

## Tiffany Koyama Lane

**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?**

I was privileged to attend a North Star summit where we heard from City Managers in other large cities who had gone through similar transitions. Their experience was incredibly valuable. They said it took collaboration, planning, and patience, and they also said, to a person, that the success of this kind of transition relied on elected officials who were curious, open-minded, and wanted to work together rather than score points. I come from an organizing background, so I have exactly the kind of profile to succeed in this transition. I love to listen to people and I love to solve problems. Organizing is all about building trust and relationships. I know a lot of people are already working hard on this. I think what is required of the new Council members is a willingness to listen to the city workers who have the institutional knowledge of past systems and a keen awareness of the planning that went into the new system. That said, it's important the new city council members hit the ground running with areas of policy focus and a commitment to immediate constituent service, as charter reform intended. The best candidates are people who are already deeply involved with their communities and know what their communities need, and have the flexibility to figure out the most effective way to translate those needs into concrete action within our new system.

**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?**

We need to build new housing, and we need to keep people in the housing they already have. As we consider building new housing, I am skeptical of any approach that demands we choose between climate and housing. Housing is a climate issue, and our housing solutions have to be developed and implemented using a climate lens. I want to make sure that housing is not supplied only through concessions that primarily benefit developers, with costs borne by vulnerable populations who already suffer more from extreme heat, wildfire smoke, and extreme winter storms. That means more density, but it also means a commitment to our urban canopy and ensuring that any future housing plans do not come at the expense of needed climate interventions that target heat islands. We also want to make sure that people are able to stay in the homes they are already in safely, which means not only improving tenant protections, but seeing that our low-income residents have climate solutions brought to them in those homes, which are often very out of date and not climate-resilient.

Regarding the environment, we have to think about our existing systems, and their weakness to climate change as well as the ways that they exacerbate climate change. I have been learning a lot from the people who have been working to highlight the dangers of the CEI Hub, and I think we need to push back strongly on any policy that relies on extending the horizon of fossil fuels. I want to think seriously about public power, which other parts of Oregon enjoy, and which has proven benefits both for consumers and for the health of the planet.

**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?**

Many politicians have spoken a lot about “livability.” For me, liveability means being able to walk, bike, or take public transit with safety and ease. We also hear a lot about “downtown revitalization.” The most beloved urban landscapes in the world are ones where people are prioritized over cars, and that is the approach I would take. There is a lot we can do to improve our

networks of transit in ways that don't land on the backs of the poor. We also know that continuing to expand highways does not ease traffic, it just makes more traffic. We need to encourage a broad modal shift to sustainable transportation modes.

**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?**

Transparency is key. We need to understand the costs involved, and we also want to make sure that reductions are not coming on the backs of the workers who build this housing. For-profit developers should not set our labor standards. All options are on the table, including models where revenues from market-rate housing go toward subsidizing below-market-rate housing.

**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>**

Anything that promotes people's engagement in our civic life is positive. I was very enthusiastic about the proposed ballot measure to bring Participatory Budgeting to Portland. That method of community involvement, which began in Brazil, has done so much to involve people in the democratic process and ensure that cities prioritize their constituents' needs and with their input. I am very supportive of a participatory budget process or

anything, like a Citizen Assembly, that promotes the enfranchisement of Portlanders!

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

There are many exciting things happening around the country and world. Hoboken, NJ, re-engineered their streets to reduce traffic violence, and has enjoyed seven consecutive years with zero traffic deaths. That seems like a miracle compared to Portland's 69 deaths last year, including of our beloved neighborhood librarian Jeanie Diaz, but it was a policy and engineering choice made by Hoboken's leaders. Paris, through its own design and policy changes, has made a tremendous shift from downtown driving to biking.

The CAHOOTS program in Eugene is a positive model for a program like Portland Street Response, which I support fully funding and expanding beyond its current mandate.

Denver recently saw incredible results from a program of universal basic income to vulnerable and houseless residents. It saved taxpayer funds and at the end of a short period roughly half of its participants were housed. It seriously reduced the amount of administrative friction that is typically involved with housing people and allowing them to access services.