



2018 Gubernatorial Candidates Forum

LEADERSHIP FOR
IMPROVING
TRANSPORTATION

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The 2018 Gubernatorial Candidates Forum: Leadership for Improving Transportation has been made possible through the joint efforts of the following partners:



1000 Friends of Maryland advocates for a more environmentally and economically sustainable future that creates opportunities for all Marylanders through better development patterns.



Our mission is to build and lead an informed, resolute, regional constituency that will demand and pursue the completion of the Red Line light rail project through the instrumentality of a regional transportation authority. We envision the Baltimore region among the leading metropolitan areas of the nation offering an equitable, modern, reliable, multi-modal transportation system anchored by a rail transit network.



Whether advising local and state transportation agencies, meeting with local elected officials, or connecting community associations to tools for action, Bikemore is the voice for livable streets. One-third of city residents lack access to a car, and access to safe, reliable transportation options is the main factor in improving social mobility. Bikemore works to ensure our local leaders have a vision for Baltimore that includes increased mobility and makes livable streets a priority.



The Central Maryland Transportation Alliance was formed in 2007 as a diverse coalition of corporate and civic leaders uniting business, philanthropic and institutional sectors around a common agenda: improving and expanding transportation options for the citizens and businesses of Central Maryland. Our singular focus is to be a catalyst for improving the region's transportation.



Since 1941, Citizens Planning & Housing Association has continually promoted civic action, and assisted communities in changing Baltimore for the best. CPHA is the catalyst for civic action to bring about a healthy, inclusive Baltimore, with economically vibrant communities and opportunities for all people. For 70 years, CPHA has been the honest and trusted broker capable of intervening and coalescing divergent views into constructive solutions.



Global Shapers Baltimore is the local hub of the Global Shapers Community: a network of inspiring young people under the age of 30 sponsored by the World Economic Forum, working together to address global challenges at the local level. With more than 7,000 members, the Global Shapers Community spans 376 city-based hubs in 156 countries. The Baltimore Hub has been working to activate young leaders in the city since 2014, and consists of about 20 young professionals in transportation, education, development, politics, and more.



The mission of Transit Choices is to envision and work to implement an effective and efficient public transit system in Baltimore which better connects people to living wage jobs, educational opportunities, healthcare and healthy food. Transit Choices is a coalition of business organizations, universities, cultural institutions, developers, environmental groups, community groups, transportation planners, young entrepreneurs, and concerned individuals who have become a respected and innovative voice for transit, working closely with both city and state agencies and their leaders.

To participate in this candidate's forum, the event organizers requested that candidates complete a written six-part questionnaire. Their responses are compiled here along with brief biographies and headshots. The partner organizations would like to thank all the participating candidates for taking the time to answer these questions.

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Rushern Baker

Rushern L. Baker, III is the County Executive of Prince George's County, the second largest jurisdiction in the State of Maryland. Since being elected in November of 2010, Baker has worked closely with other state and regional leaders to pursue positive change, focusing on creating jobs, economic growth, and improving public safety and education in the County.

1. *In 2013 Maryland increased the gas tax and transit fares to raise more money for the Transportation Trust Fund. Although there is more money in the fund now, revenues are less than what was originally projected. Additionally, there is increasing pressure from the federal level to push state and local governments to shoulder more of the financial burden for transportation projects. How will you respond to these pressures and what will you do to ensure we have adequate funding for the state's transportation needs?*



The 2013 gas tax was a necessary investment to make projects like the Purple Line and Red Line a reality. Unfortunately, Governor Hogan has flipped the intent of the revenue increases on their heads, cancelling projects like the Red Line and Corridors Cities Transitway. Much of the money was redirected into other projects without any process to determine if the project was worthy of such investment. Additionally, the Governor's promises have led to the over-obligation of the Transportation Trust Fund.

Due to competing pressures and less than expected revenue increases, the General Assembly passed the Open Transportation Decision Investment Act in 2016. The law, modeled on Republican legislation passed in Virginia, establishes objective criteria on how to rank state funded transportation projects. These criteria include things like environmental stewardship, community vitality, economic prosperity, and equitable access to transportation. I strongly support creating objective criteria to determine which projects receive state funding and which do not. The governor vetoed this legislation.

We need to make sure that our transportation spending moves Maryland closer to our environmental, equity, and economic goals. The 2016 legislation provides a roadmap to do that. The state needs a more transparent process to ensure our tax dollars are being used as effectively as possible. Do projects make us more economically competitive? Do they move more people, not just the most amount of cars? Will this project increase access to transportation? Those are the types of questions we need to be asking when making decisions on transportation investments.

As Governor, I will not hesitate to stand up in the face of increasing pressure from a Trump administration that would like to see states and localities shoulder more of the financial burden for crucial transportation projects. To ensure that Maryland obtains adequate funding for the state's transportation needs and priorities, I would work closely with our Congressional representatives (most of whom I have an excellent working relationship with and some of whom have endorsed my candidacy) to fight for every last dollar that we need to fund the state's multimodal transportation needs.

2. *Please briefly describe the role of walking and bicycling for all ages in your vision for better transportation in Maryland? And what changes will state government make under your leadership to achieve these goals?*

Every Marylander regardless of income, age, race, background should be able to walk or bike through their neighborhood without fear of injury. On state controlled roads from 2015-2017 1,366 pedestrians were seriously injured in collisions with vehicles and 147 died. Nationally, fatality rates for black and Hispanic bicyclists are 20%-30% higher than their white counterparts. Maryland can do better.

I am proposing that we make Maryland the first state to adopt Vision Zero by setting a goal of 0 traffic deaths by 2030. Vision Zero is a bottom up approach to preventing traffic fatalities by getting all stakeholders involved. In this, local communities identify the roads or driving practices that lead to traffic fatalities and then receive assistance from the state in the forms of funds, training, and the sharing of information. It should never be acceptable that people are killed or seriously injured when moving within the public road transport system.

Additionally, as Governor, I will commit to working with local communities and zoning authorities to expand protected bikeways in heavily trafficked areas so that citizens may bike to work safely, rather than drive.

3. *Over 45% of Marylanders live in the greater Baltimore region. 49% of Maryland's GDP is generated in the greater Baltimore region. Many Marylanders voice resentment towards state investment in Baltimore. What does fairness in transportation spending look like under your leadership?*

Governor Hogan increased transportation inequity by moving forward with mostly roads projects in rural or middle to upper income areas of the state, which don't aid those in the most need and who often don't even have vehicles to utilize these roads and highways. He did this by cancelling the Red Line and curtailing state support for the Purple Line. It seems that it is feasible to revive this project and I support finding a way forward to make the Red Line a reality.

The City of Baltimore has been continually left out of Governor Hogan's transportation priorities and he has ignored the reality of the state of their public transit systems. Angry riders say BaltimoreLink has been a disaster while MTA says it's been great. BaltimoreLink, the state agency's \$135 million program to "fix" city transit, never had a chance of meeting that standard on 4.5 percent of the Red Line's budget. I will work with local stakeholders to ensure that Baltimore transportation needs are met. Lastly, highways went from 45% of the transportation trust fund under Governor O'Malley's budget to 57% under Governor Hogan. This thwarted prior goals of doubling statewide transit ridership within 10 years. I will work to provide more funding for transit options and study the potential for Bus Rapid Transit routes to increase connectedness and investment in the greater Baltimore region.

4. *What is transportation's role in creating a more equitable Baltimore region?*

Access to transportation is the number one indicator of someone's odds of escaping poverty. It is a greater indicator than the amount of crime or the number of two parent households in a community. Investing in transit is crucial to creating a more equitable region, this why items like the Red Line, reforming the MTA, implementing BRT and bike lanes are all so important.

Research has shown that as average commute times go up in a given jurisdiction social mobility goes down. Providing transportation access to all income levels, races, etc. is absolutely critical to creating an equitable Baltimore Region. Lastly, highways went from 45% of the transportation trust fund under Governor O'Malley's budget to 57% under Governor Hogan. This thwarted prior goals of doubling statewide transit ridership within 10 years.

5. *What is your vision for transportation in greater Baltimore? How would you implement that vision and what measurable outcomes would you aim to see improved through your administration's work on transportation?*

Transportation in greater Baltimore needs to be accessible, affordable and multimodal. For far too long thousands of Baltimore residents have not had access to affordable public transportation options within walking or biking distance.

As I have mentioned above, I will first work with our Congressional, state and local representatives to ensure that the Greater Baltimore region has the necessary funds to revive the Baltimore Red Line. Then, I will work to transform the BaltimoreLink into a model transit system and study where BRT lines could be successfully implemented.

I will work with the local communities in the region and SHA to identify problem intersections that need improvement, both in terms of safety and the flow of traffic.

6. *Since the cancellation of the Red Line and the decision to move all the state money dedicated for that project to every other jurisdiction in the state except Baltimore City, there has been some talk among advocates that the region would be better off moving away from direct state control to a regional transit authority model. Please share your thoughts on creating a regional authority for Baltimore.*

Maryland has a state Transportation Trust Fund that supports transportation investment in every part of the state—whether the DC area WMATA or the Baltimore area MTA. We do not need to change the mechanism of how we fund our transportation projects; we need to change what our trust fund money is going towards. A regional transportation tax system may penalize less wealthy jurisdictions in our state who do not have tax bases to support their transportation needs. This could create a system where the power of the DC region to tax itself for its own needs, far surpasses Southern Maryland or Eastern Shore. A regional authority could also make transportation planning disjointed if there is less central authority at the state level to create a statewide vision for the future.

The Baltimore area deserves a MTA that has a functioning board with citizen input, real performance metrics, and the removal of onerous farebox recovery requirements. I am committed to those reforms and committed to ensuring trust fund money is spent fairly and wisely.

Ralph Jaffe

I am a TEACHER, not a politician. Since 2002, I've been leading a MOVEMENT to try to put a stop to the moral bankruptcy that's prevailed in Maryland government and replace it with real ETHICAL reform. My goals are getting money out of politics and stopping career politicians or wannabe career politicians.

1. *In 2013 Maryland increased the gas tax and transit fares to raise more money for the Transportation Trust Fund. Although there is more money in the fund now, revenues are less than what was originally projected. Additionally, there is increasing pressure from the federal level to push state and local governments to shoulder more of the financial burden for transportation projects. How will you respond to these pressures and what will you do to ensure we have adequate funding for the state's transportation needs?*

Concerning the amount of revenues in the Transportation Trust Fund, I believe the amount available does not have to be exorbitant. If we could reduce the fund to half the amount, and use the savings to spend on hiring more police officers, teachers, and firefighters, I believe Maryland citizens would be better off.

As far as spending on road projects and/or mass transit is concerned, whatever projects are undertaken will more than likely create controversy. Widening roads to relieve traffic congestion can be costly and wind up being temporary fixes as more vehicles take to the streets. Building high speed trains and light rails are not likely to serve the basic, real needs of large segments of our population.

We really need to focus on fixing pot holes, and insuring safety on public transportation. Let's encourage more carpooling. Let's use more buses which provide stops and schedules that meet the needs of the citizens.

In actuality, it is the local governments who should shoulder more of the responsibility for making decisions with regard to transportation projects. Local government officials are in a much better position to determine what will best serve the needs of their constituents.

2. *Please briefly describe the role of walking and bicycling for all ages in your vision for better transportation in Maryland? And what changes will state government make under your leadership to achieve these goals?*

Resorting to walking and bicycling makes a lot of common sense. I think the governor should set the tone of leadership in this area. The governor should invite his/her constituents to join him/her in the walking.

We can also sponsor more walk-a-thons and bike-a-thons to raise money for meaningful charitable causes.

Members of professional teams such as the Ravens, or Orioles, or Blasts should also be invited to be involved in walking, bicycling, and running to raise money for charitable causes. So too should individuals from business and corporate entities, entertainment areas, and the like be encouraged to participate.



3. *Over 45% of Marylanders live in the greater Baltimore region. 49% of Maryland's GDP is generated in the greater Baltimore region. Many Marylanders voice resentment towards state investment in Baltimore. What does fairness in transportation spending look like under your leadership?*

Fairness in transportation spending does not mean spreading the expenses around until every area - cities and counties - in the state gets the same amount of money per square mile, or per mile of roadway or per resident.

Money allocation should take into account where the bulk of the economic output occurs, where the transportation needs are the largest and where the jobs and the growth are located. However, the money allocation should be spent wisely. Unfortunately, Baltimore has been wasting taxpayer money on projects that really do not serve the real needs of its population. Therefore, Marylanders have cause for resentment of state investment in Baltimore.

4. *What is transportation's role in creating a more equitable Baltimore region?*

In order to achieve a more equitable Baltimore region, we need politicians who are ethical and will do what is right for their constituents. Currently, we have career politicians who are more concerned about doing what will get themselves re-elected than doing what will best serve the people they are supposed to represent. Unfortunately, we do not have ethical politicians in our government. That is what the JAFFE MOVEMENT is trying to correct. The JAFFE MOVEMENT is trying to "clean up the mess" that has been going on for the last 50 years.

5. *What is your vision for transportation in greater Baltimore? How would you implement that vision and what measurable outcomes would you aim to see improved through your administration's work on transportation?*

Transportation in greater Baltimore can be improved by encouraging people to take more advantage of mass transit - ride the bus, take the subway, use the light rail. Additionally, people should reduce their driving by an amount of 24 hours a week. Such steps would not only help the environment, but people would be helping themselves - reducing stress in combating the daily traffic and affording themselves some relaxation time. Of course, it is essential to take the appropriate measures that will allow people to feel safe as they use the mass transit system. Such being the case, more people would be willing to return to the downtown area which would help more business establishments.

Some practical matters should be addressed such as fixing potholes, adjusting bus schedules and bus stops to better meet the needs of the population they serve.

6. *Since the cancellation of the Red Line and the decision to move all the state money dedicated for that project to every other jurisdiction in the state except Baltimore City, there has been some talk among advocates that the region would be better off moving away from direct state control to a regional transit authority model. Please share your thoughts on creating a regional authority for Baltimore.*

There is no guarantee that a regional transportation model will automatically guarantee a more effective or efficient public transportation system. The various partners will still be confronted with policy and funding decisions which are more or less beneficial to one partner as opposed to another. Nor is there any guarantee that state control is in the best position to decide what is in the best interests of a local area. In my view, the less government interference the better off we are. It seems to me, each locality should be responsible for determining its needs and the projects that will meet their needs. The locality is in a better position to making prudent, judicious, and sensible decisions that will provide better travel experiences for its population without burdening taxpayers with more taxes.

The bottom line is we need a public transportation system whereby the citizens feel safe when they are using it. Whether people are traveling by bus, subway, light rail, trains people want to feel protected and safe. To assure this feeling, the proper number of police officers should be aboard.

This is not being done now, nor has it been done in the last 30 years of government administrations.

Ben Jealous

Ben Jealous is a community organizer and civil rights leader. At 35, Ben was named the youngest national President and CEO of the NAACP. In 2013, the Baltimore Sun named Ben “Marylander of the Year” for his successful efforts to abolish the death penalty, pass marriage equality, and pass the DREAM Act. Ben has been endorsed by Maryland’s teachers and nurses.



1. *In 2013 Maryland increased the gas tax and transit fares to raise more money for the Transportation Trust Fund. Although there is more money in the fund now, revenues are less than what was originally projected. Additionally, there is increasing pressure from the federal level to push state and local governments to shoulder more of the financial burden for transportation projects. How will you respond to these pressures and what will you do to ensure we have adequate funding for the state’s transportation needs?*

Maryland’s economy suffers if people do not have access to reliable mass transit that can connect them with job centers and educational institutions. When it comes to finding funding for transportation infrastructure my priority is to first decide which projects Marylanders need to achieve equality of opportunity when it comes to jobs and educational access. As we determine the associated costs we will have to be strategic about where we find the funding for these projects, working with localities, the federal government, and in private public partnerships. The best way to do this is to look at the tax code holistically and develop a strategy for amending it, rather than supporting different measures in an ad-hoc manner. I can commit that as governor, I will revive the Red Line, and fund a dedicated source of revenue for the DC Metro.

2. *Please briefly describe the role of walking and bicycling for all ages in your vision for better transportation in Maryland? And what changes will state government make under your leadership to achieve these goals?*

Maryland’s transportation infrastructure requires a governor with a 21st century plan for transit. Transit access in Maryland is committing to multi-modal transportation networks that accommodate, pedestrians, bikes, cars, buses, and trains. This is an environmental issue, as pedestrians and cyclists are choosing a more eco-friendly transit option. It is also a public health issue as studies show that choosing an active way to commute has long term health benefits. Up until I decided to run for Governor, my preferred mode of transportation was my bicycle.

3. *Over 45% of Marylanders live in the greater Baltimore region. 49% of Maryland’s GDP is generated in the greater Baltimore region. Many Marylanders voice resentment towards state investment in Baltimore. What does fairness in transportation spending look like under your leadership?*

Larry Hogan has wholly disinvested from Baltimore. From education to transportation, he has failed to ensure equality of opportunity throughout our state. Over the course of this campaign we have visited every single county of this state several times and have endorsements from every corner of Maryland. That’s because I’ve campaigned in the same way

that I plan to govern -- by recognizing the potential and worth of every part of our state. When it comes to transportation, you can expect a much more equitable distribution of resources.

4. *What is transportation's role in creating a more equitable Baltimore region?*

Every day that the Baltimore region goes without a 21st-century rail system is another day that Maryland loses businesses to competing states. I've been a CEO or partner in a business since I was 26 years old so I know that mass transit is a serious consideration for companies that are considering relocation, for budding businesses, and for those commuting to the business centers. I've spoken with countless men, women, and children who encounter difficulty getting to work and school and who are put at risk of bodily injury when they walk several blocks to get to their bus stops.

When I'm governor, we will revive the Red Line, invest in BRT, and work with local leaders to develop a multi-modal plan for transportation.

5. *What is your vision for transportation in greater Baltimore? How would you implement that vision and what measurable outcomes would you aim to see improved through your administration's work on transportation?*

My vision for transportation in greater Baltimore is to ensure 21st-century rail and after calling for studies to change Baltimore's bus system to a Bus Rapid Transit system similar to what the Amalgamated Transit Union has studied, I intend to move the city in that direction. As part of my efforts to expand green infrastructure, I would also work to make sure that Baltimore builds more electric vehicle infrastructure. I would also make Baltimore a much safer place to walk, run, and bike for fun or to work.

6. *Since the cancellation of the Red Line and the decision to move all the state money dedicated for that project to every other jurisdiction in the state except Baltimore City, there has been some talk among advocates that the region would be better off moving away from direct state control to a regional transit authority model. Please share your thoughts on creating a regional authority for Baltimore.*

The real problem is that we have a governor in Larry Hogan who shortchanges Baltimore at every turn. Transportation. Crime. Development. Housing. As a partner at the Baltimore office of Kapor Capital, I know the economic potential and vitality of Baltimore. As governor, I am committed to recognizing the potential of Baltimore City. I am committed to working with a broad set of stakeholders in Baltimore to establish a regional transportation plan that includes ensuring residents have a say in any changes that would be made (unlike when Larry Hogan chose not to engage Baltimore voices in the development of Baltimore Link).

Kevin Kamenetz

*****On behalf of the partners we share our condolences with the family, friends, colleagues and supporters of Baltimore County Executive Kevin Kamenetz. According to election law, Mr. Kamenetz's running mate, Valerie Ervin, has until May 17 to run in his place or choose another candidate. For the time being, out of respect for the Kamenetz-Ervin campaign and the time and thought they put in to responding to our questionnaire, we have decided to include the responses below.**

1. *In 2013 Maryland increased the gas tax and transit fares to raise more money for the Transportation Trust Fund. Although there is more money in the fund now, revenues are less than what was originally projected. Additionally, there is increasing pressure from the federal level to push state and local governments to shoulder more of the financial burden for transportation projects. How will you respond to these pressures and what will you do to ensure we have adequate funding for the state's transportation needs?*



As an experienced county executive, I create budgets that reflect tough decisions, but establish priorities.

During my 16 years as councilman, and 8 years as executive, I have delivered thoughtful and balanced budgets every year. I am proud to say that in Baltimore County, we have made landmark investments in education, infrastructure, environmental protection and job creation, without ever raising the property tax rate or income tax rate on my watch.

As governor, I will closely scrutinize mandated spending growth, identify program efficiencies through use of technology, as I have done in Baltimore County, and advocate for both regional and federal investment in order to further improve Maryland's transportation system.

Maryland needs a more balanced approach of not relying just on highway construction but also promotion of mass transit solutions that ease traffic congestion and promote economic development.

2. *Please briefly describe the role of walking and bicycling for all ages in your vision for better transportation in Maryland? And what changes will state government make under your leadership to achieve these goals?*

Expanding Maryland's network of biking and walking transportation opportunities is a critical component creating more sustainable communities.

I implemented a Baltimore County Complete Streets Policy in December 2012. The policy directs county agencies and developers to consider all types of users and transportation modes when constructing buildings and improving roads, and include modalities that allow people to walk, bicycle or use transit. We also created a Pedestrian and Bicycle Advisory Committee to provide oversight of the implementation process, recommending priorities for pedestrian and bicycle improvements and programs, and developing supportive policies and regulations.

Under Governor Hogan, the State Highway Administration does not fairly balance different modes of transit including walking, bicycling, car, and transit, and I support changes to SHA oversight and policies.

A complete streets approach is a cornerstone policy for equitable transportation and development in highly populated areas. As governor, I would work with the Maryland State Highway Administration to develop complete streets policies in key areas in order to reduce traffic congestion and improve conditions for those who walk, bike, and take transit.

When residents utilize mass transit, we can create traffic relief while improving the safety for those walking and biking. If we expand opportunities for residents to utilize safe, affordable, and reliable transit, they will use it.

3. Over 45% of Marylanders live in the greater Baltimore region. 49% of Maryland's GDP is generated in the greater Baltimore region. Many Marylanders voice resentment towards state investment in Baltimore. What does fairness in transportation spending look like under your leadership?

In Baltimore, after more than a decade of smart growth planning, Governor Hogan killed the potentially transformative Red Line project with the stroke of a pen - and no public input, forfeiting \$900 million in federal funds in the process. He then reallocated \$900 million in state funds that had been devoted for mass transit solutions for the Baltimore region, to instead fund rural highway projects.

Hogan's messaging was just as harmful. He castigated the Red Line as a "boondoggle" and his transportation secretary dismissed Baltimore as "just a bus town."

In its place, he introduced a realignment of bus routes which has forced Baltimore's residents to suffer long waits, navigate confusing reroutes, and transfer multiple times to get to the same destination. BaltimoreLink is simply a patchwork band-aid in the place of a substantive solution. And it is a consolation prize that attempts to pander to the Baltimore region after the governor failed to deliver a 21st-century rail transit network.

Governor Hogan has fallen woefully short of providing fair and responsible transportation funding for Baltimore City and its surrounding jurisdictions. It is also important to note that Baltimore City is the only jurisdiction in the state that maintains all of its local roads, interstates and numbered routes.

Each state dollar invested in the Baltimore region will reach more than 25 percent of Maryland's population. This return on investment is exactly why it is in Maryland's best interest to provide sustained support for the region's infrastructure.

Throughout my career, I have always fought for what is best for the greater Baltimore area and will continue to be a fierce advocate for our entire region. As governor, I will consider historical policies of underinvestment as well as Baltimore City's unique funding demands in my future transportation spending decisions.

4. What is transportation's role in creating a more equitable Baltimore region?

Expanding Maryland's network of reliable transportation is a critical component to creating more equitable and just communities. For too long, we have let politics be the enemy of good policy.

To increase access to educational and economic opportunity, I will renew Maryland's commitment to investing in thoughtful transportation strategies, including a revitalized effort to expand integrated rapid transit that will better connect our job hubs together.

5. *What is your vision for transportation in greater Baltimore? How would you implement that vision and what measurable outcomes would you aim to see improved through your administration's work on transportation?*

As stated earlier, Baltimore's transportation needs aren't solved by just building highways. We need to invest in 21st century rapid transit solutions that ease traffic congestion and promote economic development.

When the D.C. and Baltimore regions first began construction of mass transit in the early 80's, the D.C. region received a multi-jurisdictional, well-planned system of mass transit options. Baltimore? Just two independent rail lines, each with a terminus in Baltimore County.

As County Executive, I recognized the economic value of mass transit, and created Transit Oriented Developments (TODs). In preparation for the Red Line, I negotiated a rail stop in Woodlawn at Social Security headquarters (Baltimore County's largest sited employer with 13,000 employees).

As Governor, I will pursue policies that will put fewer cars on the road, not more. We must provide faster, more reliable service to current high population areas, including where millennials want to be.

If we want Baltimore to be the world-class region we know it can be, we must provide world-class transit and that means getting the region's mass transit rail plan back on track. One goal will be to restore some semblance of the Red Link, with a mass transit link from Social Security to Lexington Market. And we need to include Harford and Howard Counties as part of the mass transit solution so that people have a viable alternative to the Beltway. By recommitting to a plan that integrates existing infrastructure, we can serve major employment centers and ease congested corridors—all while tapping the potential of the region to drive Maryland's growth for generations.

If we don't make investments in our infrastructure today, Maryland will be forced to pay the price down the road. As Baltimore County Executive, I have prioritized these types of long-term investments, including the creation of the Metro Center in Owings Mills, built on the surface parking lot of the subway. In Hunt Valley, we approved apartments next to Wegmans near the Light Rail stop, and construction of the new McCormick Spice world headquarters across the street.

As governor, I would support renewed efforts around integrated mass transit, revitalizing the Red Line project, and renewed investment in Transit Oriented Developments.

6. *Since the cancellation of the Red Line and the decision to move all the state money dedicated for that project to every other jurisdiction in the state except Baltimore City, there has been some talk among advocates that the region would be better off moving away from direct state control to a regional transit authority model. Please share your thoughts on creating a regional authority for Baltimore.*

As Governor I will be the mass transit advocate who gets the job done. My track record is as an experienced leader in government who delivers real results, not just promises. But I will also bring the surrounding counties of Baltimore, Harford, Carroll, Howard and Anne Arundel into the mass transit dialogue, so they can share in the benefits of mass transit. This will allow greater financial support and "buy-in" at the General Assembly level. I have developed strong relationships with the leaders of our regional counties during my past service as President of the Maryland Association of Counties and Chair of the Baltimore Metropolitan Council and the Baltimore Regional Transportation Board.

I believe the creation of regional transportation authorities could create more immediate accountability and ensure communities have a stronger say in making decisions regarding how best to plan, pay, and maintain local transportation

systems; however, I also want to ensure there is a centralized and efficient process so that projects proceed on schedule and on budget.

As governor, I will work with experts and advocates to develop a collaborative approach that empowers Marylanders to have more power in local transportation decisions, to better use taxpayers' dollars and ensure adequate, reliable and efficient public transportation across the state.

Rich Madaleno

Senator Rich Madaleno is one of the most influential leaders in Maryland today. Since his election in 2002, Rich has passed vital legislation, and is recognized as the “go-to expert” on budget issues. Rich grew up in Silver Spring and lives in Kensington with his husband and their two children.

1. *In 2013 Maryland increased the gas tax and transit fares to raise more money for the Transportation Trust Fund. Although there is more money in the fund now, revenues are less than what was originally projected. Additionally, there is increasing pressure from the federal level to push state and local governments to shoulder more of the financial burden for transportation projects. How will you respond to these pressures and what will you do to ensure we have adequate funding for the state’s transportation needs?*

Maryland’s transportation future is dependent on sustainable funding for our state’s transportation needs. As a Delegate and State Senator I have long fought to establish a reasonable and robust system for funding transportation projects. I led the effort in the Senate to increase funding for the TTF and to establish the TTF lockbox. Most recently, I co-sponsored the Maryland Open Transportation Investment Decision Act that requires transparent decision-making, including project-based scoring, for major transportation projects. This approach ensures better transportation decisions and more efficient use of taxpayers’ dollars. As Governor I will fully implement this law to ensure that the most effective projects are selected for funding. This will stretch these important tax dollars and result in better transportation projects being built.

As Vice-Chairman of the Senate Budget and Taxation Committee I have been a leader in safeguarding funding for state transportation projects, from transit to bridges to roads and highways. No region in Maryland should be left behind when the state makes important transportation decisions.

2. *Please briefly describe the role of walking and bicycling for all ages in your vision for better transportation in Maryland? And what changes will state government make under your leadership to achieve these goals?*

Walking and bicycling for all age groups is an important part of my vision for better transportation in Maryland. I believe we need to promptly put in place common sense proposals designed to ensure the safety of all who use public roads and highways. I would instruct the Maryland State Highway Administration to vigorously adopt and implement a Complete Streets policy to create roads that are safe for bicyclists and pedestrians. Land use planning also has an important role to ensure that basic needs of jobs, schools, health care and other activities are located closer together and have safe alternatives transportation options. Good planning at the start can save money and make it far easier to achieve these goals than retrofits poor planning. My record confirms my commitment to this policy. This legislative session I am co-sponsor of the bill to establish the Complete Streets Program in Maryland. I also sponsored the law that extends protection to bicyclists traveling within crosswalks on our roads.



3. *Over 45% of Marylanders live in the greater Baltimore region. 49% of Maryland's GDP is generated in the greater Baltimore region. Many Marylanders voice resentment towards state investment in Baltimore. What does fairness in transportation spending look like under your leadership?*

I have long supported making sure that our state transportation spending is fair to the Baltimore region. I fully supported the Red Line rail transit project to improve transit in Baltimore and the state's application to receive federal New Starts funding from the U.S. Department of Transportation for that project. Unfortunately, Governor Hogan's abrupt cancellation of the Red Line and his withdrawal of federal new starts application means that the Red Line is no longer in line to receive critical federal funds to build it. As governor I would direct Department of Transportation to seek to revive the Red Line and determine the most feasible and expeditious means of securing federal and state funding.

I have a strong record of building and ensuring funding for an effective and comprehensive transportation system for Maryland. I have been an aggressive supporter and promoter of affordable public transit in Maryland. I advocated for increased funding for our bus systems. I introduced and passed the law eliminating the antiquated "farebox recovery rule" and replacing it with real performance metrics so that the Maryland Transit Administration (MTA) can more readily expand transit services. Most recently, I co-sponsored the Maryland Open Transportation Investment Decision Act that now requires transparent decision-making, including project-based scoring, for major transportation projects. This law should result in best uses of our transportation dollars and funding of projects that will provide maximum transportation results and benefits to the state. As governor I will fully implement the law and build a robust and reliable transportation system to serve the state and make sure that Baltimore along with other regions receive their fair share of our state's transportation funding.

Finally, it is critical that Marylanders do have a much better understanding about these fundamental economics and that the Baltimore and Washington regions do generate a significant portion of state taxes and have most of the state's population.

4. *What is transportation's role in creating a more equitable Baltimore region?*

Transportation is a critical tool in creating a more equitable Baltimore region. We must create a more robust transportation system that helps all groups access public transportation and be able to use it to reach their places of employment. I will utilize all available tools to support transportation in Baltimore, including use of federal "flex" funding, as well as Plan Maryland to support smart growth, revitalize older communities and increase affordable housing options near job centers and transportation corridors. The U.S. Department of Transportation's flexible funding programs provide funds for transit related activities based on local planning priorities. A Madaleno administration would seek and utilize available "flex" funds for transit, congestion mitigation and air quality improvements.

Without a robust transit system the investment in job training, health care and school is less effective if people cannot get to work, school and appointments in an efficient and reliable manner. Too many people living on the edge lose jobs because they are late to work due to the poor transit system in the region.

We need to revitalize our older existing communities, increase affordable housing near job opportunities and provide good transportation to jobs. These goals have been key priorities for me as demonstrated by my leadership in creating the Baltimore Regional Neighborhood Initiative Program which provides strategic investment in local housing in Baltimore and provides funding for loans and grants to develop neighborhoods with vacant properties. I championed the Rebuilding Baltimore City Communities Act which increases property tax credits for Baltimore residents. The Revitalization of State Center is critical. This will take advantage of the light rail and metro system as well as nearby

MARC and Amtrak. State Center can also provide new transit-oriented housing, jobs, retail to the City and build the tax base.

I sponsored a bill to increase community development projects which passed the Senate. These are the types of programs that we must continue to support and develop at the same time as we work to build a strong transportation network convenient to affordable housing options and near our employment centers.

5. What is your vision for transportation in greater Baltimore? How would you implement that vision and what measurable outcomes would you aim to see improved through your administration's work on transportation?

My vision for transportation in greater Baltimore includes a robust system of transportation options which would include additional light rail, better bus options that meet residents' needs, including exploration of bus rapid transit, and improvements in the network of transportation options.

The Baltimore Region needs a new strategic transportation plan that is based on the Opportunity Collaboratives efforts done through the Baltimore Metropolitan Council and HUD. This multi-year effort identifies serious gaps in access to jobs that can provide opportunity for wage growth and a way out of poverty. This plan needs political buy-in from elected officials, business community and citizens. Connecting the region to jobs and opportunities includes better connections between Baltimore and Annapolis and Annapolis and DC. The MARC train system needs to run further north and more frequently. This is true in the DC area as well. Commuter trains can and should be a much more significant option.

As previously mentioned, I introduced and passed the law eliminating the antiquated "farebox recovery rule" and replacing it with real performance metrics so that the Maryland Transit Administration (MTA) will fund additional transit projects that should result in transit improvements in Maryland.

6. Since the cancellation of the Red Line and the decision to move all the state money dedicated for that project to every other jurisdiction in the state except Baltimore City, there has been some talk among advocates that the region would be better off moving away from direct state control to a regional transit authority model. Please share your thoughts on creating a regional authority for Baltimore.

I strongly believe that regional transportation authorities are essential for the future of transportation in Maryland. Regional transportation authorities can make decisions as to how best to plan for, fund, operate and maintain our transportation system. By moving from complete state control we could ensure that each region is able to achieve its transportation goals and meet the transportation needs of its people. It will be critical to structure these regional authorities so that they retain a substantial portion of the revenues raised in each region. This would also allow for the regional authority to assume funding responsibility for part of the city's road network.

Alec Ross

Alec Ross is running for governor with Montgomery County business owner Julie Verratti. Alec is an author, start-up founder, and former Senior Official in the Obama Administration. Ross moved to Baltimore to be a teacher in Baltimore City Public Schools, and still lives there with his wife and three children.

1. *In 2013 Maryland increased the gas tax and transit fares to raise more money for the Transportation Trust Fund. Although there is more money in the fund now, revenues are less than what was originally projected. Additionally, there is increasing pressure from the federal level to push state and local governments to shoulder more of the financial burden for transportation projects. How will you respond to these pressures and what will you do to ensure we have adequate funding for the state's transportation needs?*

Raising the gas tax was the right thing to do in order to ensure that we have more revenue being allocated to the transportation fund, and we need to continue to evaluate if the levels in the fund are high enough, or if we need to be finding new revenue streams or ways to fund initiatives.

I also believe that we must think very critically about how pieces of legislation, no matter how well-intentioned, play out in the daily lives of our citizens. As governor, I would be a tireless advocate for innovation in our funding models, and would consistently push our legislators to do the same. As an example, when I look at the approximately \$16,000/annual per pupil expenditure for Baltimore City Public School students, I see some ways that we are actually hurting our students, all because the legislation is inflexible and in need of an update. I have three kids in our public schools and have dug into this a good bit. Here in Baltimore City where bus systems don't serve most of our students, about \$3,000 of that goes to transportation - and is routed straight to the Maryland Transit Authority, with no promise that it will ever go to benefitting mass transit systems that help Baltimore students or residents. Those are the kinds of legislative issues that as governor, I would be committed to fixing so we are able to properly use all available funds.

I would also put a renewed focus on repairing transportation infrastructure before we get to these points where the money dries up. Too often, we're being penny wise, but setting ourselves up for long-term failure by not investing in and prioritizing repairs until they become real headaches. Potholes and traffic are essentially just the end result of political choices, and given Larry Hogan's approach, we're in for even bigger long-term problems unless we get new leadership now. I also as governor would push for more "triggers" in our state budget that takes the politics out of the way we finance roads and mass transportation. I know plenty of legislators whose constituents are loudly demanding more transit options and less congested roads, but won't support higher revenues for fear of a backlash. If a community needs a new bus line, or a rural town needs repairs to one of its roads, the funding should be there for them. Moving to a more demand-based funding scheme would achieve that.

2. *Please briefly describe the role of walking and bicycling for all ages in your vision for better transportation in Maryland? And what changes will state government make under your leadership to achieve these goals?*



Let me make it clear from the start, my vision for infrastructure and transportation in Maryland is one that is multimodal and modern, focused on the modes of transport that will help our great state to move into the future in a sustainable way. Transportation is inextricably tied to access, and the kind of access you have to different modes of transport often determines the kind of opportunities available to you. Mine is a campaign for all Marylanders, in every zip code, and so my transportation policy is one for everyone, whether you want to walk, bike, drive, or use public transport. We must create pathways to reach the ideals of all modes of transport, while prioritizing access and sustainability. Walking and biking are both incredibly sustainable transportation options, and my goal as governor would be to prioritize programs and funding that make our communities more walkable and our roads friendlier to bikers. We have seen some progress on these issues in jurisdictions in the state, but in order to get to where we need to be, we have a long ways to go.

The best part about bicycle and pedestrian infrastructure is that decades of research show that if you build it, people will use it. And with extremely low repair costs compared to roads and mass transportation, it's one of the best long-term transportation investments we can make. Thankfully, Maryland's Bikeways Program is well-designed to get this done on the bicycle side, meaning that we just need to find the funding. Again, I would like to see more "triggers" in place that automatically fund needy projects rather than waiting on Annapolis to kick it into gear. In the meantime, simply looking at ways to increase revenues would be a major step forward.

3. *Over 45% of Marylanders live in the greater Baltimore region. 49% of Maryland's GDP is generated in the greater Baltimore region. Many Marylanders voice resentment towards state investment in Baltimore. What does fairness in transportation spending look like under your leadership?*

The role of government is not to bend to the wishes of those who shout the loudest, but to do the most good, in the most sustainable way possible, always while equitably distributing resources. My approach to distribution of transportation spending as governor would be just that. If there are transportation issues or new programs that need to be addressed in Baltimore and it is the right thing to do at that moment, then we will do it, just as we would also take action in any other part of the state.

4. *What is transportation's role in creating a more equitable Baltimore region?*

The role of transportation in creating a more equitable Baltimore region is crucial. We can't afford to keep getting this wrong. In Baltimore City, the duration of your commute time is the single best indicator of your economic status. The longer your commute time, the lower your economic standing. It should not be the case that if you have to take public transportation to arrive to work or other commitments that you are disadvantaged and forced to spend needless time navigating the transport system. Until we fix this issue, access to transportation will continue to be a dividing factor among all Baltimoreans.

To illustrate this and to emphasize my personal commitment to improving infrastructure in Baltimore, I think back to my time as a Baltimore City Public School teacher at Booker T. Washington. During my years in the classroom, I quickly learned that how students came to their desk each day was the product of many, many factors, many of which revolved around transportation. If a child had a parent or parents that relied on public transportation to get to work, it was less likely that they were getting help with homework or having hot meals at home each day, as time spent in transit for their parents often cut into time at home in out-of-school hours. When a child was thinking about their options for high school in Baltimore City, the first obstacle that they often came up against was how many bus transfers it would take to get there, even if it was the best option for them. I believe that the transit struggles for students and their parents are a microcosm of the troubles faced by the larger population in the region and illustrate why equitable, multimodal transportation solutions must be our priority in the city and state.

5. *What is your vision for transportation in greater Baltimore? How would you implement that vision and what measurable outcomes would you aim to see improved through your administration's work on transportation?*

To begin, let me make it clear: my policies would be focused on mass transit, as opposed to expanding highway transit. We need a multimodal transportation plan for the entire state, and Baltimore region in particular, that both connects all of our jurisdictions to each other and our nearby states, as well as provides local solutions that increase quality of life for all communities. Safe and modern public transportation is key to increasing equity and improving the economic well-being of people in all zip codes. Right now, our transportation system just isn't working for everyone. In Baltimore, cancelling the Red Line rail project was something that I completely disagree with. We need a transportation solution to connect all parts of Baltimore City and Hogan's decision to cancel this project is just one example of how he does not prioritize equity for all Marylanders, particularly those in Baltimore City. The Baltimore Link bus system is a bandaid on a much larger issue. I would advocate for and implement a transit solution similar to the Red Line for Baltimore. As part of a multimodal approach, I would also work closely with local leaders and transportation organizations to make sure we are including other modes of transport in our plans, like walking and biking. In terms of measurable outcomes, I would look seriously at commute times, which are a tremendous tax on Marylanders and sap productivity and quality of life. For walking and biking, the literature is extremely consistent that this kind of infrastructure is heavily used, so getting as much built as possible and measuring the number of permits issued would be the primary way I measure success there. We also can track the number of dedicated bike lanes included in new road construction. I would be committed to working with domain experts who work every day on these issues to set and measure the right outcomes.

6. *Since the cancellation of the Red Line and the decision to move all the state money dedicated for that project to every other jurisdiction in the state except Baltimore City, there has been some talk among advocates that the region would be better off moving away from direct state control to a regional transit authority model. Please share your thoughts on creating a regional authority for Baltimore.*

As stated before, when the Red Line project was cancelled, it was a major loss for the Baltimore City area and the reallocation of funds was a crucial misstep. As governor, I would be singularly concerned with a solution for transit in the Baltimore City region that is accessible and equitable for all, however that is funded and executed. I would hope that we could get this right at the state level, but if for some reason a regional authority was the better option, then I would be supportive of exploring all available options to solve the region's transit troubles.

Jim Shea

Jim Shea is the former Chair of the Board of Regents of the University System of Maryland, the Empower Baltimore Management Corporation, and the Central Maryland Transportation Alliance. He is also the former Chair of Venable LLP, the largest law firm in the state of Maryland.

1. *In 2013 Maryland increased the gas tax and transit fares to raise more money for the Transportation Trust Fund. Although there is more money in the fund now, revenues are less than what was originally projected. Additionally, there is increasing pressure from the federal level to push state and local governments to shoulder more of the financial burden for transportation projects. How will you respond to these pressures and what will you do to ensure we have adequate funding for the state's transportation needs?*

As the inaugural Chair of the Central Maryland Transportation Alliance (CMTA), I am keenly aware of the importance of improving transit outcomes in Maryland. In order to do that, we must ensure that funding is available to target transportation projects across the state to reduce commute times and get people where they need to go quickly and reliably. As Governor, I will advocate for strong protections for transportation revenue and the Transportation Trust Fund to ensure that it is not raided to fund other projects.

Funding for transportation projects can come from a variety of sources. While the federal government is pushing for state and local governments to shoulder more of the financial burden of transportation infrastructure, that may not always be the case. I will continually advocate for federal dollars to be spent on Maryland transportation projects. I will also work with the General Assembly to identify ways to give local governments some flexibility to accumulate capital to contribute to transportation projects.

For state governments, revenue is always crucial. The state of Maryland must ensure that all of the money that is being spent on transportation projects is being used efficiently and effectively. For example, Governor Hogan's plan to use billions of dollars to add lanes to highways across the state is not an efficient use of resources. As Governor, I will ensure that the dollars the state spends go to projects that will empirically improve transit outcomes in the state. I will support and welcome accountability in all of its forms, including an oversight board and a scoring system.

While Maryland may utilize some of the more typical transportation funding mechanisms, the State must stay abreast of new and innovative ways to change revenue structures to maximize the dollars the state can use to fund transportation projects while creating a more equitable system.

2. *Please briefly describe the role of walking and bicycling for all ages in your vision for better transportation in Maryland? And what changes will state government make under your leadership to achieve these goals?*

Walking and biking are critical to improve transportation outcomes across Maryland. In my transportation plan, which I released last year, I identified some ways in which I will expand the availability of bike infrastructure in our state. I will work with local jurisdictions to expand the prevalence of bike lanes on local roads and expand their use on state roads.



All buses, MARC trains, and Light Rail lines should be outfitted with bike racks. And, transit hubs throughout the state should include additional bike racks.

For those who would like to walk, I think the state can do more. I will work to install sidewalks on state roads across Maryland where appropriate to make them friendlier to walkers. I will develop a stronger relationship with local jurisdictions to approve maintenance agreements. I will study the use of HAWK signals and collaborate with local government to identify locations in which a signal would be efficient.

3. Over 45% of Marylanders live in the greater Baltimore region. 49% of Maryland's GDP is generated in the greater Baltimore region. Many Marylanders voice resentment towards state investment in Baltimore. What does fairness in transportation spending look like under your leadership?

Last year, I released a statewide transportation plan because there are improvements we can make in every jurisdiction in the state. I also believe that a statewide plan is crucial because we need people in all regions of the state to buy into a larger statewide plan so that they know, if a project isn't being built in their backyard, they will still benefit.

In determining how I will allocate transportation funds, I will take into account a variety of factors. I will identify areas in which transportation investments are needed most, whether it be a desperate need for additional infrastructure or renovation. I will prioritize projects that will improve transit outcomes and provide a significant return on investment. And, I will make sure that the process is accountable and transparent so taxpayers are assured that the money that they send to Annapolis is used efficiently and effectively.

It is very clear that, under the Hogan Administration, the Baltimore region has not received adequate attention and funding. When Governor Hogan decided to cancel the Red Line, his administration released a map that literally did not include the Baltimore City. It was as if the city was a part of the harbor, and it did not exist. Under my Administration, I will ensure that the allocation of transportation funds is fair to every jurisdiction, including Baltimore City.

4. What is transportation's role in creating a more equitable Baltimore region?

Transportation plays a crucial role in creating a more equitable society, and that is especially true in the Baltimore region. Studies repeatedly show that a lack of access to transportation creates a society in which people struggle to get to jobs, schools, and health care. Improving transportation outcomes in the state, especially access to public transit, will contribute significantly to the process of providing everyone with economic opportunity.

When I was Chair of the Central Maryland Transportation Alliance, I recognized the direct connection between equity and transportation. That's why we focused so heavily on metrics like the percentage of citizens who can get to work in 45 minutes or less. Our 2015 report card found that, in the Baltimore region, 22% of commuters travelled at least 45 minutes one way to get to work. Further, only 11% of jobs in the region were accessible by transit in less than one hour.

That's also why we advocated for MARC train weekend access and dedicated bus lanes in Baltimore City, along with large-scale projects like the Red and Purple Line. Our "Let's Get To Work" initiative focused specifically on the relationship between transportation and access to employment, housing, education, and health care.

We've had some successes, but there is still so much work to be done. In order to truly reach an equitable society with an economy that provides opportunity for all, we must provide each citizen with access to reliable and quick transportation.

5. *What is your vision for transportation in greater Baltimore? How would you implement that vision and what measurable outcomes would you aim to see improved through your administration's work on transportation?*

In the transportation plan I released last year, I outlined my specific plans for the Baltimore region. First, the city of Baltimore and the region as a whole needs an East-West line to move people across the city. Governor Hogan's decision to cancel the Red Line was inexplicable and unforgivable. Further, because he did not have an alternative, he gave back almost \$1 billion of federal money. By cancelling the Red Line, he set transportation prospects in the region back significantly. As Governor, I will start the process of an East-West line again. It will take years of planning, studying, coalition building, and developing, but the longer we delay, the longer it will take to begin construction. An East-West line in Baltimore is crucial to provide people in East and West Baltimore with access to jobs and schools, but it also would serve as a spine upon which we could build additional lines and spurs.

Outside of beginning the process of replacing the Red Line, there are other steps we can take to improve transit outcomes in Baltimore. As I noted above, we should outfit buses, MARC lines, and light rails with bike racks and look for areas to expand bike lanes to provide more infrastructure to the biking community. We must pursue other transportation infrastructure, like a Bus Rapid Transit line on North Avenue, to determine whether it will improve outcomes and complement the other aspects of our public transit system.

We also must work diligently improve the conditions of the current infrastructure. In my plan, which I released last year, I noted the need to diligently improve the condition of current infrastructure, specifically highlighting the depleting condition of the Baltimore Metro. As recent events have proven, the state has not properly invested in maintenance.

Another important point to make here is the need to focus on ensuring that the lines within the system complement each other. Baltimore's proximity to Washington, D.C. can be a huge asset. However, we currently do a poor job of connecting potential riders to Penn Station. Further, as we develop additional transportation infrastructure, we must ensure that the bus system in Baltimore is evolving to support the higher-capacity lines.

I outlined some of the metrics that I would focus on above. With additional investment in transportation, I would key in on commute times, particularly the 45-minute benchmark. I would focus on the percentage of jobs that are accessible by public transit and automobiles. I would also identify metrics that measure the modes that commuters choose to use. In order to reduce congestion and improve transit outcomes, we must provide public transit opportunities that are more attractive to commuters than driving.

6. *Since the cancellation of the Red Line and the decision to move all the state money dedicated for that project to every other jurisdiction in the state except Baltimore City, there has been some talk among advocates that the region would be better off moving away from direct state control to a regional transit authority model. Please share your thoughts on creating a regional authority for Baltimore.*

I am very familiar with the debate behind creating a regional funding authority for transportation projects in the Baltimore area. While I think that this option may provide the region with some autonomy to invest in projects themselves, a regional authority would include several complicating factors including governance, funding sources, participation options, and services and functions provided by the authority. I also think that for regional authorities to be successful, they must be desired, conceived, and executed at the local level rather than by state direction.

The state as a whole has benefitted significantly from having a centralized funding system with coordination between agencies. Any decision to create a regional authority would need to take into account the effect it would have on the state's ability to provide unified, coherent, and significant investment to large-scale transportation projects.

I fully understand the interest in developing a regional authority, especially after Governor Hogan's purely political decision to cancel the Red Line. I certainly think the idea has its merits and should be considered in the future. However, having a governor who is willing to invest in transportation infrastructure across the state, including Baltimore City, will satisfy some concerns. As Governor, improving transportation outcomes and expanding access to public transit will be one of my top priorities.

Krish Vignarajah

Krish Vignarajah, the only woman running for Governor, served as Policy Director to Michelle Obama, Senior Advisor at the State Department and as a lawyer. A lifelong Marylander, she is the daughter of two Baltimore public school teachers, who took public transit to work, and the only candidate who attended Maryland public schools from K-12.

1. *In 2013 Maryland increased the gas tax and transit fares to raise more money for the Transportation Trust Fund. Although there is more money in the fund now, revenues are less than what was originally projected. Additionally, there is increasing pressure from the federal level to push state and local governments to shoulder more of the financial burden for transportation projects. How will you respond to these pressures and what will you do to ensure we have adequate funding for the state's transportation needs?*

First, I would prioritize spending on long-term transportation infrastructure solutions like mass transit and bike lanes, over the senseless short-term widening of roadways that Governor Hogan continues to advance. All evidence suggests widening roads causes massive near-term construction delays and then only provides a temporary solution to current traffic challenges. And as pressure from the federal level builds, Maryland must work with neighboring states like Virginia, Delaware, and Pennsylvania to finance major mass transit infrastructure.

In addition to traditional financing mechanisms, we will also pursue social impact bonds to leverage private capital to invest in the public good. The Red Line project in Baltimore for example will create \$2.1 billion in additional economic activity—if Trump's Department of Transportation refuses to provide the necessary funds, social impacts bonds could be a viable alternative, because we cannot simply wait and hope for a Democratic President in 2020. We must work to control our own destiny. By measuring and capturing this activity's impact on tax receipts, the state can use private financing to invest today based on future economic returns.

We have the means to adequately fund our infrastructure – it just takes political courage to fund the most important projects, regardless of political considerations, and a commitment to evidenced-based policy. And we cannot afford for more years of Governor Hogan playing politics with important transportation decisions as greater Maryland's crumbling transit infrastructure deteriorates more and further disadvantages Maryland's most vulnerable communities.

2. *Please briefly describe the role of walking and bicycling for all ages in your vision for better transportation in Maryland? And what changes will state government make under your leadership to achieve these goals?*

I want Maryland to be the most bike friendly state in the nation by the end of my first term (2022) and my administration will have the goal of ensuring that every urban Maryland resident can safely walk from their home to place of work using public transit or bike lanes by 2026 (the end of my second term). To accomplish this, I will strongly support complete streets, protected bike lanes, bike share and bike parking programs, identifying potential bike/pedestrian only streets/corridors, as well as incentivizing improved local land use decisions. I will also strongly support the State Highway



Administration's federally funded Safe Routes to School program (which enables and encourage children to safely walk, roll, or bicycle to school), and as governor, I would implement a similar initiative for working adults in urban areas.

My administration will also work with local governments to move away from car-centric land use planning policies that too often hinder the safety of bikers and pedestrians on the roadways. We will prioritize state investments in capital improvements that move communities towards complete streets, and when building new areas, my administration will help ensure development incorporates considerations for bikers and walkers. Further, my administration will expand State Highway Administration grants for cities to make capital improvements to high-risk areas and expand bicycle and pedestrian safety outreach programs to high-risk populations, particularly kids commuting on foot to school.

Further, I will encourage every city in Maryland should replicate Baltimore's execution of the statewide Street Smart campaign, which identified "high crash corridors" using existing crash data. In these areas, local officials and volunteers distributed educational materials to pedestrians and cyclists, erected visual warning signs for motorists, and coordinated with local law enforcement to better enforce traffic regulation. With awareness campaigns like these, we can safely reduce pedestrian and cyclist casualties.

3. *Over 45% of Marylanders live in the greater Baltimore region. 49% of Maryland's GDP is generated in the greater Baltimore region. Many Marylanders voice resentment towards state investment in Baltimore. What does fairness in transportation spending look like under your leadership?*

It is offensive and likely illegal that Governor Hogan is spending less than \$500 million on transportation in the greater Baltimore region and nearly \$12 billion in the Washington suburbs. My vision starts with equity: equity of funding based upon population, need, and return on investment (increased domestic product). By all three of these measures, investments in Baltimore City should clearly must be the top infrastructure priority of any Maryland administration—and it definitely will be for mine. The city's staggeringly deficient mass transit options, crumbling roadways, uneven access and safety for biking and walking, and limited shipping capacity is holding back Maryland's economy. I believe in allocating transportation spending according to need and prioritizing public infrastructure projects with clear returns for taxpayers. The current administration has halted numerous critical infrastructure projects in Baltimore City and as a result hurt the economic opportunities for thousands of Baltimoreans.

It's time we get Baltimore back on track by restarting the Red Line, making Baltimore the most bike friendly city in the nation, and an enhanced Port of Baltimore with an expanded Howard Street Tunnel (expanding the tunnel will improve the city's ability to compete and create thousands of new, good-paying jobs that are crucial to replacing the jobs lost in manufacturing at sites like Sparrows Point).

4. *What is transportation's role in creating a more equitable Baltimore region?*

Right now, hundreds of thousands of jobs in Baltimore remain unfilled and inaccessible to many Baltimore residents, because no adequate public transportation connects the city's residents with employers. Baltimore will never address its massive inequity crisis when it takes hours for its lowest-income residents to commute to work. The Red Line project alone would have given West Baltimore residents access to 250,000 new jobs, which would have gone a long way towards closing the gap between black and white unemployment rates in Baltimore. Throwing a few dollars at the flailing BaltimoreLink system, which Rep. Cummings appropriately called the "Missing Link," is offensive and has been a horrible failure and demonstrably worse than the MTA buses that my father used to take to work at Edmondson High and Frederick Douglass High (my dad taught in the City's public schools for 37 years until he retired last year at the age of 80).

Transportation, and particularly public transportation, is the key to keeping the ladder of opportunity open in Maryland. If someone can't get to work, he or she can't break the cycle of poverty—and a parent can't raise their kids right, if it he or she loses hours every day commuting to work due to unreliable service and multiple transfers. On my first day in Annapolis, my administration will restart the Red Line project and in my first month, we will convene the top transit minds in the Baltimore region, including leaders of the seven organizations who put together this survey, to help my administration build a transit system capable of connecting every corner of the greater Baltimore region. Greater Baltimore contains almost half of the state's residents and is in greatest need of infrastructural spending to cut commute times and drive reinvestment back into neighborhoods. I will restore the funds that the current Governor has repeatedly stolen money from Baltimore to pay for pet projects for Republican donors and voters—he's even going so far as to erase it from his map of transportation spending priorities. Roads to nowhere and broken promises won't prepare Maryland for the economy of tomorrow. We need convenient public transit options, expanded shipping capacity in our harbors, and greener infrastructure to improve the mobility of the citizens of Baltimore.

5. *What is your vision for transportation in greater Baltimore? How would you implement that vision and what measurable outcomes would you aim to see improved through your administration's work on transportation?*

By the end of my administration, I want to cut rush hour commute times in half around the greater Baltimore area, vastly improve the availability of mass transit options, make Maryland the most bikable and walkable state in the nation, and electrifying passenger vehicle system. Targeted investments in transportation infrastructure remain the key to revitalizing Baltimore City. With better transit options, Baltimore can hope to halt the crisis of inequity plaguing too many of its most vulnerable communities. I am committed to supporting mass transit options that connect every corner of the City. The much discussed Red Line project should be the first in a series of light rails connecting the city from West to East. We also need better ways to connect Baltimore to other neighboring East Coast cities. To do so, I'm supportive and want to learn more about the hyperloop (to make sure that we minimize impacts to communities) and also lay the track for a high-speed train between Baltimore and Washington, and implementing reversible lanes on the interstate for cars and rapid-transit buses.

Within the city, I also plan to support the Baltimore Bike Share program by making capital improvements to roadways, closing certain streets to vehicular traffic and improving the city's overall walkability. Improving mobility within the city will make Baltimore a better place to live, which when coupled with a city and state working hand in hand to create well-paying jobs, reduce gun violence, and address the vacant housing crisis will also help revitalize the city.

I will carefully track whether indirect measures of success like jobs, wages, commute options, commute times, vacant homes, and racial disparities across income and employment figures fall after implementing new transit systems/options. I also measure my administration's progress towards cutting the average rush hour commute time for Maryland residents in half.

6. *Since the cancellation of the Red Line and the decision to move all the state money dedicated for that project to every other jurisdiction in the state except Baltimore City, there has been some talk among advocates that the region would be better off moving away from direct state control to a regional transit authority model. Please share your thoughts on creating a regional authority for Baltimore.*

I believe that the cancelation of the Red Line – and subsequent redistribution of state funding away from Baltimore towards Republican-voting area– was the result of a crass political decision by Governor Hogan to de-prioritize the needs of our state's largest city. I also agree that it was illegal under Title VI of the Civil Rights Act of 1964.

Critical infrastructure decisions like spending on mass transit should not be subject to the political winds of the day, so I support exploring the creation of a regional transit authority for Baltimore City. But as the city grows, I worry about maintaining smooth cooperation between any regional body and the surrounding jurisdictions. We need to create a system that both guarantees year-to-year funding for critical projects and integrates mass transit initiatives in Baltimore City with the needs and priorities of Baltimore and Anne Arundel counties, or smaller neighboring cities like Towson – where most residents commute into Baltimore City for work.

That said, clearly the status quo is untenable. So to explore how best to structure a transit authority in Baltimore City, I would convene a yearlong working group with relevant participating stakeholders starting my first month in office. My administration would also set aside adequate funds to finance a study by third-party experts on how a transit authority might operate most effectively and equitably in Baltimore City. After the completion of the study, the working group, and a comprehensive set of listening sessions, my administration would then put forth several models for how a regional authority in Baltimore might be structured to better serve the needs of the city. Should this proposal prove sensible, I am prepared to move forward with any effort to protect Baltimore resident's long-term right to access affordable public transit.