



**Prince William
Conservation Alliance**

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**Questions for Prince William County
Supervisor Candidates in 2015**

With responses published for community leaders throughout your district

Please respond to these seven questions and send responses to Prince William Conservation Alliance at alliance@pwconserve.org by September 24. Thank you.

Candidate Name: Frank Principi District: Woodbridge
Campaign Website: www.frankprincipi.com Party Affiliation: D

1. What changes, if any, would you make to the current 10 acre minimum in the rural area?

Any proposed change to the 10 acre minimum would need to be carefully reviewed and weighed with County needs and taxpayer concerns. That said, preservation of vital open space, parks, bike paths, and trails are a foundational component of my campaign and I believe are essential to maintaining the quality of life we enjoy in Prince William County.

2. Would you support Prince William County funding for a Purchase of Development Rights to encourage commercial agriculture and preserve open space in the Rural Area?

Yes, however a decision of this magnitude needs to be made with a clear understanding of all County needs and taxpayer expectations. In addition to continued and vigorous pursuit of state and federal funds to help protect open space, future zoning decisions need to be made in smart, deliberative ways in order to continue to protect the Rural Crescent.

3. How would you increase commercial agricultural operations in the Rural Area, including wineries and breweries, to preserve open space?

As there is great interest in pursuing this type of development, additional efforts to further encourage similar efforts via a Purchase of Development Rights and/or smart and deliberative zoning decisions about future development in the Rural Crescent. In addition -- and this needs to be weighted in conjunction with all other priority budget items, economic development staff resources and taxpayer expectations -- the Board of Supervisors should consider workable and realistic arrangements (like public-private partnerships) and/or incentives (similar to what was recently done with the Thomasson Barn) to encourage sensible agricultural development in appropriate areas.

4. As the county population increases, how will you increase the acreage of public parkland for ballfields and for passive recreational activities?

This particular issue is of great concern to me. In addition to paying for the installation of lights, turf and restroom facilities at several local facilities in order to accommodate increased usage, I will continue to actively investigate and pursue additional opportunities to expand the amount of public parkland and development of new fields for organized athletic and passive use. With the requirement that 57% of all new spending be allocated to education, it strikes me that a win-win scenario can be crafted to continue to expand/invest and improve existing athletic fields (including school-based) across the County.

5. VRE has proposed to increase the number of trains running throughout the day, and also to extend its tracks to Gainesville/Haymarket. Which of those two options is your top priority?

My current transit priority is the continued operation of OmniRide and OmniLink bus service. Given the \$9MM operating deficit expect in the next fiscal year, we need to do everything possible to maintain existing service. We cannot eliminate bus service to open a new VRE station.

- 6. Do you support the proposed Bi-County Parkway? The Bi-County Parkway is a 10-mile highway segment of the 45-mile long corridor that would connect I-95 in Prince William County to the back of Dulles Airport in Loudoun County.**

While transportation and traffic congestion have been the foremost priority for me, I have not yet made a full and final determination on the Bi-County Parkway. While I would prefer fast ferry and the increase and expansion of commuter bus and rail in order to reduce traffic congestion in PWC and the greater Washington D.C. area, I remain open-minded about the Bi-County Parkway and will continue to listen to and discuss its potential merits and detriments with those who support and oppose the project.

- 7. In the update of the Economic Development Chapter of the Comprehensive Plan, would you consider it a higher priority to improve rail and bus transit capacity in order to attract businesses to Prince William, or would you prefer to rezone acreage to permit more development?**

I believe that a balanced solution can be found somewhere in the middle. The introduction of fast ferry and improved and increased rail and bus transit certainly will help reduce traffic congestion concerns, reduce travel times and positively impact the environment. Done in conjunction with smarter and more thoughtful planning decisions, we will be able to achieve more desirable development in targeted and appropriate areas and continue to preserve and protect important rural and recreational area throughout Prince William County.