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MADALENO STANCE THREATENS CORRIDOR CITIES TRANSITWAY

Senator Richard Madaleno's opposition to new bus rapid transit and light rail lines endangers badly needed new transit extensions north of Shady Grove, upcounty transit advocates pointed out today.

The approach of a June 16 public hearing on the Corridor Cities Transitway, which would run north from Shady Grove, draws new attention to Madaleno's opposition to new transit routes. "It would be unfortunate if Senator Madaleno keeps upcounty commuters stuck in traffic jams," commented Gaithersburg transit advocate Harvard Morehead. "While there are disagreements about the best alignment, every other member of the Montgomery County legislative delegation supports the concept of building a new transit line north of Shady Grove."

Madaleno's position is that Maryland should not move ahead with new bus rapid transit or light rail projects because the state does not have enough money. In [testimony](#) at a Maryland Transit Administration hearing on the Purple Line in November, he stated:

Quite frankly, the state does not have the resources to pay for any of the Bus Rapid Transit (BRT) or Light Rail Transit (LRT) options. Over the past decade, the only major new construction projects the state has moved forward with have been funded primarily with toll-backed revenue bonds. There are no alternative funding mechanisms available for this project. As a member of the Senate Budget and Taxation Committee, I feel confident in reporting that no new revenue options appear politically feasible in the foreseeable future.

Senator Madaleno reaffirmed this stance on May 28 in a debate on WUSA-TV.

Madaleno supported spending \$800 million to build Lexus Lanes – new toll lanes subsidized by all drivers but designed to be so expensive that the majority can't afford to use them – on I-95 north of Baltimore. "It's interesting that Senator Madaleno can't find funding for rail, the most efficient means of transportation ever devised by humanity," Morehead said, "but he seems to be able to dig up money to subsidize rich people's commutes."

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