on the north

side of Baltimore Street. So we have two transit lanes only on the north side of Baltimore Street, one eastbound travel lane on Baltimore Street and parking in the curb lane. So what happens with that option is basically the two transit lanes take away one travel lane – generally there’s two lanes of travel on Baltimore Street – and one parking lane, so a pretty severe impact to this option – so that’s that option. The next one is a one-way pairing between Baltimore Street and Lombard Street. In this case, the transit would actually be split, so the eastbound transit – whether it’s Bus Rapid Transit or LRT – the eastbound transit would be effectively – if you look at this drawing – the second lane out, looking east, from the curb. The curb lane would be parking like it is today, the next lane would be transit and the next two lanes would be eastbound traffic on Baltimore Street. What happens there is the traffic maintains the same two lanes eastbound, the transit in effect takes over one of the parking lanes, so parking is lost in this option. On Lombard Street, we have the same issue – the parking would be on the one side of the street, second lane out would be the transit heading westbound and the remaining lanes would be traffic heading out westbound on Lombard Street. The third option for Baltimore/Lombard – instead of being the second lane out, the transit would be in the curb lane. So on Baltimore Street in the eastbound direction, there would be transit in the curb lane, two lanes for traffic and then parking on the north side of the street. So, again in this scenario, same reverse case on Lombard Street. Transit would be in the right hand lane and then you have traffic and then parking on the left lane. This is a little bit of a simplification, because if you look at Lombard Street or Baltimore Street all the way to MLK and President Street, it’s not always exactly the same scenario, it’s a little bit of switching back and forth and parking changes a little bit. So this is kind of a general description of what happens in this area. Basically, in this case, there’s no room to move the curbs back, by putting the transit in something is affected negatively -- either parking and /or some of the roadway capacity. Those are the three surface options through downtown Baltimore for BRT and LRT – so I’ll pause there.

Keith: Ken, do you have an option that couples Baltimore Street and Fayette Street? **Goon:** No. Because earlier in the study that alternative was essentially dropped. **Keith:** The Fayette Street option did include bringing in the City Hall area and the courts and it also connected to the Green Line far more effectively than this. So is it too late in the process now to consider this couplet? **Goon:** As I’ve said, earlier in the study we had a Fayette/Baltimore plan that we looked at. As I recall, I think the biggest benefit that you mentioned was that Fayette Street was a little closer to the Metro station than we are down on Baltimore Street – so a better connection there, but – **Bethea-Spearman:** (To audience) Excuse me, will you please, please be quiet so we all can hear – this is important. We need to be paying attention, close attention. Mr. Goon. **Goon:** Thank you. The majority of the input we got from stakeholders, businesses, communities and others was that Pratt/Lombard/Baltimore was a little bit more central to both existing development and what’s going to be happening in the future. And the other big thing was one of our bigger anchors, in terms of potential ridership is the whole University of Maryland complex – the hospital, the school itself and as we got further north, up toward Fayette Street, we were getting a little bit farther and farther away from that anchor. It’s not that one’s right and one’s wrong, but on balance we looked at all the issues. **Keith:** I understand there’s a process by which that was eliminated, because apparently we can’t bring it up again. **Goon:** As I’ve said, that’s correct. Our document right now documents what we looked at and some of the reasons why and at some point – **Keith:** Do you explain in the DEIS why it was rejected? **Goon:** Yes. **Keith:** So we have no chance of resurrecting it? **Goon:** Well, you can certainly come to the hearing and still say we know this was rejected, we think it’s --I, we, whoever you’re speaking on behalf of – and suggest this is an option you don’t think should have been rejected and should be reconsidered, you certainly have that opportunity. **Keith:** Can it be reconsidered? **Goon:** That will be decided by the decision makers, which aren’t me. **Kay:** A comment about process – we’ve been doing the study now for about five years and though we started with everything in the world on the table, we’ve come a long way and whittled it down to these 12 alternatives with these particular examples that Ken’s talking about. We’ve had to make some decisions along the way, based on input from lots of people, lots of meetings – **Keith:** I don’t remember any meetings. **Kay:** Bob, we’ve had hundreds of meetings. We have to take information that we have and make a decision. It doesn’t mean

that the things we rejected did not have merit – sometimes it's a balance where we're trying to choose between two different things. In this case we decided, based on everything we heard, including the point you've made, a recognition of that point. It would be nice to connect to City Hall, it would be nice to connect to Metro directly, but on balance it was more important to be further south than downtown.

Keith: It can be revisited at the public hearing? **Kay:** Anything can be revisited, you can raise it, anybody can raise it. And at that point we have to go back and say, again, all those questions that people have raised we have to respond to them. And you will see documentation in the DEIS about that decision and many others that we made, but there's not going to be much more to it than what Ken has already described. There's no science behind this.

Goon: Over the last 4-5 years we've been studying this, it is kind of a dynamic process where you're constantly listening to lots of different people, lots of different viewpoints and through the technical analysis. And, Mr. Keith, as an example, there were a number of people that we met with from the downtown community who really felt that the Red Line should be down on Pratt Street, which is even more of the opposite direction from where you're thinking you'd like it to be. We had to make the same kind of balanced decision there, saying we think that's a bit too far from the Metro station, it's not central enough to the major, central corridor of employment, but this is what we do all the time. We had some people say I think it should be farther south than Pratt Street, other people saying like you were, it would be better off on Fayette Street – part of our job is to – **Keith:** I'm thinking more of the connectivity of the rail system. **Goon:** It's very important, I agree. But all I'm saying is, we're having to do our best to try to analyze all these different perspectives and then use our best professional judgment, after this analysis and listening to the public. You can comment on the ones that were dropped, but the one thing I would want to leave with yourself, the Council, it's not like the team is arbitrarily making these decisions, we are constantly weighing all these pros and cons, even some of the ones that were presented tonight, I've tried to describe how some of them are better in some aspects, worse in others, some of them are better at protecting people's property -- that's what we do. We can't leave everything on the table forever, we have to start whittling down some or we'll never get to an answer. **Bethea-Spearman:** We need to move on – **Boulmetis:** Can I ask – **Bethea-Spearman:** No, please, just a minute. From this point forward we will take questions and comments at question and comment period time at the end of the meeting. We're going to go on to page 10 so we can finish it – thank you.

Goon: Thank you. Okay, Central Avenue is next. We have some surface options, they come across Lombard or Baltimore and we actually do have one or two at the Fayette or Eastern end, some of our tunnel options. Some of those options on surface come down Central Avenue – we have two options shown here, one is the light rail/BRT more to the curb side, not the actual curb but the second lane out. That's the first one shown is dedicated transit, second lane out. Here we show parking on both sides of the street, then the transit, then in the middle, one lane in each direction with a set of turn lanes, one of those reversible things. The next option on the next page will be transit in the middle of Central Avenue, with one travel lane for the cars next to it and one parking lane – those are our two options on Central Avenue.

Goon: The next set of streets are where we have surface is how do we get from the Inner Harbor East area/ Central Avenue/ President Street east. Again, we have tunnel options through here – I'm not talking about those tonight, just the surface. The surface options we have, in a sense, two one-way pair options. The first set is what we call Eastern/Fleet – again similar to one of the options on Lombard and Baltimore. The Eastern/Fleet pair – there would be one dedicated transit lane on each of those two streets, one eastbound and one headed westbound. There would be under this option, two parking lanes and one travel lane and the traffic would be one way on each street. In this option capacity is reduced, because you're reducing down, right now Eastern/Fleet, each one of those two streets has a one-way eastbound lane and a one-way westbound lane. Under this option, one of those lanes in each direction is basically removed because it's taken by the transit. The next option is some overlap except that instead of the traffic giving way, the parking is lost. So you'd have one dedicated transit lane in each direction, you'd

maintain two-way traffic on each one of the streets – Eastern and Fleet – but instead of having parking on both sides of the street as you do today, you’ll only have parking on one side of the street. So literally, probably half the total parking is lost. So if you look at these two options – one negatively affects traffic, the other negatively affects parking. If you’re on the surface here there’s not a real good technical solution if something gets affected pretty negatively. Obviously the tunnel options don’t affect the traffic or the parking.

Goon: The next one, Eastern/Fleet from Central to Chester Street – and this one is kind of a combination of the first two. In this one, each of the two streets would be a one-way, which by the way just making the streets one way, the community would say that’s a negative because that would change the circulation pattern. There would be one transit lane on each street, one parking lane, one full-time travel lane and then the curb lane – it’s kind of like when we talked about Edmondson Avenue – the curb lane would be travel in the peak period but parking the other 21 hours of the day. So it’s sort of a compromise – we don’t totally lose traffic or totally lose parking, but in this option, we keep the traffic in the peak periods in the two lanes in each direction, but you lose parking in the peak periods. It’s kind of in-between the first two. Just to speed things up, I’m going to be real quick, I’m going to say that the Fleet/Aliceanna pair is pretty much analogous to the Eastern/Fleet pair – so the same three options I just described for Eastern Fleet are basically the same three options on Fleet/ Aliceanna. In those options, they’re all one-way couplets, pairs where transit is on the two different streets and in the one option you’ll lose capacity and in the other option you’ll lose parking, in the other option it’s kind of a compromise. Now again, to reiterate, these are the surface options – the tunnel options you don’t lose any parking and you don’t lose any travel capacity. I think those are probably the major points on Aliceanna/Fleet.

Goon: The next three that would potentially have surface operations would be Boston Street. If you’re at Boston Street and Aliceanna, Boston Street itself, the right of way and the street width changes. When you’re first at the head of Boston Street up by Aliceanna, Boston Street’s right of way and width is narrower and as you go farther south below the Can Company it widens some. We’ve actually shown both sections here, the first, page 18, the right of way in this stretch of Boston Street is about 80 feet and it gets larger below, east of Lakewood Avenue, it’s 80 to 90 and then below it it’s 100 to 140 so it widens quite a bit. So we have three different sections where we have more space we can move differently, so the narrower sections, the top drawing on page 18, there’s two lanes for transit in the middle, and then there’s travel lanes on each side, so what has to give there is parking for those first two blocks. Then when Boston Street widens just below, you’ve got a little bit more space to maintain two travel lanes in each direction and at least one lane of parking on one side. We have a second option on Boston Street, which instead of being in the middle of Boston Street we would be more on the water side of -- some would call it the promenade, so it would be the side of Boston Street, so if you look at these pictures on 19, almost envision you’re looking towards Canton Crossing, for example, not with your back to Fells Point. So two transit lanes on the side and then in the narrower portion, one travel lane in each direction, then a set of turn lanes and in the wide portion, one travel lane in each direction, one parking lane and a set of turn lanes. So that’s Boston Street.

Goon: Now I’m going to back up, Mr. Cohen asked this question earlier. One of the alternatives we have for one of the BRT options is instead of coming down I-70 or Security Boulevard to the park and ride on Cook’s Lane, is taking the BRT option down to Woodlawn Drive and then to Johnnycake and Ingleside, so I have a section for each one of these. In the first section along Woodlawn Drive, transit basically shares the curb lane with automobile traffic, so there’s two lanes of auto traffic in each direction on Woodlawn, the curb lane would be where you’d put a light rail or BRT. No real options there, that’s the one that is the one option. On Johnnycake – this is page 21 – we’re showing transit sharing the same lanes with traffic, the two middle lanes and maintaining parking on both sides of the street. On Ingleside we have the center lane being like a left turn lane, again reversible, in either direction, then the light rail or BRT -- the BRT, there’s no light rail option there – the buses would be in the second lane out and the

curb lane would be with parking. **Cohen:** Where's the travel? **Goon:** It's a shared lane. Page 23 – this would be a section of Edmondson Avenue between Ingleside and Cook's Lane. Here we have a very wide median, so we'd be looking at putting BRT against the median and maintaining two lanes of travel in each direction. That's one option. The second option you can see, would narrow the median a bit -- we'd put the transit in the median and maintain three lanes of traffic in each direction. So this eventually becomes a determination based on the capacity of the roadway with three lanes versus two and it's also related ultimately to what solution is chosen farther east. That concludes my presentation.

Boulmetis: I just wanted to explain the real effects on Baltimore about taking it away from businesses – you have a station in front of a parking garage it's going to be an extreme hazard. I've been to all the meetings so I understand how you're really leaning towards a tunnel anyway, but I just want to reiterate that the business community of downtown Baltimore definitely wants a tunnel. We understand the repercussions of losing parking – we'll go bankrupt.

Cohen: Ken, there is one thing around Boston and Aliceanna that wasn't mentioned and that is that in some of the alternatives you have a portal there and the portal is in an area that is in the storm surge zone and the flood zone and we're facing global warming and rising sea levels. This is not a riverfront, this is fronting on tidal water. That would mean to me that you would have to have watertight doors that would come up from below the surface of the track and include a section of the track to seal off the portal itself when there was a big storm like we had a few years ago – was that included in the costs of that alternative? **Goon:** The answer is basically yes. At that location, one of our tunnel options, it runs in tunnel, the alignment runs in tunnel at that point we're at Aliceanna Street, and right around where Aliceanna merges into Boston is where we would be looking to bring the train out of that portal and then turn onto Boston Street where it runs in surface. What we have to look at Ed, are the current defined 100-year flood plain lines. And since that is right at the edge there, so in that particular case we went a little but farther and we're doing some more engineering studies that we might normally do right at the area and we've actually done some preliminary design in that area that basically allows us to have a portal in a situation where it's above the 100-year flood plain. By just some of the work we'd do there, we would be above it. And that meets all the basic requirements from the federal government and others in terms of protecting against floods. The greater issue of what happens in the longer term if those 100-year flood plain lines change, because of global warming or melting Antarctica or ice caps or whatever, if that changes then the MTA has to address that. If that changed 20 years from now, maybe we've built the Red Line and there's a portal there, and behind your flood plain line was defined as still going up, then that will have to be addressed at that point in time. **Cohen:** At that point in time rather than now? **Goon:** Well the problem is now there's no defined, what that elevation will be. Right now there's a defined elevation for the 100-year flood plain, and I don't remember what it is -- **Cohen:** But you're already in the flood plain and storm surge area right now, because that area is below where that flood plain is. The flood plain goes up in some areas north of Eastern Avenue. **Goon:** All I'm saying is we've used the accepted 100-year flood plain lines, we've done preliminary design which keeps that portal area above it.

Smith: On page 5 – I think you already answered in your presentation – that you can have full-time parking on the two sides because of the buses that we have, the train vehicles and things of that nature. Also when you have the two rapid transit vehicles in the center – which is basically what we had with the streetcars years ago – now you made the change, you had to have an island-like thing so people waiting for the vehicle had a place to stand, otherwise their life's in jeopardy with trying to cross over when the vehicle's there and you're stuck waiting for them to get across – there goes the rapid. We had that situation – I know it was a long time ago, but I do remember when it changed. In some of these places do the doors open on both sides, because I'm like how in the devil am I going to get out of here and stand somewhere with cars around you – I'd be terrified. When I'm on the subway, doors open on either side depending on how the thing stops at a station, but is that going to happen here? **Goon:** First of all, with the current Metro or the current light rail – and I think it would be the same thing here – every station

would be either what's called center platform or side platform. If you have a center platform, it means the trains are coming, or buses, on each side of that platform and therefore when a train or bus stops there, only doors are going to open on the platform side. **Smith:** So you do have doors on both sides of the vehicle? **Goon:** There are doors on both sides, but they're only going to be opening on the one side. At a side platform, instead of a center platform which can be either depending on the specific location, if there's a side platform it's really the same concept – the tracks go right next to each other, when the train stops there the doors open only on one side. It's exactly what exists today when the light rail comes in – the train pulls into a station, there's a platform on the side, the doors only open and close on that one side. Second thing, again, at this point in the study, what is most critical in all the biggest issues in terms of what's good and bad about all the options, when an option is chosen, the next phase will include much more detailed discussions with communities. So for example, this issue of pedestrians crossing Edmondson Avenue – if the community wants to have a little bit more space in the middle for a landing for people to be able to stop and wait on as they're crossing the street or wants more intersection signal than the current idea, the MTA would certainly be willing to work with the community on that. We recognize that if there's more standing space in the middle, then that space has got to come from somewhere. So if there's going to be more space in the middle, where's it likely have to come from? The adjacent property owner, the curb's got to move back a little bit farther to provide that space. I think the MTA will certainly want to talk to the community as a whole and try to determine what was the will of the community. Again, they are balancing issues.

Goon: There was one more point I wanted to make – the width of the platform. Again, so much data, so much information. We have some standard platform widths – I almost hesitate, Saul's over there taping and I'll say something and it won't be exactly right. I don't remember if they're 12 feet or whatever but they're going to be a safe enough width and in an area along Edmondson Avenue where there's a platform, and on one side there will be transit and on the other side there will be cars, we can put in a railing, and that exists today on the light rail line, at certain station stops, so you can't drift off of there, it gives a little defined area, it's painted and it's colored, it looks nice and things like that.

Orange: Mr. Kay – do you have the schedule for the public hearings? **Kay:** Let me give Anthony [Brown] less than two minutes for this. **Anthony Brown:** Good evening to the Council and to our co-chairs. **[Handout]** I definitely do not have enough copies, so let me share these with the Council in front and there are a couple of extra copies here. The topic of our conversation is the public hearings. I would ask, as Mr. Spearman has been commenting, I only have to get through a page of notes here, so if I could just get your attention and your patience and any questions, Madame Co-Chair, at the end of it. My conversation specifically is as Ken has referenced, we are preparing for the public hearings, the public's opportunity to testify on the project, on the AA/DEIS and on the alternatives. That opportunity is coming up in mid-October. The MTA is planning a series of 4 public hearings to receive comments on the proposed alternatives. The tentative dates – and that's why I hesitate to hand out the sheet – again the dates are tentative, but the dates we are looking at are October 21st, 23rd, 25th – which is a Saturday – 28th and the 30th. Our goal is to hold 4 meetings – 3 of those meetings would be in the evenings, one of those evening opportunities on the east side, one in the middle of the corridor and one on the west side towards the County. And then a 4th meeting on a Saturday for the person who wouldn't be able to make one of those evening opportunities and that meeting would happen in the middle of the corridor. We're just trying to confirm all those dates to see exactly which one of those evening dates we will be picking. But again – an east opportunity, west opportunity and a central opportunity. The vision is for those weekday meetings to go from 4 p.m. to 9 p.m. – you would have an opportunity to come in as early as 4 o'clock. And the end times for the meetings, let me just emphasize that, as long as you register to testify that night within 15 minutes of 9 o'clock, we will stay there until we hear all testimony. If that's 11 or 12, we will stay until we hear all testimony. That Saturday meeting, right now we have that listed for 11 a.m. to 3 p.m.

Brown: As we do with all of our meetings, there will be a complete advertising schedule and information mailed to persons to let you know exactly where the locations are, reminding you of the times and some of those hearing procedures. We're looking at the hearing procedures, giving persons 3-4 minutes for public testimony. It's listed on your sheet, that beyond that opportunity to testify publicly on this project you can always, during this comment period submit, of course, oral testimony at the hearing, you can use a written comment form at the hearing. You can also complete an online comment form which will be available on our Red Line website, and you can also at the hearing, if you're someone who wants to make a comment, but does not feel comfortable standing up in front of the larger group, there will be two court reporters available at this hearing, so if you want to go to a separate room, provide your comments to that court reporter, you may do that. We also envision doing what we're calling a hearing brochure, which would summarize the locations, hearing procedures and alternative information that you've heard over the past several years. This document would be mailed to you about 30 days in advance of the hearing. That will give you an opportunity to review that information, position your questions or comments based on that information – an outline of that brochure is also listed.

Brown: Locations that are currently being confirmed – and I would just emphasize our criteria for these locations involves an auditorium setting that would hold 250-300 persons, ADA accessible, accessible by public transportation. A lot of our city schools are out of the equation because of our ending time and they were very strict on not allowing the schools to be open til 10 or 11, even if we offered to pay the overtime – they didn't want to do that. So, the locations that are currently being confirmed: on the east side is the United Auto Workers' Hall, 1010 Oldham Street. Here in the middle there's a Lithuanian Hall at 851-853 Hollins Street (listed as Hollis, but it's actually Hollins Street), another middle location, we're looking at this potentially for the Saturday meeting, is New Shiloh Baptist Church right up the street, their Family Life Center. And then finally on the west side, Woodlawn Senior High School has an auditorium that holds about 600 persons, that's the type of space we need to adequately accommodate the persons we anticipate will come out to testify. One final note, just keep in mind we will be holding the hearings in mid-October, the DEIS would be available approximately one month before that and of course we have a full mailing list, it will be mailed out to several select mailing lists. It will be available at libraries for review and it will also be available at the MTA, it will be available online – all that information would be coming out to you and that hearing brochure so you would know more about it.

Cohen: I have two concerns regarding what you said. One has to do with the time period. You said we would have 30 days and then there would be the public hearing and then there would be a comment period after that. My understanding is that would be about 60 days. **Brown:** A total of 90 days, right? **Goon:** That's correct. We're somewhat at the mercy of FTA -- we're waiting for final comment and approval. Once they give that we will print, produce the document. There's an official time called the notice of intent, for the Federal Register. At that point in time, that's literally a day, they print every Friday, that day you will have available at about 14 different library locations throughout the corridor, we will have mailed them out to a large number of people – that starts the official comment period we're going to hold at 90 days. So the hearing's 30 days away, there'll be the hearing, and then after the hearing there will be another approximately 60 more days when people can still offer comments. Another thing that Anthony mentioned – the weight of the comments is identical no matter how you do it. So if you send a letter in the 89th day, or fill out a comment form on the 89th day, those comments are taken exactly as seriously as all the other comments. So effectively you get the document you've got almost 90 days to review it and make comments. **Cohen:** Okay, well here's my concern about that. The DEIS you said would be approximately 3-thousand pages long, that's a very technical document including all the appendices and so forth. Now, that's approximately 100 pages a day that someone would have to digest without any break before the hearing. Why can't we have the hearing 60 days into that comment period, rather than 30 days, so that people would have more time to digest the document before the hearing and then have 30 days thereafter to comment. **Goon:** If we get the FTA approval mid-September, late September – if you make that 60 days we're going to start running up to Thanksgiving is the bottom line

answer. If the MTA were to schedule a hearing near Thanksgiving, my guess is they would be highly criticized if the hearing were right at the holiday. If anyone wants to be as thorough as possible reviewing the DEIS and associated technical reports, submitting your comments in writing at 89 days is no different than at the hearing – there’s nothing special about the hearing in terms of getting your comments in, there are many opportunities. Typically when you do a document, the federal requirements are you have to have a minimum of 15 days from the time your document goes public to when the hearing is held. So we’ve already made that 30, that’s the federal requirement, I’m not sure if the state requirement is any different, but I know the federal requirement is only 15 days. So we pushed that to 30 days to give people more time to review, but then they still have 60 more days to comment. I think if we pushed that back, we’re going to be right on Thanksgiving.

Cohen: The second concern that I had was about this business about having essentially private testimony rather than testimony before the public. Part of the purpose of a public hearing is so that the public can hear the comments of other members of the public, because it might impact their own testimony if they hear something that jogs something in their brains. If we have people in a different room giving testimony the people won’t have the benefit of hearing what that person says before they go up. **Goon:** My only response to that is we’re trying to make this as accessible as possible for people to testify. Anthony said it very well – the reality is that many people feel very comfortable getting up in front of 100 or 200 people and giving their testimony, but quite frankly there are many people who are not, they are more intimidated or shy. It also allows us to take as much testimony as possible. In terms of the public’s ability to hear what everybody says, realize that none of us knows what the numbers will be. But if we have 5-hundred people over the 4 periods giving verbal testimony, or 6-hundred, we still may get another 6-hundred people or a thousand people who fill in comment forms and write letters in, well the public’s not going to hear those, they’re going to comment anyway. So if you want to sit in and listen to others or somebody wants others to hear their testimony, they’re certainly able to do that. I think to offer other people the chance to do it, just to go on the record and make their comments, what we’re trying to do is make it as convenient and accessible for people as possible. **Community members:** The court reporters there – aren’t they going to be able to turn it around fairly quickly and have available what those people said privately. **Goon:** That’s a good point. I don’t know if it will be fairly quickly, it depends on how many people testify and how voluminous their comments are, but they all become part of the public record – certainly at some point somebody can come in and look. What I can’t guarantee though is the fact – those documents aren’t going to be ready for those 90 day periods for somebody to come in and review everybody else’s comments before they make their own – that’s not easy.

Keith: I wanted to follow up on Mr. Goon’s presentation where he mentions that the tunnel alternatives are still on the table. We’ve got a list of alternatives that show that 8 of the 10 construction alternatives do not meet the cost effectiveness required. We’ve also been told also that there’s a need to tweak them – eliminate stations or change the alternative, now how does that process work? I mean have you done any tweaking on your own, have you had any consideration of what you’re going to do with these alternatives? And are you going to present any alternatives in the DEIS where you know that you’re not going to submit it for federal funding. I mean that would be deceiving the public, putting alternatives in that you know can’t be funded. **Kay:** I appreciate that question Bob – **Keith:** I’m sure you do. **Kay:** That’s been part of the theme of what it means to have alternatives in this document. What we try to do with the document is establish for the public’s benefit the broadest range of feasible alternatives that we can. We start with a much bigger group, as we go on using public input, using engineering analysis, using traffic studies, we whittle those down. So we have that for 12, Ken’s discussion tonight included many options within the same alternative. What that does is gives us a body of options, so we publish our document, we take public comment and then that starts the process of trying to decide what our preferred alternative is. A preferred alternative can be a combination of all those 12 alternatives. **Keith:** So have you in your own offices worked out any minimum operable segments? **Kay:** We have ideas about that. **Keith:** Are you interested at all in sharing them with us? **Kay:** I think at your last meeting you had a

long discussion about that. For the purposes of the DEIS we don't want to present those, we're looking for federal approval, funding support for the 14 mile project. **Keith:** You're obligated under the law to consult with the CAC on major decisions. **Kay:** That's right. **Keith:** I think to make something up that you're showing the public in the DEIS and then take it away I think that's a major decision. **Kay:** The next major decision that's made will be the locally preferred alternative, that is the point at which we will come to you – we take the 12 with their varied options and turn it into one option, that's a decision point we're going to need your input on. **Keith:** When will that be? **Kay:** It will be after the first of the year. We will conclude the 90-day public comment period, we need some time to transcribe the comments, analyze the comments, respond to the comments and apply them to the alternatives we have. So sometime in January, February we'll be in a position to be talking about the preferred alternative and we'll come to you to discuss it.

Sherrod: With the 8th District being the longest district, this system goes through the heart of the 8th district which goes from I-70 down to Fulton Street, and I see some of those places not affected by the Red Line – wouldn't it make sense to have these public hearings in these communities that are affected along the route? Hollins Street and Oldham Street have nothing to do with this. So why wouldn't it make sense to have one in the 8th district since it's the longest and it's most disruptive to Edmondson Avenue – there's schools, there's churches along there, then go into West Baltimore into Arlene's district and Zelda Robinson's and put something there, not somewhere where you know people will not show up. This is to the Council, this is to you Mr. Kay – why would you have these meetings somewhere totally out of the loop of the Red Line? **Brown:** I think the Council is hearing this for the first time. **Sherrod:** Is this decision with the Council or what? Is it just the MTA's decision? **Orange:** Mr. Brown, let me respond. We have the issue of one, availability, two, accessibility because there are some of those locations that you're talking about that don't want us in. We're talking about access to public transportation, so all of these issues plus the ability to hold comfortably 250-300 people, and all of that is taken into account when trying to find locations. Now, I've said it before and I'll say it again – you don't have to wait for a Citizens' Advisory Council meeting. Any community can contact the MTA and ask them specifically what they want them to come out to address. You don't have to wait once a month to come to the CAC – every community has the opportunity to contact the MTA and say we would like you to come to this church, we have specific issues, you don't have to wait for the CAC. But the CAC we have asked the MTA to consider not only availability, size, access to public transportation. One of the reasons we can't use the schools is as they said, just like now it's two minutes to 9, we have to get out of here. And so all of that is taken into consideration. **Sherrod:** We're talking about these hearings, we're not talking about individual meetings. We're speaking specifically about these very important meetings about a system that goes 14 miles along a certain designated route. **Orange:** We're talking about size. **Sherrod:** You should double check, not take their word for it – make sure we can find places along the route. **Bethea-Spearman:** Can we not argue about it? Can we find somewhere in the 8th district to hold one of those meetings? With the thousands of churches we have out there to hold one of the meetings. **Kay/Brown:** We'll work on it. **Saul Wilson:** Going back to the format for written comments, is it possible to submit comments that aren't in the format of the online comment form or postcard. **Orange:** Sure, sure. You don't have to follow -- **Brown:** Absolutely. **Orange:** We don't have a problem with any particular format, any comments you want to submit, you can submit them, you can submit them online, you can submit them in writing. We encourage any comments that people have on any phase of the line to do that. Yes – we have Delegate Melvin Stukes with us this evening.

Del. Stukes: I agree – not just the 8th district, the majority of this system is in the 44th legislative district also. One of the locations is in the 44th, on Hollins Street. But I am a bit perplexed about New Shiloh, which is at least a mile away from the closest portion. The school situation I think can actually be worked out. There are multitudes of churches within this district -- Community on Caton Avenue to New Psalmist, St. Bernadine's and for the areas of West Hills and Westgate not to have a venue, because it has the largest residential impact area along this 14-mile route. I know you have to take ADA compliance into

consideration. **Brown:** I did get one suggestion and I've heard a couple of yours, so we'll re-look. I've heard New Psalmist and I heard from Madame Co-Chair. **Stukes:** If the schools are a problem, I can help you with that. I just had one question – when you were talking about curb cutbacks, was that actually looked at hypothetically with parking, how a curb cutback could be a benefit to this project.

Kay: A bump-out you mean? **Stukes:** Yes, and how much of a curb cutback, because Edmondson starts out 14 feet wide and it winds up 11 feet wide, so are there some things that can make it possibly a more customer-friendly street. For consideration.

Community member: The dates for the public hearings, when will they be firmed up? What's your window? We're in August already, October will be here really soon, so do you have any idea when you'll firm up these dates? **Goon:** We have, as we've mentioned to the Council before in some of these meetings, we are somewhat of a partner with the Federal Transit Administration, we had originally submitted the official document, the DEIS, on April 30. They were responsible to get us their comments back in 60 days, which would have been June 30th. They didn't make that but they didn't miss it by much, they got us those comments by early July. We re-edited the document based on their comments and have submitted that back to them. They are due to give us the go-ahead, we had to address all of their comments, on August 25th which is 11 days from now. The other thing they have to do is, the current date that's scheduled is August 27th, they are actually a co-signator on the document so they have to sign that cover sheet. If they get us those final approvals and sign that sheet on August 27th, at that point, Anthony will then be able to pin down the actual dates. Nobody's doing it right now, he's trying to get tentative dates and based on the discussion tonight we may follow up with a couple of different locations. We have to have those in hand so when the federal government says yes we can then nail them down, so we will probably know – we'll keep our fingers crossed – around August 27th and then we'll start sometime shortly after that announcing when they will be held. **Community member:** The other question was the timeframe for the weekday hearings from 4 to 9. If you're like me, you rise early and by the time of 8 or 9 o'clock you're tired, but you'd like to get to the meeting but you get off at 4 o'clock. You want to hear everything that goes on in the meeting, why not change the time to 5? Or 4:30. **Goon:** I think this has a little bit to do with the function and purpose of the meeting. What we're trying to do is optimize accessibility for everyone, so the fact that any individual can't get there til 5, 5:30 or 6 because of their job, daycare or any other reason, having it at 4 gives other people a chance to get there and start testifying. Some elderly people for example, they might want to get their early because they don't want to be out when it starts getting dark. So we're just trying to open the window – if you want to come and testify, if you get there at 5:30 and 20 people have testified, yes you've missed that testimony, but the purpose is to hear from you, that's the MTA's main goal – to hear from as many people as possible, so we've tried to give as much flexibility as possible. **Stacye Francisco:** Can I add to that also, because the 4 to 9 actually works for people who work the night shift, people who go to work at 5 or 6. **Goon:** And the other thing I want to keep emphasizing, the hearing itself is only one way to testify, there are other ways in terms of submitting written comments, filling out a comment form, etc.

Cohen: Mr. Chairman, it's already 9:03 – could we hear a word from Mr. Costello about how we are going to proceed with our report? **Orange:** No, you're going to hear a word from me (laughter). He's going to give each of the CAC members a copy of the draft report, he wants us to read it – and what I'm talking about, the Red Line Citizens' Advisory Council has to submit a report to the Maryland General Assembly September 1st. We are able to submit it a few days late but we're going to try to hit that target date and what he's talking about is the report that has been drafted by this CAC committee, that we need to review, add to and make comments on and prepare that to send it to the General Assembly. I'm going to ask that each member of the CAC read it, and any comments at all, give them to Mr. Costello as soon as possible because we want to try to be as close on target for September 1st as possible. Mr. Costello.

Chris Costello: Mr. Chairman, the reason I'm late is that I've had trouble getting these copied – there's like a half a paragraph missing from the first page for some reason it just got kicked out. I will correct that

and e-mail it to everybody that has e-mail – (to Dr. Orange) I think you're the only person that doesn't, I don't know if you have a fax or not – **Orange:** Mail it to me. **Costello:** I can mail it you. Then, please take a look at this. There were three of us, Ed, Bob and I that did this, this was a consensus that we came up with as we were doing it, it is not necessarily something that the whole committee -- the Council may want to word things different. **Orange:** I just want to thank Mr. Costello and the other committee members. Mr. Al Foxx called me and informed me that he was on business for the city in New York and he would try to get here tonight, he was hoping that he would just be late, but that's the reason that Mr. Foxx is not here. We are unfortunately going to lose Mr. Doug McCoach – he is leaving city government at the end of this month. He has been a tremendous asset and, Mr. Kay, I don't know what the process will be – probably through the Mayor's office I guess to see if she can appoint a replacement for Mr. Doug McCoach, because we need to try to get the committee back up to the 15 members. Members of the legislature that have the responsibility have been somewhat negligent in replacing people – I don't know what's taking so long. **Keith:** Are we down two people now? **Orange:** We're down three. **Keith:** Three with Doug. **Orange:** Yeah. **Keith:** Does that affect your quorum requirements? **Orange:** No, I just changed that a bit. We've still got a lot of work to do, I'd like to have it up to a full complement of members. We have enough to function, but I still want to get it up to 15 members. **Cohen:** Mr. Chairman, this handout that Mr. Keith distributed before the meeting began is a supplement to the handout that Mr. Costello handed out to the members. This is additional material that would go into the summary and the first part of the report. **Orange:** The Executive Summary? **Cohen:** Yes. So this is additional, when we met on Monday night we could not complete the work in the allotted time, we stayed 45 minutes late, Mr. Keith was running out of oxygen, we had to end the meeting and we've been trying to do this by telephone and e-mail since that time and we still have a few changes to make and everyone will get this as a single document by e-mail or fax. **Orange:** Okay, any other concerns before I adjourn? Meeting adjourned, thank you so much. The next meeting will be [September 11] at the American Baptist Conference Center, 5124 Greenwich Avenue.

The meeting adjourned at 9:09 p.m.

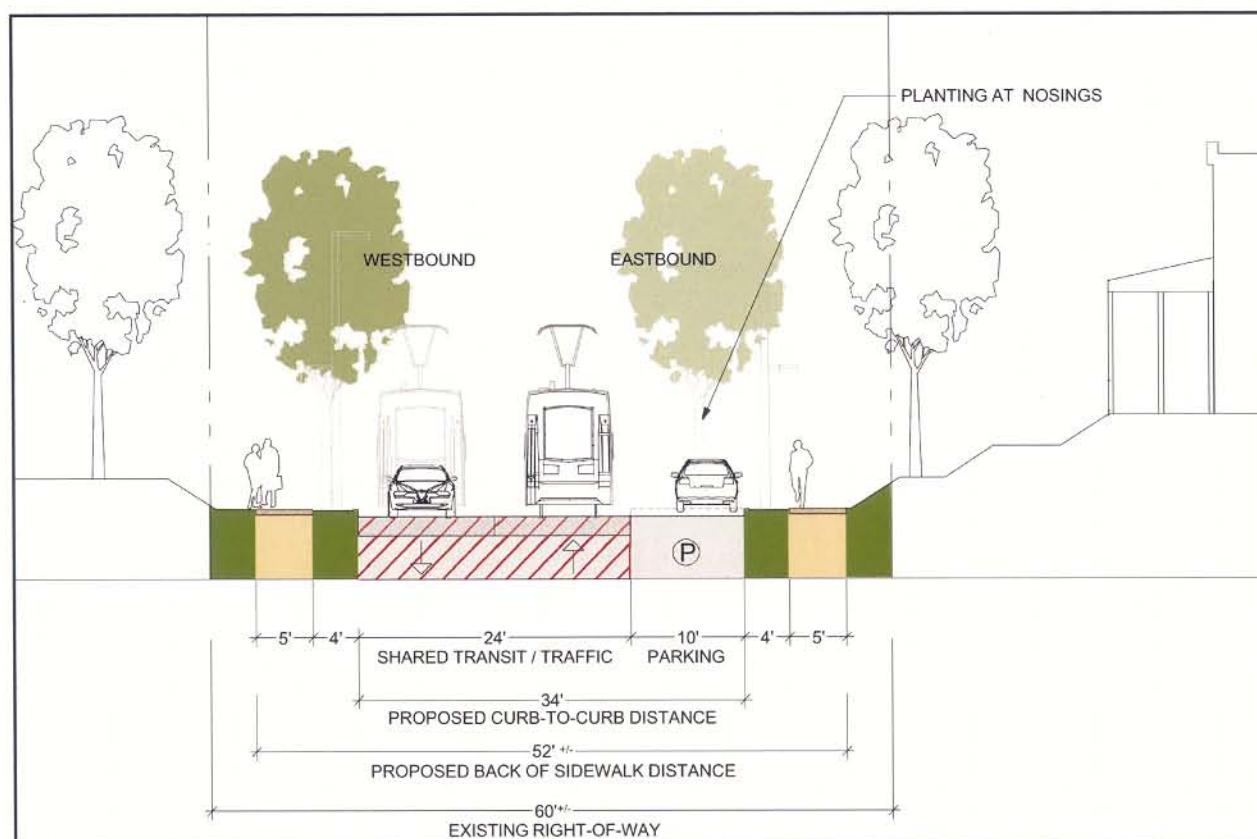
Red Line In-Street Surface Alternatives for BRT & LRT

Red Line CAC Meeting
August 14, 2008

Cooks Lane

Surface Options for BRT or LRT

Two Shared Transit/Traffic Lanes

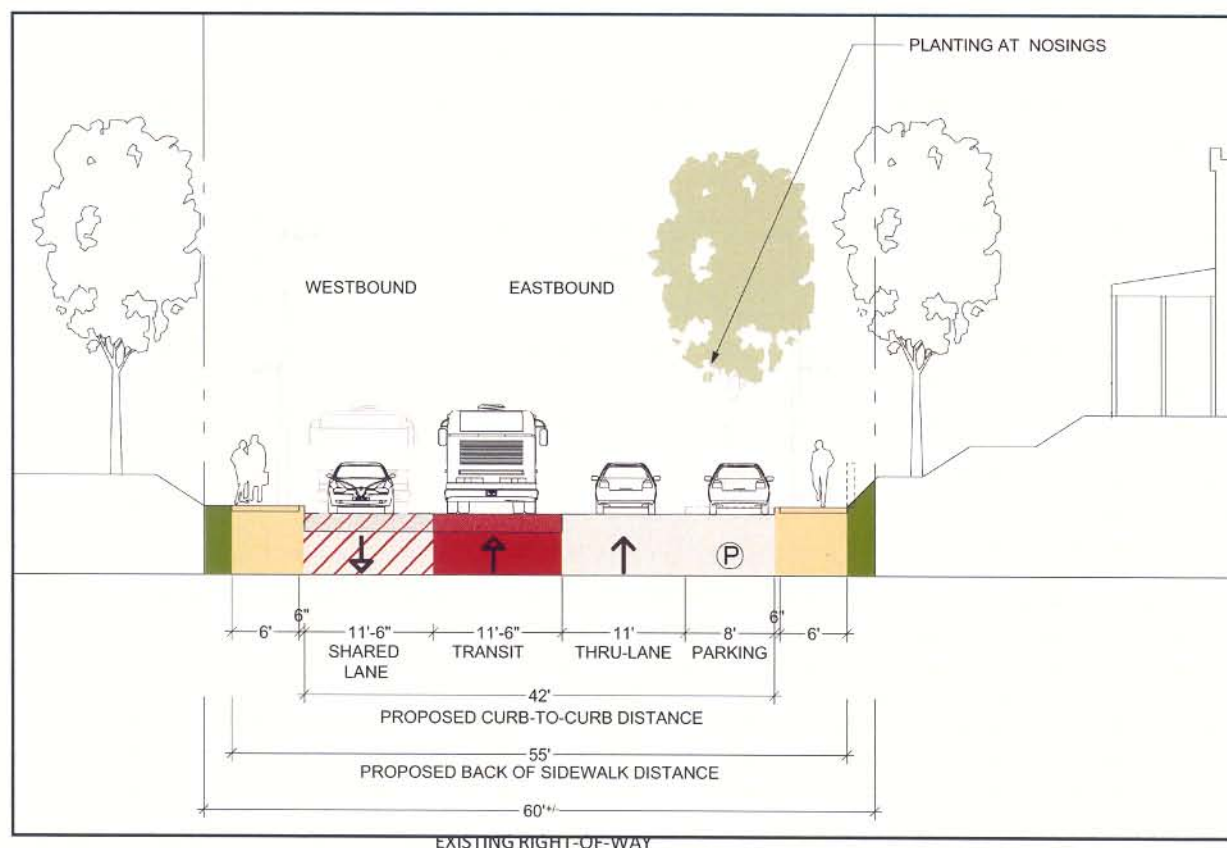


- Two 12' shared transit lanes
- Parking on eastbound side only

Cooks Lane

Surface Options for BRT or LRT

One Shared, One Dedicated Transit/Traffic Lane

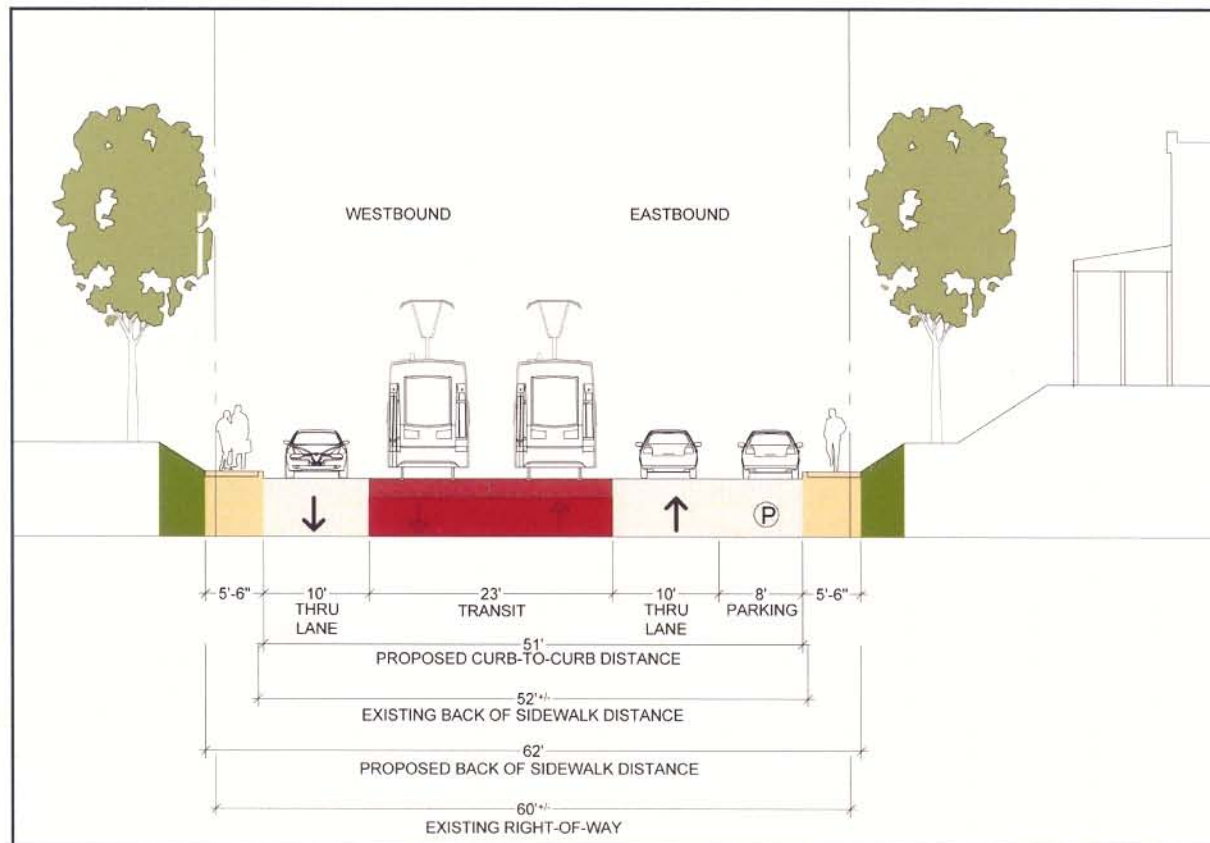


- One dedicated 11'6" transit lane
- One shared 11'6" transit/traffic lane
- Parking on eastbound side only

Cooks Lane

Surface Options for BRT or LRT

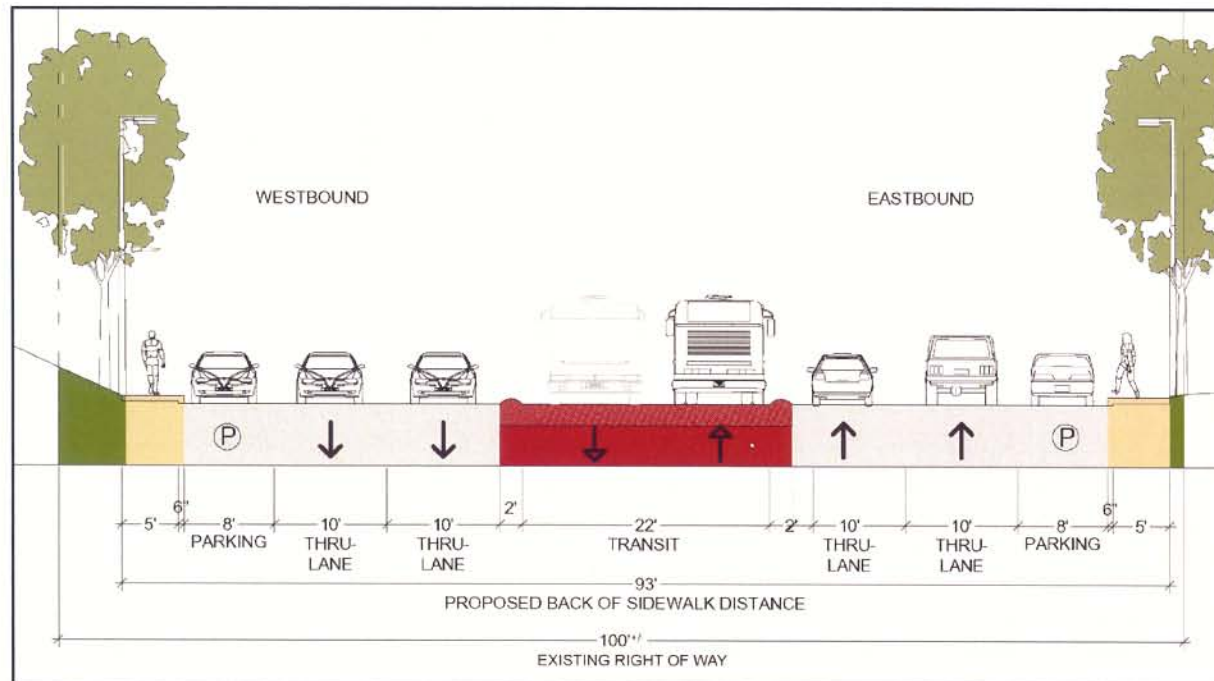
Two Dedicated Transit Lanes



- Two dedicated 11'6" transit lanes
- Parking on eastbound side only

US 40/Edmondson Avenue (from Cooks Lane to Longwood Street) Surface Options for BRT or LRT

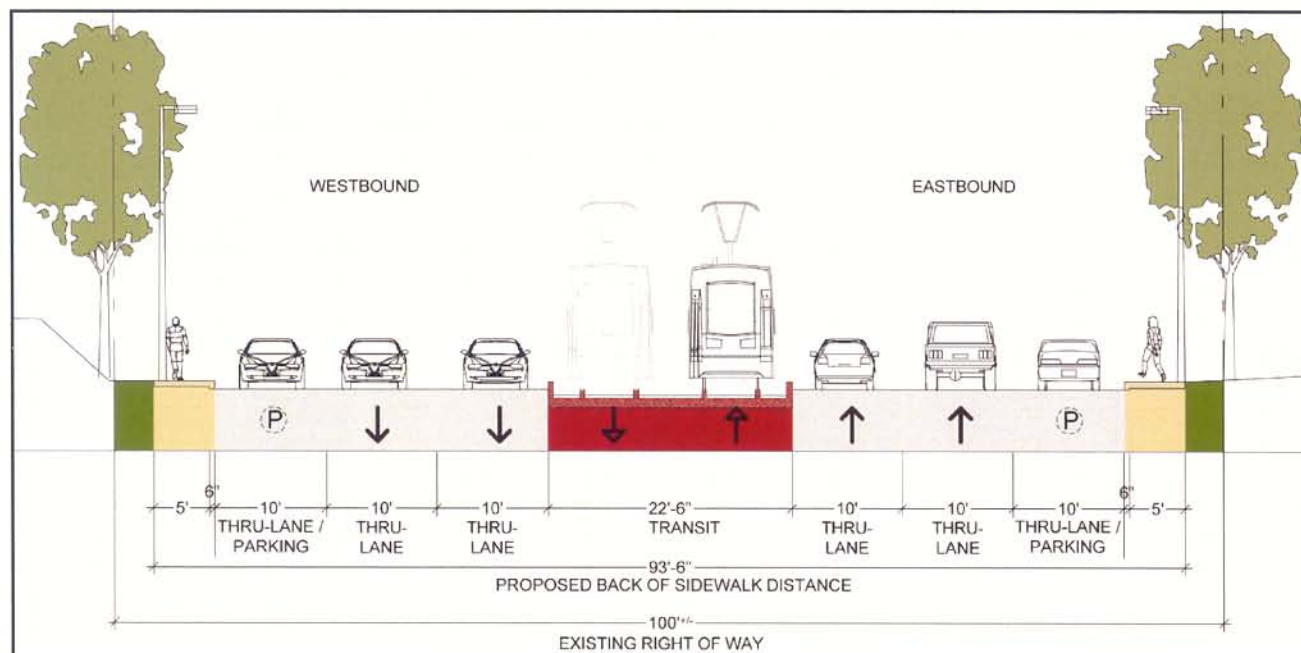
Two Dedicated Transit Lanes in Median, Two Vehicle Lanes in Each Direction



- Two dedicated 11' transit lanes in median
- Two vehicle lanes in each direction
- One parking lane each direction, full time

US 40/Edmondson Avenue (from Cooks Lane to Longwood Street) Surface Options for BRT or LRT

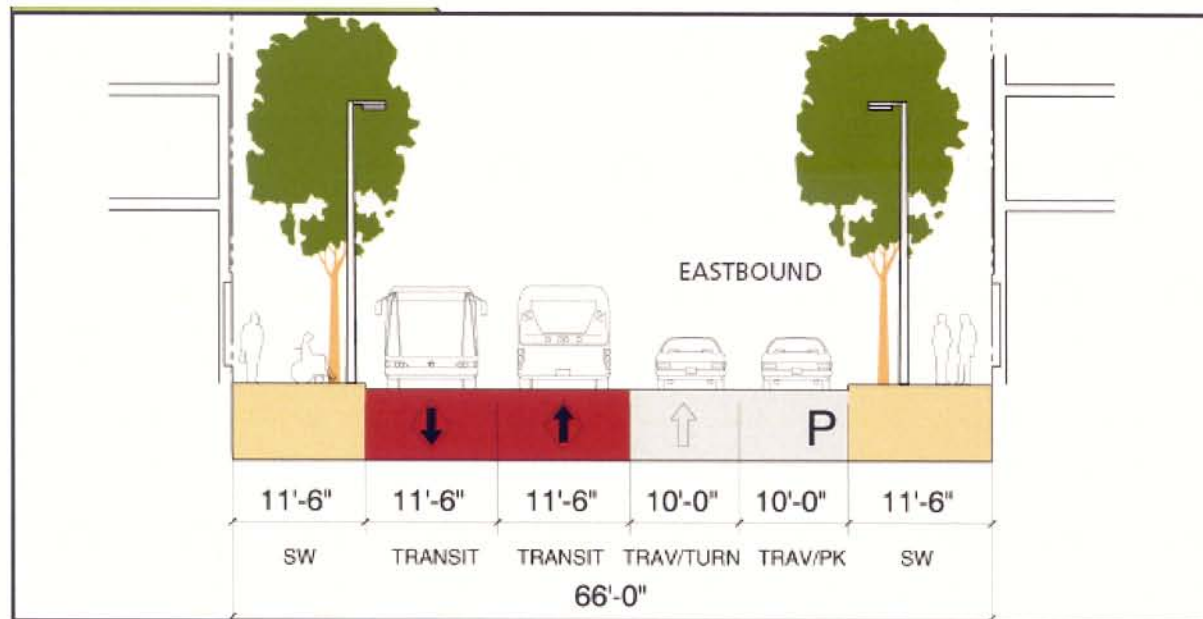
Two Dedicated Transit Lanes in Median, Three Vehicle Lanes in Peak Periods



- Two dedicated 11' transit lanes in median
- Three vehicle lanes in each direction in peak periods
- One parking lane each direction, full time

Baltimore St./Lombard St. Surface Options for BRT or LRT

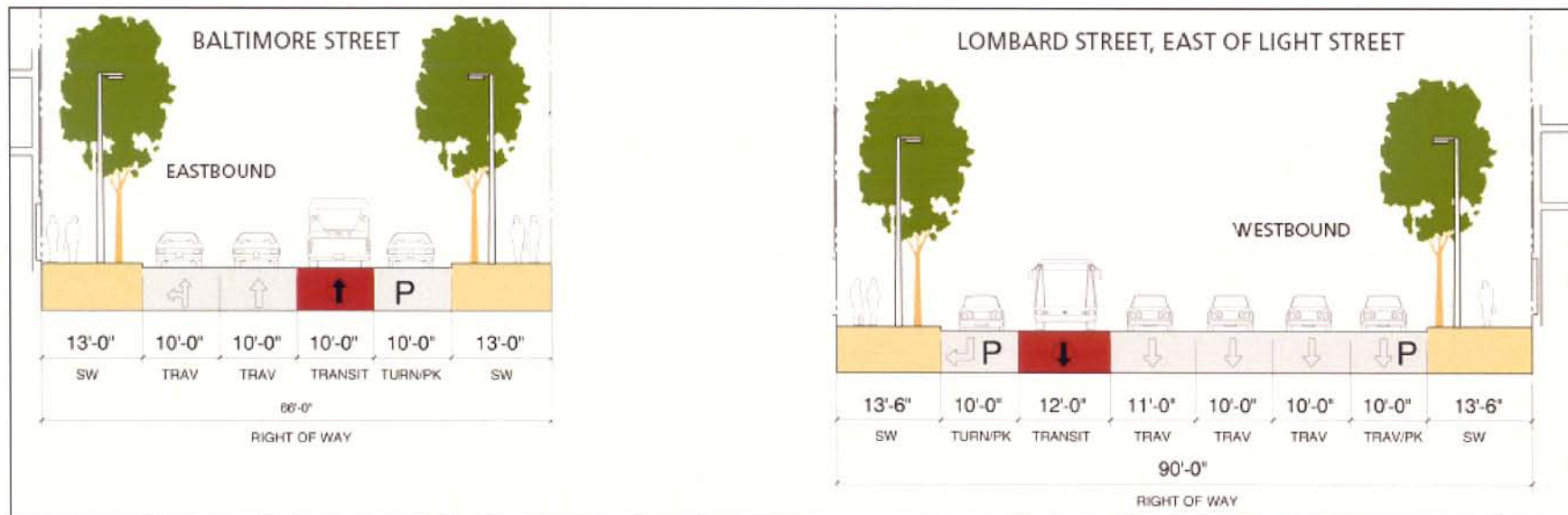
Two -way Transit on the north side of Baltimore Street



- Two dedicated 11'6" transit lanes in median
- One eastbound vehicle lane
- One parking lane south side, full time

Baltimore St./Lombard St. Surface Options for BRT or LRT

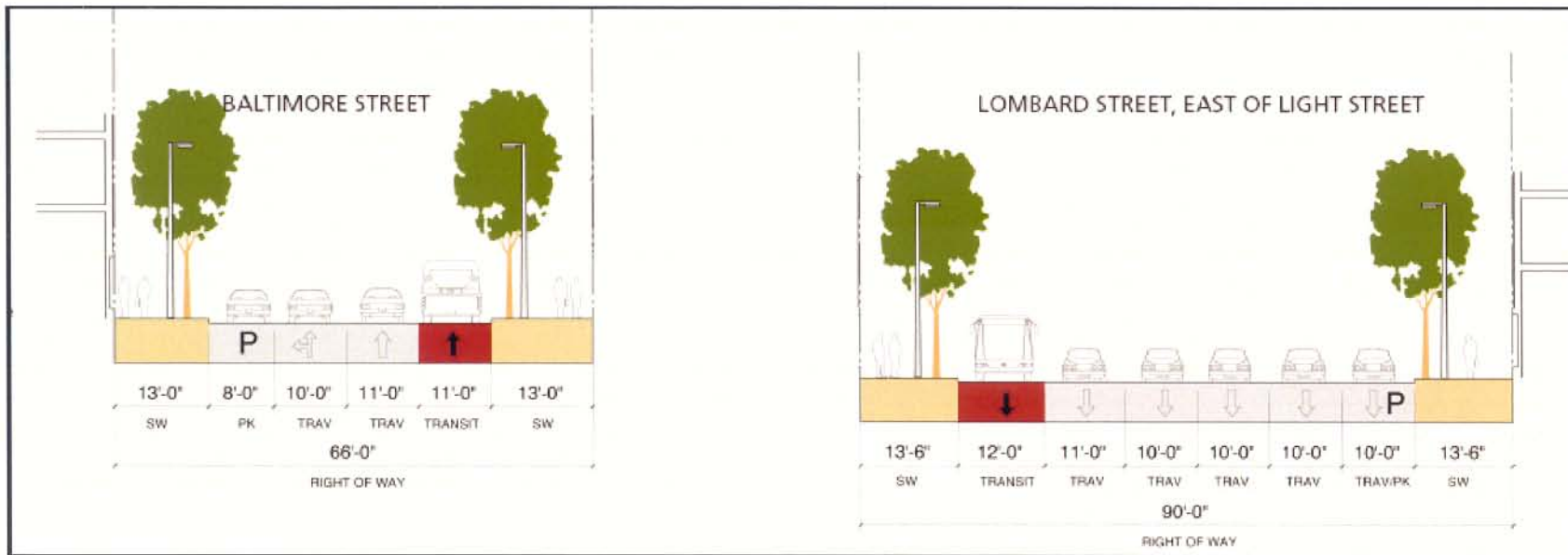
Dedicated Transit 2nd Lane Out on Baltimore Street/Lombard Street Couplet



- For BRT: 10' dedicated transit lane on Baltimore Street (for LRT: 11'6") and 12' dedicated transit lane on Lombard Street (for BRT or LRT)
- Two vehicle lanes available for through traffic, turning or parking on Baltimore St. ; 2-6 through lanes on Lombard Street
- Parking on the south side of Baltimore Street; on Lombard Street full-time parking on the north side and off-peak parking on the south side.

Baltimore St./Lombard St. Surface Options for BRT or LRT

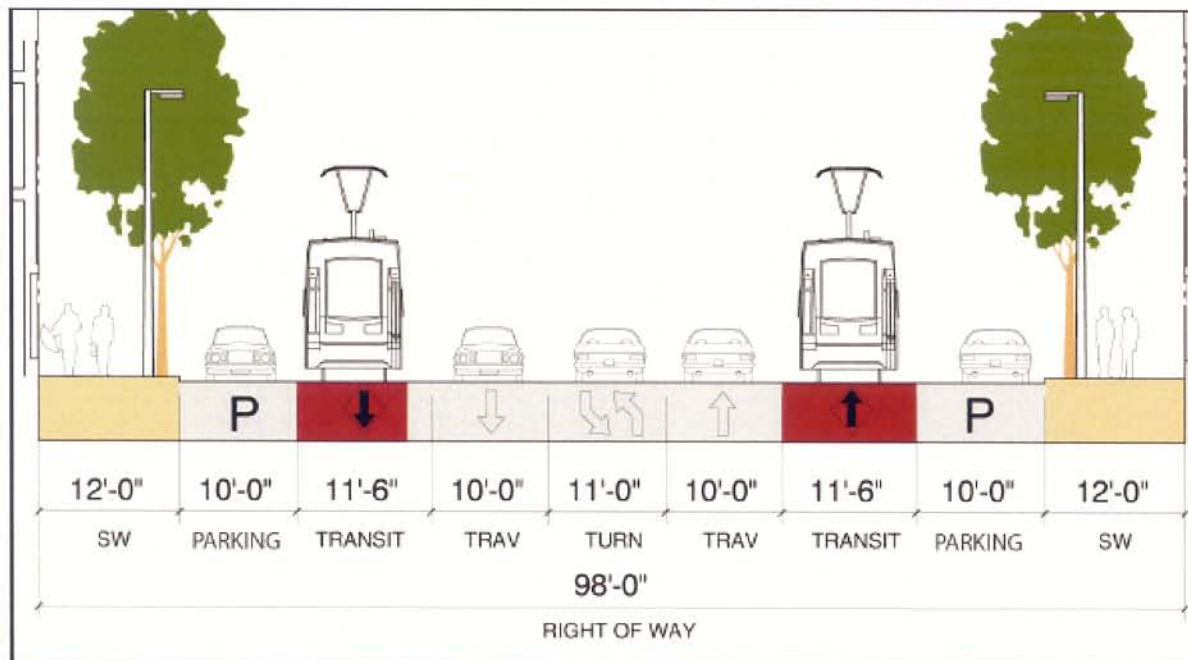
Dedicated Transit Curbside on Baltimore Street/Lombard Street Couplet



- Transit in curb lane
- Generally 3 lanes on Baltimore Street for through traffic, turning, or parking; 2-6 through lanes on Lombard Street
- Parking on the south side of Baltimore Street; on Lombard Street full-time parking on the north side and off-peak parking on the south side.

Central Avenue Surface Options for BRT or LRT

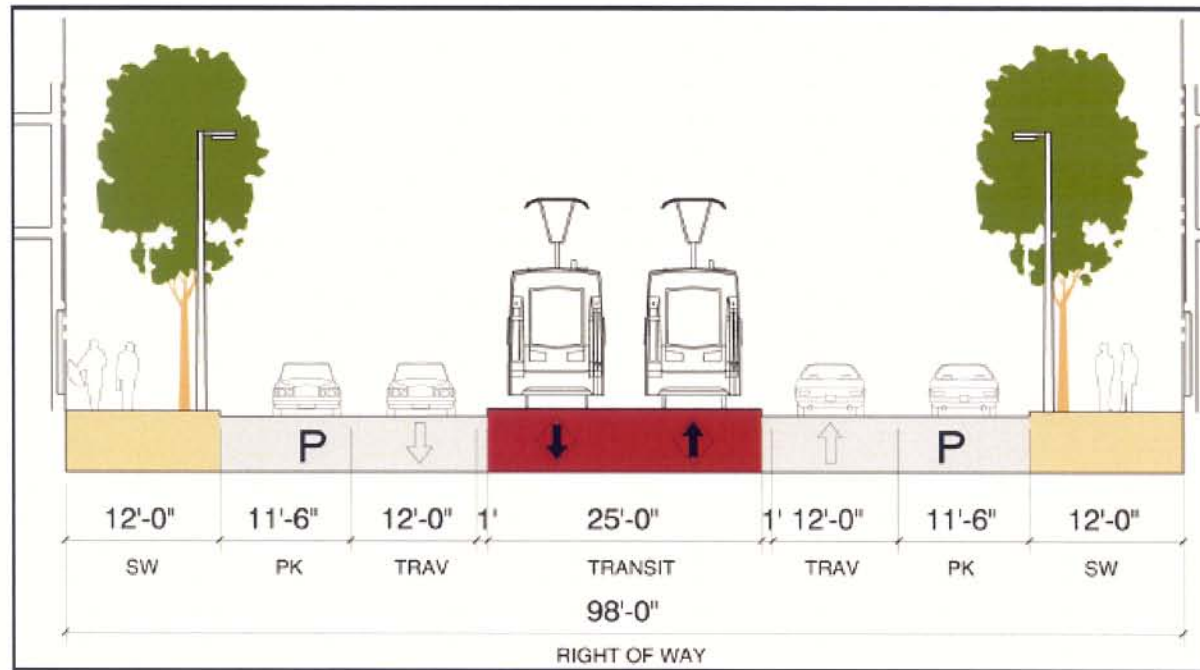
Dedicated Transit, 2nd Lane Out



- Two dedicated 11'6" transit lanes 2nd lane out (11' for BRT)
- One vehicle lane in each direction
- Parallel parking on both sides of street

Central Avenue Surface Options for BRT or LRT

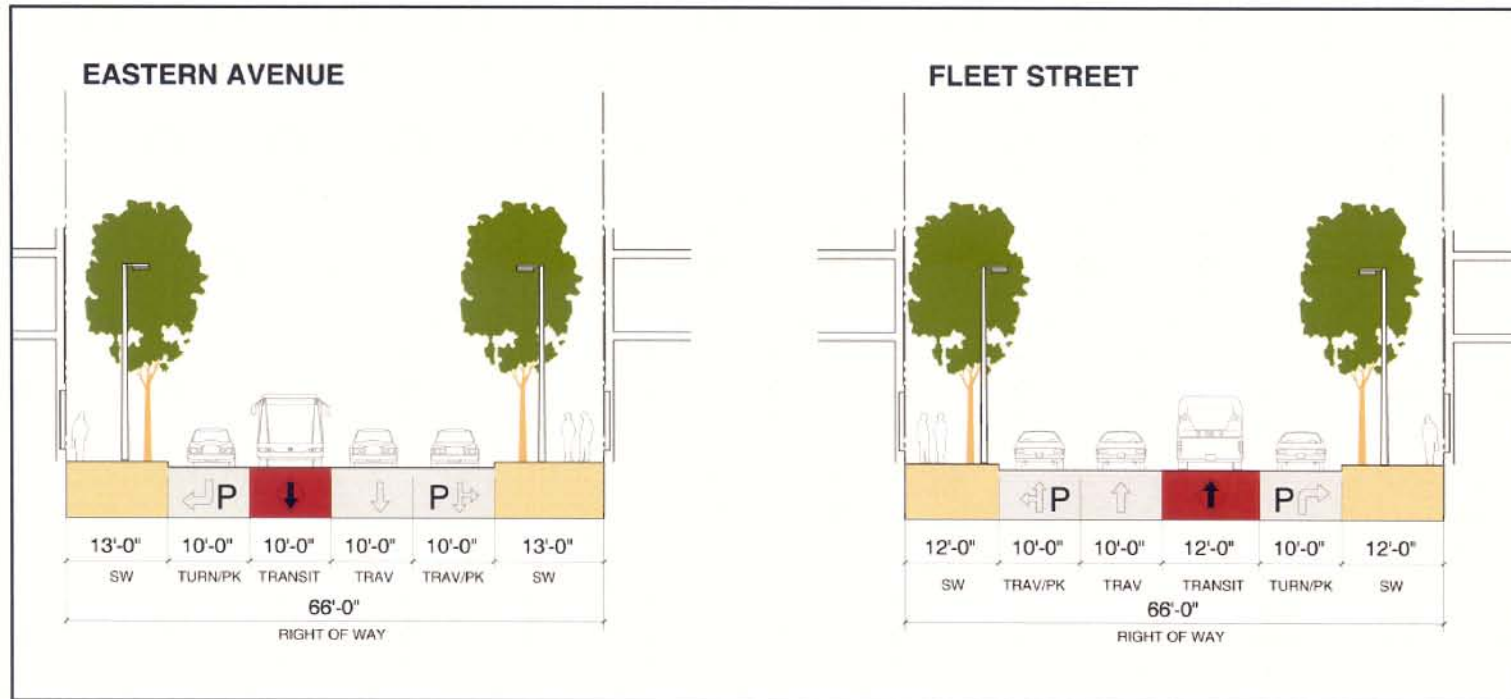
Dedicated Transit, in Median – LRT ONLY



- Two dedicated transit lanes in median
- One vehicle lane in each direction
- Parallel parking on both sides of street

Eastern Ave./Fleet St. (from Central Avenue to Chester Street) Surface Options for BRT or LRT

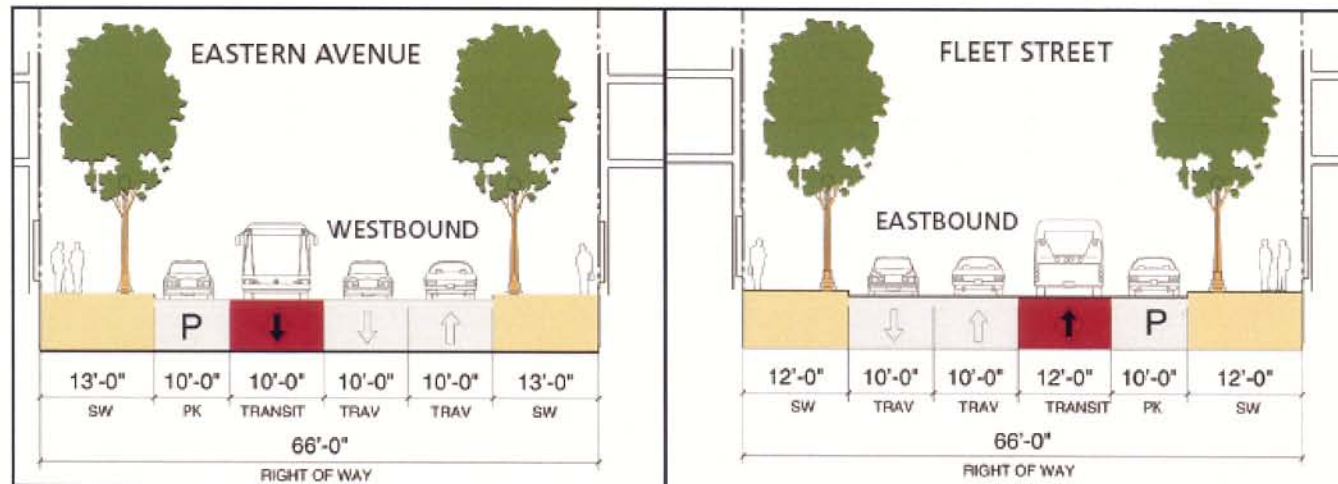
One-way Traffic, Part-time Parking both Curb Lanes



- Dedicated transit lanes in 2nd lane out
- One vehicle lane
- Part-time parking in both curb lanes

Eastern Ave./Fleet St. (from Central Avenue to Chester Street) Surface Options for BRT or LRT

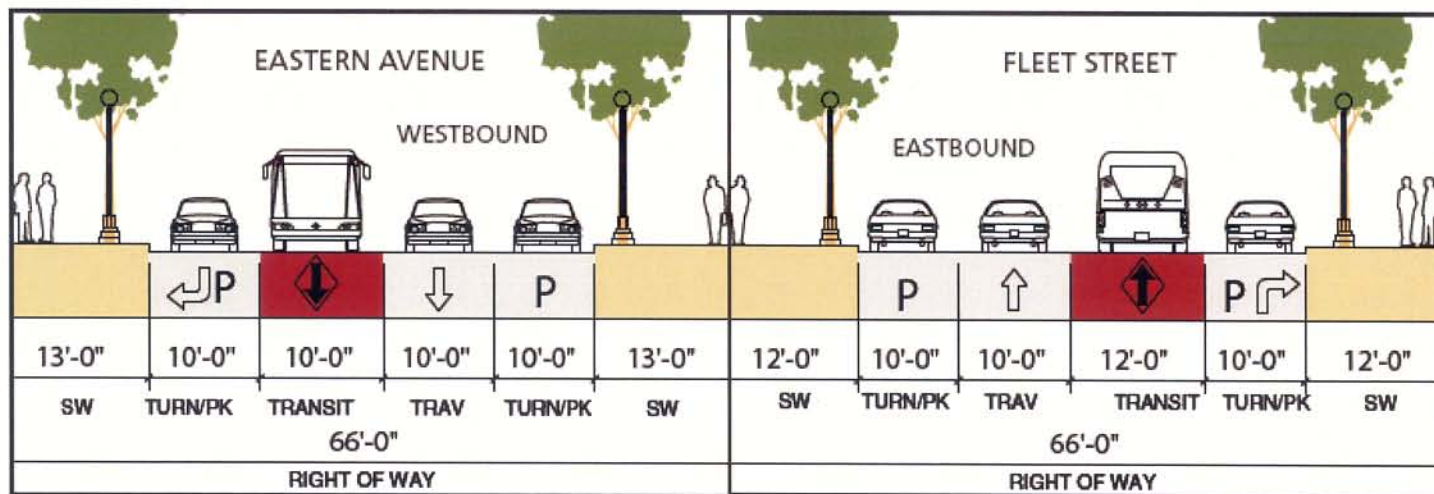
Dedicated Transit, 2nd Lane Out, Two-way Traffic



- Dedicated transit lanes in 2nd lane out
- Two-way traffic
- Part-time parking in one curb lane

Eastern Ave./Fleet St. (from Central Avenue to Chester Street) Surface Options for BRT or LRT

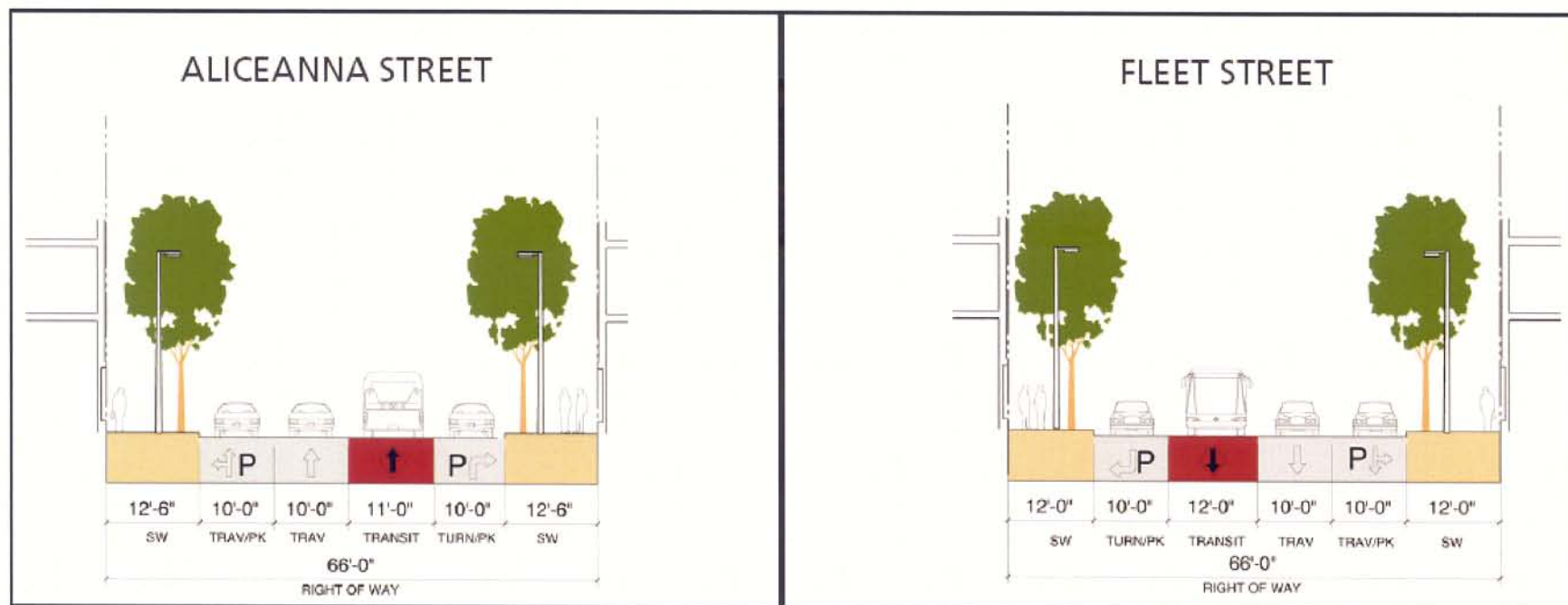
Dedicated Transit, 2nd Lane Out, Full-time Parking



- Dedicated transit lanes in 2nd lane out
- One vehicle lane
- Full-time parking in one curb lane

Fleet St./Aliceanna St. (from Central Avenue to Chester Street) Surface Options for BRT or LRT

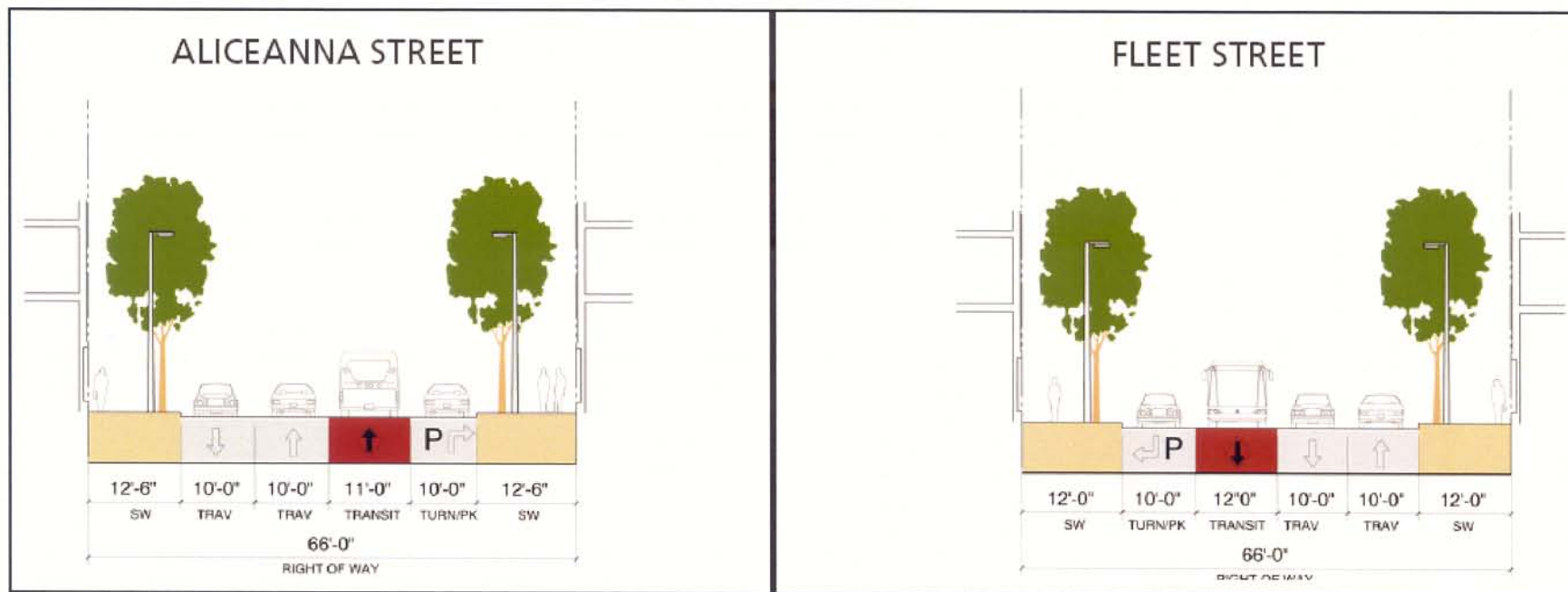
Dedicated Transit, 2nd Lane Out, Part-time Parking



- Dedicated transit lanes in 2nd lane out
- One vehicle lane
- Part-time parking in both curb lanes

Fleet St./Aliceanna St. (from Central Avenue to Chester Street) Surface Options for BRT or LRT

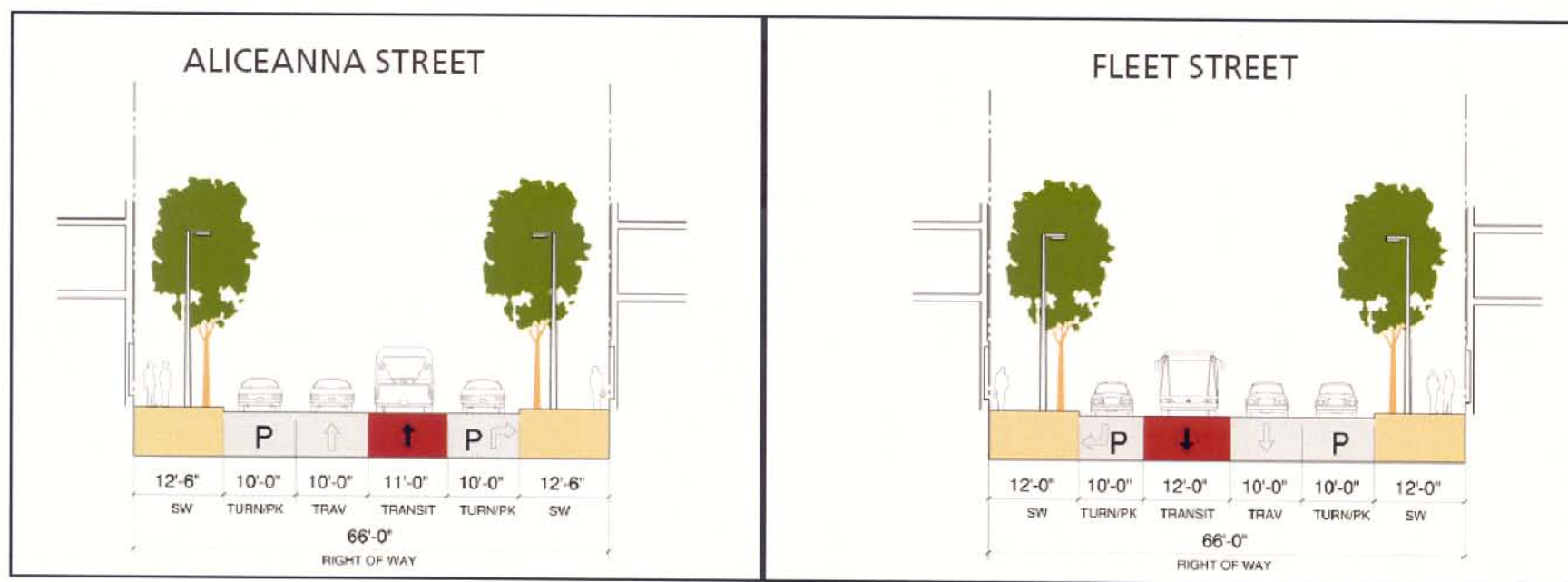
Dedicated Transit, 2nd Lane Out, Two-way Traffic



- Dedicated transit lanes in 2nd lane out
- Two-way traffic
- Part-time parking in one curb lane

Fleet St./Aliceanna St. (from Central Avenue to Chester Street) Surface Options for BRT or LRT

Dedicated Transit, 2nd Lane Out, Full-time Parking

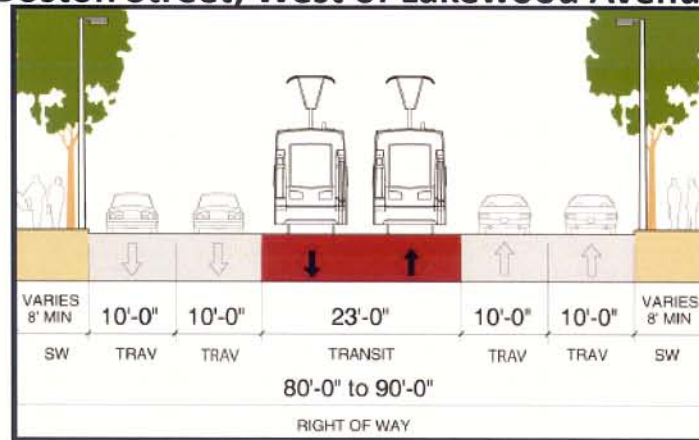


- Dedicated transit lanes in 2nd lane out
- One vehicle lane
- Full-time parking in one curb lane

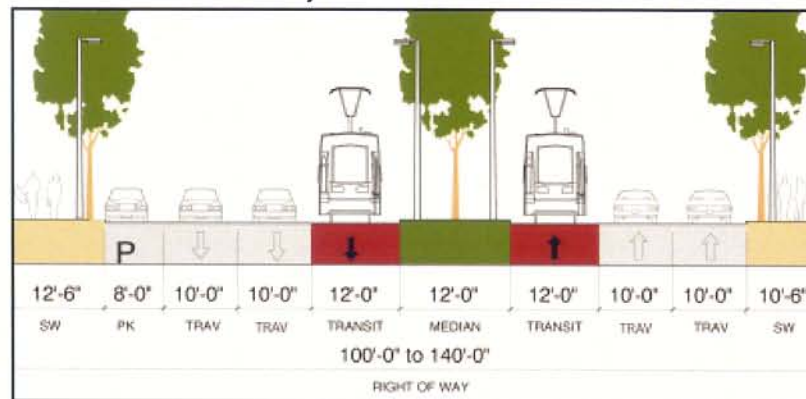
Boston Street Surface Options for BRT or LRT

Dedicated Transit in Median

Boston Street, West of Lakewood Avenue



Boston Street, East of Lakewood Avenue

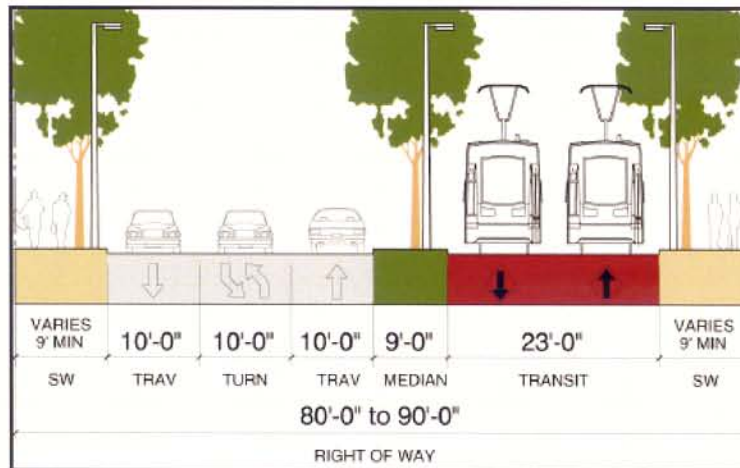


- Two dedicated transit lanes in median
- Two vehicle lanes in each direction
- No parking in this section

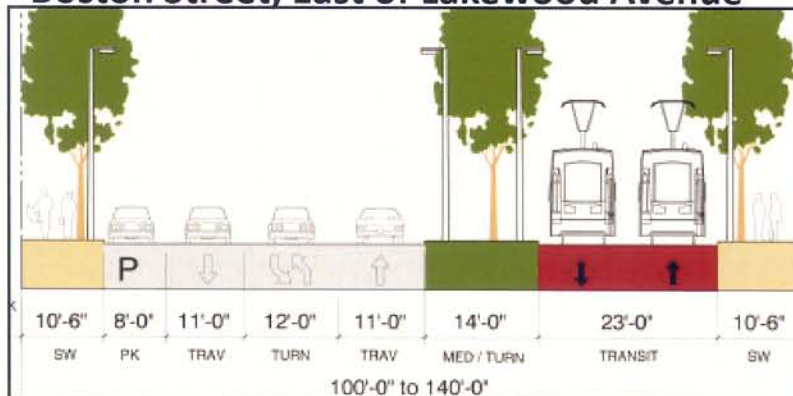
Boston Street Surface Options for BRT or LRT

Dedicated Transit, South Side of Boston Street

Boston Street, West of Lakewood Avenue



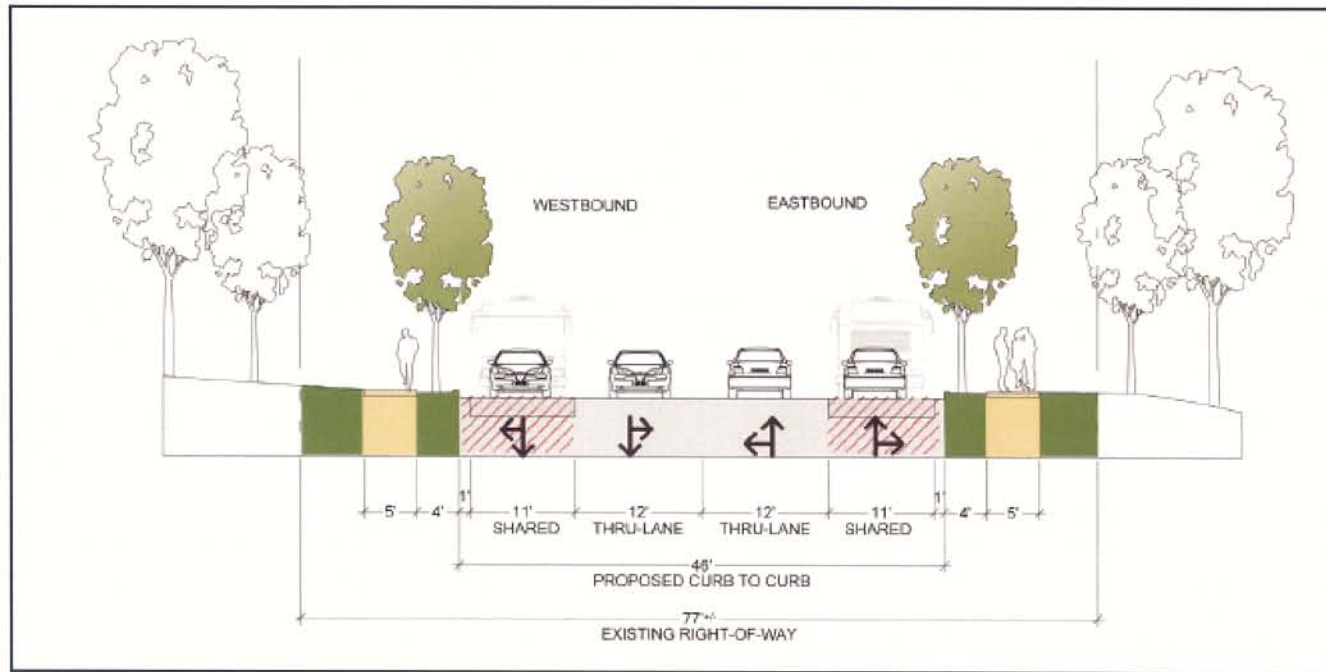
Boston Street, East of Lakewood Avenue



- Two dedicated transit lanes on the south side of Boston Street
- One vehicle lane in each direction
- No parking in this section

Woodlawn Drive North of Parallel Drive Surface Options for BRT Only

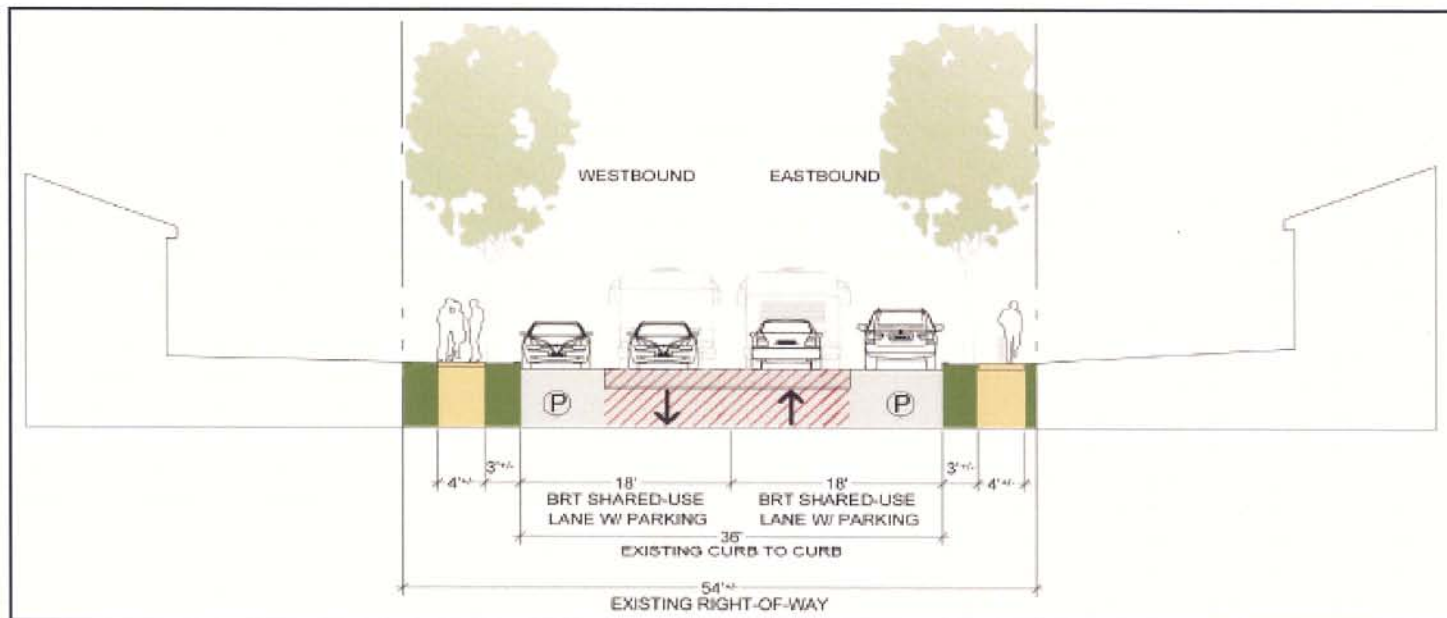
Shared /Dedicated Transit in Curb Lanes



- North of Parallel Drive, BRT in shared lanes; south of Parallel Drive, BRT in dedicated curb lanes
- Two shared lanes and two dedicated lanes north of Parallel Drive; one dedicated vehicle lane in each direction south of Parallel Drive

Johnnycake Road Surface Options for BRT Only

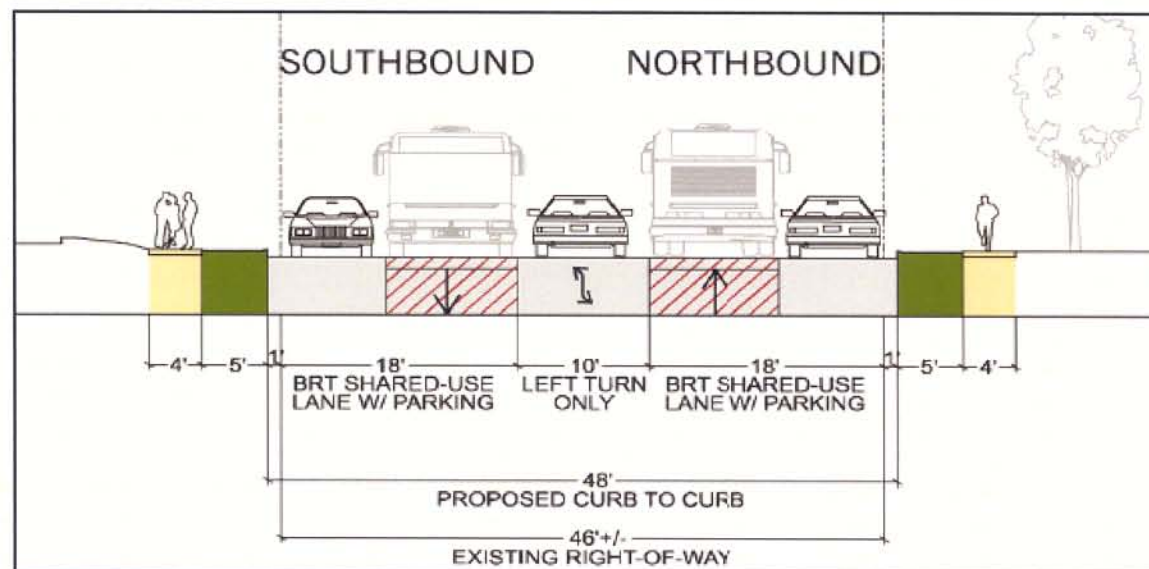
Shared Transit Lanes in Median



- Transit in shared lanes in median
- Vehicles in two shared lanes

Ingleside Avenue Surface Options for BRT Only

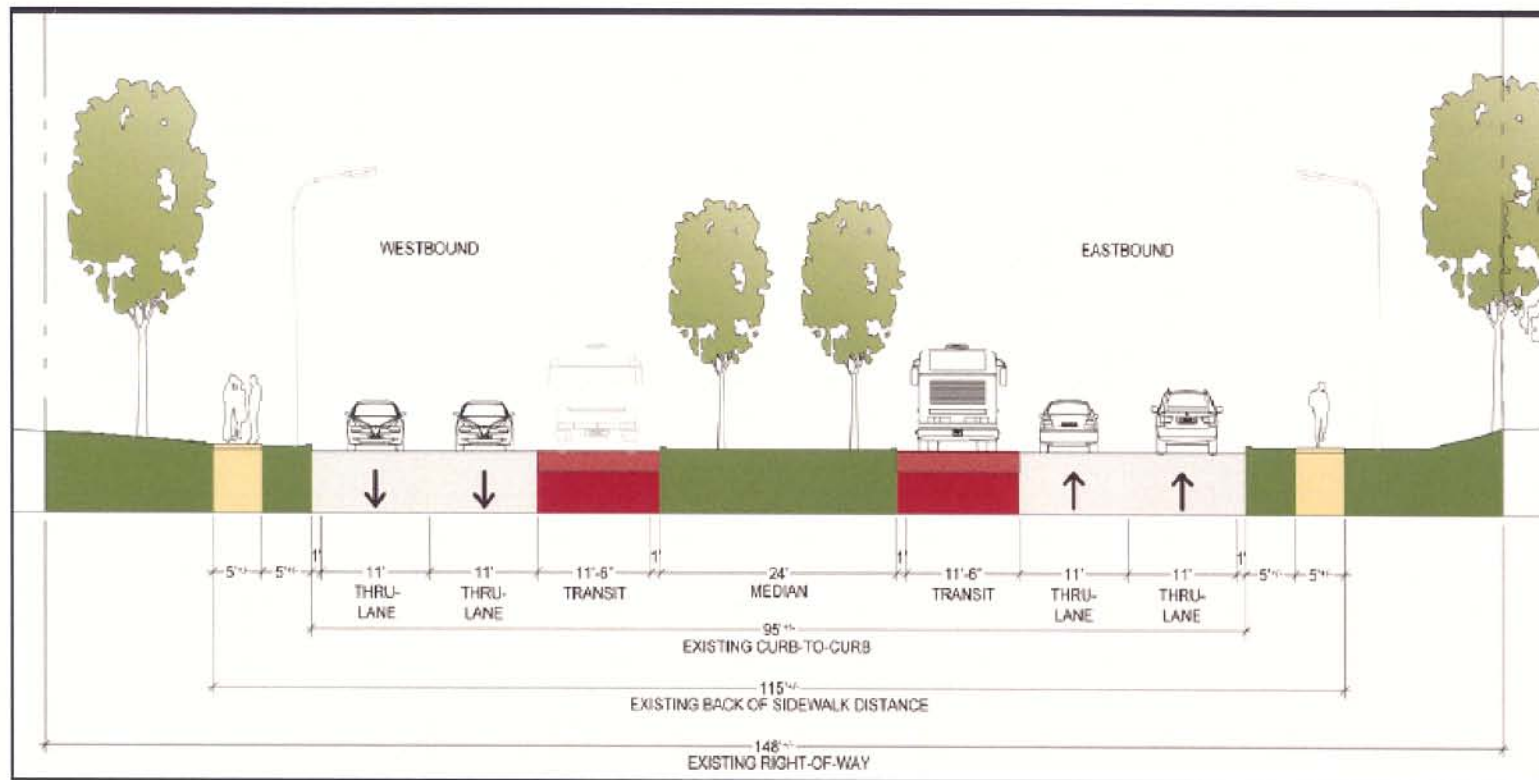
Shared Transit Lanes



- Transit in shared lanes
- Vehicles in two shared lanes

US 40/Edmondson Avenue Between West Hills Parkway and Cooks Lane Surface Options for BRT Only

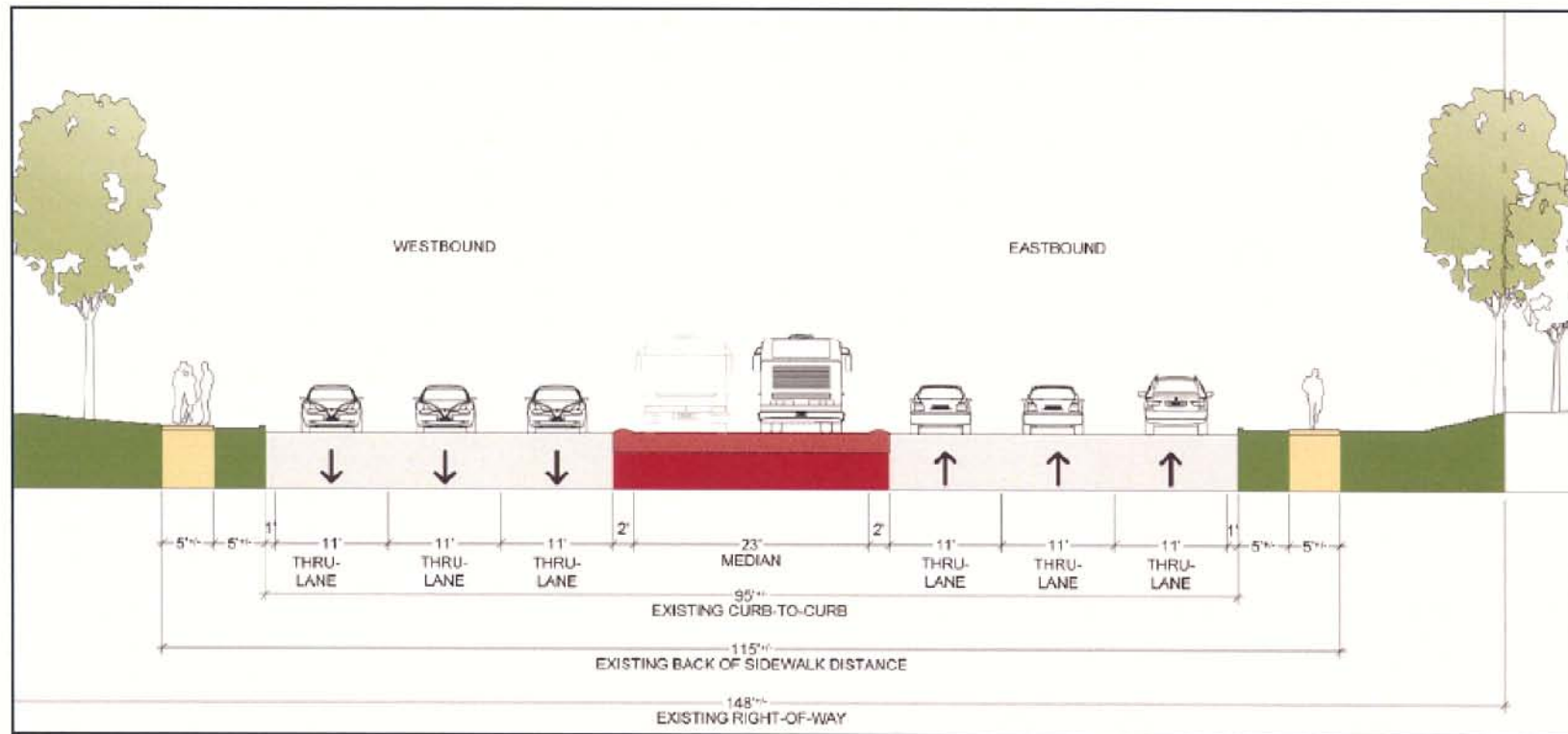
Dedicated Transit in Median, Two Vehicular Lanes



- Transit in median
- Two vehicle lanes in each direction

US 40/Edmondson Avenue Between West Hills Parkway and Cooks Lane Surface Options for BRT Only

Dedicated Transit in Median, Three Vehicular Lanes



- Transit in median
- Three vehicle lanes in each direction