

1. If you are elected Comptroller of Maryland, do you make a commitment to support the implementation of Baltimore's Red Line light rail project from Woodlawn to Bayview?

Tim Adams

Governor Larry Hogan's abrupt cancellation of the Red Line project ranks among the most puzzling and disappointing choices of his tenure as governor. The project would create opportunities for countless disadvantaged Baltimoreans, and it would have represented a monumental step towards an overdue modern transit system for the region. Between the tax dollars Marylanders have already put towards transit investment via the new gas tax, passed nearly a decade ago, and a generational infrastructure investment from the federal government, the funding exists to set this project under way. As a future member of the Board of Public Works, and in all other capacities as Comptroller, I would support moving forward with the Red Line project.

Brooke Lierman

Yes. As Comptroller, I will support the implementation of Baltimore's Red Line light rail project from Woodlawn to Bayview. Before being elected to office, I was very involved in the Red Line effort, serving on my station area advisory committee and on the citywide Citizen's Advisory Council. Losing the Red Line was truly devastating to our City and region - and to so many people who spent years working on it and made investments based on its promise. I ran on a pro-Red Line and pro-transit platform in 2014, despite heavy opposition in my district to the Red Line itself. (And, I won!)

I am encouraged that our congressional delegation was able to include provisions relating to the Red Line in the federal infrastructure bill. I am also encouraged by the Maryland General Assembly's efforts to restart the process at the State level with House Bill 632, which would set planning and funding requirements to restart the Red Line project. I plan to vote for HB 632 in both my committee and the floor of the House of Delegates, should it come to a vote.

Additionally, my record in the State Legislature shows my commitment to providing equitable, safe, and reliable transit. I founded the Maryland Transit Caucus to ensure that the General Assembly had a voice for equitable and high-quality transit throughout the State. In 2021, I sponsored and successfully achieved the passage of House Bill 114 - the Transit Safety and Investment Act - which secured over \$3 billion in funding for the Maryland Transit Administration through fiscal year 2029. In 2018 I cosponsored the Maryland Metro Transit Funding Act, which provided a substantial increase in Maryland's share of operating and capital funds for the Washington Metropolitan Area Transit Authority and required the creation of a Regional Transit Plan for central Maryland - one that MTA recently released and will form the basis for federal bids for money and rewards.

As Comptroller, I will continue to build on my record as an advocate for the expansion of important transit projects such as the Red Line.

2. If you are elected Comptroller, do you make a commitment to support the implementation of the Southern Maryland Rapid Transit (SMRT) light rail project from the Branch Avenue Metrorail Station in Prince George’s County to Waldorf and White Plains in Charles County?

Tim Adams

I support the SMRT project on the same basis that I support the Red Line – the project will bring opportunity to Marylanders in Prince George’s and Charles Counties, relieve existing commuters of some of the most congested traffic in the nation, and provide an alternative commute to motorists or workers without access to a vehicle. Federal infrastructure funding offers a singular opportunity to think bigger about transportation and transit in Maryland; as Comptroller I would press legislators and the governor to use every penny available to our state, and that the funding be spent with a long-term, 21st century transit vision in mind.

Brooke Lierman

Yes, I will continue to support the implementation of the SMRT light rail project. I have long been a supporter of the project and am glad that the legislature took an important first step last session with House Bill 414 of 2021 to move the project along. As Co-Chair of the Transit Caucus, this bill was a priority bill and I worked with leadership to ensure that it could pass. I am totally supportive of this effort and look forward to helping it come to fruition.

3. Do you support the goal of all-day, two-way MARC service on the Brunswick and Camden lines, subway-like service on the Penn Line from Washington, D.C. to Baltimore, and new MARC service to Elkton and Hagerstown? If you are elected Comptroller, do you make a commitment to support implementation of the MARC improvements included in the “Maryland Regional Rail Transformation Act” (House Bill 778/Senate Bill 514)?

Tim Adams

Maryland is anchored in some of the most dynamic, fastest growing economic centers in the nation. Economic opportunity is available to every resident in every corner of the state—if we can just connect our workers with those opportunities. As Comptroller, I would support any effort, including the Maryland Regional Rail Transformation Act and other MARC changes, that make commuting to Baltimore or the DC Region as convenient as possible.

Brooke Lierman

We are a small state and should be able to access all regions by transit, including our state capital. Transit is essential to providing access to jobs and resources that our state has to offer, and also to lowering greenhouse gas emissions. Increasing transit options throughout the state will continue to be a key priority of mine.

I fully support the expansion of transit throughout all parts of Maryland. In addition to working on improving existing service and expanding it to Elkton and Hagerstown, I also have advocated extending MARC service in Baltimore by building the long-delayed Bayview station. We should absolutely follow the lead of Virginia to take more control of our rail transit future by working with CSX and increasing train service on all three lines, including some express routes. I fully support House Bill 778 (2022).

As a legislator, I have a record of supporting the expansion of MARC service. I worked to require a Capital Needs Assessment through legislation that was our state's first comprehensive review of the capital needs of our MTA system, which included multiple needs by MARC. Then, during the 2021 session, I sponsored HB 114, the Transit Safety and Investment Act, to fund the capital needs of the system - the largest mandated funding of MTA in its history. The bill also required MDOT to study the Western MARC rail extension and to develop recommendations on the feasibility, including the cost, of extending MARC rail service to Western Maryland.

As Comptroller, I will continue to support and advocate for measures that will improve and expand MARC service.

4. Do you support the proposed widening of I-270 and I-495 with the construction of four toll lanes, two in each direction? As a member of the Board of Public Works, will you vote to reject the "section contract" that will come to the BPW pursuant to the Predevelopment Agreement signed in August of last year?

Tim Adams

I am opposed to the current proposal to expand I-495 and I-270 for the following reasons:

(1) The project's existence is based upon a fundamentally flawed premise. In order for the project's investors to achieve the greatest possible ROI, the variable toll lanes must be priced at a certain premium. For motorists to pay a premium price – which in some instances will go as high as \$50 for the entire stretch – traffic congestion must remain at a certain threshold. In short, this project will not relieve traffic congestion because it was never designed to relieve traffic congestion.

(2) In this particular instance, the project has secured three separate rounds of approval from the Board of Public Works (June 2019, January 2020, August 2021) in the absence of the federally mandated NEPA reviews.

(3) The unsuccessful vendor has been denied – by a combination of flawed legislation and bad-faith tactics by the Maryland Department of Transportation – of the right of due process.

(4) The largest P3 project in North American history is being allowed to proceed without the necessary financial reviews by the Maryland State Treasurer, who is responsible for the management of all revenue bonds and public debt in the State of Maryland, as well as the preservation of our state's AAA bond rating.

(5) It is a reflection of terribly misguided priorities in the State of Maryland. Even as we are committing to the largest highway expansion project of its kind in North American history, a series of environmentally and economically transformative transit investments – both in the Baltimore and Washington regions – remain stagnant due to official inattentiveness and lack of support.

At the very bare minimum, any discussion of relieving traffic gridlock along the I-270 corridor must include a plan to extend rail transit from Montgomery to Frederick Counties and to expand midday, evening and weekend services along the MARC Brunswick Line. Similarly, any strategy for relieving traffic along the American Legion Bridge simply must include a transit solution similar to that which was provided for in the replacement of the Woodrow Wilson Bridge.

Brooke Lierman

As a member of the BPW, one of the most crucial roles of the state Comptroller is oversight of large projects. The I-495/I-270 managed lanes public-private partnership (P3) will not be new to me. When the project was first announced, I served on the House Appropriations Committee and participated in oversight briefings and bill hearings on the Maryland P3 statute generally and the I-495/I-270 P3 specifically. MDOT has for years made promises it has not kept, and unfortunately, our efforts to pass legislation on P3s and on this project specifically have passed through the House (out of my Subcommittee), but have died repeatedly in the Senate.

As I have said in public social media and meetings throughout my campaign, I do not believe the project as it currently stands is acceptable: it does not present a good value for Marylanders, it will not solve congestion, and it will increase greenhouse gas emissions. Therefore, I would not vote for the Section 1 Contract that will be presented pursuant to the Predevelopment Agreement. I look forward to working with local government officials and the next MDOT Secretary and Governor to create a plan that will actually mitigate congestion, including increasing transit options, clearing up bottlenecks on I270, and developing alternative plans.

My future stance on such projects will always depend on the degree to which it prioritizes climate change and environmental justice and is supported by the areas it affects the most. My stance will also hinge on whether such projects include true mass transit components.