



The [Transform Maryland Transportation Coalition](#), composed of over 30 organizations with members throughout the state, issued a candidate questionnaire to all the declared 2022 Maryland Gubernatorial Candidates. The questionnaire is designed to educate our members and the general public about the candidates' positions on key transportation issues and needs facing Maryland. The candidates who responded to our questionnaire were Rushern Baker, Peter Franchot, Doug Gansler, Ashwani Jain, John King, David Lashar, Wes Moore, and Tom Perez. This document contains the full unedited responses we received from the candidates.

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- 1. A number of stakeholders in the Greater Baltimore region are seeking to reform the way public transportation is governed and financed by creating a new Baltimore Regional Transportation Authority to operate regional transit service including bus, light rail, subway, and paratransit. What priority would you place on the creation of a Baltimore Regional Transportation Authority? What components and commitments would you push for in the creation of such an authority?**

Rushern Baker

With all of the transit investment we have planned for the city, Baltimore will need a regional authority for a number of reasons. We feel it is important that they are self-governing, so they are able to come to regional consensus without the undue influence of Annapolis. We also believe they need to have the ability to incur debt to make the necessary investments in the system and have eminent domain authority.

Peter Franchot

In this answer and throughout the questionnaire, I am committed to providing you with answers that I will hold to concretely as governor, rather than saying yes to everything only to backtrack once in office. I have demonstrated a consistent and unequivocal candor in public conduct, and hope that gives you the assurance that these answers are offered in good faith.

The Baltimore Regional Transportation Authority (BRTA) is an example of the local initiative that is needed to make Baltimore the beating heartbeat for economic prosperity. Most of the great transit systems around the world are planned, governed, and funded at the level of the metropolitan region and not the state. When there is a governor who is very supportive of transit, the current model works great. However, a different model is needed to ensure predictability and responsiveness to regional needs no matter who is governor.

I support BRTA, and I believe that it is important for the Baltimore region to control its destiny on this issue.

Relative to the BRTA, my focus will be:

- Providing the support needed to substantially implement the BRTA within my first term.
- Committing the state funds necessary for it to be successful.
- Ensuring that Maryland continues to have a strong statewide approach to transit including fostering connections between the different regions and localities of the state and making the MARC train a world class regional rail.

- Better connections between our state's two largest economic centers, Baltimore and the Washington region, will lead to greater economic growth, and the BRTA will play an integral role in securing this vision for the state. Moreover, the BRTA must be clear in its mandate to manage transportation at a regional level, which must explicitly include connectivity to and support from the counties that surround Baltimore. Transportation, particularly public transit, is an inherently regional concept that requires a truly regional approach.

Doug Gansler

Yes, I support the creation of a Baltimore Regional Transportation Authority to give Baltimore more control of their transportation future and will ensure they have adequate funding. Currently, the decisions about Baltimore's transit are made by bureaucrats who may not be attuned or concerned with the Baltimore area's needs. This must end. Having a BRTA will ensure that local transportation decisions are made by experts who live in and around Baltimore and know its specific demands. Furthermore, transit devolution is not an untested concept (SEPTA in Philadelphia; BART in SF, etc.).

Ashwani Jain

I support creating a new Baltimore Regional Transportation Authority. This includes ensuring we have proper representation from the region in its leadership; adequate funding and resources; and actual input from residents in the region impacted by the decisions made. At the end of the day, I believe decisions about us should not be made without us. That's why - unlike other candidates, I'm fully accessible because 100% of our events are free. I don't charge residents to meet me. And with my mobile offices, I'm personally meeting voters in a different county each and every day of the week. And unlike other candidates, I'm fully accountable because 100% of our campaign is run by residents from every age, background and county. You already have a seat at the table from day one of my operation.

I also support a comprehensive infrastructure plan that reduces congestion, pollution, and provides greater security, accessibility and connectivity for all around our state. This will also connect people to jobs (thus fostering greater economic security) and connect businesses to their employees (thus helping our local economy). My full plan (found here: <https://jainforgov.medium.com/transportation-c96c3f396c1>) goes into detail my plans to making public transit FREE for every resident; ensuring environmental impact studies for all transportation projects; expanding Metro (Red and Purple lines, in addition to the Southern Maryland Rapid Transit Project); expanding MARC Train services; expanding ridesharing; more designated bus lanes; smarth growth and mixed-use development; and sustainably expanding the Bay Bridge (using the findings of the environmental impact studies that were conducted).

John King

I believe Baltimore would benefit substantially from having its own Regional Transportation Authority. Baltimore is one of the largest cities in the country not to have its own RTA for its transit. Giving it its own transit authority would give the region more local control and greater ability to coordinate efforts across jurisdictions. It's an idea supported by grassroots activists and the business community as well and would specifically give Baltimore City more influence over its transit projects as well as funding and maintenance so they are not powerless if the state neglects the City's needs, like when Governor Hogan canceled the Red Line rail project. As governor, I will be a partner to Baltimore City and its surrounding jurisdictions that the MTA currently serves if they choose to form a transit authority.

I would commit, through my budget proposal ability as Governor, that Baltimore does not lose the cost savings it gets currently with the state running its transportation system if the region chooses to form its own transit authority and that the state guarantees proper funding for an RTA. I will oppose public-private partnership proposals for running an RTA and for new transportation projects and require the system to be built and operated by union labor. I will also work with the state legislature to pass legislation establishing a Baltimore RTA that connects smoothly with the rest of MTA's systems. A new RTA must also include an equity component, where transit decisions are made to be inclusive of everyone. This includes planning that emphasizes connecting historically redlined neighborhoods that have been shut out of opportunity and having a fully functional and reliable paratransit program. A Baltimore RTA must have its own voting board, with representation from across the services region that accurately reflects the diversity of the area.

David Lashar

I am in favor of better coordinating and better managing regional public transportation with an authority that represents the various modes. Whether I could support any specific proposal would depend on whether the proposal provided a proper level of accountability for the authority's decisions and a proper level of responsibility and control in the authority's finances. But to be clear: Yes, I support the idea in concept and would indeed make a priority of convening stakeholders (including members of the Assembly) in order to devise and decide options.

Wes Moore

Regional transportation authorities can be impactful, and we are open to a Baltimore Regional Transportation Authority as long as it focuses on achieving the broader goals of connecting all our state's assets. Access to safe, affordable and reliable public transportation is key to socioeconomic success. Dependable public transit for low-income workers, elderly, and children makes the trip to work, school, and medical appointments possible and is an indispensable part to the success of Baltimore and Maryland. And we will focus on building transportation infrastructure that focuses on the people who rely on it the

most, dedicating the resources needed to ensure that our bus transit system is reliable and gets people to work and school on time. We must improve Baltimore's mass transit system by building commuter rail stations in West Baltimore, Bayview, and other historically neglected communities to ensure no one is left behind.

Tom Perez

Spearheading the development of a regional transit authority for Baltimore is one of my top transportation priorities. I know that the people of Baltimore are those best equipped to make decisions as to what their transit infrastructure should look like. That's why a Perez-Sneed administration will work with leaders in the greater Baltimore region to develop a plan of action for creating this authority, including developing a plan for sustained and consistent funding for this authority. I will also look to the Baltimore Regional Transit Authority for leadership in implementing and expediting the Central Maryland Regional Transit Plan. With the sustained executive leadership that my administration will bring to Annapolis, we will be well-positioned to make this plan a reality.

2. **What priority would you place on reviving the now shelved Red Line project which would build out a 20-mile east-west light rail line through Baltimore City and County? What specific actions would you take to reactivate this project, and how would you increase core bus service so that Red Line riders could transfer to frequent transit along the city's north-south corridors?**

Rushern Baker

This will be our administration's first infrastructure priority because we know just how long overdue this project is. Rushern supported this project when he was a Delegate, and has watched as the Hogan administration neglected it, and every other initiative that might've actually helped Baltimore. Baltimore is the heart of our State, and investing in it is investing in all Marylanders. As such, the Baker/Navarro Administration will be making significant capital improvements and investments so Baltimoreans can live as safe and prosperous lives as every other Marylander. Regarding bus services, we need to be hiring more drivers and making buses safer so we can attract better candidates.

Peter Franchot

I am committed to building a world-class, integrated, and statewide transit system that is fast, safe, sustainable, and reliable. This includes expanding our rail and bus services, and increasing pedestrian and cycling paths. I will implement Baltimore's Red Line transit project to extend to Dundalk and work closely with our unions like the Building Trades and LIUNA, and our private sector partners. I will request a study to explore the best strategy to implement these projects in a sustainable and community oriented manner.

Doug Gansler

It is the first plank of my [Green Maryland plan's transportation section](#). Governor Hogan [took a sledgehammer to the people](#) of Baltimore when he blocked the Red Line. We immediately must begin working with local stakeholders to reignite the program so it can be as shovel ready as possible.

We need more and more frequent public transportation, including rapid bus lanes, in Baltimore so that people can rely on transit to get to work on time without budgeting too much of their day. Frequency and reliability, even at the expense of expansion in the short term, are vital to increasing reliance on trains and buses for work commutes. We need to give buses more of our streets, including dedicated and divided bus lanes, so that they can deliver on fast commutes.

Ashwani Jain

One of our investment priorities should be the Metro, as many families rely on public transportation each day. They don't live a walkable distance away from their jobs, or have difficulty getting to other essential services. We cannot cut these investments. You shouldn't need to own a car (and be willing to drive an hour + in traffic every day) in order to provide for your family and pay your bills. In the Montgomery and Prince George's County regions, we should prioritize investing in the Purple line, and in the Baltimore County region, the Red line (it's important to note that the Red Line would connect isolated Black neighborhoods to downtown jobs and other rail lines; we already spent \$300 million on planning; we forfeited \$900 million in federal funding; and we currently are not providing residents equal access to transit).

But what's most important in these infrastructure projects is ensuring proper accounting of the funds used by public-private partnerships, transparency in timeline and costs, and a specific plan in place to assist residents who would be negatively impacted by construction in the short-term. Investing further in MTA Mobility vehicles would assist those in wheelchairs, those with disabilities, those going to/from dialysis appointments, etc, who are forced to wait hours in insecure and unshaded locations. This investment would provide for more drivers and vehicles to take care of this population that has limited transit options.

John King

The Red Line project is my top transportation priority, and as governor I will restart the project immediately. I will work with our Senators and Representatives in Congress to restore the matching funds sacrificed by Gov. Hogan when he canceled the project, and commit to fully funding the project in the state budget. I will also ensure the Red Line is built following the plan agreed upon as an all-rail project, not a watered-down version that is intermodal or does not cover the full east-west route. My administration will prioritize building and finishing the Red Line ahead of car-centered transportation projects like highway widenings and more new road construction.

David Lashar

As I have been stating on the campaign trail, I support as a top priority a modern transit system for east-west transit for Baltimore City and Baltimore County, provided that the system is cost-effective, which the canceled Red Line project with its tunnel under the Inner Harbor did not portend to be. The project as canceled was promising to be a boondoggle.

Instead, we should... and I would... examine options that leverage modern IT to connect those with need for transportation with an agile, modern, clean fleet of vans and shuttles. In other words, a model that is more nimble like Uber or Lyft for personal travel. Almost surely in combination with street-level and perhaps above-ground rail. Just not the old-school, high-cost, fixed-route, low-ridership model that the canceled Red Line was promising to be.

Wes Moore

We are fully in support of reviving the Red Line because it will provide Baltimore with economic, social, and environmental advantages. The current administration's decision to scrap the Red Line Project wasted over a decade of planning, millions of dollars, and millions more guaranteed by the Federal government. With Maryland's federal delegation specifically including language in President Biden's \$1.2 trillion infrastructure bill to revisit the \$900 million in federal funding for the Red Line and billions more allocated to improve Maryland's infrastructure, we will ensure the Red Line is built as quickly and efficiently as possible.

As governor, I am committed to fully building the Red Line and ensuring it is connected to other modes of transit as well, including bike lanes, buses, and more. Our administration will also supplement the bipartisan infrastructure bill funds to expedite this essential transit construction for the Baltimore region.

Tom Perez

Resurrecting the Red Line will be a key priority. Baltimoreans have waited too long for an affordable, reliable, and comprehensive transportation system. As Governor, I will be dedicated to spearheading this project by advocating for federal support, developing an updated environmental impact statement, and providing the necessary funding to connect all Baltimoreans to economic opportunities. While this project progresses, we need to ensure Baltimoreans can get where they need to go in the immediate future. I will invest in increasing bus frequency, reliability, and accuracy both during construction and after completion of the Red Line.

3. What actions would you take to adopt policies like the [Advanced Clean Truck rule](#) that reduce pollution from trucks, delivery vans, school buses, and other large vehicles in Maryland?

Rushern Baker

We have seen many initiatives come out of the State recently to reduce the carbon footprint of our transit and transportation system. These are necessary and we know that, which is why we have the most ambitious 100% renewable goal in the race. What we cannot do, is just dictate to jurisdictions that they need to be spending me on reduced-emission vehicles. The State needs to come in with funds, and leverage federal money to make this transition as painless as possible to local governments who are already strapped for cash.

Peter Franchot

I am committed to reducing greenhouse gas emissions, and positioning Maryland to be a leader on the East Coast for producing clean energy. Within my first term as governor, the entire fleet of state vehicles will convert to electric. I have also pledged to make Maryland the first net-zero state in the US and a net supplier of renewable energy. On Day 1, I will sign an executive order that requires all energy consumed by state government entities to be created by one-hundred percent renewable energy where possible, with a mandate for full conversion by the end of my first term. I will also sign an executive order that requires more renewable energy to be created within Maryland than all energy consumed within the state.

Doug Gansler

Our administration will work with other states in the region to develop regional standards for trucks, vans, and buses to reduce air pollution and move our vehicle fleet all electric. Reducing air pollution is not just good for the climate, but heavy vehicle air pollution contributes to outsized asthma rates particularly for Black children. Getting dirty trucks off our road is vital and I will take all steps necessary to clean Maryland's air including getting Maryland regulators to enact a clean truck rule.

Ashwani Jain

In addition to having zero-emission vehicle requirements and converting our entire State of Maryland fleet to these, we must take a comprehensive approach to reducing our carbon footprint As detailed in my full Climate Change policy memo shared since last January 2021 (<https://jainforgov.medium.com/climate-change-f3a093f3b9bf>), I would focus on everything from Climate Justice; stopping the subsidization of trash incinerators and paper mills; mandating Environmental Impact Studies; Protecting and Investing in the Bay (including increasing poultry farm inspections, investing in stormwater detention systems and assisting

with oyster restoration); Investing in Clean Energy (solar, community solar programs for residents, hydro and wind); Improving our state's RPS; making public transit free; increasing access to public transportation projects; smart growth and mixed-use development; ban single-use plastic bags; ending state funding of synthetic turf on playgrounds; and improving composting throughout the state.

I would also support creating a Climate Director which can help coordinate efforts. By tackling this issue in a comprehensive way, being detailed and transparent from day one of my campaign and from day one of my Administration, and actively engaging scientists and community members, we can ensure the issue of Climate Change is prioritized and tackled sincerely and sustainably.

John King

I am proud to have the most aggressive climate agenda in this race. My goal is net-zero emissions by 2035, with a benchmark of 60% reduction by 2030. To reach this, I have committed to 100% clean, zero-emission electric vehicles for the state fleet by 2030, including school buses and having 60% of all private Maryland cars and trucks to be zero emission by 2030 as well. This approach would incorporate the Advanced Clean Truck rule adopted by other states, but accelerate the timeline in Maryland. In addition, I believe we need to follow what California and New York have done and phase out the sale of new cars with internal combustion engines in Maryland by 2035.

David Lashar

I am in favor in favor of transitioning fleets of trucks, vans, etc. to zero-emission vehicles, provided that the transition plan is created with 1) meaningful involvement of and respect for the affected industries, and 2) non-politicized targets that recognize that Maryland is already a leader in carbon-emissions reductions. As always in policy formulation, we need to account for unintended or under-appreciated consequences of policy, for example in this case the possibility of simply pushing truck sales from Maryland to other states. Thus, I would as Governor be pleased to convene a multi-stakeholder group to perform analysis and make recommendations to the General Assembly and me. I would assign my Lt. Governor, Christiana Logansmith, and my Secretary of Transportation as my representatives.

Wes Moore

Transportation emissions account for 36% of our total emissions, killing 600 Marylanders every year and costing us billions in negative health outcomes from air pollution. That is why my administration will set the ambitious goal of reaching net-zero emissions by 2045. Our administration will reach that goal by encouraging the electrification of vehicles across the state. We will lead by example, electrifying our state's fleet of vehicles and public transit options like buses and school buses, and we will establish incentives encouraging

Marylanders to purchase electric vehicles. We will also leverage federal infrastructure funds to equitably deploy EV charging infrastructure across our state.

Tom Perez

I am committed to leading by example to demonstrate that reducing dependence on fossil fuels is not just possible, but also accessible for all Marylanders. I will lead our state's green energy transformation by transitioning our fleet of state vehicles, including public transit and school buses, to electric vehicles and supporting local governments in the process as well. With the passage of the Climate Solutions Act, there will be unprecedented new funds to help our state, our counties, and our cities transition many of their official vehicles to electric vehicles – at no cost to Maryland taxpayers. I will also work to increase accessibility of electric vehicles through price incentives and investment in more charging infrastructure for both cars and bikes, especially in low-income neighborhoods.

4. **MTA bus, light rail, and paratransit service are often unreliable and infrequent - resulting in workers being late for jobs, students missing class time and people with health needs missing medical appointments.**
- a. **Please summarize your position on increasing the frequency and reliability of MTA bus, light rail, and Metro subway.**
 - b. **What are your thoughts on the recent performance of MobilityLink paratransit service, and what do you believe is the best approach to ensuring the service meets the needs of its riders going forward? Currently, MobilityLink paratransit service is staffed through contractors, while other modes of state transit are staffed by state employees. What are your thoughts on increasing the number of state employees to staff MobilityLink paratransit?**

Rushern Baker

- a. Like the rest of the State agencies, the MTA is woefully understaffed as a result of the intentional neglect shown by the Hogan administration. We are committed to fully staffing the entire State government so Marylanders can start trusting us to provide the services we've promised. This includes reliable transit. Rushern's executive experience means that he knows how to work with both local and out of State governments to get this done.
- b. Obviously, there is no greater priority than providing for the most vulnerable. We are in favor of reducing our reliance on contractors, and hiring more State employees to operate Mobilitylink. This way the regional transit authority will be better able to hold operators accountable, and ensure the services we are providing are up to the highest standards.

Peter Franchot

- a. No one should miss a class, medical appointment, or be late for work, because of a lack of reliable public transportation. To achieve our transit goals, in tandem with my 100,000 jobs in 100 weeks proposal, I will work with the Maryland Transportation Authority and grassroots organizations, to plan and execute the construction of a modern, accessible, and affordable transportation grid. Specifically, I will also explore new rail and mass transit connections for Western Maryland, Southern Maryland, and the Eastern Shore to ensure every community has access to the full range of Maryland's opportunities and services. Moreover, the Southern Maryland Rapid Transit light rail project will be included in this vision. As with any mass transit construction we want to make sure that it is done without displacing any communities, and imposing negative impacts on the environment. I want all Marylanders to share in the prosperity of the state. As Governor, I committed to holding our state agencies accountable and delivering results to achieve our transit

goals. Though I believe strongly in the importance of world class rail transit, we must also augment our bus systems, as well as bike and pedestrian systems, to truly bring our transportation grid to scale, and ensure we are offering “last mile” solutions that get riders safely from their door to their destination. To that end, I will explore other bus practices like bus rapid transit and circulatory systems.

- b. My transportation plan is committed to supporting all Marylanders, and I will appoint a Secretary of Diversity, Equity and Inclusion to ensure that we implement best practices. Specifically, when it comes to MobilityLink I believe that we need to audit the service to identify areas of improvement, not just from a staffing perspective, but also analyzing the feasibility and efficacy of the service. I have fought to improve on time pickup for paratransit service under my tenure as comptroller, seeking to create accountability for performance measures for paratransit whenever contracts relating to the service come before the Board of Public Works. My advocacy on this issue dates back to my time as the transportation subcommittee chair for the Appropriation Committee, and I have sought millions of dollars in additional funding for paratransit services during my time in office.

Doug Gansler

- a. Frequency and reliability are the most important aspects of transit. Without frequency and reliability, commuters will start relying on cars to get to work, making our roads more congested and polluting our air. I firmly believe that transit follows a Field of Dreams mantra: if you build it (reliably), people will come. And we’re seeing what reduced frequency has done for the Metro subway, hurting everybody throughout the region. We must prioritize frequent and reliable operations in transit. Transit works in virtuous circles and right now we are stuck in a period of vice.
- b. The first plank of my [Accessible Maryland](#) plan is improving transit and paratransit service. Transit is vital in connecting people to work and to family and friends. Our transit systems consistently deny Marylanders living with disabilities the ability to connect with jobs, with health care, and with the people they love. Metro Access and MTA paratransit services need to improve greatly. Disabled Marylanders consistently report missed appointments, circuitous routing, late pickups and more. Worse, Metro Access and MTA paratransit services are supposed to replace Metro services when elevators and escalators are not working for those who need them. The Gansler-Hollingsworth administration will work closely with the MTA and WMATA to improve these vital services. We will invest in making smooth, consistent transportation a reality for Marylanders living with disabilities.

Ashwani Jain

- a. Expanding on my answer from question 2, my fully paid for “Maryland Now Plan” will make public transit free. By making public transit free - my plan will help our economy by providing better accessibility to ideas and labor; will reduce the cost of living for employers and employees; will help students — especially those in underserved areas — get to and from school; will benefit seniors and retirees better age-in-place; will help low-income residents, many of whom do not have access to private cars, and therefore rely on public transportation to get to their jobs; will increase mobility and access in our communities for those in the disability community; and will play a critical role in combating climate change by making mass transit a more accessible, convenient, and viable alternative to private cars, helping reduce emissions and our state’s overall carbon footprint. Another part of my “Maryland Now Plan” will expand the role of state government (thereby also increasing the number of state employees to staff programs like MobilityLink).

- b. By guaranteeing jobs for every Marylander - my plan will have our state government serve as an employer of last resort and ensure all unemployed residents in our state have the opportunity to access a decent job with living wages, safe working conditions, healthcare and union protections. And while this would be the first program of its kind in the United States, my plan will help us: Increase our state revenues — with the potential of 200,000 newly employed individuals who will now be able to pay taxes and have greater disposable income; Increase employability and economic inclusion for those experiencing challenges or discrimination finding work (including veterans, spouses of those in active-duty, women, those who are LGBTQ+, those with disabilities, those impacted by the justice system and people of color); Reduce poverty levels and social safety net costs for all taxpayers; and Improve the overall health and sustainability of our economy. Full details can be found here:
<https://jainforgov.medium.com/the-maryland-now-plan-eliminating-the-state-income-tax-and-a-guaranteed-jobs-program-8ed25788ec47>

John King

- a. I fully believe it is imperative we increase frequency and reliability of all our public transit systems, not just to reduce our greenhouse gas emissions, but to connect all communities to economic opportunities and make our streets safer for pedestrians. Transportation is a public good that benefits everyone through cleaner air, fewer auto accidents, shorter commuter times and reducing the cost burden of owning a car as the only option to get around. Our public transit policy in Maryland has been a self-fulfilling prophecy. Unreliable and infrequent service dissuades choice riders who do not absolutely depend on it, and then low ridership is used as a reason to cut spending and reduce service further. If we invest in building quality public transit, the

ridership will follow. Few people drive in rush-hour traffic because they prefer it. Besides frequency and reliability, I believe we need to be expanding transit options across the state, not just by building the Red Line in Baltimore but by also finishing the Purple Line, building the Southern Maryland Rapid Transit right and expanding MARC service into Western Maryland and making service bidirectional throughout the day.

- b. The current state of MTA MobilityLink is disgraceful. Outsourcing drivers to private contractors has ruined on-time service and even stranded disabled Marylanders that rely on paratransit, in part because private contracting services have provided worse pay and benefits making it difficult to retain drivers. I believe public dollars are all for public goods. Private companies should not be profiting off of public services, with incentives to cut costs and maximize profit margins that inevitably degrade quality and reliability. We need to end contracting out our MobilityLink staff and instead hire drivers directly, with the right to join the union. Fixing MobilityLink is a problem that we already know the solutions to: ending outsourcing, increasing funding to levels that are actually sufficient, and hiring more drivers and other staff at a fair, living wage, which will end staffing shortages and give disabled Marylanders just trying to get around the respect and quality service they deserve.

David Lashar

- a. For buses, light rail, and subway, we no doubt need to make sure that budgets for maintenance and repair are where they need to be. And as for east-west transit, we no doubt need to seize opportunities to make use of modern IT (as already mentioned), in which I am expert due to spending my career as an IT advisor and executive, helping organizations to select, implement, and operate IT for large-scale transformations of their capabilities and services. As a last imperative for improving service, we need to do what commercial companies do in order to achieve reliability and quality when offering services to their customers. We need to provide incentives for front-line operators and their managers to deliver the scheduled service. Right now, neither operators nor managers is either rewarded or punished for the service they deliver. Instead, those who perform well should be rewarded with merit pay. Those who perform poorly should at a minimum be denied the merit pay. Until those who are delivering the service have some “skin in the game,” they will... quite rationally... continue to be indifferent to delays that disrupt the schedules and lives of transit riders.
- b. For paratransit, I would endorse the same model in order to achieve service improvements. And to be clear, transitioning service to state employees who are exempt from any consequence to the quality of service that they deliver to paratransit riders is not the right answer, because it will not improve service.

Wes Moore

- a. Our administration will ensure that our efforts to improve Maryland's transportation infrastructure focuses on the people who rely on it the most. Low-income communities and communities of color are less likely to own vehicles and are more likely to rely on public transit. Moreover, a simple map search will show you that it takes a person an hour and 13 minutes to travel the 14 miles from the Druid Hill neighborhood of West Baltimore to BWI Marshall Airport using public transportation. It would take that same person over an hour to travel the six miles needed to get to the Under Armour Headquarters on Hull Street. This example and others like it across the state are unacceptable. It makes it nearly impossible for someone without a car to find and keep a good job, and it hinders the ability of our businesses to attract and retain employees. Our administration will supplement the \$1.7 billion in federal infrastructure money to ensure that our bus transit system is reliable and gets people to work and school on time. Mass transit systems improvements will include updating commuter rail stations and other transportation services in historically neglected communities to provide people with affordable access to employment and improve their quality of life.

- b. I am committed to improving transportation options by expanding Maryland's MobilityLink/Paratransit service so that more Marylanders can have access to the mobility and transportation options needed to work, shop, and enjoy all our state has to offer. I also believe that a strong public sector is crucial to an effective government, and our public agencies and systems should be able to stand on their own. Additional public-private partnerships have the potential to better serve the people of Maryland, but they should not come at the expense of public sector jobs. My plan is to strengthen our state agencies by addressing the staffing shortages that are driving outsourcing. As governor, I will bring all public sector workers and stakeholders to the table to ensure we are offering the competitive wages and benefits needed to close workforce shortages and strengthen public-private partnerships in a way that does not devalue the work of our state professionals, and the training and experience they bring.

Tom Perez

- a. As governor, I am committed to stand for transit workers, public transit, and working families across Maryland. That is why I was so proud to have received the endorsement of the Amalgamated Transit Union. The biggest challenge for

communities to transition to more sustainable transportation methods in Maryland is lack of options, unreliability, and infrequency. As Governor, I will tip the scales towards sustainable transportation options by investing in more bike lanes, walkable communities, routes, stops, and frequency of buses and trains. In addition to a baseline increase in transit frequency, we will leverage further increases as an incentive for local governments to invest in street design changes and transit supportive development. I will also restore Marylanders' trust in public transit by improving the reliability of schedules and providing transparency when there are disruptions or delays.

- b. All too often, individuals with disabilities face barriers to reaching their full potential due to transportation challenges. Many Marylanders with disabilities rely on our state's paratransit system for their transportation needs. In 2019, paratransit services provided more than 1 million rides to Marylanders with disabilities. Unfortunately, this service is plagued by long wait times, unreliable service, and punitive policies. As Governor, I will ensure the funding necessary to ensure reliable service and create accountability measures for our paratransit system to ensure that riders receive accurate estimates of when they can expect a ride to ensure that they can get where they need to go in a safe, efficient, and reliable manner and are no longer left out in the cold. I believe that public work should be done by public employees and do not support the contracting out of essential government services, like MobilityLink.

5. The MARC Commuter Rail System serves the Baltimore/Washington corridor on existing rights-of-way that could benefit from increased service levels. More frequent and efficient MARC service would provide improved job access, as well as economic development opportunities in the form of transit-oriented development (TOD). Please summarize your position on providing additional funds for the MARC Camden & Brunswick Lines to operate throughout the day and on weekends like the Penn Line.

Rushern Baker

The first thing we need to do is provide the proper investments into the MARC system. As you said, this will not only benefit communities, but will spur economic development through TOD. Without this investment we can't make progress in this area. Once the investments are made though, we need to make sure MARC trains are receiving priority on the rails. We cannot allow cargo to get priority over people.

Peter Franchot

Yes. I support the goal of all-day, two-way MARC service on the Brunswick and Camden lines, as well as the Penn Line from Washington, D.C. to Baltimore, and new MARC service to Elkton and Hagerstown. I have pledged to bring Baltimore and the Washington region closer together through upgrades to the MARC commuter train, as well as support for transit-oriented development (TOD) and connections at key commuter hubs. I am committed to implementing the provisions set forth in the Maryland Regional Transformation Act. I have proactively made these commitments in the platform provided on my website.

I will also ensure that the Purple Line light rail is completed, while improving suburban transit service, including WMATA and local transit services.

Doug Gansler

I do support the goals of two-way MARC service on the Brunswick and Camden lines, subway-like service on the Penn Line and new MARC service to Elkton and Hagerstown. And I am committed to the implementation of the Maryland Regional Rail Transformation Act. I would emphasize intra-Maryland and intra-Baltimore transit first over D.C. to Baltimore transit.

I would also add more MARC trains to and from Frederick while the light rail or other mass transit project is built to connect Shady Grove to Frederick.

Ashwani Jain

Expanding MARC services to Western Maryland (via expanding the Brunswick MARC and adding a third rail) would allow individuals living in Western Maryland to take part in job market growth in the DC, Maryland, and Virginia metropolitan area. MARC train services can also be improved for the rest of the state by ensuring we have all day/weekend services. I've also committed to making Maryland the first state to guarantee free public transit for every resident. As detailed in my "Maryland Now Plan", public transit should be accessible to all Marylanders and financial barriers should be eliminated. It will help our economy by providing better accessibility to ideas and labor; will reduce the cost of living for employers and employees; will help students — especially those in underserved areas — get to and from school; will benefit seniors and retirees better age-in-place; will help low-income residents, many of whom do not have access to private cars, and therefore rely on public transportation to get to their jobs; will increase mobility and access in our communities for those in the disability community; and will play a critical role in combating climate change by making mass transit a more accessible, convenient, and viable alternative to private cars, helping reduce emissions and our state's overall carbon footprint.

John King

I am strongly in favor of adding funds to increase service on the MARC lines. I think the MARC should be bidirectional throughout the day and have full weekend service. My administration will also expand the service of the MARC, extending it into Western Maryland and adding run-through ability through DC to connect with Virginia. I was proud to support the Maryland Regional Rail Transformation Act this session and will make full use of our federal infrastructure funding as governor to improve MARC.

David Lashar

It is not sufficient to contend that higher expenditure could or might yield a net positive economic impact. In order to make a decision, I would need to see credible evidence that the alleged benefits would indeed materialize. Without such evidence, I am skeptical. In general, we cannot and should not pour more public funds into transit initiatives that exhibit low ridership; that cannot pay for themselves via willing riders.

Wes Moore

The Moore-Miller administration will ensure that MARC is fully funded and expanded. In addition, we will work to connect Baltimore and Washington with efficient, high-speed rail so we can open up housing, employment, and office real estate between the two hubs. For too long, Maryland has missed this opportunity by allowing high-speed rail projects to languish. The Moore-Miller administration will focus on a variety of options to bring high-speed service to this vital corridor, including working with Amtrak to remove the bottlenecks and

curvature limitations on the Northeast Corridor, which has limited true high-speed passenger rail throughout the region.

Tom Perez

The MARC system provides millions of rides each year and serves as the foundation of Maryland's emerging regional transportation network. As Governor, I will continue to fight for transportation in Maryland by investing in the Brunswick and Camden lines to bring new opportunities to every corner of our state. I will also triple MARC ridership by making MARC interoperable with the VRE throughout the Northeast corridor, and building commuter rail stations in West Baltimore, Bayview, and other historically neglected communities.

6. Low-income riders, including students, rely heavily on public transportation to get to and from work and school. Many transit systems—including those serving Boston, Kansas City, Albuquerque & Alexandria—are implementing or piloting free transit service. Initial data from Boston's pilot free-fare bus through one of its lowest income neighborhoods shows significant increases in ridership and reliability and is being expanded to two other routes. Please summarize your position on implementing a pilot free or reduced fare MTA service for low-income riders and students.

Rushern Baker

We are absolutely open to creating a free service pilot program. The goal of our expansive transit plan is to assist the low and moderate income households who this kind of program would benefit. When considering a full free service program though, we would want to make sure that we do not need to cut services to accommodate it.

Peter Franchot

I am dedicated to level the playing field for all Marylanders, and especially removing any barriers that prevent students from getting to and from school. I am committed to exploring this initiative not only for students, but also for our teachers.

Doug Gansler

I support such pilots. The marginal cost of an individual rider on transit is essentially zero. Meanwhile, reducing congestion on our streets and freeing up money from car payments is good for our economy.

Ashwani Jain

Please see my response from question 4 on making public transit completely free for every resident.

John King

Transportation needs to be accessible to be useful and connect people to school and work. Multiple cities, including DC, already allow their K-12 school students to use the bus and rail for free to go to and from school activities, and I don't see any reason we can't do the same with the MTA. As for free or reduced fare program for low-income riders, we owe it to the communities we have segregated in transit deserts for decades to try a pilot program as a step towards transit equity, especially when we consider how much economic development was lost by the cancellation of the Red Line, by the bus routes being made less efficient, and how Baltimore was supposed to have a much more extensive rail network when it was planned in the 1960's, only to have entire lines canceled due to objections to whiter, wealthier suburbs.

David Lashar

While I oppose free ridership as a general or universal model, I do support assistance to low-income riders, especially in and around Baltimore. I also might support such assistance for students as well, depending on the specific details. Again, this is an area in which modern IT can make a difference to the good while protecting against waste and abuse.

Wes Moore

The lack of reliable, affordable, and accessible transportation is one of the most significant and persistent problems in worsening the cycle of unemployment and poverty and hindering economic mobility. Our administration will offer a free transit program for low-income riders to ensure every Marylander has access to employment opportunities and job training. We will also collaborate with employers to develop sponsored rides and vanpools as a hiring strategy, provide capital and operational funds to expand local transit options, and coordinate with rural transportation authorities to develop more equitable transportation solutions for rural Marylanders to improve access to employment.

Tom Perez

Under my administration, we won't need to pilot a program for students to ride public transportation for free because we will fully adopt this program. I will expand the Kids Ride Free program to provide access to free public transportation for all children below the age of 18. I will also explore free or reduced-fare travel for low-income bus riders.

7. 29,000 Baltimore City Schools students rely on MTA to travel to and from school each day. They make up an estimated 18% of MTA's annual ridership. Many travel upwards of an hour each way on unreliable, infrequent transit, resulting in lost learning time when they are late to school. How would you prioritize the needs of Baltimore City Public School students?

Rushern Baker

We know that the first priority for parents is their child's safety and right now our buses do not meet what we feel our safety standards should be. Our Baltimore Boulevards initiative, which allows State funds to be used to invest in community policing and transportation safety, will ensure students using public safety are safe coming to and from school. This goes for both on the buses and at the stops. This will also reduce traffic, increasing reliability and safety.

Peter Franchot

I will be an educated-oriented governor, and students deserve affordable, fast, frequent, safe and reliable transportation. Public transportation must give Marylanders a guarantee that it will be accessible, which includes cost effectiveness, and run in a timely manner- currently this is not the case. Improving our public transit standards and outcomes will require experienced leadership to turn bold-ideas into results. With my proposed initiatives outlined throughout this questionnaire, I will reduce the commute for all Marylanders. Furthermore, I am committed to improving access to other sustainable modes of transportation such as bikes and scooters. I will also increase our pedestrian paths so that our students have choices and are exposed to new experiences that are good for the environment and promote health and wellness. I believe we can also implement best practices like signal priority, dedicated lanes with barriers to traffic, raised platforms for easy boarding, and other features that improve bus service for our students and other riders.

Doug Gansler

Creating BRTA, increasing the use of dedicated bus lanes, expanding frequency, and building out the Red Line will be a massive boon to school students and commuters alike. The improvement in schooling alone will pay for the costs down the road and we must think of improved transit as an investment and not just a cost.

Ashwani Jain

By making public transit free and investing in more MTA mobility vehicles (as detailed previously). We must encourage more mixed-use development and smart growth. This includes ensuring that new housing is built closer to areas of transit, and that we are

encouraging more multi-family housing and high-rise development, not just single-family homes.

John King

As a lifelong educator, US Secretary of Education and a public school parent, no one understands better than I do how vital it is for students to get to and from school reliably and on time. Students in Baltimore City often forgo extracurriculars because it would require them to take the bus late, often standing along after dark waiting on an unpredictable schedule. They're getting up incredibly early to time transfers correctly, forcing them to function on less sleep just to get to school. This is more than annoying or an inconvenience and it has long-term consequences, like having fewer after-school clubs to add to a college application or having more trouble concentrating in class.

In the 2019-2019 school year, 80% of Baltimore high school students were late to first period at least once, with inadequate public transit as a major culprit. This is a major policy failure and I will invest heavily in increasing Baltimore City's bus service and its on-time performance, reversing changes by the Hogan administration that ultimately made commute times worse. We will also finally break ground on the Red Line, providing a dependable East-West transit method across the city. As the Fund for Educational Excellence suggested in their report "NOT IN SERVICE: Why Public Transit Must Aim to Serve Students," students must be viewed as key transit constituents and their feedback must be continuously sought and incorporated.

David Lashar

I would say that the case of the students only reinforces the urgency for departing from old-school ways of doing things and embracing the policies I've already proposed for improving reliability and quality of transit service. Why keep pouring money into systems that have proven across decades that they do not provide riders the services they need?

Wes Moore

Baltimore City is home to Maryland's only public school system that relies exclusively on public transportation to help students reach school buildings, participate in extracurricular activities and after-school jobs or internships. Ensuring our transit system is reliable and gets students to school on time will be a top priority for our administration. Rules and restrictions for the MTA Student Transit ID card system based on time of day, type of school, school term, and weekend and holiday travel are overly burdensome for both operators and students and create delays. In addition to looking at other transit systems like WMATA to make the system more efficient and user-friendly, our administration will also supplement the bipartisan infrastructure bill funds to expedite essential transit construction for the Baltimore region, such as the Red Line.

Tom Perez

Our transportation systems need to work around transit-riders schedules, not the other way around. The current system disproportionately impacts low-income students who suffer learning loss due to tardiness because of our unreliable and inefficient transit system. We need to make sure that schools, parks, and after-school activities are central parts of our transit route planning. This means elevating the voices of Baltimore's students within the Baltimore Regional Transportation Authority to ensure the system meets their unique needs. It also means collecting robust data on where, when, and how students utilize transportation. After the tragic setbacks for students during the COVID-19 pandemic, young Baltimoreans cannot wait any longer for a state that prioritizes them and their education.

8. We must dramatically rethink the way our roads are designed and reimagine them as accessible spaces where people can walk, bike, use their mobility devices, ride public transit, and ultimately arrive at their destination safely. Baltimore City formally adopted the Complete Streets Manual in March 2021, instituting a new modal hierarchy that places pedestrians, cyclists, people using mobility devices, and transit riders above motorists. Please summarize your position for Complete Streets-related enforcement, including allowing Baltimore City to set its own speed limits and auto-enforce illegal parking and blockage of rapid transit lanes as well as the Vision Zero goal of no traffic fatalities or injuries on Maryland roadways.

Rushern Baker

We are in favor of more traffic calming devices such as roundabouts and speed bumps and will commit State resources to create them. We are in favor of Baltimore being able to set its own speed limits and enforce traffic violations as local authorities are in the best position to make such decisions.

Peter Franchot

I support the Complete Streets Manual, and believe it was an important step forward to ensure commuters are safe. I fully support Baltimore City setting its own speed limits and enforcing illegal parking. I recognize that no one size fits all, and it is important for local governments to have the resources to implement solutions that best serve the residents in their communities.

My administration will be people driven and I am committed to giving Marylanders a variety of safe transit choices. One of the concrete actions my administration will take to address this issue will be to expand the #DrivingItHome program. In fact, one of the reasons I chose Monique Anderson-Walker to be my running mate was due to her commitment to addressing problems holistically. The devastation stemming from roadway fatalities involving vehicles, pedestrians, and cyclists led Monique to develop the #DrivingItHome Campaign during her time on the Prince George's County Council.

Launched in February 2019, #DrivingItHome focuses on changing driving culture and saving lives. The popularity of the program led to its expansion beyond Prince George's 8th District, growing regionally into Montgomery County, the District of Columbia, and Fairfax County, Virginia. Four months after the #DrivingItHome initiative was launched as a pilot program, and Prince George's County established its Vision Zero initiative to reduce roadway fatalities to zero by 2040. For her accomplishments in this arena, Monique received the Washington Area Bike Association Vision Zero Award in 2020. My administration will continue to build on the work Monique has started to implement a similar program state-wide. As part of this initiative, we welcome the opportunity to work with

organizations such as Bikemore, the Transit Alliance, and Transform Maryland Transportation Coalition.

Doug Gansler

Walking and biking are vital for connecting people to nodes of transit and filling in the middle between transit. Facilitating a safe, 15 minute e-bike ride to the train station for somebody who lives 2 miles from the train reduces reliance on cars and helps connect people to transit as we expand rail lines.

We need more and more frequent public transportation, including rapid bus lanes, so that people can rely on transit to get to work on time without budgeting too much of their day. Frequency and reliability, even at the expense of expansion in the short term, are vital to increasing reliance on trains and buses for work commutes. We need to give buses more of our streets, including dedicated and divided bus lanes, so that they can deliver on fast commutes.

The biggest barriers to biking and walking are safety. We need a more robust network of dedicated bike lanes to protect people from traffic and we need to reduce pedestrian deaths throughout Maryland. With respect to bikes in particular, Maryland must expand bike parking options, as bike theft is a massive deterrent to investing in bikes as a mode of transit.

Ashwani Jain

The best way to enforce Complete Streets-related issues and allow for local jurisdictions (like Baltimore City) to have more ownership and control over local activities is the both include constituents and residents in the process from day one (not just after the election or during the budgeting process) and appoint leaders in my Administration who have similar lived experiences to those impacted by policies. Using my experience in President Obama's White House Office of Presidential Personnel - where I helped in recruiting, appointing, retaining and diversifying the political appointees in the federal government - I will ensure my Administration not only reflects the diversity (racial and geographic) of our state, but that our leaders sincerely understand the lived experiences of every community. Furthermore, as a cancer survivor, son of immigrants and minority-owned small business owners, a product of Maryland public schools, and someone who has worked in the public, private, and non-profit sectors, I personally understand the importance of ensuring policies are enforced equitably. But when you speak about any issue - whether it be reproductive justice, criminal justice, climate change, housing, healthcare, education, infrastructure, transit, economic development, you name it - if residents are not included from day one, then none of the policies will be equitable. And we've seen this time and time again.

That's why - unlike other candidates, I'm fully accessible because 100% of our events are free. I don't charge residents to meet me. And with my mobile offices, I'm personally

meeting voters in a different county each and every day of the week. Unlike other candidates, I'm fully accountable because 100% of our campaign is run by residents from every age, background and county. You already have a seat at the table from day one of my operation. Unlike other candidates, I'm fully transparent because we've shared the most detailed and comprehensive policy agenda since last January 2021.

John King

I support allowing local jurisdictions to set their own speed limits, with an upper urban speed limit around 25mph, which has been shown to significantly decrease the fatality of crashes involving pedestrians. I will embrace a transportation policy that puts people over cars and designs our streets around that value. My administration will build protected bike lanes, increase the visibility of crosswalks, improve sidewalks and make sure they are ADA compliant with features such as curb cuts, and allow more automated traffic enforcement tools like red light and speed cameras, which have been shown to reduce dangerous driving behavior like red light running. I will prioritize our infrastructure spending for public transit and improving pedestrian infrastructure like adding sidewalks, over new road construction and adding lanes to existing roadways. My transportation department will adopt a Vision Zero policy statewide to provide funding to local jurisdictions to build Vision Zero projects.

David Lashar

While I am not yet familiar with this proposal, I am always in support of autonomy for and deference to local authorities, who are the ones who best know and can best serve their communities. So from what I read above, I am indeed supportive. My only word of caution would be in regard to posing goals that are unmoored from reality, and therefore smack of political theater, as the goal of zero fatalities or injuries on Maryland roadways seems to be. Reduce, yes. But eliminate: How? If elected Governor, I will not practice such theater.

Wes Moore

I am committed to ensuring that every Marylander has the right and expectation to travel safely, regardless of mode. Too many families are experiencing the loss of a family member while driving, walking, or biking along our roadways. Even a single death is one too many. In the last three years, there have been over 500 fatalities per year on Maryland roadways and in 2021 Baltimore City had the second-highest number of fatalities in the state with 68. Our administration will provide safe, healthy, and equitable mobility for every Marylander and ensure that the policies, planning, design and construction of our state's transportation infrastructure do not result in severe injuries or fatalities. That includes providing the training and resources needed to help our local communities implement the Vision Zero strategy to greatly reduce traffic fatalities.

Tom Perez

Last year, more than 500 Marylanders lost their lives in a car crash. Our roads currently aren't safe and aren't designed for human beings. Within my first year in office, I will identify the 10 most deadly corridors in the state and put in plans to improve safety. I will also provide additional support to local jurisdictions to achieve Vision Zero policies, investing at state level to provide higher match for areas, particularly in minority and rural communities that lack safe, walkable, bikeable neighborhoods. In Baltimore, these changes must be designed, led, and implemented by local elected leaders who are closest to the people they serve. I am honored to have the support of Councilman Dorsey who worked to spearhead the Complete Streets Manual and I look forward to supporting these efforts as your next Governor.

9. The largest part of the funding under the Infrastructure Investment and Jobs Act is in formulas, not grants. The formula funds come to states without anyone needing to apply. Two of the largest formulas are the Surface Transportation Block Grant (STBG) and National Highway Preservation Program (NHPP). Both can be spent on all forms of surface transportation including transit, biking, walking and ADA compliance. But state DOTs have traditionally treated them as only for highway spending.

a. Please summarize your position on ensuring these funds are spent in ways that improve the climate and equity.

b. Describe your position on the proposal to widen parts of I-495 and I-270 to add four private express toll lanes. More information on the project is available [here](#) and at oplanesmd.com.

Rushern Baker

- a. We will not follow the Hogan administration's backwards approach to transportation in the State. We guarantee that the lion's share of infrastructure funds will be spent on transit rather than highways. We believe the future of Maryland's transportation infrastructure must be in mass public transit, and will commit the resources to reach that goal.
- b. We are against the widening of I-270 and 495. This project will not reduce traffic, will only serve to shorten commutes for the wealthy, and does not make economic sense as reduced traffic will result in reduced revenues for investors.

Peter Franchot

- a. Funding towards building a sustainable transportation sector has not been a priority in past administrations, and initiatives to improve public transit have become overly politicized and halted projects such as the Red Line. I believe that we can walk and chew gum at the same time, and our transit goals and climate goals have greater synergy than discord. Maryland's economy is poised to lead in the 21st century, but until investments are made to build a world-class transit system, including our bike and pedestrian infrastructure, we lack a key driver for that economic growth and a means through which all communities can benefit from it. I will be a governor that will provide a modern vision and through my extensive experience as a Delegate and Comptroller, which has been hallmarked for efficiency, I will hold our state agencies accountable and deliver results to

achieve our transit goals. If the governor is truly committed to world class transit infrastructure, from rail projects and circulators to bike lanes and pedestrian friendly streets and sidewalks, there is tremendous leverage in how these funding streams can be applied. We need a governor who is willing to keep their promises, rather than blame inaction and foot dragging on external circumstances.

- b. In areas that have a greater density, such as Baltimore City, I believe that road and highway widening is not necessarily the best option to alleviate traffic and congestion. I also believe that the more we reorient our approach to development around transit hubs and improved density, the more we can proactively create new infrastructure that orients around walkable neighborhoods and transit primacy. The best way to alleviate congestion and reduce traffic will always be long term and sustained commitment to investing in high-quality public transportation, bike and pedestrian trails. However, I am confident that there is a way for the I-495/I-270 project to be done right. I've made the conditions for my support of this project clear from the beginning-it will put transit at the center of the traffic relief strategy, it must be done in a manner with little environmental impact, and most importantly it will improve commute options for Marylanders.

The reality is we are not going to be able to meet our transportation needs over the next few decades without cars. We are talking about a century of planning and real estate development that has prioritized cars - it simply won't change over night. I believe we have to be honest about that reality and not make blanket policies that will not effectuate sustainable positive change for ALL Marylanders. Our future is a transit oriented future, but we must ensure policy that accommodates all Marylanders as we make the transition, including those who live in rural and suburban areas that will continue to rely on cars for the foreseeable future.

I know that the I-270/I-495 project is not without its challenges. However, I am confident that there is a way for this project to be done right. I reduced the cost of this project by two-thirds by eliminating any toll lanes East of the I-270/I-495 corridor and I did not support the proposed widening of the highways. I've made the conditions for my support of this project clear from the beginning-it will put transit at the center of the traffic relief strategy, it will promote transit and carpooling by making them free in the toll lanes, and it will have a PLA so good jobs are created for Marylanders. Moreover, the partners involved must demonstrate that the project is financially sound for Marylanders. I am monitoring the project closely as the litigation resolves and Accelerate Maryland Partners and MDOT prepare to bring the construction contract to the Board of Public

Works in the summer. As with every other step in the process, I will continue to do thorough due diligence to ensure that Marylanders get a good deal.

Marylanders need a governor who can balance this tension-someone who has the experience working on these issues, fiscal knowledge, and is driven to make socially conscious decisions in the best interest of the people. The reality is we are not going to be able to meet our transportation needs over the next few decades without cars. We are talking about a century of planning and real estate development that has prioritized cars - it simply won't change over night. I believe we have to be honest about that reality and not make blanket policies that will not effectuate sustainable positive change for ALL Marylanders. Our future is a transit oriented future, but we must ensure policy that accommodates all Marylanders as we make the transition.

Doug Gansler

- a. I support shifting money away from major highway projects towards mass transit projects, which I've been consistent about for the last ten years. This is especially true at a time when more people can work from home and shift transportation patterns away from the daily surge of commuting. We need to make sure our roads are in good shape, but we should be heavily investing in public transit over highways. The only way to reduce congestion on our roads is through investment in public transit. Furthermore, in the short term, we need to stand up a vibrant and just statewide infrastructure of electric vehicle charging stations.
- b. I am in favor of reducing traffic and expanding mass transit options. This project, if it happens, needs to be done in an environmentally friendly manner and through proper procurement protocols.

Ashwani Jain

- a. We must ensure that all legislative bills (and funds that are allocated and spent) which could have an impact on our environment (for example, those that focus on transportation, infrastructure or housing), have environmental impact studies conducted before the Governor signs them into law. This requirement will ensure the public has advanced identification and disclosure of potential harms posed by the legislation on our surrounding environment. To ensure this requirement is adhered to, we must increase funding for more environmental-policy analysts in our state government.
- b. I am also strongly opposed to plans to privatize, widen and create multi-directional toll lanes on I-270. They approved the contract with a selected developer prior to

completing an environmental impact report — that’s against promises made to us; this plan does not address the congestion that will remain on the non-toll lanes; and this plan does not address how we’re going to pay for the relocation costs for almost 70 miles of water and sewer pipes or the residents that will be forced to move. We need to use funds better in the same area and need to look at maximizing existing lanes and modes of transportation (as I’ve noted earlier).

John King

- a. I have a “fix-it-first” mentality for our surface transportation spending. We have more pressing needs than highway spending, like deferred maintenance on our roads and bridges, which become more dangerous the longer we wait. We still have sidewalks that are not accessible to the 1 in 7 adults in the country that have a mobility related disability. Our infrastructure in Maryland is a C grade according to the American Society of Civil Engineers, with our bridges a B, our roads a C, our rail a C+, and our transit a dismal D+. New highways are not our greatest need right now, and I will spend our surface transportation funding on making our most urgent repairs and improving our worst grades like transit. The decision-making process will also be inclusive, requiring racial equity and climate impact statements for projects and being mindful of barriers a traditional public input process puts in place, often shutting out those with irregular work schedules, child care needs and people with disabilities.
- b. I am fully against private express toll lanes. I do not think a private toll operator should be profiting off our public infrastructure, and I believe adding lanes at this point is irresponsible in the face of climate change and will not reduce traffic congestion long-term. We should move forward with replacing the American Legion Bridge but hold off on the rest until proper environmental studies can be conducted. We should explore alternatives to reduce traffic like adding dedicated bus lanes for the proposed Corridor Cities Transitway, increasing MARC service and extending WMATA Red Line service to Germantown to address the upcounty area’s lack of transit and look at adding two reversible lanes instead of massive expansion that adds lanes before we need them.

David Lashar

- a. The nation’s infrastructure is not actually falling apart, so the amount of spending recently passed by Republicans and Democrats alike in Washington was wholly irresponsible, not least because it is proving now as predicted at the time to being an impediment to keeping and getting inflation under control.

That said, the pork is on its way. As Governor, I would strive to spend it responsibly. For me, the east-west transit for Baltimore would be a key priority. So, too, alleviation of congestion on corridors like I-495 and I-270, though not by pouring

more concrete, which only invites more traffic and harms the environment. Rather, via innovative solutions such as employing zip lanes and performing re-striping, as was done so successfully for the Rt. 50 bridge over the Severn River in Annapolis.

- b. And to be clear, I do support the use of private-public partnerships (PPPs) for provision of infrastructure, whether roads or otherwise, leveraging private capital to the public interest while also incurring less risk of poor planning, bungled construction, and indifferent operation than is the case for government-operated endeavors.

Wes Moore

- a. As governor, I will ensure that we are building 21st-century infrastructure that provides equity both in terms of access and its construction, environmental protections, and strong input from the communities. The way projects have been prioritized and selected is outdated and must be updated to ensure we are meeting our transportation, equity, and climate goals. My plan for transportation focuses on comprehensive transportation solutions, which is the only way we are going to address these issues. We have a once-in-a-generation opportunity to utilize the \$4.1 billion in federal highway aid and the \$409 million in bridge repair allocated for Maryland to make real and lasting improvements to our infrastructure. Our administration will supplement the bipartisan infrastructure bill funds to expedite essential transit construction, including much-needed rail projects like the Purple Line and a fully built Red Line, ensuring it is connected to other modes of transit as well, including bike lanes, busses, and more.
- b. We are opposed to the plan for I-270 and I-495 as proposed by the Hogan Administration, which involved little collaboration between local jurisdictions. The current P3 procurement process is deeply flawed, with minimal public oversight and transparency. We oppose the toll lanes as proposed in the current P3 plan. Improving transit in the state and region will be a top priority for the Moore-Miller administration in a manner that prioritizes equity, community voice, and increasing economic opportunity.

Tom Perez

- a. Despite the proven inequity in our current transportation system and increasing concerns about climate change, much of the state has not had real structural change in its transit infrastructure in decades. One of the first steps we can take in Maryland to reduce our greenhouse gas emissions is to reduce car dependence across the state. We must empower regions to develop transportation plans that fit their needs and communities, including the Baltimore Regional Transportation Authority, South Maryland Rapid Transit, expanding MARC to the Eastern Shore, Western Maryland,

and Frederick, and exploring expanded bus service with free or reduced-fare travel for low-income bus riders. As Governor, I will also invest in infrastructure that encourages walking and biking. I will repair scars like the “highway to nowhere” in West Baltimore and focus on turning US 40 into a linear park and transit corridor, reconnecting the historically African American community served by the unfinished highway. I will incentivize local leaders and developers to ensure future growth is smart growth, that new housing is near existing transportation options, and that plans include walking infrastructure.

- b. We should not widen the beltway and should not install Lexus lanes. Rather than widening 270, it is possible to remove the Jersey barrier, which effectively widens the road, and install reversible lanes. This is used in a number of jurisdictions around the country. As governor, I will replace the American Legion Bridge. In doing so, we will ensure that it is built to accommodate a future light rail line – similar to the Wilson Bridge Project. I would also expand the HOV lanes to the I-270 spur. I believe it is unnecessary to widen the beltway in order to alleviate traffic congestion; there are alternative methods to accomplish the same goal. I would widen I-270 from Clarksburg to Frederick. The current Hogan proposal calls for nothing to mitigate traffic congestion in the area leading to Frederick. Like the Wilson Bridge, the entire project will also be built with a PLA, so we ensure that taxpayer dollars are helping Marylanders punch their ticket to the middle class. If I am elected governor, on day one, I will issue executive orders that would secure project labor agreements that establish working conditions for all public construction and transportation projects.