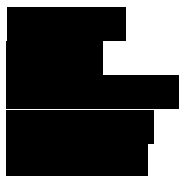




**COMPLETE**



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**Q1**

Contact information

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**Q2**

Please upload a high-resolution headshot that GGWash has your permission to use.

ekheadshot2.jpeg (622.8KB)

**Q3**

Yes

Do you think the District should build more housing?

**Q4**

Where do you think new housing should be built in the District?

DC Village, the Armed forces Home, Poplar Point.

**Q5**

Yes

Should apartments be legal in all parts of all the District's neighborhoods?

**Q6**

I consider affordable housing to be (check all that, in your opinion, apply):

- Means-tested or income-restricted,**
  - Subsidized,**
  - Rent-controlled,**
  - Costing no more than 30 percent of one's household income**
- 

**Q7**

I consider market-rate housing to be (check all that, in your opinion, apply):

- Not means-tested or income-restricted**
- 

**Q8**

Do you think the District should fairly distribute the production of market-rate and income-restricted, subsidized housing throughout all eight wards?

**Yes**

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**Q9**

How would you, as shadow senator or representative, enable the increased production of housing, and affordable housing, in the District?

I would increase dialogue with members of Congress and the Administration on increasing production and supports for affordable housing

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**Q10**

The District's current Comprehensive Plan was written in 2006 and amended in 2021. The Office of Planning will begin the process of rewriting it in 2025. The Comp Plan is the District's foundational land-use document; though land use naturally intersects with other sectors, the Comp Plan's legal scope is limited to land use alone. Which of the following would you prioritize in a rewrite of it?

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**Preserving the character of existing neighborhoods**

**Q11**

Land-use changes in the District are sometimes, though not always, required to be accompanied by a public input and/or community outreach process. The following is a non-exhaustive list of means by which public input might emerge, or community outreach might be conducted. Of course, different proposals will occur in different contexts, and it's understandable that you might feel that your preferred ranking would vary based on individual proposals. However, all else being equal, rank the following based on how greatly you would value them:

- Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing **3**
- Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing **4**
- Letters, emails, and calls from residents adjacent to a given site **2**
- A resolution passed by the relevant Advisory Neighborhood Commission(s) **1**
- Emails sent via click-to-send action alert **9**
- A petition with 100 or more signatures **5**
- A statistically significant survey or poll of neighbors adjacent to a given site **6**
- A statistically significant survey or poll of ward residents **7**
- A statistically significant survey of District residents **8**

**Q12**

Given the opportunity, how would you amend the District's Height Act?

**Removing or raising the Height Act everywhere but downtown**

**Q13**

Would you support amending the District's preservation laws to remove height and mass from the purview of historic review? Under such a proposal, District historic officials would still review materials, aesthetics and compatibility of designated structures, but overall density would be controlled by zoning the same way it is for non-designated structures.

**No**

**Q14**

Sports teams and government officials have long touted the economic benefits of publicly financed, privately owned sports stadiums, but research spanning the last 30 years has found that these projects consistently do not deliver their promised economic impacts, while imposing major public costs. Which of the following statements best describes your view?

**I do not support public funding for privately owned sports stadiums in the District.**

**Q15**

**Enough cars**

Do you think there are not enough cars, enough cars, or too many cars in the District?

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**Q16**

**Yes**

Do you think inducing residents and visitors to drive less should be an explicit policy goal of the District?

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**Q17**

How would you, as shadow senator or representative, enable more trips by foot, by bike, by micromobility device, or by transit rather than by car, in the District?

Support of federal legislation that provides for transportation subsidies for bike and non gas conveyances.

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**Q18**

The Washington Metropolitan Area Transit Authority's budget deficit is likely to extend beyond this year. Please rank the following revenue-raising policies in the order of your preference:

Raising Metrorail and Metrobus fares	<b>5</b>
Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes	<b>1</b>
Implementing a road pricing charge	<b>2</b>
Increasing the gas tax	<b>3</b>
Increasing parking rates	<b>6</b>
Increasing the sales tax	<b>4</b>

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**Q19**

Why is the above your preferred ranking? Feel free to go into greater detail as to how you, as shadow senator or representative, would use the powers of your office to address WMATA's budget deficit, operating costs, and capital maintenance, and to increase Metrorail and Metrobus service.

We need dedicated funding for WMATA to thrive. Taxing the property around metro stations is sound proposition, since that property is highly desired and likely to increase.

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**Q20**

What role do you think the federal government should assume in funding WMATA?

WMata moves 40 percent of the federal workforce and needs to be a strong and reliable partner. They should pick up at least 40 percent of the cost.

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**Q21**

**Fare-free transit**

Which of the following would you prefer?

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**Q22**

**Yes**

Road pricing, or congestion pricing, in which motorists pay directly for driving on a particular road or in a particular area, has successfully reduced congestion, improved air quality, and raised money in London, Stockholm, and Singapore by reducing the number of vehicles on the road and improving transit performance. New York City is moving forward with its implementation of road pricing. Though it is on its face unpopular to drivers who currently do not pay to do so, a road pricing program charging drivers for their trips into downtown is estimated to generate about \$345 million for the District. Would you, as a councilmember, support road pricing as a means to reduce congestion to speed up transit, improve air quality and public health, and raise revenue?

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**Q23**

While the District is prevented by Congress from charging a commuter tax, it is not prevented from establishing a road pricing program. That said, such a program is likely to draw ire from congressional representatives. How would you, as shadow senator or representative, respond to assertions that a road pricing program should not be instituted in the District because it might attract congressional opposition?

Congressional opposition is usual and customary and cannot be avoided. We need to make the best arguments for our projects whether we institute them or not and then defend our position.

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**Q24**

The District's goal to be carbon-free by 2050 requires most of the reduction of its transportation emissions to come from residents turning existing single-occupancy vehicle trips into transit, walking, and biking trips. Please describe at least one trip you currently take by car that you can commit to taking on foot, by bus, by train, by scooter, or by bike instead.

I could bike or walk to the Congress Heights subway station near my house more frequently.

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