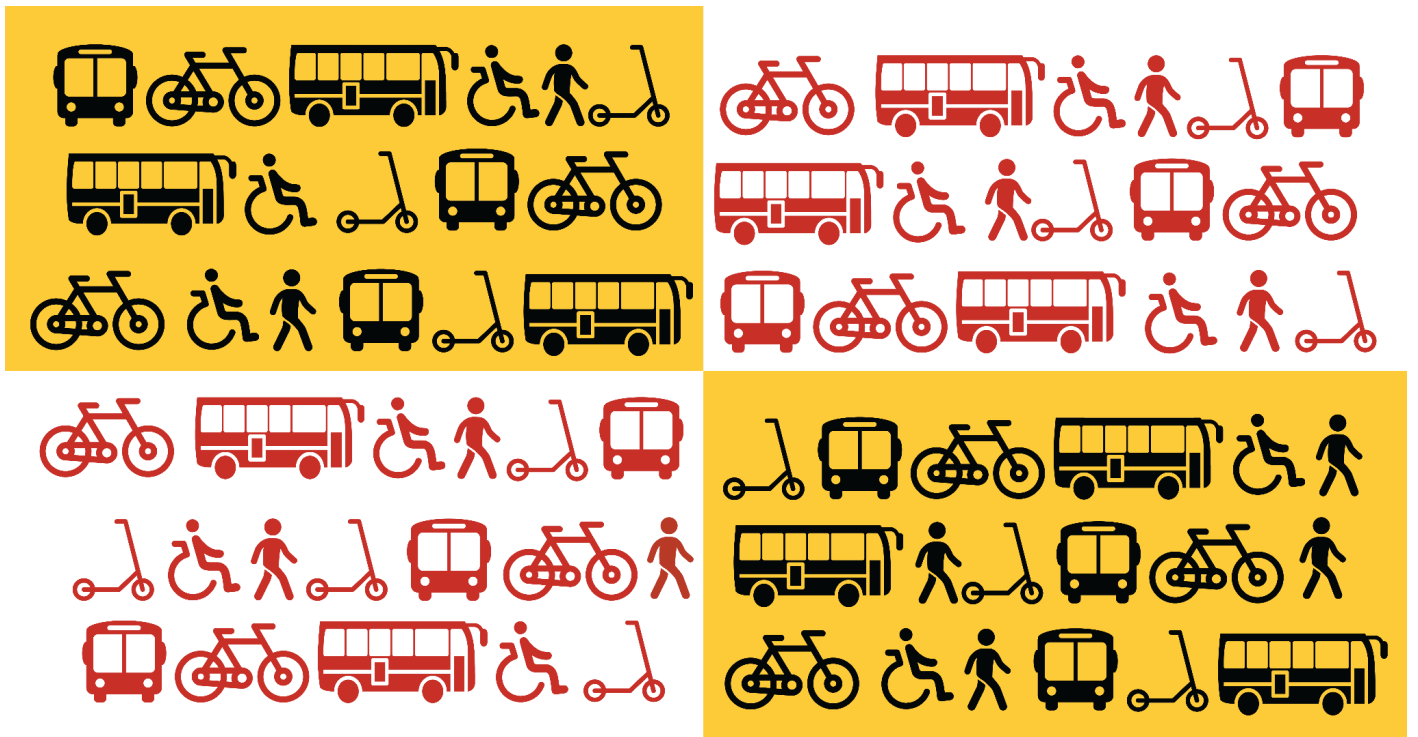

2022 Gubernatorial Transportation Forum

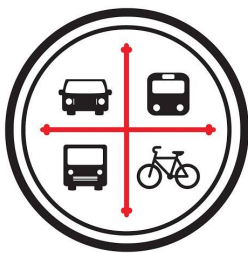


April 20, 2022

The 2022 Gubernatorial Transportation Forum has been made possible through the joint efforts of the following organizing partners:



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



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



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

Supporting partners also include:



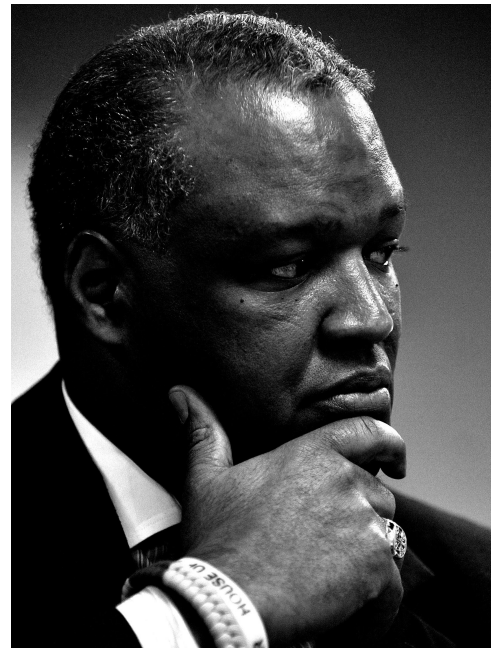
To participate in this candidates' forum, the event organizers requested that candidates complete a written questionnaire. Their responses are compiled here along with brief biographies and headshots. The partner organizations would like to thank all the participating candidates for taking the time to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

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Rushern Baker

Rushern Baker is an advocate, leader, and father of three children, who he raised with the great love of his life, Christa Beverly. As a proud graduate of Howard University, Rushern began his political career serving in the Maryland House of Delegates and then as Prince George's County Executive.



1. *The Executive branch has tremendous power to shape transportation policies and spending priorities in Maryland. But the status quo has been worsening the climate crisis, widening racial disparities, and increasing traffic.*

Nationally and in Maryland, the transportation sector is the number one source of greenhouse gas emissions. Total auto emissions in the Baltimore region increased by 41% from 1990 to 2017. This total outpaced population growth which means that each person's auto emissions grew, amounting to a 20% increase per capita. By comparison, the D.C. region saw total emissions grow by roughly the same amount but their per capita auto emissions actually fell by 6%. This indicates that the region was able to grow its population without growing how much people had to drive. What policies and projects will you champion that will help the rest of the state follow that path?

First, a Baker-Navarro administration would include all members of the transit forum and other stakeholders in any major transportation decisions. As the heart of the state, all statewide transportation policy is de facto Baltimore transportation policy. When Rushern was County Executive he supported the expansion of the Red Line and the Purple Line because he knew that east-west transit options would present tremendous value to both his constituents and the people of Baltimore. Completing the Purple Line and reviving the Red Line will be a priority of the administration, reducing traffic in both metro areas, and benefiting the economic and environmental outcomes for the entire State.

As a member of the Montgomery County Council, Nancy Navarro was a vocal advocate for the equitable expansion of public transit. The wealth of Montgomery County has meant that there has been a lot of investment in the public transportation system over the years, but the distribution has not always been equitable. Many low-income families still cannot afford to live in areas with easy access to public transportation, and are forced to rely on a

combination of personal and public transport. This is not only bad for our community as a whole, but is an economic drain on the people who need that money the most.

2. *The U.S. has seen traffic deaths increase across the country, attributed to an increase in speeding and the increased size of consumer vehicles being sold and operated on the road. Describe the role of walking and bicycling for all ages in your vision of better Maryland transportation, and share what will your administration do to protect vulnerable road users. What changes will the state government make under your leadership to create a safer, more accessible environment on our roads?*

As so many of the major cities across the country have shown, the expansion of pedestrian and bike infrastructure is not only good for reducing traffic, and reducing greenhouse gas emissions, but is extremely popular, and a cheap alternative to the historic trends on expanding roads and making cars the main focus of transportation policy. As County Executive, Rushern backed up this belief by adding bike lanes on Route 1, and supported the Anacostia Bike Trail.

As you know, expanding public transportation is one of the best ways to create safer roads. Vehicle-free zones in city centers and equitable construction and dispersion of bike lanes. That is why, as County Executive Rushern, was a supporter of increasing funding for the Purple Line. Even though it was not in his jurisdiction, he knew when it finally did get up and running, that would mean fewer cars, and therefore fewer accidents, in Prince George's.

3. *The governor of Maryland has broad executive authority over transportation in the state, including running the local transit system in the Baltimore regional. Despite certain advantages to this centralized governance, the lack of local participation in planning and funding decisions has been a contributing factor to the maintenance problems and lack of significant expansion or improvement in the last two decades. In response, regional leaders in greater Baltimore are seeking to reform the way public transportation is governed and financed by creating a new Baltimore Regional Transportation Authority to govern and operate regional transit service including bus, light rail, subway, and paratransit. Do you support the creation of a Baltimore Regional Transportation Authority and, if so, how would you guide the state's role in creating and sustaining it?*

Yes, a Baker-Navarro Administration would support giving Baltimore more autonomy in transportation policy making through the Baltimore Regional Transportation Authority. From the first day on the job, we will bring Baltimore community leaders together to begin working on transitioning the decision-making process from Annapolis to the people of Baltimore, who are best positioned to make such decisions.

4. *Last year, Congress passed and the President signed the Infrastructure Investment and Jobs Act (IIJA) which included significant funding for transportation. The two largest transportation programs in the IIJA—the National Highway Performance Program and the Surface Transportation Block Grant program – are typically categorized as “highway” programs. However, states have broad discretion and can spend this money on a variety of eligible activities, including bike and pedestrian infrastructure, public transit, road safety, and electric vehicle charging infrastructure. Under your leadership how would the Maryland Department of Transportation spend these federal dollars?*

The wave of Federal funds the state is receiving are a tremendous opportunity to invest in the future of the State. This means not only expanding public transportation, but should the Baltimore Transit Authority be created, a portion of the funds must be used for its creation, and the initial campaigns they will pursue.

As Governor, Rushern would direct the bulk of the funds to the creation of the Red Line in Baltimore and subsequent investment in Baltimore Metro transit. If we can create cheap, easy access around the city, it will create an economic boom that will reverberate across the State.

Peter Franchot

Peter Franchot serves as Maryland's Comptroller. Franchot has led the Comptroller's office to #1 in the nation for efficiency. He is a veteran of the United States Army and Maryland's House of Delegates. Peter lives in Takoma Park with his wife. They have two children and three grandchildren.



1. *The Executive branch has tremendous power to shape transportation policies and spending priorities in Maryland. But the status quo has been worsening the climate crisis, widening racial disparities, and increasing traffic.*

Nationally and in Maryland, the transportation sector is the number one source of greenhouse gas emissions. Total auto emissions in the Baltimore region increased by 41% from 1990 to 2017. This total outpaced population growth which means that each person's auto emissions grew, amounting to a 20% increase per capita. By comparison, the D.C. region saw total emissions grow by roughly the same amount but their per capita auto emissions actually fell by 6%. This indicates that the region was able to grow its population without growing how much people had to drive. What policies and projects will you champion that will help the rest of the state follow that path?

- a. Addressing environmental issues will be a top priority for my administration. Although I have specific pledges to address this issue it is important to note that I will adopt an integrative approach, and all of the policies I will implement will be evaluated based on their sustainability.
- b. I have pledged to make Maryland the first net-zero state in the U.S. and a net supplier of renewable energy. On Day 1, I will sign an executive order that requires all energy consumed by state government entities to be created by one-hundred percent renewable energy where possible, with a mandate for full conversion by the end of my first term. I will also sign an executive order that requires more renewable energy to be created within Maryland than all energy consumed within the state. Additionally, within my first term as governor, the entire fleet of state vehicles will convert to electric.
- c. In conjunction with these initiatives, I am committed to creating a world-class sustainable transportation system that would give all Marylanders the freedom to experience everything

the state has to offer. Our transportation system will be known for being fast, safe, sustainable, and reliable. I am also committed to increasing the number of bike lanes and investing in bike share stations. You can find a detailed plan on our vision for addressing transit and climate change on our website, www.franchot.com

2. The U.S. has seen traffic deaths increase across the country, attributed to an increase in speeding and the increased size of consumer vehicles being sold and operated on the road. Describe the role of walking and bicycling for all ages in your vision of better Maryland transportation, and share what will your administration do to protect vulnerable road users. What changes will the state government make under your leadership to create a safer, more accessible environment on our roads?

a. I am committed to infrastructure changes such as increasing speed bumps in school zones. However, I also believe that it is not enough to implement a blanket policy without addressing the root issue. I believe that we must think broadly to engage Maryland's driving culture.

b. One of the reasons I chose Monique Anderson-Walker to be my running mate was due to her commitment to addressing problems holistically. The devastation stemming from roadway fatalities involving vehicles, pedestrians, and cyclists led Monique to develop the #DrivingItHome Campaign during her time on the Prince George's County Council. Launched in February 2019, #DrivingItHome focuses on changing driving culture and saving lives. The popularity of the program led to its expansion beyond Prince George's 8th District, growing regionally into Montgomery County, the District of Columbia, and Fairfax County, Virginia. Four months after the #DrivingItHome initiative was launched as a pilot program, and Prince George's County established its Vision Zero initiative to reduce roadway fatalities to zero by 2040. For her accomplishments in this arena, Monique received the Washington Area Bike Association Vision Zero Award in 2020.

c. My administration will continue to build on the work Monique has started to implement a similar program state-wide. As part of this initiative, we welcome the opportunity to work with organizations such as Bikemore, the Transportation Alliance, and Transit Choices to help us develop solutions to make our roads safer.

3. The governor of Maryland has broad executive authority over transportation in the state, including running the local transit system in the Baltimore regional. Despite certain advantages to this centralized governance, the lack of local participation in planning and funding decisions has been a contributing factor to the maintenance problems and lack of significant expansion or improvement in the last two decades. In response, regional leaders in greater Baltimore are seeking to reform the way public

transportation is governed and financed by creating a new Baltimore Regional Transportation Authority to govern and operate regional transit service including bus, light rail, subway, and paratransit. Do you support the creation of a Baltimore Regional Transportation Authority and, if so, how would you guide the state's role in creating and sustaining it?

a. I have often said that we cannot have a great state without a great city. I believe Baltimore can be the leader for innovation in ALL industries. However, this will not become a reality when only nine percent of jobs are accessible by public transit in an hour or less. The Baltimore Regional Transportation Authority (BRTA) is an example of the local initiative that is needed to make Baltimore the beating heartbeat for economic prosperity.

b. Most of the great transit systems around the world are planned, governed, and funded at the level of the metropolitan region and not the state. When there is a governor who is very supportive of transit, the current model works great. However, a different model is needed to ensure predictability and responsiveness to regional needs no matter who is governor.

c. I generally support the idea of a BRTA, although I believe that it is important for the Baltimore region to control its destiny on this issue. I'm closely following Delegate Bridges' legislation on this topic to see what ideas and recommendations come out of that discussion.

d. Relative to the BRTA, my focus will be:

i. Providing the support needed to substantially implement the BRTA within my first term.

ii. Committing the state funds necessary for it to be successful.

iii. Ensuring that Maryland continues to have a strong statewide approach to transit including fostering connections between the different regions and localities of the state and making the MARC train a world class regional rail.

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

4. *Last year, Congress passed and the President signed the Infrastructure Investment and Jobs Act (IIJA) which included significant funding for transportation. The two*

largest transportation programs in the IIJA—the National Highway Performance Program and the Surface Transportation Block Grant program – are typically categorized as “highway” programs. However, states have broad discretion and can spend this money on a variety of eligible activities, including bike and pedestrian infrastructure, public transit, road safety, and electric vehicle charging infrastructure. Under your leadership how would the Maryland Department of Transportation spend these federal dollars?

a. The strength of any economy is in the number and quality of its connections. That reality is especially evident when it comes to transportation. To achieve a fast, safe, sustainable and reliable world-class transit system I will make the following investments:

i. In Baltimore, I will break ground on a transformational East-West mass transit line, while ensuring it is part of systemwide improvements that improve transit service for everyone in the Baltimore Metropolitan Region.

ii. In the I-270 corridor, the Franchot administration will explore innovative new connections between Frederick and the Washington region including rail and a WMATA line that runs adjacent to the new American Legion Bridge.

iii. I will bring Baltimore and the Washington region closer together through upgrades to the MARC commuter train, as well as support for transit-oriented development (TOD) and connections at key commuter hubs.

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

v. I will explore new rail and mass transit connections for Western Maryland, Southern Maryland, and the Eastern Shore to ensure every community has access to the full range of Maryland’s opportunities and services.

vi. I will pilot the “DrivingItHome” campaign state-wide to change the driving culture in Maryland to reduce the number of speeding-related accidents.

vii. Within my first term as governor, the entire fleet of state vehicles will convert to electric.

viii. Finally, I will ensure greater access to bike and scooter share stations, particularly at a local level where bike and other pedestrian infrastructure is a vital part of the connectivity not just for work commutes, but for entertainment, trips to the grocery, etc.

b. Maryland's economy is poised to lead in the 21st century, but until a world-class sustainable transit grid reaches every corner of the state, we lack a key driver for that economic growth and a means through which all communities can benefit from it.

John King

As a lifelong educator, John B. King knows the power of public education and the importance of educators in creating a more just and prosperous future. John has spent his career fighting for that future, from working as a teacher, a principal, and first Afro-Latino Secretary of Education under President Obama.



1. *The Executive branch has tremendous power to shape transportation policies and spending priorities in Maryland. But the status quo has been worsening the climate crisis, widening racial disparities, and increasing traffic.*

Nationally and in Maryland, the transportation sector is the number one source of greenhouse gas emissions. Total auto emissions in the Baltimore region increased by 41% from 1990 to 2017. This total outpaced population growth which means that each person's auto emissions grew, amounting to a 20% increase per capita. By comparison, the D.C. region saw total emissions grow by roughly the same amount but their per capita auto emissions actually fell by 6%. This indicates that the region was able to grow its population without growing how much people had to drive. What policies and projects will you champion that will help the rest of the state follow that path?

My administration as governor will make record investments in public transit. I will finally build the Red Line, to connect Baltimoreans with jobs and where they need to go across the city, finish the Purple Line and build the Southern Maryland light rail. I will also improve MARC service, with trains running more frequently and in both directions, and expand it to Western Maryland. My administration will work to make bus stops more inviting and accessible, which can be done with simple changes like adding benches so riders can sit and adding shelter to bus stops to protect riders from inclement weather. I will also use my vote on the Board of Public works to vote against highway expansion projects, like the I-270 toll lanes, which are irresponsible at a time we need to reduce carbon emissions and will only lead to more driving and more traffic congestion.

2. *The U.S. has seen traffic deaths increase across the country, attributed to an increase in speeding and the increased size of consumer vehicles being sold and operated on the road. Describe the role of walking and bicycling for all ages in your vision of better*

Maryland transportation, and share what will your administration do to protect vulnerable road users. What changes will the state government make under your leadership to create a safer, more accessible environment on our roads?

I will prioritize as governor walkable communities, with high-density development centered around transit hubs. My administration will push for reforming outdated zoning laws, which not only have centered cars as the main form of transport but also stem from historically racist zoning policies. We will shrink requirements that mandate a minimum amount of parking spaces around development, which will both make it easier to increase badly-needed housing and create communities that are more pedestrian-friendly. It will also allow current parking lots to be redeveloped into more valuable things like housing, grocery stores, transit hubs and retail space for small businesses, with features like wide sidewalks and bike parking instead of car parking lots. We also need to fix the transportation we have already. Expanding transit will be important, but right now MTA ranks around the worst among its peer agencies when it comes to mechanical failures on commuter rail, light rail, subways and buses. Making our existing transit more reliable will encourage use and decrease dependence on driving. We can maintain existing roads without expanding them and direct that money towards public transit infrastructure. With the federal infrastructure funding coming to Maryland, we can be more ambitious about routine road maintenance, using repairs as an opportunity to add sidewalks, protected bike lanes and dedicated bus lanes, all allowing people to drive less and making it safer for people who wish to bike or walk somewhere instead of drive. My administration will also commit to reducing transit deaths through common sense fixes like providing adequate crossing times at crosswalks, which when too long incentivize jaywalking, maintaining crosswalk areas so they are visible to drivers, adding more dedicated bike signals, and making sure sidewalks are ADA compliant with appropriate curb cuts.

3. *The governor of Maryland has broad executive authority over transportation in the state, including running the local transit system in the Baltimore region. Despite certain advantages to this centralized governance, the lack of local participation in planning and funding decisions has been a contributing factor to the maintenance problems and lack of significant expansion or improvement in the last two decades. In response, regional leaders in greater Baltimore are seeking to reform the way public transportation is governed and financed by creating a new Baltimore Regional Transportation Authority to govern and operate regional transit service including bus, light rail, subway, and paratransit. Do you support the creation of a Baltimore Regional Transportation Authority and, if so, how would you guide the state's role in creating and sustaining it?*

Yes, I support creating a Baltimore Regional Transportation Authority. Baltimore is one of the largest cities in the country not to have its own RTA for its transit. Giving the region its own transit authority would give the region more local control and greater ability to coordinate efforts across jurisdictions. It's an idea supported by grassroots activists and the business community as well and would specifically give Baltimore City more influence over its transit projects as well as funding and maintenance so they are not powerless if the state neglects the City's needs, like when Governor Hogan canceled the Red Line rail project. As governor, I will be a partner to Baltimore City and its surrounding local governments to help fund and structure their regional transportation authority. I will appoint a transportation secretary that understands the region's transportation needs, and I will work with the legislature to pass legislation establishing a Baltimore RTA that will also connect smoothly with the rest of MTA's systems. I would also ensure through my budget that Baltimore does not lose the cost savings it gets currently with the state running its transportation system.

4. *Last year, Congress passed and the President signed the Infrastructure Investment and Jobs Act (IIJA) which included significant funding for transportation. The two largest transportation programs in the IIJA—the National Highway Performance Program and the Surface Transportation Block Grant program – are typically categorized as “highway” programs. However, states have broad discretion and can spend this money on a variety of eligible activities, including bike and pedestrian infrastructure, public transit, road safety, and electric vehicle charging infrastructure. Under your leadership how would the Maryland Department of Transportation spend these federal dollars?*

My administration will put federal infrastructure funding towards mass transit, not more highways. States historically have put their transportation funding towards car-centered infrastructure and I intend to reverse that trend in Maryland. My highest public transit priority will be restarting the Red Line project, which was already planned and ready to break ground when it was canceled. We will also finish the Purple Line and make its stations walkable hubs that encourage economic development, build the Southern Maryland light rail project that has been extensively studied already and needs to finally be built, and make significant MARC upgrades, like a more frequent schedule and extending it into Western Maryland. I will also insist our transportation projects are addressing climate change, using electrified buses and clean public transit to reduce emissions and adding 10,000 fast charging electric vehicle stations, so in instances where driving is unavoidable it is not

continuing to add to air pollution. As governor, I have the power to propose a budget that deprioritizes road expansion and reallocates funding for public transportation projects, and I also have a vote on the Board of Public Works to approve and disapprove spending.

Wes Moore

Wes Moore, a combat veteran, bestselling author, small business owner, Rhodes Scholar and former CEO of one of the nation's largest anti-poverty organizations, has devoted his life's work to a basic principle: no matter your start in life, you deserve an equal opportunity to succeed.



1. *The Executive branch has tremendous power to shape transportation policies and spending priorities in Maryland. But the status quo has been worsening the climate crisis, widening racial disparities, and increasing traffic.*

Nationally and in Maryland, the transportation sector is the number one source of greenhouse gas emissions. Total auto emissions in the Baltimore region increased by 41% from 1990 to 2017. This total outpaced population growth which means that each person's auto emissions grew, amounting to a 20% increase per capita. By comparison, the D.C. region saw total emissions grow by roughly the same amount but their per capita auto emissions actually fell by 6%. This indicates that the region was able to grow its population without growing how much people had to drive. What policies and projects will you champion that will help the rest of the state follow that path?

To take the bold steps needed to quickly and dramatically reduce the harm we are inflicting on the environment, our campaign has laid out a climate plan, which is more detailed and specific than that of any other campaign.

With regard to auto emissions, in Maryland, the transportation sector is a major contributor of emissions - producing 36% of our total emissions. A recent study found that over 600 Marylanders die each year from the dangerous effects of vehicle emissions, demonstrating their dangerous health impacts. In 2013, Maryland joined a multi-state task force to increase ownership of zero emissions vehicles (ZEVs) with the goal of registering 300,000 ZEVs in our state by 2025, but as of this year Maryland has only registered 33,000 ZEVs. Our administration will ensure consumer subsidies for purchasing and maintaining EVs are funded and available in an equitable way and leverage federal funds to deploy a comprehensive network of charging stations. We will also explore a remote work tax credit that will help to reduce vehicle travel and reduce commute times, enhancing the quality of

life for our workers. Finally, we will lead by example and fully electrify the state's fleet of vehicles by the end of my second term. Aruna and I will ensure consumer subsidies for purchasing and maintaining EVs are funded equitably. Our administration will include HOV/Electric lanes in appropriate new highway construction, change HOV lanes to HOV/Electric lanes, and ensure that electric vehicles will be able to use HOV lanes for not less than 10 years, so people who buy EVs can have the security of knowing that these lanes will continue to be open to them. If people are going to switch to EVs they will need to be confident that the charging infrastructure will be available and reliable. By 2023, our administration will release a comprehensive strategy, developed by transportation and mobility experts, outlining how we can best leverage the \$63 million for Maryland in dedicated federal infrastructure funds, implement private sector incentives, and utilize state resources to develop and deploy a comprehensive network of charging stations.

2. *The U.S. has seen traffic deaths increase across the country, attributed to an increase in speeding and the increased size of consumer vehicles being sold and operated on the road. Describe the role of walking and bicycling for all ages in your vision of better Maryland transportation, and share what will your administration do to protect vulnerable road users. What changes will the state government make under your leadership to create a safer, more accessible environment on our roads?*

Despite significant geographic, economic, and fiscal advantages, Maryland continues to suffer from a lack of holistic planning when it comes to infrastructure and other key investment. We are a state that is asset rich, but strategy poor. The advantages and benefits that bike lanes and walking paths bring to safety, health, and quality of life are unquestionable. Yet, they are often an afterthought in our planning.

As we explain in our detailed transportation plan, our administration will take several steps to plan and build in a way that makes sense; and as our transportation infrastructure is updated and improved, we need to make sure that we take advantage of that construction to update contiguous infrastructure, including bike and pedestrian infrastructure. Additionally, our administration will work to create "15-minute neighborhoods" where residents can access the amenities they need all within walking distance. Salt Lake City was a classic case of dense and mixed downtown that then sprawled out in every direction across the valley with neighborhoods of single-family homes. Envision Utah changed that by strategically rezoning cross streets across the valley to create new mini mixed use main streets and town squares in residential neighborhoods. This creates 15-minute neighborhoods so folks can walk to shop, eat, and work in their own neighborhoods. Our administration will see what lessons we can take from this, and other examples, to create

walkable micro-neighborhoods to reduce congestion and provide people with safer access to the services and amenities they want.

With regard to road safety, every person has the right and expectation to safely travel, regardless of mode. Too many families are experiencing the loss of a family member while driving, walking, or biking along our roadways. Even a single death is one too many. In the last three years, there have been over 500 fatalities per year on Maryland roadways. Prince George's County had the highest number of fatalities in 2021 with 119, and Baltimore City had the second highest at 68. The county with the least fatalities was Dorchester, with two. Greater focus and resources need to be placed in the jurisdictions with the highest number of fatalities and we must continue to further reduce the fatalities in the counties with lower fatality rates. Our administration will provide the training and resources needed to help our local communities implement the Vision Zero strategy to greatly reduce traffic fatalities.

- 3. The governor of Maryland has broad executive authority over transportation in the state, including running the local transit system in the Baltimore region. Despite certain advantages to this centralized governance, the lack of local participation in planning and funding decisions has been a contributing factor to the maintenance problems and lack of significant expansion or improvement in the last two decades. In response, regional leaders in greater Baltimore are seeking to reform the way public transportation is governed and financed by creating a new Baltimore Regional Transportation Authority to govern and operate regional transit service including bus, light rail, subway, and paratransit. Do you support the creation of a Baltimore Regional Transportation Authority and, if so, how would you guide the state's role in creating and sustaining it?*

It is vital that our transportation infrastructure be interconnected and intermodal. Regional transportation authorities can be useful and we are open to a Baltimore Regional Transportation Authority as long as it focuses on achieving the broader goals of connecting all our state's assets.

We must ensure that any effort to improve mass transit focuses on the people who rely on it the most. Access to public transit in Maryland is a significant equity issue that must be addressed. Low-income communities and communities of color are less likely to own vehicles and are more likely to rely on biking or public transit. As just one example, a simple map search will show you that it takes a person an hour and 13 minutes to travel the 14 miles from the Druid Hill neighborhood of West Baltimore to BWI Marshall Airport using public transportation. It would take that same person over an hour to travel the six miles needed to get to the Under Armour Headquarters on Hull Street. This example and others

like it across the state are unacceptable. It makes it nearly impossible for someone without a car to find and keep a good job and it hinders the ability of our businesses to attract and retain employees. We need to do a better job of connecting people to jobs. Our administration will supplement the \$1.7 billion in Federal infrastructure money to ensure that our bus transit system is reliable and gets people to work and school on time. Mass transit system improvements will include updating commuter rail stations and other transportation services in historically neglected communities to provide people with affordable access to employment and improve quality of life.

Additionally, we need to develop true high-speed rail capacity. Connecting Baltimore and Washington with efficient, high-speed rail would open up housing, employment, and office real estate between the two hubs. For too long Maryland has missed this opportunity - allowing high-speed rail projects to languish. Our administration will focus on a variety of options to bring high speed service to this vital corridor, including working with Amtrak to remove the bottlenecks and curvature limitations on the Northeast Corridor, which have limited true high-speed passenger rail throughout the region.

4. *Last year, Congress passed and the President signed the Infrastructure Investment and Jobs Act (IIJA) which included significant funding for transportation. The two largest transportation programs in the IIJA—the National Highway Performance Program and the Surface Transportation Block Grant program – are typically categorized as “highway” programs. However, states have broad discretion and can spend this money on a variety of eligible activities, including bike and pedestrian infrastructure, public transit, road safety, and electric vehicle charging infrastructure. Under your leadership how would the Maryland Department of Transportation spend these federal dollars?*

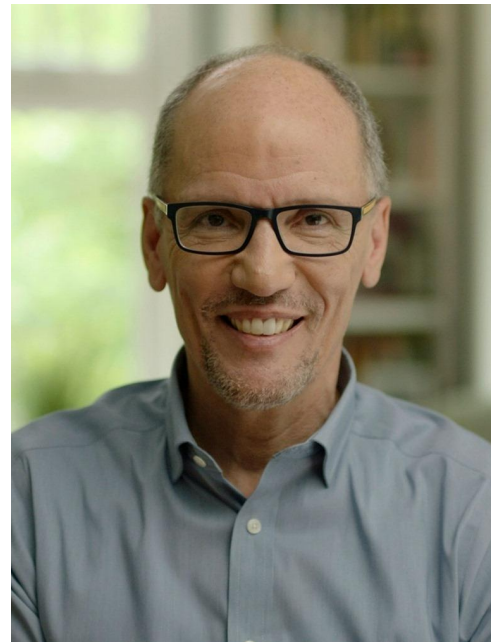
We have a once in a generation opportunity to utilize the \$4.1 billion in federal highway aid and the \$409 million in bridge repair allocated for Maryland to make real and lasting improvements to our infrastructure. We cannot waste this money on band-aids or short-term fixes. Our administration will ensure that these funds are quickly and efficiently delegated to new projects and improvements that will make a lasting difference in reducing congestion. In that same spirit, we will supplement the bipartisan infrastructure funds to expedite essential construction including much-needed rail projects like the Purple Line, and an intermodal Red Line, that is built quickly, cost effectively, and with community input on stops, disruptions, and impact on local businesses.

Our transportation plan will establish an interconnected, multimodal, equitably distributed, and well-maintained transportation network that manages congestion, protects the

environment, creates jobs, improves safety, and connects communities - all while driving economic growth. We will focus this influx of federal infrastructure funding on establishing usable mass transit and bus lanes, expanding and improving commuter rail around the state, and developing true high-speed rail capacity on the Northeast Corridor.

Tom Perez

As the son of immigrants, a longtime resident of Takoma Park, and civil rights attorney, Tom is committed to protecting and expanding opportunity and ensuring justice. Tom is running for Governor because this moment of generational change requires bold, proven leadership to build a more just and equitable future.



- 1. The Executive branch has tremendous power to shape transportation policies and spending priorities in Maryland. But the status quo has been worsening the climate crisis, widening racial disparities, and increasing traffic. Nationally and in Maryland, the transportation sector is the number one source of greenhouse gas emissions. Total auto emissions in the Baltimore region increased by 41% from 1990 to 2017. This total outpaced population growth which means that each person's auto emissions grew, amounting to a 20% increase per capita. By comparison, the D.C. region saw total emissions grow by roughly the same amount but their per capita auto emissions actually fell by 6%. This indicates that the region was able to grow its population without growing how much people had to drive. What policies and projects will you champion that will help the rest of the state follow that path?*

Despite increasing concerns about climate change, Baltimore and much of the rest of the state has not had real structural change in its transit infrastructure in decades. One of the first steps we can take in Maryland to reduce our greenhouse gas emissions is to reduce car dependence across the state. We must empower regions to develop transportation plans that fit their needs and communities, including the Baltimore Regional Transportation Authority, Southern Maryland Rapid Transit, expanding MARC to the Eastern Shore, Western Maryland, and Frederick, and exploring expanded bus service with free or reduced-fare travel for low-income bus riders. As Governor, I will also invest in infrastructure that encourages walking and biking. I will repair scars like the “highway to nowhere” in West Baltimore and focus on turning US 40 into a linear park and transit corridor, reconnecting the historically African American community severed by the unfinished highway. I will incentivize local leaders and developers to ensure future growth is smart growth, that new housing is near existing transportation options, and that plans include walking infrastructure.

For those who need to drive, we must make sure that automotive transportation does the least damage possible, so I will lead our state's transition to electric vehicles. I will transition our fleet of state vehicles, including public transit and school buses, to electric vehicles and support local governments in the process as well. I will also work to increase accessibility of electric vehicles through price incentives and investment in more charging infrastructure for both cars and bikes, especially in low-income neighborhoods.

Reducing our impact on the environment isn't just a question of green transportation. 25% of greenhouse gas emissions come from electricity. We can change this by leading the nation's largest development of offshore wind infrastructure by manufacturing, installing, and maintaining offshore wind turbines and their components. These projects will ensure that we are not only reducing our state's greenhouse gas emissions and environmental impact on the planet, but we are also expanding transit and economic opportunities across the state.

2. *The U.S. has seen traffic deaths increase across the country, attributed to an increase in speeding and the increased size of consumer vehicles being sold and operated on the road. Describe the role of walking and bicycling for all ages in your vision of better Maryland transportation, and share what will your administration do to protect vulnerable road users. What changes will the state government make under your leadership to create a safer, more accessible environment on our roads?*

Every year in Maryland we see nearly 500 vehicle-related deaths and tens of thousands of injuries. All over Maryland, and especially in the Baltimore area, it is dangerous to be in a car and is even more dangerous to be a cyclist or pedestrian. As Governor, I am dedicated to partnering with the Vision Zero Network and to taking substantive steps to achieve the goals of Vision Zero. I will also partner with local leaders to provide additional support so each city and county may adopt Vision Zero policies, investing at the state level to provide higher match for areas, particularly in minority and rural communities that lack safe, walkable, bikeable neighborhoods.

I will rely on our state's robust existing data and research to reduce traffic deaths where we know they have already happened. This will start with identifying the 10 deadliest corridors in the state and putting in plans to improve their safety within my first year in office. This may include expanding sidewalks to ensure safe pedestrian travel to and from public transportation, including park and ride stops, expanding the network of protected bicycle lanes all across the state, and transitioning dangerous city streets into community spaces.

3. *The governor of Maryland has broad executive authority over transportation in the state, including running the local transit system in the Baltimore region. Despite certain advantages to this centralized governance, the lack of local participation in planning and funding decisions has been a contributing factor to the maintenance problems and lack of significant expansion or improvement in the last two decades. In response, regional leaders in greater Baltimore are seeking to reform the way public transportation is governed and financed by creating a new Baltimore Regional Transportation Authority to govern and operate regional transit service including bus, light rail, subway, and paratransit. Do you support the creation of a Baltimore Regional Transportation Authority and, if so, how would you guide the state's role in creating and sustaining it?*

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

4. *Last year, Congress passed and the President signed the Infrastructure Investment and Jobs Act (IIJA) which included significant funding for transportation. The two largest transportation programs in the IIJA—the National Highway Performance Program and the Surface Transportation Block Grant program – are typically categorized as “highway” programs. However, states have broad discretion and can spend this money on a variety of eligible activities, including bike and pedestrian infrastructure, public transit, road safety, and electric vehicle charging infrastructure. Under your leadership how would the Maryland Department of Transportation spend these federal dollars?*

Under my leadership, Maryland's transportation system will be all about balance. Investing exclusively in highways is environmentally destructive, inequitable, and an inefficient use of our tax dollars. Highways encourage suburban sprawl that leads to developments like the “highway to nowhere”, segregation, and the degradation of rural communities. A Perez-Sneed administration will leverage the flexibility of the funds allocated in the Infrastructure Investment and Jobs Act to achieve this necessary balance by prioritizing

safety, green investments, public transit, and equity. Part of this investment will also include funding the completion of projects that have an immediate beneficial impact on the lives of Maryland residents. For decades, the state has made plans, but not followed through on projects, such as the Red Line in Baltimore and the Purple Line in Montgomery County, which has led Maryland residents as well as federal leaders to doubt the capacity for the state government to come through on its big promises. We want to be the administration that rebuilds people's faith in the government to provide high quality infrastructure.



Thank you!

