

## **Juan Carlos González | Candidate for Metro Councilor District 4**

**1. We are off track to achieve Metro's climate goals. Every successful candidate says they will work to meet the agency's climate goals, but entrenched and powerful interests want to continue to invest in 1950's era habits, which then ends up happening.**

**a) Will you commit to oppose Metro funding/incidental support for projects such as highway capacity expansions that counteract our climate goals?**

I fully commit to oppose Metro funding/incidental support for projects that counteract our climate goals. I believe that we need to do more as a region to incentivize mode shift by creating better, safer and more reliable options for folks - this includes walking, biking and transit options that are accessible to our communities. While on the Council, I have been assertive in my criticism of bloated and overbuilt highway projects, which take away from our transportation agency's ability to deliver on community driven improvements. In my district, TV Highway is an excellent example of a corridor that has been neglected and underinvested in for decades, despite it being one of the region's busiest bus lines. TV Highway is an orphan highway that lacks sidewalks and safe intersections in many critical areas, and endangers folks from getting out of their cars to move by different modes.

**b) How do we alter the power dynamic so that Metro does the right thing for the future health of the region, even in the face of opposition?**

Something I ran my campaign upon last time and something I am committed to this campaign is: building community power. The way in which we alter power dynamics in the face of strong opposition is to ensure that power is where it was always meant to be: with the community. To me this means, we must continue to out organize our opposition; invest in community led projects ,such as the Get Moving 2020 initiative; and invest in options our communities will use the most such as multi-modal transportation options that work.

**2. Metro has recently embarked in a new direction with the 2020 houseless services high-earner income tax. How would you rate Metro's performance, what's working, what's not working, and how would you improve?**

- These dollars are bringing critical and urgent resources to address our region's housing crisis. As a Councilor, I've worked with our regional partners to accelerate housing plans and comprehensive planning geared towards Transit Oriented Development. I'm thrilled that with this Bond Measure, we are over delivering on units based on what we had promised voters, thereby increasing our ability to build MORE affordable housing across the region. I'm proud of the 7 Housing Authorities for their work and for meeting the urgency of the moment to deploy those resources.
- With our regional investment strategy, we've worked aggressively to bring our multiple programs together to improve livability: housing, transportation and green spaces. As we

spend down the bond, I'm eager to explore the potential of another Housing Bond before 2030 that builds on our successes and explores new frontiers, including homeownership and wealth building/equity tools for low-income renters.

- As we know, there is so much work to be done. Our region also needs to come to terms with the dearth of affordable housing property management providers available, the expiration of the housing bonds at the federal level, how these day to day operation agreements with private companies can create issues with highly vulnerable individuals, and more.
- In this next term together we will:
  - Successfully implement the regional affordable housing bond ahead of schedule and under budget, over deliver units
  - Address the crisis impacting our houseless neighbors by implementing the historic Metro Supportive Housing Services measure and get people housed, treatment and support to stay housed
  - Work with jurisdictional partners to cut red tape for more middle housing to be built across our region

**3. Each council is presented with requests to develop over more farm and forest lands by expanding the Urban Growth Boundary. Often businesses apply pressure to the decision by dangling additional jobs or expanded facilities, and local governments seek to influence the decision to increase their tax base. How will you approach these votes if elected?**

- As Metro Councilor I have been a staunch supporter of our land use system and of protecting our urban growth boundary. I have supported policy investments that unlock underdeveloped areas within the UGB, including major transportation improvements on urban arterials, and leading the campaign effort to pass the 2019 Parks Bond with a focus on greenspace in our urban area. I believe that we need to radically improve how our region builds housing by promoting infill and removing barriers to building more dense housing in all cities in the region.
- My track record on the Council also shows an unwavering commitment to affordable housing in my District and community led-redevelopment plans like the Albina Vision.

**4. What are the key metrics you think Metro should be using as the basis for determining the agency's success?**

1. Housing access (affordability, homeownership)
2. GHG Emissions & Reductions
3. Chronic Homelessness Metrics, i.e. Point in Time Count
4. Mode share (Transportation system usage by mode)

**5. What strategies will you support to bring the community into partnership with the agency? How will you ensure community members are better aware and engaged with Metro efforts and investments?**

- Build capacity in community for accountability and participation
- Stronger presence in community & neighborhood associations
- Transparent engagement on major regional initiatives, not just lip service

**6. In order to achieve regional carbon reduction goals we need to triple or quadruple our transit ridership. What will you do if elected to make this happen?**

- I am a firm believer that to truly make transit accessible to our community, we must make transit free.
- We also must prioritize getting Oregonians out of their cars and where they need to be faster and more efficiently.
- This looks like:
  - Build on our GetMoving 2020 plan and make key investments in our community corridors and infrastructure like TV Highway
  - We must invest in key pedestrian improvements sidewalks and trails for communities that have lacked adequate infrastructure, creating more reliable and affordable options for families
  - We must invest in our local thoroughfares making it safer for drivers and riders alike by addressing the backlog of maintenance on our local system alongside State and Federal partners.
- I believe that congestion pricing is one of the tools we have available to address climate change locally, and also a tool for us to create a mode shift. I believe that congestion pricing should not be tied to traditional tolling, and I believe we need to change state law to allow congestion pricing revenues to support diversion, transit and off-highway improvements. As it stands, we risk implementing traditional tolling that will only pay for highway infrastructure - I am strongly opposed to the current direction that ODOT is heading in.