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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?

Unlike the current city council, where all 5 members are at each other's throats, siloed within their respective bureaus, the new city council cannot afford to fight amongst itself. All this bickering and infighting has left Portland kicking the can down the road on so many life critical issues facing the city like unaffordable housing, the unsheltered housing crisis killing untold addicts wasting away on our streets, jobs that do not pay living wages often times with little to no meaningful benefits to speak of, and unions being shut out of the decision making process with their hard won contracts not being enforced by City Hall. These are just a few of the many critical issues that the new City Hall cannot ignore and must address within its first two years in office. The good news is that I have met with many of the candidates from the 4 various districts, and we generally get along with each other. Although we have different agendas, we all agree on general solutions on these very main critical issues that are awaiting us on day 1.

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?

I strongly believe that we can keep the environment in focus all while addressing the housing crisis. These two issues are not separate from each other, in fact, they are intertwined with each other. Ending unsheltered housing as I have proposed to do by the end of 2025 will actually help improve and as a consequence defend our environment in the long run. I will not vote for any ordinance that relaxes or weakens environmental and natural resource regulations. We need to strengthen existing laws. We only have one Earth. There is no Planet B. Portland can lead the drive for more environmentally friendly vehicles by implementing tax incentives to bring down the cost of electric vehicles and electric bikes. While ambitious and grandiose in its scope, we can definitely have bike lanes on every street within Portland city limits by the end of our first 2 years.

My top natural resources are the free forms of renewable energy all around us like wind, solar, our rivers, and yes even geothermal. The new city council can start not just by mandating but providing solar panels on house roofs that receive favorable sunlight at a much reduced price. If we can get homes generating power and returning it back to the power grid, we can distribute that newly generated energy to low income households at a fraction of market rate prices. Building trees is another rather low tech but very economical solution to expanding green space everywhere. Whether that is trees on top of high rises downtown, or trees used as dividers protecting bike lanes from cars, or planting trees instead of constructing obstructive concrete objects used to make camping on streets all but impossible for the unsheltered

houseless, I will push for outside the box ideas to not only promote a better environment but protect it.

My top Environmental priority is to vehemently push the new city council to draft an emergency plan for addressing the ramifications and cleaning up of the CEI Hub within the 1st 100 days.

The CEI Hub is a six-mile stretch of industrial development along the west shore of the Willamette River. More than 90% of all liquid fuel in Oregon is stored at facilities in the CEI Hub. This includes the gas and diesel supply for the Portland metro area, as well as all of the jet fuel for the Portland International Airport. Other hazardously toxic materials are also stored at the CEI Hub. It is built on soils that geologists anticipate will be subject to liquefaction (when the water table rises during an earthquake and loosens soils making those soils act more like a liquid than a solid) and lateral spreading (when the soils will spread toward the Willamette River). Because the CEI Hub is so close to the Willamette River and the dense urban core in the City of Portland, the risk of an accident, spill, or major infrastructure failure is particularly concerning as the region's earthquake's risks are now well-known and well-documented. There is an estimated 26% likelihood of a major seismic event in the next 50 years.

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?

One way to drastically drive down fossil fuel emissions is by cracking down on vehicular use to the point of making driving them not only cost prohibitive but downright inconvenient. We start by doubling the gas tax and heavily enforcing traffic violations with much more punitive fines. The Portland Bureau of Transportation must tow and fine all cars illegally parked in bike lanes to send a powerful pro-biking message that bike lanes are for bikes, not for Ubers, not for DoorDashers, and certainly not as temporary parking for delivery truck services. I want to follow in the footsteps of Paris by making all of downtown Portland car free. To encourage public transit use, TriMet needs to be fare free with a peace officer on every car to restore safety and confidence among the public. While fare free TriMet will go a long way to encourage gas guzzling car drivers to ditch their cars for more environmentally efficient transportation, TriMet needs to run all of their max lines including most ridden frequent buses 24/7. To increase frequency and improve punctuality, I will propose the new city council take the max lines running through downtown Portland underground to eliminate the bottleneck at the Steel bridge. If we can take the Max underground downtown Portland, we can actually extend the number of cars, as of today the reason the max can only have two cars is because of the length of the streets in downtown Portland. More max cars mean more people being transported with greater frequency. Keeping with the Parisian utopia of no cars, I will push the new city council to ban all gas powered cars by 2030 while implementing tax incentives to bring down the cost of electric vehicles and electric bikes. While ambitious and grandiose in its scope, we can definitely have bike lanes on every street within Portland city limits by the end of our first 2 years.

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?

Affordable housing is the solution to ending unsheltered housing. I propose capping rents for those making under \$50,000 annually to 35% of their net not gross incomes at any residential multi-unit apartment property along with a renters' bill of rights. This includes but is not limited to banning all rent related nonrefundable fees (such as the application itself, pet charges, the background and credit check), no evictions during school year for families with children, and no annual rent increases for tenants whose incomes remain flat). I will utilize City Hall resources by securing renters' privacy and assuring a fair, quick and equitable housing vetting process along with empowering Portland Housing Bureau to enforce housing codes and city policies on housing. I also will advocate for all renters facing eviction to receive no cost legal representation like a public defender. Housing is a human right. For too long, greedy landlords (many of them property management companies not just outside of Oregon but international conglomerates) have viewed tenants only as zeros on their paychecks. Affordable housing is a human right and thus must be a not for profit endeavor. In addition to all of these out of the box solutions to address those living paycheck to paycheck paying exuberantly unaffordable rental rates, the new city Council must get very serious about all the vacant properties downtown Portland. Why can't these units be converted to temporary transitional shelters, outpatient mental health treatment clinics, recovery/sobering centers, or used as spaces by the city to offer social services at subsidized costs? We should not be afraid to use eminent domain as necessary when property owners squat on their own vacant properties writing off their losses on their taxes still profiting from their unbridled greed. I'm all for penalizing landlords who leave their residential rental units vacant for months on end while there are too many in desperate need of affordable housing. One very salient solution is implementing a vacancy tax on units vacant for more than 45 days. While a vacancy tax might motivate more landlords to fill their vacancies quicker, at the end of the day, a vacancy tax still leaves those needing housing and unhoused.

One of the main reasons I am running for city council is to address the unaffordable housing crisis, and by extension ending unsolved housing by the end of 2025.

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>

I am all about receiving input from my constituents and citizen assemblies are a perfect avenue to be able to involve and incorporate more citizens in the decision-making process of passing

legislation that impacts them directly.

6. What is another City doing that Portland should replicate?

Albuquerque, New Mexico is one of the largest U.S. cities to implement a Zero Fare transit program, following Kansas City, Missouri who implemented a similar program in 2020. ABQ RIDE (City of Albuquerque Transit Department) is the local transit agency serving [Albuquerque, New Mexico](#). ABQ RIDE operates a variety of city bus routes including two [Albuquerque Rapid Transit \(ART\) bus rapid transit](#) lines and a currently suspended [ARTx](#) express bus line. It is the largest public transportation system in the state serving 6,907,500 passengers in 2023, or about 21,400 per weekday as of the first quarter of 2024. It serves an average of 23,800 riders daily, 88% of whom live in households with an income of less than \$35,000 annually. By eliminating bus fares, the City of Albuquerque is ensuring all transit-dependent riders have access to this essential service.

I want Portland to become the third city in the country to offer fare free public transit. Not only will fare free transit benefit the low income and those on the economic fringes, but it will also facilitate tens of thousands of commuters to reliably commute to work downtown (or anywhere really in Portland) from the surrounding suburbs without polluting the environment with toxic fossil fuel emissions from their vehicles. I want to incorporate fare free transit into the tourism industry bringing in even more tourists to invest their dollars into our local economy.

Fare free public transit is a win win for all of Portland.