

Responses from Sade Oshinubi

Sade Oshinubi is running for the Democratic endorsement for Maryland state delegate district 26.

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: The viability of the Metro is critical to the welfare of Marylanders. Providing sustainable financial support for the safety and operation of the Metro would start with supporting HB 372 and SB 277 which establishes and sets out a funding framework for the Maryland Metro Dedicated Fund account. Maryland must also leverage its resources to ensure that D.C. and Virginia are contributing to the fund.

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: For environmental sustainability and transit efficiency, I would prioritize transit expansion projects, like the Southern Maryland Rapid Transit. The "SMRT" Alternatives Final Report finds that development of the rapid rail system could incentivize the implementation of pending projects that will foster employment and economic growth. I would also support limited funding for the expansion of the two-lane BW Parkway to relieve congestion as people transition to more efficient transit options.

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: Safety on the roadways is an important issue to me. I have worked to bring awareness to safety issues on State Highway 210 that cuts across my district and will continue to work to ensure that safety is paramount. For example, I have been working with members of a senior community located right off of state Hwy 210 who cannot even get across the street before the walk light changes and cars begin to move. The time for the cross walk is just not long enough. This needs to change. We have many parks with bikers and walkers and adequate provision must be made to support their needs on our roadways including addressing our serious lack of bike lanes in our streets. Creating walkable communities incentivizes development and improves the health and welfare of our citizens.

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: Absolutely. Equitable access to affordable housing is a key component in supporting the development of sustainability of communities. People who have called an area their home should not be displaced in the name of progress. Mixed-use developments have increased in District 26 and have contributed to a broader plan to support responsible growth. The state should do more to leverage zoning schemes such as increasing affordable dwelling unit requirements and offering bid priority to local businesses. Ongoing reporting and analysis, like evaluation of rent increases and studies reporting employment of local residents, and successful bids of local businesses should be implemented to ensure policies are actually effective.

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: Collaboration and cooperation between governments across state lines is key to the economic growth and well-being of communities across the DMV. According to a study, which redrew state lines based on economic ties, current state lines do not represent cohesive communities. Understanding regionalism and the breadth and specificity of the economic factors that are interwoven across state lines is key to achieving partnerships and leveraging data and resources for the benefit of communities and residents. For example, we must understand what economic factors to leverage to influence D.C. and Virginia to invest their share to fund and improve the Metro system. Sharing data to provide comprehensive incentives to attract Amazon's HQ2 is another example of how Maryland, Virginia, and DC should be working together. The governments of all three jurisdictions understand that having Amazon in the DMV would have benefits across state lines as employees could come from any of them; therefore, there should have been and should be moving forward, collaboration to shape bids and other substantial development such as the stadium and Metro expansion.