

Questions for 2022 ACT Scorecard

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Toll Lanes

1. Will you oppose all plans for toll lanes built by "public-private partnerships" on I-270, the Beltway, or the American Legion Bridge?

I do not support the planned toll lanes. Our focus should be on expanding transit in a county of over 1 million residents where our current transit system fails to reach all of our communities. Toll lanes are also an equity issue and will create inequity in transportation access for our county.

Additionally, we must re-examine our use of public-private partnerships for infrastructure construction. While these partnerships are touted as cost-saving and efficiency measures, we have seen time and again in our region and across the country how these partnerships have resulted in cost overruns, reduced public accountability for timely completion of projects, and increased public costs around litigation. Public infrastructure spending needs to maximize public benefit and accountability.

MARC

2. Should all-day two-way MARC service be the county's highest-priority goal for rail transit expansion in the I-270 corridor? Do you support a request for capital improvements to increase the number of trains per week as a high priority in the transportation priorities letter?

Expanding MARC service to 7-days a week in both directions is a top priority for me. I also support longer-term proposals to extend the Red Line to Germantown.

Halting construction of new state highways and arterials

3. Do you support removing new county and state highways and arterials from county plans, including M83, Observation Drive Extended, the Norbeck/Georgia grade-separated interchange, Montrose Parkway East, and the 355 Bypass in Clarksburg?

To start, we must acknowledge that the traffic and transportation issues faced by Upcounty communities are real and pressing - we should not demonize these residents or dismiss their needs. Some new roads and lane additions are required to serve the County, because County officials have allowed development in many areas without creating the necessary infrastructure to support that development. However, we need to target expansions to the road network very specifically, and we must make sure that road expansion is always partnered with transportation

demand management and improved transit options to reduce the need for driving in all parts of the county.

I believe that the implementation of BRT on Rt. 355 combined with other transportation improvement projects (as outlined in the Midcounty Corridor Study Supplemental Report, 2/10/17) is the best way to manage traffic congestion on the majority of that roadway. I believe that we do need a new road to support Clarksburg and surrounding areas; the northernmost stretch of Rt. 355 is simply inadequate to handle the development we've allowed in the area. I do not support the Mid-County Highway Extended, nor do I support adding new lanes to southern sections of I-270 or to the Beltway. Overall, while targeted road improvements are important, they must always be done in ways that limit damage to vulnerable ecologies and communities, and in the context of the primary goal of reducing private vehicle travel.

Land Use

4. If your only choice was whether or not to approve Thrive 2050 as currently written, would you vote yes or no?

I would vote no for Thrive 2050 in its current form. I believe in connected communities – with gathering spaces, community-serving retail, fresh produce from neighborhood farms, schools, offices, and other amenities within walking distance from where we live. We need a county planned for all of our communities to flourish; but any foundational land use document that fails to gather input from our most impacted – and often displaced – communities is not an equitable or just vision for the county. I support the call of community organizers of color and their allies for a truly just and inclusive planning process that will thoroughly address and advance our communities' needs (<https://bit.ly/PlanningJustice>).

Pedestrian Safety/balanced transportation/climate change

5. Do you support the reallocation of existing road space from cars to sidewalks, bike lanes, and bus-only lanes, even if it might cause vehicle delay and/or reduce parking?

We should prioritize construction of new sidewalks and pedestrian improvements:

- At intersections that have the highest frequency of automobile collisions to advance our Vision Zero targets;
- Within a mile radius of transit hubs to ensure higher utilization of public transportation;
- Near new construction of affordable housing, especially near transit, education, and job centers;
- In equity focus areas to ensure we are utilizing funds in line with our commitments in the Racial Equity and Social Justice Act; and
- Improving walkways and crossings that prove the most challenging to our neighbors with limited mobility and other disabilities.

The county should ensure that federal and state funds for transportation improvements also include protected bike infrastructure especially on all new projects. I believe new bike lanes should be protected bike lanes, as we continue to make improvements to the current routes:

- We should enhance protective design around areas of frequent collisions;
- Within three miles of transit infrastructure;
- Near newly constructed affordable housing to connect them with transit, education, jobs centers
- In equity focus areas to ensure we are utilizing funds in line with our commitments in the Racial Equity and Social Justice Act; and
- Connecting residential neighborhoods to local roads and trails that can help reduce commutes and other trips by car.

Along with enhancements like dedicated lanes for both regular buses and BRT, these measures begin to shift our understanding of public roadways. Instead of prioritizing the fastest movement of cars, our roads become places where we clearly protect and value many different transportation modes and users.

Candidate Name:

Evan Glass

Questions for 2022 ACT Scorecard

Toll Lanes

1. Will you oppose all plans for toll lanes built by "public-private partnerships" on I-270, the Beltway, or the American Legion Bridge?

I have been steadfast in my opposition to Gov Hogan's proposal to build toll lanes in Montgomery County.

MARC

2. Should all-day two-way MARC service be the county's highest-priority goal for rail transit expansion in the I-270 corridor? Do you support a request for capital improvements to increase the number of trains per week as a high priority in the transportation priorities letter?

This week the Council unanimously adopted "Corridor Forward: The I-270 Transit Plan," which contains recommendations for a transit network, including enhanced MARC service along the Brunswick Line. The plan's recommendations are organized into four groups (near-term transit network, long-term transit vision, supporting recommendations, and regional opportunities) in recognition of the fact that many of the proposals will need state, federal and regional support to happen. On expanded MARC, I have been working with Delegates Marc Korman and Jared Solomon, the Greater Washington Partnership and other stakeholders to increase state and federal funding so that we can make meaningful progress toward making MARC an all-day two-way service.

Halting construction of new state highways and arterials

3. Do you support removing new county and state highways and arterials from county plans, including M83, Observation Drive Extended, the Norbeck/Georgia grade-separated interchange, Montrose Parkway East, and the 355 Bypass in Clarksburg?

Throughout my term on the Council, I am proud of my efforts to prioritize and expand transit solutions. As an At-Large member who regularly travels to all corners of the County, I have seen for myself areas of the county that have been built over the decades without proper transit infrastructure. This is the problem that some communities are currently experiencing, especially those in Upcounty, like Germantown and Clarksburg. While we wait for funding to create and expand the various Corridor Forward projects into reality, there is a need to provide relief to some communities sooner. This is why the Council has unanimously supported the Observation Drive extended project in Germantown. But in terms of economic benefits or environmental protections, not all projects are equal, which is why I remain opposed to M83, the Norbeck/Georgia Ave grade-separated interchange and Montrose Parkway East.

Land Use

4. If your only choice was whether or not to approve Thrive 2050 as currently written, would you vote yes or no?

Thrive 2050 is a visionary document for the type of community we want Montgomery County to be in the coming decades. I am reviewing this proposal with one central question in mind: does Thrive 2050 help make Montgomery County a place where residents — current and future — can afford to live? This is the most pressing debate of our time and I am committed to enacting policies that help us achieve this goal. The Council President, who sets the Council’s agenda, has requested a thorough review of Thrive 2050, and I look forward to the full Council discussion, as it has not yet had complete work sessions to discuss the document. During those upcoming work sessions, I will ask questions about Thrive’s vision related to housing, the economy, the environment, the arts and transportation to ensure that it helps make Montgomery County a more affordable place to live, work and raise a family.

Pedestrian Safety/balanced transportation/climate change

5. Do you support the reallocation of existing road space from cars to sidewalks, bike lanes, and bus-only lanes, even if it might cause vehicle delay and/or reduce parking?

In 2021 there were 480 individuals injured on our roads and 10 people were tragically killed. This is completely and utterly unacceptable. I have been advocating for street safety since before arriving at the Council and am proud to have received an award in 2019 from the Washington Area Bicyclists Association for my work to achieve our Vision Zero goals. I am committed to doing everything we can to reduce our roadway injuries and deaths, and make our streets safer for pedestrians, bicyclists, and drivers.

Candidate Name: Scott Evan Goldberg

Questions for 2022 ACT Scorecard

Toll Lanes

1. Will you oppose all plans for toll lanes built by "public-private partnerships" on I-270, the Beltway, or the American Legion Bridge?

Yes

MARC

2. a. Should all-day two-way MARC service be the county's highest-priority goal for rail transit expansion in the I-270 corridor?

b. Do you support a request for capital improvements to increase the number of trains per week as a high priority in the transportation priorities letter?

a. Yes

b. Yes

Halting construction of new state highways and arterials

3. Do you support removing new county and state highways and arterials from county plans, including M83, Observation Drive Extended, the Norbeck/Georgia grade-separated interchange, Montrose Parkway East, and the 355 Bypass in Clarksburg?

No

Land Use

4. If your only choice was whether or not to approve Thrive 2050 as currently written, would you vote yes or no?

Yes

Pedestrian Safety/balanced transportation/climate change

5. Do you support the reallocation of existing road space from cars to sidewalks, bike lanes, and bus-only lanes, even if it might cause vehicle delay and/or reduce parking?

Yes

Candidate Name:

Tom Hucker

Questions for 2022 ACT Scorecard

Toll Lanes

1. Will you oppose all plans for toll lanes built by "public-private partnerships" on I-270, the Beltway, or the American Legion Bridge?

I organized and led the grassroots campaign that resulted in the decision by MDOT to shrink the proposed managed lanes project by removing the plan to widen the northern portion of the Beltway. We organized two rallies of over 1,000 supporters in Silver Spring during which Gov. Hogan was live-tweeting to harass us. I also worked closely with Montgomery Planning and MCDOT to create the MD-200 Diversion Alternative and to release it at a press conference in Indian Spring Park, which would have been demolished by the expansion of the northern Beltway. I then presented the Diversion Alternative to the Board of Public Works, which led Comptroller Franchot to support our proposal and MDOT's promise to study our alternative before they decided to remove the northern portion of the Beltway from the project.

I have helped to draft and have signed numerous Priorities Letters from Montgomery County to Annapolis asking for state support for upkeep and efficiency improvements to I-270 and the American Legion Bridge. Advocacy for state funding – rather than an unaccountable P3 - is especially important now, while we are living at a time of unprecedented federal and state funding for infrastructure. The Baltimore region was able to work with our federal delegation to secure funding for both the long-awaited Howard Street tunnel and the Red Line, but there was no similar ask for Montgomery County. Such projects should also use local workers and have strong worker safety, hiring and environmental standards.

I have also been a consistent and vocal advocate for investing in and expanding our public transit system. Specifically, we need to expand MARC service in the I-270 corridor allowing for all day service in both directions. Additionally, it is imperative that we follow through on Purple Line construction and avoid further delays. The Purple Line has the potential to provide an East-West alternative to the congested Beltway and also economically empower working families.

We must also invest in cycling and pedestrian infrastructure. Increasing our investment provides the groundwork to build 15-minute communities. Such communities connect people to restaurants, amenities, and work all within 15 minutes. I believe these are the types of communities that we should be investing in, as opposed to expanding suburban sprawl.

MARC

2. Should all-day two-way MARC service be the county's highest-priority goal for rail transit expansion in the I-270 corridor? Do you support a request for capital improvements to increase the number of trains per week as a high priority in the transportation priorities letter?

Yes, MARC service should be expanded to all-day two-way service and ought to be a top priority for rail transit expansion in the I-270 corridor. Furthermore, we should increase the number of trains per week. Those who use MARC understand how important and useful the service is. I admire the MARC Growth and Investment Plan, which outlines how to expand to all day service seven days per week. As outlined in the plan, it is critical to add a third rail between Point of Rocks and Silver Spring to ensure efficient flow for both freight and passenger trains.

I also support the Corridor Forward I-270 Transit Plan and led the legislative effort to pass it through my committee and then the Council. The plan includes both short- and long-term goals. The short-term goals include instituting dedicated bus lanes and incorporating them with the Viers Mill Road Bus Rapid Transit System. The long-term goals include expanding both MARC service and the Red Line. I believe this plan provides an excellent opportunity to transform transit and growth in the I-270 corridor. However, Montgomery County cannot achieve these goals on our own. We need to strengthen our relationships in Annapolis and support our excellent legislative delegation to receive the approval and the funding we desperately need for infrastructure. My time as a state lawmaker, as well as over a decade of advocacy in Annapolis, allows me to effectively support efforts to secure funding and policy changes to move our priorities forward.

Halting construction of new state highways and arterials

3. Do you support removing new county and state highways and arterials from county plans, including M83, Observation Drive Extended, the Norbeck/Georgia grade-separated interchange, Montrose Parkway East, and the 355 Bypass in Clarksburg?

I support constantly updating the capital budgets to keep them relevant to current needs, and that means removing unwise new highway plans where they are not needed. I have voted in the past against funding M-83, Montrose Parkway East. In some cases, they were envisioned years ago to serve a community that was never developed, so they are no longer needed in the capital budget. Such plans also ignore the well-documented concept of induced demand and do not align with county goals. New highway plans may briefly reduce congestion; however, an increased demand will be usually be generated for the highway, resulting in new congestion.

As At-Large Councilmember, I will continue to prioritize our public transit system to give residents more options. I have led the effort to keep RideOn free for the last two years, and for years I have voted to fund improvements to RideOn, MARC, and BRT service and the infrastructure that serves them. And I have advocated in Annapolis for improvements to MARC. We have a once in a generation opportunity to secure real funding for infrastructure. I have the

experience to secure federal and state funding to achieve Montgomery County's transportation goals. I worked with Congressman Anthony Brown (Maryland's only member on the House Transportation and Infrastructure Committee) to urge Secretary Buttigieg to provide Federal dollars for important transit projects including expanding MARC, extending the Purple Line and the Red Line, and expanding our Bus Rapid Transit. These projects all align with the Biden Administration's climate and racial equity tests for new public transportation projects.

Land Use

4. If your only choice was whether or not to approve Thrive 2050 as currently written, would you vote yes or no?

That's a rather silly question because that is not a choice that is now or will ever be in front of the Council. Thrive has been amended and will continue to be amended until final passage, like all land use plans and legislation. I agree with advocates who believe it would benefit from some additional language. But hypothetically, if there was a vote today, I would approve Thrive 2050 because we are required by law to have a relevant General Plan and Thrive is a significant improvement in many areas over our current one. The current General Plan was made in 1993 and does not represent the current needs and priorities of today's Montgomery County. Thrive will encourage the creation of 15-minute communities that are walkable and bikeable. In these communities, residents will be able to have restaurants, cafes, parks, dry cleaners, groceries and work all in the immediate vicinity of their home. Additionally, Thrive provides guidance to reach our Vision Zero goals. Montgomery County has far too many pedestrian deaths each year. We need a General Plan that empowers county government to meaningfully address pedestrian death.

Furthermore, Thrive provides an outline to address long standing racial and economic inequalities. Residents of East County deserve and want the same amenities enjoyed in other areas of the county. I believe we should add US-29 as a growth corridor. To this day the effects of redlining in East County are still felt today. Thrive provides us the ability to address this in a manner not possible under the current General Plan. Thrive talks about equity both explicitly and implicitly and lays out a plan for moving forward to a more equitable future.

Pedestrian Safety/balanced transportation/climate change

5. Do you support the reallocation of existing road space from cars to sidewalks, bike lanes, and bus-only lanes, even if it might cause vehicle delay and/or reduce parking?

Public Rights-Of-Way are precious and expensive public assets, so they should be used with optimal efficiency and fairness, meaning their use should be designed to move the greatest number of people – not just vehicles, including people who don't own or choose to use a car. In certain places, to allow for greater multi-modal transportation, to enhance safety, or to drive place-based economic development, I support reallocating space to allow additional space for sidewalks, bike lanes, pedestrian malls, or bus-only lanes, and I have already voted to do that in

the past. This is in line with many of my priorities on safety, public transit, smart growth, and climate.

I cosponsored the policy and goals set out by Vision Zero and will continue to work to eliminate pedestrian deaths by 2030. Building safe infrastructure for cyclists and pedestrians is a critical step. To do so we must be very engaged in and maintain strong relationships with our excellent representatives and leadership in Annapolis to secure funding to address hazards on state highways as well, which are the sites of most of our dangerous crashes. Finally, passing Thrive would also add these policy goals to our general plan.

Furthermore, there are climate benefits to reallocating road space to different types of infrastructure. Bus lanes, particularly dedicated lanes for electric buses, can help take cars off the road and reduce carbon pollution. Adding bike and pedestrian infrastructure not only can enhance safety but also provides choices to commuters and encourages alternative forms of transportation. Where it makes sense, reassigning road space can allow Montgomery County to build communities that better connect people to work and amenities.

Questions for 2022 Action Committee for Transit Scorecard

Will Jawando

Toll Lanes

1. Will you oppose all plans for toll lanes built by "public-private partnerships" on I-270, the Beltway, or the American Legion Bridge?

I am opposed to the toll lane plan for I-270, the Beltway and the American Legion Bridge. Unlike our counterparts in Virginia, our Governor has failed to include options that exempt drivers of carpools from tolls. What we really need is greater investments in public transit along the I-270 corridor, especially the Corridor Connectors and 355 BRT line.

MARC

2. Should all-day two-way MARC service be the county's highest-priority goal for rail transit expansion in the I-270 corridor? Do you support a request for capital improvements to increase the number of trains per week as a high priority in the transportation priorities letter?

Absolutely, as much as Metro gets attention, and would add to an important system, MARC already has the infrastructure in place to manage a step-up in service along the Brunswick Line, which serves all of the same communities as a Red Line extension would serve and many more. This would be a smart and more cost effective way to expand transit in the fastest way possible. We need to get cars off the road in the I-270 corridor not just for traffic but for the environment.

Halting construction of new state highways and arterials

3. Do you support removing new county and state highways and arterials from county plans, including M83, Observation Drive Extended, the Norbeck/Georgia grade-separated interchange, Montrose Parkway East, and the 355 Bypass in Clarksburg?

The current state of our traffic and congestion is due to poor planning and the lack of investment in transit infrastructure. We should have built out the Corridor Cities Transitway, but the current approach in the I-270 corridor forward plan that includes the 355 BRT, Viers Mill BRT and the Corridor Connectors will be a viable way to move people out of cars and into transit. I do not support the inclusion of highway expansions to our county plans.

Land Use

4. If your only choice was whether or not to approve Thrive 2050 as currently written, would you vote yes or no?

I would vote yes. I think Thrive is an imperfect plan that has not fully addressed racial equity concerns. However, the existing General Plan is more problematic due to its treatment of East

County and lack of focus on transit in general. I would rather have Thrive than what is currently in place and we have to address building more housing for more people in transit oriented development projects.

Pedestrian Safety/balanced transportation/climate change

5. Do you support the reallocation of existing road space from cars to sidewalks, bike lanes, and bus-only lanes, even if it might cause vehicle delay and/or reduce parking?

I absolutely support reallocating some road space to transit and pedestrian safety improvements. I think it is especially important that we create safe routes for pedestrians and that includes complete streets, protected pedestrian crossings and more time at crosswalks. We also need to make sure we have safe bike routes and opportunities for more dedicated transit lines for BRT. It is essential that we use our resources wisely to make sure that all communities in the County are able to benefit from these improvements rather than focusing on a few halo projects.

Laurie-Anne Sayles

Questions for 2022 ACT Scorecard

Toll Lanes

1. Will you oppose all plans for toll lanes built by "public-private partnerships" on I-270, the Beltway, or the American Legion Bridge?
 - For now, the Beltway widening project is facing delays in moving forward. I am a proponent of mass transit investments to address traffic congestion and increase ridesharing and renewable energy sources, so I have always been skeptical of the beltway widening that would only add more cars to our roads. Should this project move forward, I will advocate just as fiercely for complete streets that prioritize better transit infrastructure and Project Labor Agreements to support the construction of road improvements throughout the county.

MARC

Should all-day, two-way MARC service be the county's highest-priority goal for rail transit expansion in the I-270 corridor? Do you support a request for capital improvements to increase the number of trains per week as a high priority in the transportation priorities letter?

- I regularly advocated for increased MARC train service as an Fmr. Gaithersburg Councilwoman, to provide trips throughout the day and on weekends. The MARC commuter rail could benefit from Federal transit funding for the Brunswick Line to provide midday and weekend service by adding a third rail through Gaithersburg so that the MARC trains are not sharing tracks with CSX. As a member of the Council, I'll continue to prioritize requests for capital improvements to increase the number of trains per week.

Halting construction of new state highways and arterials

Do you support removing new county and state highways and arterials from county plans, including M83, Observation Drive Extended, the Norbeck/Georgia grade-separated interchange, Montrose Parkway East, and the 355 Bypass in Clarksburg?

- For decades, plans for new state highways and arterials in Montgomery County's Master Plan of Highways have faced delays due to the lack of funding. Still, given their enormous fiscal and environmental costs, I believe residents would be better served by the County when we prioritize multi-modal transit alternatives and improve infrastructure along existing roads to address gaps up to Clarksburg.

Land Use

If your only choice was whether or not to approve Thrive 2050 as currently written, would you vote yes or no?

- As currently written, I would vote no.

5. Pedestrian Safety/balanced transportation/climate change

Do you support the reallocation of existing road space from cars to sidewalks, bike lanes, and bus-only lanes, even if it might cause vehicle delays and/or reduce parking?

- Our residents want and deserve multi-modal transportation solutions to navigate biking, walking safely, and transit nodes to efficiently live, work, play and enjoy our county's incredible amenities. As a county council member, I will lobby our state and federal elected leaders to make essential infrastructure improvements like expanding the county's sidewalk and bike facility network for residents of all mobilities to safely and efficiently navigate our county.
- The County Council can allocate funding to improve pedestrian safety by increasing traffic calming infrastructure around areas with high pedestrian casualties aligned with the Vision Zero priorities.