

Lynn Peterson | Candidate for Metro President

Portland Forward

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?

Throughout my career as an elected official, government transportation leader, and non-profit advocate, I have worked to re-design projects that do not incorporate climate and racial justice.

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?

I have worked hard to orient the Metro Council to lead on issues of climate equity and environmental justice—making clear to local and state partners that proposed investments are not just projects for mobility—but must serve the people and places that connect to them.

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?

I would give Metro an A for both the affordable housing bond and homeless services measure so far. The affordable housing bond has already seen over 400 units open with 800 additional under construction and over 2,000 additional units in permitting and pre-construction. In the first year of work, Metro and the seven housing authorities have spent approximately 50% of the funds and are on target to delivering at least 6,000 housing units, over 50% more housing than promised in the measure.

In the first six months of the homeless services measure, 1,066 new housing units of the 5,000 promised in the 10-year program have already come online, 1,640 new shelter beds (year-round and seasonal) have entered the system, and over 17,000 households were kept from falling into homelessness. While the success of this measure is tied to intergovernmental agreements with our county partners, the urgency of the issue is driving action, even if at times it is not at the pace, we all want to see.

What has been slower to work is bringing all three counties in line with each other but Metro has stepped up to provide a loan to Clackamas County to help bring them up and move them towards successful implementation of the services.

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?

We need to approach the UGB expansion discussion differently than we have historically. Metro is in the ideal position to bring together partners around the region to discuss the types of industries we need to attract to bring in living-wage jobs and what type of land use and space will be needed for those industries. At the same time, we need to ensure that we have land that is ready to be developed within the UGB to build enough housing at all levels to bring housing costs more in line with median wages.

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

Metro is accountable to the voters on the Affordable Housing Bond, the Supportive Services Measure, and the Parks Measure. Metro should also be measured by whether or not we give voice to historically underserved communities and make the parks and venues safe for all in our region. We should be accountable to our community partners in our oversight and planning roles.

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

I will continue the work we have already begun to bring more voices to the table. We need to bring together partners to form a collaborative space where everyone feels welcome and safe whether that is the single mother of two or the owner of a major corporation, whether an immigrant or a member of the tribes or urban indigenous populations, everyone deserves to be heard and to have a voice in the future of our region.

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?

There are several things we need to do to reduce GHG emissions, provide safe alternatives to drive alone, repair communities, increase health outcomes and provide construction jobs and apprenticeship hours.

- a) Toll the Bridge – to manage demand and be able to right size the bridge.
- b) Congestion Pricing from south of the bridge to south of downtown – to further manage demand in the corridor and keep flow smooth which reduces GHG emissions.
- c) Mitigate diversion to parallel facilities

- d) Create low-income rates for both tolling and congestion pricing.
- e) Put people first in the repair of community and create intergenerational wealth.
We need to work with neighboring communities on solutions to the issues giving them a voice at the table.