



TRANSPORTATION ISSUES QUESTIONNAIRE

County Executive Candidates, Montgomery County
October, 2018

NAME Nancy Floreen

PROFESSION/JOB TITLE Candidate for Montgomery County Executive

ADDRESS PO Box 183, Garrett Park, MD 20896

PHONE # 301-348-8417

PARTY AFFILIATION Unaffiliated

EMAIL info@nancyfloreen.com

1. *What is your vision for transportation in Montgomery County? (50 words or less)*

We need a balanced approach that includes better roads, transit, bicycle and pedestrian improvements, to get us where we need to go safely, without wasting so much time stuck in traffic. That means delivering on the infrastructure promised in our master plans and connecting with the rest of the region.

2. *What are your top three priority investments for getting the County started on that vision? (50 words or less)*

- 1) Add new reversible lanes and regional express-bus on I-270, from the American Legion Bridge to Frederick; and extend BRT up Route 29 to Howard County
- 2) Provide dedicated funding for Metro to address service and reliability issues
- 3) Create a regional transportation authority like Virginia has done

3. *How would you fund both the backlog of currently approved projects and future transportation improvements? Would you support new dedicated funding sources to address transportation needs? (50 words or less)*

I supported dedicated funding enacted by our State delegation and the constitutional amendment protecting transportation funds from being "raided." I'll continue to fight for more funding from Annapolis and create a regional transportation authority to ensure those funds are used for cost-effective improvements that do the most good.

4. *Montgomery County has a long history of approving development, then failing to build the transportation facilities in the master plans adopted to support those developments. Two major projects are currently in danger of falling off the master plan:*

a. *Do you support funding and building the missing link of the Mid-County Highway (M-83) to better connect Clarksburg and other Upcounty communities? YES _Y_ NO ____*

As stated above, communities need to be able to count on us to deliver the infrastructure we promised in our master plans, and this is a case in point. My opponent talks about transit “alternatives” on Route 355, but multiple studies show this won’t work, that we’ll still need M-83, and if we don’t build it traffic gets worse. I will fight to build M-83 and all the transit and road improvements residents were promised and, unlike my opponent, my voting record will match my rhetoric.

b. *Do you support keeping the 1.5-mile extension of Montrose Parkway East on schedule, to begin construction in FY 2021? YES _Y_ NO ____*

When we fail to deliver promised infrastructure, traffic only gets worse. This is especially true in the area around White Flint, where we hope to lure Amazon. Whether they come or not, we’ll need more transit and road capacity here, not less. And while the current design needs some work, studies show it would relieve congestion, reduce cut-through traffic and improve safety at one of the state’s most dangerous railroad crossings. Just saying no, as my opponent has done, without offering any real alternatives, is not the right answer, especially since Amazon is watching. I will work with the community to improve the design and get this built, just as I did with the Western half of Montrose Parkway (which Mr. Elrich also opposed), and which has dramatically reduced congestion and performed exactly as planned, allowing us to move forward with great new areas like Pike & Rose that wouldn’t even be there without the infrastructure that was promised.

5. Corridor Cities Transitway (CCT) has been on the books for more than 20 years. Do you support funding and constructing the CCT as currently designed? YES _Y_ NO ____*

*I would like to revisit some of the design issues but feel the CCT offers a valuable new transit option in a heavily congested corridor. We need to work with the state and think more creatively about how to use public-private partnerships to get it funded and built.

a. Assuming State/Federal funding was available to contribute to the cost, would you be willing to use County funds to pay for it? YES _Y_ NO ____

b. *Would you support having Montgomery County take the lead to accelerate the start of the project? YES _Y_ NO ____*

6. *Do you support the Maryland Traffic Relief Plan to add new express toll lanes on I-270 while keeping the existing lanes free of charge?*

<http://www.roads.maryland.gov/Index.aspx?PageId=580>

YES _ Y_ NO ___ *

*While we don't yet have a lot of the details on this plan, I do support regional improvements to the I-270 corridor, all the way from the American Legion Bridge to (and through) Frederick County. The asterisk is here because: (a) I feel the State ought to be looking at the Northern section where I-270 narrows to just two lanes, that is not currently in the study, and the bottleneck there is causing traffic to back up every afternoon at nightmarish levels, all the way to the Beltway at times; and (b) I share the concerns raised in Gaithersburg and Rockville about protecting existing neighborhoods and feel the state should explore innovative solutions in the southern sections that allow more lanes of traffic to operate within the existing right-of-way, without taking any homes, and there are some cutting-edge technologies like electronic lane markings that we ought to be looking at there as part of the solution.

- a. *Would you support making this project multi-modal by adding express bus service on the new lanes? YES _ Y_ NO ___ **

*Yes, we should add a transit component on the new lanes, with regional express bus service all the way to Frederick from Grosvenor and Rock Spring Park, to connect our region and provide a non-auto alternative for commuters that's fast and cost-effective.

7. *Do you support the Maryland Traffic Relief Plan (see link above) to add new express toll lanes on I-495, keeping the existing lanes free of charge? YES _ Y_ NO ___ **

*In part. I support the idea of new express lanes on the western end of I-495, from I-270 across the American Legion Bridge, where traffic is horrendous and there is enough right-of-way to add lanes without taking homes. However, as you head east of I-270, and towards I-95, the Governor's plans are not yet well defined and face significant right-of-way constraints. At most, there may only be room for one more lane in places, and even that may be a stretch, as we need to protect existing neighborhoods and I am absolutely committed to that. This is why we should look at innovative solutions within the existing right-of-way here, like electronic lane markings and other cutting-edge solutions.

- a. *Would you support making this project multi-modal by adding express bus service on the new lanes? YES _ Y_ NO ___*

8. *Do you support studying the concept of a second Potomac River crossing, north of the American Legion Bridge? YES ___ NO _ N_ **

*I have long been on record on this and voted against studying a new river crossing in Montgomery County, along with all of my current Council colleagues. I believe a better approach is to improve the American Legion Bridge and add capacity there, to ease traffic, improve access to Virginia and protect the precious resource that is our Agricultural Reserve.

9. Do you support dedicated funding for Metro? YES_Y_ NO ____
- a. Did you favor the proposal in The Maryland Metro Funding Act (HB 372)?
YES_Y_ NO ____
- b. If not, what dedicated funding source and amount would you propose? (Limit to 50 words or less)

10.18.18