

Sabel Harris

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Q1

Contact information

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Q2

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

Yes

Q3

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?

I'll support another housing production goal, and would be willing to propose one myself.

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Q4

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

Over 100,000

Q5 **Yes**

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?

Q6 **Yes**

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?

Q7

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.)

- | | |
|---|----------|
| Legalizing two-unit buildings District-wide | 9 |
| Legalizing four-unit buildings District-wide | 8 |
| Subsidizing individual homeowners to construct ADUs | 5 |
| Increasing the percentage of affordable housing required in public-land dispositions | 1 |
| Incentivizing the conversion of office buildings to residential properties | 2 |
| Eliminating the Height Act | |
| Eliminating parking requirements in new construction | 6 |
| Amending the building code to reduce construction costs | 4 |
| Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations | 7 |
| | 3 |
-

Q8

Where in Ward 1 do you think new housing should be built? If you do not think new housing should be built in Ward 1, please write, "I do not think new housing should be built in Ward 1."

Although there are a number of areas where new housing can be built, some publicly-owned properties in Ward 1 present an opportunity for the Council to effect immediate, meaningful change. Furthermore, up to one third of the units built in these plots of land can be designated as affordable housing. There's a lot of potential for these developments and in order to achieve our overall housing goals, I believe housing should be a component. Some examples of areas that are up for redevelopment in Ward 1: MPD 3rd District Headquarters / FEMS, DC Housing Finance Agency building, and the S St Lot (at the corner of S St NW and 14th St). I also believe that the process of community engagement for these properties needs to be solidified with legislation in order to ensure the maximum benefits of this publicly owned land is achieved, like through Planned Unit Developments (PUDs). The Reeves Center redevelopment process showed me that even though this has been a pillar in revitalizing U St and is currently a municipal building, as a community we were at the whim of the developers' plans. Both development teams are seeking "matter of right" plans, which means they are building within the bounds of zoning regulations effectively cutting off any community engagement. If they were pursuing some type of variance, relief, and/or seeking the redevelopment as a PUD, then they would have to appear in front of the ANC to solicit community feedback. However, as the policy currently stands, developers have more of a say in the outcomes of the district-owned land than the residents who are impacted by these properties.

Q9

Where in Ward 1 do you think density should be increased to accommodate the construction of new housing? If you do not think density should be increased in Ward 1, please write, "I do not think density should be increased in Ward 1."

Although Ward 1 is considered the most dense Ward, there are several ways in which we can maximize existing spaces and increase density to accommodate the construction of new housing. At the same time, we must monitor community concerns that could be potentially detrimental to living such as diminishing light, noise pollution, and increased vehicular traffic levels. From my experience serving as ANC, I have found that it is possible to strike a balance between effectively increasing density and maintaining the integrity of Ward 1's historic neighborhoods and infrastructure.

The areas where I see opportunities to increase density in Ward 1 are:

RF-1 Zones: East of 14th St in Columbia Heights (Between Euclid and Monroe St NW)

RF-1 Zones are "areas predominantly developed with attached row houses on small lots within which no more than 2 dwelling units are permitted." We can focus on the areas in this zone that abut the MU-5 (Medium Density, 65-75ft Max, 80% Lot Occupancy), MU-7 (Medium Density, 65ft Max, 75% Lot Occupancy), and RA-2 (Moderate Density, 50ft Max, 60% Lot Occupancy) because I believe there is the most potential to increase the density without sacrificing the community concerns and historic nature. I believe that we can upzone the areas to RA-2 which increases the height by 42% and increases the lot occupancy by 20%. And since the nearby zones and buildings are either currently zoned for RA-2, MU-5, or MU-7 and there are active bus lines and easy metro access, it could be a place that can cause the least amount of resistance and disruption.

RA-2 Zones: Between Columbia Rd and 16th St NW in Adams Morgan

RA-2 Zones are zones for apartment buildings and "areas developed with predominantly moderate-density residential." This may be overly ambitious, but I believe there could be potential to upzone this zone in Adams Morgan to a RA-4 zone which would increase the max height to 90 ft (80% increase) and lot occupancy by 15%. Even though this sounds like a huge change, based on the zoning that this abuts (MU-5A, 65ft Max, 80% Lot Occupancy) and the night-life, restaurants, high-activity zone, the negative impacts may be nominal (although, I would advocate for a review of this) and the could increased add to the vibrancy of the neighborhood and increase opportunities for more deeply affordable housing.

Q10 **Raising the Height Act only for buildings that will produce more affordable housing than required by inclusionary zoning**

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

Q11 **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.

Q12 **Means-tested or income-restricted, Built by the government, Subsidized, Rent-controlled, Costing no more than 30 percent of one's household income**

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

Q13 **Built by private developers, Not rent-controlled**

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

Q14

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.

A District Councilmember doesn't have direct authority to produce more affordable housing. The true scope of work comes through legislation and oversight affecting how affordability is defined, how affordable units can be created, the qualifications of those units and/or buildings, requirements of developers, and the reform that needs to take place. These factors can reduce the barriers for affordable housing while also directly creating more stock.

Legislation is necessary to reform policies like how Median Family Income (MFI) / Area Media Income (AMI) is calculated and inclusionary zoning. The MFI is drastically different across Wards and current calculations do not factor in those disparities. Instead it's a blanket measurement that overlooks what is actually needed. We're seeing a disconnect between housing affordability and household MFI – DC's affordability policies, mostly benefit lower middle-class residents and do not supply enough affordable units for the District's lowest-income residents. This indicates to me that we are in desperate need of a reassessment of MFI and how we define affordability.

A September 2021 report from DC's Office of the Inspector General revealed that the Department of Housing and Community Development (DHCD) failed to allocate the mandated 50% of the annual Housing Production Trust Fund to creating housing for extremely low-income DC residents. Oversight by a councilmember can mitigate failures such as these to ensure that efforts to produce affordable housing are genuine and effective, and that appropriate funds from the Housing Trust Fund are set aside for extremely low-income communities.

Lastly, although not a direct lever to increase more affordable housing, education and advocacy are also within the scope of a Councilmember's authority to construct more affordable housing. By communicating with community members and incorporating residents' lived experiences into affordable housing advocacy, Councilmembers can strive for solutions with widespread benefits across a variety of neighborhoods and income levels. Education for community members can enable them to make informed decisions about housing, how to best negotiate for more affordable units in new developments, and the resources that would be most beneficial to them or sharing with neighbors.

Q15

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?

Ward 1 has several public housing buildings that require immediate and long-term attention, support, and advocacy. As councilmember, I would focus on consistent, substantial oversight of DCHA’s management of properties in Ward 1 and beyond. This oversight would help to set the tone for interactions between DCHA, community members, and the D.C. Council.

As a Councilmember, I would facilitate effective lines of communication between residents and DCHA, ensuring that issues with Ward 1 public housing are addressed promptly and residents know who they can contact with concerns. In 2019, DCHA released a proposal to demolish or gut several public housing properties, one of which is Garfield Terrace, a Ward 1 public housing development. DCHA acknowledged that the project would result in “long-term relocation” for current residents, but failed to generate an adequate solution for the families and seniors facing displacement. Properties such as Garfield Terrace that undergo such overhauls are often not affordable to previous residents once they are resold – this disproportionately affects low-income, elderly, and disabled community members. On a smaller scale, DCHA will frequently disrupt the Garfield Terrace community with construction projects and structural changes, telling residents that they are “fixing” or “beautifying” aspects of the development. Residents have noted that these fixes are not usually completed as promised, and Garfield Terrace is left in disrepair once DCHA discontinues the project. As councilmember, I would work to prevent situations such as these as well as protect vulnerable communities from being displaced without ways of reacquiring affordable housing.

Additionally, as a Councilmember, I would legislate on policies such as the Green New Deal for Public Housing. Such legislation is instrumental in creating sustainable and affordable housing for the District’s low-income residents and ensuring we are protecting communities that have and will be at the frontlines of the climate crisis. Investing in a Green New Deal for Public Housing would reduce public housing water and energy bills, drastically lessen carbon emissions, and improve housing conditions through innovative facility upgrades. Advocating for policies like the Green New Deal would allow me to prioritize residents’ health and safety while creating sustainable solutions to current public housing developments that are in need of major repairs.

Finally, to answer calls to “fix” public housing, I would also look to models such as Los Angeles and Chicago. Los Angeles’ “Green Affordable Housing” program, for instance, aims to generate community resources for reducing energy consumption and water use while reducing greenhouse gas emissions, and its “Affordable Housing and Sustainable Communities” program provides loans for the creation of affordable housing and transportation improvements. In Chicago, organizations like Chicago Eco House convert vacant lots to sustainable flower farms, creating jobs and alleviating poverty. These programs are centered around low-income and particularly vulnerable residents, displaying an effective combination of sustainability and addressing community needs. As a Councilmember, these examples would inform my advocacy and legislative efforts to produce sustainable and affordable housing.

Q16

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

0-30 percent MFI (\$0-\$27,100 per year for a household of one)?	40,000
30-50 percent MFI (\$27,100-\$45,150 per year for a household of one)?	30,000
50-80 percent MFI (\$45,150 to \$72,250 per year for a household of one)?	25,000
80-120 percent MFI (\$72,250 to \$108,350 per year for a household of one)?	20,000

Q17

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?

I believe the best path forward is to first reform the way we define affordability through MFI and to reform Inclusionary Zoning, with those levers the Council also needs to create legislation to mandate deeply affordable units to be created at the get-go instead of through left-over means. Additionally, I believe Council needs to conduct an audit of the entire voucher process as the entire system is faulty, long, inequitable, and creates higher barriers. Frequent check-ins with DCHD and the mayor's office will also contribute to effectively systemizing affordable housing production.

Deeply affordable housing is somehow chaotic, messy, and hard-to navigate, and yet the majority of district residents would be in favor of the creation of this housing as it is the solution to the issues we are seeing bubble over with public housing and people experiencing homelessness.

Q18

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)?

As a Councilmember, I will ensure that the District provides housing for those residents through extensive oversight of major new developments on District-owned and managed land and directly incorporating community feedback into my advocacy. Drawing from sustainable and affordable housing models in states like New York and California, I will combine my goals of environmental protection and accessible housing for low-middle and low-income residents. Specific legislation regarding policies like the Green New Deal for Public Housing can outline methods of cutting down energy consumption and creating affordable homeownership options for residents.

Q19

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)?

The policies in place today only further development for 80% and 120% (effectively market rate) AMI. I don't believe this area needs support and I believe that time and resources are better spent working on policies at the AMI rates at 30-50%.

Q20

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, and explain why you prefer that scenario.

One 10-unit project in Forest Hills for residents making under 30 (\$27,100) AMI, and one 40-unit market-rate project in Bellevue

I prefer this scenario because:
I prefer the last option because Forest Hills is an affluent area in DC with more nearby school options for residents. I believe the opportunities available for community members in Forest Hills justify the construction of more affordable housing units in that area. However for the scenario of "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" is one that I also believe would be good because it creates projects in both Bellevue and Forest Hills and would benefit residents on a more widespread scale than only constructing affordable housing in one neighborhood.

Q21

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 the planning area you would represent, Mid-City, meets the stated targets by 2050?

I believe it starts with the District-owned and managed land in Ward that will help close this gap. As a Councilmember, I will work closely with DMPED to align housing priorities in the initial RFPs, the ANCs to ensure that have the proper tools and resources to negotiate with the developers, and provide the necessary oversight when the development plans are chosen to hit the Mid-City stated targets.

Q22

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:

- Make buildings built prior to 2005 subject to rent stabilization**
- Peg eligibility for rent stabilization to a dynamic date, so that new buildings are subject to rent stabilization after 15 years**
- Allow only one increase per year, with notice, for any D.C. rental housing that's exempt from rent stabilization**
- Eliminate voluntary agreements that take rents to market-rate**
- Implement stronger oversight of all landlord petitions filed with the Department of Housing and Community Development**
- Clarify what types of landlord upgrades qualify for capital improvements petitions**
- Cap annual rent increases at the level of inflation, or consumer price index, and eliminate the extra two percent allowed under current law**
- Eliminate vacancy increases**

Q23

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?

TOPA should be amended to formalize this.,
Please explain your selected response.:
Formalizing this policy is the best, most proactive next step as it represents an equitable outcome versus an option of ownership that is often out of reach for many tenant associations. If we leave it up to the "natural" evolution, we would likely be reacting to a negative circumstance that arises.

Q24

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?

No

Q25

Given widespread support for limited-equity co-ops and community land trusts, what would you, as a councilmember, do to encourage their proliferation?

Community land trusts have historically been strongly resisted by the mayor's office, despite the opportunities they provide for community members. DHCD currently controls numerous vacant homes that could be distributed to nonprofits and repurposed for DC residents, and this process should be prioritized in efforts to increase affordable homeownership. Complicated legal, economic, and political hurdles stand in the way of community land trusts making homes available to lower-income residents. As a Councilmember, I would work to ensure that properties are passed over to trusts so that they can be renovated and sold to families in a way that is accessible and affordable. Collaboration with DHCD and Mayor Bowser will go a long way in smoothing over the process of transferring homeownership first to trusts and then to residents.

I would like to highlight the Park Morton Equity Plan as a version of a limited-equity co-op that I actively support and will continue to advocate for as I believe it represents an innovative and transformative way in how we approach public housing and closing the racial wealth gap. The plan, developed through collaboration between residents, advocates, and housing and development experts, strives to expand racial equity and support for neighborhood small businesses. As a Councilmember, I would encourage the proliferation of similar limited-equity co-ops by helping residents form support networks across different neighborhoods, advocating for resources to be allocated to the co-ops, and meeting with residents, local organizers, and other Councilmembers to develop effective plans for reaching community goals.

Q26

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?

I believe this policy makes sense; however, I think it's important for the Council to understand how much it is being utilized, especially for tenants who need it most. The only thing that I would consider changing is the MFI range to ensure it protects residents that make below that 50%.

Q27

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?

The District's Inclusionary Zoning (IZ) policy represents necessary first step in affordability, but requires significant reform. When someone thinks of inclusionary zoning, they think "welcoming all," but this is not quite the reality. D.C.'s zoning policy factors out a group of people who need deeply affordable housing at 30% MFI levels. Although this exclusion is not intentional, any individual or family making 30% of the Median Family Income cannot afford housing at the 50% MFI levels that IZ accounts for. The program requires that most new and some renovated residential developments include some affordable homes. In exchange, developers are able to add more density into their developments. Regular IZ set-aside requirements for affordable units are generally 8%-8.33% of the total residential floor area for buildings constructed out of steel and concrete, and 10%-12.5% of the total residential floor area for buildings constructed out of wood.

In order to acquire more IZ units, we need to build more. However, we must consider complications that can arise from the construction of more IZ units. The process increases the supply of units, which should reduce rents, but this does not always occur in a way that preserves accessible housing for low-income residents. We need to have policies in place that ensure we are increasing deeply affordable units and not just those still unattainable for vulnerable communities, particularly Black and brown families.

Q28

Mostly tenant-based

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?

Q29

Yes

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?

Q30

Creating opportunities for new housing

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

Q31

No

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?

Q32

Yes

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?

Q33

Where in Ward 1 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 Ward 1, please write, "I do not think PDR zoning should be added in Ward 1."

I do not believe PDR zoning is necessary in Ward 1. Ward 1 is the most densely populated ward and the smallest with regard to boundaries, which would make adding PDR zoning a somewhat unreasonable objective.

Other zones in Ward 1 have higher height requirements, meaning that we would also need PDR zones with higher height maximums, such as PDR-2 on Bryant St and Georgia Avenue. If we were to find areas where PDR zones could be added, there are benefits that are overlooked because of the "industrial" connotation that comes with its name. These zones can be used for libraries, art studios, and/or parks and recreation. These could also be good sources for jobs and day-time foot traffic.

Q34

Yes

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?

Q35

DDOT should repurpose whichever lane its staff believe is best on any given street.

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

Q36

Yes

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?

Q37

DDOT should repurpose whichever lane their staff believe is best on any given street.

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

Q38

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 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?

Q39

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."

First, I would propose extensive investments in transit infrastructure, especially in areas such as Wards 7 and 8. Reports on congestion pricing programs in cities including New York have concluded that the majority of low-income workers rely on public transit to commute to work, and dedicating a portion of congestion pricing revenue to transit generates large-scale benefits for residents. Additionally, I would propose a system of fare fees and reimbursements for low-income residents, determined by income thresholds, that would remedy any undue burdens imposed on low-income and vulnerable community members by road pricing.

Second, I would propose an investment in sustainability education in schools. The ultimate benefit of road pricing would be the reduction in car pollution and greenhouse gases. In order to build that better, greener, future, we need to ensure our next generation has this crucial knowledge.

Although I support the premise of congestion pricing, there are several clear, realistic hurdles that need to be addressed before road pricing policies are enacted. The first consideration I would identify is the method we use to collect revenue from road pricing: if we rely on the EZ Pass system, residents will need to purchase these passes from outside of DC, likely in nearby Virginia or Maryland. We are also experiencing issues with ticket reciprocity – there is broad resistance to paying automated traffic tickets in the District, Maryland, and Virginia due to a lack of ticket enforcement methods. Drivers often do not face consequences for neglecting to pay fines, which increases the likelihood of repeat offenses. These issues are not impossible to solve, but without a solution, revenue from congestion pricing could not even be collected to begin with.

Q40

Yes

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?

Q41

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?

As councilmember, I would begin assisting in closing WMATA's operational funding gap by working with Maryland and Virginia on improving ticket reciprocity. This would include working with Mayor Bowser and the governors of Maryland and Virginia to establish reliable methods of collecting fines from ticket holders. The Mayor's office must be held accountable to developing these strategies, as revenue collected will be essential in closing the operational funding gap. Last year, Maryland drivers had outstanding tickets worth \$240 million. Similarly, there was \$133 million in outstanding tickets in Virginia, and \$64 million in Washington, D.C. The combined \$473 million in unpaid fees, if collected, could drastically reduce the WMATA's budget deficit. As a result, it is essential that this issue be prioritized when working to close the operational funding gap.

Q42

Yes

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"?

Q43

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

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?

Q44

Pick a major street in Ward 1 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.

I would like to focus on 11th St in Ward 1. It is not a major car artery in the Ward, and my vision for the street includes improvements such as expanded sidewalks and protected bike lanes. Although this may be too idealistic and would need to be up for community feedback, I think there is an opportunity to close 11th St from U St to Spring Road to cars and transform it into a pedestrian and cyclist high-activity road. (Currently, there a Priority Bus Lane proposal for 11th St, but that is focused on access between Pennsylvania Avenue NW and Massachusetts Avenue NW)

This could be achieved with the Open Streets program, but rather than over the course of a few hours, it could happen over Saturdays and Sundays. 11th St is a primarily residential street, in Ward 1, that runs past Cardozo Education Campus, Garfield Terrace, Columbia Heights Dog Park, and multiple well-loved restaurants. Residents would benefit immensely from the street's transition into a more pedestrian- and cyclist-friendly area.

Closing 11th St would require intensive work with DDOT, ANCs, and key community groups and I believe we can scale some of the lessons learned and coordination from the Open Streets program. I will propose an impact study of this new pedestrian zone, with the positive and negative consequences of this street closure. We also need clear communication through DDOT (with social media, fliers, mailers, and more) to inform residents of the new pedestrian zones and what/how other forms of transportation (like buses) could be impacted.

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.

Implementing a road-pricing program	5
Increasing the cost to own a car in the District, including RPP and parking registration	7
Removing minimum parking requirements in new developments near transit	1
Implementing road diets on arterial streets	
Making some streets, especially residential streets, car-free	6
Making some streets, especially residential streets, car-free	3
Regional reciprocity for automated traffic enforcement	8
Building more housing and affordable housing in the District proximate to transit and job centers	4 2

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?

A resident is able to find an available public street parking space within two to three blocks, in any direction of their residence (about a five- to seven-minute walk), most of the time

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.

For the last eight years my fiancé and I have lived in DC together, we did not own a car. During the pandemic, however, we needed to protect our immunocompromised family members by limiting mass transit trips that would potentially expose us, and subsequently them, to COVID-19. We were able to buy an entirely electric vehicle and fortunately had the means to pay for below-ground garage parking as well. I am very conscious that not all DC residents have these options, but as we had to buy a car out of necessity, we chose the most sustainable option available to us in an effort to protect the environment and limit negative impacts of maintaining on-street parking in the neighborhood. I currently use our car to commute to work whenever I go into the office, which usually happens once a week. Prior to owning a car, I would walk to work every day, and I will recommit to doing so in the future to contribute to the District's carbon-free goal.