

**1. If you are elected Governor, will you commit your Administration to the implementation of Baltimore's Red Line light rail transit project from Woodlawn to Bayview?**

**Rushern Baker**

First, Rushern and Nancy are long-time advocates for public transportation. As President of the Montgomery County Council, Nancy authored the county's Economic Development Plan, one of the pillars of which is prioritization of funding for non-automobile transportation. In his time on the Environment and Transportation Committee, Rushern was a constant advocate for the expansion of the State's public transportation infrastructure, and continued that legacy as County Executive. Both Rushern and Nancy supported the Red Line expansion and the Purple Line construction in their County positions and as such, would begin preparations to renew the Red Line expansion in our first 100 days in office. That said, a Baker-Navarro administration would include all members of the MTOC and other stakeholders in any major transportation decision.

**Jon Baron**

I commit to implementing the most effective East-West transit solutions in Baltimore. Like many others, I was deeply concerned when Gov. Hogan suspended the Red Line project — because the Red Line was the leading option for an effective East-West transit solution in Baltimore. I was very pleased that Senators Cardin and Van Hollen were able to ensure priority consideration of the Red Line for federal funding in the recently-enacted bipartisan infrastructure bill. My administration will carefully and promptly review all options for East-West transit solutions, starting with the Red Line, and move forward with the most effective option.

This is critical. It's unacceptable that Baltimoreans often spend hours in traffic just to get home from work or school. It's unacceptable that it's often easier to travel from Washington, D.C., to Baltimore than it is to travel within Baltimore. Baltimore deserves better, and the state government needs to do better. An East-West transit solution is long overdue — and when I'm governor, city officials will have the resources and support they need to get it done.

**Peter Franchot**

In this answer and throughout the questionnaire, I am committed to providing you with answers that I will hold to concretely as governor, rather than saying yes to everything only to backtrack once in office. I have demonstrated a consistent and unequivocal candor in public conduct, and hope that gives you the assurance that these answers are offered in good faith.

In that spirit, the strength of any economy is in the number and quality of its connections. That reality is especially evident when it comes to transportation. World-class transportation would give all Marylanders the freedom to experience everything the state has to offer. I am committed to building a world-class, integrated, and statewide transit system that is fast, safe, sustainable, and reliable. Implementing Baltimore's Red Line light rail transit project from Woodlawn to Bayview will be a priority for my administration to help us achieve these goals.

## **Doug Gansler**

Yes. It is the first plank of my Green Maryland plan's transportation section. Governor Hogan took a sledgehammer to the people of Baltimore when he blocked the Red Line.

## **Ashwani Jain**

Yes. As I've noted in my "Transportation / Infrastructure" policy memo since last January 2021:

One of our investment priorities should be the Metro, as many families rely on public transportation each day. They don't live a walkable distance away from their jobs, or have difficulty getting to other essential services. We cannot cut these investments. You shouldn't need to own a car (and be willing to drive an hour + in traffic every day) in order to provide for your family and pay your bills.

In the Montgomery and Prince George's County regions, we should prioritize investing in the Purple line, and in the Baltimore County region, the Red line. In addition to expanding funding for Purple line, we should ensure that it extends to Largo Town Center / Branch Avenue, so as not to separate or exclude communities that are predominantly of color.

But what's most important in these infrastructure projects is ensuring proper accounting of the funds used by public-private partnerships, transparency in timeline and costs, and a specific plan in place to assist residents who would be negatively impacted by construction in the short-term.

Investing further in MTA Mobility vehicles would assist those in wheelchairs, those with disabilities, those going to/from dialysis appointments, etc, who are forced to wait hours in insecure and unshaded locations. This investment would provide for more drivers and vehicles to take care of this population that has limited transit options. Furthermore, we should incentivize this option by making every 5th ride free.

## **John King**

Yes. Restarting the Baltimore Red Line project would be a top priority administration. I will also work with our Senators and Representatives in Congress to restore the matching funds sacrificed by Gov. Hogan when he canceled the project. The Red Line is an integral part of my plans to address climate change, economic development and my Black agenda. We have seen that the Red Line would vastly improve access to jobs in Baltimore, and would specifically benefit majority low-income communities and Black neighborhoods in Baltimore that have been historically shut out of opportunities.

**Wes Moore**

I have been clear that the Moore-Miller administration will supplement the bipartisan infrastructure bill funds to expedite essential construction, including an intermodal Red Line, that is built quickly, cost-effectively, and with community input on stops, disruptions, and impact on local businesses.

It was short-sighted of the last administration to refuse to move ahead with the planned expansion and return \$900 million in federal transportation funds that had been set aside for the project back to Washington. I will ensure that Maryland uses all the infrastructure money it is allocated.

**Laura Neuman**

Yes. I grew up on public transportation in Baltimore City. I rode the bus to school, to work and to the library. Public transportation is access to resources, education, and a view beyond the borders of your neighborhood. It should be reliable, safe and affordable for everyone. The metro system in Baltimore should become an interconnected network beyond the Red Line. And Baltimore cannot succeed without a Governor committed to its success.

**Tom Perez**

Yes. Transportation is one of the first steps towards economic mobility. The Red Line is a long overdue project that will finally connect Baltimore's most disenfranchised neighborhoods in the East and West. As Governor, I will be dedicated to spearheading this project by advocating for federal support, developing an updated environmental impact statement, and providing the necessary funding to connect all Baltimoreans to economic opportunities.

**Jerome Segal**

Yes.

**2. If you are elected Governor, will you commit your Administration to 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?**

**Rushern Baker**

Yes, Southern Maryland has long been lacking adequate public transportation. As County Executive, Rushern worked to solve this by expanding bus access in Southern Prince George's and increasing train service on the Camden line. Connecting Charles, and eventually St. Mary's and Calvert to the Greater DC transit system will both boost local economies in Southern Maryland and allow commuters to save money and reduce their environmental footprint.

**Jon Baron**

It's clear that we need an effective solution to connect communities in Southern Maryland. I was pleased that the General Assembly enacted legislation last year to fund the final design, engineering and National Environmental Policy Act phase of the SMRT project, and I believe the results are likely to support light rail as the most promising approach. My administration will review the results of this process and implement the most effective solution, in close consultation with local officials and communities.

**Peter Franchot**

I am committed to exploring 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. I believe the Southern Maryland Rapid Transit light rail project to be a part of this vision. As with any mass transit construction we want to make sure that it is done without displacing any communities, and imposing negative impacts on the environment.

**Doug Gansler**

Yes. It is a plank of my Green Maryland plan.

**Ashwani Jain**

Yes. As I've noted in my "Transportation / Infrastructure" policy memo since last January 2021:

We need to provide better transportation infrastructure for residents in Southern Maryland. As such, I support light rail projects that can easily connect White Plains up to Camp Springs.

### **John King**

Yes. Southern Maryland is in desperate need of better public transit. Building the Southern Maryland Rapid Transit light rail project will connect people to more job opportunities and connect some of the region's biggest economic drivers to the rest of the state. In Charles County, poor transportation infrastructure, including public transit has been cited as a top obstacle to the county attracting more investment. A light rail in Southern Maryland has now been thoroughly studied and it's time to build it

### **Wes Moore**

Expanding Maryland's mass transit system will be a priority of the Moore-Miller administration and we support the objectives of the SMRT project. The fact that \$5 million in Congressionally Directed Spending has been allocated to help fund the project points to its viability and potential success.

In addition to new routes, the Moore-Miller administration will take the politics out of transportation decisions and make merit and community-based transportation decisions and ensure that mass transit is focused on people that 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. In addition, most people think of urban areas when they talk about transit, but there have been exciting developments in micro-transit, which the Moore-Miller administration will study and support.

These are programs, like the one currently being considered in Salisbury, which provides people on-demand rideshare services, through smaller buses, for the same price as regular bus fare. Our goal is to establish an interconnected, multimodal, equitably distributed, and well-maintained transportation network for all Marylanders.

### **Laura Neuman**

Yes, this is an exciting proposal that I think merits thoughtful consideration.

### **Tom Perez**

Yes. Reducing reliance on private vehicle transportation and balancing our state's transportation options are pillars of my transportation platform. This must include projects in urban, suburban, and rural communities across the state, including through the Southern Maryland Rapid Transit light rail project.

### **Jerome Segal**

Yes.

**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 Governor, will you commit your Administration to the implementation of the MARC improvements included in the “Maryland Regional Rail Transformation Act” (House Bill 778/Senate Bill 514)?**

**Rushern Baker**

Yes, we support HB 778 and hope to see it signed by Governor Hogan so our administration can begin implementation as soon as possible.

**Jon Baron**

I'm a strong supporter of mass transit, and I support the goal of ensuring that all Marylanders are connected through a variety of mass transit options — including MARC service and other rail options. I will support implementation of the proposed MARC improvements if rigorous analysis identifies these options as effective next steps to strengthen Maryland's public transit system and economy.

**Peter Franchot**

Yes. I have pledged to 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. I am committed to implementing the provisions set forth in the Maryland Regional Transformation Act.

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

I have pledged to create 100,000 family supporting jobs in 100-weeks. Just as important it is to create those jobs, it is important that every Marylander can access these new jobs without barriers. I have also pledged to make Maryland the first net-zero state in the U.S. and a net supplier of renewable energy. Both of these initiatives go hand-in-hand. We cannot reduce greenhouse gasses emissions and achieve our broader environmental goals without a quality transportation system. 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 and environmental growth and a means through which all communities can benefit from it.

## **Doug Gansler**

I do support the goals of two-way MARC service on the Brunswick and Camden lines, subway-like service on the Penn Line and new MARC service to Elkton and Hagerstown. And I am committed to the implementation of the Maryland Regional Rail Transformation Act. I would emphasize intra-Maryland and intra-Baltimore transit first over D.C. to Baltimore transit.

I would also add more MARC trains to and from Frederick while the light rail or other mass transit project is built to connect Shady Grove to Frederick.

## **Ashwani Jain**

Yes. As I've noted in my "Transportation / Infrastructure" policy memo since last January 2021:

Expanding MARC services to Western Maryland (via expanding the Brunswick MARC and adding a third rail) would allow individuals living in Western Maryland to take part in job market growth in the DC, Maryland, and Virginia metropolitan area. MARC train services can also be improved for the rest of the state by ensuring we have all day/weekend services.

I've also committed to making Maryland the first state to guarantee free public transit for every resident. As detailed in my "Maryland Now Plan", public transit should be accessible to all Marylanders and financial barriers should be eliminated. It will help our economy by providing better accessibility to ideas and labor; will reduce the cost of living for employers and employees; will help students — especially those in underserved areas — get to and from school; will benefit seniors and retirees better age-in-place; will help low-income residents, many of whom do not have access to private cars, and therefore rely on public transportation to get to their jobs; will increase mobility and access in our communities for those in the disability community; and will play a critical role in combating climate change by making mass transit a more accessible, convenient, and viable alternative to private cars, helping reduce emissions and our state's overall carbon footprint

## **John King**

Yes. Expanding MARC service to be more frequent and to more places would connect people to jobs across the state, cut carbon emissions from commuting and reduce traffic congestion. It also would serve as a tool for economic development, creating jobs around construction of new stations and tracks, hiring more MARC staff and creating desirable development opportunities around stations. Western Maryland would benefit greatly from increased transit connections. As Governor, I will enthusiastically support the Maryland Regional Rail Transformation Act and take full advantage of the federal infrastructure money coming into our state.

**Wes Moore**

The Moore-Miller administration will ensure that MARC is fully funded and expanded. In addition, we will work to connect Baltimore and Washington with efficient, high-speed rail so we can open up housing, employment, and office real estate between the two hubs. For too long, Maryland has missed this opportunity by allowing high-speed rail projects to languish. The Moore-Miller 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.

**Laura Neuman**

Yes, removing obstacles and barriers to mobility will help us build our state economy and create more reliable access to good jobs. We need to consider investment in transportation as a statewide initiative

**Tom Perez**

Yes. The MARC system provides millions of rides each year and serves as the foundation of Maryland's emerging regional transportation network. As Governor, I will continue to fight for transportation in Maryland through tripling ridership by making MARC interoperable with the VRE throughout the Northeast corridor, and building marquee commuter rail stations in West Baltimore, Bayview, and other historically neglected communities. I will also support the Maryland Regional Rail Transformation Act and commit to implementing the changes it outlines.

**Jerome Segal**

Yes, yes.



**4. Do you support the proposed widening of I-270 and I-495 with the construction of four toll lanes, two in each direction? If you are elected Governor, will you take steps to cancel the project?**

**Rushern Baker**

No, it has been shown time and again that highway expansion does little to reduce traffic, and ultimately puts more cars on the road. During the Baker-Navarro administration, we are going to reduce traffic by giving Marylanders better, cheaper alternatives to getting on the highway. We look forward to seeing this vision put into place with the support of the MTOC.

**Jon Baron**

I support completing the first phase of the expansion — rebuilding the American Legion Bridge and expanding the beltway up to the I-270 interchange and the southern portion of I-270. Any further expansion would require a rigorous assessment of the effectiveness of the initial phase of expansion once that phase is completed — in terms of traffic reductions, economic benefits, environmental impact, etc. — and a careful evaluation of the environmental and economic consequences of any additional construction.

In any case, transit decisions in Maryland must be made while considering the totality of our needs and options — we can't expand highways at the expense of rail and mass transit, nor vice versa. We need to evaluate all of our options, and implement those that are most effective. My administration will be committed to following the evidence and doing what works — in transit and other areas

**Peter Franchot**

I know that the I-270/I-495 project is not without its challenges. However, I am confident that there is a way for this project to be done right. I've made the conditions for my support of this project clear from the beginning-it will put transit at the center of the traffic relief strategy, it will promote transit and carpooling by making them free in the toll lanes, and it will have a PLA so good jobs are created for Marylanders. Moreover, the partners involved must demonstrate that the project is financially sound for Marylanders.

I am monitoring the project closely as the litigation resolves and Accelerate Maryland Partners and MDOT prepare to bring the construction contract to the Board of Public Works in the summer. As with every other step in the process I will continue to do thorough due diligence to ensure that Marylanders get a good deal.

Marylanders need a governor who can balance this tension-someone who has the experience working on these issues, fiscal knowledge, and is driven to make socially conscious decisions in the best interest of the people. The reality is we are not going to be able to meet our transportation needs over the next few decades without cars. We are talking about a century of planning and real estate development that has prioritized cars - it simply won't change over night.

I believe we have to be honest about that reality and not make blanket policies that will not effectuate sustainable positive change for ALL Marylanders.

### **Doug Gansler**

I am in favor of reducing traffic and expanding mass transit options. This project, if it happens, needs to be done in an environmentally friendly manner and through proper procurement protocols.

I support shifting money away from major highway projects towards mass transit projects, which I've been consistent about for the last ten years. This is especially true at a time when more people can work from home and shift transportation patterns away from the daily surge of commuting. We need to make sure our roads are in good shape, but we should be heavily investing in public transit over highways. The only way to reduce congestion on our roads is through investment in public transit.

Furthermore, in the short term, we need to stand up a vibrant and just statewide infrastructure of electric vehicle charging stations.

### **Ashwani Jain**

NO. As I've noted in my "Transportation / Infrastructure" policy memo since last January 2021 - and have campaigned on since:

I am strongly opposed to plans to privatize, widen and create multi-directional toll lanes on I-270. They approved the contract with a selected developer prior to completing an environmental impact report — that's against promises made to us; this plan does not address the congestion that will remain on the non-toll lanes; and this plan does not address how we're going to pay for the relocation costs for almost 70 miles of water and sewer pipes or the residents that will be forced to move.

We need to use funds better in the same area and need to look at maximizing existing lanes and modes of transportation (as I've noted earlier).

### **John King**

No. I strongly oppose widening our highways and adding privatized toll lanes, as there is not enough evidence it will actually reduce traffic and is irresponsible in the face of climate change. As Governor, I will use my vote on the Board of Public Works to block further I-270 and I-495 widening proposals and I will veto legislation supporting expansion should it pass the General Assembly.

## **Wes Moore**

I have significant concerns about Governor Hogan's current proposal. Little collaboration was provided between the local community, including local and state elected officials; and the current P3 procurement process is deeply flawed. It has undergone minimal public oversight and lacks transparency

However, we need to solve the congestion problem in Montgomery County. It's an economic development issue, all those cars stuck in traffic create real health and environmental issues, and when people can't get to the store or their kid's school in a reasonable amount of time, it becomes a quality of life issue. To address the issue, the Moore-Miller administration will:

- Dedicate part of the \$4.1 billion in federal highway aid and the \$409 million in bridge repair allocated for Maryland to funds to this project.
- Work collaboratively with local elected leaders and the communities and build, to the extent possible, within the approved master plan to assure reduced impact on the community.
- Consider improvements within the footprint of the roadway including reversible lanes, bus lanes on the shoulders, a potential monorail, and an extended Red Line.
- Ensure dedicated bus lanes to make mass transit a convenient and realistic solution to get people in and out of DC.
- Be open to HOT lanes as a dedicated funding source for transit on the route.
- Fight so that the long-term costs to Marylanders aren't increased as a way to gain short-term savings through a P3, and
- Hold any P3 accountable to the taxpayers.

## **Laura Neuman**

Ideally, I'd love to see communities built with a heavy reliance on safe, affordable, and reliable public transit. However, it's difficult to imagine our attachment to individual transport will go away. One of my concerns with the proposed expansion is the prohibitive toll cost for most Marylanders. This system furthers the socio-economic divide in our communities.

Transportation can be transformative and is a gateway to opportunity for all, and not just in our major city centers but in the communities where we live and raise our families. If we want to create jobs and build a healthy economy for all Maryland residents, then transportation investment needs to focus on the whole state.

**Tom Perez**

I do not support the current proposal of this project. I would expand the HOV lanes to the I-270 spur. I believe it is unnecessary to widen the beltway in order to alleviate traffic congestion. I am committed to moving people more efficiently through the 270 corridor with improved transit options, *not* toll lanes.

As governor, I will also replace the American Legion Bridge. In doing so, we will ensure that it is built to accommodate a future light rail line – similar to the Wilson Bridge Project

**Jerome Segal**

No, you can count on it !!