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2018 Primary Election

Baltimore Area Candidates for Maryland General Assembly

Responses to Questions About Public Transit

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Transit Choices

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Introduction

This document serves as a resource for those in the Baltimore Region who plan to vote in the 2018 Maryland Primary Election.

It was prepared by a partnership of groups, and one individual, who share an interest in the improvement of public transportation in the Baltimore Region. For purposes of this project, we defined the region as the area generally within the Baltimore Beltway.

We worked together to obtain answers to key transportation questions that are important to the general public, from candidates for the Maryland House of Delegates and Senate, and to widely disseminate their answers to the public.

Members of the partnership, and their respective websites and/or Facebook pages are:

- Amalgamated Transit Union Local 1300 – www.facebook.com/ATU1300 & www.atulocal1300.org
- Baltimore Bus & Transit Riders Union – www.facebook.com/sinkthelink
- Bus Workgroup 14 – www.facebook.com/BusWorkgroup14
- Ed Cohen, Transit Activist
- Transit Choices – www.transitchoices.org
- Central Maryland Transportation Alliance – www.cmtalliance.org

Questionnaires were emailed to Primary Election candidates for the Maryland House and Senate in all districts within or partially within I-695. Email addresses were obtained from the website of the Maryland State Board of Elections (elections.maryland.gov/elections/2018/index.html).

We recognize that not all potential candidates for these offices were represented in our survey. Some political parties will select candidates to run in the General Election in the Fall through processes that are separate from the Maryland Primary Election.

The candidates, responses to our questions follow, and are organized by district number, with city districts followed by the county districts. If you do not know the number of your Maryland legislative district, you can visit mdelect.net, type in your street address, and your district will be identified, along with the names of your current representatives.

We extend our sincere appreciation to all of the candidates who responded to the questionnaire. We hope that you find this survey useful.

If you have any questions, please contact Bus Workgroup 14 at BWG14@comcast.net or on our Facebook page: <https://www.facebook.com/BusWorkgroup14/>.

Baltimore City Districts

House of Delegates, Legislative District 40



Gabriel Auteri

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

Our public transportation system is broken and leaves far too many hours away from employment hubs, education, and critical services. Baltimore is a small city and we should be able to move across the city quickly using public transportation. Access to opportunity is critical for so many, and our transportation infrastructure leaves too many out.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

Baltimore's transportation system leaves quite a bit to be desired, and many have to take two or more busses to access jobs and education. Though the Governor killed the Red Line, we have to focus on investing in transportation solutions that increase access. One opportunity is to connect the West Baltimore MARC station, which provides train access north and south and bus access to a variety of locations, to the Lexington Market Subway and Light Rail lines. A reliable rail line could be built in the existing highway to nowhere at a relatively low-cost and would connect much of West Baltimore more reliably to jobs downtown and points north and south of the City. We need a comprehensive vision that can be implemented in pieces with the goal of ensuring access for all to our economic drivers.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

Public transportation is a critical issue and is among my top 3 issues. Our city relies far too heavily on cars and a major driver of that is our inadequate public transportation infrastructure. We need to make it easier for people to get to work, to school, and to recreation. We need a system that creates opportunity, and we just don't have one right now.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

We need more state support for our public transportation system. Investments in transportation create opportunities for employment and education, and thereby increase tax revenue. We need to invest in economic drivers like this.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

We need a comprehensive vision that we can implement in pieces. If we start with a plan that looks like the Red Line, plus connectors in Southwest and Northeast Baltimore, and we develop smaller steps that increase access along those lines in a way that can be built upon in the future, we can begin to move towards the promise the Red Line would have delivered. One such step would be connecting the West Baltimore MARC to Lexington Market. We could then build on that and go from the West Baltimore Marc to an additional hub farther west, and continue to take smaller bites of the apple.



Frank M. Conaway Jr.

House of Delegates, Legislative District 40

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

Timeliness of service, and equipment dependability.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

To have estimated time clocks on every stop so that the patrons know where the vehicle might be and how long it will be before access. To make it available for all of the stops that there be a digital relay of estimated time of pick up in real time.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

About 4th, including new service to massive job sites.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

Ask the Governor to place more funds into the State budget for the MTA.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

I would be open to a feasibility study due to the complex nature of the question.



Sarah Matthews

House of Delegates, Legislative District 40

My name is Sarah Matthews; under protest, I declined to complete any of the 30 - 35 Questionnaires sent to me during this election cycle because not one of the questions are related to issues effecting senior citizens in any district in Baltimore City. I am the "Senior Citizens' Candidate" in district 40 - the forgotten population/target group that paved the way for the millennial and future generations.

Senior citizens in the 40th Legislative District because increasingly are being violently attacked in our community and homes by young criminals. Seniors who still remain in their homes are powerless in the community - bullied by neighborhood thugs who hide their drugs in our yards. There aren't any laws promulgated to deter these predators. In 2017, there were three seniors raped in a one mile radius of each other while in the Park Heights Community, an eighty year old Africian American Senior citizen was beaten, her neck broken, she was raped and murdered and her murderer remains at large. In East Baltimore, a ninety-seven year old African American man was beaten to death. Additionally, in this past week alone, several senior citizens were murdered in Baltimore City.

Access to affordable housings is another important issue facing seniors in the 40th District. We're living in high rise building, paying \$1,000 monthly in rent, inhaling trash, freezing to death, being maligned and abused by uncaring managers. The Rawlings-Blake Administration sold the majority of senior housing in Baltimore City to private developers who have converted one bedroom units into efficiency units. The community wasn't informed or consulted about the disposition to sell senior housings in our district.

Seniors in district 40 would like to see a one stop comprehensive Senior Service Center in the 40th Legislative District; currently there are non-existent. For these an many other related reasons, I respectfully opt out of completing the requested Questionnaires.



Brian Murphy

House of Delegates, Legislative District 40

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

Honestly it is a complicated issue. By all the surveys and studies done by independent groups Baltimore ranks somewhere between 9th and 18th in the nation of cities with over 250,000 residents, so while we need improvements things could be far worse. I also feel that the 2 things I would have done first to figure out where our transportation needs improvement have already been started by my fellow Democrats.

First, I would want to do a complete audit of our transportation to see what we have, what we are missing, and then set out a plan along with priorities of what needs to be done first. This was addressed in HB 1013/SB 908 – Maryland Open Transportation Investment Decision Act of 2016. It seems only common sense to create a detailed plan based on an audit with priorities that would do the most good for the most people. While I strongly support the idea of mapping out and ranking our transportation plan, I would like to see a more detailed vision with far more public input in setting the priorities. More importantly I would like to add funding mechanisms that are not easily changed once those priorities are agreed upon. Along with this I would work for a lot more transparency and notification of stakeholders to be more involved in this process.

HB 1010 – Maryland Transit Administration Oversight and Planning Board establishes an oversight board that would ensure a planning document from the MTA every three years to enhance continuity of transportation planning. The Board's goal would be to improve public transportation that may include strategic planning, study groups, and goal setting. Maryland Port Authority, Maryland Aviation Administration and WMATA all have boards whereas MTA currently does not.

Creating a detailed plan without any oversight or mechanism for adjustment or remediation is pure folly. No matter how good the roadmap is or how well we prioritize our transportation initiatives if there is no oversight and accountability it won't work.

My concerns are that even though I like the first steps, we still don't have real accountability and transparency and we need more stakeholder involvement. These are all things I would work on when elected.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

My true vision is for Baltimore to join the modern cities around the world and become a state of the art transportation system that drives our economic engine, but first we need to get up to a basic state of

operation. In the HB 1013 in addition to addressing immediate priorities I would like to expand that with P3 initiatives that would map out how Baltimore can become one of the state of the art sustainable transportation systems in the world.

In the near term my top priority is to restart the Red Line, this is just a basic top priority need for our district and it would be my top priority.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

As a stand-alone issue, it ranks 5th, but transportation is NOT a stand-alone issue. All of my other top priorities from job creation to attracting new business and helping with small business start-ups all require public transportation as part of that solution. Depending on which issue I am working on, transportation is a much higher priority and cannot be separated from other issues.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit.

I think we can all agree this law as a disaster that was not thought through and not based on any type of planning or consideration of the effects, but now that it is gone we still have a problem. I support the recent initiative to use performance metrics that would be in line with HB 1013 to actually audit and plan our transportation initiatives. The idea is to consider whether transit systems are efficient, reliable and connecting people to jobs and whether ridership is on the upswing

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

I do not think an "alternative idea" is the way to go. The Red Line is a well thought out solution to a serious problem and anything else would be trying to make the 2nd or 3rd best idea works simply because the Governor nixed the Red Line. I will put all of my effort into reviving the Red Line, it is the right solution and trying to find a 2nd best solution is not good government.



Melissa Wells

House of Delegates, Legislative District 40

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

The current infrastructure of Baltimore's public transit heavily favors those who live in affluent neighborhoods. For many in the 40th district, owning and maintaining a car is not feasible, so they rely on solid public transport. Secondly, Maryland's transportation budget is too heavily focused on highway's and not in expanding public transit. A top priority of mine is connecting underserved communities to jobs, education, and affordable housing. Creating a public transit system that works for those in need will go a long way in accomplishing this goal.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

As a Union Representative, I have worked closely with state and local decision-makers, as well as, community groups to ensure public transportation links communities in the 40th district to jobs, education, and affordable housing. As delegate, I will continue fighting for the red-line expansion, as well as, creating a bus system that works, instead of Band-Aid fixes such as the BaltimoreLink. I would implement this vision by reallocating funds from the Traffic Relief Plan, legalizing marijuana, and implementing the Millionaires Tax to create additional funding for public transportation infrastructure.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

Public transportation is a top priority of mine. As delegate, I will continue to fight for accessible, affordable, and reliable transportation options in Baltimore City. Connecting residents of North and West Baltimore to the resources and jobs they need downtown and across the region is vital to the success of communities in the 40th district.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

One way of addressing the deficit is by legalizing marijuana, and implementing the Millionaires Tax to give much needed funding to our public transportation infrastructure.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

Currently Maryland's transportation budget is too focused on highway's and not in expanding public transportation. Issues within BaltimoreLink must be addressed, as well as, deficiencies in the Baltimore Metro infrastructure. However, we cannot give up on the Red Line. An expansion of East/West travel will not only give underserved communities much needed access, but it will also incentives businesses to open in these areas by the rail line.

State Senator, Legislative District 41



J.D. Merrill

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

Baltimore is critically underserved by public transit. Baltimore's lowest income neighborhoods are also generally those with the fewest transit options. These communities are unable to access employment and other services that they need merely because of where they live. More generally, Baltimore's transportation ecosystem is focused entirely on private motor vehicles. Buses, rail, and bicycles should all have a much bigger role in Baltimore's transportation future. These options, when working effectively, allow those without a car to get around, improve the quality of a commute, decrease congestion, improve air quality, improve quality of life, and improve access to employment.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

My vision for a complete transportation system in Baltimore City relies much more heavily on public transportation and cycling than the current city does. I envision a city that has a modern Bus Rapid Transit (BRT) system that provides reliable, fast transit along Baltimore's major corridors, fed by neighborhood lines that get riders to main lines quickly. Baltimore also needs to better integrate its current transit options. Our metro, bus, light rail, and MARC are mostly disconnected from one another. The state should be encouraging more connections between systems and more development near transit hubs. The city and transportation system should also be substantially more bike friendly. Cycling is healthy for individuals, healthy for the environment, and reduces traffic congestion. A city with a completed Bicycle Master Plan paired with an efficient transit system would be a better city. Automobiles, while hopefully mostly electric in the future, will always play an important role in Baltimore's transportation system. We also need to work to reduce automobile speed on many streets not only for the safety of cyclists but also for the drivers themselves. Lastly, in dense residential and commercial areas the city should encourage walking as much as it can.

The Maryland Transportation Authority (MTA) is a state agency. If elected I will work to ensure that the MTA focuses on these goals, and I will work to get state funds dedicated to directly funding this infrastructure or getting matching funds for local jurisdictions that enact this vision.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

Public transportation is high on my list of priorities, along with education, public safety, and economic development.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

Any public transit deficit is unacceptable. The state should fill such a deficit by fully funding the MTA.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

I would fight for state support for the creation of a BRT system in Baltimore City. Such a system would include East-West main lines in their own, separated bus lanes. Buses that operate in their own lanes and with all-door, pre-paid boarding are fast, efficient, and would be able to move people across town very well. I would also want to work to determine the feasibility of bringing back the Red Line or some sort of east-west rail line.

House of Delegates, Legislative District 41



Dalya Attar

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

As someone who has relied upon public transportation to get to work, I know Baltimore is in desperate need of greater funding for our transportation system. We have an embarrassingly inadequate and outdated transit system for a major urban city and it only adds to the understanding of why the city is not attracting and recruiting families and businesses that can help rebuild the city.

One of my major concerns is that most people don't consider using public transportation unless they have to. If people can afford it, Baltimore residents rely on private cars. So first and foremost, we must project an image that Baltimore cares about its residents and visitors, and wants to make a user-friendly, reliable and easy public transportation system. For those who use it day-to-day to get to work, school, or appointments, we must better the travel between transit points (metro to light rail, bus to metro, etc.).

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

My vision is that public transportation would be considered a competitive and viable method of transportation for people, cutting down on the environmental and financial implications of private transportation. I envision a well-run, technologically upgraded system that would bring visitors to our city just for the experience. I would work towards greater public-private partnerships to enhance our transportation system.

I envision a public transportation system that reflects and responds to the needs of its users, from the bigger projects (Red Line) to the smaller level (an electronic schedule at every bus stop, so that riders know when to expect a bus; shelters to protect riders waiting at bus stops from rain or snow; or sufficient parking – in places like the Mt. Washington light rail station, for example).

Overall, I would work closely with city officials to lobby that Baltimore City's needs are just as critical as other parts of the state, and the state needs to listen to what we believe are the critical projects for the city

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

It is listed in the top five on my campaign literature. For parts of my district, it is the #1 issue – without public transportation, they cannot get to jobs easily. For many, the increase in fare creates more fiscal pressures, and the lack of easy travel between transportation points adds time to the commute. However, for other parts of my district, it is relatively irrelevant – some of my voters have never used public transportation in their lives.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

I would want to closely review the budget to determine if there is wasteful spending. New York did a close examination of their deficit and found a lot of waste, that when reduced or eliminated, decreased the deficit. And I definitely would want to explore more public-private collaboration.

There can't be serious improvements in the transportation system without funds, and often politics dominates spending. As an outsider with no allegiances to special interests, I would conduct an impartial review of the spending, needs, and plans for transportation so we can increase ridership, which will ultimately increase revenue.

We need to prioritize a credible, impressive transportation system that attracts businesses and tourists, but more important convinces Marylanders to use public transportation at an increased rate. I don't have all the answers yet, but as someone who has relied on public transportation, I know that we need major improvements in Baltimore to get it to where it needs to be.

We should also explore tax credits for people who commute to Baltimore for work using public transportation.

On a final note, I would not increase fares, as that would not incentivize more ridership. Something worth exploring is to create a Baltimore City lockbox for transportation similar to the casino lockbox for education. For example, port and airport activity in Maryland has greatly increased, and perhaps a specific percentage of the increased revenues could be designated towards Baltimore City transit funding.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

First I would explore the feasibility of reviving the Red Line. We lost the initial battle for the Red Line, but we must not give up the fight.

If that is not possible, there are various community groups that have proposed alternatives, and I would meet with them and determine the viability of ideas and propose legislation to support an alternative.



Tony Bridges

House of Delegates, Legislative District 41

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

There is a clearly a disproportionate gap between what's spent on roads and public transportation. The state has not taken a comprehensive look at the transit system and recommendations since 2002! I'm excited that HB372 passed in the general assembly and requires the Maryland Transit Administration to prepare a Central Maryland Regional Transit Plan to identify the resources needed to meet its transportation needs. The Baltimore region is not adequately served by transit. For example, the recent shutdown of the subway system, showed exactly how reliant people are on our various modes of transportation. I want to ensure that we have a truly connected system of transit to get people where they need to go, especially to job centers. Studies show that there is a high correlation between those living in poverty and employment opportunities located 45 minutes or more away. I will work to ensure that the transit plan crafted by the MTA specifically addresses the issue of access to job centers, particularly for those living in poverty.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

My vision for an effective transportation system is one that gets people to our job centers. The recent Transportation Report card released by the Central Maryland Transportation Alliance notes that a typical Baltimorean can only get to 9% of the regions jobs in under an hour using public transportation. This is unacceptable, and we must make sure we connect workers with employers in a timelier manner. The current system is great at getting people to downtown but many of the job centers for blue collar workers are now located in the suburbs outside of the city center. Even more so, our system must be fast, reliable, frequent, accessible, and walkable.

Public transportation is also a matter of convenience and cost. We need to do more to make sure people can rely on their public transportation options: creating bus only lanes for quicker trips, fully funding our rail systems so they're able to do continual maintenance instead of frequent repairs and making sure we're implementing policy holding leaders accountable for safe, reliable transit options. Our cities should not only be bike and pedestrian friendly but bike and pedestrian welcoming. Designating bike lanes where it makes sense and making sure bike racks are easily accessible in busy areas, lit pedestrian crossings and paved sidewalks near all public transit options are just a couple things which make it more convenient, safer, reliable and therefore enticing to use alternative forms of transportation.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

As I have participated in candidate forums throughout the district, I have been the only candidate out of the 11 to consistently bring up Transportation as a priority. On my website, I have listed 4 priorities in no particular order, however, Transportation is one of my 4 top priorities. As noted on my website, public transportation should be timely, accessible, and affordable for everyone.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

We need to strike a balance between funds spent on roads and what the state spends on transit. There is clearly a disproportionate gap in the funding. There are more benefits to public transportation to include reducing traffic congestion, lessening gas use and reducing pollution and millennials who we are trying to attract to the city prefer a transit lifestyle. These are just a few of the reasons we must invest in transportation and not spend so much more on public roads and bridges.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

We must figure out options to replace the red line. After 12 years of community planning, we cannot afford to ignore the need for an east-west connection. Again, I'm excited that HB372 passed in the general assembly and requires the Maryland Transit Administration to prepare a Central Maryland Regional Transit Plan to identify the resources needed to meet its transportation requirements, but we must ensure that funding is provided to implement recommendations as well.



Angela C. Gibson

House of Delegates, Legislative District 41

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

The state of public transportation in the Baltimore Metro area is very poor. This is due to chronic and historic underfunding by the State of Maryland. The Maryland State Government and Baltimore Metropolitan localities must embrace a viable transportation network which levels the playing field between personal vehicle transportation and walking, biking, and public transportation. Metro's residents have been left behind when it comes to economic opportunities and the transportation required to economically prosper in our City.

Only when we embrace smart growth and transportation options that all residents can easily have access to, will we have a community where economic and personal health is not exclusively tied to what neighborhood you were born in or currently reside.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

Baltimore Metro residents, no matter their economic background, need equitable transportation options in regards to their economic, social, personal health and well-being. This outcome can only happen with a shift from a car-centric culture to a diverse and equitable transportation system with multiple modes of transportation, particularly a large and vibrant public transportation network and metropolitan bicycle network that all Baltimore Metro residents, especially in the 41st District can utilize.

Maryland needs to stop subsidizing personal vehicle, parking garages and sprawl over smart growth, public transportation and alternative transportation such as bicycles and walking. Maryland must embrace a viable transportation network, which levels the playing field between personal vehicle transportation, walking, biking, and public transportation. Maryland must better embrace smart growth, increase spending on public transportation and transportation options that all citizens can easily have access to, so we can have a State where economic and personal health is not exclusively tied to what locality you were born in or currently reside.

To implement this vision, I have supported legislation increasing in funding for the Maryland Transportation Authority and requiring the agency to report its needs to the legislature over the next four years and develop a much-needed long-term plan for services in its "core service area" in the Baltimore region over the next 25 years.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

As a long time Baltimore City resident, I have utilized public transportation for my transportation needs, particularly the City's bus network. I have commuted using city buses for professional and personal reasons for many years.

There is a distinct and undeniable link between the disparity in the funding of public transportation ,uneven health and economic growth and development among Maryland citizens. These facts make public transportation in the Baltimore Metro area a very personal and important priority for me.

Maryland needs to stop subsidizing personal vehicle, parking garages and sprawl over smart growth, public transportation and alternative transportation alternatives such bicycles and walking. Maryland must embrace a viable transportation network that levels the playing field between personal vehicle transportation and walking, biking, and public transportation. Maryland must better embrace smart growth, increase spending on public transportation and transportation options that all citizens can easily have access to, so we can have a State where economic and personal health is not exclusively tied to what locality you were born in or currently reside.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

To address chronic underfunding of the Maryland Transit Administration (MTA), I recently supported and voted for legislation requiring the Governor of Maryland to allocate an extra \$178 million over three years to MTA, the state agency that operates the subway in Baltimore.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

I supported legislation requiring the Governor of Maryland to allocate an extra \$178 million over three years to MTA. In addition, this bill instructs the MTA to report its needs to the legislature over the next four years and develop a much-needed long-term plan for services in its "core service area" in the Baltimore region over the next 25 years. In my opinion, this should included revival of the cancel Red Line project. Both the State of Maryland and Baltimore City needs to stop subsidizing personal vehicles and parking garages over smart growth, public transportation and alternative transportation alternatives such as bicycles, walking and ridesharing. Baltimore City must embrace a viable transportation network, which levels the playing field between personal vehicle transportation and walking, biking, and public transportation. Unfortunately, due to economic discrimination and prejudice, many our City's residents have been left behind when it comes to economic opportunities and the transportation required to economically prosper in our City. Only when we embrace smart growth and transportation options that all residents can easily have access to, will we have a City where economic and personal health is not exclusively tied to what neighborhood you were born in or currently reside and their race. Neighborhood and community shuttles could certainly assist in moving People from East to West and within the neighborhoods.



Tessa Hill-Aston

House of Delegates, Legislative District 41

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

I think congestion and 19th century planning and road designs are the biggest problems facing the Baltimore Metro Transportation.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

In the 41st District my ideas include projects for all modes of transportation to mitigate congestion, increase capacity, and improve bike lanes that will manage the curbside needs of the residents. My ideas will include both public and new private development within our zoned boundaries.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

Transportation is a major priority in my campaign because in order for my constituents to get to and from work, school and leisure a 21st century approach to transportation is a must.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

I would introduce legislation that would not merely eliminate the Farebox Recovery Mandate Law but replace it with something better using a S.M.A.R.T. (Specific, Measurable, Achievable, Realistic, and Timely) metrics system. The idea is to consider whether transit systems are efficient, reliable and connecting people to jobs and whether ridership is on the upswing.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

I would introduce the idea of adding more buses with effective schedules also rapid bus lines between the East and West sides of the City. Such systems run on dedicated lines, stop at stations and operate with technology that allows buses to navigate safely and quickly through traffic signals to minimize commutes. There are several major studies and test cases that I would use to make my pitch.



Sean Stinnett

House of Delegates, Legislative District 41

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

When the MTA had to make the decision to shut down the subway for several weeks, it should how important public transportation meant to a large percentage of working class people and Baltimore City students. Not only having enough and more efficient bus transportation, there must be additional accountability and oversight of maintenance with

the subway and light rail systems. More public input is needed on the overall BaltimoreLink system with the possibility to create additional circular routes for neighborhoods that has a high volume of older residents.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

As a legislator, I would sponsor and/or support legislation to increase rapid transportation in-and-out of Baltimore City. As a state employee, I utilize public transportation via subway and light rail. Additional circulars should be added in more urban neighborhoods with a number of older adults. Particularly around the Liberty-Wabash corridor where older residents have equal access to shopping areas and doctor office as someone who's able to transport themselves by driving.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

While we have several priority issues to address in-and-around the city of Baltimore, public transportation ranks high on my priority list along with education, public safety and small & minority business development. As mentioned in question one, the city felt how significant the subway system is to working residents and Baltimore City students in-and-around the Baltimore metropolitan.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

One way to address the deficit is to properly enforce the commuter usage of the light rail system. I believe we don't account for a substantial amount of revenue with the light rail system due to lack of enforcement on commuters paying to utilize the service.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

I look at the Red Line as being a temporary cancellation. Having a Governor in Annapolis who understands the importance of the Red Line by reinstating the project, would address and bring a

resolution to this issue for Baltimore City. However, the state can look at instituting new express routes from areas that are not accessible to the metro and light rail systems.

State Senator, Legislative District 43



Joan Carter Conway

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

Transit in the Baltimore Metro area is not adequate to meet the needs of Baltimore area residents. First, there is a significant lack of public transit – options, service delivery, and efficiency. The existing metro and light rail in Baltimore City are within blocks of each other yet don't connect. You can't have a transit system that doesn't have connectivity. The public transit that does exist is often unreliable and inefficient for transit dependent riders or those that prefer public transportation. The BaltimoreLink's impact has been overstated, is insufficient and is not a substitute for the Red Line that was rejected by Governor Hogan four years ago. The Governor's rejection of the Red Line continued decades

of insufficient funding to the Baltimore area. A principle espoused in the state law provides that when one metro area of the state receives a substantial investment in its planned mass transit system the other metro area should enjoy a substantial investment. Washington metro area counties have enjoyed substantial investment but the Baltimore area has not received comparable financial commitments by the State of Maryland. Baltimore needs to receive comparable resources and investments relative to other parts of the state.

It is incumbent on Baltimore area legislators to demand fair treatment to ensure that our citizens have a connected and efficient public transportation system.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

The Baltimore area needs a comprehensive integrated mass transit system that connects neighborhoods to employment centers. The public transportation system must be efficiently operated to meet the needs of Baltimore residents. Within the next decade extensive job opportunities will develop in Port Covington, TradePoint Atlantic, and other job centers. It is critically important that we have a public transportation system that is accessible to these job opportunities.

The system also needs to reach important quality of life opportunities as well: hospital and medical facilities, community colleges and universities, shopping venues, and entertainment hubs to name just a few.

That vision is a long term approach but must be started as soon as possible. In the meantime, a short term step is to ensure that the existing public transportation system is more efficient, reliable, timely, and rider friendly. By taking these short term steps we will not only improve the service provided to the rider but also build demand for future use of public transportation.

An expanded MARC system is also a key component to a public transportation system in the Baltimore metro area to accommodate travel to and from the nation's Capital. Frequency of service and weekend service need to be expanded.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

I am a firm believer that expanding public transportation is essential for the growth and success of the Baltimore metro area. We have suffered far too long from lack of investment and this has negatively impacted the quality of life of our citizens and their ability to pursue employment opportunities.

I will fight to ensure that the Baltimore metro area receives its fair share of the Transportation Trust Fund and work toward creating a connected and efficient transit system.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

The elimination of the Farebox Recovery Mandate was important as it served as a means and excuse for holding back expansion of mass transit. The Governor and legislature must accept that no transit system is self-supporting and will require public funds to operate effectively. I will fight to ensure that there are sufficient funds in the Transportation Trust Fund to provide for the expansion of transit, where appropriate and justified.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

The loss of the Red Line was perhaps the worst public policy decision that has come down in decades. If implemented, the Red Line would have provided the connectivity that is needed in a transit system and served as the backbone for moving people between the east and west side of the city.

To accommodate for the loss of the Red Line it is important that we evaluate any and all new proposals or alternatives. It is essential that we approach the problem by looking at all types of transportation. The recent passage of legislation that provides funding for the Washington Metro system (WMATA) also required the Maryland Transit Administration to prepare a regional transit plan for the Baltimore area. As your Senator, I will closely monitor and work to make sure that the current and future needs of our city, particularly the goal of mobility between the east and west side, is addressed in that regional plan. I will advocate among my city and regional colleagues that it is time for the State of Maryland to significantly invest in the Baltimore area to avoid massive recognizing the growth that we are seeing in the area.



Mary Washington

State Senator, Legislative District 43

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

Baltimore residents need a reliable transportation system. The Governor's redirection of funds intended to support the Red Line, mostly to build bigger roads in low-traffic rural and ex-urban areas was a disastrous mistake that has been a huge setback for badly-needed transportation improvements in the Baltimore area.

While the revised CityLink bus system claimed to clarify and rationalize some of the area's bus routes, service remains too slow, too unreliable, with too many people left waiting too long for too few buses. Our light rail system remains an under-utilized resource -- because the line moves too slowly through the city, isn't well connected to other transit lines and because (with the exception of Woodberry and a few other sites) the State hasn't done enough to encourage new transit-oriented development along the line.

For the tens of thousands of city families who can't afford the high cost of keeping a car in the city, it still takes much too long to reach many of the region's job centers or to simply get around the city to meet their needs.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

We need to work to revive the Red Line and take other steps to improve east-west transit connections -- that's critical to link low-income families in East and West Baltimore to the jobs and resources in the city center. We need to do much more to improve bus and rail connections between city neighborhoods and job centers both downtown and in the inner-ring suburbs. We need to build an integrated rail transit system that better connects Baltimore to the rest of the metropolitan area, and to find ways to better connect our subway, light rail and bus lines to improve mobility for those who rely on public transportation.

To do all this, we need to reverse the Governor's policy of focusing spending on building bigger roads and lanes for our Beltways, better fund the state's Transportation Trust fund and use those monies to invest much more adequately in public transportation.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

While adequately funding public schools is my top issue, public transportation is high on my list. Instead of pitting one group fighting for much needed resources against another, I believe a better solution is to create an open and transparent system where we can ensure the funding we get for all these important issues is accounted for and spent wisely.

I strongly supported the reforms the legislature passed in 2017 to properly score transit projects and require the state to make more rational and transparent decisions about which projects deserve full funding.

More recently, I was very pleased to see state leaders come together to find the funds to make much-needed improvements to the Washington-area Metro system and to support legislation that will provide additional funding for the MTA over the next three years. But the Baltimore region continues to face a huge deficiency in our public transportation resources. We need now to come together to find the funding to revive the Red Line, encourage transit-oriented development along our existing transit lines and make other critical investments to make public transit work better in Greater Baltimore.

Making this happen will be a priority for me as a member of the State Senate.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

Eliminating the farebox recovery mandate was an important step forward for public transit in Maryland - because that mandate stood in the way of extending better transportation to under-served and under-resourced communities. Now the State simply needs to find the resources to eliminate the deficit and more adequately fund public transportation in the Baltimore area. The legislation we passed this year that will provide an additional \$178 million in funding to the MTA over the next three years is a step in the right direction. In the future, we will simply have to choose to spend more of our Transportation Trust resources on public transit -- and less money on building bigger Beltways and expanding lightly-used highways in rural areas.

In the coming years, I think we also need to consider another modest increase in the state's gas tax, and in some of the user fees that help fund the Transportation Trust, to help eliminate the deficit and raise the funds we need to make critical investments in public transportation.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

While I would like to revive the Red Line, I am also open to alternative new ways to use light rail and streetcar resources to better connect East and West Baltimore. One approach, suggested by Gerard Neily and other experienced transit advocates would be to build something like the (relatively inexpensive) above-ground portion of the Red Line, from Woodlawn to the Metro subway stop at Lexington Market. From there, we could allow travellers to transfer to the Metro subway and use the subway to get across downtown and go as far east as Hopkins Hospital.

We could then look to extend the Metro line, perhaps above-ground east of Hopkins out through Greektown to Bayview and perhaps on from there to the NE toward White Marsh, or to the SE toward Essex and Dundalk. We could add streetcars on major arteries like Charles St., Harford Road and through SW Baltimore to create a more fully integrated rail system that would enable commuters from East or West Baltimore to reach not just downtown but many of the city's other job centers and important resources.

House of Delegates, Legislative District 43



Regina T. Boyce

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

My major concerns about the state of public transportation in the Baltimore Metro area is that we need 21st century transit options: a system that uses a multi-modal systems approach of walking, biking, and transit that gets users where they need to be safely in a reasonable amount of time, without the need to rely on a car.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

My vision for an effective public transportation system in the Baltimore Metro area is to be within a reasonable commute to work, educational opportunity, family and play (social). This system of transportation, a healthy, safe, equitable system that include the roles of walking, biking, and public transportation for all residents, would be affordable for all, and would not need use of a car. I vision a city where construction workers can jump on transit to get to their worksite by 6am and late shift workers can jump on transit to get home in the late hours of the morning. For Baltimore City to grow and thrive as other cities with adequate transit choices have, it must have comprehensive public transportation that is also supported by infrastructures that gets users around in and around town, vs the infrastructure we have now that heavily relies on vehicles and is built to get people in and out of the city. The implementation of this vision would include continuation of coordinated systems (bus, circulator, water taxi, pedestrian walkways, bike lanes sand bike sharing) and investment into north-south and east-west transit that ties into the current coordinated systems. The plans and studies has already been made, it's time for the state to make the commitment to it as they have in other parts of Maryland.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

Public transportation in the Baltimore area ranks in the top five campaign priorities for me. Transportation is critical for our city growth and sustainability.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

Given that the repeal will not affect revenue for the MTA, now that Farebox Recovery Mandate law has been repealed, the MTA can begin placing its focus on reliability and service for ridership by meeting the five proposed performance measures outlined in SB 484 and continuing to make improvements of the Links. This focus can assist with increasing ridership which has declined since 2016 which means a hit on revenue. My proposal to address the deficit is to continue to monitor fare rates as outlined in Transportation Infrastructure Investment Act of 2013, Chapter 429 (fares adjusted every two years and every five years based on the annual consumer price index increase) and meet the performance measures suggested to increase ridership and therefore increase revenues to pay into the deficit. The FY17 and FY18 budgets projected continued declines in passengers per revenue vehicle mile and increased operating expenses both per passenger and per revenue vehicle mile. Transit must work for all who need it or no one will use it.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

Transit ideas that I have for efficiently moving people between the east and west sides of the Baltimore Metro area are continued coordination and improvements of the Baltimore Links, working on transportation committees and roundtables, and advocating for state and federal funding until Baltimore receives the transit system funding that has been planned since the 1960s.

Thank you for allowing me to take the opportunity to answer Bus Workgroup 14's transportation questions.



Bonnie "Raven" Lane

House of Delegates, Legislative District 43

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

My concerns are that it is lacking, racially biased, not truly affordable, and not on par with other major cities. It is unreliable - too many buses fail to show up. And when those buses fail to show up, it's in low-income and minority-majority neighborhoods where people don't have cars and don't have a choice but to take the bus. A bus line that comes every 15 minutes or even every 30 minutes isn't so bad if it's reliable, but it seems that the lower the frequency, the higher the likelihood that it won't show up on time.

The Greenmount corridor either needs more red buses or more than one bus line. Every 10 minutes at peak isn't enough - it should be every 10 minutes OFF peak and every 5 on peak. Too often, buses are cut and fail to show up, so to make up for it, the next bus MTA sends are accordion like and long. However, an accordion like and long bus isn't large enough to hold two busloads of people.

Now that MTA has a share in the Charm City Circulator, they should cut the purple circulator above Penn Station and increase the frequency of the silver to make up for it. This is a corridor where people are able and willing to pay - why give them a free bus? Silver buses are also always crowded, meaning that the demand to run more of them is there.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

First, bring back the red line. We cannot have an effective public transportation system if we don't have a train that goes east-west in the city.

To increase reliability, I would introduce and support legislation that increases the bus fleet size and number bus operators hired. I would also support less restrictions on the amount of overtime a bus operator can work, and support a more realistic sick leave policy where operators can just call out for one day at a time. I support the city council's bill for complete streets because we should be prioritizing buses and trains over cars since $\frac{1}{3}$ of the city's population doesn't drive.

3 .Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

Public Transportation is very important to me because I do not own a car and get around mostly by bus. Every day is a gamble whether or not I'll get where I need to go on time, even if I build lots of extra time into my trip.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA . Now that this law has been repealed, how would you propose to address the deficit?

As per Senate Bill 277 in the last legislative session, I would increase capital outlays and use the \$29.1 million allocated for the MTA Transportation Trust Fund. In addition, MD could easily fund Baltimore's transit needs using the billions that Hogan is instead going to waste on suburban highways,

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

Increase the frequency of crosstown routes, especially the Blue from downtown westward and the Navy from downtown eastward because they mostly make up the alignment of the cancelled red line. Also increase frequency of the gold, 22, 30, 31 because they are great connectors west and east to the light rail and metro north of downtown. I'd also add a bus route that connects Druid Hill Park and Mondawmin Mall to the neighborhoods east of I-83 via Druid Park Lake Drive and 28th/29th Streets, because it takes forever to have to go all the way downtown and back up.

I'd address these ideas by supporting state funding increases to the MTA budget.



Maggie McIntosh

House of Delegates, Legislative District 43

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

While the Red Line was certainly not a magic bullet to fix our transportation issues, the cancellation of the project is a major step back in any effort to develop an integrated multi-modal transportation system for the region. I am very concerned that even with a change in gubernatorial administrations, we may not have another opportunity for that kind of federal investment in our transportation system for many years.

I have also been carefully watching the continued implementation of the BaltimoreLink bus network. While an overhaul of the bus network was long overdue, I remain concerned with some of the changes that have been made and the stance of the Hogan administration that this investment is a suitable substitute for the Red Line. The BaltimoreLink plans and rollout left a lot to be desired, but I do very much want to compliment the efforts of transportation advocates like Bus Workgroup 14 who helped address some of the major issues in the early plans.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

Ultimately, our transportation system has to work for the people it serves. For me, a goal that makes sense is to pursue a transportation system where someone can get from any point in Baltimore City to any of our major employment centers – for example, BWI – in an hour or less. I believe having a big goal helps clarify whether the decisions and investments we make are wise and adequate.

In my position as Chair of the Appropriations Committee, I've been able to find leverage points where the Baltimore Region could secure additional investment in our public transportation system. I have the judgment and experience to recognize when the opportunities arise, and will continue to be an effective advocate for transportation investment.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

When I speak to constituents, especially those with young families, I hear about three main issues that need to be addressed for Baltimore to not only retain population, but to begin to grow: education, public transportation, and crime. These are my top priorities and I try to give them each equal weight because they are all interconnected.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

As Chair of the Appropriations Committee, I took a leading role in the effort to repeal the farebox recovery mandate exactly because it artificially constrained investment in our public transportation system.

One of the unheralded accomplishments of this session for the Baltimore region was including provisions in the Metro Funding Act – which came through the Appropriations Committee - to increase operating and capital investment in MTA service throughout the Baltimore region coupled with a comprehensive transit needs assessment for the region, similar to what the Washington, DC region did a decade ago. The needs assessment will be invaluable to demonstrating where and to what level additional state investment is needed to provide our region with an adequate transportation system.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

While I am hopeful that there will be an opportunity in the future to revive at least portions of the Red Line, there is an urgent need to think of alternative ways to move people East-West across Baltimore. If it is not a light rail project like the Red Line, it has to be something that takes vehicles off our roads or else there is no time-saving benefit created for riders.

In the absence of a light rail line, bus rapid transit could be an option worth exploring. Obviously BRT projects require significant planning and infrastructure investment, just like rail.

Any major transportation project in the region will require local and state cooperation, and likely a significant state funding commitment. The role I can play is bringing people together to make sure that coordination occurs and that whenever a project is ready to move forward funding is there.

State Senator, Legislative District 44



Aletheia McCaskill

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

My major concerns about the state of our public transportation are (in no particular order) the environment, accessibility options, safety for riders/employees and mechanical safety. Some of my recollection is directly from commuters.

Environment-I applaud the MTA for the many efforts of the GO GREEN initiative; especially with the previous administration. Now, the campaign doesn't seem to be promoted. Some would say because the Hogan administration is not as concerned with climate control. I would love to see certain programs continue to expand to all of its fleets such as the Flyer Xcelsior Electric Hybrid & clean diesel.

Accessibility-It is frustrating to see commuters being very inconvenienced due to inadequate public transportation. Here in Baltimore, especially with the unfortunate cancellation of the Red Line and the redirection of the LINK system, commute times have increased and the convenience of improved connections to jobs, entertainment, shopping and vital services have major disruptions. This holds especially true with the MARC and Subway systems.

Public safety-it is extremely alarming to hear of the incidences that occur within the MTA. We will not control everyone's appalling behavior, but deterrents can be put into effect to promote more peaceful commuting. Although I am not privy to all the details set by MTA on security and the promotion of employees' mental health procedures, I would like to increase safety measures for everyone who relies on public transportation. Perhaps more patrol and the use of cameras on the buses and at bus stops. As for the employees, the stress level can get pretty elevated; which may cause them to lash out to customers or less motivated on the job. Prevention of course is better; however, other coping techniques should also be handy. It could be the very difference between de-escalation and a full-blown altercation with riders.

Mechanical safety-I am grateful for the safety measures and inspections of our MTA system, however, I was appalled to hear of the subway shutdown earlier this year! I still have questions about the handling of this matter. I had several clients, constituents, community and family affected by the sudden breach of transportation. I would like to see more accountability and transparency throughout the system (i.e. inspection reports)

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

An effective transportation system in the Baltimore area, would allow all regions in the Baltimore area to be accessed via the Baltimore transit system and allow flexibility and freedom for riders. I would also like to make sure commuters are provided with the most safe and reliable system. This will allow residents as well as tourists to see and take advantage of the Baltimore attractions and have more freedom with transportation issues. Of course, keeping abreast monthly/quarterly public meetings with the community and interest groups would have to continuously be implemented. I would continue the community public hearings. However, I would require the meetings be adjusted to a more feasible time and offer incentives for volunteering. Increase commuter programs and connector options like those in DC, New York or even Howard County Maryland would be optimal. To help increase revenue from ridership, I would support smart advertising and promote public safety. Of course, all of this takes money to accomplish. I would secure funding for our public transportation either through government securities or private funding.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

Transportation is ranked in my top 5 campaign issues. As a matter of fact, my latest walk and mail campaign literature that has gone out, it is listed as number two. Transportation is such a broad subject to tackle because it coincides with many other concerns of mine's such as the environment, economic development, education, recreation, and senior care.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

Although I am familiar with this mandate and how it has create a deficit within the MTA, I would heavily rely on organization such as For Bus Workgroup 14, Amalgamated Transit Workers Union Local 1300, Baltimore Bus & Transit Riders Union, transit activists, Transit Choices & Central Maryland Transportation Alliance to dispel any myths and explore first-rate options to create revenue so that MTA can continue exceptional service to the Baltimore Metro area.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

Perhaps one of the most neglected areas by the incumbent, and one of the key reasons why we need a new Governor and a new Senator is the cancellation of the Red Line! The proposed Red Line would have made all the difference for commuters. When the Governor cancelled it, the Senator from my district should have been screaming bloody murder. Transportation in this district for everyone can mean the difference in what jobs we can accept, what jobs or internships our kids can compete for, what areas we live in and where we spend our money for daily necessities. It's an economic development issue. The lack of service also impacts our Seniors (especially w/o disabilities)- many of whom rely on public transportation to do their shopping or attend their social events- One of my TOP priorities as Senator WILL BE to get additional transportation options funded for this area-it's not only a matter of safety and services- it's a matter of economic development. Until the County starts giving its fair share of job opportunities, we will have to rely on the ability of public transportation to get us where they ARE!



Shirley Nathan-Pulliam

State Senator, Legislative District 44

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

Currently the transit system is very disjointed and does not provide or support opportunities for citizens to assess public transportation to get to jobs unless you live in certain communities.

The schedules for subway, buses, light rail are not coordinated to minimize the travel time which also place a burden on citizens that have to rely on public transportation to get to work or conduct daily life activities.

Due to the lack of connectivity amongst the current transit system, Baltimore is not a city that has an infrastructure that could support public transportation as a primary resource for travel for citizens. This increases car ownership for those that can afford it, traffic congestion, car accidents, car insurance costs, environmental pollution, and incentives for businesses to locate here to grow the economy.

Very disappointed that all of work that went into developing proposal and plans for expansion of red line was rejected.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

My vision is a state of art transit system that provides accessible, safe, interconnected, and seamless public transportation services to citizens regardless of their zip code. To ensure this developing or enhancing a transportation committee that would get input from current citizens that commute, citizens that face barriers, legislators, urban and environmental planners, engineers, business owners, and all stakeholders to develop a comprehensive plan of action to ensure success.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

Public Transportation is a key issue and concern for me and it is also important to my constituents. It is interconnected to healthcare accessibility, the growth of the economy, and public safety amongst other issues. When we look at these issues collectively then our efforts to make improvements will help provide necessary solutions to multiple critical issues impacting citizens in Baltimore.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

The MTA will have to institute cost savings strategies such as lowering operational costs, administrative costs and reduce raise while designating higher percentage of funds raised from interconnector toll fees to offset deficits. In 2020 I would support a budget increase earmarked specifically for transportation. I

do not support raising the farebox fees on the public that would place an additional burden on consumers.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

There were key resources, human capital, time, millions of dollars and excellent strategies developed to implement the expansion of the redline. I do not believe this should be so easily dismissed due to the current limitations in resources for transportation. I think it would make sense to revisit the plan, and thoroughly research what can be improved and implemented in phases with dedicated resources. Otherwise you are looking at many more years of planning, before reaching a proposal and plan. There also seems to be a delay in alternative proposal of purple line.

House of Delegates, Legislative District 44A



Keith E. Haynes

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

The biggest concern I have regarding transit in the Baltimore City Region is the fact that the region really does have an efficiently integrated system of travel. This is absolutely necessary in order for the region to grow economically and otherwise. Although we have various modes of travel, they are limited to usually a single line such as the metro or the light rail. Even the proposed Red Line was a single line only. We should focus on a fully

integrated system which move people efficiently and expeditiously to their destinations throughout the region.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

My vision for an effective transit system for Baltimore includes bringing together all of the modes of travel and line together and fully integrate those lines in order to have an efficient and effective delivery of transit services with expediency. This strategy would require the MTA to come up with such a plan taking into account the views and wishes of the public.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

As current member of the Appropriations Committee which actually funds the MTA, Transportation has always been at the top of my priority list and will continue to do so.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

Removing the fair box mandate actually provides more flexibility to put in new lines where they are needed which may have been otherwise prohibitive because of the fair box recovery mandate. I believe when the actually looked at removing it we anticipated a small drop on new lines until the ridership stabilized on those lines.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

Moving traffic and people from East to West and vice versa is a major problem in our city. I believe that we must first improve traffic flow on those roads which are major arteries of moving people across the city. Secondly, With the cancellation of the Red Line, the only fiscal alternative is to look at our transit system and create special express lanes and buses dedicated to move people from east to west and west to east. In order for this to work you have to have public input.

State Senator, Legislative District 46



Bill Ferguson

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

Our state, and more specifically the Baltimore region, wholly lacks a coherent vision and plan for public transportation. We are currently investing too heavily in an automobile-based transportation system, and we are falling behind our peer regions. With the passage of the gas tax increase in 2013, we have sufficient funds at the state-level to provide a more comprehensive transportation vision, and we have sufficient funds to implement it.

BaltimoreLink has been an objective failure, resulting in a net decrease in transit ridership since implementation. Furthermore, the current Administration has an unbalanced focus on building roads and highways instead of focusing on how to most effectively and efficiently move people and goods. During the 2018 Session, the General Assembly worked to bolster capital improvement funds for WMATA metro. Concurrently, the Maryland Transit Administration (MTA) shut down the Baltimore subway for a month for emergency repairs. The juxtaposition is clear.

We worked with our colleagues from the Washington area to ensure that investments in WMATA accompanied a new plan and new investments for transit in the Baltimore region. At passage, the legislation authorizing a long-term commitment to WMATA included three important provisions: (1) mandated annual funding increases for MTA's operating budget, (2) development of a new long-range transportation plan for the Baltimore region, and (3) a requirement for MTA to develop a comprehensive capital improvement plan for existing transportation assets. During the next term, it will be essential that we hold MTA and MDOT accountable to these commitments.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

It is unacceptable that the reliability of our public transit discourages ridership and thereby future investment in the system itself. My vision for the Greater Baltimore Region's public transportation system is one that is efficient, effective, and multimodal. People should be encouraged to use public transit in the Baltimore Metro area, knowing it will be safe and reliable to get from place to place. That means both increasing the number of bus and rail lines, as well as connectivity between transportation options.

Increased connectivity in our public transit system has the ability to create equitable opportunity to sustainable jobs and a higher quality of life for Baltimore's residents. There must be better options for City residents to access jobs at places like BWI Airport and surrounding counties, as well as better opportunity for residents in Southwest Baltimore neighborhoods like Cherry Hill, Brooklyn, and Curtis Bay to reach Downtown and anywhere along the water.

The development of a comprehensive, long-range transportation plan like the one MTA is currently tasked with creating should be holistic in its approach to multimodal transit. Baltimore can be a leader and innovator in efficient and connected public transit by investing strategically. Baltimore should leverage its current bus, rail, water taxi, pedestrian, and bicycle infrastructure to increase economic opportunity and mobility.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

Effective public transportation is one of my top policy, let alone campaign, issues. To create a self-sustaining Baltimore with an upward trajectory of growth, we must invest in education, public safety, and public transit. These three issues are invariably linked and must inform one another in the policymaking sphere.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

I would proud to help pass the Farebox Recovery Mandate Law's repeal in the 2017 Session alongside my teammates, Delegate Brooke Lierman, Delegate Luke Clippinger, and Delegate Robbyn Lewis. This year's WMATA funding bill (SB 277) will be a good start to addressing MTA's deficit as funding is increased by 4.4% each year. We know that modest increase in spending will not be enough long-term, but will have to rely on the long-range transit plan, along with the comprehensive capital improvement plan for existing transportation assets, before we can accurately target long-term public financing needs.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

The cancellation of the Red Line was a disastrous decision by Governor Hogan and leaves us again with the important task of connecting the East and West sides of Baltimore in a meaningful way for its residents. One mechanism for addressing this issue would be the creation of a Bayview MARC station. Now is a timely and critical opportunity for this project as Johns Hopkins begins a \$461 million expansion and renovation of Bayview Medical Center. In addition, we should increase the number of dedicated bus lanes and buses actually running along those routes. Adding a connected Circulator route could also help connect East and West Baltimore.

House of Delegates, Legislative District 46



Luke Clippinger

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

The transit system in the Baltimore Metropolitan Area is not reliable, efficient, or comprehensive. There are clear issues with maintenance, as demonstrated by the Metro Subway's unannounced shut down earlier this year. Further, I have heard hundreds of stories from constituents of buses that don't arrive when they are supposed to arrive - even after the alleged improvements that were made to the system. In late April, I attempted to catch a bus at Fort and Webster Street. I texted the MTA before the bus was to arrive, and it took ten minutes for a response from the allegedly automated system to arrive on my phone to tell me when the bus was scheduled. Then, the bus that was supposed to arrive didn't show up.

Fortunately, I was able to use the Baltimore Bikeshare system to get where I needed to go that morning. For many Baltimoreans however, phantom buses result in lost jobs, missed opportunities and a poorer quality of life. We have to do better.

In the 2018 General Assembly session, I supported the funding bill for the Washington and Baltimore Metro systems. As passed, the bill mandated a minimum 4.4% annual increase to MTA's operating budget, allocated nearly \$30 million in supplemental capital funds each year, required a full capital needs assessment, and a new Central Maryland Transit Plan to be created with input from riders and area businesses. Baltimore should have a range of multimodal transit options, including buses, bike lanes, pedestrian paths, light rail, water taxis, and cars. We must have a comprehensive plan.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

It shouldn't take you any longer than 45 minutes to get from one place to another on Baltimore's local transportation system (i.e. not longer-distance commuter-rail system), with a transfer included. I talked recently with students who live in Graceland Park and go to school at Digital Harbor High School whose morning bus-ride to school takes them an hour and a half. That's unacceptable.

We need a comprehensive plan that improves and expands heavy rail, expands commuter rail services to include new stops for the MARC line at Bayview and Riverside, and expanded MARC availability at West Baltimore. We should consider additional circulator lines to connect people in south Baltimore to jobs in northern Anne Arundel County among other potential routes. I would use existing gas tax revenue to make that happen.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

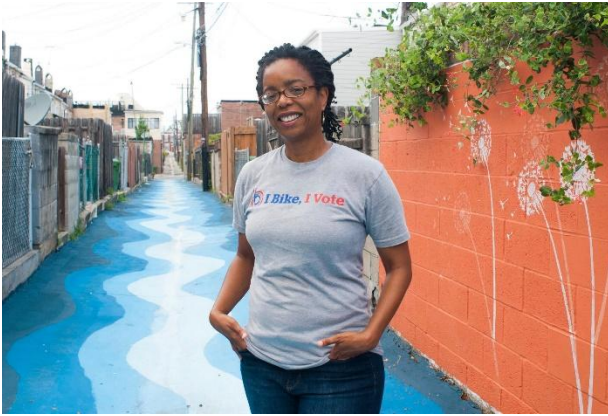
Baltimore public transportation is one of my top 5 issues. In no particular order, they are criminal justice, improving education, worker training and workforce development, public safety, and transportation. All of these issues are inextricably linked to creating a thriving and sustainable Baltimore. As Baltimore's population continues to decline, investing in public transportation is one vitally important component to attracting and retaining major employers and individual talent.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

I co-sponsored and voted for Delegate Lierman's successful legislation in 2017 to eliminate the Farebox Recovery Mandate. In 2018, I supported further legislation that will (1) require a 4.4% increase in operational funding every year, (2) require additional capital funding, (3) requires MTA to create a new transit plan for Central Maryland, and (4) requires a new capital needs assessment to be completed. I also supported the increased gas tax in 2013 that, in part, was meant to strengthen public transportation across the State. I would use some of those funds to address any deficit created by the elimination of the farebox recovery rule.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

I would bring back construction of a Bayview MARC station. It won't solve all of the transportation problems because it doesn't run often enough, but it's one part of a short term solution. With respect to buses, there are already dedicated bus lanes that run across town, and we should look at expanding the frequency of the buses that run on these east-west bus lines. We should also consider a circulator route that would mimic the route the Red Line would have taken. Additionally, we should expand the number of local buses that run through the Fort McHenry tunnel.



Robbyn Lewis

House of Delegates, Legislative District 46

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

Public transportation (mass transit or transit) is at the center of my vision for a healthy, equitable, and sustainable future for our state, region and city. As a public health professional and transit activist, it is blatantly obvious to me that well-being and mobility are inextricably

intertwined. I am passionate about the connections between transportation and human health, and therefore ground my policy priorities in this context.

My background in public health, combined with my activism around the environment, land use and transit, are the foundation of my policy priorities. I served on the Southeast Complete Streets Workgroup and contributed to the first ever complete streets plan in Baltimore, issued in 2012. I served on the Mayor's Transportation Safety Advisory Group in 2011-2012. I founded a transit advocacy group and helped create the first regional transit alliance to fight for the Red and Purple Lines. As Delegate, I now serve on the House Environmental & Transportation Committee. Further, I am car-free by choice and use Baltimore's transit, bicycle and other mobility services to get around. The topic of transportation is incredibly important to me personally, but I also have a deep understanding of its importance to our city's future.

An efficient transit system is the sine qua non for equitable development, i.e., development that dismantles barriers to health, education and opportunity while also strengthening economic opportunity for everyone. Equitable development hinges on transit equity. The greatest weakness of Baltimore's transportation system is that it privileges relatively wealthy, mostly white car-owners and denies opportunity to the working and poor people, the majority of whom are African American. When we address the inequity in public transportation we will simultaneously remove one of the greatest obstacles to creating the sustainable, healthy, just, inclusive and economically vibrant city and region that we deserve.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

Some still lament the loss of Baltimore's streetcar system, which at its height boasted nearly 500 miles of streetcar lines. The lamentation is legitimate, because replacing that infrastructure would cost about \$5 billion (streetcar construction costs about \$10 million per mile). The price tag is imposing, but the vision – a city connected by a rich web of rapidly and frequently moving, equitably distributed transit – is achievable. I am committed to working toward that vision as a legislator and as a community activist.

I believe that to achieve this sustainable, healthy, just, inclusive and vibrant future depends on reducing our dependence on cars and investing in modern mass transit infrastructure. Baltimore's future must include modern, richly connected mass transit system, complete streets, a bike network with protected lanes that connect to transit, and pedestrian amenities.

My transit vision for Baltimore metro can be described in one word: connectivity. Anyone living in any neighborhood of any income or education level, no matter what their zip code or genetic code, should be able to easily and quickly move around the city and region to reach employment, education or leisure amenities. There are places in the world where this is a no-brainer – I have lived in and visited such place, they are not imaginary, not science fiction. Because other places have figured it out, I know that we can too.

In addition to connectivity, my vision is rooted in equity.

In order to bring this vision to life, we need to incentivize mode shift among people who have choices. The biggest barriers to this mode shift are accessibility and reliability of alternative transit options. Having made the shift away from car ownership myself, I know that this can be challenging in Baltimore, because we do not have high quality, legible, alternatives to car ownership; we continue to subsidize car ownership and rob the public purse to preferentially advantage car owners and disadvantage transit-dependent people.

The best way to move people toward mode shift is to make it easy and pleasant to get out of their cars. We do this with a combination of incentives, including but not limited to:

Complete streets everywhere, in every neighborhood

An easily legible wayfinding information that includes reliable arrival information everywhere

Improve the quality of MTA bus service so that buses take people where they want to go, when they want to go, at frequent intervals and in a pleasant environment

Minimize parking requirements, and really make it clear that we mean it by preferential approvals of development projects that follow this standard.

Rewarding people who choose to downsize the number of cars they own, or who go car-free.

Enable employers to reward employees who use bike and walking to get to work, such as I tried to do with my Parking Cash Out bill HB 1637.

Complete construction of Baltimore's bike master plan with all the protected bike lanes.

Investment in modern mass transit infrastructure, i.e. fixed rail

Establish policies that improve working conditions for transit service workers (operators, mechanics, etc.) including support to transit unions and expansion of transit union membership

Although I have been in office just one year, I have already begun to work on the types of incentives I list above. For example, this session I introduced the Dedicated Bus Lanes Enforcement bill (HB749) designed to ensure that MTA buses can move quickly thru downtown on the 5-miles of dedicated lanes. (This bill passed unanimously out of the House of Delegates but stalled in the Senate. I intend to reintroduce the bill next session, so long as I am elected.) I also introduced an incentive to reduce car-dependence, the Parking Cash Out bill (HB 1637). This came thru late and did not receive a hearing; I will work hard to pass it next year. I also co-sponsored bills to create a statewide Complete Streets policy, and establish a statewide Complete Streets grant fund; both bills passed. I will continue to work on

similar efforts if I am re-elected. I will also do all that I can to position Maryland to compete for future federal transportation funding, which must be secured to undertake large scale modern mass transit infrastructure.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

I would rank my priority issues as follows: first, human health and universal access to quality health care; second, transportation and expansion of quality, modern, equitable mass transit; and third, fully funded, high quality universal public education.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

I think we must try again to pass the Farebox Recovery Mandate repeal. If we get a democrat in the Governor's office, I believe we'll be able to pass this bill. Now, we would still have to address to negative impact in funding, and that is important. I believe that we must reallocate our available transportation dollars and stop wasting them on highway and road expansion. It's a question of priorities. Long term, however, we must begin to creatively adopt other financing approaches to fund mass transit, such as ballot measures, value capture, and other approaches. We can learn a great deal from other places that are doing this intelligently, such as Hong Kong.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

I have advocated for, and worked to pass, measures that would increase the reliability and accessibility of our public transportation in Baltimore for the past 8 years. In 2010, I was selected to serve on the Station Area Advisory Committee for the Red Line. I was assigned to the Highlandtown-Greektown station, which was the site closest to my home. I talked to a lot of folks about concerning the Red Line-- elected officials, community leaders, nonprofit leaders, friends and allies in Baltimore city as well as in Montgomery and Prince George's counties. The message came thru clearly: to win construction funding, Baltimore needed strong leadership and advocacy for this project. What was missing in Baltimore's advocacy ecosystem was political action on behalf of transit.

In 2011, I conceived and founded Red Line Now PAC, the first grassroots, volunteer-run political organization to demand transit investment in Baltimore's history. I decided that if no one else would stand up for Baltimore, I would. In the lead up to the 2013 legislative session, I led Red Line Now PAC to mobilize almost 1000 residents along the project corridor from east to west

and lobbied most every city councilperson and state delegate and senator on the corridor as well. I helped to create the first ever regional transit alliance -- the Get Maryland Moving coalition -- to bring together Red Line and Purple Line advocates to fight for the 2013 Transportation funding bill. We did our small part to get that bill passed, ensuring the state's funding for Red Line construction.

While we were all heartbroken at Governor Hogan's reckless decision to cancel the project, I remain committed to working for modern mass transit in Baltimore City.

Hogan destroyed our hopes for the Red Line, but he cannot stop us from fighting to build modern light rail and stitch back together the broken parts of our beloved city. We must work to creatively design and finance modern rail transit thru other means, such as public private partnerships, ballot initiatives, value capture and other mechanisms. In the short term, as I mentioned above, we need to continue supporting MTA to improve the quality of bus service. In the medium and long term, we must build modern fixed rail to connect the east and west sides of town, to create an authentic transit network with MARC and existing light rail. I'm committed to work on all of this, and more.



Brooke Elizabeth Lierman

House of Delegates, Legislative District 46

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

Creating exceptional public transportation and public schools are the two biggest ongoing challenges our City and region face. Baltimore can never be a truly great City without reliable, efficient, and comprehensive public transit options. Residents must be able to move efficiently around the region without a car - be it by rail, bus, water taxi, bike, or on foot.

Multiple populations in our region need and want better non-car options – millennials, retirees, commuters, and all those individuals who cannot afford a car. Maryland employers, too, regularly bemoan the state of public transit in our region and desire for their employees to be able to get to work in a more pleasant and efficient manner.

Creating a high-quality public transit system is necessary to enable Baltimore to break the cycle of poverty as well – in a large, continuing study from Harvard, commute time was shown to be the single strongest factor in the odds of escaping poverty. Today, many Baltimoreans have jobs but face hour-plus commutes on public transit to places that take less than a quarter of that time in the car – to the airport, to Amazon, across town. It is unacceptable.

We need to have a vision and plan for what public transportation we want to see built in the next 10-15 years, and we need a strong coalition to coalesce around that vision and push it. We must decide whether a regional authority would work better than the statewide MTA, or whether we should press on with an oversight and planning board like the one in the bill I sponsored that Gov. Hogan vetoed (HB1010, 2016). We must decide what transit we should invest in – rail, BRT, subway, etc. And, we need our employers to step up and work with employees, advocates, and other groups to form a large coalition and grassroots effort advocating for better public transit in our region.

Public transit affects all workers and all residents – therefore, having a coalition across issue areas is important to demonstrate to political leaders the urgency and desire for better transit.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

Baltimore must have an interconnected system that enables employees and residents to get around in a variety of ways. The system must (1) be reliable, (2) offer multiple options for travel, and (3) be efficient.

Currently, there are multiple methods of traveling around Baltimore – none of which is efficient and none of which is connected to the others. For instance, individuals should be able to get from one side of town to the other using either a bus or a rail connection. We should also do more to use the water and allow individuals living in Brooklyn or Cherry Hill or Westport to commute downtown or to other waterfront neighborhoods via harbor ferry. We need more bus-only lanes, and the Circulator should complement the MTA bus routes, and expand throughout the City.

As noted above, we must have a robust, well-funded, politically-capable, grassroots organization that is driving the need for change and demanding better public transit. Like organizations such as Move LA, MetroNow, and more, Central Maryland would benefit greatly from having a well-funded organized voice that represents diverse groups – from transit advocates to AARP to unions to businesses to environmental groups (Get Maryland Moving is the beginning of such an entity). Only when public transit becomes the issue that state policy makers feel that they must act on will real change begin to happen.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

One of the reasons I ran for state office in 2014 was because the #10 bus was so unreliable and I wanted to live in a City where I did not need to rely on a car all the time. I was a member of the Red Line Citizen Advisory Council and my local SAAC, and I have introduced or spent time working on legislation regarding public transit during every session since I was first sworn in. In other words, public transportation in Baltimore is one of my top concerns and issues.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

I was proud to be the lead sponsor of HB 271 in 2017, and to partner with transit advocates and businesses to repeal the farebox recovery mandate. In order to begin filling the deficit created by this law and by underfunding during this Administration, I championed an amendment to the WMATA funding bill this past session to mandate additional increases in funding over the next few years. HB 372, as passed, includes an amendment for MTA that does 3 things: (1) requires at least a 4.4% increase of operational funding each year (this year MTA was flat-funded), and requires additional capital money, (2) requires MTA to create a new central Maryland transit plan that includes stakeholder input, and (3) requires MTA to create an unconstrained capital needs assessment, similar to the one created by WMATA. Only when we know what MTA's plan is and what its true capital needs are will we know how much funding is necessary to allocate in the coming fiscal years. More locally, I believe that the traffic mitigation fees that developers pay are inadequate to address the needs being created by the increase in density. The mitigation fee should be increased to fund services like the Circulator and water taxis to ensure that residents have options for traveling around town.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

Traveling west-east in Baltimore and our region is a huge problem for residents and workers, and we must decide on a way to move people – not cars – more efficiently, and then implement that plan in a timely fashion. I believe there are several transit methods worth exploring and investing in:

- 1) Bayview MARC: Creating a Bayview MARC station would be beneficial both for the Bayview community, hospital, and new development on that side of town, but also for residents around the City as a way to travel East or to more easily access MARC services. There is already a plan on the shelf waiting to be carried out, and the City could start to move this plan forward any day.
- 2) North Avenue: As part of the North Avenue rising project, I believe BRT or other quick commuter access could be an efficient and reliable way to help people travel from one side of the region to the other.
- 3) Circulator: Not only was the Red Line cut, but MTA bus service has been drastically reduced along the Red Line route. I believe the City and State should fund a “Red Line” circulator bus to travel most of the Red line route to provide easy access for employees and residents.
- 4) Metro Subway: The subway is generally a reliable way to travel, and the Metro Subway should be expanded to go additional stops.

Baltimore County Districts

House of Delegates, Legislative District 06



Jake Mohorovic

Safe transportation needs to be a reality.

The crime image of Baltimore City discourages the desire to travel by transit.

An audit should be implemented to determine actual income versus actual expenses.

A giant effort is needed to apply for federal loans and grants.

Partnerships need to be developed between large companies and public transit stakeholders.

Major employers should pay the transit fares for its employees.

State Senator, Legislative District 11



Sheldon H. Laskin

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

Public transportation in the Baltimore Metro area is a patchwork of uncoordinated and inadequate systems that do not reflect any strategic vision of using public transportation to build viable, thriving communities rather than using transportation to move suburbanites through communities to their downtown jobs. The Metro and the Light Rail reflect those suburban needs for transportation downtown, with little regard for the needs of city residents for transportation within the city for employment, family and community needs and for recreation. City residents largely rely on buses to travel within the city. There are far too few buses, too many required transfers, and grossly excessive travel times to a destination. City residents need to get up hours before school and work to allow time to get to their destinations on time. In short, the design and operation of public transportation in the Baltimore metro area discriminates against city residents and is a barrier to building healthy communities.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

Public transportation must be designed to foster community building, not just to move people to downtown locations. A truly sustainable transportation system provides local, regional and inter-regional accessibility at an affordable cost to families and neighborhood businesses while facilitating community needs for social and economic exchange. Such a system minimizes environmental harms by reducing dependence on the automobile. The mission of such a system is to enhance the environment while protecting and improving communities. All state, regional and local agencies responsible for designing and operating public transportation must actively work together to design such a system. "Active transportation" (walking and biking) must be essential components of a healthy public transportation system. Above all else, the affected communities must be actively involved in the planning of such a system throughout the process. Ultimately, a sound public transportation system requires that all stakeholders have a seat at the table in order to assure that the system builds communities through transportation and not transportation through communities. In order to implement this vision, I would convene community groups to draw up a comprehensive list of the community's transportation needs and vision for implementing those needs. Ultimately, this community list should generate specific programs for comprehensive state and local legislation to mandate the implementation of a community based public transportation system.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

A healthy public community based public transportation system is the key to building healthy communities and healthy schools that can support good neighborhood jobs and build good community

focused local schools. In turn, the jobs and good schools will reduce violent crime. A city without such a system is a stagnant city that cannot thrive.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

Farebox recovery was always a poor way to fund public transportation. By mandating that fares cover 35% of the operating costs of a public transportation system, the law had the perverse effect of discouraging state spending to improve the system. As operating costs of an improved system are higher than those for an unimproved system, the percentage of costs paid by fares declines, unless ridership increases. But ridership of an underutilized system like light rail won't increase merely because the system was improved. The key to increased usership is placing stations within walking or biking distance of residential neighborhoods and building residential neighborhoods near stations. If people have to get in their cars to drive to a station, they might as well drive all the way to work instead. The problem with repealing farebox recovery was that nothing was put in its place. Rather than base state funding decisions on the percentage of costs paid by fares, those decisions should be based on objective performance metrics of each system. Relevant metrics include:

1. Transit accessibility.
2. Bicycle and pedestrian mode share.
3. Vehicle miles traveled per capita.
4. Carbon intensity.
5. Mixed land uses.
6. Transportation affordability.
7. Distribution of benefits by income group.
8. Land consumption.
9. Bicycle and pedestrian activity and safety.
10. Bicycle and pedestrian level of service.
11. Average vehicle occupancy.
12. Transit productivity.

Systems that score favorably on these metrics should receive priority in public funding.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

Governor Hogan said he cancelled the Red Line because of the cost of a downtown tunnel. As a result, the late Baltimore County Executive Kevin Kamenetz and others proposed a Woodlawn-to-Lexington Market system that wouldn't require a tunnel. But it would still serve one of the region's more important employment centers, the Social Security Administration and Centers for Medicare and Medicaid Services in Woodlawn. Commuters headed to Johns Hopkins Hospital could use the Metro. Buses could further supplement the need to transport people farther east. This is not a perfect solution but it would partially address the need for east-west public transportation.

House of Delegates, Legislative District 11



Jon S. Cardin

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

We need to dedicate more funding to transit and have a full time commission advising on a local and statewide level.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

Full transit options including rail, bus and subway. We need to invest significantly in this

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

Top 3 issues

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

Have the commission make recommendations for long term dedicated funding programs

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

All ideas should be on the table! Never say never.



Dana Stein

House of Delegates, Legislative District 11

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

I am concerned about the quality and accessibility of public transportation in the Baltimore Metro area. While the Baltimore Link program made some marginal improvements, the public bus system needs to be improved substantially.

I am also concerned about safety issues on the Metro Subway system. Having seen some of the safety issues first hand during a visit to the Mondawmin station in November 2016, I am concerned about potential safety concerns at stations throughout the metro subway system.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

An effective public transportation system in the Baltimore Metro area is one that would provide reliable, accessible and affordable mass transit to the large majority of Marylanders, especially in Baltimore.

The cancellation of the Red Line was a tragic mistake. The Red Line would have been transformational, in terms of access to transit and increase in jobs and economic development.

Despite this cancellation, I believe the State should plan for at least a modified version of the Red Line – one that connects Lexington Market with the Social Security complex, for example. I would implement this plan through dedication of more transportation trust funds for transit and less for roads and bridges in less populated areas.

As Vice Chair of the House Environment and Transportation Committee, I would work hard to implement this vision.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

Public transportation (and transportation generally) is in my top three priority issues.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

I would propose allocation of more general funds for MTA.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

As discussed in #2 above, I believe the State should plan for at least a modified version of the Red Line – one that connects Lexington Market with the Social Security complex, for example. I would implement this plan through dedication of more transportation trust funds for transit and less for roads and bridges in less populated areas.

I also would support extension of the Metro subway system to North Avenue from its Johns Hopkins end-point.

House of Delegates, Legislative District 12



James Howard

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

My greatest concern about the state of public transportation in the Baltimore area is that that we do not have a comprehensive system. We have a mishmash of facilities...MARC, Light Rail, the Subway, and MTA's local and regional routes. This is not a system in any meaningful way, because the nodes do not always meet up, moving from one mode to another is not contemplated by the designers, and this does not even address connections to the suburbs. And this is despite the fact all modes have one common manager, MTA.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

My vision for an effective public transportation system in Baltimore has four parts. In the first part, we must engage the local jurisdictions around Baltimore with the city in participating in a common network. While there are currently fora for such work, most importantly, the Baltimore Regional Transportation Board, this organization is not actively engaged in the planning process.

This leads to the second part, a comprehensive regional plan for development. Initiatives like Smart Growth from the state provided incentives and guidelines for focusing development. But local jurisdictions were not charged with working together. Many transit across county lines every day for work, school, and play and the local governments must be cognizant of how their pieces fit into a whole.

The third part, closely fitted to the second, is that public transportation must be a part of that comprehensive development plan. Transportation must be baked in from the start and development should be guided to where transportation options are. Further, where possible, transportation must be backfilled into existing neighborhoods. As we know from experience, this will increase nearby property values.

Finally, any meaningful Baltimore public transportation system must be married to the existing and planned DC transportation network, especially WMATA. Like others crossing local jurisdiction lines, many go into DC and even into the Northern Virginia suburbs for work. For someone living in Baltimore, MARC can be a feasible transit option, but in the Baltimore suburbs, one is almost always forced to drive. Conceiving of the region as one, rather than unrelated metropolitan areas, we can improve the transit options for everyone.

The best way to implement this is to empower both the state and local governments to cooperate with each other on planning decisions. And when local governments are not willing, they must be provided incentives to cooperate. The exact form of this is not clear, but the Maryland-National Capital Park and Planning Commission, serving Montgomery and Prince George's County provide evidence that joint planning can work.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

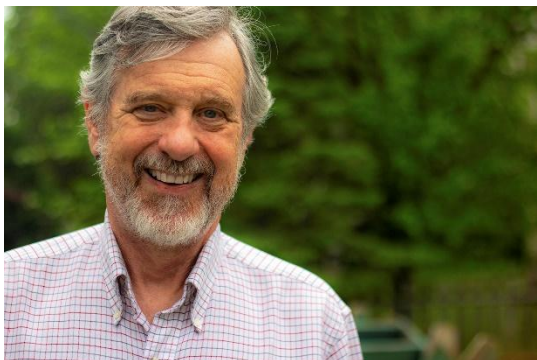
Public transportation is not ranked, per se, because like all quality-of-life issues, it is intrinsically linked to all of the others: development, educational opportunities, job creation, and so on. These must all be worked on together because opening up one aspect and not providing the rest of the puzzle will leave gaps. For instance, now we have a situation where neither jobs nor homes are well-served by transit. But if transit is built and we do not focus development around it, the transit will not be used. Therefore, transit is part of a comprehensive part of improving the lives of everyone in Baltimore metropolitan region.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

My plan is to increase capital funding for transit. The Farebox Recovery Mandate placed a pinch on potential loss-leaders and encouraged the MTA to not invest in system expansion. With the Mandate gone, there should be an increase in investment. Fortunately, capital funding can be acquired without raising taxes. The long-term beneficiaries of those investments, future users, can pay for the cost of capital through farebox revenue and long-term tax gains.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

While many are looking for alternatives to the Red Line, the best solution is to bring the Red Line plan back. It is clearly established that there is no policy nor financial reason for killing the Red Line. Its costs are comparable to the Purple Line in Montgomery and Prince George's counties. And its return for rider is also expected to be similar. There is, however, a political justification in that the powers that killed the Red Line did not see supporting urban Baltimore residents as benefiting them. With this in mind, instead of looking for alternative plans, the Red Line must be brought back.



Mark Weaver

House of Delegates, Legislative District 12

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

Public transportation in the Baltimore area is a fragmented system that needs investment to be expanded and improved.

The loss of the Red Line was a major blow. We need to make it possible to live and work without using a car every day. This would involve bridging the “last mile.”

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

We need more light rail, but it will be hard to find the money without help from the Federal Government. If we can afford it, we should build it. If it needs to wait for Federal help, then we should expand and improve bus service with the goal of making the bus an acceptable form of transportation for most people. This would help reduce congestion and pollution. The “Link” system was basically a good idea, but it was poorly implemented. would also make any future Red Line more connected to potential riders. Mandating bike/ walking paths in new developments (and where otherwise feasible) would be a helpful, if modest step in the right direction. We cannot expect these projects to always turn a profit in our car-centric society, but they will pay off in the long term. A modest increase in income tax for high earners would cover a good part of the cost.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

My three major issues are: income equality (raising the minimum wage), campaign finance reform and the environment. Public transit improvement is part of that third issue. When we move away from our total reliance on the automobile we will breathe cleaner air and live in a more equal society.

4. Maryland’s Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

The state should fill the gap with funds from a modest income tax increase on high earners.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

If the people of Maryland are willing to pay the cost, then we should build light rail to fulfill the promise of the Red Line. If not, we should have dedicated bus lanes where possible, along with more stations on the MARC Penn Line to connect east and West. I would address the issue by connecting it to environmental concerns, thereby broadening the base of political advocates.

House of Delegates, Legislative District 42A



Stephen Lafferty

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

There is inadequate planning and investment for a regional, integrated transit system, particularly one that will support east-west transportation in the county and to address the needs of large employment centers in the region.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

My vision is to have a regional system that meets first and last mile needs of workers and employers, connects people east and west in Baltimore County, provides local circulator systems that tie into larger transit activities. Having localized circulators would reduce reliance on motor vehicles. I will continue to work with regional partners and legislators to move these ideas forward. I will work with and encourage the next Baltimore County Executive to establish a substantive transportation policy. However, with the current MDOT leadership, it will be very difficult to get the needed funding.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

It is not among my top issues although I do discuss improved transit services.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

I do not have a specific plan but believe that transit is a public obligation so that we must re-balance transportation spending so that transit gets the resources it needs.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

We need to better engage employers who need workers and where transit is inadequate. We need to find last mile services, whether with Zip Cars, rental cars or other such vehicles. There should be an analysis of BRT on the Beltway to encourage use of transit that has quicker movement than vehicles on the road,

House of Delegates, Legislative District 44B



Charles E. Sydnor III

1. What are your major concerns about the state of public transportation in the Baltimore Metro area?

Answer: Baltimore's system of transportation, for the most part, does not provide the mass transit needs necessary to get people out of their cars. My district in the county is urban with transportation needs for work and leisure. The one subway line into the county demonstrates that we can do much better.

The Baltimore area may have lost the opportunity to be an Amazon finalist, in part because of the lack of an excellent mass transit system. In order for such transit to be fast and efficient in our urban environment, it may mean going underground. I believe that excellent mass transit will help our area grow economically such as the Washington Metro did for Prince George's

and Montgomery Counties.

2. What is your vision for an effective public transportation system in the Baltimore Metro area? What would you do to implement this vision?

Answer: I visualize a Washington Metro style transit system for the Baltimore Region. I served on the Red Line Citizen Advisory Council prior to my time in the House of Delegates because I felt the need to get people in Western Baltimore County to Eastern Baltimore County in a timely manner which is something our current system does not do. In fact, I have been championing a cross-county rapid system since the demise of the Red Line to move people from Western Baltimore County to Eastern Baltimore County so that they would be able to access employment opportunities. It took public and private pressure to get the two states and the District of Columbia to create the Metro System. I believe we can do the same in the Baltimore Region with transit focused leadership in Towson and Annapolis. Imagine, being able to get on a train of some sort, from Baltimore/Baltimore County to Annapolis in under 30 minutes! In the House of Delegates, we cannot add that type of money to the budget, however, I would be willing to converse with public officials, transit, community and business leaders and anyone else who may have an interest.

3. Among your priority campaign issues, where does public transportation in the Baltimore Metro area rank?

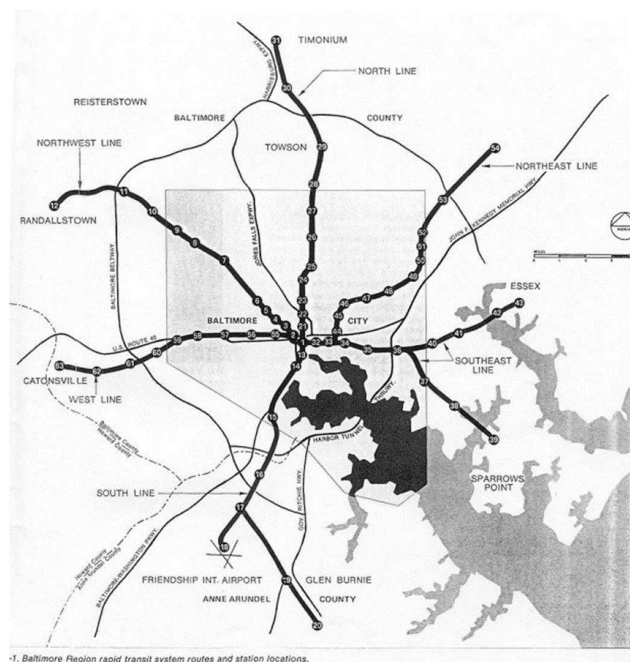
Answer: It ranks right up there after jobs and infrastructure, and education. Both jobs and infrastructure prospects are greatly enhanced with world class transportation. I am now championing a feasibility study that will start this fall, under the auspices of the University of Maryland College Park Colvin Institute and Morgan State University to develop a plan to make the area near Social Security Administration Headquarters, a world class area. Improved transportation is important to the success of this work as well.

4. Maryland's Farebox Recovery Mandate Law created a deficit in the funding for MTA. Now that this law has been repealed, how would you propose to address the deficit?

Answer: We could treat mass transit as a government responsibility, the same way we do nearly all of our streets and highways. The gasoline tax, and tolls have never paid the cost of building and maintaining them. The federal government also has a role to play in mass transit funding, and it does play a role. However, you must have forward thinking leadership at the state level to make this a reality in Maryland.

5. Given the cancellation of the Red Line, what other transit ideas do you have for efficiently moving people between the East and West sides of the Baltimore Metro area; and, how would you address your ideas?

Answer: I believe my prior response addresses this issue. We must elect a governor who believes the Baltimore Region deserves an excellent mass transit system. There has to be a broader vision for the region. I would be interested in seeing discussions around reviving a plan similar to Baltimore City Council's 1968 plan shown below and seeing if we would now have public support.



-1. Baltimore Region rapid transit system routes and station locations.