

QUESTION

a) Do you support adding a third track to the MARC Brunswick Line north of the Beltway and running MARC trains all day in both directions?

b) Do you support any plan to widen I-270? (If yes, feel free to specify which plans you do and don't support.)

c) If your answers to (a) and (b) are both yes, which is a higher priority?

District / Position	Candidate		Party	Verbatim response
15				
Senator	Brian	Feldman	D	a) Yes, if feasible from an economical and engineering standpoint. b) I do not support an end-end widening of I-270 but there are portions of I-270 where additional lanes are appropriate. Reversible lanes or other approaches need to be part of the solution.
	Hongjun	Xin	D	a. Yes - b. Yes - priority: A
Delegate	Marc A.	King	R	a) Yes. The construction of a third track and operation of trains all day in both directions can be supported if there is conclusive evidence that such a proposal would be supported by sufficient passenger traffic to make it financially viable. b) Yes. I-270 must be widened. I support Governor Hogan's plan to widen I-270. c) I-270 is the higher priority.
	Kathleen	Dumais	D	A. Yes B. I do not support any specific plan. Not opposed to widening as long as in conjunction with transit. C. Marc
	Tony	Puca	D	a) Yes b) No

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Delegate	Lily	Qi	D	<p>a) Yes.</p> <p>b) While I am not categorically opposed to widening I-270, widening highways should be a last resort. Widening highways by providing more lane capacity has not shown decreased congestion in the long term because of the induced demand effect. Proposals for transit and transportation demand management investments in Maryland (such as those for MARC and Metro expansion) have shown these options to be considerably less costly for the state, and would also better serve to mitigate congestion on existing roads than a widen-and-toll strategy. I also support Montgomery County DOT's proposal to use two reversible lanes on I-270 during morning and afternoon rush hours to mitigate congestion.</p> <p>c) I don't believe pitting roads against transit or choosing one mode to prioritize investment is a productive way to solve this problem. We need an "all of the above" solution that provides robust public transportation options including heavy investment in BRT projects; ensures the traffic flow on our highways, and implements transportation demand management solutions to reduce the need to commute in the first place.</p>
16				
Senator	Susan	Lee	D	<p>a) Yes.</p> <p>b) No, I do not support any current plan to have end to end widening of I-270. While some parts of Maryland may benefit from some widening, I'm not in support of any current plan for end to end widening of I-270.</p>

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Delegate	Jordan	Cooper	D	a) Unsure. Additional information on demand, cost, and funding sources required. b) No c) "A" would be a higher priority.
	Ariana	Kelly	D	a) I think we should prioritize investing in a third track on the MARC Brunswick Line to facilitate all day MARC service between Frederick and Union Station to create a more reliable alternative for I-270 commuters. b) I am skeptical of the Governor proposal to drastically expand capacity on I-270 and the Capital Beltway with tolled express lanes similar to those seen in Virginia. Mitigating traffic congestion is important to me and my constituents as time wasted in traffic negatively impacts quality of life. However, questions remain as to whether such a large project could be accomplished with no public funds as the Governor has proposed, and both the Capital Beltway and I-270 in my district have constrained rights of way and any widening would adversely impact adjacent residential neighborhoods.
	Marc	Korman	D	a) I would support this additional infrastructure. b) I do not support the Governor's plan as introduced. The lack of a transit component, cost, and physical limitations are significant problems. That does not mean we do not need improvements on the I-270 corridor which can include reversible lanes on the existing footprint, a significant transit component, and other improvements. c) Notwithstanding that my answer is not yes to both, I will volunteer that MARC train improvements, as well as the Corridor Cities Transitway, are higher priorities to me.

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Delegate	Sara	Love	D	a) Yes. The Brunswick Line can be a real asset for our state if used effectively. b) I do not support the Hogan plan as it has been described as I believe the lane capacity it proposes cannot be accommodated without large environmental and property impacts and more road capacity alone will not address traffic considerations. I support more targeted approaches at existing chokepoints, like the American Legion Bridge and in the upcounty, that can help move traffic with limited impacts on induced demand, and also allow for high-quality transit along the I-270 and I-495 corridors.
	Samir	Paul	D	a) Yes. This is especially important as White Flint develops. b) No. We can discuss a reversible lane within the existing boundaries, but I oppose widening I-270. And widening most of the Beltway is even more ludicrous. c)
17				
Delegate	Esam	Al-Shareffi	D	a) Yes. b) Yes, I have no opposition to Gov. Hogan's plan, provided that it sticks to the promise of \$0 public funding and there is a positive environmental impact statement. c) The MARC third track addition is the higher priority. If Gov. Hogan sticks to his plan of no public funding for adding the toll roads, then we can certainly do both MARC and I-270 widening as the latter would not cost public funds.
	Kumar P.	Barve	D	a) YES b) NOT EXACTLY. I SUPPORT TOLLED REVERSABLE LANES IN A MANNER SUPPORTED BY THE MONTGOMERY COUNTY COUNCIL. I SUPPORT BUS RAPID TRANSIT ON THESE LANES. c) THEY ARE EQUAL PRIORITIES.

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Delegate	Julie	Palakovich Carr	D	<p>a) Expansion of MARC service is important to serving the commuter transportation needs of Maryland. MARC train service should be more frequent and have additional off-peak options in order to further increase ridership. I'm still evaluating the proposed addition of a third track to the Brunswick Line. The devil is in the details in terms of implementation. My major concern is if there is sufficient space within the CSX right of way without any takings of residential homes or businesses. If that is the case, I am supportive.</p> <p>b) No. The Hogan plan to widen the Beltway, I-270, and other highways would create many problems, without providing lasting relief to the congestion that chokes our region. Studies and decades of real world experience have shown that road widening induces more traffic and does not provide a durable solution to congestion. Moreover, there are many residential and business properties in Rockville and Gaithersburg that are located very close to I-270. Widening the highway would likely require government taking of properties, which would be disruptive to communities and would be very expensive. Public transportation is key</p> <p>c) n/a</p>
18				
Senator	Dana	Beyer	D	<p>a) Yes.</p> <p>b) Only from Germantown to Frederick, without any tolls (i.e., no P3), and only as part of a deal which prioritizes public transit projects.</p> <p>c) Always the public transit option.</p>
	Michelle	Carhart	D	<p>a) Yes, I support adding a third track to allow express and local trips to run efficiently in and out of DC. The current schedule improves times for commuters traveling from Brunswick, but fewer options for Montgomery County commuters. A third track would better accommodate the needs for commuters in both MoCo and further out.</p> <p>b) No. I do not support any widening of roads. Studies show that road expansion fails to ameliorate congestion.</p>

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Senator	Jeff	Waldstreicher	D	a) Yes. This is a key transportation priority for the State of Maryland. I will fight in the State Senate to make this happen. b) No. We have limited resources. We should be investing in fixing and expanding transit before we consider yet another widening of I-270. c) N/A.
Delegate	Leslie	Milano	D	a) Yes, increasing the frequency of MARC trains is a win-win for residents/traffic and the environment. We need a comprehensive rail network for Maryland. b) No, I do not support widening I-270. We need to execute interventions like reversible lanes during rush hour, and leverage technology for our traffic congestion before we build mini-superhighways like Virginia. c) N/A
	Emily	Shetty	D	a. As a daily public transit user (that rotates between taking the Red Line and the MARC train), I am very passionate about the needs to improve both of these systems. I do support adding a third track to the Brunswick Line north of the Beltway and running MARC trains all day in both directions. Particularly as the reliability of Metro has declined, more consumers of public transportation are beginning to turn to MARC as an alternative. The limited schedule poses a problem for many passengers, who may otherwise choose to use it. b. I do NOT support Governor Hogan's plan to widen I-270. I share the concerns of many of my neighbors in D18 regarding Governor Hogan's proposal to expand and privatize the beltway and 270, and oppose this plan. While initially proposed as an effort to reduce traffic congestion, it will instead be devastating to the many neighborhoods that reside within very close proximity to the beltway, posing substantial environmental and public health threats. I believe that a more strategic and environmentally-friendly choice would be instead invest in reliable public transportation, by providing Metro dedicated funding and adequate oversight to ensu c. I will always prioritize investments in public transportation.

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Delegate	Dave	Pasti	R	a) I would support it based on the demands of the ridership. b) Yes, widening 270 is a must, especially from Boyds to Frederick. I would support reversible toll lanes. c) Widening 270 is a higher priority in my opinion.
	Brian	Crider	D	a) Yes, we need to make sure there are alternatives to the METRO and as sprall from DC is now moving into lower PA we need to make sure our mass transit option match where the people are. b) While I do support the idea of widening I-270 to get rid of the choke points I do not support using Lexus lanes to pay for them. The roads should be accessible to everyone not just those who can afford it. c) MARC would be the higher priority as it would take more cars off of the road and increase people using mass transit.
	Marlin	Jenkins	D	a. Yes, I support adding a third track to MARC Brunswick Line north of the Beltway and MARC trains all day in both directions. b. No, I do not support the current plan to widen I-270. In my opinion, we need to be focused on moving more people not more cars. We should first concentration on utilizing our current assets to their full potential. So, I would favor an attempt to us reversible lanes while prioritizing mass transit projects.
	Vaughn	Stewart	D	a) Definitely. All-day, weeklong MARC service would lessen congestion, curb pollution, reduce accidents, and decrease transportation costs for working families. b) Absolutely not. Widening I-270 would encourage sprawl development, increase pollution, and induce more demand rather than relieving congestion.

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Senator		Smith	D	a) I support expanding the MARC Brunswick Line and expanding the hours that MARC trains operate. b) I do not support widening I-270. All the plans that I have seen are neither economically nor environmentally sustainable. Plans to widen I-270 will result in the dislocation of homes and parks, will carry a high environmental cost, and will result in high tolls and costs for driver and taxpayers. Instead of widening I-270, I believe we should be investing in mass transit projects that will improve the lives of commuters in Montgomery County, such as the Purple Line and the Bus Rapid Transit program.
	Fatmata	Barrie	D	a) Yes. Having more reliable public transportation will take a lot of cars off the road and so I will support more MARC trains running. b) No. c) MARC
	Lorig	Charkoudian	D	a) Yes – these changes are key in getting people to and from work, while also supporting accessible travel for residents & visitors alike. b) No
	David	Moon	D	a) Yes. b) No.

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Delegate	Bobby	Bartlett	D	<p>a) Yes, I do. This is my top transportation priority as it would have tremendous impact on District 39 residents' travel flexibility with MARC stations in Germantown and Washington Grove, as well as those in Montgomery Village who are served by the Gaithersburg or Metropolitan Grove stations. Restoring an express bus link between Clarksburg and Germantown Station, which was cancelled last fall, is also a related priority. In addition to all-day, two-way service, some level of service should also expand to the weekend. There are reports that CSX is interested in divesting itself of significant track holdings nationwide; we should also explore the possibility of the state buying the Brunswick Line outright.</p> <p>b) I do. I support incorporating a pair of reversible express toll lanes down the middle of I-270 on the condition that those lanes also serve as the backbone of an express bus or BRT system in order to democratize the benefits of the express lanes. I'm also in favor of widening I-270 to four lanes in each direction from Germantown to Frederick (as it drops to three at Germantown, and two at Clarksburg). Frederick County's prodigious population growth since the interstate was built. That said, I understand the concept of induced demand as it relates to widening highways and am open to the possibility that research may show this latter expansion to ultimately be counter-productive, in which case I wouldn't push it. I don't support the governor's proposal for two express toll lanes in each direction the entire length of I-270 and Maryland's portion of 495. In the case of 270, doing two lanes in each direction is completely unnecessary as congestion on 270 is very directional with rush hour. As for 495, I find the entire proposition laughable given the lack of current shoulder space means that an already very narrow corridor would need to be widened in such a way that would have a major impact on existing homes, businesses, and protected green space.</p> <p>c) Definitely MARC expansion. The priority goal in expanding transit infrastructure should be to reduce the number of cars on the road, not to expand the capacity to accommodate more cars.</p>

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Delegate	Kirill	Reznik	D	<p>a) Yes. There are definitely challenges to such a proposal such as funding, working out existing contracts with CSX, and right of way issues in acquiring land for the third track, but it is a transportation goal we must set and stick to. Population in northern Montgomery County, and north into Frederick and beyond, continues to increase and we need dedicated commuter rail more than ever.</p> <p>b) It's a complicated question. Widening I-270 alone will not do anything to reduce congestion. We say this before when I-270 was widened in the 1980s. However, I can see a role widening can play in a larger, multi-modal approach, which should include transit. If we take the approach being proposed by the Governor to allow for \$8 billion in private investment for dedicated toll lanes, then let's also demand transit be part of that equation. After all, if private investors are willing to put \$8 billion into a project, then they can probably put in \$16 billion, and run heavy rail alongside I-270 all the way up to Frederick, the way the Silver Line is run in Virginia. Expansion of I-270 without transit options will do nothing for traffic and we opportunity to take advantage of some economies of scale.</p> <p>c) Transit is, and always will be, my highest priority. Expansion of I-270 is a means to an end only, and cannot move forward on its own.</p>
	Clint	Sobratti	D	<p>a. yes b. yes c. priority 3B</p>