

**What is your vision for the district and if elected how would you implement that vision on city council?**

Don't let the Harvard education fool you; I come from a blue collar family. Growing up my mother worked two jobs as a waitress and my father was a Teamster land surveyor. I have deep roots on the Eastside of the Willamette. I live with my wife Sarah in the Cully neighborhood. I am the Founder and Executive Director of Ethos Music Center, a non-profit music school for underserved children that lies on the boarder of North and Northeast Portland. I am also the only candidate in this race who currently owns and operates a small business. This gives me a unique perspective as to how to make Portland a better city for businesses.

My campaign will focus on the core issues of affordable housing, creating family wage jobs, improving basic infrastructure and strengthening our communities through empowering Portland citizens. In order to build a city that works for the middle-class we need blue collar, family wage jobs here in Portland. We don't need to continue subsidizing "development" most Portland residents cannot afford.

The Central Eastside Industrial District plays a key role in providing Portland the base of living wage jobs that Portland residents need to support their families. Middle class families need the jobs generated by the CEID far more than they need the million dollar condos being developed in the Pearl.

**Do you favor moving I-5 (either placing it underground, moving it farther east or not replacing it at all) or just leave it in place?**

I feel I-5 should be left in place. I don't think moving I-5 is a responsible use of tax dollars.

**What is your position on eliminating the BIT/BLF?**

Portland is a city built on small businesses. We rely on the growth and prosperity of small businesses to provide our citizens with family wage jobs. The Business License Fee/Business Income Tax needs to be reformed because it has a greater impact on small businesses that do a greater percentage of their business locally (being that the BLF is only assessed to transactions occurring within City limits). I am sensitive to the fact that this is a major source of funding for the city. I believe that addressing this problem requires a change in our priorities. Rather than funding "development" that benefits only a few wealthy elite individuals, we should be supporting small business owners who provide living wage jobs for middle class families.

*3) Portland Transportation infrastructure was funded by two sources up to 1988; the State gas tax and local utility tax collections. In 1988 the city started diverting utility tax/fee collection to other purposes and soon no utility tax was going to transportation infrastructure leaving the gas tax to maintain the entire system (a requirement it was never designed to do). The City budget is about \$3 billion per year with only a few million going to transportation infrastructure. The city road system is a primary responsibility that currently receives no real funding support. **Do you support spending 1.5% (45 million) of the entire city budget on road maintenance or are you willing to return, spaced over five years, to using the utility tax (now \$60 million per year) to fund road maintenance?***

More so than any candidate in this race I have taken transportation issues head on and have made improving basic infrastructure for all Portland residents a central part of my platform. First and foremost, our roads need work. I am proud to say that I am the only candidate in this race who has put their public VOE funds to use for the public good. With the help of over 40 volunteers from the community we filled in potholes on an unimproved roads at 159<sup>th</sup> Ave and Sherman.

We have 127 miles of unimproved road in Portland. Many of these roads contain dangerous potholes. Everyone uses roads and having bad roads is simply bad for business no matter what you do. I believe the argument over using 1.5% of the budget or the utility tax on road improvement misses the point. We should be talking about the priorities our transportation budget reveals. Right now we're funding street cars downtown and the tram to OHSU while roads in outer Southeast remain dangerous and unimproved. This indicates a lack of basic fairness in the budget.

**With the CEIC success in increasing jobs over the last two decades would you support maintaining and protecting our industrial sanctuary?**

CEIC is providing a valuable service to Portland by increasing jobs over a time period where many communities in the country and the region have been hemorrhaging jobs. Protecting the industrial sanctuary of the district is necessary to ensuring that Portland always has a strong base of family wage, manufacturing jobs to support the middle class.

**Do you support the creation of Satellite URA locations?**

When used correctly, Urban Renewal Areas are a powerful tool that can be used to relieve blight. Unfortunately, URAs have been abused to funnel money to pet projects. I want to make sure these tools are used to benefit middle and low income families. I respect the intentions of Commissioner Sten's plan to divert \$19 million from the River District and put it to use in the David Douglas School District. However, I am fearful that in the future satellite URA locations will be easily used to funnel more money to pet projects that benefit only the wealthy.

**Do you think Government has a higher moral standard to follow the spirit and intent of the law and not take questionable legal positions to push pet projects?**

Runaway spending on pet projects, like the Tram that benefit only a few wealthy elite individuals have created budget problems for the city government. As City Commissioner, I will never dance around the law to fund pet projects. URA's were enacted to relieve blight in underserved communities. We have seen that this hasn't always been the case.

**How much influence should City Hall have in setting UR budgets and should the budgets favor TIF creating projects?**

City Council should share responsibility with the county and school districts in creating URAs and setting UR budgets. Tax Increment Financing projects should be favored if they are going to directly benefit middle and low income communities.

5) *Burnside Bridgehead is an example of how government can be terribly out of touch with the business community. PDC has been a valuable partner with the CEIC, but even best friends can disappoint each other. The Burnside Bridgehead is lost opportunity that has been poorly managed by PDC over the years. The project had good momentum until PDC overrode local input on developer selection and put OPUS in charge.*

OPUS was the wrong type of developer for the district and thankfully they are no longer associated with the project. They were given every opportunity to succeed by PDC and still they failed to produce results. The Burnside Bridgehead project is a signature project for the City and is vital to the CEIC URA for TIF generation.

**What could City Hall do differently to move this project ahead?**

The Burnside Bridgehead project was deeply flawed from the start. I don't believe the surrounding residential and business communities were properly engaged at the beginning. This led to a project and a contractor that no one really wanted. As we forge ahead, we need greater community involvement to ensure that the project works for everyone.

**Do you support Metro's housing growth policy for the district and how would you position City hall to resolve the conflicts when these two needs collide?**

I don't believe that CEIC is an appropriate place to locate Metro's 2040 housing needs. The tools are available to ensure that we meet our housing needs without displacing industrial land. We need to make smarter use of the money that is going towards housing development. City Hall cannot be subsidizing million dollar condos that remain vacant because no one can afford them. This is not smart urban planning and has consequences in neighborhoods throughout the city.

**How do you resolve to protect and increase the industrial land base in the City?**

**What would you do to support the CEIC in protecting and expanding parking for trucks and cars in the district?**

Any new development must not lower the net number of parking spaces in the district. Parking spaces are essential in ensuring that the businesses located in CEIC are able to function effectively.

**What is your position on creating a Bridge Authority to manage/own all publicly owned bridges over the Willamette and Columbia Rivers in our Four country region (includes Clark county)?**

URAs have stripped the county of \$11 million dollars that could have been used to maintain public bridges. Instead of adding another layer of bureaucracy we need to ensure that the county has the resources necessary to effectively manage all publicly owned bridges.