

**BALTIMORE METROPOLITAN PLANNING ORGANIZATION**

**BALTIMORE REGIONAL TRANSPORTATION BOARD  
RESOLUTION #11-6**

**RESOLUTION TO APPROVE AN AMENDMENT TO THE LOCALLY PREFERRED  
ALTERNATIVE FOR THE BALTIMORE RED LINE TRANSIT PROJECT**

**WHEREAS**, the Baltimore Regional Transportation Board (BRTB) is the designated Metropolitan Planning Organization for the Baltimore region, consisting of the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, and Howard, and the Maryland Department of Transportation, the Maryland Department of the Environment, and the Maryland Department of Planning; and

**WHEREAS**, the Baltimore Regional Transportation Board has an established Congestion Management Process that considers major projects as they proceed through the planning process. The BRTB approved Resolution #10-8 on September 22, 2009 identifying the Red Line Locally Preferred Alternative with a description of the alignment and stations; and

**WHEREAS**, the Purpose and Need document for the Red Line Transit Project stated the project will improve transportation choices for those persons living and working in the Baltimore metropolitan area, support ongoing and planned economic development initiatives and community revitalization, and help the region address congestion and traffic-related air quality issues; and

**WHEREAS**, the Red Line Transit Project is the Baltimore region's highest transit priority and has been included in the region's 2004 and 2007 financially constrained Long-Range Transportation Plan. The Baltimore Regional Transportation Board intends to include the Red Line Transit Project at the current estimated cost of \$1,778 million in constant 2009 dollars that will be funded from the Maryland Department of Transportation's Transportation Trust Fund as well as Federal Transit funds in the next regular update of the Baltimore Region Long Range Transportation Plan in 2011; and

**WHEREAS**, a Locally Preferred Alternative was developed based upon potential ridership and benefits of the line, creation of positive community revitalization and economic opportunities, capital and operating costs for the project, environmental impacts, Federal Transit Administration Cost Effectiveness criteria, projected financial affordability, input from local governments and elected officials, and input received during the Alternatives Analysis/Draft Environmental Impact Statement comment period and government agencies; and

**WHEREAS**, in response to community comments and refinements to the project design the Locally Preferred Alternative (LPA) for the Red Line Transit Project has been refined. The LPA now includes a double track tunnel under Cooks Lane instead of a single track tunnel (see Attachment 1).

**NOW, THEREFORE, BE IT RESOLVED**, that the Baltimore Regional Transportation Board, in its capacity as the metropolitan planning organization for the Baltimore region, approves the amended Locally Preferred Alternative for the Baltimore Red Line Transit Project.

**I HEREBY CERTIFY** that the Baltimore Regional Transportation Board, as the Metropolitan Planning Organization for the Baltimore region, approved the aforementioned amended resolution at its July 27, 2010 meeting.

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Date

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Emery Hines, Chairman  
Baltimore Regional Transportation Board

*Baltimore Red Line*

<b>TIP Id #</b>	40-0602-69	<b>Year of Operation</b>	NA
<b>Agency</b>	MTA - Transit	<b>Project Type</b>	Other
<b>Project Category</b>	Transit	<b>Functional Class</b>	NA
<b>Conformity Status</b>	Exempt	<b>Physical Data</b>	14.5 miles
<b>CIP/CTP Page#</b>	MTA-32		

Description	Justification
<p>Prepare project planning and preliminary engineering of a 14.5 mile Light Rail Transit (LRT) transit line from the Security Square Mall area in Baltimore County to Bayview in Baltimore City. The study involves Alternatives Analysis and Draft Environmental Impact Statement (DEIS), Preliminary Engineering and Final Environmental Impact Statement (EIS) related activities including: preliminary engineering and mode feasibility analyses; environmental screening; identification of right-of-way issues; ridership potential; capital and annual operating costs; social, cultural and economic development benefits and impacts; Transit Oriented Development planning, community outreach and local agency coordination and Federal Transit Administration (FTA) New Starts submittal activities.</p>	<p>The Red Line will improve transit mobility in an east-west corridor of the Baltimore region from the Woodlawn area to Bayview Hospital. This project is intended to help address 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.</p>

**Section 5307 Urbanized Area Formula Program (funding for capital projects)**

Phase	Previous Requests		Annual Element		Federal Funding Requests						Project Totals
	Previous Federal Funds	Previous Matching Funds	FY 2011 Federal Funds	FY 2011 * Matching Funds	FY 2012 Federal Funds	FY 2012 * Matching Funds	FY 2013 Federal Funds	FY 2013 Matching Funds	FY 2014 Federal Funds	FY 2014 Matching Funds	Estimated Project Total
CON											\$0
OTH											\$0
PE				14,500		14,785					\$29,285
PP	\$8,058	\$7,919									\$15,977
ROW											\$0
<b>Totals</b>	<b>\$8,058</b>	<b>\$7,919</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,262</b>

\* MTA plans to utilize \$29M in future, competitive 5309NS funds for the Preliminary Engineering phase in FY 2011 and FY 2012. These funds have not yet been authorized. Those federal funds will be matched with 50% State funding, totaling approximately \$29M.