

修复破旧基础设施



拉里·霍根一直是重建美国破旧基础设施的坚定支持者。作为州长,他在每个辖区推动了优先项目的实施,创下了道路、桥梁、隧道、交通系统、港口和机场投资的记录;修复了他上任时遗留的所有结构缺陷桥梁,并几乎重新铺设了整个州的公路系统。他在巴尔的摩港口和巴尔的摩/华盛顿国际机场(BWI)实施了显著的扩展计划,以确保它们保持现代化、竞争力和活力。正是霍根州长领导下的马里兰州基础设施发展,让CNBC将该州评为美国商业环境改善最显著的州之一。

霍根州长的两党合作方式不仅在州内产生了成效,也影响到了全国。作为全国州长协会主席,他启动了一项为期一年的全国倡议,聚焦于修复美国破旧的基础设施。2019年底,霍根州长代表全美50位州长向国会提交了这些建议,最终成为两党基础设施法案的基础。

2021年,当政治斗争使基础设施妥协几乎成为不可能时,霍根州长在安纳波利斯召集了民主党和共和党的州及联邦领导人,并通过

谈判达成了妥协,促成了两党基础设施法案,承诺对重建国家的道路、桥梁、机场和交通网络进行历史性的投入。

然而,仍有大量工作需要完成。两党基础设施法案中的联邦资金很大一部分因通货膨胀而被消耗,并因过多的繁文缛节而延缓。作为参议员,拉里·霍根将继续担任务实的领导者,能够真正消除党派争论,推动基础设施重建。他将致力于争取关键的基础设施资金,并通过许可改革消除阻碍就业的监管。

首先将从重建弗朗西斯·斯科特·基桥和解决令人沮丧的交通问题开始。目前预计新的弗朗西斯·斯科特·基桥将于2028年重建,霍根州长认为这是不可接受的。2022年,作为州长,他成功在波托马克河上建成了规模相似的新奈斯-米德尔顿桥,既节省了预算,又提前完工。霍根将努力加快环境评估和《濒危物种法》审查的进程,提前完成这一项目。

Fixing Crumbling Infrastructure

Larry Hogan has long been a champion for rebuilding America's crumbling infrastructure. As Governor, he launched an infrastructure renaissance by moving forward on priority projects in every jurisdiction; making record investments in roads, bridges, tunnels, transit systems, ports, and airports; fixing every structurally deficient bridge that the administration inherited; and resurfacing nearly all of the state highway system. He implemented significant and dramatic expansions at both the Port of Baltimore and Baltimore/Washington International Thurgood Marshall Airport (BWI) to keep them modern, competitive, and thriving. Maryland's approach to infrastructure under the governor's leadership is one of the key reasons CNBC named it America's most improved state for business.

The Governor's bipartisan

approach created results across the country. As Chair of the nation's governors, he launched a national, year-long initiative focused on fixing America's crumbling infrastructure. At the end of 2019, Governor Hogan submitted these recommendations to Congress on behalf of all 50 of the nation's governors and these ultimately became the basis of the bipartisan infrastructure law.

In 2021, when toxic politics made passing an infrastructure compromise nearly impossible, Governor Hogan brought Democratic and Republican state and federal leaders together in Annapolis and hammered out a compromise that would lead to the bipartisan infrastructure law, providing a historic national commitment to rebuilding our nation's roads, bridges, airports, and transportation networks.

However, there is still far more work to do. Much of the federal funding from the bipartisan infrastructure law was eaten away by

inflation and slowed down by excessive red tape. As a Senator, Larry Hogan will continue to be the same results-oriented leader who can actually cut through the partisan nonsense to get infrastructure rebuilt. He will lead the fight to secure critical infrastructure funding and to eliminate job-killing regulations through permitting reform.

This starts with rebuilding the Francis Scott Key Bridge and addressing the soul-crushing traffic. Current estimates are that the new Francis Scott Key Bridge will not be rebuilt until 2028. Governor Hogan believes that is unacceptable. In 2022, as governor, we opened the new Nice-Middleton Bridge—which is similar in size—across the Potomac, under budget and ahead of schedule. Governor Hogan will work to expedite the environmental and the Endangered Species Act review and get this project done ahead of schedule.



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