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The newly released Red Line technical analysis shows what many of us have known all along: the Red Line will be transformative for communities along the corridor, including in my own district. Far from being a “boondoggle,” it is an investment that will yield access to jobs, increased mobility, and economic development throughout the region.

Although there are advantages and disadvantages to all the alternatives, the significantly greater ridership for Light Rail Transit (LRT) makes it a clear winner. MTA’s summer open houses and surveys demonstrated strong public support for LRT. And while the capital and maintenance costs in the technical analysis are higher for rail, the annualized capital cost per trip for rail is actually lower. Finally, equity demands that this project be completed as LRT. Communities in the corridor deserve the project that was stolen from them 8 years ago, and many would see Bus Rapid Transit (BRT) as a consolation prize.

I’m grateful to the Moore/Miller administration for the initiative and support for restarting the Red Line, and I deeply appreciate the work of the MTA team in moving this forward. Let’s get the shovels in the ground!