

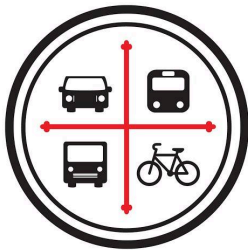


**Transit Choices, Bikemore, and the Central Maryland Transportation Alliance, invited U.S. Maryland Senate Candidates Angela Alsobrooks and Larry Hogan to respond to our 2024 Senatorial Transportation Questionnaire. The goal of the Questionnaire was to give both Candidates the opportunity to share their transportation platforms and priorities to ensure Maryland is positioned to deliver a healthy, safe, and equitable transportation system for the state. We are pleased to make public the completed Questionnaire submitted by Candidate Alsobrooks. Candidate Hogan did not respond to the Questionnaire.**

**As advocacy organizations, we remain committed to holding elected officials accountable for their promises and commitment to advance Maryland's transportation needs.**



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.

# Angela Alsobrooks

A lifelong Marylander, Angela was born and raised in Prince George's County. Angela began her life in public service as the first full-time Assistant State's Attorney handling domestic violence cases. She was elected as Prince George's County State's Attorney where she stood up for families, taking on some of Maryland's worst criminals while treating victims and the accused with dignity and respect. As Prince George's County Executive, she has focused on creating jobs, investing in education, expanding access to health care, mental health and addiction treatment, youth engagement, and having safe communities.



Angela was taught from a young age to care for her neighbors and give back to her community - urged on by the words of her great-grandmother not to sit on the sidelines but to “go farther and do better.” In the Senate, she will fight to protect a woman’s right to choose by ensuring *Roe v. Wade* is the law of the land, work to make sure that college is affordable, fight climate change, and will push to ensure that all can access economic opportunity.

## 1. *Federal Surface Transportation Reauthorization*

*For transportation, perhaps the most consequential decision Congress will make during your 6-year term is the reauthorization of the federal surface transportation program. The current program is part of the Infrastructure Investment and Jobs Act which runs through 2026. What are the top transportation policy priorities that you would like included in the next reauthorization? What are your top transportation funding priorities?*

Federal transportation policy must prioritize equity, address the climate crisis and continue to modernize our infrastructure to keep us economically competitive. My policy priorities will include building on investments made in the Infrastructure Investment and Jobs Act to improve existing infrastructure including our bridges and transit systems, expand and incentivize multi-modal networks that connect communities and give people options for getting around, and ensuring we are funding cleaner, greener, forms of transportation that will get us closer to our emission reduction goals. I will also work in the Senate to ensure we secure the long term funding we need to rebuild the Key Bridge and fund long term priorities including the Red Line and SMRT.

## 2. *New Starts Capital Projects and Discretionary Grants*

*Like all states, Maryland relies on federal funding to help pay for capital projects. How will you advocate for Maryland's transportation projects in securing grants from competitive discretionary programs such as New Starts? Do you support the relaunch of the Red Line project and why or why not?*

I know firsthand how critical federal funding is to supporting large-scale infrastructure projects, and I understand the impacts these sort of investments have on lifting entire communities. As County Executive, I helped secure and attract more than \$1 billion in investments for our Blue Line Corridor and millions in federal RAISE grants to support our New Carrollton transit hub. Giving back federal resources, like what Governor Hogan did in 2017, was a tragic mistake that residents are still paying for today. I will work hand-in-hand with Governor Moore and local leaders to ensure our applications are strong and will vigorously lobby USDOT to ensure we win these competitive grants.

I strongly support the relaunch of the Red Line project, as it is a critical component to promoting equity and economic mobility in Baltimore and across the state. For far too long, Baltimore has suffered from not having an effective east-west transit system. Expanding access to high-quality transit like the Red Line means more families can get where they need to attend school, get to their jobs or visit family. Our communities deserve to have access to the same high-quality transportation as other major metropolitan areas. The Red Line has to be part of a larger effort to improve transit networks, bike lanes and pedestrian connections throughout the city.

Baltimore's central location and proximity to other major metropolitan areas make it an economic hub and vital seaport. Investing in Baltimore supports and benefits communities all along the East Coast, in Maryland and elsewhere. As Senator, I will leverage my understanding of the community and experience as County Executive to advocate aggressively for grant-funding in the Baltimore area and across Maryland.

## 3. *Federal Support for Transit Operating Funds*

*Public transit systems play a vital role in Maryland's transportation network, especially so in the Baltimore and D.C. regions, but also in rural areas where small transit systems serve as a lifeline for residents. Historically, Congress has focused transit funding on capital projects (building new things), but recently bills have been introduced that would provide federal funds to support transit operations (running more service). What is your position on federal support for transit operations?*

I support using federal funds for transit operations. A functioning, accessible transit system is the best one and our mass transit systems cannot be caught in a death spiral where reduced ridership leads to less service and higher fares. In Prince George's County, we relied on such

investments to improve service and update bus routes, ensuring that the system is better equipped to serve the community's needs and lifestyle. I also supported increased operating funds for WMATA, which has yielded better service and improved ridership this year. I strongly feel that more people will use transit if it is reliable, safe and accessible - and that requires operating budgets that can fund critical priorities. I'll bring that perspective and experience to the Senate in advocating for such funding.

#### 4. *Federal Earmarks*

*Maryland's federal delegation has consistently supported earmarks for the Baltimore Greenway Trails Network and other active transportation projects across the state. Would you continue requests for earmarks for Baltimore-area and statewide bike and trail networks?*

I applaud the Maryland Delegation for securing millions of dollars of funds for local priorities - even as many Republican Members of Congress have spurned them. These funds have made a difference across our state. I will continue requests for earmarks for Baltimore-area and statewide transportation priorities including bike and trail networks. A robust, interconnected trail system will improve the quality of life for the community, support economic equity, and provide numerous environmental benefits. These trail systems should be part of multimodal transportation networks that give people multiple options to get around.

As County Executive, I helped secure \$25 million from the highly competitive RAISE Grant program to support the construction of the Central Avenue Connector Trail along the Blue Line Corridor and provide cyclists and pedestrians an alternative to highway travel. You can count on me to be a tireless advocate for Maryland in the Senate and ensure we get the federal investments we deserve.

#### 5. *E-Bike Act and One Less Car*

*Federal tax credits for electric vehicles currently only focus on cars. Do you support legislation to provide federal tax credits for purchase of e-bikes? Do you support legislation to provide federal tax credits for families that go car-light or car-free?*

I support efforts to incentivize and promote alternatives to gas-powered vehicles - including preserving tax credits in the Inflation Reduction Act - and look forward to engaging with BikeMore/Transit Choices on the best ways to expand and strengthen these policies. In particular, I would support federal tax credits for the purchase of e-bikes and would co-sponsor the E-Bike Act in the Senate.

## 6. *Climate Change*

*The transportation sector is the leading contributor of greenhouse gas emissions in Maryland and in the country. Please explain your stance on how transportation affects the climate. What programs and policies would you recommend/support to address this issue?*

Urgent action is needed to address the climate crisis and protect the environment, particularly within the transportation sector. As County Executive, I issued an executive order to cut Prince George's County emissions levels in half by 2030 and to net zero by 2045. We are working towards that goal in part by making significant investments in transitioning our transit fleet to zero emissions by 2040, improving public transportation, and prioritizing access to cleaner, more sustainable forms of transit.

In the Senate, I will vocally advocate for the U.S. to adopt similar reduction goals, fight for investment in public and alternative forms of transit, and ensure that government purchases, from buildings to vehicles, align with emission goals. I believe the Bipartisan Infrastructure Law and Inflation Reduction Act were important downpayments to this work, but the next Congress must build and expand on it.

## 7. *Economic Growth*

*In order to be an economic engine for the state, Baltimore needs a vastly improved regional transit system. What improvements would you suggest making and how would you fund it? Are there some other specific projects that you believe would help economic growth in Baltimore and Maryland??*

Baltimore's regional transit struggles also serve as an opportunity. The region has a chance to redefine what equitable, efficient, and sustainable transportation means and serve as a model for the entire country. I firmly believe in aggressive investment in expanding regional transit options, such as the development of the Red Line. However, that cannot be the end of the story. I support efforts to develop a comprehensive strategy for Baltimore's transit system that improves existing services, such as optimizing bus routes, increasing pedestrian and cyclist safety, expanding access to underserved communities, and developing an interconnected trail system. We need to consider equity and environmental justice as we strive to reconnect communities divided by infrastructure, move beyond redlining and lower pollution for our most vulnerable residents. But we also have to also improve Baltimore's connections in the region and along the East Coast. Upon completion of the Frederick Douglas Tunnel and Susquehanna Bridge projects, Baltimore will become an important hub in the rail network and we have to leverage this to encourage companies and people to move to Baltimore. We should boost commuter rail service, especially on weekends, and connect our system with Virginia's. We

should also already start thinking about expansions to the Red Line that will include Sparrow's Point and Howard County.

As Senator, I will fight to ensure federal resources exist to support these priorities as well critical capital projects and operational needs.

