

- 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 support Seattle's commitment to Vision Zero and I am in favor of legislative strategies such as block the box which will make pedestrian street crossings safer.

- 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?

I support the completion of the bicycle master plan. I also think we should continuously revisit the plan to make sure we didn't overlook routes that would improve the 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?

It should be extended. I do not envision any major changes, perhaps expanding the youth orca program to include children aging out of foster care, homeless youth that aren't in school, and other vulnerable youth/young-adult populations.

- The Move Seattle levy expires as 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?

The next transportation levy should focus on expanding the number of bus routes, as only 3 of the 7 in the original levy are likely to be implemented. The main lesson I took away from the way the current levy has gone is that we have to do a far better job of planning and not relying on the federal government for so much of the funding. We also need to do a better job communicating to the public regarding which funding is being used for which mode of transportation.

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

I support the construction of the Center City Connector streetcar. We've already built two ends, so it doesn't make sense not to connect them. Connecting the two ends by bus would force two transfers to ride the line from end to end. There's also \$75 million of federal funding at risk and it fulfills the commitment made to First Hill for removing there Link Light Rail System. Having said that, I do understand people's cost concerns given the other transit projects also lacking funding, so I will keep an eye on cost going forward.

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

In terms of considerations for informing the discussion around finding additional funding for a light rail tunnel to West Seattle and Ballard, we have to look at the costs (one estimate I've seen is an additional \$700 million), whether it will increase ridership, and whether it might cause construction delays across the entire light rail system. Sub-area equity requirements will likely require Seattle to come up with a local funding source for these costs so I'd want to consider these costs against competing transit priorities. Other considerations would include impacts on service delivery schedule, impact on TOD potential, potential impacts on existing neighborhoods, and impacts on the maritime industry.

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

Transportation and schools are typical uses, but I can't answer this question in a vacuum. Any conversation about impact fees needs to consider all housing fees holistically.

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

This should probably be part of a larger congestion fee conversation, but I'm not against looking into it.

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

I am open to considering congestion pricing downtown if the funds generated go directly towards funding transit and infrastructure projects, and if there are adequate exemptions for low income households that have no choice but to drive. Of course I would also need to see the data and get input from experts and the general public before making a decision.

- 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?

We need to dedicate more street space to alternative modes of transportation like buses as our city grows. This will be a continuous evolution, so there will most likely always be more pressure/need to convert more general purpose lanes to other uses.

- 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?

I would focus on five principles to ensure emerging mobility options are implemented in a way that increases access to mobility hubs: build around strong transit stops, focus on areas with high parking pressure, leverage technology for wayfinding and fare integration, make mobility hubs visible, and do more marketing around mobility hubs.

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

The main lesson I learned is that the city council did not do enough outreach on this issue and failed to estimate the level of pushback the public and business community gave. I would not support bringing back the head tax.

- 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?

I think corporations doing business in Seattle have a responsibility to the communities in which they are based, and I think we should work with business to come up with solutions to address the issues facing our city like housing affordability, homelessness, and a lack of affordable transportation options.

- 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?

If I had been on the council at the time I would have voted for MHA. There are a number of things I would have done differently including, but not limited to, adjustments to the geographic areas, adjustments to the fee-in-lieu mechanism, some of the specific fee vs development capacity calcs.

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

Yes, I have dedicated much of my career to advancing TOD and have worked on every major TOD Sound Transit and King County Metro has planned or completed over the last decade. Most of these projects have either been mixed-income or affordable housing. I have also worked on TOD's for other agencies across the Northwest, worked on ETOD policies to fight displacement, and worked on projects to prevent minority owned businesses from being displaced by transit infrastructure.

- 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?

As someone that's worked on projects at all income levels (From 9%LIHTC to Market Rate) I believe that it's going to take a range of smart-upzones, subsidies, and incentives to combat the housing affordability crisis. My assumption is that households should not be paying more than 30% of their income for housing. Housing affordability is just one factor though, the cost of transportation, daycare and many other things also needs to be considered. These issues are large, but not unsolvable, that's why we need to elect people that have the depth of understanding to navigate these challenges.

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

We need to divert far more resources to rental assistance as well as creating an emergency resource pool for people who are on the verge of being evicted.

- 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 do support the seattle/king county regional governance structure to address homelessness. I also believe we're going to need other counties and cities in the region to step up with us and I have a plan to make that happen.

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

The leading cause of homelessness in Seattle is increased rents. For individuals on fixed-incomes a rent increase, even a small one, can cause them to lose their homes. Other issues include trauma, mental health issues, lack of support for children that age out of foster care, struggles with substance addiction, and more. We need to do a better job at getting at the root causes of homelessness.

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

Do a better job of making tenants and landlords aware of fair housing laws. This is an issue that needs more concentrated focus.

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

I would want to get input from indigenous communities before answering this question. My primary tactics for outreach to communities of color are actually going to these communities and listening to what they need as opposed to telling them what is best for them.

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

As a council member, one of my main objectives will be to make every neighborhood a mixed-income neighborhood. ADU's and DADU's are a good start, expanding the MFTE program to include more geographies, work with OH to make sure they prioritize multi-generational projects across all neighborhoods in seattle.

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

I believe in freedom of speech, but don't like any tactic that divert public discourse from fact to fear.

- 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?

Many of the housing and transportation projects I've worked on prioritize racial equity goals. The SPS capacity task force work I participated in did as well. I plan to consider all issues through a social and

racial equity lens when on council. I also plan to have my staff and myself regularly attend implicit bias training to uncover our own bias.

- 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?

The single most important thing we can do is go to communities and meet them where they are at. Too often we wait for people to come to us with problems when instead we should be proactive and meet and learn from the community directly, while recognizing that what we think might be best isn't necessarily going to be best for historically underserved and underrepresented communities.

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

A state income tax combined with a sales tax reduction.