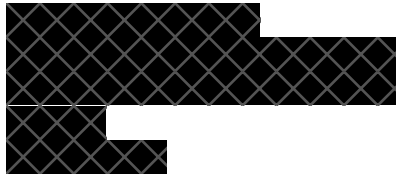
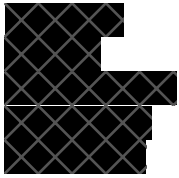




COMPLETE



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Q1

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Q2

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

W0A3334%20cropped.jpg (2.3MB)

Q3

Yes

Do you think the District should build more housing?

Q4

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

Simply put, everywhere. New housing should be built everywhere in the city, because the best way to reduce D.C.'s extremely high rent and home prices is to build more housing, especially affordable and deeply affordable housing. Affordable and deeply affordable housing should especially be built in high income neighborhoods that have contributed little to the share of affordable housing supply in the city. We need to avoid concentrating poverty and so need to spread out our production of new affordable housing across the city.

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,
Cheap,
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,
Unsubsidized,
Not rent-controlled,
Costing more than 30 percent of one's household income

Q8

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

Yes

Q9

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

The Shadow Senator's job is to make sure the federal government works positively and not negatively with D.C. With that in mind, the single biggest thing I can and will do as Shadow Senator is get the federal Height Act repealed or significantly modified. The federal Height Act caps how tall buildings in D.C. can be. This is a sovereignty issue—senators from Wyoming and Massachusetts should not be telling us how tall our buildings can be. I want our elected representatives to be managing the tradeoff between building more housing to reduce housing costs and preserving D.C.'s skyline. If we can build higher, we can decrease rent and home prices by increasing the supply of housing. And since increasing the height of buildings is very valuable to developers, we can require increased affordable housing set-asides for taller buildings to ensure we build more affordable and deeply affordable housing, in addition to market-rate housing. In addition to working to repeal the Height Act, I will also work to secure additional federal funding for the construction of affordable housing in D.C. and for fixing our dilapidated public housing.

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?

Creating opportunities for new housing

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 **7**
- 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 **6**
- Letters, emails, and calls from residents adjacent to a given site **5**
- 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 **8**
- A statistically significant survey or poll of neighbors adjacent to a given site **4**
- A statistically significant survey or poll of ward residents **2**
- A statistically significant survey of District residents **3**

Q12

Removing or raising the Height Act entirely

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

Enough 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?

In general, the best way to get Washingtonians to drive less is to make it easier to get around without a car, not to make it harder to get around with a car. To that end, our Metro system is our best tool in shifting trips from car to other methods. But it is facing a huge, long-term budget crisis. WMATA has said it could close up to 10 stations permanently and create average wait times of 20 minutes between trains if it doesn't get a permanent funding source. If this were to happen, people would abandon Metro and car trips would increase, not decrease. See my answer on how the federal government should fund WMATA on what I would do to stop this from happening. Further, to decrease car trips, we need to not just keep service levels the same, but expand them. See my answer on federal funding for WMATA to see how I would expand Metro service by securing federal funding to build the Blue Line Loop or the Silver Line Express.

We also need to make it easier to bike around our city. I will work with our House Delegate to make federal land in our city more bike-friendly and construct more protected bike lanes on federal property. Finally, one of the best ways to encourage non-car trips is by building dense housing in the center of our city so people are physically close to where they want to go. My plan to repeal the Height Act would allow for more dense construction in downtown and other central, already built-up parts of the city and make it easier for people to live here without owning a car.

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 | 3 |
| Implementing a road pricing charge | 2 |
| Increasing the gas tax | 4 |
| Increasing parking rates | 1 |
| 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.

As Shadow Senator, I would not have a say in how we raise local dollars to fund WMATA. As I mention in my next answer, I hope to secure federal funding for Metro (to both address the current operating deficit and expand service down the line) to keep tax increases on D.C. residents to the minimum possible. Therefore, the preferred rankings are not something I would act on in an official capacity.

However, I would like to explain my thinking. Ideally, we would never raise anyone's taxes. Most people work hard for their money and it's very rarely a good thing to take it away from them. But the government needs funding for the important services it provides, and because public transit is one of the most fundamental of those services, it should be funded appropriately. I prefer to see Metro funded in a manner that is fair and incentivizes people to act in a way that benefits our city. To that end, I am least likely to support regressive sources of funding, such as an increased sales tax. I am most likely to support methods that incentivize people to use transit to keep our roads free from traffic and available for people who really need to drive. That is why I ranked increasing parking rates highest. Finally, while this isn't one of the options in the survey, my preferred local funding option would be a land value tax, which would both ensure that land is put to its best use and be a progressive tax. Increasing property taxes on land near Metrorail and high-frequency Metrobus stops approximates this to some degree, but I worry it would create opposition to increased bus service or new Metrorail stations as residents would know that if that happened, their tax rates would go up.

Q20

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

The federal government benefits greatly from Metro. Federal workers take it to work, and the federal government funded most of the original construction costs because of the impact that the lack of a Metro had on the ability of members of Congress to get around the city. I will work as Shadow Senator to get the federal government to contribute a portion of the permanent funding Metro needs to avoid the devastating budget cuts it is facing. If the federal government chipped in one-fourth of the costs, it would be much more likely the other localities could fund the rest of the necessary expenses.

In addition to preserving our current level of service, I will also fight to increase service. I am a strong supporter of the Blue Line Loop (Georgetown - SE D.C. - National Harbor) and Silver Line Express (Georgetown - Ivy City - Greenbelt) proposals that WMATA is currently considering. They would be transformational investments in our city. The main hurdle to constructing these is cost. I will fight for federal funding (ideally \$1 billion plus) to pay for part of the construction of whichever option WMATA decides to move forward with so the states would have to put in less and could actually find the necessary money to fund this project. My goal is to have the new line open and operational within the next 15 years.

Q21

Guaranteed headways of 10 minutes or less within D.C.

Which of the following would you prefer?

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?

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?

The best way to avoid the arguments that road pricing will engender congressional opposition is to work on the front-end to defuse such opposition as much as possible. I want to work as a liaison between the Council and Congress as the Council is crafting bills that might be controversial to understand how we can reduce congressional opposition. For example, we could pitch a road pricing program as D.C.'s way to contribute its share of permanent funding to WMATA to make sure service levels remain high in Maryland and Virginia. This would help get those states' delegations on board with our proposal. As distasteful as it may sound, we should also consider exempting members of Congress (and potentially their staff) from congestion pricing to reduce the impact this could have on Members. This would reduce the personal incentive Members have to oppose the bill.

However, no matter what, there will be some congressional opposition to this bill. I commit to the Council and the people of D.C. that I will work with the Shadow delegation to vigorously defend a road pricing program before Congress to create confidence that if the Council passes the bill, it will not be overturned. I want to make sure the Council is taking pragmatic steps to reduce congressional opposition to bills it is considering, but I will not advocate for the Council to kill bills just because they may attract opposition from MAGA Republicans.

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 do not own a car. I own an e-bike and use my bike, Metro (rail and bus), and walking to get around the city—and rideshare when necessary. I get to most of my campaign events via bike or Metro. To that end, there is no regular trip I take by car. However, I do think I can procrastinate a little less so I am rushing out the door to commitments less frequently and can spend the extra time taking Metrorail or Metrobus rather than calling a rideshare. I will commit to being ready for commitments faster so I can take public transit there rather than rideshare.
