

Your Name: *Arun Goel*

Office you are seeking: *Mayor*

Current or former Dublin offices held (elected or appointed) or any significant volunteer activities: *City Councilmember (elected 2016), Planning Commissioner (appointed 2012), EBRPD (City Council Rep appointed 2016), Alameda County Transportation Commission (City Council Alternate member), served on committee supporting Measure BB (1/2 cent Transportation Sales Tax for Alameda County)*

Questions:

1. Why are you running for Mayor or Councilmember?

I have decided to run for Mayor in 2018 as a result of constituent desire to see change in the direction for the City of Dublin, specifically as a result of the apparent uncontrolled housing development, lack of infrastructure (i.e. transportation and schools), a lack of vision and direction for the future of the City of Dublin, and economic sustainability with a fiscal cliff estimated in about 5 years.

2. What is your vision for Dublin? What policies as city councilmember will you try to enact for your vision to become reality?

There are Three Main Pillars of my Campaign:

- ***Focus on Slowing Housing Growth*** - *Slowing down the housing boom, focusing on infrastructure to deliver a better quality of life, by ensuring we are a healthy (reducing greenhouse gas emissions through transportation alternatives and improved infrastructure), livable, viable community focused on the amenities necessary for Dublin residents.*
- ***Focus on Solving the School Crisis*** – *Working positively and collaboratively through tough conversations with the district to solve the citywide school overcrowding issues identifying realistic tangible solutions*
- ***Focus on Local Businesses*** - *Bring local businesses back, establish a vibrant downtown/town center, and have the businesses thrive in Dublin.*

In order to make the pillars become a reality, I will be forming four committees – Directly reporting to me:

- ***Multi-modal Advisory Committee*** – *An advisory committee to provide guidance and input on policies, programs, and community engagement related to multimodal transportation. The committee will be comprised of members drawn from various interests, perspectives, and stakeholder groups, including bicycle riders, pedestrians, transit riders, vehicle drivers, people with disabilities and other mobility-system users. One of the committee's goals will be to ensure that people, youth to the elderly, can safely use our mobility system and that it supports quality of life and economic vibrancy of Dublin.*

- **Business Expansion Committee** – An advisory board led by top Silicon Valley technology Executives along with other local business leaders designed to target and bring technology companies back to Dublin and help business thrive in Dublin.
- **Watchdog / Financial Advisory Committee** – An advisory committee that provides direct advice and guidance on policy issues related to transparency, oversight toward the city’s financial prudence, evaluation of economic areas of concern to address issues like the deficit, while ensuring essential services are maintained and/or increased like the police force and developing an enhanced procurement contracting policy.
- **Safety Advisory Committee** – An advisory committee that will work on increasing safety elements in Dublin by evaluating the immediate need to increase police force. Safety of the citizens of Dublin is critical to me, as I have worked closely with the police force and understand its importance coming from the utility industry.

3. In your opinion, what are the most significant issues facing Dublin in the next two years? If elected, what would you do to address them? What are the most significant environmental issues, and what would you do to address those? (Two years is the time frame of the Council that will be in place after the November election.)

Currently, in my opinion, the most significant issues facing Dublin is the significant development of housing within the city without a sustainable infrastructure and plan. If elected, I believe, I can provide the necessary leadership to influence change by challenging the current method of operations, negotiating for better results while sharing the business mind and the citizen needs for quality products through tough negotiations. As a result of the housing boom, we are quickly losing vacant land, having increased traffic within the city impacting the overall air quality and natural resources. As mentioned previously, establishing the committees to seek specific subject matter expert opinions driving decisions and working on real transportation solution alternatives improvement the overall quality of life with a target of greenhouse gas emissions reduction.

4. School overcrowding in Dublin is a serious problem and a great many residents feel that the city council must play a role in addressing it. In your opinion, what role should the city council play?

The city council can be a custodian of providing the necessary leadership and holding the school district accountable to delivery while providing an opportunity to assist, where permissible by law. Currently, the lack of accountability of both city council and school district to work collaboratively with the trust of the citizens backed by the bond measures etc. are lacking.

5. In recent years, developers have approached the City to change their approved development plans, often to replace commercial areas with additional residential development. Without saying how you would vote on any specific request that may come before the council, what is your thinking on these changes in general?

In general, my stance and voting record are reflective that the necessity to alter zoning and provide the accommodation of these changes does not need to occur, unless it matches to a

revised overall direction and change, reflected in the overall general plan that needs to be re-evaluated to match the current direction and build of the City.

6. Similarly, last year the city council approved a study (“At Dublin”) for a project that includes 700 residential units on land now zoned General Commercial and Neighborhood Commercial (i.e., without residential capacity). Without stating how you would vote on this particular project, under what circumstances would you support the re-zoning of commercial properties to residential?

Currently, I would need to see the Environmental Impacts, revision to the Eastern Specific Plan, fiscal impacts, and infrastructure impacts prior to making a comprehensive evaluation. For the type of proposed alterations, there would need to be a substantial and tangible arguments to support the modification.

7. In east Dublin along I-580 between Fallon Road and the city limits most of the land has not been developed and currently is in agricultural use, primarily grazing. It is designated, however, for commercial, business park, and industrial uses. Some of the land could be retained as open space, for uses such as recreation (e.g. ball fields, tennis courts, city parks), equestrian facilities, or agriculture. Do you think that any of these uses would be more appropriate for some of this area than commercial or industrial development?

The current proposal and the eastern specific plan provide for accommodation of general park/recreation facilities that with the proper negotiation a balance solution can be established including integration/connectivity with the East Bay Regional Park infrastructure immediately adjacent that is in the future plan.

8. Just to the east of Fallon Road, between the freeway and the proposed alignment of the extension of Dublin Blvd., is an important seasonal wetland. Will you ensure that everything possible is done to protect this valuable wetland as the road alignment is finalized and the area surrounding the wetland gets developed?

Having previously worked for the Alameda County Transportation Commission and in coordination with CalTrans for project delivery, I have a comprehensive understanding of the wetland protection, relocation of the natural resource requirements, and protection of endangered species. The current proposal from the project proponent reflects this necessity in addition I am working with the project proponent on further enhancement that will be both beneficial to the project, community and natural resources.

9. In recent years, Dublin has been one of the fastest growing cities in California. Last year, it was the sixth fastest growing city and now has surpassed 63,000 residents. It will continue adding population as already-approved development is constructed. Dublin also is relatively small in area, has both natural and infrastructure constraints (e.g., limited water supply, limited roadways), and has urban limit lines in place on both sides to curtail sprawl. Given that population growth cannot go on forever, do you believe there is an optimum population size for Dublin? If you do not have an optimum size in mind, how would you approach issues that come before the council that exacerbate the tension between growth and the limited natural and infrastructure capacity to support increased population?

I personally don't believe there is ever an exact number or science to the "optimum population", however, being a transportation professional, a prior engineer with the county of infrastructure, and having working in the county planning department, I am very much focused on sustainability with balanced growth. All amenities (recreation supporting an active lifestyle, open space, school infrastructure, roadways, retail, and parks space) are essential to support the growth, which is currently challenged.

10. Who is endorsing your campaign and who are your biggest contributors?

Currently, I have no major endorsements. Currently, my biggest contributors are residents of Dublin, friends, and family. I am running a "Clean Money Campaign", which for me means no developer funding and "special" interests that are in conflict with my profession and/or campaign commitments to the residents of Dublin, something which I am proud and honored to have done in my 2016 campaign and the current campaign.

11. Have you ever taken campaign contributions from developers, PG&E, or Waste Management? If so, how much and when?

No.

12. Is there anything else you want us to know about you? (Optional)

As an educated Civil Engineer with a Masters and background in Intelligent Transportation Systems, Hydrology and Hydraulics, I have learned to take pride in my profession of delivering solutions that complement the nature habitat and resources, while reducing impacts should nothing be done.