

## Marnie Glickman

**1-The next Portland City Council will be unlike any that we've ever experienced in the past. How should Council operate and what will Council need to accomplish in the next two years to make the new form of government as effective and respected as it can be?**

Portland voters need to see people on the street getting housing stability, as renters they need to feel their own leverage against landlords elevated, they need to see wait times for 911 calls going down, they need to see less car congestion, and they need to see public schools that function well from Pre-K to university.

Voters also need to see improved constituent services from their new district representatives, and improved sense of public service from their city.

Some common themes are that all of these achievements are possible (thanks primarily to our grassroots), will require some good fortune into the future, and will require persistent, effective teamwork. Not just teamwork among a majority of council members, but with the Mayor's team, with the County and Metro, and with the executive, legislative, and judicial branches of the state government. We have seen some inklings of good, effective, teamwork, but overall we see too much bomb-throwing, reaction, obfuscation, and messy attempts at divorce or relitigation of settled issues.

I am someone with the skills and desire to not just be on our city council, but to be a key reason why our new city council will be widely viewed as a smashing success.

**2-Current City Council members have suggested that we need to relax environmental and natural resource regulations in order to address the housing crisis. What is your perspective on this issue? What is your top natural resource and environmental priority?**

Decades of failures of federal political leadership are at the root of Portland's and every US city's housing crisis. Regardless of our ability to change federal actions, we do have control over many other elements of our housing ecosystem. In general, I disagree that our environmental protections are the problem with housing creation. Exclusionary zoning is a huge limiting factor across the state and in Portland neighborhoods. Many Oregon homeowners insist on exclusionary, single-family house neighborhoods. The state should override those exclusionary practices.

Expanding a metro area's UGB is not a solution, because the problem limiting

housing is not land, but infrastructure costs to get housing on already-available land. The state is tackling that at a statewide level, and I will support infill, and throwing Portland's weight around when it comes to removing exclusionary zoning restrictions.

I mention this again below, but having a single point of contact for developers is a key for the city. The city needs to be in the service of good things getting done, an aspiration its leaders have too often fallen short of.

My top environmental priority is to pass policies that make the Willamette River the heart of our city again. That means eliminating risks from the Critical Energy Infrastructure Hub.

And no climate councilor can omit mention of GHG emissions. We should fight to reach the city's goal to achieve net-zero carbon emissions by 2050. I believe in science. Climate change is real. We are living through record breaking summer heat. People are dying on our streets due to extreme weather.

**3-Vehicles are Portland's largest source of emissions and continue to climb. For example, a number of cities have restricted downtown vehicle use. How should Council address this issue?**

40% of greenhouse gas emissions in Multnomah County are from transportation. I support the City's goal of 25% of trips by bike by 2030. I support the e-bike supports rolling out from the City of Portland's revolutionary PCEF program that keeps on giving. We need elected leaders who ride bikes. I commit to Portlanders that 25% of all of my trips are by bike. To be more specific, electric trike. I ride a trike because I am a person with a disability. The I-5 bridge replacement will likely (eventually) be tolled, something voters seem open to. I will be an advocate for more city-wide congestion tolling. But as we see in NYC, that has been, and likely will remain, a challenging political lift. To raise enjoyment of public transportation, I support the development of a concept like Los Angeles' "Transit Ambassador" program which has garnered wide acclaim, helping people feel safer and more socially supported as they choose mass transit.

**4-There are a number of new and recently built market rate apartment buildings listed for sale for under \$250,000 per unit. The Portland Housing Bureau is financing a number of affordable housing projects that are costing more than \$500,000 per unit. There are some extra costs associated with affordable housing financing and with building more 2BR and 3BR units, but not nearly enough to explain the difference. What specifically would you do to more effectively use our limited resources for affordable housing?**

Regardless of a cost of \$423k/unit or \$500k/unit, what we need most is an effective ecosystem at reliably producing housing for people of the lowest means. I will:

- Advocate for a housing committee that includes homelessness alongside planning, and in that committee I will support hearings to investigate whether unit costs could be lower.
- Start planning a new bond measure, and include a budget for land purchases as a seed project for a future social housing system
- Release or highlight the City's already-completed study of public and institutional land that might be used for housing.
- Explore the use of PCEF dollars for revolving loans related to housing development, including land purchases in a collapsed market.
- Enlarge "deeper affordability" bonuses for projects in mixed-use zones
- Continue the already-underway work to assign a single point of contact for incoming developmental proposals
- Waive seismic retrofit requirements for any adaptive reuse of buildings in the central city being converted to housing/shelter.

According to a January report from bae urban economics, the full cost of delivering the residential prototype in different cities amounts to:

- Seattle: \$490,000/unit
- Denver: \$407,000/unit
- Portland: \$423,00/unit
- Sacramento: \$471,000/unit

If some of Portland's higher-price tag financed projects are coming in at \$500,000 per unit, we do need to be realistic about what kind of cost reductions are possible, and what we'd potentially lose by having city councilors agitate to drive that price down. The sale price of select units built in the past, and sold under today's tough market conditions, is categorically different than the current cost of developing new units. Recent city audits and reports do suggest the need for more targeted and effective housing program goals and oversight. There are some hard-wired challenges to achieving better program administration, such as the Metro Housing Bond, passed by voters, which capped administrative costs at 5%.

**5-Ireland used Citizen Assemblies to deal with difficult issues such as Abortion. Please watch this two minute video and let us know if you think Citizen Assemblies could help Portland come together**  
<https://www.youtube.com/watch?v=dKSgPtnN0s0>

Yes, I think Citizen Assemblies (or Citizen's Juries, deliberative democracy programs) could help Portland deal with tough political issues. My campaign manager has for years learned from the work of Healthy Democracy, and their

work such as the citizen's jury in Eugene that was convened to work on housing. We are a state and city with strong awareness and connection to citizen assembly work. I would support a program or pilot project to bring a lottery-selected citizen assembly process to fruition in Portland (or perhaps just District 2), with full constituent input.

### **6-What is another City doing that Portland should replicate?**

Mexico City's borough of Iztapalapa (2 million residents) reportedly has 12 "Utopías" running, with 4 more in the works (Utopía = Units for Transformation and Organization for Inclusion and Social Harmony). The facilities feature beautiful design and are built as a safe, welcoming network of spaces for the many forgotten poor. Pro-feminist, there are services like counseling and laundry but also 'luxuries' such as pools and hydrotherapy, because everyone deserves to feel good even if living with low means. The former Mayor of Iztapalapa is now the mayor of Mexico City, and is promising to build a network of 100. The promises are different than the reality, but this is the kind of facility that under-served parts of our city need.

A final point: Mexico City has built much more sturdy and protective infrastructure for bicycling than we have in Portland.