

1. Would you have voted (or did you vote) yes or no on the following:

a) the Thrive 2050 master plan. **I voted for Thrive 2050 and worked hard to secure passage.**

b) the More Housing N.O.W. Zoning Text Amendment (ZTA 25-02), **I co-authored and co-led ZTA 25-02 with Councilmember Fani-Gonzalez, and built the consensus for its successful passage as Chair of Planning, Housing, and Parks. My opponents were either unhelpful in moving the initiative forward or outright opposed to it, demonstrating that they refuse to provide steady and progressive leadership on our most important housing challenges.**

c) the University Boulevard Corridor plan. **I voted for the University Boulevard Corridor Plan, maintaining transit components critical to the plan and prioritizing safety for all road users.**

2. a) Do you support the Transit and Housing Opportunity Act (SB389) to facilitate transit-oriented development near train stations, including the Red and Purple Line stations in Montgomery County? **Yes.**

b) Do you support amending the bill to include WMATA-owned land next to stations on the same basis as state-owned land? **Yes.**

3. Do you support reallocating road space from car lanes to sidewalks, bicycle lanes, and/or bus lanes to increase safety for all road users in these locations?

a) Old Georgetown Road (as currently implemented) **Yes. After the tragic death of teenager Jake Cassell in 2019, I worked with his family, the community, and safety advocates to organize a safety walk and ultimately push the State Highway Administration to make urgently needed improvements.**

**The conditions prior to State Highway agreeing to implement the bicycle lanes were too dangerous. There was no buffer space or physical protection between the sidewalks directly adjacent to this highway-like, six-lane roadway. The new design is an improvement, and the State Highway Administration should have adopted it more quickly on the north side of I-495 which could have prevented Enzo Alvarenga's tragic preventable death. I will continue to strongly support the safety of all road users - especially pedestrians and bicyclists as the most vulnerable road users - over maximizing vehicle speeds.**

b) University Boulevard near Blair High School (per newly adopted master plan) **Yes. I supported this aspect of the master plan, opposed efforts that would have led to an inadequate buffer that failed to meet modern safety guidelines, and the overall master plan.**

c) Frederick Road (MD 355) between Middlebrook Road and MD 124. **Yes. In addition to targeted improvements, one solution here is to build a high quality transit line on 355, and improve pedestrian safety in the new design.**

d) County roads where walking and cycling are similarly difficult & dangerous. **Yes.**

4. Do you support building all the Purple Line sidewalks recommended by the Purple Line Bicycle and Pedestrian Area (BiPPA) program before the line's scheduled opening in December 2027, streamlining the planning process as needed to make this happen? (This includes previously rejected sidewalks near the Takoma-Langley station.) **Yes. As County Executive, I am committed to increasing funding for sidewalk construction.**

5. Do you support these highway expansions?

a) Midcounty Highway Extended. **No. I voted to remove M-83 from the County's Master Plan of Highways and Transitways. I support a high quality transit system on 355 to serve the up county, in addition to improvements on 270.**

b) Widening American Legion Bridge & adjoining section of Beltway with toll lanes. **The American Legion Bridge is nearing the end of its useful life and must be replaced. As County Executive, I would negotiate an agreement with the state that prioritizes transit access as part of any expansion and dedicates toll revenue to fund local transit priorities and projects in Montgomery County.**

c) Widening I-270 with toll lanes. **As County Executive, I would negotiate a similar agreement with the state that prioritizes transit access as part of any expansion and dedicates toll revenue to fund local transit priorities and projects in Montgomery County.**

d) Widening Beltway between I-270 and Prince George's County with toll lanes. **No.**

e) Observation Drive Extended. **Yes. We need this route to most effectively bring Bus Rapid Transit to Clarksburg.**

f) Montrose Parkway East. **No.**

6. Should the county give a higher priority to frequency of current bus service or to planning and preparation for future BRT infrastructure construction?

**We must do both and I believe we can. Our residents who rely on Ride On today deserve the same high-frequency and more efficient service now that true, dedicated lane BRT will provide in the future.**

**I recognize there are implementation challenges to true, dedicated-lane BRT (including funding, right-of-way acquisition, and local community opposition) that require a County Executive who is serious and focused on realistic implementation strategies. I am proud to be endorsed for County Executive by Marc Korman, Chair of the House Environment and Transportation Committee, and Brian Feldman, Chair of the Senate Education,**

**Energy and Environment Committee, along with a majority of Montgomery County's State Senators. These endorsements are no coincidence. They demonstrate I have the experience, relationships, and confidence of the key General Assembly leaders we need to lay out a strategy, rally consensus around it, and get the funding we need to implement ambitious transit solutions.**

**I believe we can make progress on true BRT while continuing to pursue service frequency upgrades such as the Great Seneca Transit Network, additional Ride On Flex zones, and express services such as Ride On Route 101.**

Data centers?

**The County should adopt a strategic, climate-responsible, and localized position on data centers. There are legitimate concerns about data center projects and their impacts on the electricity costs for ratepayers and burden on our water supply, as well as their significant consumption of fossil fuels which is orders of magnitude larger than any other use we currently have in Montgomery County. As County Executive, I will work with Councilmembers, state partners, and other stakeholders to address the potential harm with onsite power generation as is being discussed at the state level and to seize the opportunity to power data centers through renewable energy sources which could help us transition faster to a much-needed clean energy future. Transit centers should be sited in industrial zones, avoiding transit walksheds that could be utilized for more sustainable and forward-looking transit-oriented development focused on housing, jobs and community amenities.**