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Climate Smart Communities Scenarios Climate Leadership Summit Report

A summary report of the April 1, 2011 summit discussions about strategies to reduce carbon emissions from cars, small trucks and SUVs, and the opportunities and challenges they present for the Portland metropolitan region.

May 2011



Metro | *Making a great place*

About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy, and sustainable transportation and living choices for people and businesses in the region. Voters have asked Metro to help with the challenges and opportunities that affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we're making a great place, now and for generations to come.

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TABLE OF CONTENTS

I. Background and purpose	1
II. Summit overview and format	1
III. Keypad polling exercise	3
Community design strategies.....	4
Transportation management and operations strategies.....	5
Marketing strategies.....	6
Pricing strategies.....	8
IV. Conclusions and next steps	9
V. Appendices (Summit Materials)	
1. Presentation on Summit participants' views on climate change and climate strategies	
2. Climate strategies worksheet	
3. Strategies for Reducing Carbon Emissions from Light Vehicles	
4. Cross-tabulation of keypad polling results	
5. Transcription of comment card responses	
6. Summit attendees list	

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BACKGROUND AND PURPOSE

The region has launched a multi-year process to design the best set of policies to reduce carbon emissions from transportation while helping achieve our goals of building livable, prosperous and equitable communities. To help engage policymakers and community stakeholders in a meaningful way, Metro convened about 250 participants at a Climate Leadership Summit at the Oregon Convention Center on Friday April 1, 2011. This was a joint meeting of the Metro Council, Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), but also included other elected officials, local government staff, and leaders from minority and underserved communities, community groups and the business community.

This report summarizes the input gathered from summit participants regarding various strategies that could be used to reduce emissions from cars, small trucks and sport utility vehicles. Input was gathered through keypad polling and oral and written remarks. The tabular keypad data and a transcription of the comment card responses are provided at the end for reference.

Keypad questions regarding the roles of summit participants and their views of emissions reduction in general were summarized by Adam Davis in another report and are not part of this summary. This report is intended to give policymakers and planning staff guidance on the preferences, opportunities and challenges identified by stakeholders and members of the region's two policy committees, the Joint Policy Advisory Committee on Transportation and the Metro Policy Advisory Committee.

SUMMIT OVERVIEW AND FORMAT

Councilor Collette welcomed the attendees and introduced to the audience the members of the Metropolitan Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT). She discussed the importance of framing the challenges and opportunities of climate change and expressed gratitude for the tireless work of previous leaders and generations of Oregonians who supported earlier iterations of environmental regulations and policy.

Charlotte Lehan, MPAC Chair, introduced Mr. Adam Davis, of Davis, Hibbitts and Midghall, who presented the results from four different focus groups his agency conducted across the region. His focus groups explored the difference in opinions held about land use policies and urban planning among businesses, youth, urban and rural populations. While many of the members of the focus groups mentioned their desire and interest in walkable communities and preservation of resources, Mr. Davis demonstrated that none of the groups explicitly mentioned climate change or reducing greenhouse gas emissions when discussing the design of their local community. He stressed that to connect with citizens about the importance of reshaping our urban landscape, it is imperative for regional leaders to start by connecting to what he calls a citizen's core beliefs and values.

Councilor Collette moderated a panel discussion exploring how public and private sector leaders have taken responsibility for reducing carbon emissions. The panel included Ms.

Connie Ashbrook, of Oregon Tradeswomen, Mr. Greg Chambers, of Nike, Mayor Craig Dirksen, of Tigard, and Mr. Dwight Unti, of Tokola Properties.

- Ms. Ashbrook spoke of the importance of crafting sustainability policies that address inequalities based on gender and race, and making sure that government remains committed to ensuring opportunity and equitable access to jobs, education and affordable housing and transportation for all constituents.
- Mr. Chambers explained that with current federal support for sustainability on hold, it's imperative that state and regional level governments continue their experimentation with aggressive policies, and spoke to Nike's efforts to extensively monitor the company's extended carbon footprint.
- Mayor Dirksen discussed the efforts of the City of Tigard to preserve single-family homes while developing plans for long-term mixed-use development in the city's downtown and transit corridors.
- Mr. Unti explained the challenges and opportunities faced by his firm while constructing affordable mixed-use development in the region's suburban communities, explaining the importance of crafting legislation that supports compact growth. Other topics raised by the audience for discussion included the role that the federal government can play in local communities, the difficulty of convincing lenders to support mixed-use development, and the incentives needed to retrofit existing buildings.

Mr. John Fregonese, of Fregonese and Associates, then presented the importance of scenario planning for Climate Smart Communities. He discussed his involvement fifteen years ago with Metro's 2040 Growth Concept, a project that Mr. Fregonese described as one of the first scenario planning ever conducted to support regional growth management decisions. He highlighted the importance of being open to new information; this scenario planning process will challenge current thinking and assumptions as it did during the 2040 Growth Concept process. His presentation illustrated the different strategies and projects that communities across the region could take to reduce their carbon footprint, including traffic signal timing, expanded public transit service congestion pricing, active transportation infrastructure, carsharing, and transit-oriented development.

Mr. Fregonese asked the audience to vote with their keypads on how each of a list of numerous policies help the region meet desired outcomes relating to community building, political feasibility/public support, social equity concerns, contribution to economy and the potential for carbon emissions reduction. The climate strategies voted on were organized within the following categories: Community Design, Management and Operations, Marketing, or Pricing.

Councilor Collette concluded the Summit by reiterating the value of a collaborative approach to solving issues of significant regional importance. She thanked the speakers and the participants, applauding the diversity of perspectives held by the attendees and advocating for continued effort to create a greener, more prosperous, more equitable region.

Ms. Lehan explained how the results of the keypad surveys will be used to help guide MPAC and JPACT committee members' decisions about the scenarios to be tested this summer and in 2012.. She announced that in the next year MPAC and JPACT will be looking at more specific scenarios that will account for different strategies that can be applied across the region. Ms Lehan concluded by asking participants to please fill out a comment card and join Metro's Opt In citizen polling panel.

The next section describes the results of the keypad polling exercise. The comment card responses are transcribed in the appendix.

KEYPAD POLLING EXERCISE

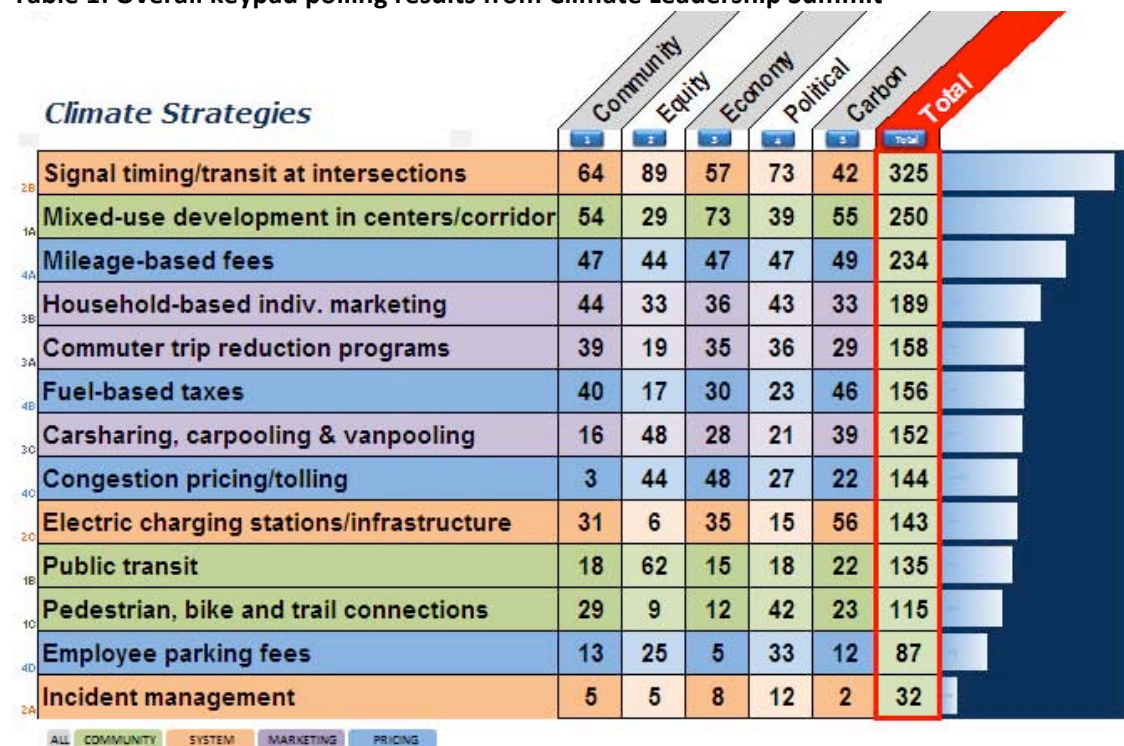
The keypad polling exercise was intended to gather input from the audience, but also to prompt conversation about strategies that could help reduce carbon emissions. The climate strategies voted on were organized within the following categories:

- community design
- pricing
- marketing
- management

The strategies presented at the summit intentionally did not represent the full range of strategies that will be considered in the region's scenario planning effort, and the intent was not to eliminate certain policy options. The keypad exercise was intended to serve as a starting point for the region's discussion on how policies were effective at meeting various desired outcomes. Participants were asked to select the strategy among clusters of like strategies that, in their view, had the greatest potential to support community, equity, economic, political and carbon reduction goals.

For example, community design strategies such as mixed-use development, public transit and pedestrian and trail connections were weighed against each other, not against pricing strategies or marketing strategies. For this reason, it would not be advisable to draw conclusions based on the overall rankings in Table 1. The strategies ranked highest on Table 1 had a higher margin of votes cast for it than peers within each category.

Table 1: Overall keypad polling results from Climate Leadership Summit



Note: Pricing strategies have been adjusted to account for four strategies compared against each other while the other strategies were compared among only three.

Input from keypads and written and oral comment serve as a benchmark for where the region's policymakers and stakeholders stand on climate change strategies. However, they should be viewed in light of the fact that they only included responses from about half the membership of policy committees. On some technical issues, research by planning staff could refine or contrast with perceptions expressed at the summit. On issues of community impact and aspirations, perspectives from the summit identify issues may cause concern or potentially conflict with other policy goals.

Community Design Strategies

Among community design strategies, mixed use development in centers/corridors rated the most favored. This strategy was highest ranked for performance in supporting a healthy economy, with 73 votes compared with 15 for public transit and 12 for pedestrian, bike and trail connections. It was the highest ranking strategy in meeting all five policy goals, except for potential to help minority and underserved communities.

Community design strategies

- Mixed-use development in centers and corridors
- Public transit service
- Pedestrian, bike and trail connections

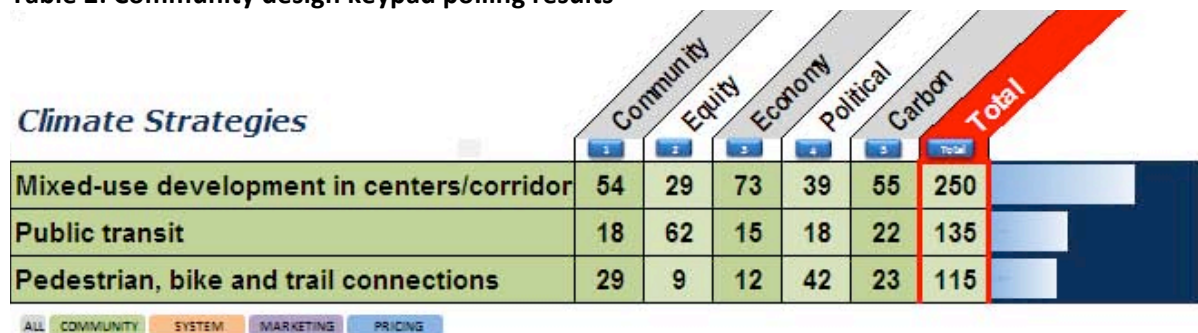
This was underscored by written and oral comments from summit participants. "Incentive to increase mixed use ensuring accessibility, walkable neighborhoods in low income

brackets,” was a typical comment. Addressing social equity was raised 11 times in written comments, more than any other topic. A related concern, providing affordable housing and a mix of housing types, was mentioned nine times.

Keypad tallies from policy committee members were very similar to sentiment expressed by others at the summit, with a few exceptions in emphasis. Most summit participants said that increasing mixed use development fit with their local plans and community aspirations. Nearly three-fourths of policy committee members rated it highest, compared with half of other participants. The other participants were more likely to favor pedestrian, bike and trail connections than policy committee members were.

Most summit participants favored expanding transit service as a strategy to address needs of low income and minority communities. About two-thirds of other participants favor transit service, while about half of policy committee members did.

Table 2: Community design keypad polling results



Written comments expressed concern about affordable housing among other equity considerations:

- “High-opportunity, well-connected neighborhoods are often expensive – and this must be mitigated to allow low-income access to these communities.”
- “... changing the tax structure to make mixed use more affordable for existing small business/local retail in centers and corridors and for residents who need it most.”
- “Be sure to include ‘affordable housing, foods, childcare and healthcare’ in Metro’s planning language for mixed-use development. Low income and affordable housing communities walk the most and travel the furthest to get to their jobs and the services they need.”

Transportation Management and Operations

Among management and operations strategies, traffic signal timing/transit priority at intersections rated by far the most favored. With 325 votes, this strategy had more than double the total votes of electric vehicle charging stations/infrastructure and 10 times the tally of incident management. It had more votes than the other operations strategies on every policy goal except for reducing carbon emissions.

Written comments echoed this sentiment:

- “(signal timing/transit@intersections) could be very low hanging fruit”
- “Some of these changes can take place in the short-term (signalizations, roundabouts) other long term are going to take place because of the market (price of fuel).”

Incident management received the fewest votes of any strategy in the management category – and the fewest in any category. It received no votes from policy committee members for addressing needs of low income communities, helping the economy or political feasibility. About 10 percent of other participants voted for it for helping the economy and for political feasibility.

Oral and written comments raised concern that incident management may be a very cost effective strategy that is poorly understood.

Transportation management and operations strategies

- Incident management
- Traffic signal timing and transit priority at intersections
- Electric vehicle charging stations and supporting infrastructure

Table 3: Transportation management and operations keypad polling results

<i>Climate Strategies</i>						Total	
	Community	Equity	Economy	Political	Carbon		
Incident management	5	5	8	12	2	32	
Signal timing/transit at intersections	64	89	57	73	42	325	
Electric charging stations/infrastructure	31	6	35	15	56	143	

ALL COMMUNITY SYSTEM MARKETING PRICING

Marketing Strategies

In the marketing category, the three strategies were the most evenly split among summit participants. Household-based individualized marketing had the most votes, with 20 percent more than commuter trip reduction programs and 24 percent more than carsharing, carpooling and vanpooling. Individualized marketing had the most votes in achieving three of the five policy goals (community aspirations, helps economy and political feasibility) while carsharing, carpooling & vanpooling had the most votes for two goals (equity and carbon reduction).

Marketing strategies

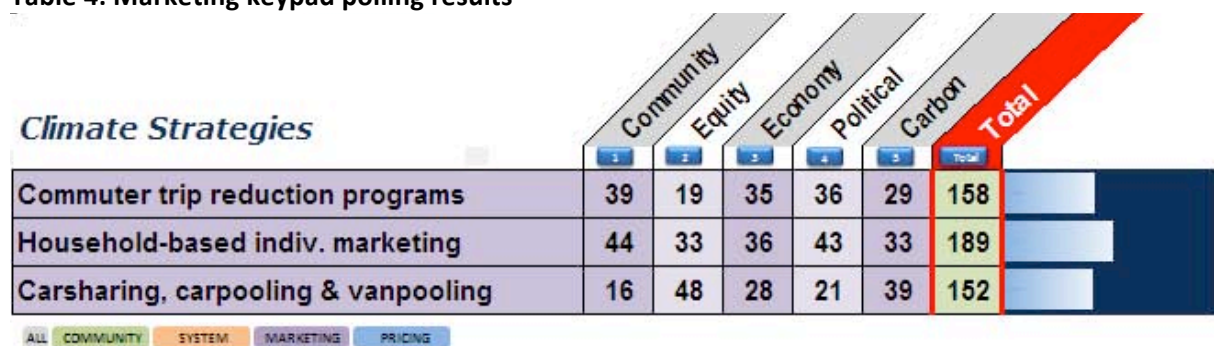
- Commuter trip reduction programs
- Household-based Individualized marketing programs
- Carsharing, carpool and vanpool programs

Keypad voting for marketing strategies were similar among policy committee members and nonmembers, with one exception. Half of the policy committee members favored individualized marketing as fitting local plans, compared with about 37 percent of other participants. About half of nonmembers supported expanding carsharing, carpooling and vanpooling to address the needs of underserved communities, while about 40 percent of committee members did.

Ten written comments mentioned marketing or some aspect of public education:

- “A strategy for educating citizens, small business, development/finance etc to understand the connection between the GHG policies and improving health, reduce monthly personal expenses, improve natural environment; protect local farm-forest land, etc.”
- “Considered but needing emphasis: MARKETING, MESSAGING, EDUCATION: We have to win hearts and minds, plant the seed in many currently unaware minds that new, different personal choices are critically important.”
- “STUDENT EDUCATION and ridership re public transit.”

Table 4: Marketing keypad polling results



Pricing Strategies

Charging mileage-based fees was the most popular strategy in a category of four pricing strategies. This category was the only one to offer four options, rather than three, so Metro has adjusted the voting results to account for having one more option (multiplying by 1.33).

Pricing strategies

- Mileage-based fees
- Fuel-based taxes
- Congestion pricing/tolling
- Employee parking fees

With the adjusted figures, mileage-based fees had 234 votes, which is one-third more than the 156 received by fuel based taxes. Implement congestion pricing/tolling was the third most favored (144 votes) and charging employee parking fees had far fewer, just a third of the votes received by mileage-based fees.

Keypad results for pricing strategies showed the largest difference between policy committee members and nonmembers at the summit. Committee members ranked mileage based fees as the most effective strategy in meeting all five policy goals. That strategy was also the favorite pick of nonmembers for meeting the political feasibility goal. Two out of three committee members voted for mileage based fees to meet that goal, while a plurality of only 29 percent of nonmembers also chose it. Nonmembers were almost evenly split among the four pricing strategies in rating their level of political support, giving the other three strategies 21-25 percent of their votes as best meeting that goal.

Unlike the policy committee members, nonmembers voted for a wider range of the pricing strategies. They rated increase fuel based taxes as the top pick (39 percent support) for meeting local plans and community aspirations. They favored congestion pricing slightly more than mileage based fees for potential to help low income communities and for supporting a healthy economy. They also favored increasing fuel based taxes for the potential to reduce carbon emissions.

Table 5: Pricing keypad polling results

Climate Strategies	Community		Equity		Economy		Political		Carbon		Total
	1	2	3	4	5	6	7	8			
Mileage-based fees	47	44	47	47	49	234					
Fuel-based taxes	40	17	30	23	46	156					
Congestion pricing/tolling	3	44	48	27	22	144					
Employee parking fees	13	25	5	33	12	87					

Written comments expressed a variety of views on the pricing strategies:

- “Adjust SDCs and other fees to encourage mixed use development in centers and corridors. Pricing can encourage the behavior we want.”

- “Funding of providing additional services will be likely need to associated w/ mileage based fees/ fuel based taxes.”
- “The categories are not equally effective. Pricing is more effective than the others.”

Some oral comments also raised concerns and challenges regarding pricing strategies:

- “I represent an industry that is auto dependent. If I’m an Intel and I’m running trucks to the airport I’m looking at the least expensive time under congestion pricing to run trucks to the airport and to them it might work... It advertently affects other populations.”
- “A big plug for mileage based fees.... it depends on how many miles you travel. Those least able to afford gasoline would not be having to pay a higher gas tax.”

CONCLUSIONS AND NEXT STEPS

The Portland metropolitan region will be the first in Oregon to create land use and transportation scenarios designed to meet the state carbon emissions reduction targets, as required by House Bill 2001. The scenarios have not been designed yet; local leaders who attended the summit provided input on what political, economic, social equity and other factors the region should consider as it studies the issue and forms scenarios for the region to test this summer and in 2012.

Input from the summit provides a sense of how policymakers and stakeholders view land use and transportation strategies across multiple policy goals. During the keypad polling, subsequent discussions and comment card responses, four issues emerged as most critical.

First, preferences appeared to be highly dependent on which strategies are most familiar to the participants. Mixed-use development in centers and signal priority for public transit received strong margins of support and both are relatively well understood in the Portland area. Marketing strategies were all relatively popular, and most are already implemented to some degree in the region. The difference between policy committee member views of the pricing strategies and the nonmember views may be an area needing further exploration as the scenarios project continues.

Second, participants recognized that the scenario planning process needed to take into account the fiscal, social equity, public health and affordability issues facing the region. People of all incomes and in all parts of the region need access to educational and economic opportunities, community services and affordable housing and transportation choices – though many poor and minority communities lack access today. The scenarios need to address these issues, while also meeting state climate goals.

Third, participants clearly expressed the need for scenarios to consider combinations of strategies across the categories as well as within each category, recognizing the scenarios need to consider a range of strategy choices and priorities. For example, combining mixed-

use development, expanded public transit and parking management could make one scenario, but implementation in Portland, Gresham, Beaverton, and Wilsonville will not be the same.

Finally, participants were clear that the process must focus on how these strategies enhance those things we most value. These include saving money; improving air quality and health; supporting the region's aging population and their mobility and access needs; increasing opportunities for families of modest means; spending more time with family and friends; and reducing congestion which can help maintain freeway space for businesses and industries to support the region's economy. The multiple benefits of different strategies should be emphasized and considered central to the evaluation and communication of the results.

Climate Leadership Summit Appendices

Climate Leadership Summit



Metro April 1, 2011

1

County of Residence?

- 19% A. Clackamas
- 51% B. Multnomah
- 21% C. Washington
- 9% D. Other

2

Gender?

55% A. Male

45% B. Female

3

Age?

0% A. 18-24

15% B. 25-34

47% C. 35-54

30% D. 55-64

9% E. 65+

4

Who Is Here?

- 12% A. MPAC
- 5% B. JPACT
- 12% C. Other elected official
- 39% D. Government agency
- 19% E. Community organization/Non-profit
- 13% F. Other

5

My Primary Community Focus/Interest Is:

- 4% A. Neighborhood
- 12% B. City – population under 25,000
- 27% C. City – population above 25,000
- 18% D. County
- 26% E. Region
- 9% F. State
- 4% G. Other

6

Survey Results: Climate Change

Davis, Hibbitts & Midghall, Inc. 7

There is strong evidence that the earth's climate has warmed over the last few decades but different opinions about why. What do you believe is the primary reason for this rise in global temperatures?

N=600

Response Category	Summit	Public
A. Caused by human activities	86%	53%
B. Caused by natural conditions	5%	33%
C. Don't know	9%	11%

Davis, Hibbitts & Midghall, Inc. 8

Oregon has a law that has set firm commitments on reducing greenhouse gas emissions, which many believe are responsible for causing climate change. The law requires that Oregon reduce its greenhouse gas emissions to 10% below what we produced as a state in 1990 by 2020 and 75% below 1990 levels in 2050. Knowing this, would you. . .?

69%	A. Strongly support	Public
22%	B. Somewhat support	33%
4%	C. Neither support or oppose	25%
3%	D. Somewhat oppose	15%
1%	E. Strongly oppose	8%
0%	F. Don't know	15%
		4%

Davis, Hibbitts & Midghall, Inc. 9

How urgent of a priority, if at all, do you believe addressing climate change should be for your local government?

N=600

Response Category	Summit	Public
A. Very urgent	50%	28%
B. Somewhat urgent	40%	39%
C. Not too urgent	8%	14%
D. Not at all urgent	2%	16%
E. Don't know	0%	3%

Davis, Hibbitts & Midghall, Inc. 10

Survey Results: Land Use

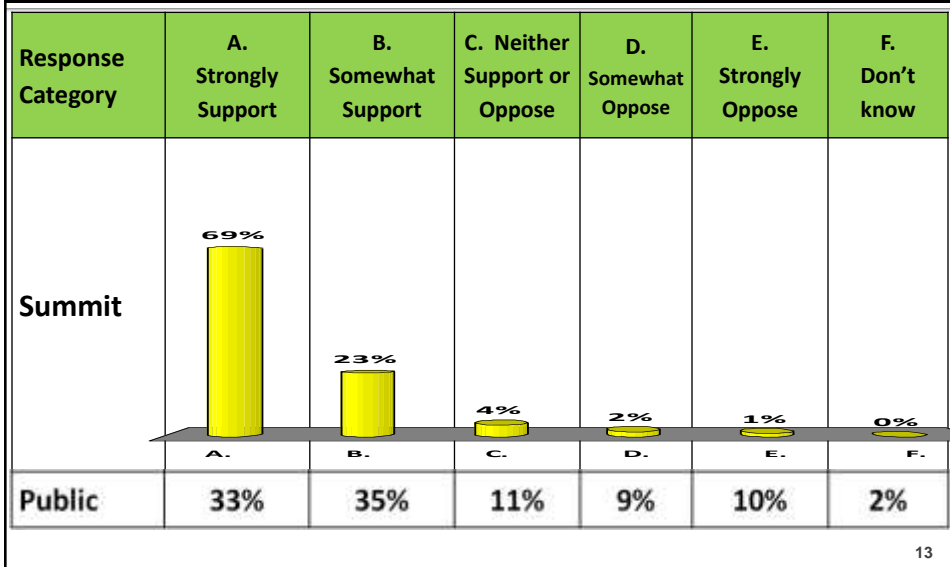
Davis, Hibbitts & Midghall, Inc. 11

But first, what do you think?

Davis, Hibbitts & Midghall, Inc. 12

Requiring more housing in areas that are well served by public transit?

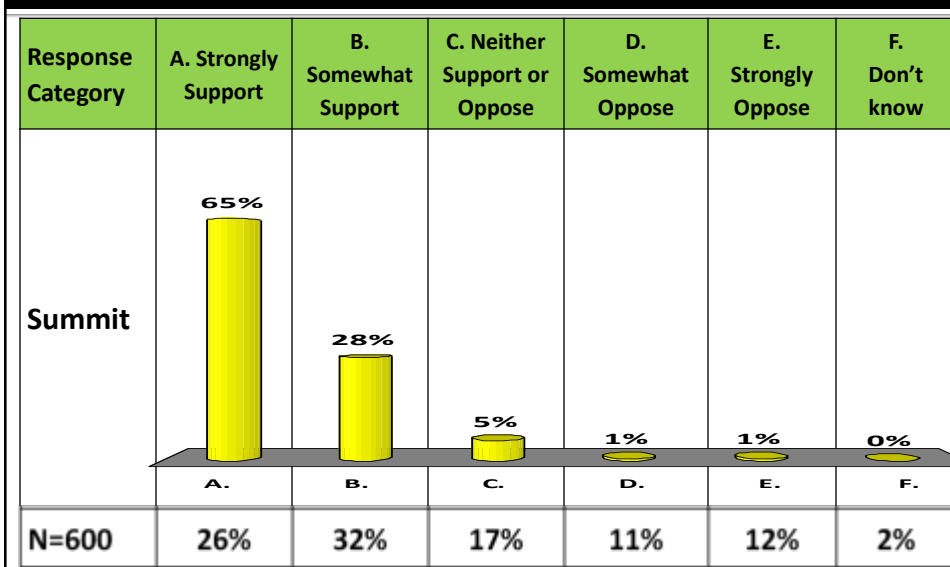
N=600

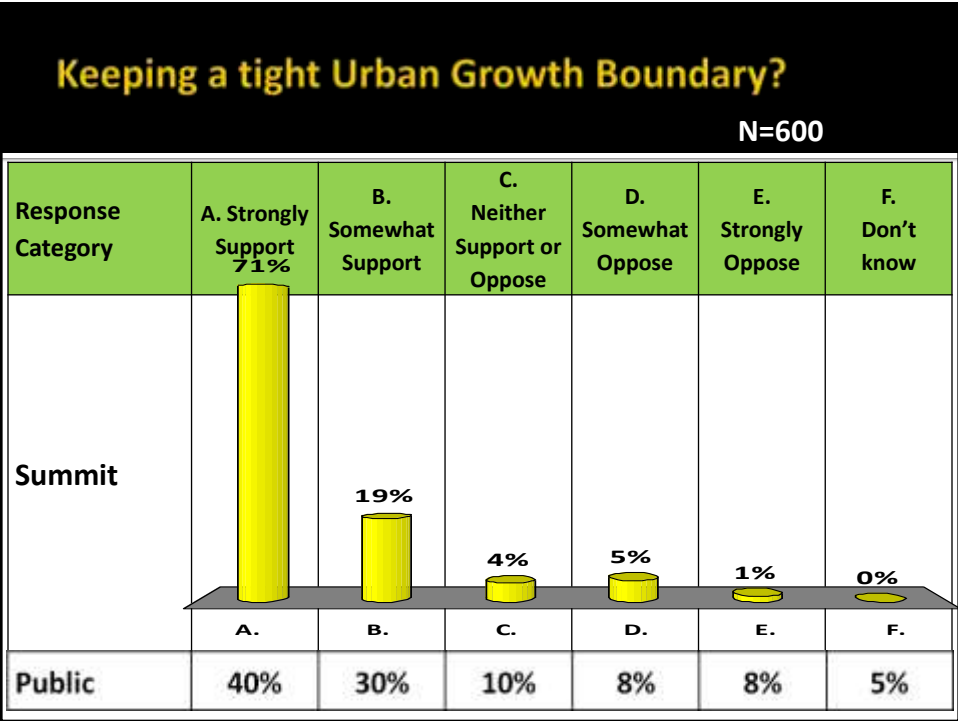


13

Requiring more housing near employment centers?

N=600





Fits local plans and your community's aspirations

- 33% A. Increase mixed-use development in centers/corridors
- 33% B. Expand public transit service
- 33% C. Expand pedestrian, bike and trail connections

17

Potential to help low-income, minority and underserved communities

- 29% A. Increase mixed-use development in centers/corridors
- 62% B. Expand public transit service
- 9% C. Expand pedestrian, bike and trail connections

18

Supports a healthy economy

- 33% A. Increase mixed-use development in centers/corridors
- 33% B. Expand public transit service
- 33% C. Expand pedestrian, bike and trail connections

19

Political feasibility and level of public support

- 33% A. Increase mixed-use development in centers/corridors
- 33% B. Expand public transit service
- 33% C. Expand pedestrian, bike and trail connections

20

Potential to reduce carbon emissions

- 33% A. Increase mixed-use development in centers/corridors
- 33% B. Expand public transit service
- 33% C. Expand pedestrian, bike and trail connections

21

Category	Strategy	Policy Goals				
		Improve transit service	Improve transit service	Improve transit service	Improve transit service	Improve transit service
Management & Operations	1. Increase transit service					
	2. Increase transit service					
Planning	3. Increase transit service					
	4. Increase transit service					
Implementation	5. Increase transit service					
	6. Increase transit service					
Monitoring & Evaluation	7. Increase transit service					
	8. Increase transit service					

Management & Operations

Travel efficiency

22

Fits local plans and your community's aspirations

- 5% A. Expand incident management
- 64% B. Expand traffic signal timing/transit priority at intersections
- 31% C. Expand electric vehicle charging stations/infrastructure

23

Potential to help low-income, minority and underserved communities

- 5% A. Expand incident management
- 89% B. Expand traffic signal timing/transit priority at intersections
- 6% C. Expand electric vehicle charging stations/infrastructure

24

Supports a healthy economy

- 8% A. Expand incident management
- 57% B. Expand traffic signal timing/transit priority at intersections
- 35% C. Expand electric vehicle charging stations/infrastructure

25

Political feasibility and level of public support

- 12% A. Expand incident management
- 73% B. Expand traffic signal timing/transit priority at intersections
- 15% C. Expand electric vehicle charging stations/infrastructure

26

Potential to reduce carbon emissions

- 2% A. Expand incident management
- 42% B. Expand traffic signal timing/transit priority at intersections
- 56% C. Expand electric vehicle charging stations/infrastructure

27

Category	Strategy	Policy Goals					
		Goal 1	Goal 2	Goal 3	Goal 4	Goal 5	Goal 6
Marketing	1. Increase brand awareness						
	2. Expand product line						
	3. Increase customer loyalty						
Operations	4. Streamline production process						
	5. Expand distribution network						
	6. Increase efficiency of logistics						
Finance	7. Reduce operating costs						
	8. Increase revenue						
	9. Improve cash flow						
Human Resources	10. Attract top talent						
	11. Retain key employees						
	12. Develop employee skills						

Marketing

Travel programs

28

Fits local plans and your community's aspirations

- 39% A. Expand commuter trip reduction programs
- 44% B. Expand household-based individualized marketing
- 16% C. Expand carsharing, carpooling & vanpooling participation

29

Potential to help low-income, minority and underserved communities

- 19% A. Expand commuter trip reduction programs
- 33% B. Expand household-based individualized marketing
- 48% C. Expand carsharing, carpooling & vanpooling participation

30

Supports a healthy economy

- 35% A. Expand commuter trip reduction programs
- 36% B. Expand household-based individualized marketing
- 28% C. Expand carsharing, carpooling & vanpooling participation

31

Political feasibility and level of public support

- 36% A. Expand commuter trip reduction programs
- 43% B. Expand household-based individualized marketing
- 21% C. Expand carsharing, carpooling & vanpooling participation

32

Potential to reduce carbon emissions

- 29% A. Expand commuter trip reduction programs
- 33% B. Expand household-based individualized marketing
- 39% C. Expand carsharing, carpooling & vanpooling participation

33

Fits local plans and your community's aspirations

- 36% A. Charge mileage-based fees
- 31% B. Increase fuel-based taxes
- 23% C. Implement congestion pricing/tolling
- 10% D. Charge employee parking fees

35

Potential to help low-income, minority and underserved communities

- 34% A. Charge mileage-based fees
- 13% B. Increase fuel-based taxes
- 34% C. Implement congestion pricing/tolling
- 19% D. Charge employee parking fees

36

Supports a healthy economy

- 36% A. Charge mileage-based fees
- 23% B. Increase fuel-based taxes
- 37% C. Implement congestion pricing/tolling
- 4% D. Charge employee parking fees

37

Political feasibility and level of public support

- 36% A. Charge mileage-based fees
- 18% B. Increase fuel-based taxes
- 21% C. Implement congestion pricing/tolling
- 25% D. Charge employee parking fees

38

Potential to reduce carbon emissions

- 38% A. Charge mileage-based fees
- 35% B. Increase fuel-based taxes
- 17% C. Implement congestion pricing/tolling
- 9% D. Charge employee parking fees

39

Climate Leadership Summit | April 1, 2011

Climate Strategies Worksheet – Tell Us What You Think

Gathering your view of carbon reduction strategies

This worksheet is intended to gather input about strategies that could help reduce carbon emissions from cars, small trucks and SUVs in the Portland metropolitan region. Potential strategies have been grouped into four categories to help organize this discussion.

Using your electronic keypad, you will be asked to select the strategy within each category below by your view of which one has the greatest potential to meet each of five policy goals. Please refer to the memo “Guide to Strategies For Reducing Carbon Emissions” in your packet for more information about these and other strategies.

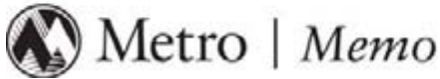
The list is not intended to be exhaustive or prescriptive, but to serve as a starting point for the region’s discussion. You may add to the list of strategies on the yellow comment card.

What’s next?

The electronic keypad results and the responses you provide on the comment card will inform Metro’s technical analysis and research this summer on the feasibility and effectiveness of these and other related strategies. Your input will also frame how the tradeoffs and choices of different strategies are presented to policymakers and community leaders in the fall. Findings and recommendations from the analysis will be reported to the 2012 Legislature.

In 2012, the region will analyze a more refined set of strategies to recommend a preferred set of strategies for the region. The strategies recommended through this process will be used in 2013-14 to shape the policies, actions and investment priorities needed to help the Portland metropolitan region reduce carbon emissions and support other regional and local aspirations.

		Policy Goals					
Category	Strategy	Fits local plans and your community’s aspirations	Potential to help low-income, minority and underserved communities	Supports a healthy economy	Political feasibility and level of public support	Potential to reduce carbon emissions	Total Points <i>From audience keypad exercise</i>
		Select Best	Select Best	Select Best	Select Best	Select Best	
Community design	A Increase mixed-use development in centers/corridors	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	B Expand public transit service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	C Expand pedestrian, bike and trail connections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Management & operations <i>Travel efficiency</i>	A Expand incident management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	B Expand traffic signal timing/transit priority at intersections	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	C Expand electric vehicle charging stations/infrastructure	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Marketing <i>Travel programs</i>	A Expand commuter trip reduction programs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	B Expand household-based individualized marketing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	C Expand carsharing, carpooling & vanpooling participation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pricing <i>Reflecting the true cost of driving</i>	A Charge mileage-based fees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	B Increase fuel-based taxes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	C Implement congestion pricing/tolling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	D Charge employee parking fees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



Date: March 24, 2011
To: Climate Leadership Summit Participants
From: Kim Ellis, Principal Transportation Planner; Ray Valone, Principal Regional Planner
Re: Guide to Strategies For Reducing Carbon Emissions From Light Vehicles

Purpose

The purpose of this memo is to convey to Climate Leadership Summit participants the actions, programs and incentives that local governments and Metro could implement to reduce carbon emissions from cars, small trucks and SUVs. The tables below provide descriptions of these various strategies and should be used in conjunction with the Discussion Worksheet included with the Summit packet.

The overview of actions, programs and incentives came mostly from a literature review conducted by Cambridge Systematics, Inc. as part of the Oregon Sustainable Transportation Initiative (OSTI) effort and Metro's Climate Smart Communities Scenarios effort. The literature review considered existing national, state and regional/local research completed in the past 10 years.

Strategy Organization

The strategies have been organized into five categories, with associated tables, grouping together those with common themes (see below). From the tables, it is clear that there are several strategies that can be used in reducing carbon emissions. For the purpose of simplicity and due to limited time at the Summit, we will discuss only a handful of these strategies. The shaded strategies at the beginning of each table indicate those that will be the focus of the Summit, and they can be found on the Discussion Worksheet included in this packet.

- Community design and the built environment
 - Land use (*Table 1*)
 - Public transit (*Table 2*)
 - Active transportation (*Table 3*)
- System management and operations/Intelligent Transportation Systems (*Table 4*)
- Technology and fleet (*Table 5*)
- Marketing and travel demand management (*Table 6*)
- Pricing (*Table 7*)

Community design and the built environment

The strategies outlined in Tables 1-3 aim to change community design and the built environment in ways that will reduce the number of vehicle miles traveled in the region and their corresponding emissions, and increase walking, biking and use of transit.

Table 1. Land Use Actions, Programs and Incentives

Action/Program/Incentive	Description
More mixed-use, infill and reinvestment in centers and transit corridors	Change in the mix and location of certain land use types and densities to result in: <ul style="list-style-type: none"> • Increased density and mix of uses in strategic locations • Increased percentage of new development in attached or small-lot detached units, with good bike/pedestrian/transit and mix of uses • Mixing of residential and commercial so jobs and residences are in closer proximity.
Transit-oriented development (TOD)	Moderate to higher density development within walking distance to high frequency transit service, generally with a mix of residential, employment and shopping opportunities.
Infill development funding and incentives	Strategic public investment in projects such as streetscaping, walking, cycling, and transit infrastructure. Can include tools such as land assembly, system development charges, enterprise zones, urban renewal and tax increment financing to produce investments in centers and corridors. Also includes waiving/reducing fees, tax abatement and developer subsidies for infill development or other desired development.
Parking management	Manage the supply of parking provided at a particular site or area. Examples include shared parking credits; timed on-street parking; parking restrictions/minimums/maximums; structured parking and parking permit zones to prevent business customers and transit riders from using residential spaces; and programs that allows businesses certain number of free permits/mo then charge for additional ones.
Parking restrictions/remove parking minimums/implement parking maximums	Limit parking allowed at a particular site or area (e.g., downtown major commercial center). Portland set a cap of approx. 40,000 parking spaces downtown in 1975. The number increased in the 1980s and 1990s, but is still said to have helped increase transit use. <i>(Source: Victoria Policy Transport Institute)</i>
Shared parking credits	System in which parking spaces are shared by multiple users to promote efficient use of parking spaces. Arrangements vary, but in some cases, allow developers to pay in lieu fees instead of private off-street parking.
Urban growth boundary	This regional boundary is a locational land supply tool to manage urban expansion to protect farms and forests from urban sprawl and to promote the efficient use of land, public facilities and services inside the boundary.

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Action/Program/Incentive	Description	
School siting/placement	School siting policies aimed at retaining existing schools, or constructing new schools within established communities. Schools with pedestrian and bicycle access can result in greater accessibility for students and parents without the need for a motor vehicle	

Public Transit

Table 2 identifies public transit actions and programs. These strategies increase service levels, provide incentives for using transit (and thus reduce the number of single-occupancy vehicle (SOV) trips) and/or enhance operational efficiency of transit vehicles. Together, these investments improve accessibility and can increase ridership levels, facilitating a reduction in the number of cars on the road, congestion levels and VMT. Additional improvements in comfort levels and reductions in fares also help to make transit a more attractive option.

Table 2. Public Transit Actions, Programs and Incentives

Action/Program/Incentive	Description
Increase frequency of transit service	Expand service frequency to increase ridership.
Expand public transportation options (LRT/BRT/Express bus/circulators)	Introduce new types of transit and add more service, routes, etc.
Discount transit passes/decrease fares	Reduce the cost of using transit.
Limited-stop service	Particularly useful for commuting, common routes into downtowns and major employment centers.
Park & ride facilities	These can include parking facilities at rail and bus stations, as well as near highway on-ramps to encourage ridesharing.

Active Transportation

Table 3 summarizes the proposed active transportation actions and strategies. These strategies help reduce carbon emissions by expanding transportation options for people to walk and bike to meet some or all of their daily needs, particularly for short trips. The strategies also help make walking and biking more convenient and promote safety and access to local services and destinations.

Table 3. Active Transportation Actions and Programs

Action/Program	Description
Construct new or connect existing bicycle and pedestrian facilities	Construct both on- and off-street facilities such as bicycle boulevards, bicycle lanes, trails, and bicycle parkways to promote walking, biking, and access to transit.
"Complete Streets" policy	Policy that takes into account all users of streets rather than just autos with a goal of completing the streets with adequate facilities for all users.
Pedestrian-oriented design/Buffered sidewalks	Protect sidewalks by creating a landscaped buffer between motorized traffic and pedestrians.
Bicycle parking at destinations including transit stations	To encourage use – could be all types of parking – short term, long term, secure.
Promote bicycle and pedestrian use	Through marketing programs, safety lessons, etc.
Traffic calming	Tools employed to reduce vehicle speeds, improve safety, and enhance one's quality of life.
Increase number of crossings, curb cuts and signalized crossings and reduce crossing distances and intersections and mid-block crossings	These actions help people of all mobility levels to cross the street and access destinations. Add signals at pedestrian crossings, especially on busy streets, to increase pedestrian safety and improve traffic flow. Could include innovative signal types, such as hybrid beacons that are dark when not in use to allow traffic flow, but are triggered to flash when pedestrians activate them.
Urban nonmotorized zones	Designated areas for nonmotorized transportation modes only.

System Management and Operations/Intelligent Transportation Systems (ITS)

Table 4 identifies actions and programs related to operations and ITS. These strategies improve system operations using technology to provide information about roadway conditions or other data and other management strategies.

Table 4. System Management and Operations/ITS Actions and Programs

Action/Program	Description
Incident management	Restore “normal service operation” after roadway incidents (accidents or other actions that interrupt standard operation of roadways) as soon as possible after an incident.
Traffic signal timing coordination	When a group of two or more traffic signals work together so that vehicles moving through the group will make the least number of stops.
Traffic Signal Coordination/Arterial System Management	When a group of two or more traffic signals work together so that vehicles moving through the group will make the least number of stops.
Electric vehicle infrastructure	Build electric vehicle charging stations/infrastructure.
Ramp-metering	Control entry of traffic onto freeways to improve traffic flow and decrease accidents. Vehicles are stopped and allowed to enter via ramp at intervals determined by current congestion levels.
Electronic message signs	Signs located along roadways providing drivers with traveler information, such as accidents, detours, etc.
Transportation Management Center (TMC)	A facility into which real-time traffic data from roadways flows that provides coordinated transportation management on transportation facilities (e.g., state highways, other parts of system). Data is processed and decisions are made (such as rerouting, etc.) in order to maintain best possible system operations. In an emergency, TMC is command center that directs relief efforts.
Freeway management system	Provides highway conditions data, including freeway traffic camera, and information on related programs and services.
Active Traffic Management (ATM)	Use of automatic systems and human intervention to manage traffic flow, aka “managed lanes” or “smart lanes.”
Integrated corridor management	Using all possible capacity in a transportation system to get out most of entire network. For example, using formerly underused parallel routes to help mitigate heavy traffic on freeways or using the nonpeak direction during peak hours.
Road weather management	Includes 3 types of strategies applied during inclement weather: advisory (fog warnings, etc.); control strategies (speed limit reductions using signs, etc.); and treatment strategies (sand, salt, ice).
Arterial management	Program designed to improve traffic signal systems operation, improve flow of traffic, and reduce arterial congestion.
Access management	Coordination between land use and design of roadways to improve transportation.

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"Eco-driving" training programs	Programs that train drivers to use techniques that reduce gas consumption, such as avoiding rapid acceleration and braking, driving at lower speeds, proper gear changes, and other strategies; also includes proper vehicle maintenance, including tire pressure, etc.	
Transit priority treatments (includes signal prioritization)	Tools used to reduce transit vehicle delay. Could include bus lanes, queue-jumper lanes, bus-priority traffic signals, intersection reconfiguration, and grade separation so transit is not delayed by cross-streets and traffic congestion.	
Traveler information system	Dissemination of traveler information through radio, traffic hotline (511) and other technologies such as the internet and smart phone applications.	
Vehicle Infrastructure Integration (VII)	Research and applications dedicated to linking road vehicles to their physical surroundings to improve road safety.	
Reduce speed limit	Lower speeds on city and county roads, possibly to 20 mph to increase bicycle/pedestrian safety.	
Yield signs	Increase use of yield signs, as opposed to stop signs, which reduces car idling and helps bicycles move along faster. It would take driver education, but it's common in Europe. In the U.S., research has shown that completely unmarked intersections and roundabouts are safe.	

Technology and Fleet Actions and Programs

Table 5 identifies fleet actions and programs. These provide incentives or disincentives to change travel behavior in a way that will reduce VMT and/or improve system operations.

Table 5. Technology and Fleet Actions/Programs

Action/Program	Description
Vehicle age programs	Policies to influence the age of vehicles on the road (may be incentive or regulatory-based).
Vehicle type programs	Policies to influence vehicle type such as CAFE standards, etc.

Marketing and Travel Demand Management

Table 6 identifies marketing and transportation demand management actions and programs including ridesharing. These actions and strategies reduce carbon emissions by reducing trips, shifting trips to other modes and thus reducing vehicle-miles traveled (VMT).

Table 6. Marketing and Travel Demand Management Actions, Programs and Incentives

Action/Program/Incentive	Description
Employer-based programs:	Commuter incentive programs take advantage of a variety of options used to reduce SOV trips for workplace travel. Employers can adopt programs that best suit the needs of their employee base, including:
Alternative work schedules	Alternative work schedules – Schedules other than 9:00 a.m.-5:00 p.m.)
Telecommuting	Telecommuting – Employees work from home rather than a central office
Teleconferencing/videoconferencing	Teleconferencing/videoconferencing – Use of live video connections in place of physical meetings
Ride-sharing	Ride-sharing – Practice of commuting with other people (generally those that live nearby), often aided by a service or program that matches people going to the same employment area
Vanpool programs	Vanpool programs – Similar to ride-sharing but on a larger scale, allowing many people to ride in one vehicle
Park & ride	Park & ride – Parking facilities at transit stations, bus stops, and highway on-ramps, generally charging lower fees than in CBDs; these help facilitate transit use and ride-sharing
Mandatory SOV reduction programs for large employers	Mandatory SOV-reduction programs for large employers – Employers of a certain size would be required to reduce the number of SOV that commute to their offices
Parking cash-out	Parking cash-out – Program in which an employer offers a choice between a paid-for parking space or a cash allowance, equivalent to the market value of the parking place, giving employees an opportunity to save money if they avoid driving.
Guaranteed ride home	Guaranteed ride home – Provides subsidized ride home from work to commuters who use alternative modes. For example, a commuter would receive a ride if his/her carpool driver must stay late at work or a bus rider must return home in an emergency. This addresses challenges to the use of alternative modes.

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Individualized Marketing (IM)	IM is a voluntary travel behavior change program that provides personalized information, motivation and support to targeted households that are interested in replacing automobile trips with other travel modes such as bicycling, walking, public transportation and carpooling. Mostly targeted to residents, some programs have targeted employees at work places.
Car-sharing Standard Personal Vehicle Car-Sharing (PVCS)	<p>Standard – Program in which automobile rental services are used to substitute private vehicle use and ownership. Programs are designed to be accessible to residences, affordable, follow easy check-in/out processes, and reliable.</p> <p>PVCS – Enables private car owners to make their vehicle available on a temporary basis to a carsharing company for rental. In return, the vehicle owner gets a substantial portion of the rental revenue from the carsharing company. When not rented, the vehicle owner can continue to use their car as before. Also called “peer to peer carsharing” (abbreviated P2P carsharing).</p>
Tire fuel efficiency programs	Public education program to encourage the purchase of fuel efficient replacement tires.
Financial support for public, private, or nonprofit car-sharing organizations	Increased financial support show commitment to this program.
Pay-as-you-drive insurance (PAYD)	A system where participants are assessed based on the number of vehicle miles traveled in combination with traditional risk based rates. PAYD goes beyond what current insurance companies are offering in premiums to low distance drivers. Shifting to this type of mileage-based auto-insurance system allows motorists to reduce their costs while encouraging them to drive less.

Pricing

Actions and programs related to pricing are included in Table 7. These actions and programs focus on raising the cost of vehicle miles traveled (VMT) and fuel consumption, which have been shown to result in people driving less – thereby reducing carbon emissions. These strategies also can help improve system operations by mitigating congestion.

Table 7. Pricing Actions, Programs and Incentives

Action/Program/Incentive	Description
Vehicle Miles Traveled (VMT) fee	Fee charged based on how many miles a car is driven; odometer readings determine the exact fee charged; a city or county could modify the structure of the fee to include a carbon fee; VMT fees can be layered to be higher or lower based on the fuel economy of one's car.
Fuel tax	A fuel tax (also known as a gasoline or gas tax) is an excise tax imposed on the sale of fuel. In most countries the fuel tax is imposed on fuels which are intended for transportation. Fuels used to power agricultural vehicles and/or home heating oil, which is similar to diesel, are taxed at a different, usually lower, rate.
Congestion pricing/road user fees	Tolls are charged to drivers using congested roadways; toll based on specific level of service goal; refers to parking, tolling, or other road user fees where prices increase during congested times in congested locations.
Parking pricing	<p>Fees charged for all parking in a certain area; could include:</p> <ul style="list-style-type: none"> Central business districts (CBD), employment areas, and retail areas Higher fees on previously free parking lots All downtown workers pay for parking Requirements for residential parking permits and for visitors Dynamic pricing is another form of parking pricing; it involves changing pricing based on the time of day; pricing could be higher during peak traffic periods to create a disincentive to drive. <p>A flat fee-per-space on parking spaces provided by businesses would discourage automobile-dependent development, encouraging more efficient land use, and – to the extent the fees are passed on to parkers – encourage non-auto transportation choices. The revenue generated by such a fee (on parking spaces, not their use) could be used for transit and other transportation investments not eligible for highway dollars.</p>
Traffic Impact Fee	A charge on new development to cover the full cost of the additional transportation capacity, including transit, required to serve the development. Only those developments that result in an increase in vehicle trips would be charged.

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Emissions-based vehicle registration fees	Fees based on emissions.	
Cordon pricing/area pricing	Requires all motorists who pass through a certain area, generally an area around a CBD or other major employment or retail area, to pay a fee.	
Traditional toll roads	Payment charged for passage on roads, bridges or ferries that carry cars.	
Nontraditional toll roads <ul style="list-style-type: none"> • Managed lanes • High-occupancy toll (HOT) lanes 	<ul style="list-style-type: none"> • Managed Lanes – A lane or lanes designed to increase freeway efficiency through a combination of operational and design actions. • HOT Lanes – High Occupancy Vehicle (HOV) lanes that allow a limited number of low-occupancy vehicles to use the lane if a fee is paid 	

Keypad Polling Demographic Results

Climate Leadership Summit - April 1, 2011

Oregon Convention Center

1.) County of Residence?

	Clackamas	Multnomah	Washington	Other	Total
Clackamas	30	0	0	0	30
Multnomah	0	82	0	0	82
Washington	0	0	33	0	33
Other	0	0	0	15	15
Male	15	41	20	10	86
Female	14	39	10	3	66
18-24	0	0	0	0	0
25-34	5	14	2	2	23
35-54	8	46	14	6	74
55-64	10	17	14	6	47
65+	6	4	2	1	13
MPAC	6	3	8	1	18
JPACT	1	5	1	1	8
Other elected official	5	5	7	1	18
Government agency	8	32	14	6	60
Community organization/Non-profit	7	19	1	3	30
Other5	2	16	2	1	21
Neighborhood	3	3	1	0	7
City – population under 25,000	7	4	6	1	18
City – population above 25,000	6	16	13	4	39
County	1	17	7	0	25
Region	7	24	4	5	40
State	2	8	2	3	15
Other6	1	3	0	1	5



2.) Gender?

	Male	Female	Total
Clackamas	15	14	29
Multnomah	41	39	80
Washington	20	10	30
Other	10	3	13
Male	87	0	87
Female	0	71	71
18-24	0	0	0
25-34	7	16	23
35-54	46	27	73
55-64	23	21	44
65+	10	4	14
MPAC	11	6	17
JPACT	4	4	8
Other elected official	11	8	19
Government agency	38	21	59
Community organization/Non-profit	14	15	29
Other5	7	14	21
Neighborhood	3	4	7
City – population under 25,000	14	5	19
City – population above 25,000	24	13	37
County	14	10	24
Region	18	22	40
State	7	8	15
Other6	3	2	5

3.) Age?

	18-24	25-34	35-54	55-64	65+	Total
Clackamas	0	5	8	10	6	29
Multnomah	0	14	46	17	4	81
Washington	0	2	14	14	2	32
Other	0	2	6	6	1	15
Male	0	7	46	23	10	86
Female	0	16	27	21	4	68
18-24	0	0	0	0	0	0
25-34	0	24	0	0	0	24
35-54	0	0	76	0	0	76
55-64	0	0	0	48	0	48
65+	0	0	0	0	14	14
MPAC	0	0	9	7	3	19
JPACT	0	0	2	5	1	8
Other elected official	0	1	4	6	7	18
Government agency	0	8	37	15	1	61
Community organization/Non-profit	0	11	12	7	1	31
Other5	0	4	10	6	1	21
Neighborhood	0	3	2	1	1	7
City – population under 25,000	0	1	8	7	3	19
City – population above 25,000	0	5	20	10	5	40
County	0	2	16	5	3	26
Region	0	7	16	17	0	40
State	0	3	6	5	1	15
Other6	0	2	3	0	1	6

4.) Who Is Here?

	MPAC	JPACT	Other elected official	Government agency	Community organization/Non- profit	Other	Total
Clackamas	6	1	5	8	7	2	29
Multnomah	3	5	5	32	19	16	80
Washington	8	1	7	14	1	2	33
Other	1	1	1	6	3	1	13
Male	11	4	11	38	14	7	85
Female	6	4	8	21	15	14	68
18-24	0	0	0	0	0	0	0
25-34	0	0	1	8	11	4	24
35-54	9	2	4	37	12	10	74
55-64	7	5	6	15	7	6	46
65+	3	1	7	1	1	1	14
MPAC	19	0	0	0	0	0	19
JPACT	0	8	0	0	0	0	8
Other elected official	0	0	19	0	0	0	19
Government agency	0	0	0	63	0	0	63
Community organization/Non-profit	0	0	0	0	31	0	31
Other5	0	0	0	0	0	21	21
Neighborhood	1	0	1	1	2	2	7
City – population under 25,000	3	1	7	7	1	0	19
City – population above 25,000	6	1	3	20	5	3	38
County	6	1	5	12	1	2	27
Region	2	5	2	14	9	9	41
State	0	0	1	6	6	2	15
Other6	0	0	0	0	3	2	5

5.) My Primary Community Focus/Interest Is:

	Neighborhood	City – population under 25,000	City – population above 25,000	County	Region	State	Other	Total
Clackamas	3	7	6	1	7	2	1	27
Multnomah	3	4	16	17	24	8	3	75
Washington	1	6	13	7	4	2	0	33
Other	0	1	4	0	5	3	1	14
Male	3	14	24	14	18	7	3	83
Female	4	5	13	10	22	8	2	64
18-24	0	0	0	0	0	0	0	0
25-34	3	1	5	2	7	3	2	23
35-54	2	8	20	16	16	6	3	71
55-64	1	7	10	5	17	5	0	45
65+	1	3	5	3	0	1	1	14
MPAC	1	3	6	6	2	0	0	18
JPACT	0	1	1	1	5	0	0	8
Other elected official	1	7	3	5	2	1	0	19
Government agency	1	7	20	12	14	6	0	60
Community organization/Non-profit	2	1	5	1	9	6	3	27
Other5	2	0	3	2	9	2	2	20
Neighborhood	7	0	0	0	0	0	0	7
City – population under 25,000	0	19	0	0	0	0	0	19
City – population above 25,000	0	0	42	0	0	0	0	42
County	0	0	0	28	0	0	0	28
Region	0	0	0	0	41	0	0	41
State	0	0	0	0	0	15	0	15
Other6	0	0	0	0	0	0	6	6



6.) There is strong evidence that the earth's climate has warmed over the last few decades but different

	It is primarily caused by human activities	It is primarily caused by natural conditions	Don't know	Total
Clackamas	22	2	3	27
Multnomah	74	2	5	81
Washington	24	3	4	31
Other	10	1	0	11
Male	73	5	6	84
Female	56	3	6	65
18-24	0	0	0	0
25-34	18	2	1	21
35-54	65	1	6	72
55-64	41	1	3	45
65+	8	4	1	13
MPAC	14	2	2	18
JPACT	8	0	0	8
Other elected official	12	4	2	18
Government agency	53	1	6	60
Community organization/Non-profit	24	1	2	27
Other5	21	0	0	21
Neighborhood	5	0	0	5
City – population under 25,000	14	3	2	19
City – population above 25,000	31	2	5	38
County	22	2	3	27
Region	39	0	2	41
State	11	1	1	13
Other6	4	0	1	5

7.) Or. has a law that has set firm commitments on reducing greenhouse gas emissions. The law requires that Or. reduce its greenhouse gas

	Strongly support	Somewhat support	Neither support or oppose	Somewhat oppose	Strongly oppose	Don't know	Total
Clackamas	19	7	0	1	1	0	28
Multnomah	61	12	3	0	0	0	76
Washington	12	12	2	3	1	0	30
Other	10	3	1	0	0	0	14
Male	53	17	4	4	2	0	80
Female	49	15	1	0	0	0	65
18-24	0	0	0	0	0	0	0
25-34	20	1	0	0	0	0	21
35-54	45	21	3	2	1	0	72
55-64	33	8	1	1	0	0	43
65+	6	3	2	1	1	0	13
MPAC	11	4	0	1	1	0	17
JPACT	4	4	0	0	0	0	8
Other elected official	11	5	1	0	1	0	18
Government agency	36	17	3	2	0	0	58
Community organization/Non-profit	23	1	1	1	0	0	26
Other5	18	3	0	0	0	0	21
Neighborhood	4	2	0	0	0	0	6
City – population under 25,000	10	4	2	0	2	0	18
City – population above 25,000	23	9	4	1	0	0	37
County	15	9	0	2	0	0	26
Region	33	4	1	1	0	0	39
State	10	4	0	0	0	0	14
Other6	5	0	0	0	0	0	5

8.) How urgent of a priority, if at all, do you believe addressing climate change should be for your local government?

	Very urgent	Somewhat urgent	Not too urgent	Not at all urgent	Don't know	Total
Clackamas	16	12	1	1	0	30
Multnomah	46	29	2	0	0	77
Washington	13	12	6	1	0	32
Other	4	7	1	1	0	13
Male	34	38	9	2	0	83
Female	40	24	1	1	0	66
18-24	0	0	0	0	0	0
25-34	14	10	0	0	0	24
35-54	32	30	6	2	0	70
55-64	25	18	2	0	0	45
65+	5	5	2	1	0	13
MPAC	4	10	3	1	0	18
JPACT	5	2	1	0	0	8
Other elected official	6	9	2	1	0	18
Government agency	29	25	3	0	0	57
Community organization/Non-profit	20	8	1	0	0	29
Other5	13	8	0	0	0	21
Neighborhood	2	4	0	0	0	6
City – population under 25,000	5	9	3	2	0	19
City – population above 25,000	18	17	1	1	0	37
County	11	11	3	0	0	25
Region	26	12	2	0	0	40
State	6	8	1	0	0	15
Other6	3	3	0	0	0	6

9.) Requiring more housing in areas that are well served by public transit?

	Strongly Support	Somewhat Support	Neither Support or Oppose	Somewhat Oppose	Strongly Oppose	Don't Know	Total
Clackamas	20	7	0	0	1	0	28
Multnomah	60	13	3	2	0	0	78
Washington	17	11	1	1	1	0	31
Other	8	4	0	0	0	0	12
Male	54	22	2	1	2	0	81
Female	50	12	2	2	0	0	66
18-24	0	0	0	0	0	0	0
25-34	18	2	2	1	0	0	23
35-54	47	16	2	2	1	0	68
55-64	31	14	1	0	0	0	46
65+	8	4	0	0	1	0	13
MPAC	9	6	1	2	0	0	18
JPACT	6	2	0	0	0	0	8
Other elected official	11	6	0	0	2	0	19
Government agency	41	14	3	0	0	0	58
Community organization/Non-profit	23	4	0	1	0	0	28
Other5	15	4	1	0	0	0	20
Neighborhood	3	1	0	2	0	0	6
City – population under 25,000	9	7	0	1	2	0	19
City – population above 25,000	26	9	3	0	0	0	38
County	14	10	2	0	0	0	26
Region	31	7	2	0	0	0	40
State	11	1	0	0	0	0	12
Other6	4	1	0	0	0	0	5
JPACT/MPAC	15	8	1	2	0	0	26

10.) Requiring more housing near employment centers?

	Strongly Support	Somewhat Support	Neither Support or Oppose	Somewhat Oppose	Strongly Oppose	Don't Know	Total
Clackamas	23	4	2	0	0	0	29
Multnomah	56	22	1	1	0	0	80
Washington	17	9	5	0	1	0	32
Other	5	8	1	0	0	0	14
Male	53	25	8	0	1	0	87
Female	45	19	1	1	0	0	66
18-24	0	0	0	0	0	0	0
25-34	13	9	1	1	0	0	24
35-54	46	21	4	0	1	0	72
55-64	32	11	3	0	0	0	46
65+	10	3	1	0	0	0	14
MPAC	13	4	2	0	0	0	19
JPACT	3	5	0	0	0	0	8
Other elected official	13	4	1	0	1	0	19
Government agency	41	15	4	0	0	0	60
Community organization/Non-profit	20	7	1	1	0	0	29
Other5	12	9	0	0	0	0	21
Neighborhood	4	2	0	1	0	0	7
City – population under 25,000	11	4	3	0	1	0	19
City – population above 25,000	26	11	2	0	0	0	39
County	18	7	3	0	0	0	28
Region	28	11	1	0	0	0	40
State	8	6	0	0	0	0	14
Other6	3	3	0	0	0	0	6

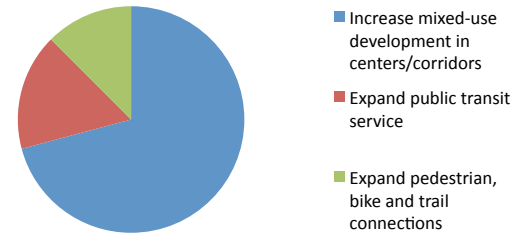
11.) Keeping a tight Urban Growth Boundary?

	Strongly support	Somewhat support	Neither support or oppose	Somewhat oppose	Strongly oppose	Don't know	Total
Clackamas	23	3	1	0	1	0	28
Multnomah	63	12	2	2	0	0	79
Washington	13	10	4	6	0	0	33
Other	11	3	0	0	1	0	15
Male	57	18	3	6	1	0	85
Female	53	10	2	2	1	0	68
18-24	0	0	0	0	0	0	0
25-34	17	4	1	0	0	0	22
35-54	51	16	3	3	1	0	74
55-64	34	8	2	3	0	0	47
65+	10	0	1	2	1	0	14
MPAC	11	5	1	2	0	0	19
JPACT	7	1	0	0	0	0	8
Other elected official	12	3	0	3	1	0	19
Government agency	45	11	4	2	0	0	62
Community organization/Non-profit	21	6	1	0	0	0	28
Other5	17	3	1	0	0	0	21
Neighborhood	3	1	1	0	0	0	5
City – population under 25,000	10	4	1	3	1	0	19
City – population above 25,000	23	11	2	3	1	0	40
County	22	4	1	1	0	0	28
Region	33	7	1	0	0	0	41
State	12	1	1	0	0	0	14
Other6	5	0	0	1	0	0	6

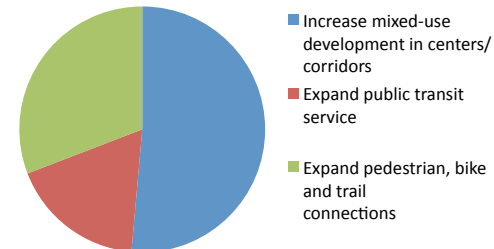
12.) Fits local plans and your community's aspirations

	Increase mixed-use development in centers/corridors	Expand public transit service	Expand pedestrian, bike and trail connections	Total
Clackamas	15	3	9	27
Multnomah	36	8	18	62
Washington	12	10	8	30
Other	7	2	2	11
Male	39	12	20	71
Female	30	9	17	56
18-24	0	0	0	0
25-34	11	4	5	20
35-54	30	6	17	53
55-64	24	12	9	45
65+	8	1	3	12
MPAC	10	3	3	16
JPACT	7	1	0	8
Other elected official	9	3	6	18
Government agency	26	8	17	51
Community organization/Non-profit	14	2	5	21
Other5	6	6	5	17
Neighborhood	2	2	1	5
City – population under 25,000	10	1	6	17
City – population above 25,000	17	8	8	33
County	14	1	7	22
Region	21	8	9	38
State	5	3	2	10
Other6	1	0	2	3
MPAC/JPACT	17	4	3	24
Non MPAC/JPACT	55	19	33	107

MPAC/JPACT



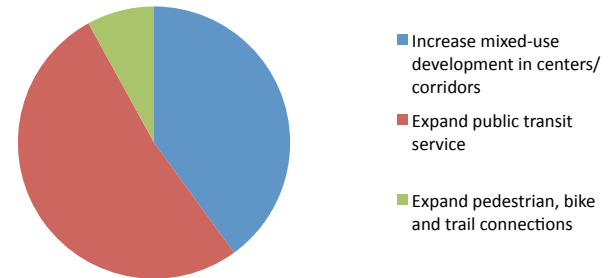
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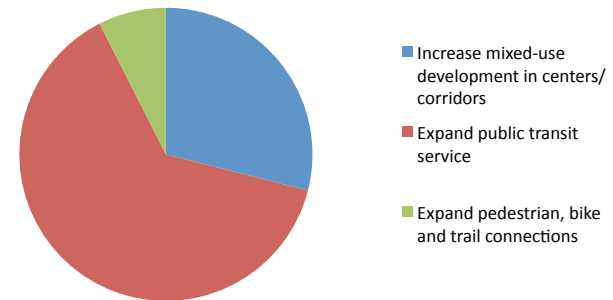
13.) Potential to help low-income, minority and underserved communities

	Increase mixed-use development in centers/corridors	Expand public transit service	Expand pedestrian, bike and trail connections	Total
Clackamas	11	16	1	28
Multnomah	20	38	6	64
Washington	9	18	2	29
Other	3	9	1	13
Male	18	47	7	72
Female	22	32	3	57
18-24	0	0	0	0
25-34	5	14	1	20
35-54	20	31	5	56
55-64	11	32	2	45
65+	7	4	1	12
MPAC	7	9	1	17
JPACT	3	4	1	8
Other elected official	8	8	2	18
Government agency	12	32	5	49
Community organization/Non-profit	7	14	0	21
Other5	4	14	1	19
Neighborhood	3	2	0	5
City – population under 25,000	5	11	1	17
City – population above 25,000	9	21	3	33
County	7	14	1	22
Region	10	24	4	38
State	4	5	1	10
Other6	3	1	0	4
MPAC/JPACT	10	13	2	25
Non MPAC/JPACT	31	68	8	107

MPAC/JPACT



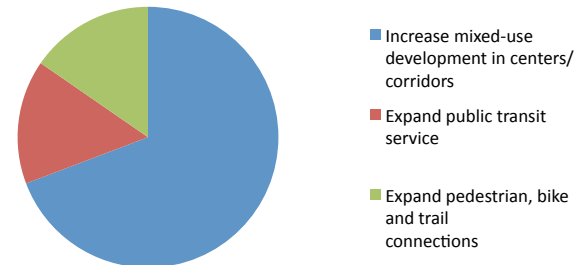
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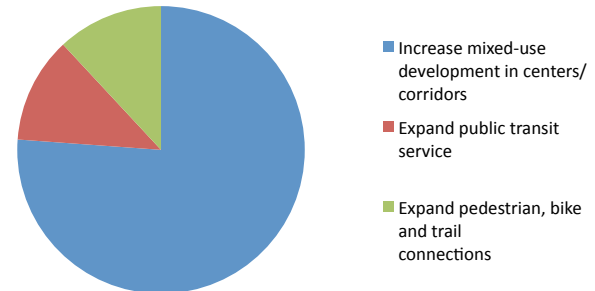
14.) Supports a healthy economy

	Increase mixed-use development in centers/corridors	Expand public transit service	Expand pedestrian, bike and trail connections	Total
Clackamas	25	1	2	28
Multnomah	45	10	11	66
Washington	22	5	2	29
Other	8	2	2	12
Male	52	11	9	72
Female	46	5	8	59
18-24	0	0	0	0
25-34	16	1	4	21
35-54	40	10	6	56
55-64	34	7	5	46
65+	10	0	2	12
MPAC	13	2	3	18
JPACT	5	2	1	8
Other elected official	15	1	2	18
Government agency	38	9	4	51
Community organization/Non-profit	15	1	6	22
Other5	15	2	1	18
Neighborhood	4	1	1	6
City – population under 25,000	11	4	2	17
City – population above 25,000	25	6	4	35
County	17	1	3	21
Region	27	6	6	39
State	9	0	1	10
Other6	2	1	0	3
MPAC/JPACT	18	4	4	26
Non MPAC/JPACT	83	13	13	109

MPAC/JPACT



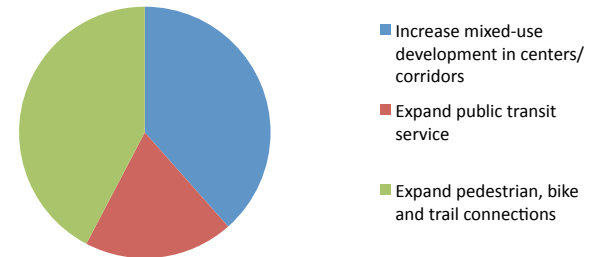
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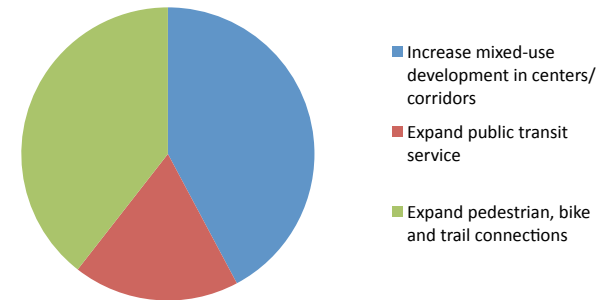
15.) Political feasibility and level of public support

	Increase mixed-use development in centers/corridors	Expand public transit service	Expand pedestrian, bike and trail connections	Total
Clackamas	13	2	13	28
Multnomah	32	14	20	66
Washington	7	9	13	29
Other	4	1	8	13
Male	33	14	25	72
Female	23	10	27	60
18-24	0	0	0	0
25-34	8	2	10	20
35-54	28	10	21	59
55-64	14	10	20	44
65+	7	3	3	13
MPAC	7	2	9	18
JPACT	3	3	2	8
Other elected official	8	2	7	17
Government agency	20	11	20	51
Community organization/Non-profit	9	4	9	22
Other5	9	3	7	19
Neighborhood	1	3	2	6
City – population under 25,000	7	2	8	17
City – population above 25,000	16	7	13	36
County	11	4	6	21
Region	10	7	21	38
State	6	1	3	10
Other6	3	0	1	4
MPAC/JPACT	10	5	11	26
Non MPAC/JPACT	46	20	43	109

MPAC/JPACT



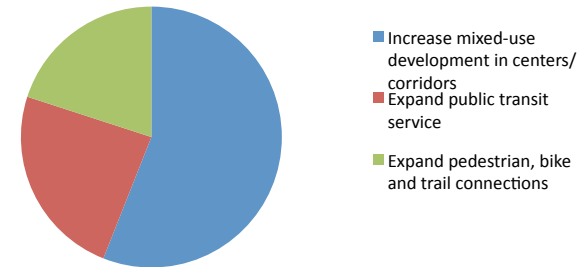
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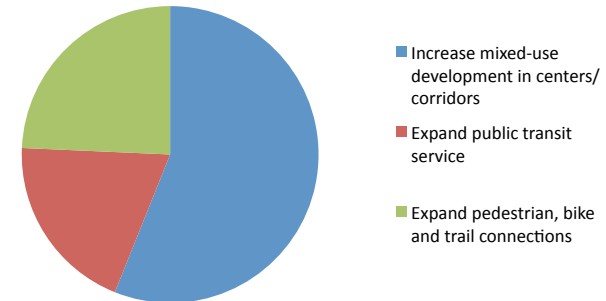
16.) Potential to reduce carbon emissions

	Increase mixed-use development in centers/corridors	Expand public transit service	Expand pedestrian, bike and trail connections	Total
Clackamas	19	5	3	27
Multnomah	36	14	17	67
Washington	12	6	8	26
Other	8	2	2	12
Male	39	15	16	70
Female	30	13	15	58
18-24	0	0	0	0
25-34	11	3	6	20
35-54	29	13	12	54
55-64	24	10	11	45
65+	10	2	1	13
MPAC	11	2	4	17
JPACT	3	4	1	8
Other elected official	9	4	4	17
Government agency	26	11	12	49
Community organization/Non-profit	16	3	3	22
Other5	9	3	7	19
Neighborhood	3	1	2	6
City – population under 25,000	10	3	2	15
City – population above 25,000	18	6	10	34
County	12	3	6	21
Region	20	10	9	39
State	7	3	0	10
Other6	2	1	1	4
MPAC/JPACT	14	6	5	25
Non MPAC/JPACT	60	21	26	107

MPAC/JPACT



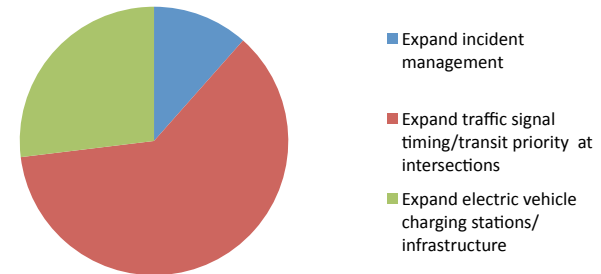
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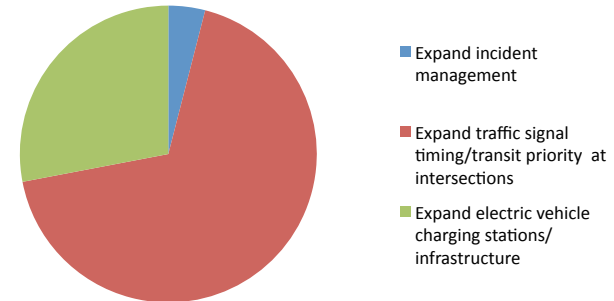
17.) Fits local plans and your community's aspirations

	Expand incident management	Expand traffic signal timing/transit priority at intersections	Expand electric vehicle charging stations/infrastructure	Total
Clackamas	3	15	4	22
Multnomah	2	42	20	64
Washington	1	19	9	29
Other	1	6	4	11
Male	3	41	21	65
Female	4	39	15	58
18-24	0	0	0	0
25-34	2	11	6	19
35-54	1	34	18	53
55-64	4	28	12	44
65+	0	9	1	10
MPAC	3	9	6	18
JPACT	0	7	1	8
Other elected official	0	10	4	14
Government agency	3	34	13	50
Community organization/Non-profit	1	12	5	18
Other5	0	12	6	18
Neighborhood	0	2	3	5
City – population under 25,000	1	6	8	15
City – population above 25,000	3	21	10	34
County	0	15	6	21
Region	2	28	5	35
State	1	5	4	10
Other6	0	2	1	3
MPAC/JPACT	3	16	7	26
Non MPAC/JPACT	4	68	28	100

MPAC/JPACT



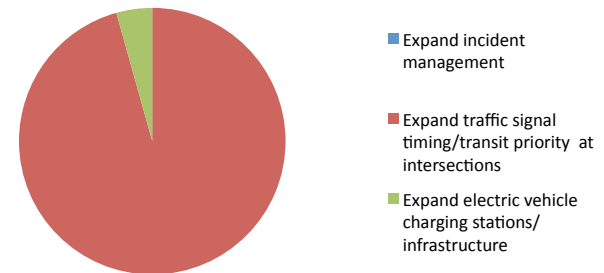
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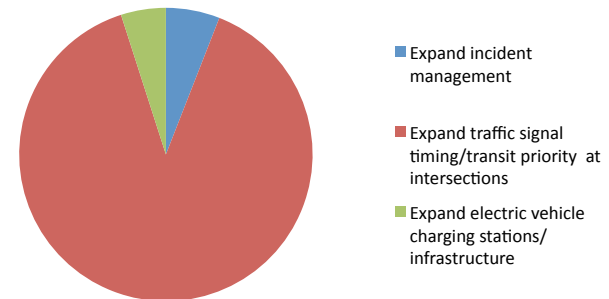
18.) Potential to help low-income, minority and underserved communities

	Expand incident management	Expand traffic signal timing/transit priority at intersections	Expand electric vehicle charging stations/infrastructure	Total
Clackamas	1	21	0	22
Multnomah	4	53	3	60
Washington	0	27	2	29
Other	1	11	1	13
Male	2	61	3	66
Female	4	48	3	55
18-24	0	0	0	0
25-34	1	18	0	19
35-54	1	46	3	50
55-64	2	38	3	43
65+	2	10	0	12
MPAC	0	15	1	16
JPACT	0	7	0	7
Other elected official	3	12	1	16
Government agency	2	45	1	48
Community organization/Non-profit	0	16	2	18
Other5	1	17	1	19
Neighborhood	0	5	0	5
City – population under 25,000	1	13	1	15
City – population above 25,000	1	31	2	34
County	1	18	1	20
Region	2	31	1	34
State	1	8	1	10
Other6	0	3	0	3
MPAC/JPACT	0	22	1	23
Non MPAC/JPACT	6	90	5	101

MPAC/JPACT



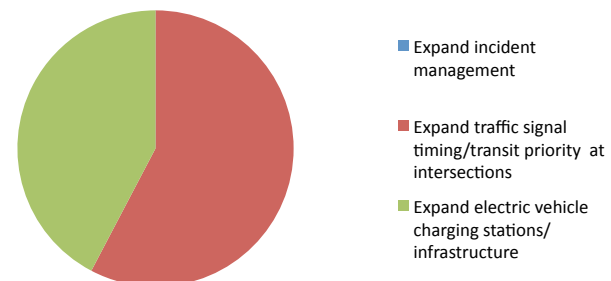
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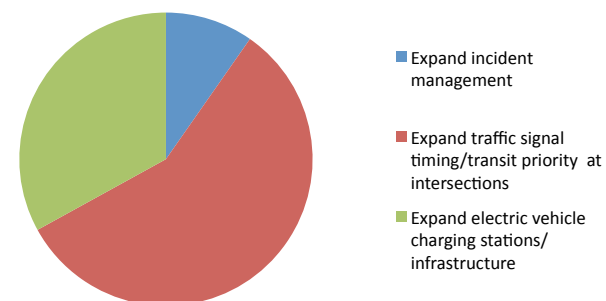
19.) Supports a healthy economy

	Expand incident management	Expand traffic signal timing/transit priority at intersections	Expand electric vehicle charging stations/infrastructure	Total
Clackamas	0	16	7	23
Multnomah	7	31	26	64
Washington	1	20	8	29
Other	2	8	3	13
Male	7	44	17	68
Female	3	28	27	58
18-24	0	0	0	0
25-34	1	11	8	20
35-54	7	30	17	54
55-64	2	26	15	43
65+	0	9	3	12
MPAC	0	10	8	18
JPACT	0	5	3	8
Other elected official	0	13	3	16
Government agency	10	26	13	49
Community organization/Non-profit	0	14	6	20
Other5	0	6	12	18
Neighborhood	0	3	3	6
City – population under 25,000	3	8	4	15
City – population above 25,000	3	25	9	37
County	1	11	9	21
Region	2	18	14	34
State	2	3	5	10
Other6	0	3	0	3
MPAC/JPACT	0	15	11	26
Non MPAC/JPACT	10	59	34	103

MPAC/JPACT



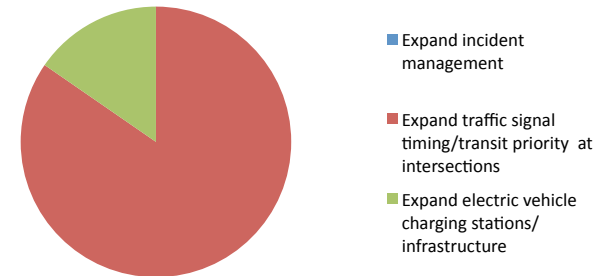
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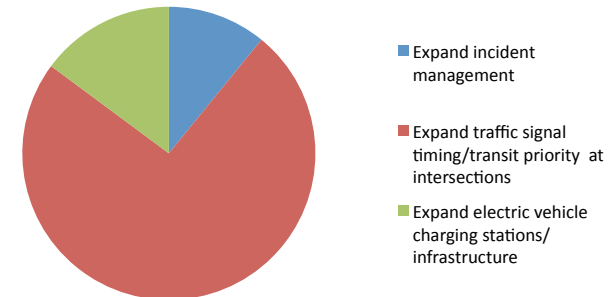
20.) Political feasibility and level of public support

	Expand incident management	Expand traffic signal timing/transit priority at intersections	Expand electric vehicle charging stations/infrastructure	Total
Clackamas	2	19	2	23
Multnomah	6	48	9	63
Washington	2	20	7	29
Other	1	10	2	13
Male	6	48	12	66
Female	5	48	6	59
18-24	0	0	0	0
25-34	3	15	2	20
35-54	5	38	10	53
55-64	1	36	7	44
65+	2	9	0	11
MPAC	0	14	4	18
JPACT	0	8	0	8
Other elected official	1	13	1	15
Government agency	6	34	9	49
Community organization/Non-profit	0	18	2	20
Other5	4	10	3	17
Neighborhood	1	5	0	6
City – population under 25,000	1	11	3	15
City – population above 25,000	4	28	6	38
County	1	15	4	20
Region	4	28	2	34
State	1	5	3	9
Other6	0	2	0	2
MPAC/JPACT	0	22	4	26
Non MPAC/JPACT	11	75	15	101

MPAC/JPACT



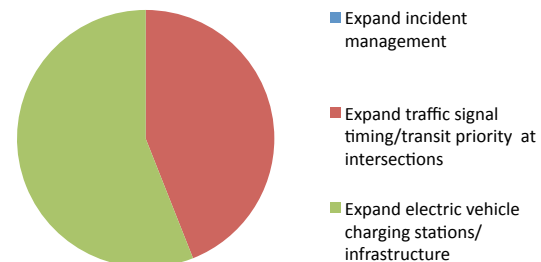
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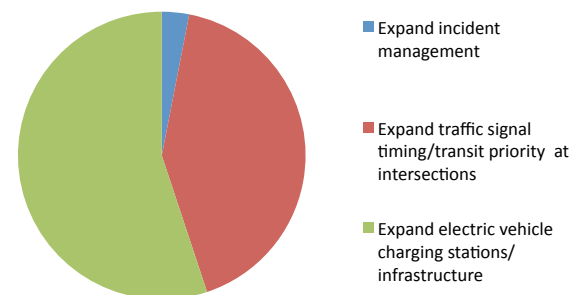
21.) Potential to reduce carbon emissions

	Expand incident management	Expand traffic signal timing/transit priority at intersections	Expand electric vehicle charging stations/infrastructure	Total
Clackamas	1	10	12	23
Multnomah	1	20	40	61
Washington	0	14	13	27
Other	1	7	5	13
Male	1	26	38	65
Female	2	25	29	56
18-24	0	0	0	0
25-34	2	11	7	20
35-54	0	18	34	52
55-64	1	17	23	41
65+	0	8	4	12
MPAC	0	7	11	18
JPACT	0	4	3	7
Other elected official	0	6	9	15
Government agency	2	21	23	46
Community organization/Non-profit	1	7	11	19
Other5	0	7	11	18
Neighborhood	1	2	3	6
City – population under 25,000	0	7	8	15
City – population above 25,000	1	17	18	36
County	0	6	16	22
Region	0	14	16	30
State	1	2	6	9
Other6	0	3	0	3
MPAC/JPACT	0	11	14	25
Non MPAC/JPACT	3	41	54	98

MPAC/JPACT



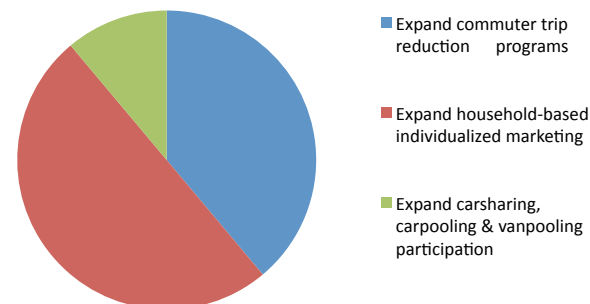
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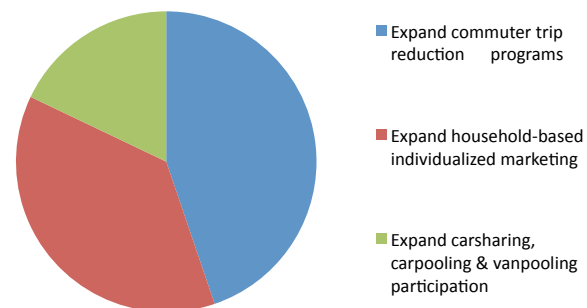
22.) Fits local plans and your community's aspirations

	Expand commuter trip reduction programs	Expand household-based individualized marketing	Expand carsharing, carpooling & vanpooling participation	Total
Clackamas	5	5	3	13
Multnomah	20	18	4	42
Washington	10	8	3	21
Other	2	2	4	8
Male	19	17	6	42
Female	15	17	7	39
18-24	0	0	0	0
25-34	3	9	3	15
35-54	14	18	6	38
55-64	15	3	3	21
65+	5	4	1	10
MPAC	3	6	1	10
JPACT	4	3	1	8
Other elected official	9	2	1	12
Government agency	11	14	6	31
Community organization/Non-profit	5	5	3	13
Other5	5	4	2	11
Neighborhood	1	1	1	3
City – population under 25,000	5	3	1	9
City – population above 25,000	8	12	2	22
County	10	6	2	18
Region	11	6	7	24
State	2	3	0	5
Other6	0	0	1	1
MPAC/JPACT	7	9	2	18
Non MPAC/JPACT	30	25	12	67

MPAC/JPACT



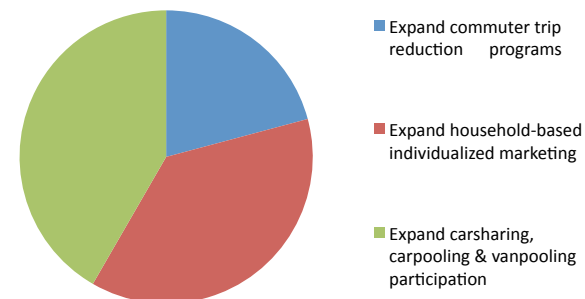
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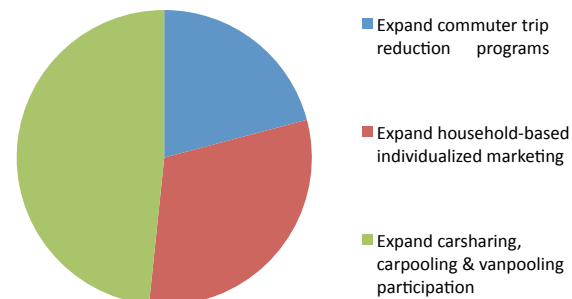
23.) Potential to help low-income, minority and underserved communities

	Expand commuter trip reduction programs	Expand household-based individualized marketing	Expand carsharing, carpooling & vanpooling participation	Total
Clackamas	5	7	7	19
Multnomah	12	18	28	58
Washington	6	8	14	28
Other	1	4	5	10
Male	11	23	27	61
Female	10	11	30	51
18-24	0	0	0	0
25-34	6	4	8	18
35-54	3	17	27	47
55-64	14	10	14	38
65+	1	6	5	12
MPAC	3	7	6	16
JPACT	2	2	4	8
Other elected official	5	3	8	16
Government agency	5	16	22	43
Community organization/Non-profit	4	6	9	19
Other5	5	3	5	13
Neighborhood	0	0	3	3
City – population under 25,000	4	3	6	13
City – population above 25,000	6	14	13	33
County	5	6	11	22
Region	8	9	14	31
State	1	2	5	8
Other6	1	1	1	3
MPAC/JPACT	5	9	10	24
Non MPAC/JPACT	19	28	44	91

MPAC/JPACT



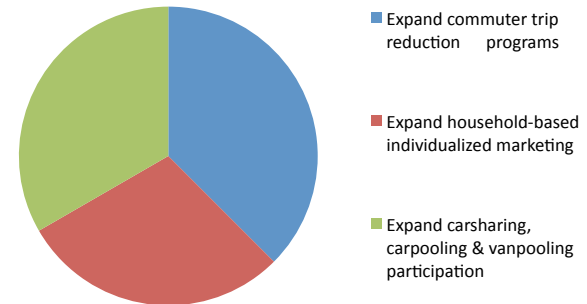
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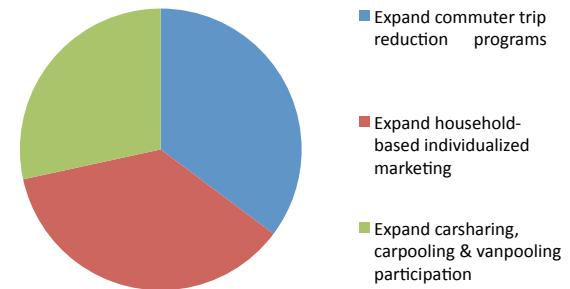
24.) Supports a healthy economy

	Expand commuter trip reduction programs	Expand household-based individualized marketing	Expand carsharing, carpooling & vanpooling participation	Total
Clackamas	10	4	5	19
Multnomah	16	20	20	56
Washington	11	8	7	26
Other	2	8	1	11
Male	23	23	13	59
Female	15	17	18	50
18-24	0	0	0	0
25-34	5	6	5	16
35-54	19	17	12	48
55-64	12	13	12	37
65+	4	5	2	11
MPAC	7	4	5	16
JPACT	2	3	3	8
Other elected official	4	8	4	16
Government agency	14	17	11	42
Community organization/Non-profit	8	3	6	17
Other5	5	4	4	13
Neighborhood	0	1	2	3
City – population under 25,000	6	5	2	13
City – population above 25,000	15	12	4	31
County	5	7	10	22
Region	10	10	11	31
State	2	5	1	8
Other6	0	1	1	2
MPAC/JPACT	9	7	8	24
Non MPAC/JPACT	31	32	25	88

MPAC/JPACT



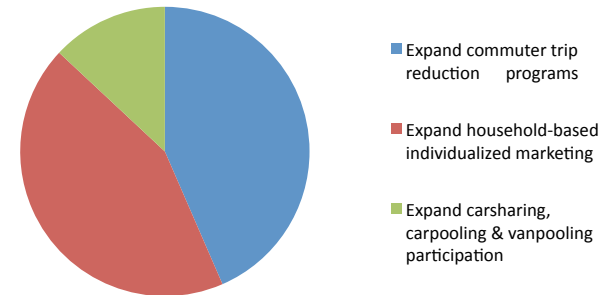
Non MPAC/JPACT



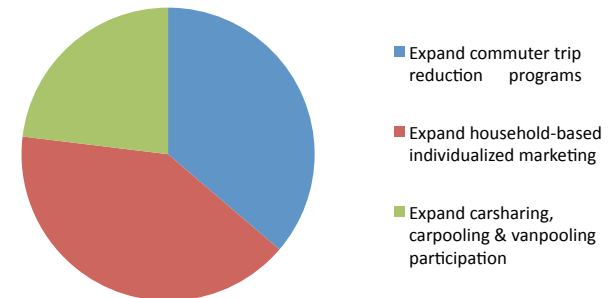
25.) Political feasibility and level of public support

	Expand commuter trip reduction programs	Expand household-based individualized marketing	Expand carsharing, carpooling & vanpooling participation	Total
Clackamas	8	12	1	21
Multnomah	17	25	14	56
Washington	12	7	7	26
Other	4	5	2	11
Male	27	21	14	62
Female	15	25	10	50
18-24	0	0	0	0
25-34	5	10	3	18
35-54	19	20	10	49
55-64	15	13	7	35
65+	4	6	2	12
MPAC	7	7	2	16
JPACT	3	3	1	7
Other elected official	7	8	2	17
Government agency	13	16	12	41
Community organization/Non-profit	6	9	4	19
Other5	7	4	3	14
Neighborhood	1	2	0	3
City – population under 25,000	8	5	1	14
City – population above 25,000	9	20	5	34
County	10	7	4	21
Region	14	7	8	29
State	1	4	3	8
Other6	0	2	1	3
MPAC/JPACT	10	10	3	23
Non MPAC/JPACT	33	37	21	91

MPAC/JPACT



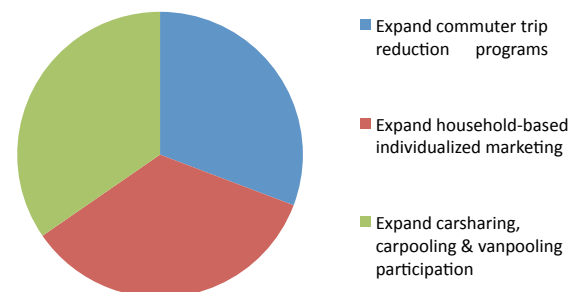
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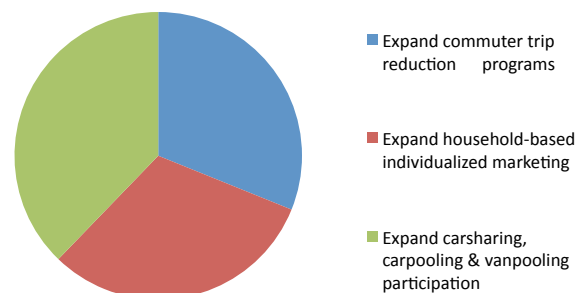
26.) Potential to reduce carbon emissions

	Expand commuter trip reduction programs	Expand household-based individualized marketing	Expand carsharing, carpooling & vanpooling participation	Total
Clackamas	8	5	8	21
Multnomah	19	18	21	58
Washington	9	8	10	27
Other	2	6	3	11
Male	17	22	22	61
Female	18	15	20	53
18-24	0	0	0	0
25-34	5	5	7	17
35-54	15	20	16	51
55-64	15	9	14	38
65+	2	4	5	11
MPAC	6	6	6	18
JPACT	2	3	3	8
Other elected official	4	3	10	17
Government agency	10	17	15	42
Community organization/Non-profit	7	5	6	18
Other5	7	3	3	13
Neighborhood	1	1	2	4
City – population under 25,000	4	3	7	14
City – population above 25,000	7	17	10	34
County	7	6	9	22
Region	14	6	10	30
State	1	5	2	8
Other6	1	0	1	2
MPAC/JPACT	8	9	9	26
Non MPAC/JPACT	28	28	34	90

MPAC/JPACT



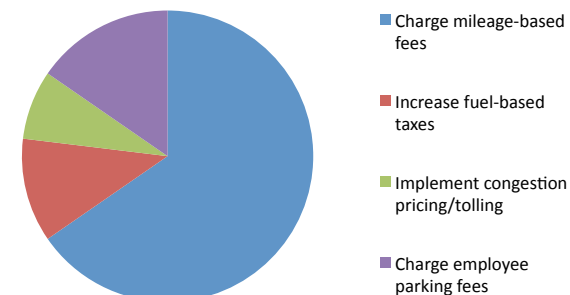
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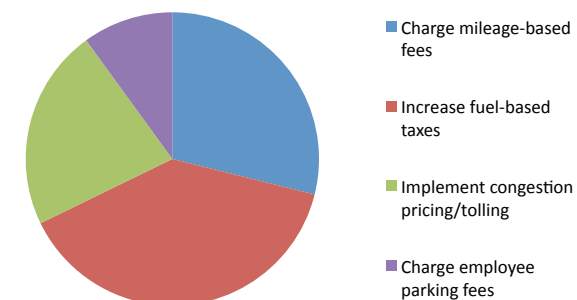
27.) Fits local plans and your community's aspirations

	Charge mileage-based fees	Increase fuel-based taxes	Implement congestion pricing/tolling	Charge employee parking fees	Total
Clackamas	10	8	2	1	21
Multnomah	16	15	16	10	57
Washington	10	12	5	0	27
Other	4	3	1	2	10
Male	21	21	11	7	60
Female	22	14	12	4	52
18-24	0	0	0	0	0
25-34	4	9	1	2	16
35-54	19	14	11	7	51
55-64	14	10	9	3	36
65+	5	5	2	1	13
MPAC	12	3	1	2	18
JPACT	5	0	1	2	8
Other elected official	8	4	6	0	18
Government agency	12	15	7	7	41
Community organization/Non-profit	2	10	3	2	17
Other5	4	6	4	0	14
Neighborhood	1	1	1	0	3
City – population under 25,000	7	3	4	1	15
City – population above 25,000	7	15	7	6	35
County	11	5	5	2	23
Region	13	7	6	3	29
State	3	2	1	1	7
Other6	0	1	1	0	2
MPAC/JPACT	17	3	2	4	26
Non MPAC/JPACT	26	35	20	9	90

MPAC/JPACT



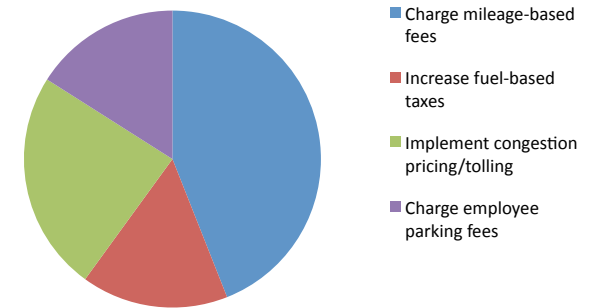
Non MPAC/JPACT



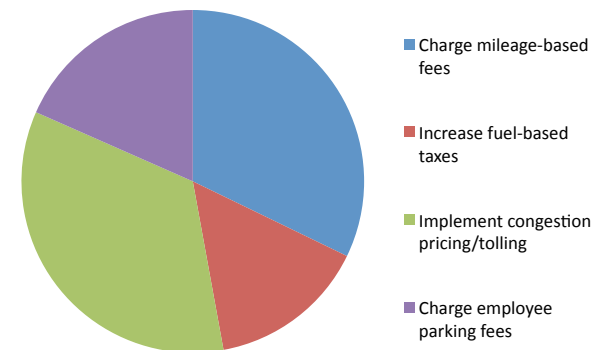
28.) Potential to help low-income, minority and underserved communities

	Charge mileage-based fees	Increase fuel-based taxes	Implement congestion pricing/tolling	Charge employee parking fees	Total
Clackamas	7	3	6	5	21
Multnomah	16	7	21	11	55
Washington	11	5	7	4	27
Other	5	1	4	0	10
Male	23	6	14	14	57
Female	17	9	23	5	54
18-24	0	0	0	0	0
25-34	4	4	6	4	18
35-54	14	6	19	9	48
55-64	17	6	9	4	36
65+	5	1	2	3	11
MPAC	8	2	4	3	17
JPACT	3	2	2	1	8
Other elected official	8	1	5	4	18
Government agency	11	6	14	8	39
Community organization/Non-profit	4	3	7	2	16
Other5	5	3	4	2	14
Neighborhood	1	0	4	0	5
City – population under 25,000	9	1	2	3	15
City – population above 25,000	5	7	14	7	33
County	9	0	8	3	20
Region	12	7	4	5	28
State	3	0	2	2	7
Other6	0	1	1	0	2
MPAC/JPACT	11	4	6	4	25
Non MPAC/JPACT	28	13	30	16	87

MPAC/JPACT



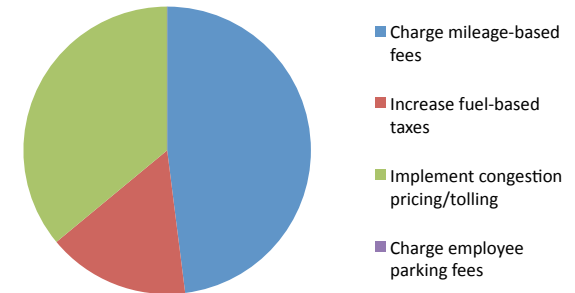
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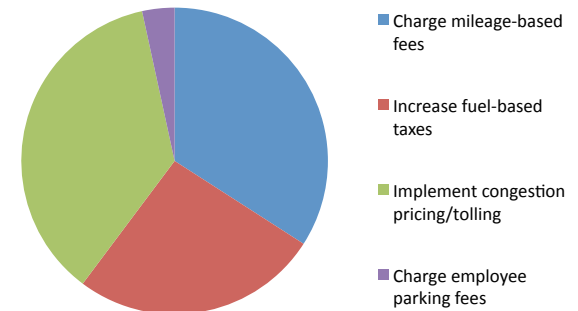
29.) Supports a healthy economy

	Charge mileage-based fees	Increase fuel-based taxes	Implement congestion pricing/tolling	Charge employee parking fees	Total
Clackamas	9	6	6	1	22
Multnomah	20	11	24	1	56
Washington	10	8	8	0	26
Other	3	3	4	0	10
Male	21	16	21	2	60
Female	22	10	19	1	52
18-24	0	0	0	0	0
25-34	4	7	7	0	18
35-54	19	9	20	1	49
55-64	14	9	12	0	35
65+	6	1	3	2	12
MPAC	9	2	7	0	18
JPACT	3	2	2	0	7
Other elected official	6	4	5	2	17
Government agency	11	10	17	1	39
Community organization/Non-profit	6	6	5	0	17
Other5	7	3	5	0	15
Neighborhood	2	1	2	0	5
City – population under 25,000	5	4	4	1	14
City – population above 25,000	12	8	14	1	35
County	7	6	8	1	22
Region	11	7	9	0	27
State	4	0	3	0	7
Other6	1	0	1	0	2
MPAC/JPACT	12	4	9	0	25
Non MPAC/JPACT	30	23	32	3	88

MPAC/JPACT



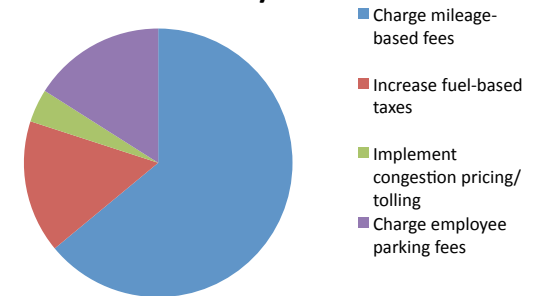
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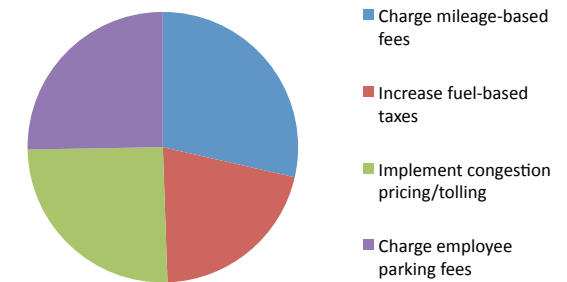
30.) Political feasibility and level of public support

	Charge mileage- based fees	Increase fuel-based taxes	Implement congestion pricing/tolling	Charge employee parking fees	Total
Clackamas	7	1	5	9	22
Multnomah	22	10	13	12	57
Washington	10	7	4	6	27
Other	2	4	2	3	11
Male	21	13	16	12	62
Female	20	9	9	15	53
18-24	0	0	0	0	0
25-34	6	5	2	4	17
35-54	21	6	11	14	52
55-64	12	8	8	7	35
65+	2	3	4	4	13
MPAC	12	2	1	3	18
JPACT	4	2	0	1	7
Other elected official	5	2	8	3	18
Government agency	12	9	7	13	41
Community organization/Non-profit	4	6	5	3	18
Other5	5	2	3	4	14
Neighborhood	1	1	1	1	4
City – population under 25,000	7	1	5	2	15
City – population above 25,000	10	10	6	10	36
County	8	2	7	5	22
Region	13	3	4	7	27
State	2	3	1	2	8
Other6	0	0	1	1	2
MPAC/JPACT	16	4	1	4	25
Non MPAC/JPACT	26	19	23	23	91

MPAC/JPACT



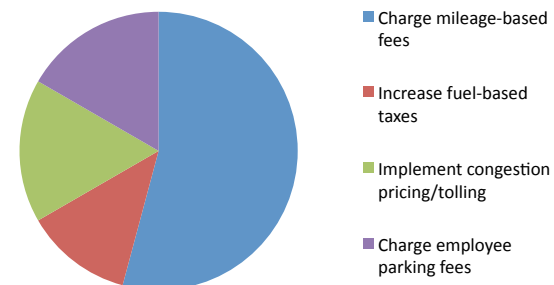
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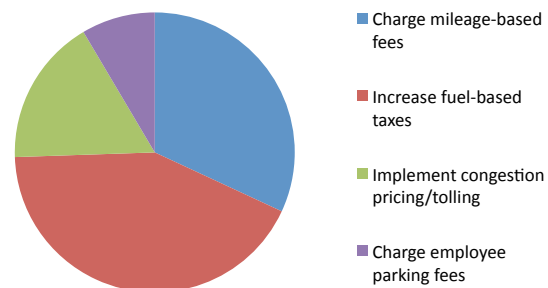
31.) Potential to reduce carbon emissions

	Charge mileage- based fees	Increase fuel-based taxes	Implement congestion pricing/tolling	Charge employee parking fees	Total
Clackamas	4	12	4	2	22
Multnomah	20	21	10	6	57
Washington	16	5	4	3	28
Other	3	5	2	1	11
Male	21	25	9	9	64
Female	20	20	10	2	52
18-24	0	0	0	0	0
25-34	8	7	3	0	18
35-54	18	16	9	8	51
55-64	13	15	4	4	36
65+	3	7	3	0	13
MPAC	8	2	4	3	17
JPACT	5	1	0	1	7
Other elected official	6	7	4	1	18
Government agency	14	15	8	6	43
Community organization/Non-profit	4	12	2	0	18
Other5	6	6	2	1	15
Neighborhood	2	1	1	0	4
City – population under 25,000	5	5	4	1	15
City – population above 25,000	15	13	4	4	36
County	8	7	3	4	22
Region	10	9	6	3	28
State	4	5	0	0	9
Other6	0	1	0	0	1
MPAC/JPACT	13	3	4	4	24
Non MPAC/JPACT	30	40	16	8	94

MPAC/JPACT



Non MPAC/JPACT



April 1, 2011 | Climate Leadership Summit Comment Card Responses

This document is a transcription of the comment cards submitted at the summit.

Kim Armstrong, Washington County

Q1. Other strategies that should be considered?

- Better housing and transportation connections for low-income and affordable housing and keeping local amenities affordable. High-opportunity, well-connected neighborhoods are often expensive – and this must be mitigated to allow low-income access to these communities.

Q2. Other comments?

- No response.

Roger Averbeck

Q1. Other strategies that should be considered?

- RE community design: A, B, C complement each other – as all three are implemented, they will go hand in hand, and each won't achieve success without each other.

Q2. Other comments?

- No response.

William Barnes, Citizen

Q1. Other strategies that should be considered?

- I think you covered them all. It's always about funding.

Q2. Other comments?

- I thought it was good. A lot of information and good speakers. You guys are great!! Champaign county Illinois will become even greater because of you.

Carol Bellows, ASLA/Lyricdancer design

Q1. Other strategies that should be considered?

- The top strategies discourage driving, but the alternatives (public transportation and pedestrian, bike, and trail connections) score low on the priority list.
- STUDENT EDUCATION and ridership re public transit.

Q2. Other comments?

- It costs me 16 miles in the car- expense and time- every time I need to pick up my high school student after an activity at their PUBLIC HS (Tualatin)
- Did a research project re how our children's ability to get around affects their development and maturity. www.childrenincities.blogspot.com

Meeky Blizzard, Office of Congressman Earl Blumenauer

Q1. Other strategies that should be considered?

- Include cost/benefit ratios on carbon reduction/benefit ratio
- Whose costs?

- It would be helpful to break out responses by geographic region/size of city or town/rural community

Q2. Other comments?

- None given

Gretchen Buehner, City of Tigard

Q1. Other strategies that should be considered?

- Currently little emphasis on transit for elderly and disabled
- Population is going up over the next 20 years

Q2. Other comments?

- None given

Pat Campbell, City of Vancouver

Q1. Other strategies that should be considered?

- Paratransit- federally mandated increasingly used and costly. Energy intensive. This needs to be factored when we consider “expand public transit service”.

Q2. Other comments?

- None given

Jody Carson, City of West Linn

Q1. Other strategies that should be considered?

- On mixed use need to include a mix of housing types.
- Need more focus on elderly and disabled.
- Clustering of services as part of mixed use.
- Industrial/manufacturing clustered near housing/retail in central areas rather than on fringe

Q2. Other comments?

- None given

Carol Chesarek, Forest Park Neighborhood

Q1. Other strategies that should be considered?

- Adjust SDCs and other fees to encourage mixed use development in centers and corridors. Pricing can encourage the behavior we want.

Q2. Other comments?

- None given

Cathy Clark, City of Keizer

Q1. Other strategies that should be considered?

- Youth- our BETC program has been a huge success. Their bus pass is their student ID. Transit is paid by BETC. The youth like the independence and parents don't have to cart them around. And the youth continue to ride transit as adults.

Q2. Other comments?

- The primary choices are design, information based-
 - Timing-design
 - Mixed use-design
 - Individual marketing-choice, design your day (?)
- Benefit includes TIME
- Emphasis on providing quality choices for all members of our community

Olivia Clarke, TriMet

Q1. Other strategies that should be considered?

- Interesting how low public transit scored when there's such a demand! The RTP (and next GHG targets) have tremendous expectations for more transit that cannot be met with current revenues.
- There's also a sense among participants that transit is a solution for low-income citizens. In fact, TriMet rides are 70-80% choice-riders, not low-income.

Q2. Other comments?

- #1 (signal timing/transit@intersections) could be very low hanging fruit
- #2 mixed use- critical to transit- should be our holy grail (lots to be mined (?) today)
- #4 nukeage-based fees is a Salem strategy

Blair Crumpacker, Washington County

Q1. Other strategies that should be considered?

- None given

Q2. Other comments?

- Thanks... good question. The realist's about the rate at which land use changes can occur and benefits (GHG) realized.
- Benefits will come in the out years. Early "bang for the buck" necessary to meet early targets will need to come largely from other strategies.

Marie Dahlstrom, Familias en Accion

Q1. Other strategies that should be considered?

- Although the pollster (DHM) provided important data it is unacceptable not to have engaged diverse (ethnically and racially) stakeholders, the business focus group should have included members of the ethnic business chambers. Metro needs to contract with diverse organizations with knowledge and experience and engaging diverse communities through focus groups, surveys, and culturally specific analysis of data.

Q2. Other comments?

- Very informative and I was pleased to see inclusion of equity. I don't know if most participants understood the definition of equity. Some participants mentioned elderly and disabled as not included, would be important to always include definition of equity.
- Incident mgmt should also have been defined and adverse impact without.

Jef Dalin, City of Cornelius

Q1. Other strategies that should be considered?

- Different things work better for different communities!!! DO NOT limit what we can do. Do no harm! Lowest income and highest commute distance in Cornelius.

Q2. Other comments?

- None given

Marissa Daniels, City of Tigard

Q1. Other strategies that should be considered?

- The connections between the items.

Q2. Other comments?

- None given

Dave Nordberg, DEQ

Q1. Other strategies that should be considered?

- It is inappropriate to compare the 4 categories as having equal weight. Signal timing was first in the travel efficiency category, but that should not indicate it is best out of all the strategies. The categories are not equally effective. Pricing is more effective than the others.

Q2. Other comments?

- None given

Angus Duncan, OGWC

Q1. Other strategies that should be considered?

- Rank choices/priorities by
 - Near-term / mid-term
 - For gov/for business/for households
 - Equity effects

Q2. Other comments?

- None given

Mike Jaffe, Mid-Willamette Valley COG

Q1. Other strategies that should be considered?

- Electric bikes

Q2. Other comments?

- I especially liked the panel discussion, especially hearing from Dwight Unti describe the opportunities and barriers from the private sector. More of this is welcome from the next seminar.
- Also would have been good to have a state leader give their views.

Courtney Johnson, Cray Law Center

Q1. Other strategies that should be considered?

- How can small cities with established neighborhoods make zoning changes to increase mixed use corridors within existing neighborhoods and how can this be prioritized in outlying areas with lower income residents without making those centers not affordable for current residents?

Q2. Other comments?

- Environmental justice needs to be considered during planning for example where you have incentive to increase mixed use ensuring accessibility, walkable neighborhoods in low income brackets, and not increasing highway use in low income areas
- Part of this discussion should include listing Oregon's ban on mixed-income development- Oregon is one of only two states to outright ban requirements for mixed-income inclusionary housing units on new developments- this will limit environmental justice and equity achievable by Metro.

Donna Jordan, City of Lake Oswego

Q1. Other strategies that should be considered?

- A strategy for educating citizens, small business, development/finance etc to understand the connection between the GHG policies and improving health, reduce monthly personal expenses, improve natural environment; protect local farm-forest land, etc.

Q2. Other comments?

- None given

Mayor Jim Kight, Troutdale

Q1. Other strategies that should be considered?

- The changes we are addressing need to be shared with the general public,. We need to gain their support and buy-in. The public will support the changes if they see a direct benefit either through financial gain or in lifestyles benefits. It appears that we are adopting the European culture.
- Some of these changes can take place in the short-term (signalizations, round-about) other long term are going to take place because of the market (price of fuel)

Q2. Other comments?

- The public is looking for leadership and vision from elected and government agencies in order to meet the future needs of members of our community.

Tim Knapp, Mayor, City of Wilsonville

Q1. Other strategies that should be considered?

- We must maintain a range of strategy choices and priorities. The choices for Portland, Gresham, Beaverton, and Wilsonville will not be the same. Allowing local communities to present their own vision, and prioritize/ develop their own strategies will encourage more enthusiasm and more buy-in than mandating a prescribed sequence or priority of strategy.

Q2. Other comments?

- Data collected shared today should include a break-down by “type” of community each vote represented (neighborhood, small cities, large cities regions, etc.) This would start to clarify the range of options and which might be more suitable to each size community.

Peter Koonce, City of Portland

Q1. Other strategies that should be considered?

- There is a need to consider other infrastructure within transportation.
 - Street lighting uses electricity – how can we reduce our consumption?
 - Pavement is impacted by buses and heavy trucks- what steps can we take to reduce long term costs? (Bus, concrete pads, truck/transit priority) to reduce stopping and ruts.
 - Multimodal operations- prioritize pedestrian/transit/bike.

Q2. Other comments?

- For Kim Ellis Memo: table 4 doesn't have transit signal priority highlighted or little known truck priority (similar elements to transit.)
- I would like to have a copy of the Davis presentation. Is that something he would share.
- Development incentives need to be carefully considered- I agree with Dwight until when he said districts need to be considered for traffic impacts and ODOT should be a partner to allow “congestion” and relaxed development standards in order to achieve goals
- Oregon tax on fuel was increased. That's good but wouldn't indexing tax based on fuel prices be better?

Nancy Kramer, interested party

Q1. Other strategies that should be considered?

- Important point made that a lot of car trips are for non- work reasons, so please take that into consideration.

Q2. Other comments?

- None given

Angela Lazarean, DLCD

Q1. Other strategies that should be considered?

- Overall thoughts are to base your strategies on where the highest VMTs are and that's in short trips mostly for personal travels. With that said my top 3 strategies would be
 - 1. Signal timing/ Transit intersections
 - 2. Mixed-use
 - 3. Household based individual marketing
- One strategy not addressed today would be local innovation/actions that communities could take today for example (walking, bus for schools.)

Q2. Other comments?

- None given

Jane Leo, Portland Metro Association of Realtors

Q1: Other strategies that should be considered?

- Discussion overly focused on use of private auto.
- Discussion should have/needs to be expanded to include freight movement and industry that cannot utilize mass transit (plumber, gardener, UPS, flower delivery service, realtors)
- Additionally, it is not fair/equitable to penalize (tax) people who have no access to mass transit but need it to work , go to grocery, get to school

Q2. Other comments?

- None given

Victoria Lowe, City of Forest Grove

Q1. Other strategies that should be considered?

- Use computer tech better
- Do preshop thinking in say real-estate sales to nail down to limit travel miles- transit better use new tech to change/reduce "fossil fuels". Reduce Reuse "Re- invent"

Q2. Other comments?

- 1 option does not fit all.

Kari Lyons-Eubanks, Multnomah county health department

Q1. Other strategies that should be considered?

- Repealing the state ban on inclusionary housing and passing local ordinances that require mixed- use building; socio-economic, class benefit ratio, return on investment for strategies to health.

Q2. Other comments?

- Using the summit as a forum for the gathering input on your strategies is great. However there is not a large representation of vulnerable populations – elders, children, immigrants, refugees, and others. The "representative" survey showed largely govt. representation.

- Please assure that those who are most economically impacted by these decisions are consciously involved- that means great intention on Metro's part. Can you circle back with me about this issue and let me know your over outreach plan? Thanks!

Charlotte Lehan, Clackamas County

Q1. Other strategies that should be considered?

- Role of mobility carts in future?

Q2. Other comments?

- Great speaker on panel.

Greg Malinowski, Washington County Dist2

Q1. Other strategies that should be considered?

- It is correct that with 4 choices for pricing to see the stats correctly that move Pricing consumers to the top of 6. Please call me; if you disagree.

Q2. Other comments?

- None given

Don MacGillivray, Transition PDX/LWY

Q1. Other strategies that should be considered?

- Develop a congestion pricing demo Project for the Columbia River Crossing (6-12 mos) prior to make a decision- if done this may reduce/eliminate the need for a new bridge.

Q2. Other comments?

- Restructuring Gov't and comprehensive tax reform would make a big difference in the efficiency of governments and its effects the economy making it easier to develop better innovative ideas.
- Also the media often works against innovation.
- And the conservative political climate is also a big negative and unrealistic!

Jane McFarland

Q1. Other strategies that should be considered?

- How to pay for these strategies. Mitigating climate change is going to cost. Should it be borne by tax payers or by consumer (same person different pocket?)
- Role of industrial/emp. center development. No current focus on densifying this type of development. Do industries really need to be in sprawled out campuses; i.e. Nike?

Q2. Other comments?

- None given

Bonnie McKinlay, concerned citizen, Climate activist

Q1. Other strategies that should be considered?

- It was covered but we need to emphasize how to educate the public.

Q2. Other comments?

- Thank you for making the valuable and well-planned summit to all citizens 😊
- Super-sum up at the end by Carlotta

Marilyn McWilliams, MPAC

Q1. Other strategies that should be considered?

- Ways to make biking and walking safer and more attractive in a rainy climate.
- We really need to focus on affordability to insure all are able to live wholesome lives.

Q2. Other comments?

- None given

Hector JR. Osuna, C.C Oregon

Q1. Other strategies that should be considered?

- Educating individuals about all the topics that were presented;
- Outreach.
- Accountability from each jurisdiction.

Q2. Other comments?

- Have a Climate Leadership Summit that would include more of community based organizations that provide services to underserved communities and communities of color.

Linli Pao, City of Tigard City Center Advisory Commission

Q1. Other strategies that should be considered?

- You put an emphasis carpooling, alternative modes of transportation, vanpooling and carsharing. However you don't discuss any of the social barriers to this- that is those issues of building community trust. Without that kind of sense of community trust, I doubt that many people who are used to and prefer driving cars will look at the many options for sharing. What strategies are being discussed to address this?

Q2. Other comments?

- What are you doing to address those who work in the fossil fuel car industries?
- What are you doing to talk to the people who use alternative modes of transportation and promotion thereof?

Linda Peters, Washington County

Q1. Other strategies that should be considered?

- Retrofit urban neighborhoods with streetcars (electrified tramways) per Patrick Condon's 7 points.

- Supply HS students (and maybe middle schooler's?) with free transit passes when they register for school- and expand routes/times.

Q2. Other comments?

- None given

Debbie Reber, City of Hillsboro

Q1. Other strategies that should be considered?

- Community design- balanced communities=jobs-housing balance and avoid wholesale redevelopment in historic neighborhoods (many of which are in centers and corridors)-mixed use isn't just vertical, what about horizontal, apartments and townhouses side by side w/ commercial/office.

Q2. Other comments?

- None given

Pat Ribellia, City of Hillsboro

Q1. Other strategies that should be considered?

- Any strategy must be run through a "doability filter" if it has to be implemented exclusively by local government comprehensive plans and land use regulations. Are they really feasible considering this circumstance?

Q2. Other comments?

- None given

Tyler Ryerson, City of Beaverton

Q1. Other strategies that should be considered?

- Transit opportunities need to be available not only by a line, but a line that is available in a higher frequency than it is currently in the suburban areas.
- Also improved connections between centers (RC/TC) but also to uses that go beyond work -services, underserved locations. Keeping in mind families and their needs vs. single needs.
- Funding of providing additional services will be likely need to associated w/ mileage based fees/ fuel based taxes
- affordable MU development in centers increased

Q2. Other comments?

- Keep all in mind the economic goals we need to strive for in the region and state.

Marc San Soucie, Beaverton City Council

Q1. Other strategies that should be considered?

- Considered but needing emphasis: MARKETING, MESSAGING, EDUCATION: We have to win hearts and minds, plant the seed in many currently unaware minds that new, different personal choices are critically important. The messaging will be crucial.

Among the general population, “climate”, “greenhouse gas”, and “global anything” are simply irrelevant and just bounce off.

Q2. Other comments?

- It has to be more personal, more focused messaging and positive.
- It would be negative to lead with messaging like:
 - Expensive-wasteful-dirty-less healthy
- It would be positive to lead with messaging like:
 - Cheaper-less wasteful-clean-healthier
- People need to decide on their own to inconvenience themselves a little but in order to get-what? Cheaper, less wasteful, cleaner, healthier
- Policy makers and implementers will take steps, some small and some large, to create opportunities for beneficial action. We need good strategies and hard work to get people to use those opportunities.

Dick Schouten, Board of Washington Commissioners

Q1. Other strategies that should be considered?

- Bike ped connections to transit e.g bike parking at max stations, bike/ped roads to major transit stations and Max stations.

Q2. Other comments?

- None given

Dresden Skees-Gregory, MPAC/Washington County Citizen

Q1. Other strategies that should be considered?

- Solutions for youth. We need to get parents to stop driving kids to school and other activities. Also, let’s stop parking from being “free” anywhere.

Q2. Other comments?

- I’d like to hear more about how we’re going to do these things. What are the implementation steps?

Cathy Stanton, City of Beaverton City Council

Q1. Other strategies that should be considered?

- Clarifying the two extremes – (1) eliminating those things that create the highest levels of CO2, etc. and (2) creating those things that prohibit the new or increased production of greenhouse gases.

Q2. Other comments?

- No response.

Cindy Tatham, City of Beaverton

Q1. Other strategies that should be considered?

- Mixed use has to have an equity component.

- Incident management was not understood, confusing and I feel this caused it to not score high.

Q2. Other comments?

- None given

Pete Truax, City of Forest Grove

Q1. Other strategies that should be considered?

- The presentation of strategies might have been first, prior to the panel discussion. People absented themselves after the break so it may have altered some of the results.
- The percentage of people employed by/involved in government was huge in this group this morning.
- The apparent lack of City of Portland presence is a bit disturbing.

Q2. Other comments?

- The elephant in the room is Portland and the apparent absence does not allow us to hear it's concerns, nor does it allow it to hear our issues. It doesn't speak well for regionalism.

Mary Vogel, CNU-Cascadia

Q1. Other strategies that should be considered?

- Land tax strategies that would produce speculative gain and return the value that the community creates with its investment (say in light rail or transit) back to the community rather than the speculator financing strategies; we are losing our intellectual infrastructure to create TOD/walkable mixed-use with 450% unemployment in A/E/P. I'm one of them.
- Strategies to get people to move their money and get back to the old savings and loan [can't read here], credit unions to do commercial development loans

Q2. Other comments?

- Please practice with the AV ahead of time
- Please consider those of us with some hearing loss and turn the SOUND up!_Couldn't hear the opening video so they were a WASTE of my time!
- Get better microphones or instruct people to speak directly into the ones you have more carefully.
- Voting was frustrating re: Climate strategies with Frego because my chance to add conditions-especially changing the tax structure to make mixed use more affordable for existing small business/local retail in centers and corridors and for residents who need it most

John Vandermosten, Gresham Neighborhood Association/Citizen's Involvement Committee

Q1. Other strategies that should be considered?

- Weak worker/senior citizen input (very strong business community)

- Any charges or price increases that may be applied to reduce demand should be collected and used by our local government agencies- NOT put in the pockets of wealthy business men.

Q2. Other comments?

- None given

Anita Yap, City of Damascus

Q1. Other strategies that should be considered?

- Equity and diversity- I see a diagram with a component but no discussion in the strategies from Metro.
- Also not much indication from public involvement that leadership from communities of color and low income /disability advocates. No mention found on if this will be done.

Q2. Other comments?

- It would be better if you had more diversity on your speakers panel.
- Young people, women, people of color, disability and low income
- Need to do a cost evaluation and include the social costs as part of it. Access, transport costs, health, crime, equity, housing affordability.

(No name given)

Q1. Other strategies that should be considered?

- I think more emphasis on the near term should be the focus on sidewalks as a way for more people to access not only their communities – but transit as well. Putting in sidewalks takes almost no hoops to jump through. They are very small capital investments that can make a huge impact to our region. It also addresses the need for the elderly and disabled access to all services.

Q2. Other comments?

- No response.

(No name given)

Q1. Other strategies that should be considered?

- Should only be looking at strategies with existing Metro authority. Very upsetting to hear Metro look to expand role.

Q2. Other comments?

- BAD mix/lack of balance in those attending. Remove most value in results.

(No name given)

Q1. Other strategies that should be considered?

- Sound system SUCKED. Adam Davis-interesting, helpful. John Fregonese-interesting, helpful. Panel discussion-Boring, too basic, no tangible info delivered.

Q2. Other comments?

- Instead of comparing strategies against each other in categories – rank each strategy on its own for a better statistical analysis.
- Comparing public beliefs to beliefs of policy makers present was helpful – enlightening – could have been more discussion on what that means, messaging for public, etc.
- Too many questions from audience, too much Q&A.
- Better explanation of definitions during Fregonese voting, i.e. What does “support healthy economy” mean? What is a commuter trip reduction program? Add category for cost to implement strategy.

(No name given)

Q1. Other strategies that should be considered?

- I think the elderly/disabled argument for not providing transportation choice is a red herring. That’s why elderly organizations lobby for transit (because they can’t and don’t want to drive). The “active elderly” population is increasing and linking walking and transit with mixed use areas enables seniors to walk. Combine active living options and over time maybe can reduce the US #1 health issue- obesity. And that saves households money. (Benefits youth too)

Q2. Other comments?

- Next program should talk about the multiple benefits you can get from synergistic impacts of the tools. AND Integrate cost/benefit analysis and the multiple benefits of tools → Which steps should we take anyway because the results are so good?
- Get rid of inclusionary housing ban.

(No name given)

Q1. Other strategies that should be considered?

- The full list from the memo.
- Please do not use the results of these votes to determine priorities for the scenario planning effort, as the exercise presented false choices between approaches that need to work together to be effective.

Q2. Other comments?

- It also did not provide enough info on costs and benefits of various strategies (carbon and co-benefits like livability) for the audience to make informed decisions.
- I would respectfully suggest dropping the cutesy voting approach and use peoples’ time to have real conversation about how these strategies fit together.
- Also Fregonese needs to look at some studies about transit and carbon before delivering misinformation.

(No name given)

My key observations/concerns regard two elements of the summit:

DHM Presentation

My perception/experience: I recognize that there was limited time and their fact-gathering was more intensive than time would allow. However, based on what was shown, the focus groups (absent one African American man) were very homogenous despite DHM's attempt to target suburban, youth, business, and urban demographics.

Future considerations: I would suggest that Metro (and DHM) get deeper than that. For instance, include more people of color, renters, un- and under-employed, immigrants, etc. In addition, if the questions asked in the "live" survey are the same used in the public sample—they might consider reframing them so that they are less technical and more relevant.

Climate Strategies Presentation

My perception/experience: The absence of affordable housing and jobs in community design was raised by a few people who were told to "write it down on the yellow card" for Metro to consider. This, I know, was due to the limited time available though from my perspective (and I'm not alone), that is not an acceptable response as the issue warrants as much time as bike lanes, mass transit, other carbon reduction strategies. The most glaring challenge for me, however, was the connection between the "potential to help low-income, minority and underserved communities" policy goal and the M&O, Mkting, and Pricing categories. My perception is that the goal, while a very critical one, was included for the sake of saying it was done; it had insufficient substance.

Future considerations: Be sure to include "affordable housing, foods, childcare and healthcare" in Metro's planning language for mixed-use development. Low income and affordable housing communities walk the most and travel the furthest to get to their jobs and the services they need.

Q2. Other comments?

The summit was not marketed very clearly and I was not sure it was appropriate for me to be there. My perception was that Connie Ashbrook was there as a representative of equity (rightfully!) however she really marketed the CEWO program and had little else to do with the rest of the day's discussion. Similar to the "potential to help low-income..." policy goal, it felt a little forced.

April 1, 2011 Climate Leadership Summit Confirmed Registrations

(Attendees are indicated in bold.)

Last	First	Organization	Affiliation
Anderson	Jared	Clackamas County	IP
Anderson	Susan	City of Portland, Bureau of Planning and Sustainability	MTAC
Armstrong	Kimberly	Washington County Department of Housing Services	IP
Armstrong	Tom	City of Portland, Bureau of Planning and Sustainability	MTAC Alt.
Ashbrook	Connie	Oregon Tradeswomen, Inc.	IP
Asher	Kenny	City of Milwaukie	TPAC Alt.
Averbeck	Roger	Multnomah County Bike & Ped CAC	IP
Babbitt	Michael	City of West Linn	IP
Back	Andy	Washington County	TPAC Alt.
Bantle	Kelly	Pac/West Communications	IP
Barnes	William		IP
Baugh	Andre	Portland Planning & Sustainability Commission	IP
Beasley	Chuck	Multnomah County Land Use and Transportation	MTAC
Bellows	Carol	LyricDancer Design	IP
Belusko	Tom	City of Forest Grove	IP
Berkow	Matt	Alta Planning + Design	MPAC
Bernard	Jim	Clackamas County	IP
Bhutani	Puja	City of Lake Oswego	IP
Blizzard	Meeky	Office of Congressman Earl Blumenauer	IP
Blocher	Daniel	TriMet	JPACT Alt.
Bohard	Jerri	ODOT	IP
Bradway	Margi	ODOT	IP
Brandom	Peter	City of Hillsboro	IP
Bricker	Scott	Bricker Consulting	IP
Brooks	Kelly	Oregon Department of Transportation	IP
Buehner	Gretchen	City of Tigard	IP
Bunch	Ron	City of Tigard	IP
Burkholder	Rex	Metro	JPACT
Burkman	Jack	City of Vancouver	JPACT
Butler	Laurie	First American Title	IP
Campbell	Pat	City of Vancouver	MPAC
Carley	Ron	Coalition for a Livable Future	IP
Carlson	Leslie	Carlson Communications	IP
Carson	Jody	City of West Linn	MPAC
Chambers	Greg	Nike Inc.	IP
Chapman-Duer	Ronda	Washington County	IP
Chase	Nancy		IP
Chesarek	Carol	Forest Park Neighborhood Association	IP
Ciarlo	Catherine	Office of Mayor Sam Adams	IP
Clark	Cathy	City of Keizer	IP
Clark	Olivia	TriMet	JPACT Alt.
Clark	Steve	TriMet Board of Directors	MPAC
Cohen	Cassie	Groundwork Portland	IP
Collette	Carlotta	Metro	JPACT
Collier	Corky	Columbia Corridor Association	IP
Collins	Bob	Hill International	IP
Cooper	Colin	City of Hillsboro	MTAC Alt.
Cortright	Bob	Department of Land Conservation and Development	IP

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Last	First	Organization	Affiliation
Craddick	Shirley	Metro	JPACT
Crim	Michele	City of Portland, Bureau of Planning and Sustainability	IP
Crumpacker	Blair	Washington County DLUT	IP
Cummings	Teri	City of West Linn	IP
Dahlstrom	Marie	Familias en Accion	IP
Dalin	Jef	City of Cornelius	IP
Daniels	Marissa	City of Tigard	IP
Darcy	Nathalie	MPAC	MPAC
Davis	Robert	Washington County	IP
Debbaut	Anne	DLCD	IP
DeConcini	Nina	Oregon Department of Environmental Quality	JPACT
Dingfelder	Jackie	Oregon State Legislature	IP
Dirksen	Craig	City of Tigard	JPACT
Ditzler	Phil	Federal Highway Administration; Oregon Division	IP
Dixon	Rob	City of Hillsboro	IP
Donaldson	David	City of Lake Oswego	IP
Donnelly	Jennifer	DLCD	MPAC Alt.
Doyle	Denny	City of Beaverton	MPAC
Duncan	Angus	Global Warming Commission	IP
Durkee	Joe		IP
Duyck	Andy	Washington County	MPAC
Edinger	Jeff	Gresham Downtown Development Association	IP
Egner	Dennis	City of Lake Oswego	IP
Eldronka	Cindy		IP
Enlow	Chris	KEEN	IP
Faith	Rich	City of Troutdale	IP
Files	Sean	Multnomah County, District 4	IP
Fiore	Ellie	Cogan Owens Cogan	IP
Fitzgerald	Marianne	Southwest Neighborhoods, Inc.	IP
Fitzgerald	Erika	City of Fairview	IP
Fleisher	Charles	City of Hillsboro	IP
Floyd	John	City of Tigard	IP
Flynn	Erin	Portland Development Commission	IP
Franklin	Jason	Parametrix	IP
Frisbee	Denise	City of Lake Oswego	IP
Frost	Karen	Westside Transportation Alliance	IP
Gall	Joseph	City of Fairview	IP
Gamba	Mark	City of Milwaukie Planning Commission	IP
Gardner	John	CAWS/Worksystems	IP
Gastellum	Jana	Oregon Environmental Council	IP
Gertler	Elissa	Clackamas County	TPAC
Gila	Michele	Roots Realty	IP
Gilmour	Cam	Clackamas Co. Dept. of Transportation & Development	IP
Gordon	Lavinia	Portland Bureau of Transportation	IP
Greene	Kristin	Cogan Owens Cogan, LLC	IP
Gross	Mara	Coalition for a Livable Future	TPAC
Guenin	Heidi	Upstream Public Health	IP
Guerrero	Ernie	Confluence Environmental Center	IP
Gutman	Steve	Portland Sustainability Institute	IP
Haffner	Samuel	ODOT	IP

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Last	First	Organization	Affiliation
Hajduk	Julia	City of Sherwood	MTAC
Hammond	Marian	Carlson Communications	IP
Handaly	Keri	City of Gresham	IP
Hansel	Mary		IP
Harrington	Kathryn	Metro	MPAC
Henry	Ashley	Climate Solutions	IP
Hesse	Eric	TriMet	IP
Hosticka	Carl	Metro	MPAC
Houck	Mike	Urban Greenspaces Institute and Intertwine Alliance	IP
Hudson	Laura	City of Vancouver	MPAC Alt.
Hurley	Peter	Portland Bureau of Transportation	IP
Jaffe	Mike	Mid-Willamette Valley Council of Governments	IP
Jenkins	John	Greater Vancouver Interested Party	IP
Jennings	Rodney	City of Portland	IP
Johnson	Courtney	CRA law center	IP
Jordan	Donna	Lake Oswego City Council	JPACT
Kafoury	Deborah	Multnomah County	JPACT
Karam	Lauren	Oregon Public Health Division	IP
Kelly	Katherine	City of Gresham	TPAC
Kight	Jim	City of Troutdale	IP
Knapp	Tim	City of Wilsonville	MPAC Alt.
Knowles	David	CH2M HILL	IP
Koonce	Peter	City of Portland	IP
Kowalczyk	Bill	Portland YouthBuilders	IP
Kramer	Nancy		IP
Kransky	Gerik	Bicycle Transportation Alliance	IP
Lahsene	Susie	Port of Portland	MTAC
Lashbrook	Stephan	City of Wilsonville	IP
Lazarean	Angela	Department of Land Conservation and Development	IP
Lehan	Charlotte	Clackamas County	MPAC
Lehto	Alan	TriMet	TPAC
Leo	Jane	Portland Metropolitan Association of Realtors	IP
Libby	Lisa	Office of Mayor Sam Adams	IP
Lidz	Jerry	Dept of Land Conservation & Development	IP
Lienhart	Nolan	Zimmer Gunsul Frasca Architects	IP
Lininger	Ann	Clackamas County	JPACT Alt.
Lookingbill	Dean	Regional Transportation Council	JPACT Alt.
Lowe	Victoria	City of Forest Grove	IP
Lynch	Tim	Multnomah County	IP
Lyons	Kari	Multnomah County Health Department	IP
MacGillivray	Don	League of Women Voters	IP
Malinowski	Greg	Washington County Commission	IP
Martin	Jim	Oak Lodge Sanitary District	IP
Mattson	Annette	David Douglas School District	MPAC
Mazze	Sarah	Climate Leadership Initiative	IP
McCurdy	Mary Kyle	1000 Friends of Oregon	MTAC
McFarland	Jane	Multnomah County	TPAC Alt.
McFarlane	Neil	TriMet	JPACT
McInelly	Marcy	Urbworks, Inc.	IP
McKeel	Diane	Multnomah County, District 4	JPACT Alt.

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Last	First	Organization	Affiliation
McKillip	Mike	City of Tualatin	TPAC
McKinlay	Bonnie		IP
McWilliams	Marilyn	Tualatin Valley Water District	MPAC
Meechan	Shawna	Congressman David Wu	IP
Mendoza Gray	Steffeni	City of Portland	IP
Miner	Jason	1000 Friends of Oregon	IP
Modrell	Linda	Benton County	IP
Morgan-Stasny	Jamie	Metropolitan Land Group	IP
Morrow	Cooper		IP
Muldoon	Matt	City of Tigard	IP
Mulvihill	Dennis	Washington County	IP
Navrotsky	Susan	NW Permaculture Convergence	IP
Nielsen	Dave	Home Builders Association of Metro Portland	MTAC Alt.
Nordberg	Dave	Oregon DEQ	TPAC
Ocken	Julie	City of Portland, Bureau of Planning and Sustainability	IP
Odermott	Don	City of Hillsboro	IP
Oppenheim	Shoshanah	PBOT	IP
Osuna	Hector	Catholic Charities of Oregon	IP
Ottenad	Mark	City of Wilsonville	IP
Owen	Jeff	City of Wilsonville/SMART Transit	IP
Pao	Linli	City of Tigard City Center Advisory Commission	IP
Parks	Wilda	North Clackamas County Chamber of Commerce	MPAC
Pellegrino	Martha	City of Portland	IP
Pennington	Keturah	Citizen	IP
Peters	Linda	Citizen Participation Organization 8, Washington County	IP
Plunkett	Jim		IP
Posada	David	GBD Architects	IP
Purcell	Midge	Urban League of Portland	IP
Queral	Alejandro	Multnomah County Health Department	IP
Raber	Debbie	City of Hillsboro	IP
Radil	Ann	Parametrix	IP
Rahman	Lidwien	ODOT Region 1	MTAC Alt.
Rall	Chris	Transportation For America	IP
Rapp	Jim	Parametrix	IP
Read	Tobias	Oregon House District 27	IP
Read	J. Michael	Oak Lodge Sanitary District	IP
Ribellia	Pat	City of Hillsboro	MTAC
Richardson	Robert	Portland State University	IP
Riordan	Daniel	City of Forest Grove	IP
Roberts	Brian	City of Hillsboro	IP
Roberts	Barbara	Metro	MPAC
Ross	Kelly	Western Advocates, Inc.	IP
Rustad	Jeannine	CITY OF HILLSBORO	IP
Ryerson	Tyler	City of Beaverton	MTAC Alt.
San Soucie	Marc	City of Beaverton	MPAC Alt.
Sandhu	Satvinder	FHWA, Oregon Division Office	TPAC
Savas	Paul	Clackamas County	IP
Schauer	Dan	City of Hillsboro	IP
Schilling	Karen	Multnomah County	TPAC
Schooley	Sara	Portland Bureau of Transportation	IP

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Last	First	Organization	Affiliation
Schouten	Dick	Washington County	IP
Scott	Bill	Zipcar	IP
Singelakis	Andrew	Washington County Land Use & Transportation	IP
Skees-Gregory	Dresden	Sustainable Environmental Services & MPAC WashCo Citizen A	MPAC Alt.
Smith	Chris	Portland Planning and Sustainability Commission	IP
Smith	Derek	Clean Energy Works Oregon	IP
Smith	Loretta	Multnomah County, District 2	MPAC
Smith	Paul	City of Portland Bureau of Transportation	TPAC
Smtih	Lainie	Or. Dept of Transportation	MTAC
Solomon	Amy	Bullitt Foundation	IP
Spanovich	Gary	Wholistic Peace Institute	IP
Staffenson	Tanney	Troutdale Planning Commission	IP
Steckler	Becky		IP
Stephens	Charles	Northwest Energy Efficiency Alliance	TPAC
Steward	Ron	North Clackamas School District	IP
Stott	Jeff	Clackamas County Planning and Zoning Commission	IP
Stringfield	Sierra	Bureau of Transportation, City of Portland	IP
Tatham	Cindy	City of Beaverton	IP
Terry	Bob	Washington County	IP
Truax	Pete	City of Forest Grove	MPAC Alt.
Tsoi	Douglas	PSWCC	IP
Tump	Jessica	TriMet	MTAC
Turiel	Alwin	City of Hillsboro	MTAC Alt.
Turner	David Isiah	Know Agenda Consulting	IP
Unti	Dwight	Tokola Properties Inc.	IP
Valfre	Adolph	Washington County Department of Housing Services	IP
Valley	John	U.S. Senator Jeff Merkley	IP
Vannatta	JC	TriMet	IP
Vogel	Mary	Congress for the New Urbanism- Cascadia	IP
Vynne	Stacey	Climate Leadership Initiative	IP
Wagner	Don	Columbia River Crossing , WSDOT	JPACT
Walsh	Dee	REACH Community Development, Inc.	IP
Warner	Chris	Multnomah County, District 2	IP
Weber	Mary	Department of Land Conservation and Development	IP
Weber	Jeff	Department of Land Conservation and Development	IP
Weit	Ramsay	Community Housing Fund	MTAC
Wemple	Beth	Cambridge Systematics	IP
West	Kat	Multnomah County	IP
Wild	William	Oak Lodge Sanitary District Board of Directors	MPAC
Wiley	Jerry	City of Hillsboro	MPAC
Willis	Kate	NIKE	IP
Wind	Cory-Ann	Oregon Department of Environmental Quality	TPAC Alt.
Yap	Anita	City of Damascus	IP
Zako	Rob	Department of Land Conservation and Development	IP

Signed in without preregistration:

Appenbrink	Nadine	Fregonese Associates	IP
Beloof	Katrina	AmeriCorps	IP
Campbell	Brian	OAPA	IP
Henderson	Marland	City of Tigard Council	IP
Law	Steve	Portland Tribune	IP
Mays	Keith	City of Sherwood	MPAC
Moncrieff	Sally	City of Lake Oswego Council	IP

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Neeley	Doug	City of Oregon City	MPAC
Platt	Ernie	HBAMP	IP
Stanton	Kathy	City of Beaverton	IP
Tinker	Alex	Oregon Legislative Assembly	IP
Vandermosten	John	Gresham Neighborhood Association	IP
Webber	Angela	Daily Journal of Commerce	IP
Williams-Rajee	Desiree	Portland Bureau of Planning & Sustainability	IP
Zehren	Jim	Cogan Owens Cogan	IP