

JUSTIN CHAPPELL
D 20

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. Justin is confident that with good oversight over implementation we will build a Purple Line adhering to the locally preferred alternative, as well as the needs of local small businesses and neighborhoods. The Silver Spring Transit Center is a perfect example of poor oversight.

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

NO. Justin is the only candidate in the election to be president of a civic association or work on transit issues at both a local, state, and federal level. The proposals for a second Potomac River road crossing will actually make traffic congestion worse, and take resources away from public transit.

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. Justin strongly believes that if we commit enough resources to public transit it will not inconvenience drivers, and if we don't commit to public transit then traffic congestion is guaranteed to get worse. Justin has chosen to ride public transit instead of driving for at least 20 years.

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

YES. We need to commit to connecting our regional public transit options together, and MARC is currently the best option for connecting regional public transit from Baltimore to Washington, D.C. and out to West Virginia.

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*
- 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 3rd track needed to allow all-day MARC service? *yes*

Please return by May 2, 2014 to
Transit, P.O. Box 7074, Silver Spring, MD 20907.

or to Action Committee for

- 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?

Not at this time. I'm open to more study but will not commit to construction for now.

- 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. Ultimately, it may be necessary to provide negative incentives toward driving.

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

Yes

WILL JAWANDO
D 20

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 for and construction of the Purple Line. I want to make sure we build it in a way that protects affordable housing and locally-owned small businesses nearby.

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

Before making a decision, I would consider: an objective needs assessment; a draft plan developed collaboratively by stakeholders for smart growth that prevents unwanted highway-oriented development in Montgomery County and includes mass transit options; and an environmental impact study.

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. Without it, there may not be enough transit to support the envisioned transit-oriented development along the Brunswick line.

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 am a vocal advocate for the Purple Line and have stood firm in my belief in the face of attacks on the project at public events. While like any candidate seeking public office, I hope to minimize negative impacts on residents, I support the light rail project without qualification. I am a strong environmentalist and believe that with the coming surge of thousands of new residents and workers to Montgomery County, it is imperative that we provide residents sustainable transportation options and start funding transit over highways. Having served as campaign director for Purple Line NOW!, I am familiar with much of the minutiae involving this project and believe strongly that when it is built, our communities will stand stronger together. Let's get this done.

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

Being an environmentalist and transit supporter doesn't just mean supporting the Purple Line, CCT, WMATA, RideOn, rapid transit and MARC. It means saying no to new proposed highway projects that threaten to bleed funding from bonds and appropriations for Maryland's transit priorities. A 2nd road crossing over the Potomac may violate Montgomery County's agricultural reserve and simply induce additional sprawl development and auto use. The ICC has already taught us that transportation funding is usually a zero-sum game, so we've got to start rejecting expensive new highway plans like M83 and another Potomac River 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?

If we are to be serious about combating climate and promoting sustainable transit over auto-use, our communities must be willing to make some sacrifices. Policymakers should support transit, pedestrian and bicycle-friendly land use plans, even if it means autos may be slowed down in some areas. The good thing is, residents largely agree with this sentiment and are voting with their feet. Auto use is on the decline, while transit, cycling, and car-share programs are becoming ever-popular with voters. Moreover, new residents and home buyers are increasingly seeking to live closer to non-auto-based commuting options. This is our future.

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

Maryland's MARC system is an underutilized piece of our regional transit infrastructure, and unfortunately this is due to a failure by policymakers to make this a priority. We need all-day MARC service available seven-days-a-week, and we need to push the agency to begin preparations for a 3rd track to allow local governments to start planning for the necessary right of way. Around the world and even throughout the United States, commuter rail services are far more robust and convenient than in the DC metro region. Let's get to it!

- 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 long advocated for the Purple Line, and will push for oversight of the P3 entity so as to ensure a first rate system and not a repeat of the Transit Center debacle.

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

No

Any crossing will traverse the Ag Reserve, which is unacceptable. I would rather invest in transit and more environmentally appropriate 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

Transit, walkability and bicycle safety should be high priority items for both residential neighborhoods and commercial districts.

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

Yes

The original MARC plan called for all-day service. Without triple-tracking this cannot be accomplished, affecting transit-based development already being built in the County.

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 future of transportation in District 20 is getting people out of their cars by providing easy access to reliable public transportation and creating safe walkable communities. Smart development, sound infrastructure, a properly funded Metro, and construction of the Purple Line are essential to the success of our community.

The Purple Line will run through the heart of District 20, connecting College Park to Bethesda, providing an efficient and affordable option for those commuting across and within county lines. Transporting almost 70,000 people each day, taking roughly 17,000 cars off the road, the Purple Line will ease congestion and provide quicker commuting options for those who rely on public transportation. The Purple Line will promote smart growth and continue the progress toward making Montgomery County a more walkable community – and as such I am very much in favor of the Purple Line.

However, we must work to ensure the communities most affected by its construction are brought into the process as partners. I intend to work with those in the affected neighborhoods, and with affected local businesses, to ensure their voice is heard as the project moves toward implementation. I believe the State can and must provide help to those who will be adversely affected by the construction to ensure it has as minimal a negative impact on the community as possible.

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

No. Another crossing would inevitably have severe and negative environmental impacts and these types of project have proved largely ineffective (e.g. ICC). I'd rather see our resources applied toward improving / maintaining our current infrastructure and the pursuit of other options like rail and BRT.

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. It's no secret that our community's streets and highways are packed with too many cars. I believe the district's greatest asset is the ease with which our residents can get around by walking or biking. While this issue is almost solely in the hands of the County Council, I believe a stronger partnership than currently exists will allow our community to grow in a manner consistent with our values and I will work to ensure that all new development emphasizes walkability, and easy access to safe, efficient public transit. This also includes the creation and maintenance of safe sidewalks and bike lanes.

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

Yes. A third track capable of transporting passengers all day would have a tremendously positive affect on the traffic congestion on 270 and the surrounding area and would have relatively little collateral impact.

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 have long supported and championed the Purple Line ever since my wife and I moved here 10 years ago. I support the MTA's preferred alternative and its continuing discussions with neighborhood groups.
- I chaired the Silver Spring Transportation and Pedestrian Safety Committee, where I ran Purple Line meetings and gave interested stakeholders a platform and place to learn about the Purple Line.
 - o That's when I started working with Harry Sanders, who remains a personal inspiration to me, and a model of public service.
- I chaired the Silver Spring Citizens Advisory Board, and was the first Montgomery County Board Chair to testify in favor of the Purple Line.
- I have protested for the Purple Line and proudly posted "Purple Line / Green Future" signs.
- I am a longtime ACT member and served on the ACT Board, where I continued to advocate for public transit – including the Purple Line.
- I want the Purple Line to be a good example for other transit projects around the country.
- If MTA and the community make some minor changes to improve the Purple Line – and I think that a few such changes are both wise and inevitable – I will support them, even if that differs slightly from the current plan.
- I have spent years convincing even former Purple Line opponents to support the Purple Line.

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

No. Another road would simply serve as an incentive for more cars. I would prefer a bridge for public transit and a circumferential rail line.

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?

I have supported this for over a decade, and will continue to do so with vigor. I am a longstanding pedestrian, bike, and transit advocate:

- As a firefighter and EMT, I have treated too many pedestrians and bikers who have been struck by cars. Responding to painful and avoidable 911 calls led me to become a known thorn in DOT's side and advocate for pedestrian-friendly improvements.
- As Chairman of the Silver Spring Transportation and Pedestrian Safety Committee, I critiqued the county and state DOT when I found that they valued automobile throughput at the expense of safety, community, and sustainability.
- I am a father who walks his kids to school and around Silver Spring. I see and experience this every day.
- I am a bicycle commuter who rides to work at my firehouse in downtown Silver Spring and takes WMATA to my office at Howard University (both on Georgia Ave.)
- I am an active ACT member who has helped with ACT's missions – by protesting, leafleting, testifying, and writing in favor of public transit.

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

Absolutely. It will facilitate more public transit/rail travel and keep cars off the road.

GEORGE ZOKLE
D 20

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. Purple Line progress is dependent upon adequate funding. We must fight to make sure the advancement of this new metro line is not improperly delayed.

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. Increased safety is imperative. Slowing down drivers only means that they will need to adjust their departure times. Slowing down drivers is not a heavy burden compared to the safety of our children, cyclists, and pedestrians. We need more traffic cameras, yellow flashing lights at major crosswalks, and safer bicycle lanes.

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

Yes. A third track will eliminate traffic congestion and provide working families with better commuting alternatives.

D ROBINSON

D 20

1. Purple Line - Yes

2. 2nd road crossing Potomac - I don't know much about this issue, but I do not favor more roads, as I believe that we have live within the road system we have - or even reduce that system.

3. More transit in school zones and urban centers - Yes, and in a related issue, I believe that the state needs to re-examine the relationship between cities and counties, giving municipalities far greater rights of incorporation - in essence, to take the right of incorporation out of the hands of the counties.

4. 3rd track. Yes