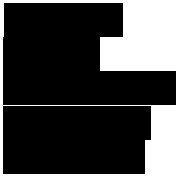




COMPLETE



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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.

Linda%20Headshot%202024.jpg (451.8KB)

Q3

Yes

Do you think the District should build more housing?

Q4

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

Downtown

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,
Costing no more than 30 percent of one's household income

Q7 **Not means-tested or income-restricted**

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

Q8 **Yes**

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

Q9

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

The position of US Representative has a limited portfolio primarily focused on the attainment of Statehood. If Congress should attack housing policies approved by local officials, I will defend locally enacted policies

Q10 **Creating opportunities for new housing**

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?

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) **5**
- Emails sent via click-to-send action alert **6**
- A petition with 100 or more signatures **7**
- A statistically significant survey or poll of neighbors adjacent to a given site **1**
- A statistically significant survey or poll of ward residents **8**
- A statistically significant survey of District residents **9**

Q12

I would not amend the Height Act.

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

Q13

Yes

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.

Q14

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

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?

Q15

Too many cars

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

Q16

Yes

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

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?

The role of Shadow Representative is limited to lobbying Congress for Statehood. If congress should attack any approved policies related to clean air initiatives, I will defend those locally enacted policies.

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

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.

The Position of Shadow US Representative is limited to lobbying Congress for Statehood. However, there are opportunities to increase Federal support for Metro through regional cooperation.

Q20

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

The federal government should approve a greater financial contribution toward Metro, but I would be opposed to greater federal interference of Metro's policies.

Q21

Fare-free transit

Which of the following would you prefer?

Q22

No

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?

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?

I would fight any congressional attempt to interfere with local decisions, including but not limited to road pricing. Question #22 speaks to a councilmember and I am not running for such position. In order to submit this questionnaire, I had to answer #22. My answer is no because I am not running for city council and that is a question for a person running for such office. It is not the role of Shadow US Representative.

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 am already committed and regularly use the train for trips downtown and trips to congressional oversight hearings with respect to the District of Columbia
