



# GREATER GREATER WASHINGTON

## GGWash 2022 Endorsement Questionnaire: At-Large Councilmember Democratic Primary

### Housing

#### HOUSING PRODUCTION

**Q1.** Do you support Mayor Muriel Bowser's goal, announced in 2019, to add 36,000 new units of housing in the District by 2025?

<b>Bonds</b>	Yes
<b>Gore</b>	Yes
<b>Jenkins</b>	Yes
<b>Thomas</b>	Yes
<b>Williams</b>	Yes

**Q2.** If successful, the 36,000-unit goal will be met by 2025. However, the District's population is estimated to grow to 987,000 people by 2045, and the region is expected to have a shortfall of about 690,000 housing units by then. Will you support a second goal for housing production in the District by 2045? If the mayor or your colleagues don't propose a production goal, will you propose one yourself?

<b>Bonds</b>	I'll support another housing production goal, and would be willing to propose one myself.
<b>Gore</b>	I'll support another housing production goal, but won't be willing to propose one myself.

<b>Jenkins</b>	I'll support another housing production goal, and would be willing to propose one myself.
<b>Thomas</b>	I'll support another housing production goal, and would be willing to propose one myself.
<b>Williams</b>	I'll support another housing production goal, and would be willing to propose one myself.

**Q3.** With 36,000 presumably completed units as a baseline, how many additional units do you think should be built in the District by 2045?

	<b>Bonds</b>	<b>Gore</b>	<b>Jenkins</b>	<b>Thomas</b>	<b>Williams</b>
Between 36,000 and 50,000					
Between 50,000 and 100,000	X	X		X	X
Over 100,000			X		
I do not support another housing production goal for 2045					

**Q4.** Housing production in D.C. has been uneven and particularly concentrated in certain neighborhoods. Do you support the mayor's goal to set production targets in each area of the District to more evenly disperse the construction of new housing?

<b>Bonds</b>	Yes
<b>Gore</b>	Yes
<b>Jenkins</b>	Yes
<b>Thomas</b>	Yes
<b>Williams</b>	Yes

**Q5.** On the forty-three percent of all surface area that is owned by the federal government in the District, it is illegal to build an apartment; according to a D.C. Policy Center report, "single-family units make up only 30 percent of the District's housing stock, but occupy 80 percent of its

residential buildings.” Should apartments be legal on 100 percent of all surface area governed by the District?

<b>Bonds</b>	Yes
<b>Gore</b>	Yes
<b>Jenkins</b>	No
<b>Thomas</b>	Yes
<b>Williams</b>	Yes

**Q6.** Council's land use authority is limited: The Home Rule Act states, "the mayor shall be the central planning agency for the District" (page 13), and councilmembers do not, generally, vote up or down on individual developments. Councilmembers' most direct influence on land use is through the Comprehensive Plan, though they cannot change that unless amendments are proposed by the mayor. However, the council can still act to increase housing production, whether through legislation and budgeting, or by directing the executive to pursue amendments before the zoning commission. Please rank the following policies that would increase housing production in the order that you would request your staff to pursue them, if elected. (This list is purposefully not inclusive of affordability and stabilization policies, which are addressed in subsequent questions.)

	<b>Bonds</b>	<b>Gore</b>	<b>Jenkins</b>	<b>Thomas</b>	<b>Williams</b>
1	Increasing the percentage of affordable housing required in public-land dispositions	Increasing the percentage of affordable housing required in public-land dispositions	Subsidizing individual homeowners to construct ADUs	Increasing the percentage of affordable housing required in public-land dispositions	Increasing the percentage of affordable housing required in public-land dispositions
2	Legalizing four-unit buildings District-wide	Eliminating parking requirements in new construction	Legalizing two-unit buildings District-wide	Incentivizing the conversion of office buildings to residential properties	Incentivizing the conversion of office buildings to residential properties
3	Incentivizing the conversion of office buildings to residential properties	Legalizing and incentivizing housing above public facilities, such	Legalizing four-unit buildings District-wide	Legalizing and incentivizing housing above public facilities, such	Eliminating the Height Act

		as libraries, rec centers, and fire stations		as libraries, rec centers, and fire stations	
4	Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations	Incentivizing the conversion of office buildings to residential properties	Increasing the percentage of affordable housing required in public-land dispositions	Legalizing four-unit buildings District-wide	Legalizing four-unit buildings District-wide
5	Subsidizing individual homeowners to construct ADUs	Legalizing two-unit buildings District-wide	Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations	Legalizing two-unit buildings District-wide	Legalizing two-unit buildings District-wide
6	Eliminating parking requirements in new construction	Legalizing four-unit buildings District-wide	Incentivizing the conversion of office buildings to residential properties	Subsidizing individual homeowners to construct ADUs	Amending the building code to reduce construction costs
7	Amending the building code to reduce construction costs	Subsidizing individual homeowners to construct ADUs	Eliminating the Height Act	Amending the building code to reduce construction costs	Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
8	Legalizing two-unit buildings District-wide	Amending the building code to reduce construction costs	Amending the building code to reduce construction costs	Eliminating parking requirements in new construction	Eliminating parking requirements in new construction
9	Eliminating the Height Act	Eliminating the Height Act	Eliminating parking requirements in new construction	Eliminating the Height Act	Subsidizing individual homeowners to construct ADUs

**Q7.** Where in the District do you think new housing should be built? If you do not think new housing should be built in the District, please write, "I do not think new housing should be built in the District."

<p><b>Bonds</b></p>	<p>In general, new housing should be spread across the city. Areas designated as Rock Creek East and Rock Creek West, along with large plots of land, including Old Soldiers' Home and RFK, are potential sites of new housing development. They could be developed similar to the manner in which we are treating the development of the Walter Reed campus.</p> <p>By increasing neighborhood density, like we have done in Fort Totten, we can create a housing environment that people want. Also, we can explore building more townhomes downtown, and work on converting commercial buildings into condominiums and co-ops.</p> <p>We also must create a vibrant living environment by including green spaces as a part of any development plan. Also, any development plan needs to include basic amenities, like quality grocery stores and restaurants.</p>
<p><b>Gore</b></p>	<p>Around half of all affordable housing units in DC are located east of the Anacostia River, in Wards 7 and 8. In contrast, Rock Creek West, predominantly Ward 3, contains only 1% of all affordable units. We need to balance these numbers and create drastic numbers of deeply affordable housing (0-30% AMI) in planning areas that have the least percentage and number of affordable housing units.</p>
<p><b>Jenkins</b></p>	<p>I would like to see new housing built in Wards 2 &amp; 3 and on Public Lands.</p>
<p><b>Thomas</b></p>	<p>There is a lot of land within the District that is zoned for commercial use but is currently vacant and unused. I would ask that environmental impact assessments be made of the land in some of those areas and, on those areas found to be safe or those areas in which environmental hazards can be successfully mitigated, I would seek to build housing.</p> <p>I would also look to convert some of our stock of surplus government buildings, such as decommissioned school buildings, into residences.</p> <p>The third source I would look to would be the sites of abandoned former public housing complexes. We could raze the old, dilapidated and in many cases environmentally hazardous housing on those sites and replace it with new, safe, affordable</p>

	<p>housing.</p> <p>Last, but not least, I would seek to have new housing integrated into neighborhoods which are healthy and vibrant but yet still have vacant lots or vacant houses, especially those which are in the District's inventory and listed for tax sales. Rather than auctioning them off to the highest bidder, I would seek to have them renovated and sold as affordable housing.</p>
<b>Williams</b>	<p>I believe that the city needs new housing stock to keep pace with demand, even beyond the mayor's housing goal. Even if we met the Administration's production goal by 2025, we would still not be able to meet demand based on population projections. The District should look at the RFK site as one opportunity to build new housing stock. We also need to seriously look at vacant residential buildings as an opportunity to meet our housing needs.</p>

**Q8.** Where in the District do you think density should be increased to accommodate the construction of new housing? If you do not think density should be increased in the District, please write, "I do not think density should be increased in the District."

<b>Bonds</b>	<p>Examples regarding increased density are provided above in our response to question 7, but we can also identify certain neighborhoods that are currently zoned for low-density and change them to medium-density where possible.</p> <p>We can also explore repealing the Height Act in areas on the periphery of the city in order to increase our affordable housing stock.</p>
<b>Gore</b>	<p>Density increases in predominantly Black neighborhoods have been associated with gentrification. However, there are neighborhoods in DC where density increases to promote affordable housing can have few, if any, negative impacts. Neighborhoods in Ward 3 can sustain more housing and affordable housing without the negative impacts brought about by density increases in other parts of the city.</p>
<b>Jenkins</b>	<p>Every ten years DC has a redistricting process to create voter equity. Recently, during this process I learned that Ward 6 had the highest population in response to development, and Wards 7 and 8 had the greatest population loss due to the lack of development, specifically in grocery stores, retail spaces, coffee shops, etc. This information illustrates the urgent need for density to increase in Wards 7 &amp; 8. However, we should be mindful that the process of new housing must be accomplished in a people centered way to minimize displacement.</p>

<b>Thomas</b>	I think density should be increased near Metrorail stations and along major Metrobus routes so that people who are willing to forgo private motor vehicles in lieu of public transportation could be encouraged to buy or rent in those areas. We would then be able to reduce the per capita parking requirement for those units under the reasonable presumption that a greater percentage of the residents in that housing would be relying on trains and buses rather than private cars and trucks.
<b>Williams</b>	If we want to meet the high demand for housing and expand our economic base, we will need to increase density. As I mentioned in my response to question 8, I believe that the RFK site would be ideal for housing and mixed-use development to make the site attractive. As councilmember, I will work with experts and the community to identify other areas in the city that could absorb more density.

**Q9.** Given the opportunity, how would you amend the District's Height Act?

	<b>Bonds</b>	<b>Gore</b>	<b>Jenkins</b>	<b>Thomas</b>	<b>Williams</b>
Removing or raising the Height Act entirely				X	
Removing or raising the Height Act everywhere but downtown					
Removing or raising the Height Act within 1/4 mile of Metro stations					
Removing or raising the Height Act only in downtown					
Raising the Height Act only for buildings that will produce more affordable housing than required by inclusionary zoning	X	X	X		X
I would not amend the Height Act					

**Q10.** 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.

<b>Bonds</b>	Yes
<b>Gore</b>	No
<b>Jenkins</b>	No
<b>Thomas</b>	Yes
<b>Williams</b>	Yes



## AFFORDABLE HOUSING

**Q11.** I consider affordable housing to be (check all that, in your opinion, apply):

	<b>Bonds</b>	<b>Gore</b>	<b>Jenkins</b>	<b>Thomas</b>	<b>Williams</b>
Means-tested or income-restricted	X	X	X	X	
Built by the government		X	X		
Cheap					
Subsidized	X	X	X		
Rent-controlled		X	X		
Costing no more than 30 percent of one's household income	X		X	X	X

**Q12.** I consider market-rate housing to be (check all that, in your opinion, apply):

	<b>Bonds</b>	<b>Gore</b>	<b>Jenkins</b>	<b>Thomas</b>	<b>Williams</b>
Not means-tested or income-restricted	X	X	X	X	X
Built by private developers	X	X	X		
Expensive			X		X
Unsubsidized		X	X	X	
Not rent-controlled		X	X		
Costing more than 30 percent of one's household income			X		

**Q13.** What is, and is not, within the scope of a councilmember's authority to produce more affordable housing in the District? Or, describe not what you will do to produce more affordable housing in the District, but, rather, what any given councilmember can do to produce more affordable housing in the District.

<p><b>Bonds</b></p>	<p>The goal of the legislative body is to create policies to address a public need or concern. This is done by drafting a bill and passing it into law.</p> <p>As far as housing, there has been an inequality that has long existed in the District of Columbia. The city's population continues to grow, and we will have more people as the years go by.</p> <p>As the population grows, we will have to increase the housing stock.</p> <p>The councilmember's authority exists in their ability to propose and vote on laws. Whether you are an at-large member or a ward member, you still need to get seven votes for it to pass.</p> <p>So, first, I think a councilmember needs to start by listening to the community to get background information on the proposal.</p> <p>Second, a councilmember should get data that (hopefully) supports their proposal.</p> <p>At that point, the councilmember needs to be persuasive in convincing their colleagues to support the bill.</p>
<p><b>Gore</b></p>	<p>Councilmembers can do a number of things, all of which I plan on pursuing:</p> <ul style="list-style-type: none"> <li>● Increased oversight of the Housing Production Trust Fund (HPTF), which is DC's main source of funding for deeply affordable housing. Unfortunately, improper oversight of the agency has resulted in the misapplication of \$82M in funds that were intended to produce deeply affordable units. In fact, this agency has never met its statutory obligation to produce its targeted number of units. Council should hold hearings on the agency inefficiencies cited in both the DC Office of Inspector General, and Office of the DC Auditor's reports.</li> <li>● Funding public housing repairs: subsidized housing is our largest source of deeply affordable units. I would advocate for funding public housing repairs to ensure these units are rehabilitated and maintained, and closer monitoring of DCHA's participation in the Rental</li> </ul>

	<p>Demonstration Program which attempts to leverage private-sector funds to address capital improvement backlogs.</p> <ul style="list-style-type: none"> <li>● Use legislation to facilitate the integration of community land trusts and social housing models that center permanent affordability.</li> <li>● Preserving affordable housing units by strengthening rent control, closing loopholes, and strengthening tenant protections</li> <li>● Investing in place-based strategies to ensure affordable housing of all types, including family-sized units, is distributed equitably throughout DC.</li> <li>● Implementing strategies that will examine the development of publicly owned land and the use of publicly owned properties to create targeted affordable housing;</li> <li>● Creating Anti-Displacement legislation that identifies recommended programmatic and policy improvements to help hold DC accountable for existing equitable development and anti-displacement efforts.</li> <li>● Using zoning and fair housing programs to expand housing types and affordability to facilitate people from all income levels to live in affluent areas.</li> </ul>
<b>Jenkins</b>	<p>As an At-Large city council member, it is within my scope to re-imagine ways to develop affordable housing. Specifically, by utilizing already existing land and vacant real estate, implementing community land trust, and by expanding already existing tools like inclusionary zoning. It is also within my purview to scrutinize current strategies. I plan to introduce legislation that focuses on transparency, oversight, and the cost effectiveness of housing production and development. Housing is a basic human right, and our investments should reflect our highest values: People.</p>
<b>Thomas</b>	<p>I believe that it is within the scope of a councilmember's authority to make budget recommendations to the mayor such as investing in programs to shield seniors from being forced out of homes, providing subsidies for legacy families to avoid displacement due to the inability to keep up with real estate taxes and conversion of surplus vacant office buildings for residential use. I also believe that a councilmember's authority extends to oversight of the DC Housing Authority and our Housing Production Trust Fund to make sure that funds earmarked to eliminate homelessness and increase home affordability for residents of modest means go to that purpose and are not diverted or misused. Further, I believe it is within a councilmember's authority to propose and advocate for passage of revisions to our Inclusionary Zoning law 1) to consider whether we should redefine the levels of eligibility, taking into account that what may be affordable to some people</p>

	<p>is completely out of reach for so many others and 2) to consider whether to increase the percentage of floor space developers are required to set aside for affordable housing at various levels of affordability. And I believe it is also within a councilmember's authority to consider the impact of development on larger families living in larger apartment units, such as 3, 4 or 5 bedroom units, with an eye to, if deemed appropriate, placing a moratorium or a partial restriction on the elimination of such larger units during renovation and redevelopment of apartment buildings and complexes.</p>
<b>Williams</b>	<p>As a former legislative staffer at the DC Council, I appreciate this question because, from my experience, the Council's role is to provide the Administration with direction and oversight - something the Council does not do a good job of when it comes to our housing agencies.</p> <p>As it relates to housing, my first priority will be to provide greater oversight over the management of the Trust Fund. I'm glad to see that the mayor is proposing a \$500M investment, but that investment would be undermined if it's not managed well and no assurances that the money is actually being spent appropriately.</p>

**Q14.** The D.C. Housing Authority is an independent entity, and its debt is likely too great for it to realistically be moved under the purview of the District government. Given this, how would you, as a councilmember, answer calls to "fix" public housing?

<b>Bonds</b>	<p>The "fix" that we need is to repair and to upgrade our current public housing stock. The cost of housing continues to escalate, and our low-income families need to be accommodated. Public housing is one of the resources that we have at our disposal.</p> <p>The government does not have the \$2 to \$3 billion needed to completely revamp public housing units, and we not longer have the federal subsidy; HUD has stopped providing that.</p> <p>We need to look at public-private partnerships and look to making the public housing complexes more mixed-income.</p>
<b>Gore</b>	<p>As a former Special Agent in Charge of HUD-OIG which has oversight authority of public housing authorities nationwide, I know this arena well. Investigations like the one in process of the former Board Director are a direct result of the lack of agency controls, accountability, ethics, and transparency. Professionally, I have worked first-hand with small, mid-sized, and large public housing agencies, housing organizations, and the mortgage industry on developing internal procedures to combat fraud,</p>

	<p>waste, and abuse. I'm the only candidate with this unique, nationally recognized expertise, and would be able to create an oversight plan, in conjunction with recommendations already offered by the Office of the DC Auditor and the DC OIG, to ensure sound internal operating procedures at DCHA.</p>
<p><b>Jenkins</b></p>	<p>Several things must happen to help residents in a way that is both people-centered and dignified:</p> <ul style="list-style-type: none"> <li>● Introduce legislation that will create a specific entity that focuses on housing oversight and will work with DCHA on performance goals.</li> <li>● Nearly one-third of our housing stock, riddled with rodent infestations, mold, and structural damage is close to uninhabitable. Therefore, we need to urgently address repairs needed to keep the building safe and inhabitable or humanely place folks in a safe and healthy environment that is free of lead, mold, and rodents. - Public housing has been grossly overlooked and is in need of urgent repairs, roughly 2.2 billion dollars is needed to fix all of DC's public housing stock. Direct investments need to be applied to fixing and repairing our current housing stock. I would vote to reallocate funds to the DCHA to stabilize our current stock and to reinvest more in housing production.</li> </ul>
<p><b>Thomas</b></p>	<p>Housing providers and the DC Housing Authority are significant players with regard to providing housing in the District of Columbia. I would recommend a restructuring of the debt coupled with significant oversight by the Council to insure that the debt doesn't re-emerge as a crippling factor in our push to provide adequate affordable housing in the District. Whether that means establishing some kind of oversight board solely focused on this issue, I'm not sure but I would certainly consider that as an option.</p>
<p><b>Williams</b></p>	<p>As councilmember, I would work with the new chair of the council's housing committee to identify additional funding during the budget process, where available, to fix some of the chronic issues we have with our public housing facilities. I appreciate the mayor's \$110M investment but we will need additional funding, particularly given the high cost of deferred maintenance. I would also collaborate with Representative Norton to fight for federal dollars.</p>

Household Size	Maximum Annual Income					
	30% of MFI	50% of MFI	60% of MFI	80% of MFI	100% of MFI	120% of MFI
1	\$27,100	\$45,150	\$54,200	\$72,250	\$90,300	\$108,350
2	\$30,950	\$51,600	\$61,900	\$82,550	\$103,200	\$123,850
3	\$34,850	\$58,050	\$69,650	\$92,900	\$116,100	\$139,300
4	\$38,700	\$64,500	\$77,400	\$103,200	\$129,000	\$154,800
5	\$42,550	\$70,950	\$85,150	\$113,500	\$141,900	\$170,300
6	\$46,450	\$77,400	\$92,900	\$123,850	\$154,800	\$185,750
7	\$50,300	\$83,850	\$100,600	\$134,150	\$167,700	\$201,250
8	\$54,200	\$90,300	\$108,350	\$144,500	\$180,600	\$216,700

*This chart shows the income that corresponds with certain percentages of median family income. The next few questions will refer to this chart.*

**Q15.** How many units of housing do you think should be built in the District by 2045 for households making between:

	Bonds	Gore	Jenkins	Thomas	Williams
0-30 percent MFI (\$0-\$27,100 per year for a household of one)?	20,000-25,000	20,000	40%	35,000	As Councilmember, I will consult with experts on what this number should be.
30-50 percent MFI (\$27,100-\$45,150 per year for a household of one)?	50,000	15,000	30%	30,000	As Councilmember, I will consult with experts on what this number should be.
50-80 percent MFI (\$45,150 to \$72,250 per year for a household of one)?	20,000	5,000	20%	25,000	As Councilmember, I will consult with experts on what this number should be.

80-120 percent MFI (\$72,250 to \$108,350 per year for a household of one)?	10,000	No minimum target	10%	20,000	As Councilmember, I will consult with experts on what this number should be.
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**Q16.** In response to criticisms that it has failed to meet its targets for building extremely low-income housing (units restricted to residents earning 30 percent AMI or below), the Department of Housing and Community Development has stated, on page 23 of this report, that it cannot do so without coordination and support from other agencies, such as the D.C.Housing Finance Agency and the Department of Human Services. What is the best path forward to ensure extremely low-income housing is reliably produced?

<b>Bonds</b>	<p>One of the main reasons DHCD missed their target</p> <p>I believe that we need the operating housing subsidy in the form of vouchers that can be married to the HPTF construction subsidy to ensure that extremely low-income housing is produced.</p> <p>Because many of the units at 0-30% are available to extremely low income households that utilize tenant based vouchers, we have to make use of our public housing stock.</p> <p>This means that we need to utilize the public housing units we have. We have to continue to repair them and make sure that they are occupied.</p>
<b>Gore</b>	<p>I have a systematic plan that engages all the tools in the toolbox to provide housing for people who need it the most. This includes, integrating community land trusts and social housing models that center permanent affordability, avoid resident displacement, and build assets for residents and their families. Increasing the amount, location, and affordability of housing units is an overarching goal for DC.</p> <p>My focus on deeply affordable housing (levels 30% and below MFI) is outlined below and includes an overview of needed oversight of DC housing agencies (DHCD, DCHA, and the HPTF). As a Councilmember, I will support growth and development that will not harm and displace communities of color. I specifically support:</p> <ul style="list-style-type: none"> <li>• Increased oversight of the Housing Production Trust Fund (HPTF), which is DC's main source of funding for deeply affordable housing. Unfortunately, improper oversight of the agency has resulted in the misapplication of \$82M in funds that were intended to produce deeply affordable</li> </ul>

	<p>units. In fact, this agency has never met its statutory obligation to produce its targeted number of units. Council should hold hearings on the agency inefficiencies cited in both the DC Office of Inspector General, and Office of the DC Auditor's reports.</p> <ul style="list-style-type: none"> <li>● Funding public housing repairs: subsidized housing is our largest source of deeply affordable units. I would advocate for funding public housing repairs to ensure these units are rehabilitated and maintained, and closer monitoring of DCHA's participation in the Rental Demonstration Program which attempts to leverage private-sector funds to address capital improvement backlogs.</li> <li>● Use legislation to facilitate the integration of community land trusts and social housing models that center permanent affordability.</li> <li>● Preserving affordable housing units by strengthening rent control, closing loopholes, and strengthening tenant protections</li> <li>● Creating Anti-Displacement legislation that identifies recommended programmatic and policy improvements to help hold DC accountable for existing equitable development and anti-displacement efforts</li> <li>● Use additional block grants from HUD (CDBG) that the city currently doesn't apply for. We could do that here to supplement funds.</li> </ul>
<b>Jenkins</b>	<p>I pledge to work closely with the Dept. of Housing and Community Development to coordinate support from DC Housing Finance Agency and the Dept of Human Services by holding bi-weekly meetings and goal setting sessions to make sure that resources are directly reaching the people who need it most.</p>
<b>Thomas</b>	<p>I might suggest the creation of a housing czar, a single person or office with the responsibility of coordinating interagency cooperation on housing policy. I also would note that all of this is governed by the law of supply and demand. To increase affordability, we have to increase supply. That can be accomplished by increasing density, particularly around Metrorail stations and Metrobus routes and by lifting the height restriction so that more housing can be created within the limited space we have in the District.</p>
<b>Williams</b>	<p>If the city is serious about building extremely low-income housing, then the appropriate agencies need to collaborate to achieve this goal. As Councilmember, I will work with my colleagues to hold a hearing for the relevant agencies to identify why, if at all, there is a lack of coordination and support. If the hearings indicate that this matter isn't a priority for certain agencies, I will explore every available legislative tool to ensure</p>



	we're building low-income housing.
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**Q17.** As a councilmember, how will you ensure that the District produces housing for residents who make between 50 percent AMI (\$45,150 for a household of one) and 80 percent AMI (\$72,250 for a household of one)?

<b>Bonds</b>	I want to identify units in market rate buildings that can be exchanged for tax abatements.
<b>Gore</b>	<p>Investing in placed-based strategies to ensure affordable housing of all types, including family-sized units, is distributed equitably throughout DC.</p> <p>Considering “inclusionary conversions” as proposed by the DC Policy Center. This method converts rent-controlled units to affordable housing units.</p> <p>Implementing strategies that will examine the development of publicly owned land and the use of publicly owned properties to create targeted affordable housing.</p>
<b>Jenkins</b>	I'm still looking at these issues, but I promise to be fair and equitable in my assessments as I draw a more cohesive approach to our housing problems.
<b>Thomas</b>	As a councilmember, I would take a hard look at our Inclusionary Zoning law and whether the definitions of affordability in that law are realistic and helpful. The Median Family Income (MFI), which used to be called AMI, for the District of Columbia, is based on what people earn throughout the Metropolitan area, including our wealthy suburbs. And when we consider that the average rent of the 2 bedroom apartment in DC is \$3,430 a month, which comes out to \$41,160 a year, it's clear that people need help. Even if a 5% MFI family of one chose to live in a studio apartment, the annual rent would be \$22,692 or approximately 50% of the total income. We have to build more housing so that, based on the law of supply and demand, we drive down the cost of housing. We also need to increase to minimum set aside for affordable housing under our Inclusionary Zoning law from 8% to 15%, thereby nearly doubling the number of affordable units. And we need to make a certain percentage of those affordable units, affordable at the 30% and 50% MFI level. Finally, I would consider legislation to provide tax incentives for developers who go beyond the minimum MFI requirements in their housing offerings.
<b>Williams</b>	As councilmember, I will work with diverse stakeholders in the community and my Council colleagues to maintain accountability through the implementation process.

**Q18.** As a councilmember, how will you ensure the District produces housing for residents who make between 80 percent AMI (\$72,250 for a household of one) and 120 percent AMI (\$108,350)?

<b>Bonds</b>	This answer is very similar to my answer to number 17.  I want to identify units in market rate buildings that can be exchanged for tax abatements. We can reduce taxes for the developers in order to incentivize the production of more units.
<b>Gore</b>	Using zoning and fair housing programs to expand housing types and affordability to facilitate people from all income levels to live in affluent areas.
<b>Jenkins</b>	I'm still looking at these issues, but I promise to be fair and equitable in my assessments as I draw a more cohesive approach to our housing problems.
<b>Thomas</b>	As stated in my response to question 17, above, I would use a combination of tax incentives and adjustments to the Inclusionary Zoning law to set higher minimum requirements for space set asides at 80 percent MFI and 120 percent MFI and to encourage developers to go beyond those revised minimum requirements. I would also make adjustments to our zoning regulations to pave the way for higher density housing in area where the infrastructure, including access to public transportation, will support it.
<b>Williams</b>	As councilmember, I will work with diverse stakeholders in the community and my Council colleagues to maintain accountability through the implementation process.

**Q19a.** While the District has a robust Housing Production Trust Fund, it is not infinite, and land costs in the District impact the number of affordable units that can be constructed, as well as the percentage of MFI to which they are subsidized. The below scenarios are not inclusive of all options that will ever be on the table. They are, however, representative of the tradeoffs inherent in balancing funding for and the location of publicly subsidized affordable housing, which is often cross-subsidized with market-rate housing. Please choose the scenario you would prefer...

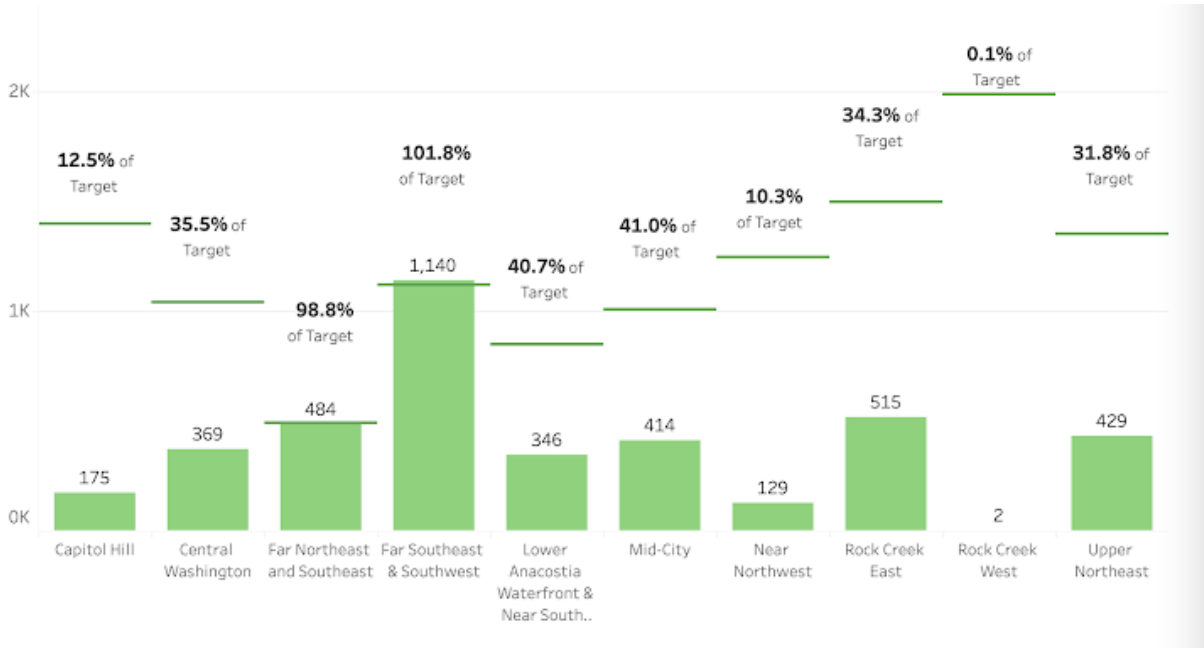
	<b>Bonds</b>	<b>Gore</b>	<b>Jenkins</b>	<b>Thomas</b>	<b>Williams</b>
One 50-unit project in Bellevue for residents making between 30 (\$27,100 for a one-person household) and 80 percent (\$72,250) MFI, but no affordable					

housing in Forest Hills					
One 25-unit project each in both Bellevue and Forest Hills, for residents making between 80 (\$72,250) and 120 percent (\$108,350) MFI				X	
One 30-unit project in Forest Hills for residents making between 60 (\$54,200) and 80 (\$72,250) percent MFI, and one 20-unit market-rate project in Bellevue	X				X
One 10-unit project in Forest Hills for residents making under 30 (\$27,100) AMI, and one 40-unit market-rate project in Bellevue		X	X		

**Q19b.** ...and explain why you prefer that scenario.

<b>Bonds</b>	I prefer this scenario because the 30 unit project in Forest Hills is more moderate to middle income, but still provides affordability. It will also help the development because the building is potentially eligible to become a tax credit building because of the 60 percent MFI condition. The Bellevue market rate project is desirable because the Bellevue area would love the addition of market rate units in their neighborhood. This will help with the distribution of market rate units throughout the city.
<b>Gore</b>	Of all these options none is great. I chose option #4 only because it targets 0-30% AMI in affluent areas. Traditionally Black and brown families have been ignored in housing. We need more housing like this in affluent areas so that traditionally underserved individuals and families have access to amenities that are traditionally found in neighborhoods like Forest Hills. This scenario is exactly why we need more than the current tools we have. Restricting ourselves to the current tools for affordable housing puts us in horrible scenarios like this.
<b>Jenkins</b>	It provides equitable housing while realizing investments in previously overlooked areas of the District.
<b>Thomas</b>	I believe that it is important that affordable housing be woven into the fabric of our neighborhoods across the width and breadth of our city. We should not concentrate all affordable housing in certain wards or certain neighborhoods. The second scenario, if

	I'm reading it correctly, is the only one that provides for what seems, at least on the surface, to be an equitable distribution of affordable housing. And it gives residents of diverse neighborhoods some skin in the game when it comes to addressing the housing crisis in our city.
<b>Williams</b>	I selected this scenario because it represents the best equitable solution.



**Q20.** In the Office of Planning's Housing Framework for Equity and Growth, released in October 2019, Mayor Bowser set targets for the production of affordable housing per planning area "to achieve an equitable distribution of no less than 15 percent affordable housing in each planning area by 2050." Progress on those targets since January 2019 is illustrated in the above chart, from the Deputy Mayor for Planning and Economic Development. What will you do to ensure that all planning areas meet the stated targets by 2050?

<b>Bonds</b>	<p>We can pass a law that stipulates that any projects that are built have to take into account the affordable housing per planning area ratio. I'd like to look at the Fair Housing Act to see if there is a framework that we could follow.</p> <p>I support this target, and will work with the Mayor and my colleagues to achieve equitable distribution of at least 15% affordable housing in each area. I strongly believe that affordable housing should be spread across the city.</p>
<b>Gore</b>	This chart makes it clear how these targets can cause harm in

	communities that are already marginalized. Wards 7 and 8 have contributed all their share of housing, while Rock Creek West has barely done anything. The goal should be the production of deeply affordable housing in areas like Rock Creek West. We also need to introduce anti-displacement legislation to ensure that affordable housing targets do not cause further harm to the city's Black population.
<b>Jenkins</b>	I plan to exercise my oversight responsibilities by holding each planning area to account. This will take the form of regular status meetings and check-ins by me and my staff and following the comprehensive plan and budget established by the Mayor's Order as noted in the Housing Framework for Equity and Growth.
<b>Thomas</b>	I would look carefully at the zoning regulations in each target area and propose and help pass legislation to modify those regulations where appropriate to allow for more housing. I would also look at the property tax code to see where incentives can be put in place to speed up achievement of housing development in areas where it is lagging behind. Finally, I would look at infrastructure to see if roadway conditions, rail lines and station placement and bus routes can and should be improved to make those areas more attractive for housing development.
<b>Williams</b>	As Councilmember, I will ensure that the city is on track to meet these goals by 2050 through my oversight capacity, mainly through the agency performance oversight hearing process in the early part of every year.

**Q21.** The Committee on Housing and Executive Administration has failed to advance any reform to the District's existing rent stabilization policies. Check the boxes to indicate the policies for which you would vote:

	<b>Bonds</b>	<b>Gore</b>	<b>Jenkins</b>	<b>Thomas</b>	<b>Williams</b>
Make buildings built prior to 2005 subject to rent stabilization		X	X	X	X
Make four-unit buildings subject to rent stabilization		X	X	X	
Peg eligibility for rent stabilization to a dynamic date, so that new buildings are subject to rent stabilization after 15 years		X	X	X	X
Allow only one increase per year, with		X	X	X	X

notice, for any D.C. rental housing that's exempt from rent stabilization					
Implement stronger oversight of all landlord petitions filed with the Department of Housing and Community Development		X	X	X	
Clarify what types of landlord upgrades qualify for capital improvements petitions	X	X	X	X	
Cap annual rent increases at the level of inflation, or consumer price index, and eliminate the extra two percent allowed under current law		X	X	X	X
Eliminate vacancy increases	X	X	X	X	
Eliminate voluntary agreements that take rents to market-rate	X			X	
Narrow the scope of hardship petitions; stagger allowable increases; and make increases temporary, rather than permanent	X	X	X	X	
Make rent increases under substantial rehabilitation petitions temporary rather than permanent	X	X	X	X	
None of the above					

**Q22a.** The Tenant Opportunity to Purchase Act has historically enabled the cooperative purchase of apartment buildings that are put up for sale by a tenants' association. There are many ins and outs of the TOPA process, one of which is the ability of tenants to take buyouts, if the interested buyer is willing to make them. Buyouts have skyrocketed, to, in some deals, \$60,000 per unit, making TOPA, functionally, not an anti-displacement policy but, rather, a tenant equity policy. Do you think that this is a suitable evolution of TOPA, or should the law be amended to either formalize or restrict this?

<b>Bonds</b>	TOPA should be amended to <b>formalize</b> this
<b>Gore</b>	TOPA should be amended to <b>formalize</b> this
<b>Jenkins</b>	TOPA should be amended to <b>formalize</b> this
<b>Thomas</b>	TOPA should be amended to <b>restrict</b> this

<b>Williams</b>	TOPA should be amended to <b>restrict</b> this
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**Q22b.** Please explain your selected response

<b>Bonds</b>	Historically, the intention of TOPA was not to provide tenants with a buyout. It was designed to help tenants purchase their buildings and stay in their homes. However, TOPA has evolved to the point where buyouts are more and more popular. Buyouts have skyrocketed, and have turned TOPA into a and there needs to be a review of the law to make sure that the rights of tenants are not diminished
<b>Gore</b>	I would formalize this, and I would include a racial equity lens as well.
<b>Jenkins</b>	I support the evolution of TOPA. It should be formalized because it ensures that tenants receive buyout deals and creates a tenant equity policy.
<b>Thomas</b>	One of the purposes of TOPA is, or should be to maintain a reasonable stock of affordable housing in the District. While buyouts may be good for individual tenants in terms of giving them cash to move to a better apartment or to be applied toward a down payment or closing costs for a home purchase, unrestricted buyouts can and often do have the effect of removing units from the affordable housing stock. These essentially decommissioned units are often resold at market rates putting further pressure on our already tenuous affordable housing crisis. Buyouts should be restricted or otherwise regulated to ensure that bought out units remain affordable at the same level as existed before the buyout.
<b>Williams</b>	As Councilmember, I will fully analyze this issue to identify the best legislative path to restrict this practice. This city is already difficult to afford, and displacement is too common. We should do everything we can as a city to ensure that tenants aren't priced out and that the intent of TOPA is realized.

**Q23.** The D.C. Council voted to exempt single-family home sales from TOPA in 2017. As a councilmember, would you support reinstating single-family TOPA?

<b>Bonds</b>	No
<b>Gore</b>	Yes
<b>Jenkins</b>	Yes
<b>Thomas</b>	No

<b>Williams</b>	Yes
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**Q24.** Given widespread support for limited-equity co-ops and community land trusts, what would you, as a councilmember, do to encourage their proliferation?

<b>Bonds</b>	<p>I have two bills that I am planning to move through my Committee:</p> <ol style="list-style-type: none"> <li>1. creates a permanent council for limited equity co-ops</li> <li>2. expand tax abatements for buildings that have a certain percentage of low income</li> <li>3. Funded an additional FTE at DHCD that would focus on assisting limited equity co-ops in their formation</li> </ol>
<b>Gore</b>	<p>The primary way to support this would be through the budget. For example, Mayor Bowser proposed only \$2 million for Douglass Community Land Trust. I will try my best to substantially increase that amount in the budget. I would also use any legislation I could to facilitate the integration of community land trusts and social housing models that center permanent affordability. An example of this legislation is using the land-banking process, where properties the government takes over are converted into community-land trusts.</p>
<b>Jenkins</b>	<p>I would support education surrounding limited-equity co-ops and community land trusts for greater community buy-in and awareness.</p>
<b>Thomas</b>	<p>The key component in establishing and maintaining limited-equity co-ops and community land trusts is the education of the community members who will be the co-op owners and the trustees of the land trusts in the principles of membership, democratic control, economic participation, autonomy, cooperation and concern and maintenance of their surrounding communities. I would look to establish an office staffed with housing experts and advocates, similar to the office of Peoples Council but with a narrow focus on limited-equity co-ops and community land trusts. That office would serve the combined purposes of education, advice and legal support and advocacy for individuals and groups seeking to form and maintain such entities.</p> <p>I would also look to revising our tax code, where necessary, to ensure that co-op owners are receiving the same homestead exemption as other homeowners in the District and to all or some portion of the transfer and recordation taxes accessed in co-op sales.</p> <p>Additionally, I would eliminate the disparity between single family homeowner and owners in co-ops when it comes to free trash</p>



	and recyclable pick up by the Department of Public Works so that co-op owners are not assessed a fee for that service.
<b>Williams</b>	I would work with experts and stakeholders to identify any necessary investments or incentives.

**Q25.** The District Opportunity to Purchase Act "gives the mayor the authority to purchase certain apartment buildings in order to maintain existing rental affordable units for tenants and increase the total number of affordable rental units within the District." DOPA is primarily used as a preservation tool: If tenants do not exercise their TOPA rights, the District can make an offer on a building, as long as it "consists of five or more rental units and 25 percent or more of those units are 'affordable' at 50 percent of the median family income." What would you change about this, if anything?

<b>Bonds</b>	<p>The program has not been around long enough to truly gauge its effectiveness.</p> <p>We need to allow more time to determine if it is working.</p> <p>One thing I would change is that DOPA facilitates that sale</p>
<b>Gore</b>	They have made decent fixes to DOPA recently. I would try and facilitate DOPA as much as possible. This would include making sure DOPA has the funds necessary to operate as well as introducing legislation that helps the government acquire housing. This will result in keeping housing costs low and enable affordable (potentially public) housing.
<b>Jenkins</b>	I stand by this policy. I wouldn't change anything.
<b>Thomas</b>	I like DOPA. If I were to change anything, I would change the "five or more rental units" language to "four or more rental units." I would also replace the "25 percent or more of those units are 'affordable' at 50 percent of the median family income" with "25 percent or more of those units are 'affordable' at 50 percent of the median family income or 50 percent or more of those units are 'affordable' at 80 percent or less of the median family income." With that last modification, DOPA could be used if either one-quarter or more of the units are deeply affordable or one-half or more of those units are at least moderately affordable. I believe these modifications would help with the District's goal of maintaining more of the existing affordable housing while we look for ways to add more affordable housing stock.
<b>Williams</b>	As councilmember, I would look at this closely to identify areas of the law that may need to be changed. However, given the issues we have we TOPA, I am concerned that it is based on tenants

	exercising TOPA rights, but this is a matter where I'll want to speak with experts and tenants to get a deeper understanding of the issues, if any.
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**Q26.** Describe your views of the District's inclusionary zoning policy. What do you think it should be achieving? What is it currently failing to do? What, if anything, you think should be changed about it?

<b>Bonds</b>	<p>Inclusionary Zoning (IZ) is supposed to provide additional affordable units in market rate buildings.</p> <p>As far as changes...the lottery process needs to be revamped.</p>
<b>Gore</b>	<p>On the evidence so far, Inclusionary Zoning has not delivered the amount of affordable housing that this city needs, particularly in wealthy areas. In fact, a peer-reviewed study of the Baltimore-Washington region found that inclusionary zoning actually increased market prices for homes. [Hamilton, E. (2021). Inclusionary zoning and housing market outcomes. Cityscape, 23(1), 161-194.] While the increase was small, it does outline how relying on one tool to create housing cannot achieve our goals. First, I believe that the District should be thinking beyond IZ and IZ+ in terms of creating affordable housing. Second, IZ relies on Area Median Income, that can be a flawed metric when determining affordability, especially in high-opportunity areas such as Rock Creek West. If we are to use this metric, we need to make it more nuanced and definitely reduce the 80% threshold to a lower amount. Finally, we need to be looking to create diverse types of housing with the IZ program. Different families have different needs and a program that prioritizes diverse housing for all income levels would be better than the targeted one we currently have.</p>
<b>Jenkins</b>	<p>In my view, the District's inclusionary zoning policy is that it ensures that people who need housing the most receive affordable and equitable housing.</p> <p>It is failing to make sure that people who need housing are receiving housing in a timely manner. I also have concerns about income targeting. Sometimes, moderate income households that may have other options in the housing market have been targeted, rather than low income households that experience the most critical housing needs.</p> <p>Streamline the process between receiving the certificate and actually receiving housing.</p>
<b>Thomas</b>	<p>The District's inclusionary zoning policy is designed to require</p>

	<p>developers who seek to take advantage of DC resources, including infrastructure, tax incentives and our influx of affluent new residents to give a little something back to the community by providing some level of affordable housing. In my view, the legal thresholds are too low. Developers most often offer the minimum 8% of floor space at 80% MFI. We all know that MFI, which is determined by the U.S. Census Bureau, is very high in the Washington DC statistical area, in part because our area includes some of the nation's wealthiest suburban counties. Many DC residents are simply priced out of the market because they don't earn close to 80% of the MFI for this area. We need to increase the minimum requirements significantly. My suggestion is that we double or nearly double the minimum set aside from 8% to 15% or 16% and that we require that developers make relatively equal portions of that set aside affordable for families at not just the 80% MFI level, but also at the 50% and the 30% levels. I'm not wedded to exact numbers but, for example, my concept would be something like 5% of floor space at 30% MFI, 5% at 50% MFI and 5% at 80% MFI.</p>
<b>Williams</b>	<p>I support inclusionary zoning because it increases residents' ability to thrive in the city and participate in DC's economic ecosystem. Affordability is very important, and I will work with the community to explore how we can do more for our residents so that no one is displaced.</p>

**Q27.** Housing is publicly subsidized in two main ways: project-based subsidies (such as Housing Production Trust Fund dollars or Low-Income Housing Tax Credits) that are tied to a unit and reduce its cost for any qualified tenants who live there and tenant-based subsidies (i.e., portable vouchers) that a qualified tenant can use on any market-rate unit.

Acknowledging that an even split is not realistic, how do you think the District should divide its public subsidy money between these two methods?

	<b>Bonds</b>	<b>Gore</b>	<b>Jenkins</b>	<b>Thomas</b>	<b>Williams</b>
Entirely project-based					
Mostly project-based	X			X	
Mostly tenant-based		X	X		X
Entirely tenant-based					

## Land Use

**Q28.** The District's current Comprehensive Plan was written in 2006 and amended in 2021. Despite an extensive amendment process, it is still out-of-date and still more greatly restricts density in affluent neighborhoods than elsewhere. An April 2020 staff report from Office of Planning states that a rewrite of the Comprehensive Plan should be complete by 2025 (page 8). Do you commit to supporting the necessary budget and process for a rewrite of the Comprehensive Plan by 2025?

<b>Bonds</b>	Yes
<b>Gore</b>	Yes
<b>Jenkins</b>	Yes
<b>Thomas</b>	Yes
<b>Williams</b>	Yes

**Q29.** In a rewrite of the Comprehensive Plan, which of these three options would be your top priority?

	<b>Bonds</b>	<b>Gore</b>	<b>Jenkins</b>	<b>Thomas</b>	<b>Williams</b>
Creating opportunities for new housing	X	X	X	X	X
Preserving green space					
Preserving the character of existing neighborhoods					

**Q30.** Traditional smart-growth planning principles concentrate high-density construction, including apartment buildings, on major corridors. This, by design, leaves residential areas off of corridors untouched. Do you agree with this approach to the distribution of housing within neighborhoods?

<b>Bonds</b>	No
<b>Gore</b>	Yes
<b>Jenkins</b>	Yes

<b>Thomas</b>	No
<b>Williams</b>	Yes

**Q31.** The mayor has committed the District to attempting a fair distribution of affordable housing production across planning areas by 2050. More unevenly distributed than affordable housing is land zoned for production, distribution, and repair—basically, industrial uses. PDR zones are largely concentrated in the Near Northeast planning area. In a Comprehensive Plan rewrite, would you support a fair-share approach to the location of parcels zoned for PDR, which would necessitate adding PDR zoning to planning areas where there currently is none or very little, such as Near Northwest and Rock Creek West?

<b>Bonds</b>	Yes
<b>Gore</b>	Yes
<b>Jenkins</b>	Yes
<b>Thomas</b>	Yes
<b>Williams</b>	Yes

**Q32.** Where in the District should PDR zoning should be added so as to more fairly balance it across the District? If you do not think PDR zoning should be added in the District, please write, "I do not think PDR zoning should be added in the District."

<b>Bonds</b>	At this time, I don't think PDR zoning should be added in the District.  We really need to utilize the land that we have to create more housing and green spaces.
<b>Gore</b>	PDR Zoning should be added in Wards 1,2,3,4, and 6. But we still have to make sure that the communities where PDR zoning is added in the safest way possible. This is an environmental justice issue, we cannot just allow polluting facilities to be put in any communities. Harm shouldn't be distributed, but safe industrial uses everywhere.
<b>Jenkins</b>	I would have to study it further, but my initial reaction is that I don't think more PDR zoning should be added in the District.
<b>Thomas</b>	I would favor creating a larger number of smaller PDR zones and placing them more evenly distributed among all eight wards. The precise locations of each mini-PDR zone should be determined in a dialogue with residents, community leaders and existing merchants in each ward, not dictated by the central DC

	government with the understanding that outright refusal to create such zones in any ward is off the table. A certain proportionate number will be located in each ward. The discussion will come down to where in the ward they will be located, not if.
<b>Williams</b>	As Councilmember, I would consult with experts on deciding where they could be located.

## Transportation

**Q33a.** Internal data for WMATA estimates that bus delays cost the system about \$14 million per year. Buses are primarily delayed by sitting in single-occupancy vehicle traffic. Bus riders are more frequently Black and brown, and less affluent, than rail riders and drivers. Would you, as a councilmember, support removing single-occupancy vehicle parking and travel lanes for dedicated bus lanes, which make bus service faster and more reliable?

<b>Bonds</b>	Yes
<b>Gore</b>	Yes
<b>Jenkins</b>	Yes
<b>Thomas</b>	Yes
<b>Williams</b>	Yes

**Q33b.** If yes, how do you think DDOT should prioritize repurposing street space to create dedicated bus lanes?

	<b>Bonds</b>	<b>Gore</b>	<b>Jenkins</b>	<b>Thomas</b>	<b>Williams</b>
DDOT should prioritize repurposing existing parking lanes.	X				
DDOT should prioritize repurposing existing travel lanes.					X
DDOT should repurpose whichever lane their staff believe is best on any given street.		X	X	X	
I do not support implementation of dedicated bus lanes.					

**Q34a.** A 12-year study, published in 2019, found that protected bike lanes drastically lowered fatal crash rates \*for all road users\* in Seattle (-60.6%), San Francisco (-49.3%), Denver (-40.3%) and Chicago (-38.2%), among others. The Washington Post recently reported that “lower-income neighborhoods in the District recorded eight times more traffic fatalities in recent years than the city’s wealthiest area,” and that the “40 traffic fatalities in the nation’s capital last year were the most since 2007.” Would you, as a councilmember, support removing single-occupancy vehicle parking and travel lanes for protected bike lanes?

<b>Bonds</b>	Yes
<b>Gore</b>	Yes
<b>Jenkins</b>	Yes
<b>Thomas</b>	Yes
<b>Williams</b>	Yes

**Q35.** If yes, how do you think DDOT should prioritize repurposing street space to create protected bike lanes?

	<b>Bonds</b>	<b>Gore</b>	<b>Jenkins</b>	<b>Thomas</b>	<b>Williams</b>
DDOT should prioritize repurposing existing parking lanes.	X				
DDOT should prioritize repurposing existing travel lanes.					X
DDOT should repurpose whichever lane their staff believe is best on any given street.		X	X	X	
I do not support implementation of dedicated bike lanes.					

**Q36.** 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 will be implementing road pricing in the next few years. However, many drivers are loathe to pay for something that they currently get for free. Would you, as a councilmember, support road pricing as a means to reduce congestion to speed up transit, improve air quality, and raise revenue?

<b>Bonds</b>	Yes
<b>Gore</b>	Yes
<b>Jenkins</b>	Yes
<b>Thomas</b>	Yes
<b>Williams</b>	Yes



**Q37.** If yes, how would you propose re-investing the \$90 to \$500 million in revenue road pricing is estimated to generate for the District? If no, please write, "I do not support road pricing."

<b>Bonds</b>	I would invest a large portion of this into homeownership programs.
<b>Gore</b>	I would use it for investments in out-of-school time programs for school children. In addition, I would use it for affordable housing on transit corridors, funding for safer streets and buses (e.g., expanding circulator), and funding for businesses to thrive in a car-free environment.
<b>Jenkins</b>	I would propose we invest it towards re-imagining our roads to be safer for more than just cars, to increase bike lanes throughout the city, re-invest in metro, and to eliminate carbon transmission. We need road design concepts that are pedestrian-safe and encourage green transportation.
<b>Thomas</b>	I would reinvest a portion of it in to help offset WMATA's projected operating budget deficit and part of it on infrastructure improvements, including roadway surfacing, creation of well-placed and well thought out dedicated bus and bike lanes and broad-band support for neighborhood where wi-fi is lacking so that people, and most importantly school children, in all parts of the District will have access to the internet. While I was doing voter registration in Congress Heights during the lead up to the 2020 general election (nothing to do with my campaign, I wasn't running for anything at the time), I saw a young family, a mother and three children, sitting on the curb outside of a business establishment doing homework on their personal devices. They were there because they didn't have internet access in the apartment building where they lived. This unfair and unjust disparity has to end. I would use a portion of the revenue generated from revenue road pricing to address that disparity. Finally, if there was any more money left, I would allocate it to help support the District's affordable housing initiatives and to incentivize wholesome food retailers to invest in food deserts in underserved neighborhoods, neighborhoods which, more often than not, are the same neighborhoods with broadband deficiencies.
<b>Williams</b>	I will propose investing the generated revenue into fixing our public housing facilities, more workforce housing, academic and social supports for students negatively impacted by the pandemic, and crime prevention.

**Q38.** In 2019, the council budgeted \$475,000 for a road pricing study. The study is complete, but Mayor Bowser has not yet released it. Do you think the study should be made public?

<b>Bonds</b>	Yes
<b>Gore</b>	Yes
<b>Jenkins</b>	Yes
<b>Thomas</b>	Yes
<b>Williams</b>	Yes

**Q39.** WMATA will be facing a \$375 million budget deficit in FY24, as federal support for transit provided during covid-19 is not likely to be renewed. Though the District, Maryland, and Virginia entered into a regional commitment to fund some of WMATA's capital costs year over year, WMATA's operations do not have a similar dedicated funding stream. Given the need to find local solutions, what will you do, as a councilmember, to assist in closing WMATA's operational funding gap?

<b>Bonds</b>	Maryland and Virginia need to pay more. The District pays the most of all three jurisdictions, and it is time for them to increase how much they pay.
<b>Gore</b>	First, WMATA needs much more oversight on how they set their rates and how they provide service in the district. Second, we need to fund infrastructure that helps WMATA. For example, creating bus-only lanes and also supplanting WMATA with our own transit such as the circulator. Finally, we need to make our streets safer so pedestrians feel comfortable being on the street and accessing transit.
<b>Jenkins</b>	I would start with re-investing from road pricing.
<b>Thomas</b>	As previously indicated, I would dedicate a portion of any revenue received from revenue road pricing to support WMATA's operating budget. I would also reach out to our counterparts in Maryland and Virginia, particularly those in the nearby counties Montgomery, Prince George's, Arlington, Fairfax and the Cities of Alexandria and Falls Church, to encourage a collaborative regional effort to find funding for the operations of our mass transit system.
<b>Williams</b>	I will propose investing the generated revenue into fixing our public housing facilities, more workforce housing, academic and social supports for students negatively impacted by the pandemic, and crime prevention.

**Q40.** Do you support Councilmember Charles Allen's Metro for D.C. proposal, which would "put a recurring \$100 balance to D.C. residents' SmarTrip cards every month and make a \$10 million annual investment in improving bus service and infrastructure in the District"?

<b>Bonds</b>	Yes
<b>Gore</b>	Yes
<b>Jenkins</b>	Yes
<b>Thomas</b>	Yes
<b>Williams</b>	Yes

**Q40.** Assuming \$500 million could be invested in either fare-free transit for all users or guaranteed headways of 10 minutes or less on bus lines within D.C., which would you prefer?

<b>Bonds</b>	Guaranteed headways of 10 minutes or less within D.C.
<b>Gore</b>	Fare-free transit
<b>Jenkins</b>	Guaranteed headways of 10 minutes or less within D.C.
<b>Thomas</b>	Guaranteed headways of 10 minutes or less within D.C.
<b>Williams</b>	Guaranteed headways of 10 minutes or less within D.C.

**Q41.** Pick a major street in the District that does not currently have a pending transportation project. Describe what you envision for it, and explain how you would, as a councilmember, work with the District Department of Transportation to implement that vision

<b>Bonds</b>	New York Ave NE. Where we have commercial properties, I would add a side street for easy access to the businesses, similar to K street. I would include bike lanes on the side streets, as well
<b>Gore</b>	The intersection of MLK (down to Alabama Ave. SE) and Malcolm X SE is the first one that comes to my mind. This intersection desperately needs traffic calming measures and a redesign of cross-streets as well. This includes speed humps on cross-streets as well, and raised crosswalks and HAWK signals for pedestrians. It would also be good to provide a potential bus lane on this route as well, with input on design from the community. There is an opportunity to place connected crosswalks and more traffic signals along this corridor. In

	<p>addition, there is already a bike lane there which is a great chance to expand it towards the side where people live. In addition there's a park and open area there that can be rehabilitated.</p>
<b>Jenkins</b>	<p>A major street doesn't immediately come to mind because I use public transportation and have not been navigating the city that frequently due to Covid concerns.</p>
<b>Thomas</b>	<p>I support the study for a deck-over project on North Capitol Street. North Capitol street was, during my early childhood, a beautiful local street leading from the far north end of town directly to the U.S. Capitol building. Then, it became a major commuter highway, intentionally built to divide our city along racial and economic lines. It now forms a barrier between communities and is a source of great levels of carbon emissions. There is no transportation project currently pending but there is a proposed study to consider turning this eyesore of a federal highway into an urban tunnel which will send commuter traffic underground, if you will, while building green, livable space on top to connect communities like Bloomingdale, Bates, Hanover and Sursum Corda on the west with communities like Stronghold, Eckington, Edgewood and NoMa on the east. On top of the deck would be community space, including park space, an outdoor concert venue, a place for visual artists to create and display their art and walking paths for neighbors to meet and get to know neighbors from adjacent neighborhoods. I would also propose, based on my background in sustainability and environmental management (I have a Masters of Liberal Arts-Sustainability degree from Harvard earned in 2020), that we could use carbon capture technology in the tunnel to help reduce the carbon levels and other airborne pollutants that escape into our atmosphere from the massive amount of commuter traffic along the corridor. I would work closely with both the District Department of Transportation and the U.S. DOT to find ways to assist in the planning and implementation of the project by advocating for funding where needed and commissioning a task force to consider any legislation needed to support the project with zoning or tax code modifications. Further, I would offer to participate in any advisory panel formed through DDOT to advance the project.</p>
<b>Williams</b>	<p>There are parts of Minnesota Ave that need repair because the street can be very bumpy and damage the balance of your car. I'll work with my colleagues, primarily the Ward 7 Councilmember, to send a letter to DDOT requesting repairs to the street. I will also follow up with them during public hearings.</p>

**Q45.** Reducing traffic deaths will require not just incentives for people to drive less and nudges to make them drive better. It will also require policies that actively reshape the District's

transportation systems and its landscape to decrease single-occupancy vehicle trips, and to slow down the speed of those trips when people do make them. Please rank the following policies in the order that you would request your staff to pursue them.

	<b>Bonds</b>	<b>Gore</b>	<b>Jenkins</b>	<b>Thomas</b>	<b>Williams</b>
1	Implementing road diets on arterial streets	Building more housing and affordable housing in the District proximate to transit and job centers	Building more housing and affordable housing in the District proximate to transit and job centers	Regional reciprocity for automated traffic enforcement	Building more housing and affordable housing in the District proximate to transit and job centers
2	Building more housing and affordable housing in the District proximate to transit and job centers	Removing minimum parking requirements in new developments near transit	Regional reciprocity for automated traffic enforcement	Building more housing and affordable housing in the District proximate to transit and job centers	Implementing road diets on arterial streets
3	Regional reciprocity for automated traffic enforcement	Regional reciprocity for automated traffic enforcement	Implementing road diets on arterial streets	Removing minimum parking requirements in new developments near transit	Implementing a road-pricing program
4	Implementing a road-pricing program	Implementing a road-pricing program	Implementing a road-pricing program	Implementing road diets on arterial streets	Making some streets, especially residential streets, car-free
5	Increasing the cost to own a car in the District, including RPP and parking registration	Making some streets, especially residential streets, car-free	Removing minimum parking requirements in new developments near transit	Implementing a road-pricing program	Regional reciprocity for automated traffic enforcement
6	Removing	Implementing	Making some	Increasing the	Removing

	minimum parking requirements in new developments near transit	road diets on arterial streets	streets, especially residential streets, car-free	cost to own a car in the District, including RPP and parking registration	minimum parking requirements in new developments near transit
7	Making some streets, especially residential streets, car-free	Increasing the cost to own a car in the District, including RPP and parking registration	Increasing the cost to own a car in the District, including RPP and parking registration	Making some streets, especially residential streets, car-free	Increasing the cost to own a car in the District, including RPP and parking registration

**Q46.** On-street parking occurs in public space, which means that an on-street parking spot cannot belong to a specific individual, and people park in different places at different times. What do you consider the threshold beyond which it is reasonable to park in a neighborhood, most of the time?

	Bonds	Gore	Jenkins	Thomas	Williams
A resident is able to find an available public street parking space within 100 feet, or about a 30-second walk, of their residence's entrance most of the time					X
A resident is able to find an available public street parking space on their residence's precise block, about a one-minute walk, most of the time					
A resident is able to find an available public street parking space within one block in any direction, about a two- to four-minute walk, of their residence most of the time	X	X		X	
A resident is able to find an available public street parking space within two-to-three blocks, about a five- to seven-minute walk, in any direction of their residence most of the time			X		
A resident is able to find an available public street parking space within their general neighborhood, about a					

ten-minute walk, in any direction of their residence most of the time					
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**Q47.** 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, or by bike instead.

<b>Bonds</b>	I can commit to walking or biking to the grocery store seven blocks away.
<b>Gore</b>	This is a very important question for me, and I hate that it is difficult for me to answer, because the bus service is really bad where I live. Other than dropping my son to school, most other trips I could use the former E6 bus if it was still in service. In the midst of the pandemic, the E6 like many DC bus routes was eliminated. This route was replaced by the M4 bus line, which doesn't connect major areas. For example, unlike the E6 route, which connected my neighborhood to the businesses along Connecticut Avenue, the M4 route takes residents away from Connecticut Avenue by over half a mile (Connecticut and Nebraska Ave.). We must look at transportation issues in DC carefully and strategically design routes to allow residents, as I call for in my platform to transform DC into a "15-minute city" where vital community resources, including public transportation and retailers, are within a 15-minute walk or bicycle ride.
<b>Jenkins</b>	I don't own a car and my lifestyle is committed to using public transportation, biking, walking, and utilizing ways that reduce carbon.
<b>Thomas</b>	I live about 2 to 2 ½ miles from my downtown office. I can commit to taking that trip by foot, bus, train or bike. In fact, on many occasions I have done just that using all four modes of transportation referenced and, if elected, my commute to the District Building will be about ½ mile shorter than my commute to my current downtown office.
<b>Williams</b>	I don't live far from the Safeway on Alabama Ave SE. When it's not time sensitive, I can walk to the store instead of driving.