

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

a) the Thrive 2050 master plan

Y. I strongly support the goals of transit-oriented development, expanded housing opportunity, and more sustainable growth patterns. These are at the core of our master plan. Implementation must be grounded in real-world capacity — aligning growth with transit availability, water and energy infrastructure, school capacity, and the preservation of our environment. I will advance policies that deliver on our shared vision paired with the infrastructure and safeguards necessary to make that growth sustainable and equitable.

b) the More Housing N.O.W. Zoning Text Amendment (ZTA 25-02)

Y. Expanding housing opportunity — particularly near transit and along major corridors — is essential to affordability and long-term economic stability. Zoning changes must reflect infrastructure capacity, neighborhood context, and environmental considerations, while ensuring new housing meaningfully contributes to affordability. I will advance housing policies that increase supply in appropriate locations and align development with transit, infrastructure, and community needs.

c) the University Boulevard Corridor plan

Y. Corridor planning plays a critical role in improving safety, expanding transit access, and supporting mixed-use development. I support advancing improvements to pedestrian safety, transit access, and walkability along University Boulevard. Implementation must ensure that investments in transit, street design, and public infrastructure are delivered in step with growth to create safer, more connected communities.

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?

Y — Transit-oriented development is essential to reducing congestion, expanding housing access, and building a more sustainable county. I support efforts that responsibly advance development near transit while ensuring coordination with local infrastructure, affordability goals, and environmental standards.

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

Y — Land near transit stations should be used strategically to advance housing, economic opportunity, and transit access. I support aligning policies across public land, including WMATA-owned land, where doing so helps deliver well-planned, transit-oriented communities, with strong coordination and community input.

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

Y — Improving safety for all road users must be a core priority. I support efforts to improve safety and multimodal access on Old Georgetown Road, with continued monitoring to ensure the design works effectively for all users.

- b) University Boulevard near Blair High School

Y — Improving safety near schools is essential. I support street design changes that enhance pedestrian safety, reduce risk, and improve transit access in this corridor.

- c) Frederick Road (MD 355) between Middlebrook Road and MD 124

Y — Frederick Road is a major corridor where safety, congestion, and transit performance must all be addressed. I support improvements that enhance safety and mobility while maintaining a functional transportation network.

- d) County roads where walking and cycling are similarly difficult & dangerous

Y — I support advancing safety improvements on county roads where walking and cycling are currently unsafe, prioritizing locations with demonstrated need and clear safety benefits.

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?

Y — Safe, reliable access to transit is essential to the success of the Purple Line. I support advancing pedestrian and bicycle infrastructure that improves access to stations and surrounding communities, with efficient and coordinated delivery to support safety and ridership as the system comes online.

5. Do you support these highway expansions?

- a) Midcounty Highway Extended

N — Transportation policy must focus on reducing congestion, improving reliability, and expanding access while advancing long-term sustainability. I have significant concerns about large-scale expansions that do not demonstrate clear long-term benefits or align with environmental and land use goals.

b) Widening American Legion Bridge & adjoining section of Beltway with toll lanes

N — Transportation policy must focus on reducing congestion, improving reliability, and expanding access while advancing long-term sustainability. I have significant concerns about expansions that rely heavily on tolling and do not demonstrate clear long-term benefits.

c) Widening I-270 with toll lanes

N — Transportation policy must focus on reducing congestion, improving reliability, and expanding access while advancing long-term sustainability. I have significant concerns about expansions that rely heavily on tolling and do not demonstrate clear long-term benefits.

d) Widening Beltway between I-270 and Prince George's County with toll lanes

N — Transportation policy must focus on reducing congestion, improving reliability, and expanding access while advancing long-term sustainability. I have significant concerns about expansions that rely heavily on tolling and do not demonstrate clear long-term benefits.

e) Observation Drive Extended

N — Transportation policy must focus on reducing congestion, improving reliability, and expanding access while advancing long-term sustainability. I have significant concerns about expansions that do not demonstrate clear long-term benefits or align with environmental and land use goals.

f) Montrose Parkway East

N — Transportation policy must focus on reducing congestion, improving reliability, and expanding access while advancing long-term sustainability. I have significant concerns about expansions that do not demonstrate clear long-term benefits or align with environmental and land use goals.

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

Y — Reliable, frequent bus service is essential for current riders and must be a top priority. I will prioritize improving service today while advancing targeted infrastructure investments that strengthen speed, reliability, and long-term system performance.