

Action Committee for Transit Questionnaire for **Governor**

- 1) Do you support funding and advancing the Purple Line to groundbreaking as described in the Locally Preferred Alternative and the Environmental Impact Statement without qualification?

The Purple Line is critical to strengthening our State's transportation network. I strongly support the construction of the Purple Line as described in the Locally Preferred Alternative and the Environmental Impact Statement. In 2013, I supported passage of the Transportation Infrastructure Investment Act, which has allowed the State to contribute \$711 million to the Purple Line. I also led the effort to pass the Public-Private Partnership Act. Together, these efforts made it possible for us to move the Purple Line forward and secure a commitment of \$900M in federal funds for the project.

As Governor, I will ensure the State remains committed to working with our Counties, local communities, businesses and non-profits to mitigate the project's impacts.

- 2) Would you support a 2nd road crossing of the Potomac River?

Before any consideration is given to a second Potomac road crossing, which could have significant community and environmental impacts, we must maximize our current infrastructure to include building the Purple Line and Corridor Cities Transitway (CCT), expanding Bus Rapid Transit throughout Montgomery County, strengthening the current road network, studying transit in southern Prince George's and Charles Counties, and working in partnership with Washington Metropolitan Area Transit Authority on the Metro's long term planning.

- 3) Would you support more transit, pedestrian, and bicycle-friendly road design in our school zones and urban centers even if it slows drivers down?

Yes, I support the expansion of transit, bike trails, improved pedestrian access, and the Capital Bike Share Program. To build safer, more sustainable and walkable communities, such as Silver Spring, Bethesda, Long Branch, Shady Grove and Rockville, and near our schools, we must be willing to adopt a multi-modal transportation approach. Where there is local consensus, we are willing to make these changes even at the cost of slowing down traffic. As Governor I will emphasize investments in smart growth and transit oriented development, for example building a new Regional Medical Center at the Largo Metro Station and the DHCD headquarters at New Carrollton.

- 4) Do you support including the 3rd track needed to allow all-day MARC service?

I support expanded MARC service, which is why last year we invested \$46 million to operate the first-ever weekend train service on the MARC Penn Line and provided \$52 million for MARC Commuter Rail

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improvements to purchase 10 diesel locomotives and to add two daily round trips on the MARC Camden Line. As Governor, I am committed to continued investment in MARC's infrastructure and growth. I will work with stakeholders in Montgomery, Baltimore, Frederick and Howard Counties, Baltimore City, and Washington, D.C., to pursue expanded service in our primary corridors, which could eventually include a third track in Northeast Maryland.

Action Committee for Transit, Inc. – Candidate Questionnaire – Doug Gansler

- 1. Do you support funding and advancing the Purple Line to groundbreaking as described in the Locally Preferred Alternative and the Environmental Impact Statement without qualification?**

Yes, I support funding and advancing the Purple Line as it is currently planned and envisioned.

- 2. Would you support a 2nd road crossing of the Potomac River?**

No, because it would go through the agricultural reserve and other vital properties along the way, and would encourage sprawl.

- 3. Would you support more transit, pedestrian, and bicycle-friendly road design in our school zones and urban centers even if it slows drivers down?**

Yes. Ensuring safe passage of all transit users - vehicular, pedestrian, bicycle - is critical, particularly in urban centers and school zones.

- 4. Do you support including the 3rd track needed to allow all-day MARC service?**

Yes. I support this as part of a long-term strategy for enabling MARC service to run without encumbrance from freight traffic.

HEATHER MIZEUR-COATES

- 1) Do you support funding and advancing the Purple Line to groundbreaking as described in the Locally Preferred Alternative and the Environmental Impact Statement without qualification?

Being Governor is about setting priorities. Building the Purple Line without qualification will be a top priority for my administration, not just a campaign pledge, and it has always been a priority of mine. The Line runs right through my legislative district. I have walked the alignment, spent years discussing stops, and worked with you from the beginning to gather support to build it. It will create 27,000 jobs and generate millions in economic activity, and my administration will secure all the funding needed to build it and do it in a way that does not put our financial future at risk. You deserve a Governor who will get this right and get it built, and I am that candidate.

- 2) Would you support a 2nd road crossing of the Potomac River?

More roads mean more congestion. A second Potomac River crossing is the wrong approach for our region's transportation future. I was a longtime opponent of the Intercounty Connector for the same reason – it required billions in state funding, puts more cars on the roadway, harms the environment, and does little to relieve congestion. My administration will shift focus and resources away from projects like the ICC and a second Potomac River crossing and instead invest in the Purple Line, the Corridor Cities Transitway, Bus Rapid Transit, transit in southern Maryland, expanding bus options, and rebuilding existing roads and bridges that have suffered from decades of neglect.

- 3) Would you support more transit, pedestrian, and bicycle-friendly road design in our school zones and urban centers even if it slows drivers down?

Every candidate says they support these priorities. The difference is how each values the role they play in our transportation system. The Mizeur-Coates vision for transportation – more mobility, greater accessibility, more transit, smarter growth – is centered on bringing communities closer together. That's what these priorities accomplish. Pedestrian and Bike Share programs get us out of our cars and interacting with our neighbors. Transit growth creates stronger interconnections between local economies in diverse neighborhoods. These values that drive our vision, and our level of commitment in terms of funding, growth, and planning decisions will reflect these values.

- 4) Do you support including the 3rd track needed to allow all-day MARC service?

Expanded MARC service was a primary reason why I was a vocal supporter of the transportation investment bill in 2013. Due to the declining revenue in the Transportation Trust Fund, we were at risk of losing federal funding for our most critical priorities like the Purple Line. We needed action, and even though supporting a gas tax increase is never popular, it was the right thing to do. I was the only candidate for Governor to come out early in support.

Thanks to your advocacy, we passed that law. But we have to do more, because when we expand public transit, people will use it. I'm a full supporter of expanding to a third track on the Brunswick Line and will work to find the resources needed to expand MARC service across the state.

CINDY WALSH

Let me first state what my vision of transportation policy across the state will include in my administration. I would ask that citizens in Montgomery County consider whether electing a governor that lives in your county to get promises a favored development measures trumps an overall agenda of statewide corporate and government accountability to bring more revenue to government coffers making the Transportation Trust flush with money for all state projects. Also, would it trump a candidate dedicated to rebuilding all of public sector agencies tasked with encouraging public input with a goal of making public concerns the driver of policy. As a REAL environmentalist I have as a goal to create the strongest of PUBLIC transportation infrastructure in the state. So, maximum access to trains, planes, buses, and bikes would be a priority. You will find that someone who has spent two decades using public transportation as a primary transportation source knows what is needed and what works. As a former Industrial Engineer for United Parcel Service I know schedules, efficiency, and quality. I also know the value of keeping all of the infrastructure required for transportation quality in the best of conditions. Do you know who does this better-----the public sector. As everyone knows when you hand public services to corporations to own or operate the entire operation becomes about profit so quality, efficiency, and infrastructure maintenance and public safety is neglected. The policies in Maryland these few decades has been privatization of all public transportation and it will be for all of the other candidates for governor except Cindy Walsh for Governor of Maryland.

When a state government privatizes MARC for example and then offers no oversight and inspection; if it has a State Transportation Commission that looks the other way to shortcuts taken to maximize profit for the corporation chosen for this partnership, whether Amtrak, CSX, or VEOLA for example, then public interest is sacrificed. Quality, access, safety, and infrastructure upkeep must be number one in any outsourcing of public sector service and transportation is especially important. I must qualify this by saying whereas the state may be better to outsource some commuter rail, it would be my intention to build strong PUBLIC transportation structures. This is good for the consumer, the worker, and for control of infrastructure development and maintenance. Is CSX maintaining its rails and crossings? Is Amtrak offering comfort, access, and safety? Does it make sense to subsidize rather than operate as a public transit only? I feel strongly the need to keep buses, taxis, airport transit, and light rail fully public as we have seen in these few years of public private partnerships operations that are not offering any more to quality while workers are driven to impoverishment. A consumer must have quality transit employees and that will not happen if these people are not paid a strong wage. That is why MTA has always been a middle-class occupation.

Do you know the privatization of the Port of Baltimore took what was a few billion dollars in revenue to the state and handed it to investment firm HighStar in exchange for a few hundred million dollars in leasing? Do you know making this port a world port will kill the Chesapeake Bay with invasive species? So, this was a lose/lose deal for the citizens of Maryland. How did this happen? Corporate politicians running as democrats! This is where funding for the Transportation Trust can be flush with money. RED LINE and PURPLE LINE are both necessary for any public transit future so we make sure the state revenue is protected with oversight and accountability and you will see plenty of money for all of these projects. We do not need tolls on roads if we run a lean and accountable public works/services department. We certainly do not need that huge toll on the Chesapeake Bay Bridge.

City bus transit is the most important method of public transportation and that requires industrial engineering to see that routes intersect and transfer sites meet. In Baltimore, the bus schedule has not seen an IE update since 1970s and the bus system is so defunded that it takes hours to go one way. It is deliberate as money was diverted to other projects-----most likely Montgomery County---but the point is this:

THERE SHOULD BE PLENTY OF MONEY FOR ALL MARYLAND TRANSIT PROJECTS WITHOUT PRIVATIZATION.

Buses must reach across the state so Rapid Transit Buses and close connections to existing corporate bus lines is a must. It is the state that makes sure corporate partners are making the consumer's experience the best it can be. Completing forms without verifying data? My administration will rebuild public agencies for oversight and workplace and public safety.

Maryland Public Service Commission, Maryland Public Works must have as appointments people who view public interest over corporate/shareholder profit.

Bike trails are very important as we try to get people out of their cars so I will continue to promote biking in cities and counties both as policy and with funding. If you do not make public transportation easily accessible you will not get people out of their cars. Do you know the state can work on policy that encourages public ridership without being punitive to citizens choosing to drive? I lived in Seattle where corporations received a subsidy for providing their employees with annual transit passes while leaving parking fees low. Seattle has the best record for public transit use and it all involves public policy that brings all the community players to the table. I used to kayak to work!

Finally, we will have a different method of creating revenue for the Transportation Trust in my administration. We all know gas taxes do not do it and raising gas taxes as high as was done was a huge burden for most. We can get people out of their cars whenever possible but we do not need to break the individual's bank. I will make paying for transportation infrastructure as progressive possible.

Below you see the answers to your questionnaire:

Questionnaire for Governor

- 1) Do you support funding and advancing the Purple Line to groundbreaking as described in the Locally Preferred Alternative and the Environmental Impact Statement without qualification?
 - 2) Would you support a 2nd road crossing of the Potomac River?
 - 3) Would you support more transit, pedestrian, and bicycle-friendly road design in our school zones and urban centers even if it slows drivers down?
 - 4) Do you support including the 3rd track needed to allow all-day MARC service?
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Question 1:

No doubt the communities involved in this Purple Line development want to get on with it as there are so many factors and people having opinions and needs. Any politician who says they will commit to any project plan without qualification would be disingenuous. I would review this project with the intent of making sure the public's interests are foremost and the environmental impact and environmental justice to communities is as good as it gets. I would support funding for the Purple Line and feel sure that we will have the Transportation Funds to move forward.

Question 2:

I cannot answer this not having been part of the discussion.

Question 3:

Yes, I would support building access to pedestrian and bike-friendly paths in all areas of the state. People's ability to commute by car without excessive delay is understandable, but having cars slow especially in urban areas is not a bad policy as a whole. Designing these paths can easily work to keep arteries available for speed in conjunction with arteries made for safety. Trails must have staffing geared to maintain safety and keeping trails clean.

Question 4:

I would want to see a completely separate rail system for the state commuter lines allowing freight lines their own routes. We have far too many delays and accidents in trying to negotiate what should be separate rail systems. I am very sensitive to eminent domain issues and NIMBY concerns as people's property values and quality of life are always impacted by these kinds of infrastructure changes. Rail should be a primary transit resource and it should be cheap. I do not feel funding this project with state and county funds would be an issue.

DAVID CRAIG

1. Do you support funding and advancing the Purple Line to groundbreaking as described in the Locally Preferred Alternative and the Environmental Impact Statement without qualification?

Not at this time. There needs to be more proof it will provide the right service at a good cost.

2. Would you support a 2nd road crossing of the Potomac River?

Not at this time. We need to fix things that are broken first before spending money for something new.

3. Would you support more transit, pedestrian, and bicycle-friendly road design in our school zones and urban centers even if it slows drivers down?

YES.

4. Do you support including the 3rd track needed to allow all-day MARC service?

YES.

CHARLES LOLLAR

1) Do you support funding and advancing the Purple Line to groundbreaking as described in the Locally Preferred Alternative and the Environmental Impact Statement without qualification?

No. We believe the state cannot afford the Purple Line, which is already over way over budget and is dividing communities. We will explore more imaginative, less expensive alternatives, such as elevated monobeam monorail, and will be more responsive to local communities.

2) Would you support a 2nd road crossing of the Potomac River?

Yes

3) Would you support more transit, pedestrian, and bicycle-friendly road design in our school zones and urban centers even if it slows drivers down?

On a case by case basis, depending on cost, and with input from local residents.

4) Do you support including the 3rd track needed to allow all-day MARC service?

We support the principle of all-day MARC service, but at this point it remains unclear how this will be funded.

SHAWN QUINN

1) Do you support funding and advancing the Purple Line to groundbreaking as described in the Locally Preferred Alternative and the Environmental Impact Statement without qualification?

Construction on the purple line is due to start in 2015. This is a 2 billion dollar project for 16 miles of line. While I support mass transit I presently have great concerns with run away cost and poor construction of present projects. It is something that will have to be looked at after taking office the 3rd week of January. If the project is on time in January we may be stuck with it. We have to be sure construction is done right the first time.

2) Would you support a 2nd road crossing of the Potomac River?

I assume you are asking about a Montgomery County crossing. I would say this is a needed project but we also have many bridges in need of repair and replacing right now. We would have to look at fixing what we have first, then look at new construction. It would be very bad if while building a new bridge we have an old one collapse with injuries.

3) Would you support more transit, pedestrian, and bicycle-friendly road design in our school zones and urban centers even if it slows drivers down?

Marylanders love their bikes and I think they need places to ride them. I am not in favor of mixing bikes, cars and people on roadways that have speed limits over 30 mph. I think the risk for loss of life is too high. I have no problem with road designs that can safely keep the two separate.

4) Do you support including the 3rd track needed to allow all-day MARC service?

Sure I could support this. It would have to be looked at in terms of cost and what projects are currently underway. I will not just approve uncontrolled spending.

Please return by May 2, 2014 to admin@actfortransit.org or to Action Committee for Transit, P.O. Box 7074, Silver Spring, MD 20907.