

# Responses from Paul Ransom

Paul Ransom is running for the Democratic endorsement for Maryland state delegate district 14.

**Question:** Do you support dedicated, bondable funding for Metro totaling at least \$500 million a year including at least \$167 million from Maryland? How would you achieve this and what funds would you use? Do you require other steps (governance, labor, etc.) before you can support it?

**Response:** I do support dedicated funding for Metro. I am a Metro rider and understand the importance of mass transit and how it supports and grows our economy. The Metro has made improvements since beginning the SafeTrack Program in 2016. Having a safe, timely and efficient transit system spurs economic activity that ultimately improve our standard of living. I agree with Maryland Democrats that using the transportation trust fund is appropriate if Virginia and the District of Columbia agree to contribute the same amount.

**Question:** Do you support Governor Hogan's proposed expansion of I-495, I-270, and/or the BW Parkway? Why or why not? With limited public funding, would you prioritize that, transit expansion like MARC, BRT, the Corridor Cities Transitway, Southern Maryland Rapid Transit, or other projects?

**Response:** I think it is imperative that we address traffic congestion on our major highways and roads. However, we cannot abdicate the responsibility for government to provide appropriate transportation to its people. Creating the appropriate capacity is the responsibility of government which means government should pay for it and provide the capacity to the people without tolls. Certainly, I am open to using public-private partnerships to solve some congestion problems; however, for major highways and roads there must always be capacity that is free. In all cases I-495, I-270 and BW Parkway if capacity is increased it should be available without creating toll roads or additional pay lanes. I am in favor of BRT and have not yet decided my support for the other projects.

**Question:** Do you think the State Highway Administration appropriately balances walking, bicycling, car, and transit needs or does it favor fast car movement to the exclusion of other needs? Would you support changes to SHA oversight and policies to make streets safer for walking and biking even if it slows down car traffic?

**Response:** I have not had an opportunity to investigate this question. It appears that SHA has balanced the transit needs, however I cannot take a strong position because I am not aware of all the facts.

**Question:** Should the state take steps to ensure that existing and newly transit-rich areas (such as the areas surrounding the coming Purple Line) accommodate increased demand to live there, remain affordable to residents of all incomes, and enable existing residents and businesses to enjoy the benefits? What policies would you support?

**Response:** Yes. I would support policies to accommodate the residents and businesses.

**Question:** Our region shares many things: a transit system, a housing market, even a football team. Would you like to see Maryland, Virginia, and DC collaborate to avoid a race to the bottom? How does your approach shape your views on regional projects like Metro, Amazon's HQ2 bid, and a possible new NFL stadium?

**Response:** I think this is important, being able to work with Virginia and DC is important because our economies are interrelated. We can all rise together, there can be healthy competition among states and the district, but I would not be in favor of offering incentives that ultimately do not provide a good return on investment. This is my approach to Amazon's HQ bid or an NFL stadium. I believe those projects are important investments, but I also believe infrastructure projects that improve our roads are also important investments. I believe in a balanced approach to all of these opportunities and this is the view I would take when talking to colleagues in Virginia and the District.