

1. Park fees:

Clark County used to charge parking fees at our regional parks and boat launches. We removed those fees and redefined the role of our parks staff from fee collectors confined to booths, to park ambassadors mixing with and helping our guests. Park staff is now giving service to those coming to the parks instead of taking money from them.

Do you support those changes or should they be repealed?

I would not have voted in favor of the park fees waiver because of the tight constraints of the county budget. To answer your question I would want to know the following: Did Clark County lose revenue and if so where are the offsets to make up for that lost revenue? Is there a way to track attendance at the parks to see if we have opened up the facilities to more residents? What are the impacts on public safety? I would also ask staff and citizens for their input and recommendation.

2. Job Creator Fee Waivers:

Since June 2013 the Board policy has been to waive all nonresidential fees in order to stimulate job growth by creating an environment that attracts new businesses to Clark County. To further ensure that these new businesses are successful, we streamlined the permitting process and rebuilt our permit center. Quarterly reports show that the revenue generated by the new businesses more than compensate for the waived fees. New construction is up and Clark County job growth is twice that of the rest of the state. To date, the financial impacts have been contained within the normal subsidy provided to the Building Fund.

Do you support the Board's policy of waving fees for new businesses, or should the policy be repealed?

I support the permit streamlining process, applaud the new permit center, happy to see new construction is up. I am grateful that employment is up.

In general I believe it's better to use partial fee waivers/reductions in a strategic way rather than just wiping out the entire revenue source. Clark County can incentivize development through the judicious use of fee reductions and waivers rather than go to the extreme. There is still question as to whether the program created significant new jobs or simply provided windfalls for projects in the pipeline. In addition, I hear from home builders that they're still concerned they will be adversely impacted by any cost shifts.

3. Toll-free East County Bridge:

In our November 2013 General Election, voters instructed Clark County Commissioners to explore the option of an East County Bridge. In response to that vote, the Board unanimously agreed to champion the project by welcoming unsolicited proposals of a fully designed, ready to build bridge at no cost to the taxpayers and bring it back to the voters for a final county-wide advisory vote in November. The complete turnkey package guaranteed price will be in hand by August.

Do you support the exploration of this project and the leadership role of the Board?

I would advocate that any project under consideration must be developed out in the light of day, with public input from beginning to end. If you want voters to decide on this proposed bridge in November, they should have ample time to review the project. If appointed, I would push for this project to be placed out in the open immediately. I question whether there is support on the Oregon side for this project. This bridge will not resolve the issues on the I-5 corridor.

4. TriMet contract:

The C-Tran Board voted to sign the TriMet contract that makes TriMet the sole authority over light rail in Clark County. It requires C-Tran to use eminent domain authority to meet TriMet's property demands and triggers a \$5 million liquidated damages claim if C-Tran does not fully submit to TriMet's requirements.

As a county commissioner C-Tran Board member, do you support that dormant contract or would you vote to cancel it?

You can expect I would continue to support the projects and priorities of Commissioner Steve Stuart. I think this issue is as dead as the CRC Bridge. We must carefully prioritize our time and energy into issues and projects that are "in play". The CRC project is a dead project and I believe the community wants us to move on.

5. CRC Light Rail Tolling Project:

After spending \$200 million on the failed CRC project, and after the majority of citizens in a county-wide advisory vote opposes all light rail projects unless they first voted to approve it, would you still support bringing Portland light rail to Clark County unless the voters Clark County first approved it?

This is a great question in about 5-10 years. That's how long it will take before this community has another opportunity to expand light rail into Clark County. I agree that advisory votes can be effective in determining support by a community that is impacted by a proposed project such as light rail.

6. Bus Rapid Transit:

Voters in a county-wide advisory vote opposed any Bus Rapid Transit project unless they first voted to approve it. Voters also opposed sales tax hike to fund Bus Rapid Transit in the November 2012 Proposition One General Election after C-Tran made a commitment not to spend voter approved taxes on BRT against the will of the voters.

As a county commissioner C-Tran Board member, would you vote to build Bus Rapid Transit anyway or would you require voter approval as a condition of approval?

I support Bus Rapid Transit in the Fourth Plain Corridor. I live in that area. Residents support it. It will create a thriving corridor for commuters and commerce. The 2012 measure was not an accurate reflection of support because it asked voters to increase the sales tax and yet this project does not require a sales tax increase. It's a good project and it has strong support. Commissioner Steve Stuart supported it and so will I.

7. Property Tax increases:

Clark County Commissioners have voiced their commitment to not raise property taxes and have voted not to raise them. The most current supplemental budget provided funding for 8 new sheriff deputies while adding \$1.2 million to our General Fund cash reserves. Staff has successfully realized cost savings while our local economy slowly but steadily increases revenues without raising tax rates.

Do you also oppose raising property taxes or will we need to raise property taxes to make ends meet?

The Commission has stated Clark County is in reasonably good financial health and has not suggested to the community that it will need to raise taxes to make ends meet. This question would suggest otherwise. We already pay a fairly high property tax in Clark County, one of the highest rates in the state. Raising taxes should only be used as a last resort.

8. What is your position on the Coal Train?

I'm not aware that Clark County has taken a position on coal trains. I'd like to hear from the Commissioners on this issue. Burlington Northern Santa Fe (BNSF) has sole authority to decide what kind of cargo travels on the tracks through Clark County. I think it's appropriate for Clark County to press the federal and state governments to develop and implement stringent rail safety standards for the shipment of coal and to move quickly – yet wisely in doing so.

9. What is your position on the oil terminal?

I'm not aware that Clark County has taken a position on the oil terminal as it is located in the city of Vancouver. It is not under Clark County's jurisdiction.

However it is an important issue. This is not a fast tracked proposal. It will take years to move through the review process. It requires no rush to judgment. We will have ample time to provide feedback to the Governor who I believe will make a prudent decision. Whether the terminal is built or not, there will be oil on trains rolling through Clark County. I believe we should press the federal and state governments to develop and implement stringent rail safety standards for the shipment of oil and to move quickly – yet wisely in doing so.

10. Do you have any specific recommendations concerning spending or revenue for the County?

I have responsibility for a much smaller budget at the Greater Vancouver Chamber of Commerce but the fundamentals are the same: we control expenses, maximize existing revenues, streamline where possible and plan for the future always mindful of our mission: to provide for and protect the residents of Clark County.

11. From your perspective, what qualifications do you think are required to be a County Commissioner?

- *My experience as a news reporter, drilling down into issues, asking difficult questions and evaluating issues from many perspectives*
- *My experience as a congressional staffer, researching projects, finding solutions, moving legislation through the process and being responsive to residents*
- *My experience as Chamber President, leading a staff and organization through difficult economic times, rebuilding a modest budget reserve, and developing productive and positive partnerships.*

- *My experiences in life have taught me that the most important qualifications of any leadership position are: respect all people and viewpoints, listen more and talk less, learn quickly and ask questions, listen to staff, don't micro-manage, be decisive, consistent, don't get stuck in the problem and stay in the solution.*

12. Do you have any related government experience in policy or budgeting?

As District Director for US Representative Brian Baird (retired) I worked on federal policy issues dealing with transportation, health care, environment, national parks and law enforcement. I have no government budgeting experience. I have budget experience as CEO at the Greater Vancouver Chamber of Commerce.

13. Since you will be elected County wide, how will you balance the interests of the entire County with the interests of your district?

As a congressional staffer, we balanced the needs of seven counties. We respect the differences in the communities within our counties. I think there's room for all of us to enjoy the quality of life we seek. If I want a more urban environment, I'm going to live in the heart of Vancouver. If I have horses I'm going to have property in rural Clark County. It's one of the greatest assets in our county; our diversity. It is a balance that requires patience, compromise and respect. I have lived in Clark County more than 20 years, raised my children here. I am an active volunteer and like you, I love this community.

14. Specific changes to move us forward:

This is a six month assignment. I am not running for office. It is my intention to faithfully carry out the duties of Commissioner Steve Stuart who was elected by voters in Clark County and who represents the voters in the greater Vancouver area. His priorities will be my priorities. We need to press forward as promised on the fireworks policy. Voters told us they want better protections and this board should honor the voters' mandate.

I would urge the board to move past the conflicts of the failed CRC project, light rail and focus on the projects before us today such as bus rapid transit, stormwater revisions, land use planning, the budget, and the proposed county charter which I support.

Given my lack of previous experience as a County Commissioner, I would commit myself to learning the essentials as quickly as possible and do my daily best to represent citizens with the utmost respect.