

- **Do you support Seattle's commitment to Vision Zero, and what legislative strategies would you seek to implement the goal of reducing serious injuries and fatalities on our streets to zero within the next decade? Do you think legislative strategies are sufficient to achieve this goal?**

I fully support all steps in order to make zero fatalities and serious injuries by 2030 a concrete reality. This should include projects to address high crash corridors, prioritize pedestrians and bicyclists at signalized intersections, expand protected bike lanes and protected bike intersections, develop safe routes to schools, and expand neighborhood greenways.

Pedestrian improvements are an essential investment in making the city walkable and safe, and are a key part of building a sustainable and healthy Seattle. We need pedestrian safety to be prioritized at intersections and crosswalks.

We also need a dramatic improvement in the quality of sidewalks throughout the city. Indeed, some parts of the city lack sidewalks altogether, and the most impacted are poor and low-income neighborhoods, communities of color, the elderly, and disabled community members.

Achieving Vision Zero will also require a serious and urgent expansion of free mass transit, in order to dramatically reduce car dependency and the city's chronic traffic crisis, and will need to be funded by taxing big business and the rich. In addition, half of all traffic fatalities in the United States are related to drunk driving. We need widely available late-night Metro service, and we should also explore other public transit options, such as making late night ride-shares publicly funded and free.

We have many schools in District 3 that do not have safe walking routes, and that urgently needs to be changed. Most of these projects are small projects on their own, but combined, are vital for a safe and connected city.

The obstacles to progressive funding for sidewalks, bike lanes, and intersection improvements are the same as for other forms of transit funding. We need to expand the revenue base by taxing big business and the rich. We need impact fees on corporate developers. Unfortunately, the political establishment has consistently delayed or refused to take many of the necessary steps to achieve Vision Zero. We need to build a powerful movement of activists and ordinary people to demand progressive and full funding for pedestrian and other essential improvements in transit and to create a world class transit system in Seattle. We also need to elect representatives who will unambiguously fight for working people and our needs.

- **Do you support the completion of the current bicycle master plan? If so, what strategies, both political and financial, do you propose to ensure its completion?**

Yes, I support the completion of the bicycle master plan. We should be fully funding its implementation -- unfortunately, project updates show the project to be underfunded by \$2 million. Funds to enhance bicycle safety improvement should come not from more fees and fines on working families, but from taxes on the big developers and corporations.

I also support encouraging bicycle use by developing a smart network of bike lanes and greenways to make the city safe for cyclists. Intersections are where the most car-bicycle collisions take place, which is why our bicycle infrastructure should incorporate protected bike intersections with four principal safety elements - corner refuge islands, forward stop bars, setback bike crossing, and bike-friendly signal crossing.

Bike lanes, vital for safety, have been stymied under Mayor Durkan. Meanwhile, the [unsafe bicycling conditions on 35th Ave](#) demonstrate the importance of completing the bicycle master plan. I think City Hall needs to have the will to ensure completion of the bicycle master plan, and at the same time, have the political courage to tax the rich to fund a massive expansion of public transit, to both address gridlocked traffic and minimize the need

for working people to have to depend on cars.

We also need to fight for rent control and a massive expansion of social housing so people can afford to live near where they work, shop, and play, and have the option of biking, taking transit, walking, and taking other forms of transportation. That in turn will help build support for the bicycle master plan.

- **The current Seattle Transportation Benefit District funding bus services and transit access expires at the end of 2020. Should it be extended and do you envision any changes to the programs it funds?**

Seattle desperately needs funding for roads, transit, and sidewalks, and if the Seattle Transportation Benefit District continues to be the proposed funding mechanism for transit, then I will support it. However, it is currently an extremely regressive tax and is insufficient for Seattle's transit needs. Those problems are related, because working class people are being taxed to the breaking point, and there will not be sufficient resources to adequately fund transportation in general, and transit in particular, without taxing big business and the super rich who have accumulated so much of the wealth of society.

The vehicle license fee and the sales tax are two of Seattle's most regressive taxes, disproportionately falling on the backs of poor and working class people in Seattle. In my council office, we have talked to several people who could not afford their tabs, then were cited for having expired tabs, then couldn't pay those tickets and lost their drivers licence, and then lost a job that required a license. We desperately need to replace the STBD's funding with a progressive tax on the rich and on big business.

The STBD also needs to be expanded to make public transit free for all to use in the City. Metro already relies on rider fares to cover only a minority of its costs. Making public transit free for all to use in Seattle would not require an impossible expansion of the STBD if it is funded with progressive funding sources. That would have a huge impact on increasing the use of public transit, reducing traffic and the use of personal cars in the city.

- **The Move Seattle levy expires at the end of 2024. What features should the next transportation capital project levy have? What lessons do you take away from the way the current levy has gone?**

I supported Move Seattle, but again it is unsustainable to keep being dependent on regressive taxes to pay for all our transportation needs. Public transit, and safety, should be the top priorities for SDOT's resources. However, they should not have to choose between Rapid Ride, bicycle safety, and filling potholes, because if Seattle made big business pay their fair share of taxes, we could fund all of the city's transit and infrastructure needs.

I am strongly advocating for progressive taxes to raise the revenue needed to fund all vital services, including public transit. Seattle needs to implement impact fees on big developers, so pay their fair share of the cost of transportation infrastructure. We need to build the workers movements to win a Green New Deal that creates thousands of high quality union jobs expanding our transit infrastructure around the country paid for with taxes on big business.

- **Do you support the construction of the Center City Connector streetcar and why/why not?**

Yes, I support the Center City Connector Streetcar. However, while streetcars can play an important role in mass transit infrastructure, electric buses and light rail are generally more energy efficient and effective.

It would be a mistake at this point to forgo the federal grant to build the Center City Connector. However, former Mayor Ed Murray and Senator Patty Murray applied for that grant without consulting Council or the public, which is a problem. They should have applied for grants that would serve more transit users.

- **What considerations should inform the discussion around finding additional funding for a light rail tunnel to West Seattle? To Ballard?**

I support finding funding for light rail tunnels to both West Seattle and Ballard (and beyond!). In particular this should be done through progressive taxes on Seattle's largest corporations and the super rich, such as the

Amazon tax, which was shamefully repealed by the Mayor and 7 of the 9 councilmembers. I also support impact fees on developers to contribute to Seattle's transportation infrastructure.

- **For what purposes should impact fees on development be used?**

I support maximum impact fees on corporate developers to fund our public transportation system, schools, and parks. I also support linkage fees, which are a form of impact fees to fund affordable housing.

- **Do you support imposing additional fees on ridesharing services like Uber and Lyft?**

I support a progressive tax to be paid by Uber and Lyft corporations themselves, but I do not support regressive fees that will land on working-class drivers and riders.

- **Do you support a congestion pricing program downtown? If so, what considerations should be made when setting up such a program?**

No. While I totally agree with the motivation to discourage car use, I do not agree that tolls, essentially taxing working people, is an effective solution. I believe what's needed is to provide a viable, attractive and sustainable alternative by massively expanding public transit and making it a highly convenient (with far greater and denser network of routes, greater frequency and number of stops) and free at the point of use, funded through taxing the rich.

Seattle's affordable housing crisis is pushing people further away from their jobs and exacerbating the traffic gridlock and impact on climate. Congestion pricing targets all the workers who have been priced far beyond the city and have to drive in to work. People who can already afford to live in Seattle can avoid the tax by taking public transit.

A 2009 University of Washington study concluded: **"As a percentage of income, the poor pay much more."** A Seattle Times article highlighted how some working class I-520 drivers had accumulated over \$10,000 in toll fines, and were forced to file bankruptcy. In 2015, before Washington eased its fine collection process, 90,000 local drivers had accumulated \$53 million in back tolls and fines, leading to many abandoning their cars when the state places a hold on their tabs.

Construction workers in particular don't have the option even if there is access to transit into the city, given how they have to go from job to job, sometimes with little notice, and have to bring their tools with them. And construction workers are already paying extortion parking fees to for-profit private companies.

We need far-reaching solutions like a Green New Deal for working people and dramatically expanding public transit. This should be paid for by taxing the wealthiest in our city, rather than policies that put the burden disproportionately on working people and the poor.

- **How do you feel about the current allocation of street space in Seattle? Under what circumstances would you support converting general purpose lanes to other uses?**

I support many alternate uses of street space. In particular I support bus lanes to help make public transit more efficient in Seattle. As was mentioned above, if we adequately address the affordable housing crisis with rent control and social housing, and people are able to live near where they work, shop, and play, we can majorly reduce the vehicles on the roads, and free up space for other means of transportation without creating gridlock. Ideally we can get to the point where sections of the city have no cars at all, as has been done in several Spanish cities.

- **What approaches would you take to ensure that emerging mobility options (bikeshare, rideshare, e-scooter, etc) are implemented in a manner that increases access to our mobility hubs?**

We should fully expand public transit, build mass movements to unionize gig economy workers, tax corporations like Uber and Lyft, and bring all transit (including e-scooter and bike programs) into the public sector under the democratic oversight of working people and community activists, funded by taxing all large corporations and the

wealthy. Democratic and community oversight of public programs is necessary, in order to prevent the poor implementation of the last public rideshare program, and to enforce it.

- **What lessons did you take away from the head tax vote/debate? Would you support bringing back the head tax?**

I would absolutely support bringing back the tax on Amazon to fund affordable housing, and believe there are crucial lessons from the vote and repeal.

Through the autumn of 2017, and the People's Budget movement that year, my office along with community organizations and hundreds of activists fought for the Amazon Tax, to fund homeless services and the annual construction of hundreds of publicly-owned affordable homes. Our actions included peaceful civil disobedience through an overnight occupation of City Hall. The movement succeeded in winning a unanimous vote in May of last year. Amazon and the wealthiest corporations, with the aid of corporate media, bullied, lied, and spread misinformation about the tax.

The final outcome of any social struggle usually reflects the relative strengths of a grassroots movement compared to the power of big business. My office and our movement had consistently issued a warning that we should anticipate big business to fight tooth and nail, and that it would be naive to expect to get their "agreement." The repeal demonstrated that we will need to build an even stronger movement of working people to win a major expansion of social housing in Seattle, not that we should give up the fight.

Our movement also needs to learn crucial lessons from the shameful betrayal of 7 of the 9 Councilmembers, and also from the role played by Mayor Durkan. It poses the question of what kind of elected representatives we need. Having had her campaign bankrolled by big businesses and the Chamber, with \$350,000 from Amazon alone, her role in leading the repeal brought to the light of day how she has predictably served her corporate masters well throughout her administration. This is true of the longtime openly pro-corporate Councilmembers as well. However, even truly genuine and well-meaning Councilmembers ended up betraying us, because they did not have a strategy to fight the onslaught of Jeff Bezos and big business, because they (the Councilmembers) do not base themselves in the collective strength of social movements with the recognition that there are opposing interests at play, and mistakenly believe that there is a golden middle where big business can be convinced not to attack progressive measures, and will maybe even join us. And that was the biggest mistake they made, despite our warnings: believing that they could get an agreement with the billionaire class.

When 15 Now and our allies fought for the \$15/hour minimum wage, our movement faced massive opposition, threats, bullying, and lies. We overcame the forces of the Chamber of Commerce by having zero illusions in big business, and understanding that we have to build a fighting mass movement over months, win over tens of thousands of working people by clarifying against the corporate lies, and raising their confidence to push back against corporate politicians, and then forcing Councilmembers to cast a unanimous vote. Had we decided to admit defeat on day 1, like the well-meaning Councilmembers who repealed the Amazon Tax did, we would be in a very different moment in history.

Since the repeal, the political establishment has offered no other solutions, and Seattle continues to have one of the worst housing and homelessness crisis in the country in the context of the nation's most regressive tax system. In the budget last fall, I introduced 11 different ways to fund affordable housing, and every proposal was voted down with no alternatives proposed.

The complete failure of the political establishment to address the crisis has created a space for dangerous right-wing ideas demonizing homeless community members. The best antidote to these right-wing ideas is for us to build powerful movements to win bold policies like rent control and social housing by taxing big business.

Despite the setback from the repeal, three cities in California won taxes on big business (including the Google Tax in East Palo Alto) to fund housing and services. And the working people of New York City sent a powerful message by defeating the attempts of corporate politicians to give handouts to Bezos, and now just two weeks ago, New York's housing justice movement has won a historic victory, forcing the state legislature to close

serious loopholes in rent control law! This latest victory has [“shocked” the real estate billionaires!](#) We should learn lessons from their victories and build a fighting movement for rent control and a tax on big business to fund social housing.

- **What responsibilities do you think that corporations doing business in Seattle have to the city, and are they meeting them? If not how would you get them to do so?**

In order to begin to address the deep inequality and injustice in our city and regions, we need to rectify the regressive tax situation. We need a citywide tax on the largest and most powerful corporations. Regionally, this area is home to two of the five richest billionaires in the world, yet we have a homelessness crisis. This is unacceptable. Skyrocketing rents have led to an epidemic of economic evictions. Rent control has proven to be a lifeline for working people in the cities it exists in. My office has launched a campaign for comprehensive rent control, free of corporate tax loopholes. We need taxes on the wealthy to fund social housing, transit, education and to fund a Green New Deal for working people.

- **If you had been on council at the time it was considered, would you have voted for Mandatory Housing Affordability, Seattle’s version of inclusionary zoning? In what ways did the final approved plan differ from your ideal policy?**

I fully supported the Mandatory Housing Affordability legislation. However, it is seriously inadequate. Many of the units designated as “affordable” by the MHA are still priced out of reach for a vast section of working people, and the for-profit housing market is utterly failing to meet the needs for affordable housing in our city.

Our city has been the national leader in the number of construction cranes three years running, yet the crisis of affordable housing in Seattle remains among the worst in the country. We need to build tens of thousands of energy-efficient social homes (publicly-funded permanently-affordable homes), paid for by taxing Amazon and big business, to provide a public alternative to the broken private development system. We need rent control as an emergency measure to stop Seattle’s skyrocketing rents. In the midst of this crisis, high-rent apartments are sitting vacant all over downtown and South Lake Union — we need a vacancy tax on big developers and property-owning corporations.

- **Do you support transit-oriented development? If so, how do you ensure TOD is affordable and doesn’t displace communities around new transit infrastructure?**

I strongly support transit-oriented development with up-zoning near transit corridors and mixed-use family development. However, here again, the key question is affordability and housing justice. Relying on the for-profit market does not, for the most part, allow up-zoning and transit-oriented development to deliver affordability, especially when you consider the scale of our acute crisis. In Boston, another city with a severe housing crisis, increased density by for-profit developers along transit lines has not meant more affordability. In fact, a 2010 study by the Dukakis Center for Urban and Regional Policy at Northeastern University found that 60 percent of neighborhoods with new transit stations in Boston saw average income increase and 70 percent of those neighborhoods saw an increase in rent inflation. In order to prevent severe displacement of working families and poor and low-income community members, we need greater density and expanded transit-related development through a massive expansion of publicly-owned social housing and rent control to end the crisis of sky high rents and home prices.

- **What do you think is the most important strategy or set of strategies Seattle can pursue to make the city affordable to live in? What assumptions about affordability do those strategies rely on?**

Trickle-down economics don’t work, and the for-profit housing market has failed us. Relying on the for-profit market to someday, sometime, bring rents to affordability has no basis in statistical evidence. What we need is bold public policy to address the affordability crisis: comprehensive, citywide rent control, free of corporate loopholes, and a massive expansion of social housing. Social housing implies that the rental home is affordable to all working people, regardless of income: meaning no one pays more than 25 to 30 percent of their income on rent, which is the economist’s rule of thumb for housing affordability.

Our taxation system needs to be flipped on its head. Big business and the wealthy must be taxed if we are to have any realistic hope of addressing the affordability crisis and funding infrastructure.

Just as was necessary with the movement to win the \$15 an hour minimum wage, we will need to build a struggle against corporate domination to transform Seattle into a city affordable for all.

- **What would you do as a city council member to address evictions and the displacement they cause, particularly in communities of color?**

I'm proud of the work my office has done, alongside renters themselves and organizations like the Tenants Union of WA State and WA CAN, for residents in the city and in District 3. In particular, we fought with community members to pass the Move-In-Fee cap and payment plan, the "Carl Haglund" law barring rent increases at substandard rental homes, the Fair Chance Housing bill to limit the use of criminal records in rental housing applications, and a law requiring landlords to provide voter registration information to new tenants. The Move-In-Fee law means that Seattle renters no longer need thousands of dollars just to move in, caps how much landlords can charge in non-refundable deposits, and requires them to offer a payment plan for move-in fees.

We've united with tenants fighting eviction and displacement from the Central District, including the tenants at the Chateau Apartments at 19th and Fir, where black, Asian, and white working-class families faced economic eviction so that corporate developer Cadence could make millions in profits. But because we got organized and are fighting back, we've won an unheard-of concession from Cadence Real Estate offering \$5,000 to each household in relocation assistance on top of the legal requirement. We'll keep organizing until Cadence ensures alternate affordable apartments for the residents.

My office has fought with tenants on North Capitol Hill, in the Kenton Apartment building, where the tenants have won key victories because of getting organized.

We're currently fighting with tenants facing no-cause evictions in Skyway, which is unincorporated King County, where they don't have just cause protections. I have sent a [letter to King County](#), urging them to pass just cause, but we are also urgently building a community fightback

- **Do you support the proposed creation of a city-county authority to address homelessness in Seattle/King County? If so, what steps would you take to support it on city council?**

I support coordination between the City and County and will not oppose the creation of a regional governance structure, if it is designed in a way that is accountable to regular people. However, the current discussion is treating this bureaucratic change as a panacea, which it is not. The fundamental reason people are homeless is because they do not have homes, and unless we make affordable homes available, there is no governance structure under the sun that will be any more effective.

I am concerned that the current discussion about regional governance is being used to distract attention away from the real issues of homelessness. Seattle needs rent control and a major expansion of social housing so people are not priced out of their homes.

I am also concerned that a regional governance body will be used by elected officials to offload responsibility for the housing and homeless crisis to an unelected body. It is essential that any regional bureaucracy not abjure elected officials from their responsibility to adequately fund housing and homeless services.

- **What causes people to experience homelessness in the City of Seattle?**

The loss of affordable housing in Seattle is one of the leading drivers of homelessness. Studies agree that whenever average rents in a metropolitan area increase by \$100, homelessness increases by at least 15%, and there have been many many increases of that amount to average rent levels in Seattle in recent years. All the most important responses to homelessness must focus on making available safe affordable places for people to

go.

Seattle needs rent control. The current construction of affordable housing is not only insufficient to address the scale of the crisis, it is not even keeping up with the speed affordable housing is being lost to rent increases and luxury redevelopments. That is why we are building a movement for rent control in Seattle. Rent increases should be limited to no more than the rate of inflation, with no loopholes.

We need a massive expansion of publicly produced affordable social housing. Seattle needs to build affordable homes in the tens of thousands, not just in the hundreds. The only way to fund such a dramatic expansion is to tax big business and the super-rich.

We need to majorly expand the tiny house villages in Seattle. They have proven to be the most effective way for people facing homelessness to find the safety and dignity necessary to start to work on finding affordable housing if it exists.

The common thread in each of these ways to combat homelessness is there will be no ultimate solution without major expansion of affordable housing, and without ending the displacement from currently affordable homes.

- **What, specifically, should the city do to address racial disparities in housing opportunity?**

Working people, and particularly communities of color, are being pushed out of Seattle. On a regular basis, residents contact our City Council office after receiving notice from their landlords that their rents will go up 30%, 50%, even 150% in just 30 days. That's an economic eviction, and should be illegal.

Our office worked with tenants at the Kenton Apartments on Capitol Hill to successfully roll back rent increases this year of as much as 69 percent. Along with the Tenants Union and Be:Seattle, we've trained hundreds of tenants in free know-your-rights trainings that we've held in various locations around District 3 and beyond. I'm proud of this work.

Yet to really stop the process of gentrification and displacement, we need rent control. While real-estate lobbyists successfully lobbied Olympia in the 80's to ban cities like Seattle from passing rent control, there's nothing stopping City Council from passing strong rent control policy now, which would go in effect the moment Olympia lifts the ban. Until recently, state Democrats pointed to GOP opposition as an excuse to avoid discussing lifting the ban on rent control, but now with the Democratic Party enjoying a super majority in Olympia, there's no excuse anymore. Unfortunately, real-estate lobbyists still have lots of power, and will oppose us every step, which is why we need to build a movement of renters to put pressure to lift the ban.

- **How would you define "historic character", and in what ways do you feel your definition is inclusive of Seattle's indigenous communities?**

Our history is important, and that's why I was proud to lead the way on establishing Indigenous People's Day and ending the celebration of Columbus Day. We must address the injustices built through history into the framework of our society, and we should fight to end the deep oppression that still exists under capitalism. I'm proud to be endorsed by Indigenous leaders including Matt Remle, Rachel Heaton, Roxanne White, Linda Soriano, Raymond L Kingfisher, Gunhada Tsimshian, and Ramona Bennett.

US capitalism was built upon genocide and slavery, and Seattle's historic character also unfortunately includes racist redlining in the housing market. Now, instead of overt racist redlining, we have economic redlining that displaces working-class people, disproportionately affecting communities of color. We need to stop this through building a movement for housing justice that demands universal rent control and taxes on big business to fund quality social housing.

Big developers and billionaires want to turn Seattle into a playground for the rich which would devastate the fabric of our communities, culture and affordable sources of entertainment. For instance, there is an attempt to replace the

historic Showbox theater with luxury condos. We must organize and protest to stop these injustices and make Seattle an affordable city where all working people can thrive.

- **What approaches would you consider to ensure that multi-generational, affordable housing is located in high-opportunities neighborhoods?**

Multi-generational affordable housing is currently not available in high-opportunity neighborhoods, first and foremost because affordable housing is not widely available for any size family anywhere in the city. We have a housing crisis that will require a massive expansion of public social housing across the city along with rent control. For the limited resources that exist, I also support having the city invest more in multi-bedroom apartments. Currently the City's Office of Housing ranks funding applications partially by cost per unit. That formula disadvantages multi-family housing projects. That is why I have advocated for the City to fund affordable housing projects like the Bryant Manor, which is a predominantly family-sized affordable housing project, in the Central Area.

As part of rent control, we need to extend that to require one-to-one replacement of homes demolished as part of redevelopment. Those new units must be rented at the old affordable rents, and also have rent control applied to them to prevent drastic rent increases once built.

We also need to replace the regressive tax structure that punishes low income homeowners with a progressive tax system that taxes big business and the super rich.

- **What role should Safe Seattle and like-minded groups play in our public discourse?**

Most Seattle residents are deeply concerned about the situation with homelessness and crime in our city. The for profit housing market has failed us, and people are looking for solutions. Unfortunately, when the corporate and political establishment fails to offer meaningful ways forward, many people look to scapegoat the most vulnerable in our society. We've seen this with Trump's election, policies and rhetoric that demonizes our immigrant brothers and sisters. We also see this with demonization of the homeless.

"Safe Seattle" and "Stand up Seattle" often put forward incarceration and sweeps of homeless tent encampments as solutions. We must reject this clearly and with policies that can truly make quality housing a human right, not a privilege. I have led the way on Tiny Houses legislation, and I will continue to fight for rent control and expansion of social housing. We must reject the failed proposals for criminalization of poverty put forward by groups like "Safe Seattle," and this can be done most effectively with concrete demands to solve our housing crisis.

- **To what extent has pursuing racial equity been a priority in your work to date? How do you plan to continue that work on city council?**

I've worked along alongside many social justice movements led by people of color to pass progressive change. I'm proud to have helped lead the way in making Seattle the first major city to pass a \$15 minimum wage, a movement led by low-wage workers, many of whom were workers of color, backed by a powerful coalition with labor unions, 15 Now, Socialist Alternative, community organizations, and grassroots activists. Since then, our council office has worked alongside many movements led by working class people of color to stop the "Stepping Forward" public housing attack which would have raised rents by 400% and disproportionately impacted immigrant communities, help block the \$160 million North Precinct police bunker, win millions of dollars for affordable housing, pass a series of landmark renters' rights victories, replace Columbus Day with Indigenous People's Day, and won many more gains for working people and oppressed communities in Seattle and District 3.

Given the disproportionate burden of the affordability and homelessness crisis shouldered by people of color,

the repeal of the Amazon tax was that much more a betrayal of communities of color, and a blatant rejection of any idea of racial equity. This is why we will need powerful independent movements to seriously address racial inequities.

- **What approaches do you feel are most-important to ensuring that programs, policies, and practices are prioritized in historically underserved and underrepresented communities, who may not have the loudest voice in a public forum?**

As a socialist, I believe the needs of working class people, including frequently marginalized groups, must come before corporate profit. This means standing up to big corporations and their lobbying groups to demand they pay their share towards meeting the needs of the communities they impact. Rising rents and lack of public funding for social services are both a result of big corporations using their clout to pressure elected officials to pass pro-corporate policies like regressive taxes and corporate handouts. These starve public budgets of desperately needed funds to address systemic problems like the housing crisis, workplace harassment, and gender and racial inequality in the labor force.

To me, representation in policy making means opening my council office to the regular people building progressive social movements, fighting to end their own oppression, and for a just society. I believe in fighting alongside grassroots struggles to correct the massive inequality that currently exists. The disparity between working class women, people of color, immigrants, LGBTQ people, people with disabilities, youth, seniors, and other workers on the one hand and the richest 1% of our city on the other continues to grow. I use my elected office to help build up the strength of marginalized groups struggling for their own basic needs like housing, safety, and living wage jobs against the overwhelming opposition of the big business establishment.

- **What are ideas for progressive revenue sources for transportation and housing that do not burden low-income communities?**

Washington State has the most regressive tax system in the nation and at the state level corporations have enacted barriers to progressive funding by the city. Nonetheless, there are progressive funding options available that the political establishment in Seattle has failed to use because of big business opposition.

As my earlier responses outline, I believe that taxing corporations, the super-rich, and mansions are the way forward for progressive revenue sources, as are corporate developer impact fees, linkage fees for affordable housing.

In Seattle, it's not just a matter of saying you support progressive taxation, pretty much every self-described progressive candidate claims they do if asked. You need to openly campaign to tax the rich, build a movement around those demands, and be prepared to stand up against the huge pressures from big business and the political establishment.