

JORDAN P. COOPER  
DISTRICT 16

- 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?

I support the construction of the Purple Line alongside the Capital Crescent Trail.

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

I believe that our top transportation priorities ought to be to maintain our current infrastructure and to direct future investments towards mass transit. Though a second road crossing of the Potomac River would undoubtedly relieve some traffic congestion in Montgomery County, so too would a rail crossing over the Potomac, connecting the proposed Purple Line with Virginia's Silver Line and thus connecting Bethesda directly to Dulles Airport.

- 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, our burgeoning community will depend upon the successful integration of Transit Oriented Development, mixed-use Commercial/Residential zoning, and increased investments in multi-modal transit networks in order to create liveable, bikeable, walkable, and liveable communities.

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

A third MARC rail track and a third underground Red Line track would both be laudable transportation goals, however I would prioritize funding for the Bus Rapid Transit and Purple Line projects while ensuring that our resources are adequately appropriated to ensure for reliable regional transit with our current infrastructure.

P DENINIS

D 16

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.

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?

Yes. In fact, I support the creation of a network of high-speed bike paths throughout the country to provide commuters a safe, green alternative to automobile commuting. These paths would also function move bike populations off of our roads, which should improve the flow of traffic while making transportation safer for everyone.

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

Yes.

BILL FRICK  
DISTRICT 16

Thanks for the email and calls about responding to the survey. I have felt some reluctance to respond, since I do not believe the Action Committee fairly represented my views in the 2010 election.

The fact is, I have been an excellent advocate for transit and for the essential transportation funding. I was even the lead sponsor in the House on the transportation funding bill in 2011, when we laid important groundwork for the ultimate passage of the bill. I personally went through the Democratic caucus and pushed for co-sponsors on that bill, locking members in to support for a politically difficult but essential vote. Throughout my tenure, I have been a consistent and unapologetic supporter of the Purple Line, and I even participated in Bill Bronrott's "Purple Line Caucus."

By both words and deeds, I have been an excellent advocate for transit, and the Action Committee should strongly support my election to a third term.

Thanks,  
Bill

Questionnaire for **Hrant Jamgochian**  
**Candidate, District 16 Delegate**

Contact: Tim Hernandez (312) 550-1997  
tim@gojamgo.org

- 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?

Absolutely. Getting the Purple Line off the ground and moving forward is essential to ensuring that we address our growing traffic gridlock and the area continues to prosper. We have delayed for far too long and we cannot afford to lose out on potential federal funding by pushing back the process any further.

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

With a \$1 billion price tag and potentially adverse consequences to Maryland's agriculture reserve, I feel it would be a much better use of our limited resources to focus on new public transit options (such as the Purple Line, BRT as well as more bike and pedestrian-friendly options), improving our current network of mass transit (especially METRO) as well as more transit-oriented development.

- 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. As a life-long environmentalist, I want us to do more to reduce our carbon emissions with more environmentally friendly options. And getting more cars off the road will only happen if people feel safe using the alternatives. While I am a strong supporter of federal legislation (H.R. 3493 / S.1708) which would require the US Department of Transportation (USDOT) and state DOTs to account for and work to reduce bicyclist and pedestrian deaths, I would like to see Maryland take the lead on such an effort, especially if the federal government does not take action.

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

Absolutely. If we want to decrease gridlock and congestion, a robust transit system needs to be a top priority.

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

A KELLY  
D 16

**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

**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?**

YES

**4) Do you support including the 3<sup>rd</sup> track needed to allow all-day MARC service?**

YES

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 have been a long-time supporter of the Purple Line. I worked with former Delegate Bill Bronrott to set up the Purple Line, Greener Future committee to support the project and have volunteered with ACT to promote it. I have contributed to organizations such as ACT and Purple Line NOW for the particular purpose of supporting the project. There is still much work ahead to secure the necessary funding, integrate appropriate mitigation measures, and finalize issues like the Bethesda terminus. I am eager to help address these challenges in the General Assembly and move forward with the Locally Preferred Alternative as soon as possible.

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

My priority for new capital projects is transit (*e.g.*, major investment in the Metro system, the Purple Line, the Corridor Cities, Bus Rapid Transit). I have never seen a realistic plan for a second Potomac River road crossing that adequately addresses environmental and fiscal concerns. It is difficult to take a definitive position on such a hypothetical project, but based on my own preference for major transit spending and the environmental and fiscal challenges, I do not see a scenario in which I would support such a crossing.

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. A good example of this is in downtown Bethesda where we would benefit from converting Woodmont Avenue (south of Montgomery Lane) and Montgomery Lane (east of Woodmont) into a two way street. Currently, this stretch is a pedestrian unfriendly speed way. Two-way traffic would have a calming effect and make Bethesda more walkable. Similarly, Bethesda needs bicycle infrastructure to take advantage of the new bike share stations in the region. I would support such initiatives however possible in the Maryland House of Delegates.

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

Yes. I was a daily MARC rider during law school (usually the Camden line, sometimes the Penn line) and recognize the importance of the service. I had the opportunity about a year ago to sit down with Mirian Schoenbaum, an ACT member active on MARC issues, to discuss these matters in detail as well. Adding a third track to the MARC Brunswick Line would serve growing population centers both in upcounty Montgomery and beyond (like Frederick). Furthermore, many super-commuters from West Virginia could take advantage of the service. It is an important investment that we should make.

Let me also add that I am pleased to have the support of District 16 ACT leaders Ben Ross, Tracey Johnstone, and Ronit Dancis. Improving Metro is one of the major focuses of my campaign and will be a key issue if I am successfully elected.

K KUKLER-KIHL  
D 16

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May 8, 2014

**ACTION COMMITTEE FOR TRANSPORTATION**  
**Questionnaire for Candidates for Maryland General Assembly**

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 with ADA

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

No. MD and VA's signed agreement to build a 2<sup>nd</sup> crossing a Cabin John ran out when VA refused to decide.

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?

Absolutely

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

Yes

## Questionnaire for Candidates for **Maryland General Assembly**

- 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?

**Answer: Yes. Based on what I have read, I am in support of funding and advancing the Purple Line to groundbreaking as described in the LPA and the Environmental Impact Statement without qualification. The Purple Line was being debated/discussed during my initial run for office in 2002 and is long overdue.**

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

**Answer: While a second road crossing of the Potomac River may sound good based on the relief of some traffic congestion, I am concerned about the development that would follow and thereby offset any gains brought by the additional road. This is an issue that was debated during my term in Annapolis (2003-2007) and the primary factor that prevented its passage was a concern about the environment and housing developments replacing farmland. Thus, I can only support such a road if there is zoning to prevent housing or commercial developments within a substantial radius of the bridge.**

- 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?

**Answer: Yes. If our master transportation plan is one that is promoting mass transit, walkable communities and fewer cars on the road, and then we should be able to accommodate a bicycle-friendly road design in our school zones and urban centers.**

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

**Answer: Yes. If the cost for such is not prohibitive it would make sense to do so. MARC service is a great link between many of our counties and would probably be used by more people if the hours of service were expanded.**



J ANDREWS  
D 16

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?

In its transportation policies, the state should seek to reduce congestion while maintaining safety and structural integrity. The Purple Line fails this test. It will take few cars off the road: 80% of Purple Line riders already take public transit—which also means that incremental transit fare revenue will be low. From my district's perspective, the Purple Line offers few benefits (since our families with no interest in commuting to Prince George's County will lose a trail and forest area) at a ludicrous cost, currently at \$2.5 billion, or \$34,000 per daily commuter—but is this estimate credible when the Silver Spring Transit Center is five years late at quadruple its projected cost and is structurally unsafe?

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

Montgomery County badly needs additional capacity over the Potomac. MDOT and VDOT should jointly study and determine whether a wider Legion Bridge or the MD200-VA28 link would most effectively reduce the cross-Potomac congestion that harms our economy and our environment.

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?

As a cyclist and a father of three, I place a high priority on safety, especially around school zones. We must recognize the economic and environmental costs of congestion, though, when weighing the costs and benefits of proposed changes (like Roger Berliner's plan to narrow Rockville Pike, a major traffic artery, a plan I oppose).

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

I don't see a demand for all-day service that justifies the construction cost. After all, the €€€ in MARC stands for €€Commuter.€

ROSE LI  
D 16

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 - understanding that refinements and modifications will be made to minimize annoyances during the construction phase, and that the character of the Capital Crescent Trail will be maintained as much as possible.

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?

YES

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

YES