

Our roads, rails and modes of transportation, including bicycle and pedestrian, are the foundation to a sustainable community and an improved quality of life. As a community leader on this issue, I have pushed to find solutions that address challenges that we face today, while also working toward a long-term vision. Our community requires real leadership in forging the transportation infrastructure solutions we need to build a more vibrant, sustainable and healthy community today and in the future.

As Chair of the Community of Military Medical Center Neighbors, a group with members representing over 10,000 people in homes, businesses and organizations surrounding the Bethesda Naval Medical Center BRAC site, I was instrumental in working with local, state and federal officials that resulted in securing \$150 million in funding for local transportation infrastructure improvements. These projects are critical to alleviate the traffic from the additional 500,000 patients and visitors that will travel to and from the new Walter Reed National Military Medical Center every year.

The stress of BRAC expansion at Bethesda Naval Hospital will be felt by many neighborhoods, thousands of commuters and the wounded warriors and their families who will rely on the new facility for medical care. I am opposed to diverting these hard earned and much needed federal funds for projects not directly related to BRAC implementation.

I fought to leverage BRAC expansion to create a mass transit model for future development in Montgomery County. My transportation priorities are:

- Develop Medical Center metro into a Multi-modal Transit Gateway (connecting metro, buses, bicycle and pedestrian access) that will serve as a model for future transportation development. The Medical Center project must include construction of an NIH-Walter Reed commuter access tunnel to ease public access to the transportation hub across Rockville Pike.
- Support County-wide implementation of a Bus Rapid Transit system (funded independently from BRAC)
- Ensure that future development including White Flint and Gaithersburg West, takes a "Transit First" approach so we have transit infrastructure in place to accommodate growth

The Purple Line:

The Purple Line light rail option has been approved by the County Council, the County Executive and Governor O'Malley. Although it has yet to be funded, I am committed to making it work for our community. I will work with local community organizations to reduce potential adverse impacts on our homes, neighborhoods and quality of life and ensure that the Purple Line is a viable transportation option for our citizens and community.

Inter County Connector:

The ICC is under construction and will soon to be operational. I had serious reservations about cost and environmental impact of the proposal in the planning stage. Now that it has been approved, I believe our energy is best spent looking towards the future. We must continue to monitor potential environmental impacts such as storm water runoff and mitigate any unintended environmental consequences or adverse impacts on local communities.

If we are to make this a useful transportation option the toll rates must come down! At the present rates, it is not a viable transportation option for many commuters. It must also be easily integrated into mass transit options to get as many cars off the roads as possible.