

**Land Use:**

- 1) The residential population in Portland will continue to increase in the coming years. How can the city expand its residential population while ensuring that there are housing opportunities for all income levels?*

It will be a huge challenge to accommodate all the expected new residents. That said, I believe new people also create new opportunities for investments in housing and other amenities that will make Portland even greater. More importantly, because Portland is such a great place, we're attracting the best and brightest from around the world, and that can only be good for our future.

Here's a few ideas:

**Design**

We can continue to use design competitions like our recent Courtyard Family Housing work to get the best minds in the nation to help us create new approaches to affordable design. We can foster innovation in our architecture and engineering businesses and schools to find new and creative ways to reduce development costs. We can look into co-housing, cooperatives and other models that use common spaces and other techniques to reduce costs without compromising livability.

**Incentives**

We can provide incentives to developers for building affordable units (the right to build taller buildings in appropriate locations for example). We can provide discounts on fees and expedited permitting for proven affordable housing designs. We can significantly simplify the reporting and paperwork associated with financing affordable units. The city can provide low cost financing for affordable development. The city can use its good credit to underwrite the risk of affordable housing financing.

**Investments**

The city can continue and even increase the amount of investments it makes in housing. We should continue setting aside 30 percent of all urban renewal dollars for affordable housing. We should allow a significant portion of PDC's housing dollars to be used outside of urban renewal areas. We should expand our Housing Investment Fund and our home ownership programs. We should consider reaching out to voters about new sources of money for housing. We should build more non-profit affordable housing because non-profits are "mission driven" and therefore better able to withstand the ebbs and flows of the marketplace. We should do more to educate people about their options and opportunities for home ownership and provide additional financial help to those who need just a little boost to go from renting to owning their own home.

**Regulations**

We can work in the legislature to end the statewide pre-emption on "inclusionary zoning," which would allow the city to require a certain percentage of affordable units. We should make it easier for people with Section 8 vouchers to use them and for landlords to process those vouchers – prohibiting discrimination in housing based on use

## **Jim Middaugh Response to Candidate Forum Questions**

Page 2 of 8

of vouchers if necessary. We should ensure that rental housing is safe and clean and that people who complain about poor conditions are protected from retaliation. We can create design guidelines that ensure that new and often more dense housing options are compatible with existing neighborhoods.

### **Preservation**

We can work hard to preserve our existing affordable housing by collaborating with owners, creating long-term tax benefits for affordable housing and by supporting our existing non-profit housing organizations.

### **Jobs**

Part of affordability is cost. The other part of affordability is income. We can work with our existing local small businesses to help them grow, prosper and provide more family wage jobs with real access to health care and other benefits. We can do this by focusing our economic development dollars on existing and new businesses that share our community's values. We also can expand our support for local businesses by creating a new bond fund for local small business support. We can continue to improve the way we permit new business and the way we work with businesses that are expanding their facilities to make it easier for them to add jobs.

Finally, there is a segment of our population that likely will always require subsidized employment. I believe it is time to consider the creation of a jobs corps to support people who don't qualify for benefits but still need support to hold a job.

### ***2) The need to encourage increased employment and business vitality in the city will be critical to supporting Portland's expanding population. How do you propose to support business development in the city without sacrificing neighborhood livability and critical residential amenities such as open space?***

See above. In addition, I'm bullish on our economic prospects. I think we can increase employment and business vitality in the city in many ways. My experience streamlining permitting for city projects gives me a leg up on the problem of Portland not being business friendly. I also believe we can preserve most of our industrial and commercial zoning and concentrate jobs growth in those places.

Strong neighborhoods help create strong neighborhood commercial districts and vice versa. Through zoning, neighborhood planning, streetscape improvements and economic development programs we can build strong neighborhoods and businesses.

Portland has distinguished itself as a center for sustainability, green building, renewable energy and conservation. Our international reputation for expertise in these fields leaves us well positioned for the future. Rising oil prices, global warming and other factors will create significant demand for the services Portland's existing sustainable businesses provide. I believe the city should promote these businesses and foster their growth with financing, regulatory incentives and good old-fashioned leadership. I have extensive experience in these fields and will be able to start delivering on Day One.

I also believe that a strong focus on cleaning up the Portland Harbor will help unlock significant investment there that currently is stalled. One in eight jobs in Portland is linked to the harbor. Removing the Superfund designation by completing a timely cleanup will help the Port and its partners grow new family wage jobs in ways that few other actions could. Combined with new investments in freight infrastructure Portland can improve its position as a hub for international trade.

As for neighborhood livability and open space, it is precisely these features that make Portland's economy healthier than other cities. Because we have protected our neighborhoods and greenspaces people want to live and work here. That will continue to be the case. I will never allow Portland to engage in a race to the bottom, where our values and uniqueness are sacrificed for short-term profits. We will never compete with other cities that don't value natural areas and livability. These amenities are our best asset for long-term job growth and they must be protected.

**Transportation:**

*1) Increased congestion in the city will affect the local economy and public health as well as contribute to global warming. How will you ensure that the people and goods will be able to move smoothly in and out of the city? How will you pay for these improvements?*

The city should be leading the charge in Salem for an increase in the gas tax to reduce fuel use and to fund transportation alternatives and infrastructure maintenance projects. The city should continue to partner with local and Oregon farmers to create more biodiesel options and infrastructure. As a matter of principle, people who drive the most should pay the most, with exceptions for lower-income people who have no other options. Pay-as-you-go insurance, sliding fees based on gas mileage, weight or fuel types make sense. The city should implement similar policies where possible and support them when the authority to do so lies elsewhere.

I believe the city should investigate the use of congestion pricing and congestion fees and that it should use the revenues generated to support alternative transportation options and the development of compact neighborhoods that allow people to avoid auto use. I support policies that discourage excessive parking and that support the creation of complete communities that allow people to walk to work and to essential services, entertainment and recreation.

Investing in more bike- and pedestrian-friendly routes and education, safety and enforcement also will be a key part of my focus on the Council. I've been a bicycle commuter for years. It's an integral part of what makes Portland such a great place to live and coincides with so many of my personal and policy goals

It's time for Portland to take the next step to meet the growing needs of Portland's cycling community. A thorough bicycle master plan with additional bike lanes, bike boulevards and signaling is essential. Additional safety measures need to be identified

## **Jim Middaugh Response to Candidate Forum Questions**

Page 4 of 8

and implemented at scores of dangerous intersections throughout town. Most importantly, bikes, walking, and transit all need to be factored into the City's comprehensive plan and implementation strategies, not only to benefit our environment but also to help solve our transportation challenges.

Portland's efforts to be pedestrian friendly also need a boost. Especially in growing areas in East Portland where many neighborhoods have no sidewalks, a lack of adequate signaling and increased traffic are resulting in pedestrian and cyclist traffic fatalities — even one is too many. Children walk and bike to school far less than they used to, with safety a primary concern. I believe that walking and biking is an environmental issue and it is a fundamental part of a good quality of life. I will continue the push to make Portland friendlier to cyclists and pedestrians alike.

I'm also a big fan of transit. I will make sure we create the zoning and housing needed to support a strong bus and light rail system. I will work with Tri-Met to align new development with fast, efficient transit options. I'll work to support neighborhood streetcars as funds permit. Streetcars not only move people, they also leverage private investment in ways that other transit options don't. That private investment will be key to building homes and businesses for the new people who will move to Portland in the coming years.

In my opinion, in addition to more bike and pedestrian investments, freight movement should be our top priority. We need to invest in continued freight mobility into and out of our industrial areas around Swan Island and Portland Harbor, the Columbia Corridor and the Central Eastside for example. We should look to Singapore, Stockholm, London and other leaders in traffic management for examples of how best to ensure smoother movement of goods and services.

I support finding new and creative ways to pay for transportation. Our roads are too valuable to allow them to get worse. It's been years since the state increased the gas tax to pay for maintenance. In the absence of leadership from the state, Portland is left with little choice but to find new ways to do more with less and, when necessary, to raise money locally.

I will work to bring people together to find the money needed to get moving on Portland's backlog of road maintenance. I will fight to ensure that any new fee is fair, provides for appeals and to ensure the city describes in detail exactly where the money will go.

Ideally, voters would have the chance to approve a new fee. Unfortunately, lobbyists for the oil industry and other big business interests likely will spend whatever it takes to defeat a measure that requires them to pay their fair share. Even so, I lean toward putting any new fee on the ballot before it is adopted and trust that Portlanders will see through the special interest smoke screen.

## Jim Middaugh Response to Candidate Forum Questions

Page 5 of 8

**2) *Pedestrian and bicycle safety are chief concerns for Northeast neighbors. What initiatives do you plan to undertake to ensure that residents can safely walk and bike to work, shop and play? How will you pay for these improvements?***

As an avid bicyclist, I can appreciate the dangers of biking in Portland and I've had my fair share of near misses trying to cross the street. Pedestrian and bike safety are important concerns that need to be addressed.

I'm excited to see community-based projects like the proposed \$375,000 for traffic calming improvements on Killingsworth between MLK and 72<sup>nd</sup> Ave. A similar project on Fremont between roughly 42<sup>nd</sup> and 47<sup>th</sup> made a significant positive impact.

As City Commissioner and a daily bicycle commuter, there are several initiatives that I would make central to my agenda:

- Bicycle boulevards are great ways to get residents who would like to ride their bicycle for trips but are not comfortable on major streets even when they have bicycle lanes. This will require prioritizing significant funding for bicycling infrastructure in general and bicycle boulevards in particular. I'm impressed with the mapping work PDOT has done and I will help champion implementation of the new routes.
- Safe walking infrastructure is missing in many of Portland's neighborhoods – sidewalks and safe crossing treatments such as traffic signals, crosswalks, and curb extensions. Portland has been a leader in traffic calming across the nation. I will work with the Community and School Traffic Safety Partnership to increase and expand funding for these initiatives. I will fight to ensure there are family friendly bicycle and pedestrian routes in every neighborhood.
- Educating kids about cycling and walking is key to creating future bike and pedestrian commuters. Let's face it, people who didn't ride when they were young are highly unlikely to begin riding as an adult. Through the City of Portland's Safer Routes to School program, the Bicycle Transportation Alliance, Community Cycling Center and PDOT have begun the process of building walking and cycling into a regular part of how Portland's children get to school. The program will help ensure that today's kids grow into tomorrows' walking and bicycling commuters. I will work to get this program into every school in Portland. My experience helping manage the City's Schools, Families, Housing initiative has given me terrific contacts with every district. My work with Tri-Met and Peter DeFazio gives me great connections at the regional and federal level.
- Bike commuter facilities are needed to give people a place to put their gear, park their bikes and to shower or change before going to work. Especially when it's either hot or wet, people need a space to get ready for work. I'll work to ensure that developers are either required or given incentives to provide space that minimizes inconveniences related to weather and distance.

## **Jim Middaugh Response to Candidate Forum Questions**

Page 6 of 8

The state legislature has taken a pass on raising the gas tax since 1991. I have supported Commissioner Sam Adams' broad-based community process to explore more stable funding for transportation. Sam's approach includes a road user fee, gas tax and vehicle registration increases. Of course, the petroleum interests are not going to tolerate any increase in taxes regardless of the deals they say they might support. I will help Sam fight them to ensure adequate funds are available as long as the funds generated are equitably distributed to ALL Portland neighborhoods.

As a City Council candidate, and when an elected City Commissioner, I will fight for these sound and reasonable increases shouldered by all road users. This means campaigning for the presumptive ballot initiative, working with PDOT and state transportation agency leaders on grant, earmark, and development resources for transportation, and negotiating with our regional governments to find creative solutions allowing visitors and regular commuters into Portland to pay more for using our crumbling roads and bridges. Some of these creative ideas are peak-hour tolling, congestion fees, pay-as-you-go insurance and additional car rental fees.

With a full 15 percent or more of all trips in Portland done by foot or bicycle it makes sense to fund transportation projects, at least to some degree, based on that usage. Bicyclists and walkers need smooth, well-maintained pavement, but a smooth street that is impossible to cross or poses serious safety issues for walkers and cyclists is not "good infrastructure". Capital projects for bicycling and walking have lagged significantly in the last 5 years.

Specifically, I support the following:

- Passing an EQUITABLE Safe, Sound and Green Street financial strategy (the vote in November is an opportunity to make sure that all of our city's needs are met)
- Strengthening the financial strategies included in the bicycle and pedestrian master plans.
- Requiring PDC to recognize and invest in pedestrian and bicycle facilities within urban renewal areas
- Ensuring the City's federal and state legislative agendas include requests to fund the pedestrian and bicycle needs identified in the pedestrian and bicycle master plans
- Requiring the Parks Bureau to fund trail investments that increase pedestrian and bicycle mobility
- Increases in the gas tax, vehicle registration fee, and street user fee to fund multi-modal investments in the transportation system
- Allocating resources for bicycles and pedestrians equivalent to the modal share that we hope to achieve at the end of the next decade
- Investigation and testing of tolling, congestion pricing and other demand management techniques

**Public Safety:**

- 1) We have seen a significant spike in gang activity and youth violence, however the East precinct continues to be understaffed and funding for gang and youth intervention programs are also very low compared to historic levels. How do you plan on addressing issues of gang and youth violence in Northeast Portland? What increase in funding for the East precinct and intervention programs do you have planned?***

Gang activity and youth violence are on the rise and there is no silver bullet. There are a lot of committed individuals working to address this and the reality is they are understaffed. We need to make sure we're not using a Band-Aid approach and instead give police and agencies the resources that are needed. I want to ensure that officers and community based organizations have the resources they need to address this growing problem. It is not acceptable to have to fear entering our parks or walking at night.

There is a proposal to decrease the call volume at the East Precinct which would free up more staff to address ongoing issues. At the same time, this is controversial within some neighborhoods near NE 82<sup>nd</sup>. So we need to find the balance between what would be good for the precinct and listening to the neighborhoods who are concerned about the proposal.

I support making sure that our precincts are fully staffed by creating a new Police training academy and fully funding the Police Bureau's recruitment and training needs. For quite awhile we've not been able to recruit the number of police we have in the budget. We need to be more proactive in recruitment and retention. And we also need to hire officers with an eye towards those who truly want to do community policing -- building relationships at the grassroots level, establishing trust with residents, and directly assisting neighbors with their concerns.

- 2) Graffiti and vandalism continue to cost local businesses thousands and thousands of dollars. What initiatives do you have planned for supporting graffiti abatement, investigation of vandalism, and the prosecution of vandals in the city?***

Graffiti and vandalism are ongoing concerns and the city needs to assist business owners, both financially and with investigating taggers. I think the city has a good system for identifying graffiti and supporting businesses with covering over graffiti, but we need to do more. I support more funds for crime prevention. I support more Police resources for gang enforcement. I will support holding the parents of taggers responsible for the costs of graffiti removal. I also support the creation of improvement districts for local commercial corridors. With a little city support, local business districts could band together to share the costs of staff to help with graffiti removal, vandalism repair and other needs.

## Jim Middaugh Response to Candidate Forum Questions

Page 8 of 8

Finally, it's only fair that the city hold itself to the same graffiti removal standards as private parties. The city should set an example by removing graffiti on public facilities quickly and effectively.

### **Neighborhood Associations:**

*What role will Neighborhood Associations play in your policy development and policy making decisions? What specific initiatives do you have planned to ensure that neighborhood concerns are not ignored by council?*

I used to be co-chair of the Kerns neighborhood association, so I know firsthand how neighborhood associations work and the value they provide.

Neighborhood associations are the lifeblood of our city and I would actively look to neighborhood associations for ideas and feedback on proposed projects and policies. I think it is important, whenever possible, to ask what the neighborhood's position is on a hot issue or significant project.

A couple of initiatives I would like to see occur are an increase in the small grants fund, which allows neighborhoods to apply for funds to improve their community. I would also like to increase the amount of funds provided to neighborhood coalitions. I also support the new Community Connect program that is branching out beyond the geography based neighborhood system to incorporate community organizing by common interests that transcend geographic boundaries.

Finally, I'm struck by the power of the Voter Owned Election system. The effort I used to qualify for public financing relied on neighbor-to-neighbor contact. I will consider working with the Office of Neighborhood Involvement to identify and support neighborhood leaders across the city who will take on the task of talking directly with their neighbors about issues affecting them. In this way we will build connections within and across neighborhoods and actively promote new leaders across the city.