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Mayor Dixon Touts Report on Economic Impact of Red Line

Study concludes that transit project will generate \$2.1 billion in economic activity and create or support 9,801 jobs.

Baltimore, MD (January 7, 2010) – Mayor Sheila Dixon praised a newly released economic analysis of the proposed Red Line. The study was conducted by the Jacob France Institute of the Merrick School of Business at the University of Baltimore (JFI) and predicted major economic impacts for the city, including over \$2 billion in new economic activity and 9,801 jobs.

“The Red Line is a tremendous opportunity for Baltimore to stimulate the local economy, create jobs and revitalize communities along the East and West sides of the city,” said Mayor Dixon. “This study illustrates clear potential to strengthen Baltimore’s economy and promote economic opportunities by transforming a corridor once known as the ‘highway to nowhere’ into a vibrant and thriving footprint of economic activity.”

Last fall, the Baltimore City Department of Transportation hired the JFI to conduct an economic and job impact study. This study was called for in the Red Line Community Compact in order to gauge the real-life impact of the Red Line on Baltimore’s economy.

The study’s major findings show that building the Red Line will stimulate Baltimore’s economy by generating \$2.1 billion in economic activity. Additionally, the construction project is estimated to create or support 9,801 direct construction and related jobs. Those jobs will generate \$539.7 million in salaries and wages over the whole construction period.

The jobs created by the Red Line will offer opportunities for people with diverse backgrounds and experience. The majority of the jobs created or supported by the project will not require degrees in higher education; 17% will require a Bachelor’s or higher level degrees. Some examples of jobs that will be created are: freight, stock and material movers, heavy and tractor-trailer truck drivers, accountants, bookkeepers, auditors, plumbers, pipefitters, steamfitters, civil engineers, carpenters and office clerks.

The study also found that the project will directly engage the existing labor supply in Baltimore. In the communities surrounding the planned Red Line route, a higher share of residents are already employed in construction and transportation-related occupations than the City as a whole.

When completed, the proposed Red Line will provide a rapid transit connection between the Woodlawn area of Baltimore County, West Baltimore communities, downtown Baltimore, Inner Harbor East, Fells Point, Canton, and the Johns Hopkins Bayview Medical Center. Construction of the 14-mile rail project is expected to begin in 2012, pending environmental approvals and funding agreements with the federal government.

In order to learn more about the Red Line and its impact on Baltimore’s economy, please visit <http://www.gobaltimoredline.com/>

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