

P BARDACK

D 19

**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 is one of the most environmentally important mass transit projects in the nation, vital to the continued livability and economic growth of the region, and I support its full funding.

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

No. Such a bridge and roadway would only yield more development and more congestion, at significant cost to our environment. I would support mass transit alternatives.

**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, and as an aide to former County Councilmember Duchy Trachtenberg I have worked with our planning and other agencies to make that happen.

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

Yes. I am fully supportive of the MARC Growth and Investment Plan. The need for expanded MARC service is proven, and the plan recognizes the regional nature of our economy and commuting patterns.

**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?

1. I support the building of the Purple Line. Your question uses the language “without qualification” and with any massive project like building of the Purple Line I believe we must be flexible as circumstances warrant. Transportation and traffic issues are first and foremost in most Montgomery County residents’ mind. We waste hours driving to and from work and recreation. The metro system is a wonderful regional service and it would benefit more of us if more people used it. Obviously, it is geared to DC, and travel from Wheaton to Rockville is time consuming. A Purple line would change the dynamic of the system and encourage more people to ride metro. However, let’s not fool ourselves, this will require a heavy financial investment from likely multiple federal, state, and local governments. In these still very tough economic times, we should weigh those costs carefully. I am an environmentalist, and encourage our ever-growing metropolitan region to create living environments that are conducive to urban sprawl. I support the Purple Line, but times are different now and an unqualified “yes” would be a dangerous commitment.

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

2. Everything from cost to the environmental impact would have to be studied before I could unconditionally support another road project. The saying, “if you build it they will come” applies here, and every road built is used. But we should evaluate the necessity of such a road, and its impact on the neighborhood and traffic patterns before committing to such a massive project, in hopes of alleviating congestion.

**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?

3. Yes. Safety first, especially in school zones. And again, evaluation of traffic patterns is necessary. I support mass transit efforts to assist with this problem as well.

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

4. I would support a third track if there is sufficient economic daily demand for all day service.

B CULLISON

D 19

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, and I believe we should begin the research and study that could allow us to determine the best placement and the funding sources.

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 advocate for providing energy efficient, environmentally responsible transportation models. In urban centers and school zones where there is a great deal of foot traffic, cars need to be kept at slower speeds.

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

Yes, I would support expanding the availability of MARC and beginning now to strategically plan how to finance this project.

B KRAMER

D 19

1. Yes.
2. I would need more information about this proposal.
3. Yes.
4. Yes.

MARICE MORALES

D 19

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 had the honor to work on the transportation funding bill in the State Senate of 2013. The #1 priority of County Executive Leggett and the County council, this new legislation enabled us to get Montgomery moving again, by building the Purple Line between New Carrollton and Bethesda, and to make road improvement on Norbeck Road and across our County.

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

No. Many studies have established that building more roads and widening existing roads merely allows people to live farther from their work. So building another bridge would contribute to urban sprawl and more traffic. This will not enhance opportunities for the density necessary for effective mass transit. This kind of car-centric lifestyle is not what the millennials are buying, and it is not what the Boomers will need in another 10 years. Realistically, we can't just build another bridge. It requires access: widening or extending existing roads, which will then dump more cars into towns and cities which don't have the wider roads to accommodate them. Plus adding more commercial areas, impinging on agricultural and other green spaces.

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. The State should be creating incentives to free folks from their dependence on fuel-powered vehicles. Going forward, we need a greater emphasis on advancing smart transportation solutions to reduce the number of cars by building transit-oriented developments and fewer new roadways, and incentivizing the use of green transportation and carpooling. In order to do this, we will need better urban design. You can't eliminate cars entirely because elders and people with accessibility issues need to be able to get to work and shop, etc. And just narrowing the roads in certain areas may make it more pedestrian-friendly, but it's not always a good solution.

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

Yes. The current MARC trains routinely suffer significant delays, indicating that we need to more adequately support them, and work to expand their usage. As mentioned in question #3, I will be a progressive voice for transit in Annapolis. I will take every opportunity to reduce the need for more roads, because it is a win-win situation for our communities: it's environmentally friendly and it relieves congestion.