



MARYLAND'S MOBILITY - MOVING INTO THE FUTURE:

Building Better, Cleaner, and More Equitable
Transportation Infrastructure



Maryland has a rich history as a transportation innovator. We were home to America's first railroad,¹ its first national highway,² and even its first air flight when 13-year-old Edward Warren ascended in a balloon over Baltimore in 1784.³ Maryland has historically recognized the value of transportation, not only as a means of mobility, but as an economic engine and as a vehicle for helping people lift themselves from poverty. There is an important link between transportation and economic mobility, and as billions of federal dollars are allocated to improve Maryland's infrastructure, we must ensure that the economic opportunities that come with this investment are available to everyone.

Maryland has amazing economic, educational, natural, and cultural assets but our transportation system needs to better connect our residents to jobs, schools, parks, and other resources in their community. As a result, we have not lived up to our economic potential and we continue to lag in implementing sound policies to protect our environment and enhance our communities. Transportation is, at heart, an equity issue. We need a plan for building an efficient and equitable transportation system that unharnesses economic growth in our region, drives billions in new investment, protects our environment and our neighbors and connects people with employers. Transportation systems are the veins of commerce connecting people to goods and services and ensuring that our economy can thrive.

To do this, Maryland needs an administration with the vision to address these challenges. Former Delegate Aruna Miller spent 25 years working at the Montgomery County Department of Transportation to improve safety, alleviate traffic congestion, and create a more equitable transportation system to connect people to opportunities. As a State Delegate in Annapolis, she was the Vice Chair of the Transportation and the Environment Sub-Committee. Her deep understanding of transportation infrastructure, along with Wes Moore's leadership, will create a strong partnership for the people of Maryland. As a former U.S. Army captain, small business owner, and CEO of one of the nation's largest anti-poverty nonprofits, Wes brings the leadership and unique perspective we need to address these challenges.

The Moore-Miller ticket has the proven ability to bring the public and private sectors together to create change, multiply success, and solve complex challenges. Their administration will employ a holistic approach by bringing communities, federal, state, and local agencies, and other stakeholders together to set aggressive and achievable accountability measures to implement the Moore-Miller transportation vision.

Wes and Aruna have an unprecedented opportunity to make the structural improvements needed to build a better, safer, cleaner, and a more efficient Maryland. Their transportation plan will establish an interconnected, multimodal, equitably distributed, and well-maintained transportation network that manages congestion, protects the environment, creates jobs, improves public safety, and connects communities to places with affordable housing - all while driving economic growth.



The Moore-Miller administration will ensure our bus transit system is reliable and gets people to work and school on time.

PROVIDE EQUITY AND OPPORTUNITY

Ensure that our efforts to improve mass transit focus 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 vehicles⁴ and are more likely to rely on biking or public transit.⁵ 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. 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.⁶ We need to do a better job of connecting people to jobs. The Moore-Miller 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 systems 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.

Address the connection between transportation and public health. The detrimental impact that poorly planned transportation projects have on local communities has been known for decades. So too has the simple fact that these projects have a disparate impact on traditionally marginalized communities.⁷⁸ Exposure to poor air quality leads to higher rates of asthma, the paving over of parks and other green spaces leads to inactivity and cardiovascular decline, and poor public transportation options make accessing healthy shopping choices and basic medical care out of reach. For example, the state-of-the-art University of Maryland Capital Region Medical Center that the state just built in Largo is practically inaccessible to the local community. A person traveling from Oxon Hill, 13 miles away, needs to take two buses and the metro in their hour and a half trip. The Moore-Miller administration will ensure that when transportation decisions are made, a wide array of factors will be considered, particularly what impact they will have on local communities.



The Moore-Miller administration will ensure that the billions of federal and state dollars invested throughout the state are open to small businesses as well as minority-owned businesses.

Remove barriers to employment. The lack of reliable, affordable, and accessible transportation is one of the most significant and persistent problems worsening the cycle of unemployment and poverty and hindering economic mobility. The Moore-Miller administration will collaborate with employers to develop sponsored rides and vanpools as a hiring strategy, provide capital and operational funds to expand local transit options, and coordinate with rural transportation authorities to develop more equitable transportation solutions for rural Marylanders to improve access to employment. Wes and Aruna will look at other discounted transit fare programs for the economically disadvantaged, like those in Kansas City, Boston, and the Los Angeles Metros, to offer a free transit program to incorporate the many lessons learned from transit agencies around the country. Through pragmatic investments, we can provide efficient and reliable transportation options for low-income individuals who need access to employment opportunities and job training.

Remove the politics from transportation. We have seen the destruction that politically motivated transportation decisions can sow in a local community. From transit inequality to disproportionate environmental and health impacts, to cutting prosperous neighborhoods in two, the legacy of race-driven transportation policies has left a scar on our state.⁹ The Moore-Miller administration will make merit and community-based transportation decisions and work to undo past harms - including supporting initiatives to reconnect neighborhoods like reclaiming the Highway to Nowhere.

Implement procurement reform. We must ensure that the billions of federal and state dollars invested throughout the state are open to small businesses as well as minority-owned businesses. This includes expanding opportunities for women and minority-owned businesses to participate as prime contractors and owners as well as subcontractors. The Moore-Miller administration will establish a procurement ombuds function to provide every company - regardless of its size - the same opportunity to win these lucrative grants and to, in turn, build their businesses.

Ensure holistic infrastructure planning. There remains a critical dearth of vital infrastructure in Maryland that goes beyond transportation. Aging water and electric infrastructure, and a lack of broadband deployment, have a negative impact on too many communities - particularly rural communities and communities of color. The federal bipartisan infrastructure bill provides \$844 million to improve drinking water and sewer infrastructure and \$100 million for broadband deployment for Maryland. As our transportation infrastructure is updated and improved, Wes and Aruna will make sure that we take advantage of that construction to update contiguous infrastructure and deploy broadband when needed and provide direct support to local jurisdictions so they can tap into federal funds.



DRIVE THE ECONOMY

Expand Transit-Oriented Communities. Efficient rail service greatly enhances economic opportunities at commuter stations, turning these sites into incredibly valuable assets, reducing the commute time for people who live there, and improving their quality of life. The Moore-Miller administration ensure resources are used efficiently, investing in stations to drive mixed-use, walkable and bikeable communities that secure a mix of housing cost options. Wes and Aruna will encourage and support local jurisdictions' ability to prioritize transit-oriented development, which provides affordable workforce housing and employment opportunities for people within a half-mile of mass transit locations to reduce the number of commuters. In addition to increasing support for the state's current efforts,¹⁰ the Moore-Miller administration will anchor new fixed rail construction with policies and incentives that leverage private sector investment in mixed-use developments.

Drive growth and expansion of BWI Marshall Airport. BWI Marshall Airport is the busiest airport in the National Capital Region and generates over \$9.3 billion in economic impact annually for the Maryland economy, including over 106,000 jobs.¹¹ The Moore-Miller administration will ensure that Maryland's share of the \$25 billion in national funding for airports allocated in the bipartisan infrastructure bill is invested to position BWI Marshall Airport for additional air service expansion, enhanced customer experience, and improved transit access. The future of our airport hinges on its ability to adapt to changes in the economy and air service rapidly, with innovation, and in an environmentally sensitive manner. The Moore-Miller administration's policies will examine industry best practices to strengthen BWI Marshall Airport's financial position for self-sufficiency, operational efficiency, and economic impact - including increased transportation options so workers from around the area, particularly those from historically disadvantaged communities, have access to these jobs.

Tap the economic and employment potential of Marshall Airport's cargo operations and make sure it is accessible to everyone. BWI Marshall Airport handles over 50% of the National Capital Region's air freight, making the airport's cargo operations a remarkable force for economic and employment opportunities. From the airport's 395,000-square-foot cargo center,¹² a truck can reach 32% of the U.S. population overnight.¹³ The Moore-Miller administration will ensure that cargo operations at BWI Marshall Airport have the resources needed to help the wide array of companies that operate there can grow, thrive, and hire. The administration will also work to establish reliable public transportation so that people from the surrounding communities can commute to the airport and take advantage of this growth. Amazon will not be able to fill the 2,000 new jobs they are expected to bring to the region¹⁴ if they cannot draw from a broad pool of capable workers. The Moore-Miller administration will ensure they can by increasing transit mobility options to and from the airport.



BWI Marshall Airport handles over 50% of the National Capital Region's air freight.



Better leverage the Port of Baltimore. The Port of Baltimore is Maryland's primary supply chain engine and one of the busiest ports on the East Coast. The Port is the leader in vehicle (roll-on/roll-off) cargo, a vital driver of the U.S. economy. Maryland must continue to invest in the Port of Baltimore's capacity-expanding projects, including important improvements to the Howard Street Tunnel, which would allow for double-stack trains and greatly improve freight movement. The Moore-Miller administration will leverage the latest network technologies to digitize port operations to improve and ensure worker safety, and move more goods for less. Wes and Aruna will ensure Maryland receives its share of the \$17.1 billion in federal funding for ports, allocated in the bipartisan infrastructure bill, and that those funds are used for capital infrastructure improvements to lower the transportation costs and reduce transportation time of goods for Maryland businesses, making our area more attractive for businesses.

PROTECTING THE ENVIRONMENT

Convert the state's fleets to EV technology. We need to take bold steps to quickly and dramatically reduce the harm we are inflicting on the environment. To start, the Moore-Miller administration will begin phasing in electric vehicles in its first year, starting with MTA buses and other state owned light-duty vehicles, and we will beat the state's mandate to transition half of MDOT MTA's bus fleet to zero-emission vehicles by 2030 and their full fleet by 2045 and instead fully EV the fleet by 2030. We will do this in partnerships with Maryland utilities to understand the impacts of EV transmissions on the grid capabilities and the potential need for investment in energy infrastructure to support this widespread conversion and adoption. In addition, we will undertake a program to educate and train communities about new EV technology to ensure they seamlessly can join in the adoption of this technology.

Increase the number of electric vehicles on the road. In Maryland, the transportation sector is a major contributor to emissions - producing 36% of our total emissions. A recent study found that over 600 Marylanders die each year from the 15 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. The Moore-Miller 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. They 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, Wes will lead by example and fully electrify the state's fleet of



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vehicles by the end of his second term. Wes and Aruna will ensure consumer subsidies for purchasing and maintaining EVs are funded equitably. The 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 ten 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, the 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.

Convert sprawl into 15-minute neighborhoods. 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 that were all-live and no-work or play. 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.¹⁵ This creates 15-minute neighborhoods so folks can walk to shops, eat, and work in their own neighborhoods. The Moore-Miller 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 access to the services and amenities they want.

IMPROVE SAFETY, CONGESTION RELIEF, AND SYSTEM PRESERVATION TO OUR TRANSPORTATION INFRASTRUCTURE

Make our roads safer. Every person has the right and expectation to travel safely, regardless of mode. Too many families are experiencing the loss of a family member while driving, walking, or biking along our roadways. One death is one too many. In the last three years, there have been over 500 fatalities per year on Maryland roadways.¹⁶ Prince George's County had the highest number of fatalities in 2021 with 119, and Baltimore City with the second highest at 68. The county with the least fatalities was Dorchester, with two. Greater focus and resources needs 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. The Moore-Miller administration will provide the training and resources needed to help our local communities implement the Vision Zero strategy to greatly reduce traffic fatalities.¹⁷



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Leverage the influx of federal funds to build generational infrastructure

improvements. 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.¹⁸ We cannot waste this money on band-aids or short-term fixes. When the last administration refused to move ahead with the planned expansion of Baltimore's subway system, they sent the \$900 million in transportation funds that had been set aside for the project back to the federal government. Those days will be over. The Moore-Miller 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, the Moore-Miller administration will supplement the bipartisan infrastructure bill 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.

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. 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.

Establish Redevelopment Communities in urban and rural areas where remote workers can earn incentives to locate. As a result of the pandemic and increase in technology, the world has seen a rapid move to remote working. Today, 16% of companies are still working remotely and around 62% of employees would work remotely, at least a few days a week, if given the opportunity.¹⁹ The new work dynamic means people will be able to live anywhere. We need to rethink land development and business recruitment policy to take advantage of this trend and reduce the unpleasant, unneeded, and environmentally harmful work commute. The Moore-Miller administration will implement programs and policies to attract and retain remote workers. To drive this efficiently, the administration will create a statewide entity to provide technical assistance and best practices, including broadband deployment, for local efforts to revitalize local communities with the goal of maximizing capital investment by reinvesting in aging infrastructure that exists largely in communities of high-density population and rural areas. Our Department of Commerce toolkit will be reengineered with the goal of establishing tax incentives with remote workers in mind.

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