

K BARVE
D 17

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 purple line by whatever route the county council decides upon. As a state legislator it is not my role to determine the configuration and alignment details.

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

No.

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?

No, I would support policies designed to deliberately slow down any mode of transportation.

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

I would, but this would require extremely expensive and difficult negotiations to secure the rights-of-way. It is likely that the costs would be prohibitively high and have the affect of denying funds to other more affordable transit projects.

JIM GILCHRIST

D 17

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?

No.

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?

I would like MTA to restore their plan for this

S HOFFMAN
D 17

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. A second crossing is long overdue and will alleviate some of the nightmarish congestion that commuters face on a daily basis.

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. Anything that increases our mass transit options must be encouraged. It is also an environmentally sound action to take.

A PLATT
D 17

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'll be a fighter to fund and build the Purple Line.

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. This is vital to building livable communities in Montgomery County.

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

Yes. The MARC is essential to Maryland's public transit system.

L SAYLES
D 17

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. The Purple Line represents the kind of smart transportation solutions I favor: those that reduce the amount of vehicles on the road; makes public transit more convenient, attractive and accessible; and potentially spur economic growth by connecting Montgomery and Prince George's Counties - the economic engines of our state.

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

While I am generally in favor of pursuing transportation solutions designed to ease vehicle traffic and make public transit more attractive and accessible I have not heard of any cost-effective approaches that make a second crossing a more viable idea than improving our existing Potomac River crossings.

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 I have canvassed District 17, a recurring theme among my neighbors has been a desire for more pedestrian and bike-friendly roads. As a result, despite the inconvenience for some some drivers, I believe we need to promote healthier communities by making them more pedestrian, bike-friendly and transit focused, and pursuing projects that get us there.

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

I am generally in favor of adding a third track because I believe it would be critical economic development for Maryland and West Virginia. There are numerous UpCounty jurisdictions (including District 17's Rockville and Gaithersburg) that would be well-served by all-day MARC service.

A CARR

D 18

From: Al Carr <alfred.carr@gmail.com>
To: ACT for Transit <admin@actfortransit.org>

Please see responses below.
Thanks,
Al

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? State Legislators do not get to vote on the Purple Line, however I did vote in favor of an increase to the gas tax so that transportation trust fund revenues could be replenished to fund all types of transportation infrastructure across the state. Right now I am focused on assisting affected communities to ensure the design is done in a way to minimize impacts. For example, I helped the Lyttonsville community get the maintenance yard moved to a better location that will improve access and commercial revitalization.
 - 2) Would you support a 2nd road crossing of the Potomac River? No
 - 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 believe we should make more efficient use of the existing right of way. Projects should be judged on "person-throughput" not on vehicle throughput.
 - 4) Do you support including the 3rd track needed to allow all-day MARC service? Yes. No other Montgomery County state legislator has worked harder to preserve and expand MARC Brunswick Line service. After attempted cuts during the current and previous administrations, I successfully passed a state bill requiring consultation with riders and affected communities before proposals to cut service could be finalized. I organized a bi-partisan group of legislators to advance MARC issues. I recently worked to restore a vision for all-day, two-way service, weekend service and run-through service to the MARC Growth and Investment Plan.
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