

Governor Moore Announces Light Rail as Recommended Mode for Baltimore’s Red Line

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ANNAPOLIS, MD – Governor Wes Moore today announced that light rail will be the recommended mode for Baltimore’s Red Line, a major investment in transit that will address a wide gap in east-west transit service between Bayview and Woodlawn through downtown Baltimore City. In addition, the Red Line will provide access to thousands of jobs in the Baltimore region, connecting communities to vital educational and employment centers.

“Transportation mobility and the access it affords is a foundation for economic vitality,” said Gov. Moore. “As the economic engine for our state, the greater Baltimore region deserves great transit—and together, we are investing in the infrastructure to make sure that everyone in the region can get from where they live to where opportunity lies. The Red Line will give Baltimoreans a convenient and sustainable way to travel and help unleash the full economic potential of this region.”

Governor Moore made the announcement at Johns Hopkins Bayview Medical Center joined by Lieutenant Governor Aruna Miller; Maryland Department of Transportation Secretary Paul J. Wiedefeld and Maryland transportation officials; state and local elected leaders; as well as agency partners, community advocates, and transit professionals.

Relaunched in 2023, the Red Line will improve transit efficiency, increase access to work and activity centers, provide connections to existing transit and other transportation modes, offer more commuter choices and support economic development and community revitalization. The selection of Light Rail as the mode of transportation is based on technical analysis including access, travel time, connections, reliability, and ridership, in addition to consideration of the line's cost effectiveness and significant and continuous input from the public.



"For far too many communities in Baltimore, pathways to go from where you live to where opportunities are simply do not exist," said Lt. Governor Aruna Miller. "Today marks a monumental step in delivering on our promise to invest in Baltimore and its people, and give

them a long overdue transit system capable of moving them to and from work, to and from hospital care, and school. This will be a system they deserve. In a city that has seen far too much of its history dictated by redlining, its future can be rewritten by a red line."

"Successful transit projects need to strike a balance that considers cost, long-term value and public support," said Maryland Department of Transportation Secretary Paul J. Wiedefeld. "Baltimore's Red Line is one more example of our commitment to providing Marylanders with a transportation network that provides access to opportunities, services and resources that can support a better quality of life."



"Job creation and economic development are dependent on a well-integrated public transportation system. It's exactly why, in 2021, Senator Van Hollen and I secured language in the Infrastructure Investment and Jobs Act that would reopen the door to federal funds for the Baltimore Red Line project – funds that were rejected by the then-governor in 2015," said Senator Ben Cardin. "Public transit is empowering and cost effective. It reduces congestion and pollution and gets people to jobs and shops, family and entertainment that they may not have been able to easily reach otherwise. Baltimoreans deserve better public transit and that is what we are back on track to provide."

"Moving forward on the Baltimore Red Line is critical to renewing our commitment to deliver much-needed public transit between East and West Baltimore. That's why Senator Cardin and I

included a provision in the infrastructure modernization law to ensure this critical project wouldn't have to go back to square one for federal funding," said Senator Chris Van Hollen.

"As the revival of the Red Line remains in focus, I commend Governor Moore for ensuring community engagement is the nucleus to this plan of action and for working to bridge transportation gaps similar to the Highway to Nowhere," said Congressman Kweisi Mfume (MD-07).



"We have long talked and talked about the importance of the Red Line — and the crippling impact the original cancellation had on the City of Baltimore. Going from a former Governor who took Baltimore off the map literally and figuratively to today's announcement was a long road. It sends a message to residents that Baltimore is once again a priority," said Baltimore Mayor Brandon M. Scott. "The time for talk is over and the time to actually move forward with a plan that works for all Baltimoreans is here. The choice to pursue a light rail system, which is already a proven and beloved part of Baltimore's public transportation network is the right one. I am thrilled that we're ready to take this step, and look forward to finally seeing this project through to the end."

"Residents in Baltimore County and across our region deserve safe, reliable, and equitable transportation options and better-connected communities," said Baltimore County Executive Johnny Olszewski. "We're grateful to the Moore-Miller administration for putting this vital

project back on track, and for working with us to ensure that a reimagined Red Line will be accessible to residents in eastern as well as western Baltimore County.”

“This is particularly important for Johns Hopkins Medicine because health care organizations across the nation are facing an unprecedented crisis in recruiting workers at all skills levels and in all areas of expertise,” said Chief Executive Officer of Johns Hopkins Medicine Theodore DeWeese. “Providing a safe, efficient transportation system across the region will support recruitment and retention efforts across all industries and allow us to continue to deliver on our tripartite mission -- advancing patient care, research and education -- for generations to come.”



Over the last ten months, the Maryland Department of Transportation Maryland Transit Administration has conducted technical analysis and public outreach, which supported the recommendation for light rail as the mode of choice. Financial analysis also confirmed light rail is more cost-effective over the long term compared to alternative transit modes such as bus rapid transit. While the initial capital cost of the light rail line is higher than bus rapid transit, light rail vehicles offer greater capacity which will be an asset in the high-density corridor, which will lower the operational cost per rider and lead to increased ridership.

“The Red Line is critical to the success of our region and will provide vital connections to educational and employment opportunities,” said Maryland Transit Administrator Holly Arnold. “The project team is continuing to advance this critical project as quickly as possible while ensuring the communities we serve are fully engaged.”

The Maryland Department of Transportation Maryland Transit Administration will continue its analysis and coordination with local partners to define the route alignment, including the extent to which the project includes tunneled segments. The preferred alignment is expected to be announced by the end of 2024 — which will reflect current conditions, growth patterns and project priorities.

The Maryland Transit Administration has initiated the National Environmental Protection Agency review, which is required before final design can begin. As part of this process, a Supplemental Environmental Impact Statement also will be prepared and will build upon the extensive work completed a decade ago. The agency plans to enter the Federal Transit Administration’s Capital Investment Grants program in late 2024 – an initial step to receiving future federal funding for the construction of the Red Line.

To learn more about Baltimore’s Red Line and to sign up for project updates, visit <https://redlinemaryland.com> and follow the Red Line progress on [Facebook](#), [X](#), [Instagram](#) and [Threads](#). Contact the project team at outreach@redlinemaryland.com.

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