

Community Advisory Team (CAT)

Meeting Summary

Date: April 02, 2025

Time: 5:30 – 7:30 p.m.

Location: 4 MLK Jr Blvd Baltimore, MD 21201 (UMB BioPark)



Red Line Attendees

MTA Leadership**Caitlin Tobin**, Red Line

Senior Project Director

Martha Gross, Executive Director of MTA Transit Development and Delivery**Ken Melton**, Red Line Communications and Community Engagement Director**Della Moore**, Red Line Environmental ManagerEngagement Team/Breakout Facilitators

Andrew Bing

Anthony Brown

Carl Williams

Doris Duren (Ambassador)

Jerome Horne

Marty Baker

Marco Avila (Ambassador)

Minahil Mehdi

Rochelle Carpenter (Ambassador)

Yolanda Takesian

CAT Attendees

- | | | |
|---------------------|------------------------|------------------------|
| 1. Ayana Bass-Myers | 7. Glenn Smith | 13. Ryan Dowdell |
| 2. Bernard K. Sims | 8. Howard V. Hughes | 14. Samia Rab Kirchner |
| 3. Cynthia Shaw | 9. Katie McRury | 15. Sonia Eaddy |
| 4. Derek Moore | 10. Manny Grogan | 16. Sue Carlin |
| 5. Carolyn Myers | 11. Mansur Abdul-Malik | 17. Timothy Bridges |
| 6. Ginger Hanson | 12. Melanie Scheirer | |



Agenda

1. Welcome and Recap

- Andrew Bing, CAT facilitator, started the meeting and reviewed the agenda.
- Andrew provided an update on action items from the January 2025 CAT meeting.

2. Public Engagement Dashboard

- Minahil Mehdi, Red Line Engagement Manager, led a discussion on the Public Engagement Dashboard – a crucial tool for keeping everyone involved and informed. Topics addressed included:
 - Describing MTA's development of the dashboard chronicling all Red Line public comments made at community meetings, events, pop-ups, individual conversations, through digital communication and more.
 - Explaining how MTA outreach staff update the dashboard. To do so, outreach staff must complete a form following each interaction where Red Line input was provided; responses on the form then populate the Dashboard and can be accessed by the entire project team.
 - Explaining how the dashboard is part of a transparent system that shows how MTA staff respond to public comments, and ensures it is represented spatially along the corridor. Additionally, the outreach team populates a map on the dashboard that is useful in identifying outreach targets in areas where there has been limited engagement to date.

3. CAT member Lucia Islas was featured as part of the "People of the Red Line Series"

- View her "People of the Red Line" story as she envisions a future where better transportation creates more

opportunities and brings families closer together: https://youtu.be/Kbg_ij7hgt4?si=X3z7XwrrTiQuAsl-

4. Maryland Department of Transportation (MDOT) Overview

- Caitlin Tobin introduced herself as the Red Line Project Director.
- She explained that the Mobilizing Opportunities for Vital Economic Growth (MOVE) Coalition was created to show support for the MTA's proposed budget as discussed by the Maryland General Assembly. The coalition represents more than 40 organizations across Maryland that are committed to making critical investments in transportation infrastructure to maximize Maryland's economic potential.
- Caitlin reminded CAT members that in February 2025, MTA staff asked CAT members to sign a letter of support on MTA's proposed budget. She expressed MTA's deep gratitude for those individuals who demonstrated their support by signing the letter. She also acknowledged feedback received that CAT members wanted to be more involved in the development of the letter. Moving forward, the team will work in opportunities at CAT meetings to review the budget so that CAT members can discuss and decide together how to support the CTP budget process.
- Caitlin went on to explain how vital it is to communicate how the state's MTA budget impacts the planning and development of the Red Line. To further illustrate the importance of public feedback in the planning process, Caitlin referenced a presentation made by Liz Gordon, Assistant Deputy Administrator for Planning & Programming, to the CAT at a meeting in 2024.
- After Caitlin concluded the presentation on the budget, the Red Line team took questions on the topic.

5. Where We Are with the Red Line

- Della Moore, Red Line Environmental Manager, gave an overview of the Alternative Analysis phase and the importance of the National Environmental Protection Act (NEPA).
 - Alongside the NEPA overview, there was a discussion of preparing the Supplemental Environmental Impact Statement (SEIS), which includes provisions for air quality and noise/vibration impact assessments.
 - It was conveyed that the Federal Transit Administration (FTA) agreed that MTA should update studies completed for the first iteration of the Red Line, which was before 2015. As such, MTA is completing the SEIS, which includes components such as:
 - Purpose and need
 - Participating agencies
 - Timeline
 - Several technical studies on conditions such as air quality, noise, vibration, hazardous materials, traffic, parking
 - The Red Line team is preparing a report for the entire corridor in each sector.

6. MTA's Role in Planning Around Proposed Stations

- Caitlin described how MTA is an invested stakeholder in current and potential planning and development around future Red Line stations. The discussion covered the following topics:
 - Planning for economic development, land use and housing
 - Coordinating with city and county partners on getting "transit ready"
 - The economic development potential of the Red Line
 - The land use analysis approach
- She described how the Red Line will make decisions about station placement and design that advance the community's goals.
- Caitlin described how MTA is coordinating with planning partners at Baltimore City and Baltimore County to be "transit ready" and prepare for station area planning once an alignment is selected. The Red Line team will partner with the MDOT Office of Real Estate and Economic Development and Baltimore City to develop a joint development strategy on state-owned land. The strategy will include adding community assets near and around Red Line stations. The entities mentioned above will also develop shared land use, economic growth, and affordable housing plans that enhance the competitiveness of the Red Line team and the region overall for federal funding (e.g., the FTA's New Starts Program).

- The West Baltimore Transit-Oriented Development (TOD) Implementation Plan is being jointly managed by Baltimore City, the MTA, and the Baltimore Metropolitan Council (BMC). The plan will guide investments around the West Baltimore Maryland Area Rail Commuter (MARC) station.

7. Community Compact Refresh

- Andrew facilitated a discussion within breakout groups on each of the four goals listed below with their respective facilitators:
 - Putting Baltimore to work on the Red Line
 - Making the Red Line “green”
 - Community-centered station design, development, and stewardship
 - Aggressively planning and managing construction to limit community impacts

8. Closing Remarks

- Andrew concluded the meeting with a reminder of the CAT office hours and the CAT meeting dates for 2025. The meeting adjourned at 7:30 pm.



Budget Discussion

1. What support did you see from the business community for the MTA budget and the Red Line? I recall a full-page ad from the business community in support of the Red Line (before the 2015 cancellation).

- Response from Red Line team: The MOVE Coalition includes about 40 groups that signed on to support the proposed MTA state budget. In February 2025, 15 individuals came to the Maryland General Assembly to testify before a subcommittee on the proposed budget—a show of support that has not occurred in recent years.

The Red Line team also noted the following:

- The state’s transportation trust fund is comprised of existing state funds distributed to transportation agencies, including the MTA and the Red Line.
 - The proposed state budget is favorable towards the Red Line and is very supportive of MTA overall. The project preserved funding initially allocated to continue Red Line planning and design.
 - The proposed budget also allocates new revenue towards MTA’s state-of-good-repair projects. To make MTA more competitive for federal funding for the Red Line, it is critically important that MTA has a transit system that is in a good state of repair.
- ### 2. If federal funding for the Red Line is in question, is there an updated list of potential funding sources for the project?
- Response: Historically, projects like the Red Line have relied on federal funding programs, such as the FTA’s Capital Improvements Grant (CIG) program. We are continuing to work with our federal partners to develop a competitive project in the program as well as explore creative funding strategies.
- ### 3. Does the Red Line already have \$700 million in federal funding?
- Response: No. However, the structure to obtain those funds remains in place. There are two ways to get federal funding: (1) discretionary funds and formula funding. The MTA Purple Line and projects like it have been funded through discretionary CIG funds; (2) through formula funds, which are allocated to transit agencies based on established criteria like the number of miles or the number of passengers they serve. MTA’s formula funds are secure. MTA is looking closely at the criteria for discretionary CIG funds to best compete for those funds.
- ### 4. When will the Red Line be constructed?
- Response: That will be addressed in the next presentation. The Red Line is still many years away from construction. Della, who oversees the NEPA section, can answer this question in more detail when she presents on project milestones.

5. Will the Red Line be fully funded with grant dollars?

- Response: The federal government likes to see that state and regional entities already have a vested interest in the project regarding financial contributions. Federal transit grant(s) could provide up to 50 percent of the project costs.

6. A CAT member highlighted the need to focus on connections to other MTA bus routes on Route 40 and north-south transit service, stressing that central Baltimore has always been a connected hub and that the Red Line cannot just focus on connecting to the Inner Harbor.**NEPA Discussion****1. When will the project be constructed?**

- Response from Red Line team: A specific timeline for the Red Line to enter the construction phase will greatly influence alignment and funding decisions that have not yet been made. However, the Red Line is anticipated to enter revenue service in about 12 to 15 years (as of April 2025).

2. In looking at the project timeline, what is property acquisition? Will there be eminent domain? Have you identified the projects that will be affected?

- Response from Red Line team: MTA is studying the potential property impacts of Red Line construction. MTA has not yet identified affected properties because the LPA has not been identified, nor has MTA completed the technical studies that are part of the SEIS. There is a diligent process to alert and compensate property owners if their property is impacted.

3. Eminent domain was used to split neighborhoods in Baltimore. We must be sensitive to this process of property acquisition. Healing from this history still has not happened.

- Response from Red Line team: The NEPA Purpose and Need for the Red Line notably addresses this. The Highway to Nowhere was designed to connect US-70 to downtown Baltimore to I-95 and I-83, a project that led to the NEPA process. One of the breakout groups tonight will discuss the development of community benefits to prevent or mitigate the negative impacts of the construction of the Red Line.

4. Will the CAT be made aware of properties (residential and commercial) that will be acquired?

- Response from Red Line team: Yes. That information will be publicly available.

5. A CAT member noted: My family's property was acquired—displaced—during the Highway to Nowhere construction. Residents of Poppleton are still displaced due to ongoing construction projects.**MTA's Role in Planning Around Stations Discussion****1. How will business support be considered?**

- Response from Red Line team: I encourage you all to read the Greater Baltimore Committee's (GBC) report, the Economic Development Potential of the Red Line: [https://greaterwashingtonpartnership.com/publications/economic-development-potential-of-the-baltimore-red-line/#:~:text=This%20study%20identifies%20the%20potential,\(TOD\)%20along%20the%20route.](https://greaterwashingtonpartnership.com/publications/economic-development-potential-of-the-baltimore-red-line/#:~:text=This%20study%20identifies%20the%20potential,(TOD)%20along%20the%20route.)
- The case for this investment is from a business perspective. GBC found that the return on investment to construct the Red Line would be double the cost. It's a powerful report; it does a great job of making the economic case.
- The MTA will work with our city, county, and state partners to identify where we can leverage existing affordable tax credit programs, Reinvest Baltimore programs, and similar programs. We are committed to prioritizing neighborhood preservation at future station areas, and early planning is crucial to effectively achieve this goal.

2. There are announcements that the U.S. Social Security Administration building in Baltimore County will be closed. Since it is intended to be a stop on the Red Line, how will this impact the project?

- Response from Red Line team: The Social Security Administration, as an employer, would no longer be the trip-generating anchor. However, the building or land could be converted to another use. Its closure could affect ridership projections, but the MTA does not know the extent at this time.



Breakout Groups

2008 Community Compact Refresh

- The Red Line Community Compact is a list of community benefits that the State of Maryland and Baltimore City agreed upon in 2008 for the previous capital Red Line project. The 2008 Community Compact will be updated with additional or revised community benefits for the forthcoming Red Line and will also involve Baltimore County. CAT members joined four break-out groups focusing on the four goals identified in the 2008 Red Line Community Compact. They are:
 - Put Baltimore to work
 - Be green
 - Design community-centered stations
 - Aggressively plan and manage construction to limit community impact
- *Notes from the conversations can be found below. They focus on responses to previous goals, suggestions for improving previous goals, ideas for creating new goals, and recommendations for organizations or individuals to involve.*



Summary of Action Items

- Maintain active engagement with CAT members in the Community Compact Approach process. Some members have shown interest in forming subcommittees to focus on specific Community Compact Goals.
- Provide additional details on station area planning in future meetings.



Upcoming Events and Engagement Opportunities

May 24	Artscape
May 25	Sowebo Arts & Music Festival
May 31	Feast of Saint Anthoy Italian Festival
June 14	Charles Street Promenade

Visit our website for more updates: <https://redlinemaryland.com/staying-engaged/>



2025 Meetings

These dates are tentative and will be confirmed.

2025 Meeting Dates: 5 pm-7:30 pm, locations TBD

- July 16
- October 15



2008 Community Compact Refresh Breakout Comments

Goal 1: Putting Baltimore to Work on the Red Line

CAT members: Glenn Smith, Bernard Sims, Ayana Bass Myers, Manny Grogan

1.1 Baltimore City will work with MTA to establish a Red Line Economic Empowerment Office following the selection of an LPA	CAT member input	Individuals or organizations CAT members recommend including in future work sessions
Conduct an economic scan of necessary trades, skills, and contracting capacity.	Also investigate opportunities with large employers like Amazon in Canton.	Tap into Career and Technical Education (CTE) programs with educational institutions like Edmondson, and Morgan State. Leverage Red Line internship program.
Develop partnerships for workforce training and build capacity for minority- and woman-owned business enterprises.	Will the office be temporary or permanent? Consider a permanent workforce pipeline in the long term. The location accessibility of this office will be important. Ensure that these partnerships are diverse in terms of ethnicity, faith, and racial perspectives.	Center for Urban Families; Baltimoreans United in Leadership Development's "Turnaround Tuesday."
Engage the community in economic empowerment opportunities.	Conduct thorough research on skillsets in every radius: what capacity and skills each Red Line segment has, and what skills can be developed (think long-term skills and talent pipeline that can uplift the community).	
Conduct outreach and certification training for minority- and women-owned firms.	Partner with organizations and large employers who host supplier diversity roundtables and other small and diverse business outreach events.	
1.2 Use the Red Line as a Model for Breaking Down Barriers to Full Deployment of Local Resources for Design and Construction		
Create a role for small businesses and identify areas of work that are most suitable for them, and bid for those as separate contracts.	Create direct contract opportunities for small businesses.	Partner with Hopkins Local Hire and the Downtown Partnership.
Align M/WBE certification requirements with Disadvantaged Business Enterprise (DBE) certification requirements.	Coordinate closely with state, county, and city-wide DBE and Minority Business Enterprise (MBE) certification.	
Support Maryland's Congressional delegation, General Assembly, and advocacy community in identifying and winning changes to regulatory barriers to local hiring and M/WBE involvement.	In this advocacy, include a clause for paying subcontractors promptly and establish a reporting and inspection mechanism or system to ensure that subcontractors or small contractors are paid promptly.	

Ensure subcontractors get paid promptly.		
1.3 Recruit and Prepare Baltimore Residents to Work on the Red Line		
Contractors register jobs with the Baltimore City Office of Employment Development and undertake outreach to ensure community residents are aware of job opportunities.		
Collaborate with local educational institutions to promote transportation-related professions for young people.	Collaborate with transportation coalitions and advocacy groups.	-Baltimore DC Metro Building Trades Council -Latino Economic Development Center -Chamber of Commerce
Encourage contractors to participate in the city's YouthWorks program.		
Explore strategies to link pre-apprenticeship programs to employment opportunities with the Red Line project.		
Ensure fair wages and working hours through aggressive enforcement by the Maryland Department of Labor, Licensing, and Regulation.		
Use community-based organizations and resources to market Red Line employment opportunities.		
Are there any new action items that should be added to achieve this goal? <ul style="list-style-type: none"> • Work closely with the Baltimore City Department of Housing & Community Development for employment and housing pipelines • Consider this group as the "Putting Baltimore to Work" on the Red Line Community Compact subcommittee 		

Goal 2: Making the Red Line Green

CAT members: Melanie Scheirer, Katie McRury, Samia Kirchner

2.1 Leverage Water Quality Improvement Opportunities	CAT member input	Individuals or organizations that CAT members recommend including in future work sessions
Increase green space and reduce impervious surfaces.		
Improve artificial drainage systems.		
Use best practices for stormwater management at parking facilities.	-Do we need to add parking spaces? -Minimize the use of parking -Create mixed-use parking facilities - 10% of parking spaces to make it green (bioswales)	

2.2 Realize the economic and environmental benefits of clean energy use on the Red Line		
Design buildings and facilities to meet sustainability criteria, such as LEED.		
Utilize clean energy production sources.		
Investigate energy generation as a revenue source.		
Replace buses with diesel hybrid electric models.		
2.3 Increase green space along the Red Line		
Connect the Red Line with the existing trail system.		
Look for opportunities to create green space along the Red Line for biking and walking, as a natural buffer between the system and the neighborhoods.	<ul style="list-style-type: none"> -Add street trees, native grasses, and green spaces -Connect the Red Line with active mobility systems -Add BikeShare spaces (to replace cars and parking) -Add BikeTrade (free service for the first/last mile) -Create/leverage BikeMore campaigns 	<ul style="list-style-type: none"> -BikeMore -Bike share services -BikeTrade
Integrate green spaces into the community for entertainment and exercise.		
2.4 Create a Safe and Accessible Red Line		
Ensure accessibility for older adults and people with disabilities (e.g., low-floor boarding, elevators).	Implement Universal Design, which includes seven principles (in addition to the required ADA compliance). This will consist of accessibility for the blind and deaf.	Living Buildings Red List
Design with pedestrian safety in mind, such as ensuring safe crossing locations and "safe routes to schools."	Upgrade sidewalks Build raised crosswalks (a design suggestion)	Baltimore AIA/Baltimore Architecture Foundation
Improve pedestrian signals near stations, such as installing countdown signals.		
Coordinate traffic pattern alterations with affected communities.		
Maximize pedestrian safety through access to crosswalks.		
Are there any new strategies or action items that should be added to achieve this goal? <ul style="list-style-type: none"> Consider developing new strategies or action items based on some of the notes in "Look for opportunities to create green space along the Red Line for biking, walking, and as a natural buffer between the system and the neighborhoods." Add an action item to "Create a Safe and Accessible Red Line": <ul style="list-style-type: none"> Provide bathrooms at each station; incorporate the latest technology, including self-cleaning bathrooms equipped with artificial intelligence; and maintain them in a clean condition. 		

- Add an action item to build community gardens, provide entertainment, and build community pride.

Goal 3: Community-Centered Station Design, Development & Stewardship

CAT members: Ginger Hanson, Sue Carlin, Howard Hughes, Cynthia Shaw, Mansur Abdul-Malik

3.1 As MTA and local governments decide on a Red Line Alignment, Baltimore City will develop and fund a Red Line neighborhood investment strategy to enhance the quality of life in Red Line station communities, including as many of the following actions as possible:	CAT member input <i>There were powerful sentiments about vacant properties along Edmondson Avenue and how this project would help alleviate the problem. Managing foreclosures was also of concern.</i>	Individuals or organizations that CAT members recommend including in future work sessions
Create a public-private entity to raise funds and mobilize resources for community revitalization.	Should Community Associations be included? Establish a process for hearing from communities about which projects are most needed.	
Target city programs to invest in neighborhood improvements.	Must be intentional about this. Vacant properties must be dealt with. Enhanced foreclosure programs are needed. We need to revisit the city's Interim Foreclosure Process to reduce barriers to timely title clearance and speculation near station areas.	Developers working in spaces. Concern about people sitting on proposals.
Commit to capital improvement projects like street resurfacing and lighting in Red Line station areas.	Need to enhance the city's implementation of the Complete Streets Ordinance. Cycle track projects lack full bike signals (in the opposing direction) on one-way streets.	
Assemble land for redevelopment through the city's Land Bank and acquisition strategies.		
Implement non-traditional funding strategies for public/private partnerships to achieve public amenities.		
Prioritize city requests for Transportation Enhancement funds for landscaping, historic preservation, and bike/pedestrian facilities.	BikeMore and Rails-to-Trails Conservancy should be included. Bike signaling is needed to manage contraflow direction for cycle tracks in busy areas.	Should include Rails to Trails and BikeMore All modes of transportation should be represented
Seek grant opportunities for public and private projects in Red Line station communities.		
Advocate for transportation-related community enhancement projects in the reauthorization of SAFETEA-LU.		
Use data from the Red Line Draft Environmental Impact Statement for historic district designations.		

3.2 MTA will work with the city to create a community-centered process for outreach and involvement in station design and development planning:	<i>(The CAT team suggested this action should be on the list first.) The group considered this the most important strategy and deemed it the priority.</i>	
Establish station area advisory committees (SAACs) in each station area. These committees will include community representatives, businesses, city government, and the MTA.	It should include various community associations and organizations, and must cater to multimodal users, with a focus on station access.	This group includes various organizations that use different transportation modes, such as BikeMore and the Rails-to-Trails Conservancy, and firms or individuals involved in development with particular concern regarding ways to reduce property speculators who sit on property.
Develop outreach and education campaigns through various local channels targeting specific populations.	Have displays at the station areas.	
Provide a process for community review of publicly sponsored development proposals for transit-oriented development.	Need to be clear and intentional, including the Community Benefits Agreement process.	
Focus station plans and designs on enhancing existing development and encouraging future development.	This must be done intentionally.	
Promote mixed-income communities by providing decent, safe, and affordable housing in line with the Inclusionary Housing Ordinance.	Vacant properties must be addressed first. Dilapidated and vacant homes will impact the transit hubs. I have a specific concern for Edmondson Avenue vacant properties and how those properties can be the focus of investment.	
3.3 Through the community-centered station planning process, MTA and the City will use good urban design to align community identity with stations and make stations attractive, safe, accessible, convenient, and environmentally sustainable		
Safe and well-maintained connections for pedestrians and bicycles.		BikeMore
Stations are designed to complement the existing community's aesthetic, historical, and contextual environment.		
Parking management strategies to limit intrusion on nearby communities.		
Bicycle integration with amenities for storage, use, and accessibility.	Design so bikes can roll on; Bike staples are the gold standard and work for most bicycle designs. Must have bike cutouts and wheelchair accessibility.	BikeMore Access
Attractive and adequate lighting and security at and around transit stations.		

Way-finding signage to guide people to community assets like retail districts, historic landmarks, parks, and cultural institutions.	We should also include bicycle and pedestrian path signage.	
3.4 The city and MTA will work together to foster long-term community engagement and stewardship of Red Line stations		
Establish partner-based entities for station maintenance and security (e.g., community benefits districts, “Adopt-a-Station” programs).		
Evolve SAACs into Community Development Corporations (CDCs) and provide resources to build capacity for revitalization.		
Encourage sustainable design elements in and around station areas.		
Require community benefits agreements for city-financed transit-oriented development projects.		
Involve communities in recruiting retailers and employers to demonstrate commitment to business success.		

Goal 4: Community-Centered Station Design, Development & Stewardship

CAT members: Carolyn Myers, Ryan Dowdell, Sonia Eaddy, Derek Moore

4.1 MTA will create early, excellent, and transparent project communications through the following actions:	CAT member input	Individuals or organizations to include in future work sessions
Protect historic landmarks and cultural resources.	Protect what is in our neighborhoods. “Don’t erase our history.”	
Foster community engagement through Station Area Advisory committees.		
Promote cultural heritage through interpretive displays and historically appropriate street fixtures.	Establish a uniform brand/design aesthetic for the entire corridor. Use a community benefits concept so that protection and preservation can focus on what is important to the community.	Maryland State Arts Council
Establish community benefits agreements for transit-oriented development projects.		
Involve communities in the recruitment of retailers and employers.		
4.2 MTA will create a strong, independent monitoring and reporting		

program for construction impacts, with a fair, independent dispute resolution process		
<p>Independent monitoring and reporting: Implement a system for tracking and reporting on environmental factors like noise, vibration, air quality, and hazardous materials via a project website.</p>	<p>We had many conversations about where residents and business owners should go and whom to contact with complaints and questions.</p> <p>We will need to establish a clear point of contact.</p> <p>Use a variety of notification tools, such as letters, door hangers, QR codes, etc. Videos could also be helpful in sharing information with the community. Again, the emphasis is on “communicating the impacts.”</p> <p>Be transparent about what is happening.</p> <p>Maintain consistent communication with neighborhood associations and individual neighborhoods: Use community associations for dissemination of information. Many of them have listservs that can complement other outreach. But remember, not all associations are functioning or are very active. Some neighborhood associations see greater attendance numbers when the City calls the meeting, not the neighborhood association itself.</p> <p>Involve and educate property owners in proximity to affected properties (not just property owners whose property will be directly affected, e.g., through acquisition). Put another way: Be sensitive to “extent of impacts.” Participant questions some of the Frederick Douglass Tunnel’s guidelines for notification. Specifically, they do certain blocks, where additional blocks/neighborhoods feel they are also impacted.</p> <p>Learn lessons from the Frederick Douglass Tunnel (FDT) construction, which has had challenges with community outreach and generating excessive noise.</p> <p>Use grassroots outreach for communication (door-to-door knocking) and going to community events.</p> <p>How do we best set up our neighborhoods, prepare them for construction impacts to come:</p> <ul style="list-style-type: none"> • Convene meetings – led by the city and 	<p>Community/neighborhood associations</p> <p>BCDOT and other city agencies</p> <p>Ongoing coordination with Baltimore City (neighborhoods are already experiencing a lack of communication and follow-through from Baltimore City regarding abandoned housing, etc.)</p>

	<p>state/MTA - about what to expect during construction.</p> <ul style="list-style-type: none"> • Create clear information, signs, and images showing construction impacts to anticipate. • Create a video that shows what residents/business owners/commuters can expect during construction. 	
Community-Based Monitoring and Outreach: Create a program involving residents to educate others about construction-related health issues and to develop strategies to minimize impacts, like the East Baltimore Development, Inc. project.		
Notification of Green Space Changes: If green spaces will be repurposed, use established communication methods to inform the community.	Plant native plants when green spaces are repurposed or created. Install rain gardens.	
Incentives and Penalties for Contractors: Provide rewards for compliance and penalties for non-compliance with mitigation plans and consider reinvesting penalties into the community.		
Proactive Conflict Resolution: Collaborate with organizations like the Baltimore Mediation Center to resolve issues without legal action.		
4.3 Provide support to affected residents and businesses		
Small Business Marketing Campaign: MTA will launch a campaign to emphasize that businesses in construction areas remain open.		
Parking Strategies: MTA will reduce parking loss in residential and retail areas through discounted off-street parking or shuttle services.		
Mitigation Fund: The City will create a fund to compensate business and property owners for revenue loss during construction, offering low-interest loans and façade improvement grants.		
Local Supplier Information: MTA will inform contractors about local suppliers, vendors, and merchants during construction.		
Property Inspections: MTA will provide adjacent property owners with third-party inspections before and after		

construction to check for structural issues.		
Ongoing Monitoring Program: Establish a program to continuously monitor properties potentially affected by Red Line operations.		
4.4 MTA will implement and enforce construction restrictions and requirements that limit community disruption		
Reject Involuntary Displacements: Avoid project alternatives that would force residents to relocate.		
Minimize Nighttime Construction: Reduce construction activities at night in residential areas.	Learn lessons from Frederick Douglas Tunnel (FDT) construction, which has generated excessive noise in neighborhoods like Franklin Square.	
Low-Emission Construction Practices: Ensure contractors use low-emission equipment, such as ultra-low sulfur diesel fuels and diesel particulate filters, and limit vehicle idling.		
Dust Reduction: Regularly water construction sites and sweep streets daily to minimize dust.	Duplicate action item (it's listed twice on this sheet).	
Off-Site Parking for Workers: Require construction workers to park off-site in areas with limited on-street parking.	Learn from the lessons of the FDT construction project, where workers have been parking in neighborhoods like Franklin Square, causing issues.	
Material Delivery Scheduling: Schedule deliveries during non-rush hours and clearly define truck routes and staging areas.		
Noise-Sensitive Equipment Placement: Position stationary equipment as far away from noise-sensitive areas as possible.		
4.5 MTA will work to honor and protect community, historical, and cultural resources by carrying out the following		
Independent Advisory Committee: Collaborate with the city, communities, and partners to form a committee focused on historic preservation throughout the corridor.		
Vibration-Reducing Measures: Implement strategies to reduce vibrations during construction and operations near historic buildings.		

On-Site Historical/Cultural Specialist: A dedicated specialist is available 24/7 to act as a liaison during construction in historic areas.		
Highlight Historical and Cultural Resources: Develop and fund initiatives to showcase historical and cultural assets, such as interpretive displays at key locations, suitable street lighting, promotional events, and applications for the National Register of Historic Places.		
Fair Compensation for Property Owners: Ensure fair compensation for property owners when right-of-way acquisition is necessary. Use creative strategies to mitigate construction impacts, like replacing landscaping or reconstructing steps.		
<p><i>Are there any new action items that should be added to achieve this goal?</i></p> <ul style="list-style-type: none"> The “Highway to Nowhere” should not be called the “Highway to Nowhere”; our neighborhoods are here, they are somewhere. 		