1. Many employers in the downtown and center city neighborhoods— including the City of Seattle— fully or partially cover the cost of ORCA transit passes for their employees. Incentivizing public transit and reducing drive-alone commuting is especially important during the next five years, with the “Seattle Squeeze” creating challenging traffic conditions. However, many employers don’t provide any transit pass subsidy. Anecdotally, higher-paid workers are more likely to receive employer-subsidized passes than lower-wage workers, who are disproportionately women and people of color. Many lower-wage workers earn too much to be eligible for the ORCA LIFT low-income reduced fare program, but not enough to afford housing in Seattle without being severely cost-burdened. For the following questions, please choose either Yes or No. You may explain your answers if you like.

   • Do you think employers of a certain size should subsidize employee transit passes? Yes
   • Would you support city council action to make this a requirement? Yes
   • Do you think the City should cover the costs of transit passes for employees of human service providers that are funded by city contracts? Yes

2. Report after report— notably the Intergovernmental Panel on Climate Change (IPCC) report released in October 2018— tells us we need to cut carbon emissions dramatically NOW. What will you do to put Seattle on the path to decarbonization?

   Work to electrify everything from our city vehicles to our park’s equipment. We have the greenest utilities in the nation, and we need to fully leverage this competitive advantage.

   We need to require building codes to provide options for buildings to be electrified as possible so that remodels do not have to be completed for electrification to occur. Similar to recent legislation requiring new construction of buildings with garages to have the basic equipment and wiring required to provide an electric vehicle charging station. Installing electric vehicle charging stations can be prohibitively expensive when installation requires remodeling, rewiring, and new electric panels. We should make the same requirement to building code for solar panels so that all new construction must install the necessary backend infrastructure to allow installation of solar panels without having to remodel.

   Our motor-pool needs to be 100% electric. We have many electric vehicles, and it is surprising we are not living our values and purchasing power from fossil fuel companies rather than our own publicly owned utility.

3. What is one community, specifically in your district, that you feel is being “left out” as our city grows and changes? What will you do to make sure their voices are heard?

   Growing up my neighborhood was a working-class community. Many of the people who retired on working class jobs or jobs that did not have pensions are still in our community,
and now on fixed incomes. For many of these couples their property taxes are nearing their original mortgage payments; for context a house in Ballard in 1986 was considered expensive at $120,000. These residents have built their lives, friends, and community here in the district. We need to build a city of the future, and we also need to keep them in place while not breaking their budgets. We need to provide these residents additional utility discounts and property tax relief, while offsetting revenue losses through the ratepayer pool and tax base.

4. What should the City’s role be in creating a healthy climate for business in Seattle?

We need “workforce” housing. I put quotations here because what is considered workforce housing is in reality the cost of housing for the majority of Seattleites. People who are making $30,000/yr are the people who keep our businesses running and we need to ensure there are housing options that don’t take more than 1/3rd of their budget constraint. Businesses thrive when they are near people who can afford to live, work, and shop there. This will take a multi-faceted approach, with an increase in construction of affordable homes, allowing construction of duplexes and triplexes in neighborhoods, and improving our transit infrastructure so that anyone can walk to a bus stop, be able to catch a bus within 10 minutes, and not get stuck in traffic.

5. Seattle has the most regressive tax system of any city in Washington State, which has the most regressive tax system of any state in the US. Do you believe that the City has a responsibility to raise significant new revenue to address the challenges facing our communities? If so, what tax policies would you advocate for at the city level to generate new revenue?

I strongly support efforts to flip Washington’s and Seattle’s upside-down tax codes. Seattle can take action today by indexing fines, fees, and permits. Why does a Mercedes receive the same sized parking ticket or speeding ticket as a 1990 Honda? While we cannot change state policy today, we can change Seattle policies to ensure we are not contributing to the regressive nature of our state’s tax code.

Both congestion pricing and vacancy taxes on unrented residential units can greatly reduce unintended consequences of rely on single occupancy vehicles/ carbon pollution and the expensive rental market, respectively. These policies can shift market behavior while generating revenue to address our housing affordability crisis. I have equity questions which need to be answered for both policies, and I am interested to learn more.

6. Seattle is deeply divided on how to address the homelessness crisis. How would you characterize these divisions, and how would you address them?

I firmly believe that it is our moral responsibility to make sure that every homeless person has a place to call home and access to the services they need, from psychological help to medical attention to chemical dependency treatment. Permanent supportive housing for people transitioning out of homelessness is the best solution, morally and financially. As affordable and permanent supportive housing options are built, we need to create emergency temporary housing which provide four walls and a door that locks. This is important for people to be able to keep their belongings in once place, keep their pets, and live as a couple as we create a permanent place for them to live.
I will never criminalize homelessness or promote sweeps.

Another element of combating homelessness is eviction prevention. We need to make sure that the countless thousands of people in Seattle who are potentially one paycheck away from being on the street have recourse if the worst happens. That’s why I will support mandating that the landlord include a copy of the just cause eviction ordinance with a lease agreement, translated into several languages. Another step we have to take is consolidating eviction prevention services under a single umbrella - currently there are a number of eviction prevention and rental assistance organizations in King County, many with different criteria. Giving people one number to call or website to visit will help make effective and efficient use of existing resources.

7. There is widespread agreement that all areas of response to the homelessness crisis need to be stepped up—but in practice, an elected official’s job is often to prioritize. How would you rank the following in terms of relative priority for increased funding and attention? (1=highest, 4=lowest) You may explain your choice, but if you fail to rank the options, we will not consider your answer.

When we rank the importance of which services, we prioritize we miss the point. All these services need to be provided at once, otherwise we are requiring people to graduate through systems.

- **Homelessness prevention 2**
  - It costs on average ten times the amount to rehouse an individual than it does to keep them in their home. We need to keep people in their homes so they can retain stability in the community. When talking about families, we need to keep students near their schools as every transfer of schools creates a loss of four months’ worth of educational value. Granted there are transportation dollars for students experiencing homelessness, but the added travel creates additional stressors on a student’s educational outcome.

- **Mental health and drug treatment services 4**
  - Once people have a consistent place to stay and keep their belongings, we can connect them to services which require and ID and maintaining a schedule. These services are key to keeping people housed once they have housing. I put this as a “4” because in my mind these services are required as part of options “1” through “3”.

- **Low income Permanent Supportive housing 3**
  - We need to create housing options that are inline within people’s budget constraint and provide the services needed to keep them housed. When people are warm, safe, and dry, we can address other systemic contributors to their life experience. Low income housing needs to have social services on site. Both my parents were social workers and I know firsthand the importance of the connection between services and housing.

- **Emergency shelter Housing 1**
• While we build permanent housing, we need to provide emergency temporary housing for everyone who wants to come off the streets. This requires four walls, a door that locks, and access to kitchen, laundry, and wrap around social services. People need to feel safe with where they are staying as affordable and permanent housing options are created. What we consider “Enhanced Shelter” needs to be what we provide as “Basic Shelter” and until then we need emergency housing.

8. What lessons do you think should be drawn from the experience of the “head tax” last year? We need to ensure all of labor is in the tent.