



2024 Portland City Elections Questionnaire

Thank you for taking the time to fill out United for Portland's candidate questionnaire. Any candidate seeking our endorsement or support must fill out this questionnaire.

The endorsement process and all responses will be made public on our website.

Please return this questionnaire via email to doug@moorestrategicconsulting.com. Please return it as a Microsoft Word document or as a PDF file by 8/30/24.

All questions are open-ended, and an opportunity to tell us about your thoughts on key issues facing our city, as well as discuss your leadership style. This will be shared on our website, and we ask that you take the time to tell us what you really think and what voters should know about you. There are no right answers to these questions, and we don't want you simply telling us what you think we want to hear.

If you need further information about any of the items covered in the questionnaire, please give United for Portland Executive Director Doug Moore a call at 503-729-5175 or email doug@moorestrategicconsulting.com.

Candidate Name:

Campaign Contact:

Phone #:

Email:

Candidate Signature: (can be electronic or signed).

1. Do you want United for Portland's endorsement and support?

I am not participating in the City's small donor program and limiting my campaign spending to the \$750 benchmark. So far i have spent about \$500.00 on campaign materials which includes lawn signs, business cards and printing fliers at home as needed. An endorsement would be nice.

2. What's your approach to ending unsheltered homelessness in Portland?

Tough love coupled with compassionate camping ban enforcement is needed so Portland's street scene and notoriety is not that of tents and trash. Providing a hand up towards self-sufficiency instead of everlasting handouts must become the norm. This includes wrap around services possibly coupled with internships of employment that can demonstrate results to prepare people for permanent housing.



3. How do we create housing sufficient to meet future needs, not just current needs? What mix of housing does that look like to you?

The first step is to streamline the permitting process while at the same time requiring, accepting and respecting input from surrounding property owners in the neighborhoods where the housing is being planned. Large multi-household structures should be built along major transportation corridors and in town centers as opposed to being plopped down in the middle of single home neighborhoods. RIP has already increased the price tag for single family homes by increasing the value of the land. Replacing single family homes with multi-unit structures also increases the costs of housing as it relates to supply and demand. As it stands today, constructing new large scale multi-household housing structures and/or converting office space to housing doesn't pencil out for builders. This is in part due to national energy policy inflating the costs of all forms of energy. Rent control will make it even worse. One thought I have is to create a state bank whereby builders can receive low interest loans for the construction of new housing. One barrier to low income housing I would support removing is an existing requirement whereby builders are required to use the same materials in low income units as they do for market rate or luxury units, and instead replace the requirement with materials that are functionally the same. Example: using Formica counter tops and plain cabinetry in the low income/subsidized units while still using higher end countertops and cabinetry in the market rate units. This could make it more feasible for accommodating low income housing. When buying a home, first time buyers do not expect high end kitchen counters in starter homes. Finally, pre-pandemic 59% of low income people drove to their place of employment. The impacts to neighborhoods as it relates to parking issues needs to be addressed with all new housing and not just have blanket policy that off-street parking is not required.

4. When you think of public safety, what does that mean to you? What will you do to ensure public safety for all Portlanders as a member of the city council?

Cracking down on drug dealing, break ins, car theft and shop lifting must be among the top priorities for police. The vacant ranks of officers need to be filled. Eight officers patrolling a precinct at any given time is not enough. People responsible for vandalism need to be held financially accountable for repairing the damage. If elected, I will not only advocate for adding officers, but also more police detectives and the restoration of the Crime Specialist positions in the Office of Community & Civic Life.

5. What do you see as Portland's economic engine, and what do you believe it should be for the future?

I see Portland as a transportation hub for trade. The City Council needs to do everything possible to support the transport of goods both into and out of the City. This includes supporting ODOT in fixing and expanding the I-5 bottleneck interchange at the Rose Quarter so congestion is reduced and the freeways flow better. I also feel small businesses play a big roll in Portland's economic engine. The majority of my campaign materials were purchased at small businesses. I want to return Portland to a place where small businesses can flourish and people can feel safe on the streets all hours of the day.

6. Tell us about your leadership style. How will you work with constituents and interest groups? How are you going to address the inevitable disagreements in a brand new council of 12?

Listening to one's constituency is enormously important, but it doesn't always mean there will be agreement. Starting with council members representing the same district, finding compromise within the City Council is also important. It is essential the City Council as a whole embraces citizen advisory committees within the bureaus that proportionally represent diverse opinions and are not one-sided stacked decks put in place to establish social engineering policies and practices.

7. What would you do to align Portland's taxing and spending with our city's needs and values?



Paying close attention to and where possible fully implementing Portland Comprehensive Plan Policy 8.28 which reads: "Ensure the costs of constructing and providing public facilities and services are equitably shared by those who benefit from the provision of those facilities and services." This must include the transportation sector as it applies to the users of alternative transport modes.

8. Is there an issue, topic, or policy we didn't ask about, but is very important to you? If so, feel free to ask and answer your own question(s).

Yes; PBOT's public engagement process is broken. Decisions are being made for and by special interest groups. Drivers and neighborhoods are being left out of the up front decision making process. More congestion, fuel consumption and emissions are being created due to road diets that remove full service traffic lanes and/or have narrowed lanes that can not safely accommodate large trucks and vehicles towing wide trailers. I will advocate for proportional representation from taxpaying motorists and neighborhoods on ALL PBOT advisory committees.