

TRANSPORTATION ISSUES QUESTIONNAIRE County Executive Candidates, Montgomery
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PROFESSION/JOB TITLE **Montgomery County Councilmember**

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

I envision easily accessible, reliable, and cost-efficient mass transit that makes use of the highly directional nature of traffic in the county. If we ensure that development comes with the infrastructure necessary to support it, we can shift people away from single-occupancy vehicles, reducing congestion and benefiting the environment simultaneously.

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

- 1) Implement the bus rapid transit (BRT) system I developed with reversible lanes and electric vehicles.**
- 2) Ensure a dedicated funding stream for Metro.**
- 3) Add a third track to MARC.**

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)

YES; I think we should raise at least some of the money from transit-station-area tax or assessment districts. The county has discussed transit taxing districts and northern Virginia uses taxing districts and a general tax on commercial property to provide capital for major transportation projects.

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?

NO, but I do support an alternate route that would widen 355 with an additional reversible lane to Montgomery Village Ave. and incorporate the master-planned BRT on 355 to Clarksburg. There's no need for a four-lane road with two unnecessary lanes running in

non-peak directions.

b. Do you support keeping the 1.5-mile extension of Montrose Parkway East on schedule, to begin construction in FY 2021?

NO. I would prefer to redirect funds currently proposed for Montrose Parkway East to the schools and other higher-priority capital projects, for which there is greater need. No developments have required FY 2021 construction for approval and I would look at other alternatives.

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, but I'd make design changes in light of new development along Shady Grove, along with other alignment modifications that would improve travel times. The state criticized the current plan as not being "rapid transit" and I think we can improve it and bring the state back to the table.

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.

b. Would you support having Montgomery County take the lead to accelerate the start of the project?

YES.

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>

NO ([here's my commentary](#) on the plan). In short, I support two reversible lanes on I-270, including the Beltway from 270 to the American Legion Bridge, and expanding the bridge. Adding non-peak direction lanes is unnecessary and isn't required by master-planned growth.

a. Would you support making this project multi-modal by adding express bus service on the new lanes?

YES, I support adding two reversible lanes, including one for buses.

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?

NO. I do not believe that's feasible east of the 270 spur as proposed.

a. Would you support making this project multi-modal by adding express bus service on the

new lanes?

You can read about my proposed alternative to Governor Hogan's plan here:

<https://marylandmatters.org/2017/09/26/guest-commentary-hogans-highway-plan-requires-more-scrutiny/>.

8. Do you support studying the concept of a second Potomac River crossing, north of the American

Legion Bridge?

NO. We've already studied this concept, and the staff analysis at the Council of Governments Transportation Planning Board showed it should not be considered a high priority given its limited benefits, its high cost, and the regional scarcity of resources. The rejection was nearly unanimous.

9. Do you support dedicated funding for Metro?

YES.

a. Do you favor the proposal in The Maryland Metro Funding Act (HB 372)?

YES, but see my response below.

b. If not, what dedicated funding source and amount would you propose?

(Limit to 50 words or less)

I support a Metro station tax on commercial development at stations, as Metro's leaders have previously proposed. HB 372 doesn't provide new revenue; its funding for Metro reduces state funds available for needed transit projects in the county and elsewhere. It's a solution for now, but we need more revenue.