

CONSTRUCTION FUNDING FOR BALTIMORE RED LINE

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The Maryland Transit Administration is requesting to amend the 2014-2017 Transportation Improvement Program (TIP) to reflect programmed funding for the Baltimore Red Line as follows: (1) Shift \$69 million in Project Planning funding from Fiscal Year (FY) 2014 to FY 2015; 2) Add \$400 million in federal New Starts program funding and state matching funds to the Construction Phase for FY 2016 and 2017.

The Red Line will increase mobility in an east-west corridor of the Baltimore region from the Woodlawn area to Bayview Hospital. This project also seeks to help alleviate traffic congestion, provide better connectivity to existing transit service, support new and future transit-oriented economic development and revitalization efforts, and help address regional air quality issues.



The Alternatives Analysis, the Draft Environmental Impact Statement (FEIS), and Preliminary Engineering (PE) for the Baltimore Red Line are complete. Final Design of the project is underway and FTA has recommended the project for a Full Funding Grant Agreement.

SHARE YOUR THOUGHTS

Do you support the proposed funding changes? Do you have any comments to the BRTB about the proposed changes?

No, at the community meetings it was stated that funding was approved.

Do you have any feedback on this event (ex: location, time, staffing, advertising, etc)?

In the future BRTB needs better communication in order to reach more ~~of the~~ community members.

Name:

WANDA BURKS

Address:

910 STAMFORD Road BALTO. MD. 21229

E-mail:

Would you like to be added to our mailing list? E-mail Mail

For more info, contact the Public Involvement Coordinator at comments@baltometro.org or 410-732-0500 x1047 or visit www.baltometro.org.



OPEN FOR COMMENT THROUGH SEPTEMBER 12

The BRTB welcomes comments on these funding changes through **Friday, September 12, 2014**.

Send all comments in writing to: The Baltimore Regional Transportation Board, Offices @ McHenry Row, 1500 Whetstone Way, Suite 300, Baltimore, MD 21230; Fax: 410-732-8248; comments@baltometro.org; or on Twitter @BaltoMetroCo, @BmoreInvolved, or #BRTBlistens.

The BRTB is scheduled to vote on the proposed funding changes at their September 23rd meeting. Visit www.baltometro.org for details.

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The Location is very good. The staffing is very knowledgeable. The advertising is not very good as far as getting information. Call me at 410-233-8721.

Name: DeLores Heard

Address: 319, Abingdon Ave.
Balto. Md. 21229

E-mail: _____

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A \$3 billion investment demands an unbiased review of the Red Line plan.

Throughout its unrelenting push for approval of the Red Line Light Rail project, the MTA has stated repeatedly the line is the best possible east-west route for our city; it will reduce traffic and pollution, will be highly connective to other commuter systems, will have commuters outside the city switching from cars to light rail, will be more efficient for residents than current bus lines and will be a boon to Baltimore business and citizens. At the same time, citizens from across the city have demonstrated that all these assumptions are wrong. And we have been ignored. A \$3 Billion publicly-financed project where the combined state and federal contribution will not exceed \$2.1 Billion (and likely less) carries with it enormous financial risks for the already financially-strapped taxpayers of Baltimore City and will make it impossible for the City to improve other parts of its infrastructure for decades to come.

Through the entire process, no political leader in Maryland, outside of the 46th District, from Governor and Mayor to our Senators and Congressmen to members of the BRTB has ever questioned the MTA's competency or its plan. Even more disconcerting, no one in a leadership position in the MTA has ever undertaken a project like The Red Line. Furthermore, more than \$800 million in Red Line funding has yet to be secured, only being identified as coming from a "Public-Private Partnership."

Therefore, it would be grossly irresponsible for the BRTB to authorize a shift of Federal Government funds to Red Line construction without – at the very least – insisting on an independent review of the Red Line project by a firm that has planned successful light rail lines in other cities. This can be done quickly, inexpensively, and will assure that members of the BRTB have acted in a fiscally responsible manner.

Jon Hyman
1104 S. Kenwood Avenue, Baltimore, Md. 21224
President Canton Square Homeowners Association
Board Member, Right Rail Coalition

From: Ben Groff
Sent: Friday, September 12, 2014 4:57 PM
To: comments@baltometro.org
Subject: Comments -- 2014-2017 Transportation Improvement Program Amendments

To whom it may concern:

I am writing to submit comments to the Baltimore Regional Transportation Board (BRTB) on the 2014-2017 Transportation Improvement Program (TIP) amendment that has been requested by Maryland Transit Administration (MTA) related to funding for the Baltimore Red Line.

The Red Line is one of the most important public works projects ever proposed for the Baltimore region. As a resident of the city, I believe that the Red Line is critical to ensuring that Baltimore is Maryland's urban center in the 21st century, and a strong presence in a thriving region.

I applaud the leadership of the BRTB in moving the Red Line project forward. It is particularly heartening to know that regional leaders in the counties surrounding Baltimore understand that a strong Baltimore will make for a strong and more complete Maryland, and that better connections between the region and the city benefit everyone.

As a citizen of the state of Maryland, I am proud of the success MTA has had in earning federal funding grant recommendations for two important light rail infrastructure projects, allowing our state to take two great strides forward towards 21st century transportation and land use.

The amendment should be approved so that this critical project can move forward as quickly as possible.

Thank you for considering my comments.

Regards,

Ben Groff

From: judy rose
Sent: Friday, August 15, 2014 10:52 PM
To: comments@baltometro.org
Subject: Red Line Constructin Funding Amendment to 2014-2017 TIP

Howdy:

I am always for mass transit projects that will move people faster and reduce congestion. I think to expedite the planning phase and move toward construction and completion should be a top priority for the BMC and all those who would benefit with its use.

Judy Rose
Harford County citizen

At \$3 billion and rising, Red Line project demands expert review.

Good Morning, my name is Jon Hyman. I live in Baltimore City. I am a past member of the BRTB's Citizens Advisory Committee and currently a board member of The Right Rail Coalition.

Baltimore's Red Line Light Rail will revolutionize transportation in Baltimore. It will lead thousands of commuters to abandon their cars for light rail. It is an affordable, carefully designed and highly connective line that will ease traffic, cut pollution and revitalize our city. This has been the mantra of the MTA and the political leaders who support the Red Line as it rumbles toward construction. There is only one small problem. None of it is true. Citizens across Baltimore, some with a high degree of expertise in transit and traffic management have pointed this out to the MTA and Red Line supporters time after time. And we have been ignored.

For example, you don't have to be a traffic engineer to figure out that narrowing and eliminating lanes to put a rail line down the middle of two major commuter routes - Edmondson Avenue

& Boston St. – will not ease traffic congestion and pollution, it will only make traffic worse – much worse.

Or that building a massive portal in the middle of Boston Street won't attract new people to the city's fastest growing neighborhood – it will drive them out.

Or, as the MTA admits, the Red Line will be even slower than the north/south light rail, a line most commuters won't use because it's too slow.

Or that the Red Line goes right under The University of Maryland Medical Center and Professional school, one of the biggest employers and health providers in the state, but it doesn't even have a station there.

And those are just for starters.

Yet, amazingly, our political leaders are hell bent on investing 3 billion dollars or more – and believe me it will be a lot more – in a project that might actually do our city a lot more harm than good.

But I'm here today to make one simple, common sense request.

Go ahead and vote "yes" to move Red Line funding, but

stipulate that it be contingent upon a review of the project by a

in Resolution 15-8,

panel of experts who have been involved in the planning and construction of successful light rail projects around the country. The Red Line is the most expensive project in the history of Baltimore, and to rely solely on the word of the MTA to judge its efficacy is unconscionable. In fact, it borders on malfeasance in office.

If you don't have the authority to vote for such a review, I urge you, right now, to contact the person that does have that authority and get permission to vote for an expert review of The Red Line project. The future of our city depends on it.

Thank you.

Questions?