

ANNE KAISER
DISTRICT 14

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, depending on exactlywhere it is located and whether it is transit and bicycle friendly.

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, we need mixed use development and mixed modes of transportation.

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

Yes.

ERIC LUEDTKE
DISTRICT 14

- 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 construction as soon as possible.

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

No, I do not believe it is necessary and it would unalterably damage the green space lining the Potomac River. I do, however, support efforts to extend rail across the existing crossing at the American Legion 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?

Urban planners have increasingly emphasized planning for multiple modes of transportation in urban centers, and that is a model the county and state should adopt, particularly in the larger downtown urban centers.

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

Yes.

VALERIA NIA-SHELL
DISTRICT 14

- 1) I am in support of the purple line as long as it makes a positive impact and improves the transportation options for residents who live and work in those areas. Those who live in areas outside of the proposed line, like the US 29 corridor, we await improvements in that area as this is often a neglected area.
- 2) I would be interested in exploring a 2nd crossing over the Potomac. However, it should be a transitway, public transportation grid, not just another option for vehicular traffic.
- 3) I would definitely support more transit, pedestrian & bicycle friendly road design; it would encourage more people to walk and perhaps be more healthy. It would encourage more interaction between neighbors/citizens.
- 4) A third track for MARC and all day as well as weekend service would be very helpful in helping citizens meet their transportation needs.

CRAIG ZUCKER

DISTRICT 14

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?

We need to ensure our other transportation priorities are being funded.

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

SHARON BEGOSH
DISTRICT 14

- 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 funding and advancement of the Purple Line as I feel it is a needed alternative to grid lock and traffic congestion which has plagued our community for decades. I would need to further study the Locally Preferred Alternative and Environmental Impact Statement to be able to state whether I support it without any qualifications.

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

Yes. It is obvious to anyone who travels over the Potomac River that a second crossing should be seriously considered. One of my main goals if elected is to bring businesses and individuals back to live and work in Maryland, which will decrease the volume of folks who live here but must go to Virginia to find work.

- 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. Areas for citizens to bike and walk are important, but there is no need to have them in high commute areas. Traffic for hard-working commuters has long been an issue that disturbs Montgomery County residents as well as drives people out of our state. Making environments friendlier to businesses and their employees would be my main concern.

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

Yes. If the data supports the predicted use of all day MARC service, I would support it with my legislative vote

P FENATI
DISTRICT 14

- 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 without qualification. This line will be of no benefit to those commuters in Montgomery County who commute to Virginia or DC. It would take none of those commuters off of 270 or 495. I was told it would help people in Howard or PGC who wanted to commute to Bethesda. But how many of those people are there? Would it be worth 2 Billion dollars of which \$1.5 B would be coming from MD taxpayers?

Personally for four years I lived in Damascus and worked in Lanham. I can see the possibility of my having used the purple line in those years, assuming it was convenient and affordable. However, when I worked in DC it cost the same to drive in as to take the subway ... I usually took the subway so I could read, but it was not more affordable. The rest of my career, I worked in DC, Bethesda, Rockville or Virginia not near any subway station. I could not take the subway and had to drive. The purple line would have been of no value for me or my husband who also worked in DC and Virginia. In fact, I do not know anyone who would benefit from the purple line.

How much traffic has the Cross County Highway taken from the major roads? It is nice to use because it is devoid of traffic. I do not believe we should build roads and lines without knowing exactly what the impact and benefits will be.

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

Perhaps a rail crossing of the Potomac would be better to allow MD residents to commute to jobs in Virginia. That cost could be shared by MD, VA and the Federal Govt.

- 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, slowed down traffic causes more emissions in the environment. Most commuters travel long distances to work and would not be able to bike to work. Perhaps in school zones providing children would be allowed to bike to school.

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

YES, assuming studies show it would be used and would alleviate traffic.

M OSTROFF

D 14

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 development of the Purple Line in a financially and environmentally responsible manner. I believe the Purple Line offers substantial transportation benefits to residents of Montgomery County, not available through other forms of transit. That said, there are a number of issues that have caused substantially delay and debate amongst the various stakeholders and, therefore, I cannot assert “unqualified” support of the Alternative and Statement. But I can say it is long past time to move this project forward by removing those political obstacles to development.

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

I definately support second Potomac River crossing. Not only would a second crossing relieve our overstressed roadways but furthermore is a matter of public safety. In the event of an emergency in the DC metro-area, the failure to have alternative transportation routes can create substantial obstacles to safe evacuation, effective rescue efforts, and necessary movement of people and goods.

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?

To the extent that further development of pedestrian and bicycle designs are intended to increase accessibility to urban areas and to promote business development, I support the idea. I think it is important to promote safe and healthy means of navigating are suburban/urban markets. However, if the idea is simply to promote recreational behavior, I do not see that as a necessary, nor in many respects safe. The designation and development of dedicated recreational areas would be preferable as it precludes accidents.

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

I do not currently hold a position on this matter. I do not use the MARC and, therefore, am not aware of the issues regarding the all-day accessibility of the service. I am, as always, open to the discussion.

Candidate: Kathleen M. Dumais
House of Delegates, District 15
Democrat
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33 Wood Lane
Rockville, MD 20850
(301) 762-1696

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?

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?

Yes.

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

D FRASER-HIDALGO
D 15

- 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?

Yes

**Candidate Aruna Miller, Maryland Stated Delegate
Montgomery County's District 15**

ACT 2014 Questionnaire

www.arunamiller.com email: arunamiller@gmail.com cell: 240-994-9042 @arunamiller

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 the design and construction of the Purple Line's LPA which has been through an exhaustive review and vetting process.

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

No, the second crossing will benefit Virginia at the expense of Maryland. It would have significant impacts on our cherished AgReserve while serving the traffic woes created by Virginia's sprawl, overdevelopment, and lack of growth control policies. The bridge would likely redirect business from BWI Airport to Dulles Airport. Finally, after years of debate, the new crossing is unanimously opposed by Montgomery County Council, is not identified in our area master plans or MWCOG's regional plans.

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 strongly support transit and bicycle-pedestrian design features for our urban and neighborhood roadways including measures like Context Sensitive Design and Bicycle-Pedestrian Priority Areas (BPPAs) which enhance our quality of life.

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

Yes, I support expanding MARC's Brunswick Line which will require measured steps to ensure MTA's Growth & Investment Plan is committed to studying the entire third track between Georgetown Junction and Point of Rocks, identify the funding source, obtain the 25 feet of right-of-way for the track, and continue ongoing dialogue to obtain CSX support.

BENNETT RUSHKOFF
DISTRICT 15

- 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?

It depends. I would consider supporting a new 2-lane bridge (not a major highway bridge) if traffic studies showed it would be used primarily for trips originating or ending in western Montgomery County and would not introduce significant additional traffic into the area.

- 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

ED EDMUNDSON
DISTRICT 15

My focus is to reduce transit time on I-270, from Clarksburg into metro DC. To do this, I believe we need to add at least one lane in each direction, and add a toll lane. I estimate that we waste about \$240 million per week in lost human capital (lack of productivity) from commuters sitting in traffic each day and night.

We are building more and more developments, but we are not building the infrastructure needed to support this growth. RBT and CCT should help, but they are not going to solve the problem.

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. We should make it easy for kids to bike to school. In congested urban areas we should try to add bike lane to reduce traffic...

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

YES.

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 3rd 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 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 3rd 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 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 3rd 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 3rd 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 TRANPORTATION
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 2nd 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 3rd 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 3rd 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.

- 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 incrementaal 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 3rd 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 “C” 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 3rd track needed to allow all-day MARC service?

YES

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.

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 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

- 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.

M FANI-GONZALEX
D 18

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, as long as it doesn't end in a bottleneck road.

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'm a businesswoman. Having more transit, pedestrian and bicycle-friendly road design is key to help our local businesses succeed. By slowing down traffic, and having a road-design friendly to walkers/bike riders, the visibility for local businesses increases. Moreover, as a mother of two children, a road design that slows traffic in school zones is a big plus.

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

YES.

In general, smart public transit is vital in our area, not only because it is environmentally friendly, but because it is a step forward towards quality of life for everyone.

- 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 am extremely glad that a Record of Decision was issued by FTA this past March for the Preferred Alternative. I have been such a long-time supporter of the Purple Line (even while living and representing Chevy Chase!) that the thought of soon being present at groundbreaking seems like a dream come true! This decision will initiate the important negotiation of a Full Funding Agreement that would allocate construction costs between state and federal governments. Assuming the recommended \$900 million in federal funding is available, an additional \$400 million will need to be matched from state, local, and private funds. If re-elected to the House of Delegates, I will fight to make sure the State funding will be there.

After almost 25 years of planning for the Purple Line, moving forward under one governor and then falling back under the next, I am very proud of the fact that I was able to vote in Annapolis in support of more reliable transit funding for advancing the Purple Line. With the support of the O'Malley administration plus the Maryland General Assembly's votes for increased transportation taxes, state funding challenges have begun to be addressed in a serious manner. We must elect a governor and a state legislature who are committed to ensure that the Purple Line finally becomes an operating reality!

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

Yes, I would support a second crossing of the Potomac River. Much of the traffic congestion that is created on a daily basis by commuters traveling down I-270 to cross over the only existing bridge into Virginia would be significantly relieved by the construction of a second crossing. Reducing congestion would directly benefit the environment as well as the health of the community by reducing harmful gas emissions and particulates. Reducing currently record high rates of lost-time while waiting to travel from one side of the Potomac river to the other would also greatly enhance worker productivity in our area.

- 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 long-time strong supporter of smart growth policies, which aim to make more livable communities, I strongly support planning for increased transit, pedestrian and bicycle-friendly road designs in school zones and urban areas. I believe that we must seek opportunities to build good, livable neighborhoods centered on transit access. Much of our future development could fit around existing transit stops. We must plan for growth in the coming decade to be walk-able and bike-able, mixed-use development with easy access to mass transit.

To this end, I will continue to support legislation, policies, and funding that is targeted to transit-oriented development. I will continue to work with transportation advocacy organizations and local groups to ensure that mass transit projects remain at the top of the State's transportation priorities plans and that transit funds are not diverted to other areas.

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

Yes, I strongly support expanding MARC all-day service by adding a third track. Currently MARC cannot run more commuter service because CSX owns and uses the existing tracks primarily for freight. A third track would open up much needed commuter services with trains running from Union Station through Silver Spring, Kensington, and Rockville to Frederick. With projected population growth estimates in this north-south development area, commuter services could also significantly reduce traffic congestion along the I-270 corridor.

- 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 --without qualification. In addition, I support full funding for swift restoration of the Capitol Crescent Trail to at least pre-construction quality as an integral part of the project. And, while I strongly oppose any changes that would significantly delay or effectively derail the Purple Line, I believe we must make every effort to fulfill any reasonable mitigation needs of those who will be adversely affected by construction and/or operation of the Purple Line.

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

No, I oppose a second road crossing over the Potomac.

- 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 member of the Wheaton Urban District Advisory Council (WUDAC), I have already been working toward this end, including increasing way finding for bikers to connect downtown Wheaton with downtown Silver Spring as an interim to a dedicated, safe bike lane on Georgia Avenue in the future. I also believe that Metro rail, in particular, needs to be more bike-friendly.
A GUTIERREZ
D 18

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

Yes, I support the third track. MARC is important to many in District 18 and could be of use to many more; it shouldn't take a back seat to other rail services.

- 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, absolutely. The Purple Line is a crucial project that will help reduce traffic.

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

No. I do not support projects that could increase congestion when there are other transit projects in dire need of funding.

- 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.

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 3rd 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 3rd 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 3rd 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 millenials 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.

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.

S HIXSON
D 20

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

D HOPEWELL
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

- 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.

D MOON

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?

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

C BARKLEY
D 39

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 YES.

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

No, it could potentially destroy the Agricultural Preserve.

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, we need to move to more transit oriented community.

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

Yes.

K REZNIK

D 39

1) Support for Advancing the Purple Line - Yes.

2) Support for 2nd crossing on the Potomac River - Yes.

3) Support for more transit, pedestrian, and bicycle-friendly roads - Yes.

4) Support for 3rd track for MARC service -

Unsure. I support all-day MARC service, but I would need more information about what a 3rd track would entail, including location, areas and lines to be serviced, impact on the environment, etc.

Delegate Shane Robinson

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? **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? **Yes**.

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

GLORIA CHANG
D 39

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, I believe that we should fix critical infrastructure like roads, bridges, existing mass transit problems before taking on expensive new projects such as the purple line.

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

Yes, another road would alleviate some of the traffic issues.

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, we do not need additional traffic interference in already congested areas and may cause even more accidents due to driver impatience.

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

Yes, it would alleviate time wasted waiting for delayed service for commuters.

- 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, I will not support.

With the pressing need for road, highway and bridge repairs there is no need for a billion dollar project like the Purple Line. Over 85% of commuters use cars as their main source of transportation. State funding should reflect the needs of the 85% of commuters.

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

Yes, I will support.

A second crossing over the Potomac would reduce congestion on our roads especially at the current road 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?

No, I will not support.

Traffic is terrible in the entire region. Adding more bicycle lanes as well as more expensive, underutilized and impractical mass transit will only further add to overall traffic congestion.

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

Yes, I will support.

Having MARC trains running all-day rather than being blocked by AMTRAK and other commercial rail carriers would make sense. Unfortunately Metro Rail cannot add a 3rd track to allow for Express train service to and from DC. Poor initial planning by the Washington Metropolitan Transit Authority.

UNRESPONSIVE:

Legislative District 15	Ficker	Flynn
Legislative District 15	Thron	Christine
Legislative District 16	del Castillo	Lynda
Legislative District 17	Zamora	George
Legislative District 18	Matory	Elizabeth
Legislative District 18	Waldstreicher	Jeff
Legislative District 19	Schaerr	Martha
Legislative District 39	Phillips	A1

