

Appendix H.

Verbatim comments from online survey Question 8

8. Based on the draft Climate Smart Strategy as you understand it, what message would you most like to share with policymakers as they consider the draft strategy for creating healthy, equitable communities and a strong economy while reducing greenhouse gas emissions?

Zip Code

- 1 666 Good luck on miles per driven.
- 2 979 We' never meet our climate goals until we turn away from more and more ... More roads, cars, bridges, parking, ... We want strong leadership to implement our climate plan now. We don't need more plans and meetings and talk while putting real action off until 2035.
- 3 7089 Being retired, I drive mostly to volunteer commitments (in my Prius.) I hope I wouldn't be penalized for trying to do good. No public transportation between me and pro bono venues.
- 4 7236 Listen to those who live in these areas and stop overcrowding of already crowded areas as it will only get more congested as long as they are being built.
- 5 9702 Jets emit benzene, small aircraft emit lead. These are major polluters and the Hillsboro airport area is polluted with lead. Provide cash incentives for people to switch to electric care, ie: assistance installing chargers at their homes, more public chargers and rebates for installation. Also provide incentives and rebates to help people change out old furnaces and wood stoves.
- 6 9722 Be open to all options, think outside "the box."
- 7 9730 Do nothing to increase the budget for reducing gg emissions, it is at adequate levels now.
- 8 94075 Nothing in this question is your job to do. Really.
- 9 95031 Beh.
- 10 97002 First stop adding ethanol to our gas. When considering all the resources and consequences of adding ethanol to gas it does more harm than good. Food prices go up because corn is used for fuel instead of feeding to livestock and people. The ethanol decreases our gas mileage and causes damage to our engines.
- 11 97003 #1, by government mandate, encourage private employers to shoulder more of the responsibility for their employees to function in highly sustainable ways: free annual transit passes as a company benefit, for example. #2, if we don't aggressively take responsibility to reduce GHG emissions, our water supply will be compromised, as will air quality, which effects all of us. We must adopt new strategies, or the process of adapting to climate change will be absolutely no fun.
- 12 97003 I don't think government is the solution to ANY problem.
- 13 97003 I would be willing to pay a little bit more in taxes if I knew that there would be improvements in this area.

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- 14 97003 Just because you plan to reduce emissions in vehicles, should NOT mean that you can then build extra roads, stack buildings and housing multiple stories high. If you want the air clean, the population needs to be spread more even/thinly with adequate greenery to help clean the air quality. I hear all the time that Oregon does not want to "Californicate" the state, they want to keep it Oregon, but everywhere I go, all I see are more buildings, taller buildings, and buildings sitting empty because there are no businesses to occupy them, yet they continue to be built. Stop building "more/new" and start using what is "available/sustainable".
- 15 97003 Ohhhh, I would have to have an insurance policy that is paid by miles driven. I drive less than 10,000 miles a year. Let's support this option!
- 16 97003 Quit wasting our money on transitioning to more expensive vehicles and more expensive fuel. Require employees to carpool with state vehicles or participate in meetings via webinars and Skype and other options.
- 17 97003 Stop putting down black asphalt pavement as a driving/biking/wlking surfaces, furthering the heat island problem in Oregon. Clear pavement binders are readily available and only need serve as the top lift.
- 18 97003 This is a complete waste of time, all your achievements in reducing carbon will be negated in 2 weeks by policies in China.
- 19 97003 What a joke! Get your noses out of this garbage and do your jobs. Stop telling people how to live and get a life!
- 20 97004 Planning for more cars is inconsistent with reducing greenhouse gasemmissions. Assuming a big switch to electric cars seems more magical than predicatable. Planning for reducing greenhouse gas emissions needs to be more than wishful thinking.
- 21 97004 Some of the climate change assumptions are unrealistic -- like many willll get an electric and that will painlessly cut fossil fuel consumption. Electricity may be more climate friendly if it is not coal or natural gas based. The 2040 Growth concept has some flaws -- like putting high density neighborhoods next to rural areas when the highest densities should be in city centers. A refunded carbon tax is needed. The various parts of government are not working consistently to cut climate change. E.g. rail grants are given to coal/oil train use while ignoring how that affects the climate, AmTrak and other freight. Why is coal/oil shipping being considered. Growth is conter-indicated by climate change -- why is growth always supported. The economic benefit is an illusion in the long run when stranded investments set in. Why not debate?
- 22 97005 Accessibility to transit is variable across different parts of the region. The various levels of government need to work together better for infrastructure development and maintenance.
- 23 97005 An incentive such as a tax break would be great to encourage customers to pay more for cleaner energy.
- 24 97005 Biking/walking/transit/car-shares/etc ARE the future. We cannot go wrong investing in this for the sake of our climate and communities.
- 25 97005 Biodiesel for all public cars and transportation. Avoid natural gas that comes from fracking.

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- 26 97005 Bio-fuels as presently implemented are not a positive program. There is little net energy gain when the whole system is accounted, and there is a negative impact on food costs. More efficient vehicles: an efficiency tax in registration fees, higher gas taxes.
- 27 97005 Figuratively, put a big "black box" around the region and enact the policies that will drive the most efficiency and least traffic/travel. This will probably be land use and transit. Focus on the things that move the needle farthest.
- 28 97005 I would like to see all street lights be solar powered, all green spaces (areas around on ramps, or around public buildings etc.) planted with native plants/trees or serve as bio swales, net zero public buildings, high speed trains, electric public vehicles that use only clean energy to charge. Oregon should be a leader in environmental change including bringing green technology/jobs to the State (i.e .can we burn trash for power like Sweden).
- 29 97005 Instead of focusing on ways to improve current car use, the most environmental benefit would be gained via reliable and accessible public transportation and physical means of commute (that is safe).
- 30 97005 One forest fire, and there are several each year, wipes out all these policies.
- 31 97005 Reducing ghg and a strong economy are compatible goals,. the cheapest way to reduce ghg is through efficiency-more people on trimet means fewer new roads need to be constructed.
- 32 97005 The state should provide financial incentives to people utilizing cleaner fuel means of transportation in Oregon.
- 33 97005 These all seem to be reasonable responses to reducing the carbon release created by this community. It is the moral and environmentally responsibility to manage what we create. I would caution however that using unsubstantiated claims of future horrific and catastrophic events is questionable. The climate is changing. We are contributing to a pollution source and should be accountable. What we can't do with even the least amount of certainty is predict what will happen in 25, 50, or 100 years. Let's just see if we can control the near term.
- 34 97005 This is a pivotal moment to shape climate, energy, and transportation policy for the region. Investing in active transportation (cycling, walking) and public transportation will pay dividends long into the future. It reduces the impact on our current auto-centric infrastructure, promotes a healthy population, and reduces energy dependence.

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- 35 97005 To cut CO2 and other toxic waste increase efficiency of vehicles by using AMSOIL.COM Synthetic Oil. When buying oil through my business profit and commission are donated to nonprofit causes of the buyer's choice. So, cut waste and get funding through AMSOIL. The quality of fuel is important for cutting carbon but it drivers continue wastefull habits much pollution continues. Adopt the simple changes of behavior and use finished products without manufacturing residue and labels. See previous comments. Put a cost on oxygen. People will become more efficient to save oxygen = cash. The motto of my Amsoil business To Create and Conserve Oxygen: Plant Trees and use Amsoil.
- 36 97005 Unsure.
- 37 97005 We must take BOLD, NEW, and most importantly, DIFFERENT steps if we want to save the Earth. Incremental change in the same old same old is NOT going to do it.
- 38 97005 We need to be investing more in transit and bike/pedestrian corridors than in auto transportation.
- 39 97005 We need to find ways to gradually move people onto more sustainable alternatives: Biking, biking with an electronic assist, public transit and car pooling.
- 40 97005 We need to reduce the use of petroleum as fast as we can. Alternatives to the automobile are critical to this goal. More investment in public transit and ongoing financial support is important.
- 41 97005 Whatever we do here will have little effect on the climate of the world. China and India need more control than we have. Also the forest fires contribute more than all that would be saved by these measures.
- 42 97005 With the large number of business in downtown Portland a focus should be on providing adequate, frequent, reliable and economical transportation from the metro cities to downtown.
- 43 97006 A strong economy is not in opposition to a healthy environment. Rather, it is dependent upon a healthy environment. Please follow in the great Oregon tradition of thinking about long-term livability, not next-quarter profits.
- 44 97006 Be realistic. We're not in an area that will ever be like London or NYC where everything is close and the rail system doesn't take the "milk route" like in the Portland Metro area.
- 45 97006 Creating resources that are only accessible by bike or pedestrian traffic is discriminatory toward disabled citizens and visitors to this region. Only those disabled individuals who have powered wheelchairs or other powered equipment are able to ever use those public resources. They are completely inaccessible to everyone else, not to mention, unlikely to be used much by anyone during inclement weather. We need to focus much more on creating more and wider roadways to cut down on the chronic traffic jams and bottlenecks which are destroying the quality/quantity of life for the majority of our residents.
- 46 97006 Do all possible to reduce vehicle usage.
- 47 97006 DO IT!
- 48 97006 Driving is often the most environmentally astute choice, especially if traffic is not slowed, idling out pollution by vehicles from out of the area that have to travel our roads need to get through quickly.

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- 49 97006 Encourage businesses to enable workers to be more productive through use of technologies. Allow more telecommuting. Zone for more multiple use housing. Support strong schools so parents do not have to drive kids to lessons or sports opportunities.
- 50 97006 Encourage financial rewards for people who take action. Everyone listens to their money and votes with their money.
- 51 97006 How do you pay for this plan? Some of us live on very low and/or fixed incomes. More fees, taxes, or inflation could really hurt. We are already unfairly burdened.
- 52 97006 In a perfect world, i would build more max lines. not having unlimited funds, i would go for more and better bike lanes and more frequent bus services. i think those 2 things give the most return on moneys spent.
- 53 97006 I only support the purchase of fuel efficient vehicles if they make sense financially. No centralized land use plans; let people do what they like with their own property for the most part, if it doesn't harm others or diminish neighbors' property values.
- 54 97006 I think to charge people with fuel efficient cars should not be punished be cause they choose to drive a hybrid auto. and climate smart strategy is a total waste of taxpayers money and will not accomplish a cleaner or a better environment for Portland area.
- 55 97006 I write about the fledgling electric aircraft industry (www.blog.cafefoundation.org) and know several of the leaders in this field. The kinds of low-carbon energy being developed for aircraft will make it possible to have far more efficient ground transportation. We need to look at size limitations within urban boundaries. Most people don't need a Suburban or a Land Rover for anything other than ego enhancement. It can all be done with 1/10th the power and with even greater style.
- 56 97006 If we don't get emissions reduced beyond what is tentatively being discussed and quickly, we won't have to worry about the economy or our communities... and don't allow building on our prime farmland. much as we loved living in a rural area on a few acres, we no longer do. such is incompatible with a low carbon footprint. we now live in a townhouse in walking distance from a max station. it's the right thing to do.
- 57 97006 Increase the price for gasoline and use that extra income to stimulate people to drive their cars less and make it more enjoyable to walk / ride a bike to work. Do not increase property taxes since that will also put pressure on the people who are already car-less and use alternative transportation. Fuel efficient cars are for some dark reason more expensive to insure. Why? It should be the other way round if you want to make it more attractive for people to switch to higher efficiency vehicles. I would not increase the cost of insurance by miles driven but increase the price of gas to at least stimulate people to switch to high efficient cars.
- 58 97006 I've not read this strategy, and am afraid when I do, I'll object. When is the air quality "good enough"? The climate will do what climates do, no matter what we do. So stop using radical theories to further suppress us, redistribute wealth, and put expensive burdens on the businesses that help us thrive.
- 59 97006 Live close to work and shopping so the travel distance is less.

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- 60 97006 Making options more affordable for all income levels is crucial.
- 61 97006 Mass transit is the key to making transportation available to everyone at a reasonable cost and in a climate smart way. We must find ways to fund mass transit more effectively.
- 62 97006 People like you seem to enjoy sitting around thinking of ways to expand your reach into people's lives, thereby insuring that you will forever be employed and in power. Tell us what kind of toilet to use, what kind of car to drive, what kind of dishwasher we can buy, and how to do this and that... This is the business of busybodies who do not seem to understand that the role of government is to serve, not order. I mean, "greenhouse gas emissions"? Like water vapor and carbon dioxide? Maybe we should stop breathing? Better yet, what are we going to do about all of these pesky clouds that contribute to all of this global warming? What a laugh! Get a life.
- 63 97006 People respond better to a carrot than a stick: create policies that are realistic and conform to how people actually want to live. Passing a law or creating unreasonable idealistic policies are not productive.
- 64 97006 That all departments work together to come up with a reasonable plan that will not put a strangle hold on car owners and/or hinder business growth and that an independent non-political panel helps oversee regulations and budgets.
- 65 97006 The more you invest into inexpensive functioning mass transit, and carbon based solutions the less you will pay out over the next decades in not only roads but healthcare costs.
- 66 97006 Tie insurance and fees to miles driven. That's a great way to make people think twice about unnecessary trips.
- 67 97007 Affordable and practical
- 68 97007 Any talk about greenhouse gas emissions that lacks diet considerations is bogus. It's not only cars that pollute. However it seems that disproportionately the recommended solutions always involve forcing individuals to change their behavior, and only in terms of transportation. That's too narrow of a scope, if you are to be taken seriously in terms of making an impact on climate change.
- 69 97007 Be bold.
- 70 97007 Bold leadership and action is required to move the state to a clean energy economy, one that values livability and sustainability as an equal partners with more traditional business and policy considerations. Just as the state under Tom McCall's leadership 40 years ago transformed Oregon from a low, population wood products and agricultural economic to a growing 1980's Silicon Valley industrialized model which is no longer sustainable, we must now move to a 21st century community model, one that is made up of diversified interests working together and in balance with their environment. It can be done, convincing the public of the benefits without more taxes is the challenge. Less traffic, less noise, less pollution, greater convenience, a connection community of mutual interests are all starting points in a public conversation, and for moving Oregon forward.
- 71 97007 Climate Change policies should be mandated at National and international levels, not at the State level.

- 72 97007 DO NOT CONSIDER CARBON as ANY reason for mass transit or attempting to reduce any current auto infrastructure.
- 73 97007 Don't waste money and damage the economy, especially for lower income folks, with high costs for theoretical technology. focus on clean technology for abundant fossil fuels, esp clean coal. the market will provide alternate solutions when the costs make economic sense.
- 74 97007 Electric vehicles are coming. Electric vehicles are coming. Build-up of charging infrastructure must commence immediately.
- 75 97007 Encourage higher efficiency cars by changing the plate renewal fee to index with gas mileage. The worst efficiency cars would pay the most and the best cars pay the least. In other states you pay based on what the car is worth, let's change Oregon to pay based on the EPA-reported gas mileage. For electric cars you have to use a measure of efficiency like kWh/100 mi (1 gallon of gasoline is equivalent to 33.7 kWh).
- 76 97007 Good luck. As long as the number of people continues to increase the problems with a Climate Smart Strategy will also grow.
- 77 97007 Healthy, equitable communities with a strong economy is going to require more than transportation options and following the "growth is good" concept. To really attain these goals is going to require a dialogue that encompasses a more wholistic viewpoint. For instance, let's put a high luxury tax on the McMansions. Instead of cutting down the forest, let's push for industrial hemp as a crop and industry. We can't have healthy and equitable communities when people can't afford a place to live, food, or utilities.
- 78 97007 Hold the line on the growth boundaries! The more farmland and open land we preserve, the better the air, and the less distance people have to drive to work, and the more efficient public transit is. However, it'll be important to start steering industry and opportunity to other towns in far flung reaches of Oregon, to encourage some of the Portland area density to decline, and others to get a much-needed infusion of newcomers and new jobs.
- 79 97007 Humans must find a way to decrease our carbon footprint. As community leaders, you must help find a way to make this happen even if it makes some people unhappy.
- 80 97007 I have solar on my roof. I drive a prius and another hybrid. I am doing my part and care. My experience is the policymakers do more harm than good. Stay out of our way and we will do just fine.
- 81 97007 I like the idea of promoting fuel efficient vehicles, but most of us want that too as long as we're not paying tons more than the cost of the gas we're saving. I don't think incentivizing fuel efficient vehicles and then charging a road tax to make up for the fuel we're not buying is the right way to go about it. This seems like it should be more private sector than public.

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- 82 97007 I strongly urge policymakers to quickly move forward with leadership on climate change. But getting to a sustainable environment must include more than just clean fuels, efficient vehicles, transit options, etc. It must include more energy efficient buildings including housing, cleaner methods of producing electricity & heat, recycling & reusing even more, fewer products produced overseas & more products produced regionally, etc.
- 83 97007 I think Oregon's innovative land use policies are the crown jewels of our area.
- 84 97007 More active transportation options (biking, walking) and preparation for electric vehicles should be top of the list.
- 85 97007 Move quickly.
- 86 97007 Need more info.
- 87 97007 No one seems to mention that population growth is a part of the equation fueling these issues. Perhaps that topic needs to come back into the picture.
- 88 97007 Nothing, I repeat, NOTHING is too much to pay in the face of what we as a planet are facing. We need to demand that action be BIG, and that it happen FAST. If not, we will all need to begin to adapt the mentality of patients with terminal illnesses and move towards an acceptance of our self inflicted fate as the smartest species ever to die of ignorance.
- 89 97007 Oregon needs to follow federal guideline regulation on efficiency and Carbon use. The federal Govt. CAFE standards are already in play and will require manufacturer regulated fuel efficient vehicles. Create incentive for business' that provide services or equipment that drive efficiency rather than additional regulation.
- 90 97007 Please include increased support for bicycle commuting as part of the Strategy.
- 91 97007 Reducing carbon emissions should be the number one priority. The earth is running out of time.
- 92 97007 Repeal the whole thing NOW. Stop trying to Social Engineer us! If necessary, I see a ground swell of support to disband Metro entirely. Tired of being ruled by Portland City!
- 93 97007 Show leadership nationwide!
- 94 97007 Take the paper it is written on and burn it. you are not in the climate business. you are not in the business of punishing/rewarding for behaviors that you endorse from your throne. Focus on ensuring people can move from point a to point b based on THEIR desired way to move.
- 95 97007 That we have always had climate shift (we do not have climate change and we do not have global warming) (as proven by the ban of chloroflorocarbons and still the ozone hole has grown) Do not let land use financially harm property owners. Show us where the state is using full electric or other alternate fuels in their state and persona vehicles.

- 96 97007 The last time I saw the 2040 Growth Concept, it was all about economic and population growth.....a bad thing to encourage. A strong economy combined with masses of tract housing is hardly a proper goal for the 21st Century.
- 97 97007 Ultimately actions will be judged by the resulting quality of life. A low carbon system is good, but worthless if it restricts my freedom of movement around the region as measured by commute time. Build a better and low carbon system and you will have everybody's support, even at a higher economic cost.
- 98 97007 We don't need NEW revenue sources - we need to better utilize the money we already have and stop spending transportation funds on improvements to bike trails. Let the biking community pay its own way and fund its own bike-ways. Utilize the new opportunities to use natural gas in our area - pipe lines, etc to fund new structures.
- 99 97007 We have enough controls on our activities already. Virtually everything various governments touch is expensive, wasteful, unnecessary, and subject to corruption.
- 100 97007 We must plan for the future and make upgrades and changes to the transit system to provide for the increased population. However, we must do this in a way that is sustainable and minimizes our carbon footprint.
- 101 97007 We need to improve public transportation by making current routes more frequent and expanding to areas that currently do not have adequate access to public transportation.
- 102 97007 We,all do not need to drive. Cut down commutes.
- 103 97007 What difference does it make if insurance is based on miles driven? Stop trying to dictate how billing is determined. Fuel is fuel - Reducing trips is better than pretending low carbon fuels will really make a difference. Reduce cars by stricter driver license exams.
- 104 97007 While it's important and appropriate to meet the needs of the community today, it is vital that we plan for the future -- for a changing climate, new technology and the need to live together peacefully and productively.
- 105 97007 Why does my government feel the need to get involved with my vehicle insurance? 40% of my driving is not even in Oregon.
- 106 97008 Bold actions will be needed. Politically palatable small steps and measures won't get us as a society (and as a planet) to where we need to be, and time to make a difference is running out.
- 107 97008 Climate change is a scam just to raise our taxes. keep the gas tax. a mileage tax is a joke but you guys will do it anyway so why should the citizens really care. we say no you all say yes.
- 108 97008 Consider those persons whom bike or use electric vehicles should be paying a "Use of Road" tax to make up for the lack of taxes they are paying (if using a vehicle) to use the road ways. I also feel that bicyclists should pay to register their bikes every two years and pay for "tags" like autos do. They need to be apart of keeping the roads in good order. If we are going to accommodate bikes with added lanes etc., I think this is fair.

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- 109 97008 Do not let politics erode good planning and land use laws and the 2040.
- 110 97008 First off the Target should be reduced and why is the whole state not being made to participate at the same level as the Metropolitan area. Portland can't change the global climate. The state has no business in insurance. I do agree with incentives for efficient vehicles.
- 111 97008 HELL NO! Man-caused climate change is a myth. Stop wasting \$\$\$ trying to solve a non-problem. Politicians can't even decide if they are "fighting" global warming or global cooling. Stop supporting this scam. We need more jobs, not more regulations.
- 112 97008 It's all about quality of life--for us and for future generations. That includes decent jobs and housing, as well as healthy and beautiful environments (both where we live and visit). It involves community and and...dare I use the words: civic responsibility. People need to understand and be invested in our society and communities and solutions to issues.
- 113 97008 More use of electric vehicles and more charging stations, taxation based on miles driven, solar roadways and parking areas to generate electricity for electric vehicles.
- 114 97008 No I do not want that box stuck under my dashboard that will count my miles and tax me on them. If you need more money make a sales tax and like I have said a number of times license and insure bikes so the burden is proportionate to all who use roads, bike paths, public transportation, etc.
- 115 97008 Older diesel transportation and construction equipment produces air toxics that cost Oregon over \$2B in increased deaths, public health costs, hospital admissions, respiratory disease, cardiovascular disease, childhood asthma. The technology to filter diesel is readily available. California is requiring operators to change out their equipment so the noncompliant equipment is being resold in Oregon. We need to provide incentives to Oregon based operators to upgrade their equipment. Reduced air toxics has the benefit of reducing carbon emissions as well.
- 116 97008 Stick with working on vehicles and improve housing technologies. Leave land use alone. Local values need to be respected.
- 117 97008 There has to be something that you at Metro can do that doesn't find more ways to control individual lives. This policy is quite clearly directed at supporting single people who live in high density housing and think only one way. It is not inclusive of the whole population, nor even the greatest bulk of the population. I just don't know how you guys think that you can efficiently feed a family by buying groceries on a daily basis and taking them home on a bicycle. This is just not practical.
- 118 97008 We desperately need to be taking action on climate change in Oregon. Serious action, not just lip service.

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- 119 97009 Some people will never accept that there is climate change; at some point the only way to make progress is to respectfully ignore those individuals and move on. They have ignored the reality of data. • While transportation issues are a large contributor to climate change, we also must address the contribution that industry is making, which is larger than transportation as a problem. How can we make industries cleaner? Swapping "carbon credits" around is a joke (the exact term escapes me). • What incentives could be offered willing landowners to restore native biota on their land? For instance, I own 6 acres and am working to restore it to a more native state because that is part of my value system, but many people in my position do not understand that idea nor the potential to impact our world for the better.
- 120 97009 Are the reduction of emissions real or merely feel good estimates?
- 121 97009 Avoid tracking individual miles driven, sounds like more regulation and burden on drivers plus penalizes those living in rural areas that commute to work. Rural areas need to have a big voice in what happens in rural areas re: land use planning. It is an insult that urban planners decide rural life.
- 122 97009 Be leaders. Don't be afraid of making tough decisions even though it may be a political risk. Don't listen to the silent majority - tea party.
- 123 97009 Get the ethanol out of our fuel. It wastes farmland and causes food prices to climb.
- 124 97009 Idiots to believe in climate change. No hard facts on this subject.
- 125 97009 Implement it, make the hard decisions, don't let the tea party dictate the agenda.
- 126 97009 Increasing the flow of private vehicle traffic would help to minimize the effects of gas emissions and help increase mpg, while continuing to help a majority of citizens who use roadway systems.
- 127 97009 Insurance and license tag fees based on miles driven. Stronger pollution control.
- 128 97009 It is going to be next to impossible to reduce emissions as population grows. not until electric vehicles and battery technology take some quantum leaps
- 129 97009 People respond better to incentives than to having policies imposed upon them. The fear of Big Brother watching every move we make is also a legitimate fear. For instance, the insurance companies' so called incentives based on miles driven can be perceived as an effort by "Big Brother" to keep tabs on us. (If you have not read 1984 by George Orwell it is time to do so.) I know I refuse to participate in State Farm's incentive program for that reason; I do not believe it is their right to know where I go in my daily travels. Total miles driven, yes, but not where they were driven. That is none of their business.
- 130 97009 Promoting more biking access and hiking trails (dog friendly). also lower insurance on fewer miles driven.
- 131 97009 Quit wasting our money on ethanol fuels!
- 132 97009 Scrap this malarkey. This does not represent the will or the wants of the average resident of the greater Portland Area.
- 133 97009 Stop throwing tax dollars at a theory.

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- 134 97009 The politicization of the climate change debate has obfuscated so much data and in fact has created resistance to scientifically sound decisions. I hate to see Troutdale get caught up in this agenda. We are sacrificing the prosperity of future generations on the altar of climate change when, at the same time, the data increasingly indicates that man-made global warming is a political construct.
- 135 97009 You're missing the point for the outlying areas. Just fix the bloody roads. Most of us don't care about the rest of it.
- 136 97012 We need to get out of our cars. That will only happen if public transportation is inexpensive, safe, and convenient. Why should it take longer to go from, say, canby to newberg via public transportation (9 hrs) than it would take to walk (5 hrs)? We need to invest in public transportation infrastructures...not wider roads.
- 137 97013 Not sure I understand this strategy at all. Need more and clearer information.
- 138 97013 Use a common sense approach. I understand the importance of the Climate Smart Strategy, but if implementation is too radical, people will not support it.
- 139 97013 We need to address climate change now by making it more economical for people to take public transit, both in terms of money and time.
- 140 97014 Pass a carbon tax along with a partial offset on our income taxes. Make it revenue positive.
- 141 97015 Forget greenhouse gases focus on affordable transportation, I am more concerned about the cost and the time and wasted fuel sitting in traffic.
- 142 97015 How much will all this cost?
- 143 97015 Nothing additional at this time.
- 144 97015 Oil must pay some carbon tax.
- 145 97015 Only that this is very good legislation and we need it soon.
- 146 97019 I see too much wasted money in most of these ideas.
- 147 97019 Spend what you get wisely and to the benefit of the majority of the users.
- 148 97022 Less taxes. Less spending. Less regulations. Less government. More individual freedom and respect for private property.
- 149 97023 Cleaner fuel, like the electric cars, better emissions control.
- 150 97023 Please make every possible effort to keep our OREGON green and clean, protect our waterways and utilize every public transportation system to its maximum.
- 151 97023 The lack of improvement on fuel efficiency since the introduction of motor vehicles is ridiculous.
- 152 97024 Converting to miles driven systems may punish individuals that have been forced from neighborhoods by gentrification, and must commute to retain employment. Caution in equity for all users.

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- 153 97024 Greenhouse gas emissions is a money maker for the people who are forced to buy the RINS. That is a farce. All the Climate Smart Strategy will do is raise the cost of gas for everyone. That is a farcical nightmare that government is trying to foist on the average american. It is not needed. There is no way we can clean all of the air without China and others doing their part. With the small amount we have now there is no need for more regulations. A total waste of resources.
- 154 97024 We are on very limeted time to better whats been done to our planet.
- 155 97027 Be realistic, engage people and listen to what they say.
- 156 97027 I think you are going overboard and the measures you are putting into place have equally adverse effects. I do not agree with your Climate Smart Strategy.
- 157 97027 IF IT GOING TO COST ME MORE MONEY THEN ITS A BAD IDEA!!!! I WILL NOT SUPPORT IT!
- 158 97030 As the traffic routes are being established for example in Gresham (242 and Division) traffic idling should be considered for better air quality.
- 159 97030 Ask planners and govt. orgs. to explain why our funding is not adequate for maintainance. why are we just now asking for user fees and cutting infrastructure improvements.
- 160 97030 Climate change is a farce. Clean air and clean water, which we have now, need preservation, not radicalization.
- 161 97030 False narrative. Too much nanny state intervention.
- 162 97030 Focus on transit, walking and biking. Tax carbon use.
- 163 97030 Ignore climate deniers/right wing nuts.
- 164 97030 Improve our grid lock!
- 165 97030 Promote core neighborhood/walking communities, lots of small businesses, stores, pubs, cafes, speciality shops.....like the Pearl, etc. Then p.t. for sports events, concerts, holiday celebrations, festivals, college/university classes.
- 166 97030 Tax carbon use, require higher mileage standards, discourage population growth at local, state, national and world levels. Do not export coal or natural gas.
- 167 97030 The greener the better. Make transportation as green/clean (re: efficient, renewable energy use and less pollution) and safe as possible. Make areas where you board any public transportation as clean/green (re: trash/graffiti clean up and trees/flowers, etc... plantings and maintenance) and safe as possible.
- 168 97030 use tried and true, aka best practices. people have had enough of costly melt downs and a financial fiasco will win no support.
- 169 97034 All policies need to not be viewed in isolation. Penalizing any one form of transportation in favor of another results in resentment and disengagement. All transportation issues involve multi-modal solutions.
- 170 97034 Be bold!
- 171 97034 Bullshit!

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- 172 97034 Do not violate individual rights whenever possible. The environmentalists and planners assume their values are those of the majority. Unfortunately that is not true and the "majority values " should prevail as they "plan" and implement strategies. Not likely, but, truly necessary.
- 173 97034 Don't try to redesign who you're communities are but work with those communities to come up with a plan that is realistic.
- 174 97034 Figure out ways to make it more convenient for people not to use their cars. Make it harder/costly to use cars.
- 175 97034 Focus on transit and walkability.
- 176 97034 Forget Climate Smart Strategy. There is no scientific evidence to support the assumptions made. This is a gimmick to raise taxes.
- 177 97034 Give up on the climate smart crap and build more roads. Stop your delusional insanity about bikes, paths and saving the environment.
- 178 97034 Go slow.
- 179 97034 I do not like government pushing an agenda based on a belief system that is based on flawed "science." The suggestions above indicate that Metro thinks we should have more and more government control, and yet what we see every day is that government can't handle the power it already has with competence: Cover Oregon, The Columbia Crossing, the Portland Water Bureau's pet projects, and on and on.
- 180 97034 It is crucial that we take a lead role in reducing greenhouse gas emissions. We should explore the technologies that support the region environmentally and economically. Think BIG; it can be done!
- 181 97034 Look for ways to give consumer incentives (tax break) for investing in fuel efficient vehicles.
- 182 97034 Maintain infrastructure and add bike and pedestrian paths as funds are available. Of critical importance: establish, publish and enforce rules for bicyclists so that both bicyclists and motorists know what they are. Establish roadways where bicycles are not allowed...there are places that are too dangerous for both cars and bicycles, one place that comes to mind is Hwy 43 in the Dunthorpe area. Traffic is moving rapidly and there are curves with no shoulder where a driver could not see a cyclist until it was too late.
- 183 97034 Make sure you don't inadvertently choose new fuels that are actually "dirtier" at their source (like biodiesel that relies on coal- and gas-powered farms). Consider whether you can create jobs in green industries by creating a demand for such things as solar panels. Think big--why not have a solar panel factory here? Build a green economy in line with our new priorities.
- 184 97034 Man made climate change is bullshit.
- 185 97034 Millions of commuters should be on rail not in individual cars.
- 186 97034 More electric charging stations in office buildings and parking lots.
- 187 97034 Officials should NOT create new regulations or adopt programs that require additional funding. Instead, officials should provide incentives. A great way and cheap way to provide incentives is to change existing regulations to allow the market to create solutions.

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- 188 97034 Oregon is already a leader in fuel efficiency, and reducing greenhouse gas emissions. Policy makers should focus on making sure that there is sufficient road capacity. Metro's Draft Urban Growth Report lacks credibility, and transportation decisions should not be made based on the UGR numbers.
- 189 97034 People will be more likely to use public transit if it is more available.
- 190 97034 Remember that the greenest car is the one you're already driving. All the environmental costs of new vehicles, new technology, new energy options seems to get ignored. Include the importance of maintaining healthy soil in these programs. I understand the best soil in the state is in Canby, and it's being developed! How are people going to be fed healthy, nutritious food if it's grown on marginal soil. That;s a waste of very precious natural resources. I suggest input from OSU Soil/Ag Department to protect and preserve optimal soil locations in the state.
- 191 97034 Replace the gas tax with a weight mileage tax and earmark 50% of the revenue to pedestrian, bikeway infrastructure, 25% for transit and 25% for road maintenance and widening (no widening unless for pedestrian bike facility). New roads can wait.
- 192 97034 Stop wasting time and money on this non-sense. Just invest in more freeways and freeway lanes. My daily commutes and trips the airport are now ridiculously long. I have travel frequently and I can honestly say that oregon's poor planning and spending has now resulted in some of the worst traffic in the country.
- 193 97034 Switch cars to batteries and fuel cells; improve building efficiency, and generate all electricity with renewable power (including hydro). Simply REDUCING greenhouse gas emissions only prolongs the slide into climate change. These are global issues, not local.
- 194 97034 That into consideration that multiple option approaches are necessary in order to be effective for the largest number of people.
- 195 97034 The strategy is nonsense backed on pseudo science.
- 196 97034 Think very carefully about the costs being put upon the taxpayers and users in this proposal and strategy. The economy is still pretty fragile and any new huge costs may be very detrimental to economic recovery.
- 197 97034 Use our two major rivers for people transport! A lot of people could be moved by boat. You never consider this or even consider t a study!
- 198 97034 Walking and biking have health benefits quite apart from reduced greenhouse gas emissions.
- 199 97034 We are running out of time to deal with climate change. We need to think holistically and realize that this isn't about trading off one recommendation for another but integrating them together to aggressively reduce GHG emissions.
- 200 97034 We need policies that emphasize walkable development.

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- 201 97034 Yes and why do we have to wait until 2040 to get this going? This sounds like the usual; a longtime into the future date something will be done so plenty of time to have it be "to expensive" and other excuses to not make it happen. We HAVE to make choices here and stopping waste is one. Young people want change and forward movement.
- 202 97035 "Private vehicle insurance paid by miles driven"- sounds good but might be overly burdensome, especially on lower income individuals who live far from work. Before this policy is adopted we need to assure that there are real live-work choices available to all individuals. I am unclear about the 2040 growth concept.
- 203 97035 Are you capable of understanding the individual communities needs and desires and able to understand that Metro cannot solve for the entire area without some understanding of how much citizens distrust it.
- 204 97035 As unpopular as it may be, people need to understand that many of the problems that are being tackled here are because we are not addressing the issue of too many people and too little resources.
- 205 97035 Continue providing incentives for renewable energy projects. Ask the utilities to place solar panels on commercial office building roofs all over the city.
- 206 97035 Don't be bought out by neo liberal developers, government/private partnerships and all the rest.
- 207 97035 Don't waste taxpayer money! Human caused climate change is a SCAM! The economy will strengthen with less Gov't. intrusion. The Farmers Almanac is more accurate in predicting the climate than the computer-based climate projections.
- 208 97035 Encourage the building of private charging centers, big parking lots where people can charge vehicles while getting coffee, food, resting, etc.
- 209 97035 Funding to implement TSP/RTP projects will be the largest hurdle! Help communities to secure funding without strings attached. If federal monies available, perhaps acquire funding with a streamlined/eliminated environmental process. Oregon, ODOT, Metro and local communities have GREAT policies to protect the environment. There is very little benefit to conducting a full EA analysis when upgrading existing urban infrastructure.
- 210 97035 Get rid of ETOH from our gasoline. What is a low carbon fuel? Is ETOH? It takes more energy to produce alcohol than you get out of it by burning in an internal combustion engine. What about electric cars, the best coal fired autos ever, is that fuel efficient. This Climate Smart Strategy program smacks of liberal woo-woo and lacks any common sense grounded thought.
- 211 97035 Gridlock doesn't work in transportation or politics.
- 212 97035 It is a waste of time and money.
- 213 97035 Make driving a bad option given the great option of true fast, accessible mass transit. It has nothing to do with the economy and other silliness.
- 214 97035 Only the first item appeals to me. 2040 does not appeal to me.

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- 215 97035 Please let's step back and allow for a clearer understanding by communities as to the full implications of this state mandate. Who authored/sponsored this legislation? What level of discourse and debate occurred prior to its adoption? What is the source of funding to implement ALL required by this mandate? Is this an unfunded state mandate?
- 216 97035 Please, please, please 1 get started now, 2040 is not as far away as it sounds 2 be non-partisan 3 do what is truly best and not what various lobbies/people try to sway you to do.
- 217 97035 Solar panel discounts/programs for condominium complexes - multi-year financing.
- 218 97035 Stop spending my money to push an agenda. If it makes sense, the marketplace will implement it.
- 219 97035 To sum up: bikes, walks, and transit over cars.
- 220 97035 We have the technology...we need incentives to make sure it's used so that our environment is protected.
- 221 97038 I DON'T SUPPORT A PAY BY THE MILE PLAN AND WOULD NOT WISH TO BE FORCED INTO PARTICIPATION IN SUCH A PLAN!! Climate Change is NOT CAUSED BY HUMANS! THAT IS A HOAX! My freedom and privacy are important to me and I already pay for more than my own vehicle causes in road wear and tear through a 30cent per gallon gas tax, \$86 every 2 years vehicle registration fee, licensing fees, parking fees, tri met taxes my business is forced to pay, DEQ fees I should be EXEMPT from having to pay since I live far away from a populated area yet am forced by tyranny and foolishness to have to comply with anyway! and I have no intention of answering to governing officials every year or month to write down and report my mileage so they can decide to tax me by the mile I drive and track my every move if they want to all while also charging taxes through gas and registration TOO! ENOUGH!!! NO WAY!!
- 222 97038 Increase the number electric charging stations in the State of Oregon especially away from the interstate freeway system.
- 223 97042 All of the above.
- 224 97042 Must consider the rapidly aging population and their increased demand for alternative transportation, especially in the rural areas.
- 225 97045 All state car should be small and electric also garbage trucks and buses should use natural gas. The Oregon lottery should not have any SUV's.
- 226 97045 Build more highway lanes to reduce congestion.
- 227 97045 Carbon dioxide is NOT a primary driver of greenhouse gas induced atmospheric warming. Methane and water vapor are much more efficient at warming effects. Global warming a.k.a. climate change caused by man is a hoax! There has been no mean temp increase for last 17 years! That is what you need to consider! The so-called climate models are consistently wrong!
- 228 97045 Carbon dioxide is not our enemy, noxious fumes are. Those who would like reduce carbon dioxide let them plant trees and encourage others to do the same.

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- 229 97045 Clackamas County seems to be going backwards with encouraging the use of public transit, reducing greenhouse gas emissions, etc. Please take a good look at what is happening and help move the County forward, not backward, by increasing public transit options and having connectivity between local neighborhoods.
- 230 97045 Climate change is the major issue facing our time. We need to do everything we can to combat rising co2 levels in our atmosphere. The use of fossil fuels need to be reduced or avoided whenever possible.
- 231 97045 Consider your target markets. Rural areas should have different guidelines than urban areas. Better biking path system would help. Putting Max in where folks don't want it and wouldn't use it is a waste of money. Build it right, with an eye to the future. I drive a 4 wheel drive truck and even if I have to drive around for a parking spot, I won't use public transit because I do not believe it is safe, nor would it get me where I need to go in a timely manner.
- 232 97045 Do not make miles driven the mark for taxes.
- 233 97045 Don't build any more apartments or condos without tenant parking included as every single one of these has at least one car.
- 234 97045 Focus on implementing existing plans.
- 235 97045 Get people on board with options to avoid using their personal vehicles. Make sure there are places like grocery stores and other services within close proximity to their homes. It should not be necessary to drive to a huge centralized mall just for the necessities of living.
- 236 97045 I am opposed to government mandates in these areas. The fool's rush into biofuels led to a net negative environmental impact and distortions and unintended consequences. I fear this same top-down approach will yield similarly poor results, at great expense, with unintended consequences. I strongly object to meddling further in determining how insurance is priced. It appears that it is simply a hidden tax designed to favor the planner's desired public behavior without the honesty of direct regulation. I am overall opposed to most of what this so-called "Smart" approach seems to advocate. Such an approach seems tailored to highly urbanized environments and therefore only Portland should consider it. Suburbs or less dense urban areas remain reliant on car transportation and diverting resources from supporting cars is a net negative to the economic viability of those communities and a waste of taxpayer dollars. Please reconsider!
- 237 97045 I do not support the miles driven policy. Many CHOOSE to live in a less dense area and this would greatly hurt them.
- 238 97045 I drive a lot for work and do not support insurance by miles driven as I have no accidents and work for an insurance company. It would be a boondoggle. Many people would bike more if it was safer. Also ENFORCE traffic laws on cyclist. I cycle a LOT and hate the fact unsafe cyclist face almost no enforcement.
- 239 97045 I hope they focus on the long run instead of looking backward.

- 240 97045 I tend to be supportive of the strategies outlined but will need to better understand implications and rationale for some efforts (for example the logic behind an idea like vehicle insurance paid by miles driven).
- 241 97045 Increase bike lanes ban studded tires.
- 242 97045 Invest heavily in public transport.
- 243 97045 It is not the place of government in a free society to determine the means of transportation the public should use. Instead, it is the role of government to provide the infrastructure necessary for the means of transportation the public desires to use. Buses make far more sense than MAX trains, because the trains are hugely expensive and only run on a fixed route, whereas bus routes can be designed to go where needed, and when a bus runs unused, it can be rerouted to a more needed area. As to this miles driven scheme, it is evident that government believes that this will provide greater revenue than the current gas tax, but if highway funds had not been diverted to pay for trains and bike paths and bridge studies, there would be adequate funds for highway development and maintenance.
- 244 97045 Land use and transportation routes will be key for the future.
- 245 97045 Local flexibility.
- 246 97045 Look at the big picture. Example; using bio fuel creates more pollution in refining processes than conventional hydrocarbons and increases food costs. New bus exhaust puts exhaust out at the top of the bus causing carcinogens that are heavier than air to settle through the breathing air for pedestrians, bike riders and passengers in lower vehicles.
- 247 97045 Make sure that the transition to lower impact fuels considers the whole cycle of that fuel, from extraction to transportation to impact on manufacturing costs, etc.
- 248 97045 More buses for mass transit. The light rail is too expensive and not cost effective. If people had to pay a cost effective fee to ride the light rail no one could afford it and it is restricted to where it can go.
- 249 97045 More electric charging stations and continued expansion of light rail to include Oregon City and Vancouver.
- 250 97045 Necessary steps even if some will find the transitions inconvenient or if the steps require additional revenues for implementation.
- 251 97045 No comment.
- 252 97045 None.
- 253 97045 Nothing is more important -- adapt, change, or die!
- 254 97045 Regardless of any so called "climate" issues --- it only makes sense to have a clean atmosphere ! We should continue the efforts of the past 50 years to improve / clean - up the environment.
- 255 97045 Some parties or organizations must be required to follow climate change policy, even when they perceive they are victims. Policy is designed to do the most for the most; everyone can't be pleased.
- 256 97045 Stop paying \$200,000,000 a mile for trains that provide NO EXPRESS Service...It is faster to use bus service to get where I need to go vs the rail system.

- 257 97045 The best option will not emphasize environment over jobs. The two are not mutually exclusive but interdependent.
- 258 97045 The climate has been changing since time began. Thinking that any kind of man made strategy can affect that is simply ignorant and nothing more than a power and money grab by people who want to profit from politically correct emotions. Our policy makers should be able to see beyond the emotion but unfortunately, they are the worst of the bunch.
- 259 97045 The future must include strategies that not only address climate change but peak oil (and no we can't frack our way out of it) - these climate smart strategies are a must do and putting our heads in the sand would just make us less resilient in the future. These strategies are the minimum we should do given that depletion many resources coupled with food scarcity are likely to accompany declining sources of cheap energy.
- 260 97045 We already have technology to decrease emissions they need to be utilized in a step fashion.
- 261 97045 We don't need this garbage. Cars are efficient enough keep gas prices down.
- 262 97045 We have the best system of electrical power in the country and I feel there are too many people making too many crazy decisions. Wind and solar are not going to do it. Land use policy is out of control with different governing bodies having their own ideas. Who really is in charge????, Metro, LUBA, The County, The City, The State, all kinds people with own ideas.
- 263 97045 We have the cleanest air in the world of any industrialized nation. Go work on china and india.
- 264 97045 We need to start talking about zero population growth as much as zero carbon. If human beings are causing greenhouse gas to overwhelm the planet, then we should be discussing a commonsense plan to level or decrease human population growth. We should decide the carrying capacity for our area and aim to maintain it at that level. We can't continue to develop every vacant space and farmer's field ad infinitum and ignore the elephant in the room. Also we need to PLANT MORE TREES. There are parts of town with nearly treeless streets almost a century after the streets were built. We can easily change that with a public private partnership and volunteers.
- 265 97045 With the current plans and Climate Smart Strategies we are having negative effects with unreasonable congestion and as a result, hurting economic expansion/job creation. The lack of balance and understanding, of how bad congestion is scares me and reflect poor leadership.
- 266 97045 You keep driving up costs and we see little improvement. You waste a lot of money because you think it is "Free."
- 267 97048 Tax on fuel inefficient vehicles, but not by miles driven.
- 268 97051 Before new construction is approved put onerous on companies to request employee participation in carpooling. ..using alternative fuels and recycle.
- 269 97053 Cleaner fuel and fuel efficiency.

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- 270 97053 Cleaner, low carbon fuels and fuel-efficient vehicles will not help reduce carbon emissions when the actual number of cars on the road just keeps increasing. Do the math. This is a band aid solution to a serious problem that requires invasive surgery to cut out the cancer. We should learn from other countries that have succeeded. For example, Germany is one of the leading countries in Europe, as well as globally, in terms of its renewable energy and climate change policies. Way ahead of the U.S.
- 271 97055 Establish reasonable long term goals and then stay on track to meet our future needs.
- 272 97055 Many of the incentives are easy for those of higher incomes and education to participate in. Include input from the communities of lower income/education groups to get solid ideas on how to get greater participation in taking advantage of the incentives.
- 273 97055 Structured stable forward movement.
- 274 97055 The paid by miles driven concept is punitive in nature and will hurt those who drive more and those who live on limited income. Increasing the gas tax is more equitable. The current "leadership" on climate change is politically driven and is more interested in controlling behavior than helping the environment.
- 275 97055 WHERE IS THE EMPIRICAL EVIDENCE OF CLIMATE CHANGE? JUST BECAUSE YOU WANT IT TO BE AND WANT TO USE IT FOR YOUR GAIN DOES NOT MEAN IT EXISTS. AND, WE ARE A DOT IN THE WORLD, WHY SHOULD WE SUFFER WHEN THE REST OF THE WORLD GOES THEIR MERRY WAY....IN INDIVIDUAL FREEDOM?
- 276 97058 Be careful not to penalize those who live in rural areas by taxing on miles driven.
- 277 97058 Transportation is the center of moving people from here to there. People need safety, affordable means, and easy access. If you are going to stay ahead of the means and control of moving people you have to plan now and for the future. Time is important and the safer and faster people get around the more they spend.
- 278 97060 "Sell" this program with a positive, upbeat PR campaign and then follow through with it and rejoice in progress.
- 279 97060 Be frugal and transparent.
- 280 97060 Dear Policy Makers: It is wonderful that you have taken the time out of your busy day to increase the burden on my day-to-day existence. From the increased density goals, to reduced parking and inefficient transportation plans, you have made my life less livable and more frustrating. While you may be planning for all of the 25 year old MFA graduates living in the Pearl District, working at the Starbucks, and commuting on their "fixies," a lot of us have families and work at places where we need to look like professionals on a daily basis. Multi-modal means just that, giving consideration to cars as well as bikes, public trans, and pedestrians. Look at growing the vehicular traffic capacity because it is needed. The insignificance of curbing greenhouse gasses in the PDX area is a token gesture that will have zero impact in the global greenhouse gas issue; it is a feel-good measure that will have zero actual positive impact at the cost of something that people moving through here will never get back: time spent mired in traffic or being harangued by obnoxious jerks and degenerates on the public transportation system. Please, give at least some thought to anything outside of the hipster/hippie/welfare frame of mind, and plan for families being able to move through the area.

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- 281 97060 Do not put a huge burden on small business driving them from Oregon. Also keep in mind the transportation lifeline needed for people to get to work. Good government = good balance the burden needs to be shared. Be responsible with our tax dollars do not follow California's lead in bankrupting Oregon, live within our means.
- 282 97060 Global warming, climate change, is a power grab by watermelons-green on the outside, red on the inside.
- 283 97060 Have the different areas work collaboratively.
- 284 97060 I have no issue, in principle, with the "tax me on miles driven" idea. However, MOST of the miles I drive each year are in other states! How do you accommodate that? I'd be OK with this if you installed a GPS to track what proportion of my yearly mileage I clocked on Oregon roads, but I believe that well over half of my mileage is on roads outside of Oregon. Would that be fair? "Locally adopted" for us in deep Multnomah County does not exist. The County Commission is in downtown Portland, representing, for the most part, downtown Portland. Living in Corbett, we have NO SAY, and, worse, we are in the Columbia River National Scenic Area zone (sometimes a blessing...keeps Multnomah County at bay). But we have no "Home Rule" like Portland, so we feel pretty much left out. Hell, we have even been gerrymandered into a Congregational district with Hood River County.
- 285 97060 If there are going to be incentives, offer them to employers who allow their staff to work from home. Half the vehicles during commute time could be kept off the road. Meanwhile, heavily tax Vancouver, Washington drivers who clog up Portland roadways. Put in an expensive toll bridge.
- 286 97060 Let's get going! We should have started this years ago.
- 287 97060 Mass transit and hybrid vehicles Metro should not invest public \$ers in projects that support fossil fuel corporations.
- 288 97060 Moving traffic creates far less problems than standing traffic, so anything that keeps it moving is the key.
- 289 97060 No tracking of driving locations get alcohol out of auto gas.
- 290 97060 Oregon must succeed in a competitive global economy. The costs of regulatory mandates must be offset by the positive impacts on the creation of employment opportunities and the ability to live a lifestyle that meets Oregon's values.
- 291 97060 Repeal the \$80,000 rule. No income test to build single family home on legally acquired property.
- 292 97060 Try new things. The old system won't sustain us - we need to adapt to thrive.
- 293 97062 1. I don't believe in "climate change". 2. You are always looking at ways to charge MORE. Look at becoming more efficient with your \$\$\$\$ instead. 3. If you think everyone moving to the area wants to live in a high rise apartment in Portland you are WRONG. Families want single family homes, not Japanese living conditions. It's better for everyone's health.
- 294 97062 Climate change is junk science to promote larger government.
- 295 97062 Consider European models for improvement of transportation here. Access in Europe is so amazing!

- 296 97062 I favor creating a system of mini- bus service that would run only within the particular city to get residents around town without having to drive their own vehicles. I know there is something in the TriMet labor contracts and state law that makes this impossible right now but it should be changed. It wouldn't replace TriMet service, just enhance it.
- 297 97062 I live a little more than a mile away from the WES station in Tualatin. Yet the train runs very close to my house. There could be stops nearer residential areas so we wouldn't have to drive to the WES station. Same with the 96 bus. Runs very near my house, but if I'm not commuting, then I have to drive somewhere to catch a bus at a different time on an inconvenient route.
- 298 97062 Oregon could go dark. Every person in the state could go back to caveman conditions or simply vanish, and stop using energy. The impact to the world CO2 level would be zero--unmeasurable. So efforts to save energy and be more efficient are good stewardship, but Herculean effort and expense to "save" the climate is stupid. Also higher CO2 improves the health of food crops and trees, which benefits Oregonians more than they realize.
- 299 97062 People need to be educated. Tualatin voted that the city staff could not spend money researching mass transit. That is crazy. On a week day at 2 p.m. traffic accidents caused my trip to the airport to be 2 hours for a 30 minute drive. Reliable mass transit would have been a better choice and I wouldn't have had to pay \$50 for parking for 4 days. People need to be educated so that they understand why we need to make the changes. Yes it costs money up front but overall it will cost us less.
- 300 97062 Seriously consider a policy that improves what we have rather than constantly building bigger & newer requiring then backtracking to up-grade the old. Up-Grade what we have, make provisions for growth, but put the emphasis on fixing what we have and what we use now.
- 301 97062 Start with your own vehicles and update and upgrade as you go. Support places for folks to use for battery operated vehicles as well as whatever else comes along in the future. Encourage and support but do not punish those how can yet upgrade.
- 302 97062 Such discussion must address taxation. The legislature does not obtain enough absolute corporate revenue (less than the marginal rates), and has not even taken the simple step of recently raising the gas tax. The state could institute a carbon tax, as politically horrifying for vested interests that would be. (I don't think Congress has attempted to pre-empt the states on that.) Basically, generate more revenue from where it has pooled to the detriment of society, and then fund state mandates or goals. This allows Oregonians to take the reference above to "Leadership on climate change" seriously.
- 303 97062 To suggest that man is responsible for the destruction of the climate is just an absurd assertion. Mother nature is much more destructive. How else do you explain all of the destructive events in past history when there were no people? Environmentalism is just a scheme to line the pockets of a few, just like the light rail scheme. I agree with good house keeping.

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- 304 97062 We need more bike and walking paths. I also like the idea of encouraging more electric cars- to make them more affordable.
- 305 97062 We work at home. We skip traffic. Most of our errands are local. We would one day love to own an electric car but they are just too expensive now. We love our parks, greenways and cul de sacs. Nice surroundings kept us in our own neighborhood for most of our children's childhood.
- 306 97062 You're killing business with this headlong rush to kill the car. You cannot possibly create an effective transportation model that comes anywhere close to personal transportation. I advocate incentives to business to hire employees who live within a 5 mile radius and land zoning to stop concentrating employees in downtown Portland. Zone land so we can have regional business centers and more evenly distribute the commute using all lanes (inbound and outbound) of our limited freeways during the commute. ps: When you nuts cancelled the Westside ByPass/ I-205 to Hillsboro you showed your lack of forward thinking and lost my respect for your planning abilities.
- 307 97068 Be careful what 'cleaner, low carbon fuels' you favor. Ethanol has a 1.2:1 energy output. We consume millions of acres of farmland for ethanol production. Cane, the source for ethanol in Brazil, has a 7:1 energy output ratio. In other words, you need significantly less farmland to produce the same energy output. Cane will not grow well in N. America, but we need to be careful what ethanol band wagon we jump on before we think we doing good. Growing our fuel from corn is not a 'green' strategy compared to Natural gas or ethanol from cane.
- 308 97068 Consider the impact to all include elderly and lower income.
- 309 97068 Do not spend a single dollar on climate change!!! The whole concept is junk science at best. I grew up in an agricultural environment. The climate is always changing. Sometimes it gets warmer, sometimes it gets cooler. We are not able to influence that. It is a great idea to try to limit pollution, but for crying out loud, get rid of the hysteria!
- 310 97068 Don't worry about climate change, focus on stuff within your control, if you can fix the climate, I have a whole long list of other items for you.
- 311 97068 First of all I can not support the assumption that greenhouse gas emissions create community or global issues. Individual communities should decide what their community should look like and feel like. I'm not sure what equitable communities means, but I'm sure I don't like it. There shouldn't be a one size fits all plan or solution. Please, step back, slow down, and start working/operating within the bounds of our state and federal constitution.
- 312 97068 Further restrictions to Oregon's economy and future employment opportunities. Why should risk capital be invested in Oregon?
- 313 97068 I have no thoughts on this. I do support climate smart programs, but many ways to achieve this is a big change for most of us.

- 314 97068 If you are thinking about a climate smart strategy--then rethink bringing areas like the Stafford Triangle into land to be developed. With climate change barreling down on us, we are going to need more land that can be utilized for food as drought and heat dry up the bread baskets of California. We are going to have to figure out how to feed climate change migrates and once you've scrapped off valuable farmlands or even adequate topsoil, you just can't get it back soon enough. I want to know that thought is being given in a climate strategy to NOT just transportation, but the even more important considerations of a radically changed society and infrastructure within the next 25 years with climate change accelerating at an unbelievable rate.
- 315 97068 It's a very complicated issue and I don't feel qualified to provide advice. As a retiree I am not greatly affected by the ramifications of various policies.
- 316 97068 Let the market determine this. Insurance companies already base rates on usage. The tracking of miles seems like an open door to invading privacy.
- 317 97068 Low carbon fuels cause more pollution in the manufacturing process. Check your facts on climate change.
- 318 97068 make decisions along the scientific basis rather than political.
- 319 97068 Man-made climate change is overstated. We should favor efficiency in commerce based on consumption patterns of our citizens.
- 320 97068 One reason we moved here was Portland's reputation for a good quality of life and willingness to invest in commuter rail. Growing up in Snohomish County, Washington, I watched traffic there become immobilized by unplanned growth as the beautiful Puget Sound region was raped and pillaged by greedy developers and transit was throttled by small-minded 'pro-car' anti transit jerks, most of whom simply couldn't imagine or care as out what a mess they were creating. Don't be stopped by people who want to force the Portland region to live in the past. Maintain the urban growth boundary and keep investing in trains!
- 321 97068 Public vehicles should transit to electric as soon as possible. Oregon must remain a leader in strategies to adapt to climate change and avoid being a contributor to greenhouse gasses. Making changes to institutions is a follow-the-leader practice. Once plans are successful in the leader states, other states will follow. I realize this survey is about transportation but I wonder what happened to the strategy of using garbage for energy generation. That's important, too.
- 322 97068 Rules and incentives have more effect than leadership.
- 323 97068 The base motives are flawed thinking. Ideology driven policy is killing Oregon's potential and quality of life. Another way of saying this is Metro planners who are first driven by an ideological agenda are not doing Oregon and the Portland region any short or long term good. Look at the destruction Bragdon's team caused in Damascus. Disingenuous decision making by agenda not market driven or even listened to.
- 324 97068 The climate change rhetoric is very controversial and it is increasingly obvious that humans have no control over the weather. Instead, we should focus on being good stewards of our environment to make Oregon an attractive place to work and live. Carbon reduction does not control weather patterns.

- 325 97068 The climate smart strategy is based on a false assumption of A.G.W. I am a scientist and I do not believe that carbon dioxide, a trace gas, could be the trigger that causes catastrophic global warming, there are clearly other more important factors. Regardless of the science, improving transportation efficiency is a worthy goal, just stop selling it on a false premise. Our economic health as a region depends on the rapid flow of goods and services.
- 326 97068 The private enterprise has come a long way in the past twenty yrs and will go much further if Government doesn't try to decide who makes it and who doesn't.
- 327 97068 The region should support the implementation of local adopted land use and transportation plans for a 2040 Growth Concept Plan. The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. The state and feds should continue to provide incentives for public to transition to cleaner, low carbon fuels, and into more fuel-efficient vehicles. The state should continue to transition its existing fleet toward cleaner, low carbon fuels and purchase more fuel efficient vehicles as the fleet turns over due to age and economy of the vehicles repair and replacements.
- 328 97068 We need to be sure that big businesses are also doing their part. It is not fair for the individuals to be trying to help in greenhouse emissions when large companies are held to a different standard and allowed to get away with higher emissions.
- 329 97068 What climate smart strategy? the current strategists are self motivated and do not have a grasp of what the residents want or are interested in. However they are really good at thinking they are smarter than "us".
- 330 97068 Your argument about further reducing greenhouse gases is based on POLITICAL SCIENCE - not actual predictable, provable science. If you really want to reduce 'green house gases' fill in wetlands - which are the largest natural generators of methane. (Re: Extensive EPA research reports.) Each of us humans exhales about 2.25 pounds of CO2 daily. Calculate that out for 6 to 7 billion people on earth. Repeated: Greenhouse gases, specifically CO2 trails temperature by 700-800 years. If you really want to address Climate Change, stop the Earth's natural cycles. Stop continental drift Restated - the jury is definitely out for predicting Climate Change. So far none of the computer modules predicting climate change have come even close. After the fact, they add constants to computer models and claim success. Shame on them. Note: I am a scientist who has followed these antics for 40 years.
- 331 97070 Any investment we can make now will reduce costs and impacts in the future. Think big, but act now.

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- 332 97070 Biodiesel busses and government cars would be a good start. Give tax/other incentives to people who drive biofuel vehicles, whether they own, carshare, or rent. No strong-arm tactics for those who keep driving their gas-powered cars, those measures don't work. America isn't ready to give up individual car-ownership. However, the right incentives/rewards could work. Make the alternatives cheap, easy, safe, well-run, well-connected and enjoyable. Keep the global-warming shrillness to a minimum. BTW, who/what kind of "Leadership on climate change"?
- 333 97070 Climate change is the #1 issue facing the globe all else becomes irrelevant if we don't move quickly carbon tax, no coal trains!
- 334 97070 Climate Smart Strategy sounds like another way to tax more, regulate more.... I wouldn't trust any 'leadership' on climate change.
- 335 97070 Create HOV lanes along congested stretches of our freeways. Impose congestion tolls during rush hour as is currently done in London and Stockholm. These were unpopular before implemented but embraced once the improvement was realized.
- 336 97070 Filter all decisions through the lens of sustainability.
- 337 97070 Fix the economy first; with adequate jobs, comes adequate tax funding to pay for all the policymaker's pet projects. but a weak local economy will just continue to drag us down & you'll never find the funding.
- 338 97070 I do not support the use of taxpayer dollars to further the goals and aims of Climate Smart.
- 339 97070 I do not understand the link to private insurance, which I believe is not an appropriate role for the region to get involved with. As for congestion pricing, there is a real problem in adding un-avoidable costs to individuals who do not control the hours or location of work.
- 340 97070 Implementation of local adopted land use and transportation plans.
- 341 97070 Keep government out of the private sector. Let the market place decide on how we transition to cleaner fuels, more efficient autos.
- 342 97070 LNG for transit systems should be used sparingly as with any fossil fuel. Maintain investment in zero carbon transportation systems led by active transportation. Consider electric transit systems.
- 343 97070 Manmade climate change is a hoax. There have been nearly 20 years of no warming whatsoever, while carbon emissions have continued to increase(thanks to China and India). Theories need to fit the facts.
- 344 97070 More local control of implementation. Local decision makers understand the specific issues of a community better.
- 345 97070 More nuke energy.
- 346 97070 Public education. If we want it by 2040, it needs to be preached in the schools in appropriate terms and given lots of openness to the public to understand the vision...not the implementation, the vision. Bring the public along and it will happen.

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- 347 97070 Put out the word that insurance companies already provide a break on premiums to customers who commute primarily by mass transit and use their vehicles primarily for pleasure, with less than half the average increase per year in odometer readings.
- 348 97070 Select the most aggressive plan to reduce greenhouse gas emissions.
- 349 97070 Stop spending our tax dollars on topics which don't benefit our communities (ie: climate change, low carbon fuels...) We all support more efficient vehicles but don't like our freedoms limited by land use and public transportation spending which divert money away from improvements to the road systems.
- 350 97070 Terminate Californication by strip mall. Get roads/streets and vehicles out of the way...Get light and heavy rails above and or below walk, bike and vehicle ways to improve their effectiveness.
- 351 97070 We need better transit and more roads, which will make the entire region more efficient and less congested.
- 352 97070 You cannot force the population to embrace light rail. The majority of the Metro area live outside city limits and light rail does not work. We do not bike due to 9 months of rain, rain and more rain. Cars work well. Build more roads.
- 353 97078 I would love to see insurance based on miles.
- 354 97078 I'd like to see an infrastructure plan that meets target population 50 years out, not 10 or 20. I'd like to see subdivisions with corner stores so you don't have to drive to a supermarket. I'd love to see bike lanes everywhere. Directional LED lights in all streetlights to save energy, curb light pollution and not negatively affect migratory birds. Wild life paths under roadways.
- 355 97078 My responses have undoubtedly already been considered by more knowledgeable people than I. My main response is to commend everyone involved for their efforts.
- 356 97078 Please be sure that you really have the correct information when making decisions in response to " climate change. "
- 357 97078 Please make sure that our policymakers use real, accurate scientific data and not political hype in making decisions.
- 358 97078 Walk more, drive less communities.
- 359 97078 We need to convert to Thorium for our power needs. I have supported investment in LFTR reactors. A Thorium reactor would be clean, safe, cheap.
- 360 97078 What is your leadership on climate change? I think large corporations that pollute should pay back the public for their polluting ways and disasters.
- 361 97080 As a professional scientist, I believe policymakers have the wrong idea about climate change. The climate has always been changing, and coercive, expensive "leadership" will not alter that. Human-caused global warming is a theory based on numerous assumptions, and has proven to make inaccurate predictions (hence the shift in buzzwords from climate "warming" to climate "change").
- 362 97080 At least part of my insurance cost is based on miles driven.

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- 363 97080 Be smart, not in a hurry to be trendy. Do not hurt one segment of the population in order to cater to another segment (i.e. preferring bikers over car/truck drivers). When I moved here 20 years ago I was very taken with the ability of all modes of transportation to share the road as seen on Burnside on the east side. More shared use of the road and a fair and equitable distribution of the cost. I have no problem with paying to use my bike as well as my car.
- 364 97080 Doesn't matter what I say. They will do whatever they want.
- 365 97080 Don't back off.
- 366 97080 Equitable communities? is this really a goal? How about equitable PERS retirements for ALL Oregon residents, not just government employees? Greenhouse gases. How about getting China and India to cut back on their emissions? That is a much bigger problem.
- 367 97080 Four unique garbage trucks a week seems silly. Make them all electric, or hybridized, or cut down on the sheer number by building smarter trucks (half glass / half recyclables) (half yard waste/half kitchen scraps).
- 368 97080 Increase speeds especially on freeways. Check out LA. They get the cars where they need to go, quickly and safely.
- 369 97080 It is possible to go too far with the activism and incrementally restrictive government regulations that limit personal freedoms and personal responsibilities. At what point do we have enough environmental regulation and government control of development patterns?
- 370 97080 Just try to think of the individuals who don't have plenty of financial resources instead of serving big business.
- 371 97080 Leave initiatives to the free market, not the legislature.
- 372 97080 Look at successful patterns and models in the other countries. Look at the patterns of behaviors of people. Study habits of people when driving or commuting.
- 373 97080 Make car commuting unpleasant. That's the only way to reduce exhaust pollution.
- 374 97080 More taxes are not the answer. Be creative. Talk to innovators, not politicians or businesses who want to sell you something.
- 375 97080 Qlut clogging up the streets with bicyclists and bike lanes so that cars do less idling.
- 376 97080 Reduce carbon emissions being generated by cars idling unnecessarily at poorly timed traffic signals.
- 377 97080 Somehow, this cannot become a hardship on the working poor.
- 378 97080 Stop catering to the lobbyists and big business and do something good for the citizens who have no other voice.
- 379 97080 Thats just it! Create HEALTHY, equitable communities and a strong economy while reducing greenhouse gas emissions.

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- 380 97080 The hypocrisy of Oregon and Portland area leaders is appalling. You drive your cars to work and expect everyone else to use Trimet. You expect privileges not available to the general public. You call for taxes and then exempt yourselves as you did with the Multnomah county income tax. You want us to recycle paper and cans, and then you demand new computers every 2-3 years and publicly owned cars which I see frequently in grocery store lots. You squander millions on military grade equipment for police. They are police, not military. That's why we have a national guard. You do far too much talking and give way to many privileges to favored minority groups. You need to walk the walk.
- 381 97080 Thinking outside the box regarding Climate Smart Strategy, and not getting hung up on deadend ideas that have no support.
- 382 97080 While I think the Climate Smart Strategy is commendable, some aspects of it will be a hard sell to a large group of Oregonians in this area, private vehicles paying by miles driven probably won't go over too well. Another way would be fees on vehicles by weight in private hands, a large pickup would pay more than a compact vehicle. A business could get an incentive or rebate for having a low weight and low carbon fleet.
- 383 97086 As much as possible, use incentives rather than punishment.
- 384 97086 Criminal penalties should be enforced on every member of the Metro board, King Kitzhaber, Charlie Hales as well as their support staff.
- 385 97086 Do not waste money on unproven strategies and be accountable and creditable if you want support for your policies.
- 386 97086 Don't force it on the public. Use education and efficient mass transit to convince people it's the right choice.
- 387 97086 Electric vehicles will soon become ubiquitous. Change building codes to require all new construction with off-street parking also have electric vehicle recharging for each off-street parking place.
- 388 97086 Grow the economy and encourage job growth. Almost everything you're planning harms those two things.
- 389 97086 Higher taxes on gasoline will be a good incentive for people to drive smaller cars.
- 390 97086 I want to hear about every idea floated and have the ability to give my input without running all over creation to each meeting. I want transparency and I want to see discussion going on, not just forced implementation.
- 391 97086 Let's not fall behind in the country for the advancements in technology, resources and management programs. Oregon has always been on the leading edge, and I am proud of that. I want to see our city and its surrounding areas be the model for the rest of the country and the world.
- 392 97086 N/A
- 393 97086 Ramp up the rewards for electric vehicle use, working from home & using mass transit (which should be free to riders & paid for by fossil fuel users).
- 394 97086 Start over.
- 395 97086 There has been no warming for 18 years. Climate change predictions have been wrong. We should not change everything for a theory in which there is no good evidence to support.

- 396 97086 Who came up with the notion that our private car insurance should be re-structured with information on how many miles we drive a year. I pay less right now because I don't drive more than 7500miles a year. I, personally do not believe there are carbon fuels out there but another way for the government to tax the people through "fees" aka tax.
- 397 97089 Be bold. Many of us feel that we want to reduce our climate impact but are stuck in an old system of gas-dependent transportation options. We are depending on you to help us transition to a new approach and investment in travel.
- 398 97089 Community engagement.
- 399 97089 Consider the areas included in the 2040 growth concept. Make sure they have infrastructure. I live in Damascus and you guys REALLY missed the boat here!
- 400 97089 Don't give up!!! **** the haters.
- 401 97089 Don't just talk about it, get it done. We elect people to get things done and they don't seem to make the tough decisions that actually get it going.
- 402 97089 Fine but some local land use and transportation plans do NOT support these important actions/objectives. No use just talking about it. Action must be forced.
- 403 97089 Good luck!
- 404 97089 Ibelieve common sense should rule...not always looking past or beyond valuable ideas of the past.
- 405 97089 Instead of pushing your own agenda, look at the things people will actually do. Many will not give up their car to ride the Max, but they would love to work from home a couple of days a week. Some will consider carpooling if the information to connect them is made available. Consider more small industry, closer to residential areas so people don't have to drive so far to work. Stop the state from being so unfriendly to small businesses!
- 406 97089 Not sure at this time, but maybe incentives for driving less, tax rebates for living close to where we work.
- 407 97089 Provide an adequate balance transportation system.
- 408 97089 Stop worrying about a non existent problem in global warming and do not waste our transportation funds on bikes and light rail!
- 409 97089 We need cars with better fuel mileage. I know the technology exists, but some reason it seems to be withheld and instead they jack up gas prices to force people to drive less.
- 410 97089 Would like to see a more balanced approach instead of the majority of transportation funds designated to the west side. Future housing growth is likely to be on the east side of Metro. Doing smart planning for infrastructure, roads, parks and greenspace, etc should begin now instead of reacting to development after it occurs.

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- 411 97101 Leave us alone and quit your idiotic regulations. No new regulations on fuel, emissions, fuel economy. No new taxes on fuel. You are wasting your time, if you want to improve Oregon shut down your commission and move to California.
- 412 97102 The automobile and our dependence on it have been ruinous to our cities and, more important by far, to the earth. The world looks to us now, and envy us our snazzy cars. Maybe we can make up for our ruinous example, and show them a better way.
- 413 97106 Drop it entirely.
- 414 97106 Get rid of the ethanol mixes that damage engines. It is more "feel good" than effective.
- 415 97106 Hold businesses accountable and make them pay a fair share of the costs associated with their activities.
- 416 97106 I strongly disagree with the State's position that it should further intrude into our lives by pushing this climate change agenda many don't believe in. Build and maintain roads . . . and leave the feel good politics alone.
- 417 97106 Maybe people should be required to live within walking distance of where they work!
- 418 97113 Chasing reduced greenhouse gas emissions or implementing some global-warming mitigation effort and creating a strong economy is a fool's errand. Moreover, I disagree completely with any taxes or insurance premiums based on miles driven.
- 419 97113 Not one more penny in taxes to implement this so-call strategy. Use existing resources or don't do the project.
- 420 97113 Push for the most innovative, aggressive green implementations because by the time they are functional, it will be time to begin thinking of the next round of even greener implementations. Must keep pace.
- 421 97113 There has to be a better way to evolve without raising taxes. Government should live within their means, while enacting positive changes. Also, take into consideration the will of the people and don't force things upon the populace that is unwanted.
- 422 97116 A carbon tax with rebates for low income families would be great.
- 423 97116 Anything Oregon does will have little impact on the world-wide climate. Thus, it should not create an economic burden for Oregonians. Having a strong economy is the most important priority.
- 424 97116 Balance is essential. There are root causes behind transportation behavior - economic drivers causing families to choose long commutes, for example. Long term solution needs to be directed at root causes and not at limiting options.
- 425 97116 Climate strategy is a bogus issue and a way to waste more taxpayer money.
- 426 97116 Growth is not always progress. We have lived by the philosophy for way too many years that we must grow to survive. I completely disagree. When does that stop!?! When all the farm land is apartment buildings? When we have sacrificed all our open spaces. We need to stop the short sited vision of growth and find other ways to prosper.

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- 427 97116 Having shopping opportunities within neighborhoods, especially for groceries, would reduce driving. Any transportation infrastructure that promotes shopping malls is bad.
- 428 97116 I would need to read it before I can prioritize what's most important to me.
- 429 97116 Just facilitate transportation and forget the climate change crap. Less regulation should be your aim.
- 430 97116 No additional comments at this time.
- 431 97116 NO to private vehicle insurance paid by miles driven. That's stupid. People live in rural areas and do need to pay more just because some idiots in a city don't drive as much because they're surrounded by resources. The strategy that works, build more roads (or widen existing roads).
- 432 97116 Oregon's plan to reduce carbon admissions is a folly as it will do nothing to change the world's climate. Overturn this requirement now!! Add a surcharge to register more fuel-efficient vehicles to cover the lost gasoline tax. Don't invade our privacy with a system that requires collection of the miles we drive.
- 433 97116 That they need to consider this an extremely important issue and address it. Traffic is already almost out of control in many areas of the state.
- 434 97116 The majority of people rely on their cars and the public roadways to get places; this has to make roads the top priority.
- 435 97116 There is no global warming and we don't cause. Stop wasting money on green energy and let free PRIVATE markets decide what should be made and how much it should cost.
- 436 97123 Central planning and control always fails because it loses touch with the reality the people you are trying to manage (control) are experiencing. I read those 3 bullet points above and I can feel you reaching into my wallet that feeds and cares for my family and helping yourselves to my earnings. I think you better slow down.
- 437 97123 Climate strategy is important and needs to move forward. Efforts should focus on providing long-term funding for transit in particular.
- 438 97123 Consider the complete 'footprint' of electric vehicles. In our region, this would mean the impact on fish and other aquatic life dependent on our management of hydropower. I've read that in coal-powered regions, the mpg of the average electric car is closer to 30mpg because of the fossil fuel burned to create its electricity. There are other environmental effects due to the manufacturing of the batteries. We need to look at the whole picture. Miles-driven sounds like a reasonable idea.
- 439 97123 Do whatever it takes to make people feel safe traveling alone on public transportation. And make public transportation be dependable, with all the pay and validation stations working.

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- 440 97123 Don't let PRIVATE INSURANCE profit from miles driven: it's the government who pays for more wear and tear on roads, so they should get the money from those who drive more. Create a permit system for studded tire use! Prices can be adjusted for those who can prove they work or live in an area above 500 feet of elevation. Too many people put the studs on November 1st and keep them on until March 31, without ever going anywhere snowy/icy. We only have 2-3 days a year that require such equipment. Make it an online system-- you pay for a week, a month, or a season, print something, and stick it on your car.
- 441 97123 Eliminate increases in regressive taxes. The 1% and others can pay their way. Developers and development should pay their own way - eliminate tax subsidies for development. Require new development to fund bike lanes, transit options and energy-efficient construction.
- 442 97123 Everyone needs to know the choices they make matter. Yes, I'm only one person, but if I make a bad choice it is compounded by the thousands of other people making the same bad choices. We need to find incentives for making good choices.
- 443 97123 I do not support this Climate Smart Strategy, I believe if technology is allowed to flourish under capitalism consumer demand will solve the problem, it is not the governments job to decide this for the free citizens of Oregon.
- 444 97123 I don't agree with insurance based on the miles driven. As a parent and foster parent, I spend a lot of time driving and don't want to be punished for that.
- 445 97123 I'd be careful of private vehicle insurance paid by miles driven. I think that could have a negative impact on some low-middle class working families. Not everyone can afford to move closer to work and if public transit isn't a reality for them, for whatever reason they shouldn't be punished for it. Some workplaces are difficult to get to on public transit, or they have kids in daycare and can't rely on public transit (MAX is late almost every evening during rush hour).
- 446 97123 Keep up the good work. Never forget that well maintained roads are the back bone of an efficient transportation system. If we skimp on maintenance of existing transportation infrastructure, we waste fuel and increase pollution.
- 447 97123 Make the investment.
- 448 97123 Make transit more affordable to get more people to use it. Remember the fareless square? It was a great idea, giving those right around town (including tourists) no reason not to use transit. The insurance idea is great!
- 449 97123 Plenty of ports for electric cars - and well-matkd so folks know where they are.
- 450 97123 Regulations of type of fuel used by trucks, planes and cars. Policing these regulations to avoid pollution and thus, have a better air quality. Use more renewable sources (wind and solar power).
- 451 97123 Stop considering tolls. Raise the gas and fuel taxes (double or triple) and tie to inflation (index). Add per mile use fees for electric cars.

- 452 97123 Stop sprawl and development that is so totally automobile-based with only token attention given to walking, biking and public transit options.
- 453 97123 When given a choice, people always want to drive themselves. Please use our tax dollars to support car travel, which is the most effective method for getting around town.
- 454 97123 You might shift your thinking and cause less opposition by adopting PERFORMANCE based codes, per EPA c.2002 as implemented in Sweden and recently in Oregon through RECODE. Prescriptive codes are often too fixed for actual situations.
- 455 97124 Affecting how vehicle insurance rates are determined should NOT be part of the 'Climate Smart Strategy'.
- 456 97124 Climate change is temporary. Don't be fooled.
- 457 97124 Cost to implement for the consumer. Often global policies are set without consideration of how much those policies are going to cost the average citizen to implement. Incentives to change should be part of any policy implemented.
- 458 97124 DO NOT TAX US ON THE MILES DRIVEN! We have a gas tax....oh wait my car gets better gas mileage so we need to tax you more..NOOOOOO USE THE MONEY YOU HAVE MORE WISELY AND TAX US LESS!
- 459 97124 For focus on sustainable options. Make alternative transportation the best options for folks.
- 460 97124 Help the common person understand simple things they can do to reduce carbon foot print and need to travel by car.
- 461 97124 I agree with the principal of the strategy but am concerned about the change to private insurance rates paid by miles driven. Low income employees often drive longer miles to arrive to work location due to lack of reasonable housing cost. Seems like this addition to insurance rate could greatly increase cost to the population who can least afford it.
- 462 97124 I believe there is too much dispute in the scientific community to warrant excessive investment in carbon-related measures beyond current regulation. Whenever PhD's are debating, it is time to hold your money close.
- 463 97124 I feel that safety should always come first. Also, if a system is being kept (roads) it should be able to be maintained. I'm afraid if we start too many new projects we can't keep the old, necessary ones going. If we're truly trying to make this a greener environment it seems necessary to eventually not allow older vehicles to exist anymore or else the effort seems futile.
- 464 97124 Implement the carbon tax and credit. Do not allow use of leaded airplane fuel.

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- 465 97124 Income for road work by miles drive, definitely. Not so sure about insurance by driven. I get a little tired of so many other people telling me where to live and what to do with my property. I see acres of forest and field 100% levelled to build 3 story apartment buildings, yet single family homes are nicely built retaining many trees. So the urban growth boundary theory of saving farm and forest may not actually be working as it creates a solid concrete jungle as we fit more and more people inside. While we can have some impact on pollution and carbon emissions, this whole thing is basically worthless without China and India doing their part. They are growing rapidly as is their pollution which will overshadow any gains we could possibly make by a wide margin. More pressure on Washington to apply more pressure to China and India.
- 466 97124 Increase density, continue to emphasize the formation of walkable neighborhoods.
- 467 97124 Interested in program to have driver's pay per mile driven in place of gas tax.
- 468 97124 Land use mix and density to keep trips shorter is the key to success. Effective performance monitoring is important to track progress and adjust strategies.
- 469 97124 More incentives for people who use public transportation or commute by means other than a car. Incentives for carpooling (3 or more people, not just 2).
- 470 97124 No comment.
- 471 97124 Pitch the draft Climate Smart Strategy as the most cost-efficient route to sustainability in the long term. What are the costs of NOT making these investments in reducing greenhouse gas emissions? The data show them to be very high (e.g., widespread sea level rise, greater healthcare costs, etc.). Sell this as a cost-efficient plan, and we can get the business-minded folk and conservative folk onboard, alongside the tree-huggers who are already on our side.
- 472 97124 Please help prevent future problems by making smart policy decisions now, even if they are unpopular! We need strong leaders who do what's right. Thank you for working to make our area great!
- 473 97124 Private insurance already takes into account how many miles I drive in addition to where I live..... you can't plan on just adding lots of fees & surcharges to things to accomplish getting the money you feel you need/want.
- 474 97124 Rapid decrease in emissions is essential for the long term health of our communities.Global climate change is upon us. We need to act NOW to avoid triggering the switches that make going back impossible.
- 475 97124 Reinforce a social norm that reducing time in your private car is the way of the future, and provide support for those trying to live this life - e.g. it's little help for people living in "new urbanist" Orenco Station if they need a car at the other end of their trip on public transit in order to reach their destination.

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- 476 97124 Spend money wisely to benefit the most citizens, not further the vision of a few. Listen to businesses and citizens. Reduce government overhead. Avoid expensive mass transit projects that end up used by relatively few. Solve your issues within the cities - stop pushing expensive transit & bike projects into rural areas. Shrink government - that's the best way of all to strengthen the economy. Be mindful of private property rights. Extend your vision of "equitable" to all citizens, not just those that agree with you.
- 477 97124 Step back and look holistically at ENTIRE processes. Ethanol from corn and electric cars transfer pollution to areas they are manufactured or generated. You trade one type of pollution for another.
- 478 97124 Ultimately, the goal should be to make active transportation the number one choice for transportation in the region, followed by mass transit, ultimately aiming to reduce the size of roads. Do not expand roads to accommodate more traffic volume or you will create greater volume of traffic.
- 479 97124 Update what we have before creating new. Many existing areas do not have contiguous sidewalks leading to schools or into town.
- 480 97124 We aren't going to be successful in this effort unless all the region's cities and counties step up. That includes prioritizing infrastructure investments to expand transit and active transportation options, and managing parking supply in concentrated employment areas.
- 481 97124 We do not want a single plan but a range of positive options so when one does work all is not lost.
- 482 97132 Any kind of carbon tax is a farce and does not serve the people of the state and region. It serves only to enhance the control of the government over the individual.
- 483 97132 I think that it is important to increase light rail to the west, down 99W from Portland to Sherwood. This would ease traffic and shorten the commute time for people coming from the SW areas such as Wilsonville, Sherwood, Tigard, Tualatin, etc.. It would also ease the traffic congestion on I5 through the area. Increasing bike paths on all state highways in the metro area and outlying areas would be a benefit the communities.
- 484 97132 Private vehicle insurance paid by miles driven is stupid. Most accidents happen within 2 miles of your home. People who drive longer distances should not have to pay more. What about when you travel cross country? People wouldn't be able to afford too, causing a decrease in economic stimulus.
- 485 97133 Climate change is real and urgent. Implement a carbon tax and discontinue subsidies to fossil fuel industries, including LNG and oil.
- 486 97139 Fix the roads and highway systems first. Only then consider increasing spending on new projects.
- 487 97140 Continue incentives for solar and wind power that could support more electric vehicle usage.
- 488 97140 Cycling would definitely be used more if we made it safer....this is a must do!
- 489 97140 Forget this anthropogenic global warming hoax. Don't hobble our economy and make our citizens poorer. The Chinese, Indians, and Russians certainly aren't going to stop using fossil fuels. Why should we?

- 490 97140 Giving financial incentives to those already wealthy enough to afford cleaner technology, excludes those without the resources who still have a desire to make Oregon cleaner. Convenient, dependable, far-reaching and frequent mass transit benefits a larger community.
- 491 97140 I already pay a fortune for vehicle insurance and I have no tickets or accidents, yet because my family lives far apart I drive 20K a year. We already pay for the number of miles we drive. How about people who don't pay insurance or are habitual road hazards pay and don't drive?
- 492 97140 I think that mileage based insurance is a good idea. We need some additional method, other than just fuel tax, to pay for street maintenance since vehicles are getting better fuel economy and bicycles don't pay for expensive bike lanes. Mileage based for all vehicles and a license fee for bicycles?
- 493 97140 I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.
- 494 97140 Improving safety for non-fuel transportation, such as walking and biking, and improving the frequency and efficiency of mass transit, especially during non-peak hours, will create healthy communities and reduce greenhouse gas emissions.
- 495 97140 Increasing the flow through of roads by widening and fixes our broken freeway and connector system is the only way to reduce greenhouse gases. Many reports have shown that the largest contributor of these gases is stopped traffic!
- 496 97140 More efficient active and mass transportation, please. I feel that private automobile users do not bear the full burden of their choice to drive and providing alternatives transportation options while increasing the individual drivers burden is a good thing. A fair and long term solution to reduce private automobile usage should be thought of carefully and focus on long term goals, as opposed to short term benefits.
- 497 97140 Somehow all you are proposing has to be paid for by all residents in the area via a tax or whatever. Local communities have every right to vote no to mass transit in their community if they will have to pay the majority of the cost. Safety remains high on the list. Mass transit that promotes population explosion in the area will be rejected by many communities that want to remain small.
- 498 97140 Stop raising my taxes!
- 499 97140 The fuel we now have to run in our machines, cars or lawn mowers, is already of poor quality. For my machines to run properly I have to add stabilizer to every tank! I say let the car builders catch up to the effects of this fuel to make better seals and other engine parts to deal with higher bio-fuel.
- 500 97140 The worst thing about living in the Portland Metro area is the poor planning and maintenance of transportation. You can't get where you want to go easily or conveniently no matter where you live, where you want to go, or how you want to get there surely we can do better!
- 501 97140 We must keep our green spaces and our ability to grow food for our community.

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- 502 97140 Whatever you decide try not to raise taxes. Also light rail is a waste of taxpayer dollars. You need to build more freeways and highways to accommodate those evil cars and trucks. The reality is we are not Europe. We love our cars and live to drive them. Stop trying to get us out of our cars and onto bicycles. Accept the fact that 90 plus % of the local population drives a car. Why not plan for that.
- 503 97201 As much as possible set performance goals rather than regulations. E.g., a carbon tax is better than a fuel efficiency standard.
- 504 97201 Auto usage and oil have been subsidized heavily for over 100 years now and nuclear for over 70 years. Both these technologies ruin the environment and their subsidies need to be moved to newer cleaner ones. Oil and nuclear have been on the public teat long enough, they should be able to finally make without further generations of welfare help from the state.
- 505 97201 Building new roads and highway lanes should be the lowest priority for this Climate Strategy.
- 506 97201 Concentrate on public transit--not private auto conveniences.
- 507 97201 Do not give in to demands for more highway capacity and the enshrinement and expansion of parking in Portland's core neighborhoods.
- 508 97201 Ethanol is a waste of our money. Get it out of our gasoline.
- 509 97201 Explore market driven options and incentives vs mandated policy constraints approach to our future. Porters 5 Forces of government interference in action has caused much of our transportation and climate challenges.
- 510 97201 I Don't need your help. You are wasting my tax dollars.
- 511 97201 I support these goals.
- 512 97201 I think railways are great option to move more people, and finding a way to get more use, or get more space for more rails would provide a huge boon for transportation needs in our community. I also think maintaining the feasibility of community centers, especially within poorer neighborhoods, so there is easy access to food, green space, health care, and libraries will help create less strain or more usability of our transportation system.
- 513 97201 I would like to see some sort of long term goal for how we can move to net zero carbon emissions.
- 514 97201 Keep Portland heading in an ever greener direction.
- 515 97201 Let Portland take the lead in reducing our carbon footprint. We have the motivation, the knowledge and we CAN DO IT!
- 516 97201 Lower taxes and more work. Give City Hall shovels and put them to work.
- 517 97201 Make sure that people who drive cars pay taxes that reflect the cost of road maintenance. Raise the registration fees to make up for the loss in gasoline taxes as cars become more efficient.
- 518 97201 Managed transportation in all facets will reduce the trips which will reduce the greenhouse gas emissions.
- 519 97201 Maybe we need more education about choices other than driving (and cheaper bus fare. It's really getting to be cheaper to own an old clunker than take the bus).

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- 520 97201 More mass transit to more places within & outside the city.
- 521 97201 Options need to be available for people at all levels of income. Plans need to take into account that not everyone can adapt, opt in or meet requirements or suggested measures. Keep things simple but moving forward, with accessibility and equity as guiding principles, and don't screw over the environment (for people or animals) in the process.
- 522 97201 Out of the box thinkers, cooperation between communities and regions in things like bullet like trains based on sustainable energy for people and freight. More bike & walkable green spaces.
- 523 97201 Pass a carbon tax! Rebate the costs to low income residents especially in rural communities where they don't have access to good public transportation. Make it too costly to drive in Portland where public transit is exceptional.
- 524 97201 Please continue to commit to safe, efficient, and sustainable development. Though we are doing well compared to other metro areas, there is much more that we can do.
- 525 97201 Please implement a carbon tax.
- 526 97201 Poverty has been pushed to the outskirts of the metro area while the jobs remain in the Central City. Better public transportation infrastructure is a serious equity issue, plus it reduce the reliance on privately owned vehicles, thereby reducing vehicle emissions. Public transit investments are a win-win for our region.
- 527 97201 Public transportation needs to be reliable and frequent in order to convince people to ride it regularly.
- 528 97201 Public transportation system should be expanded to service more low-income communities with greater frequency. I would also urge the development of expanded streetcar service outside of the downtown/waterfront districts.
- 529 97201 Recognize a change in attitude toward continued reliance on personal autos is critical to success.
- 530 97201 Seems like all of the 'options' are no brainers... Everyone wants a good transportation system. Are there any tradeoffs inherent in this study?
- 531 97201 Taxing fuel-efficient vehicles is somewhat counter-intuitive, and so I offer two better solutions: raising the gas tax, and adding a registration fee based on vehicle weight. First, the gas tax. This would accomplish several things. Yes, a hybrid or electric car still uses the roads and has a wear-and-tear impact. But much, much larger swathes of auto use would increase revenue due to a raised gas tax. This would reduce pollution and reduce our collective carbon footprint. Secondly, a registration fee based on weight would be beneficial. Hybrid, electric, and other low-emission vehicles would pay a fair share. But large SUVs and trucks would pay a higher share - because they impact the roads the most. Lastly, for those that criticize bicycle users and say that they do not pay a share of road maintenance, this would allow some form of bicycle registration to help pay for their proportional share of the roads.
- 532 97201 The goal is clear. The benefit of achieving it--or the consequence of failing to--not so much.

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- 533 97201 This is the single biggest problem confronting us today - and as a city that is increasingly going to be sought out as refuge from hot, drought-plagued areas of the country, now is the time to prepare. Once everyone arrives, we'll just be overwhelmed, and it will be too late. If the 400,000 families projected by Metro to relocate here in the next 20 years find it prohibitively difficult to get around any way other than by driving a private car, we will simply lose the quality of life that makes everyone want to live here. That would be tragic.
- 534 97201 Tilt spending HEAVILY toward roads and cars. Weight -mile taxes make more sense than gas taxes. I approve a carbon tax if the other subsidies for power, fuels, wind & solar are eliminated, and if it raises more net funds than before it must off-set other taxes, like income taxes, by the same amount.
- 535 97201 To save the planet, we MUST stop using fossil fuels of any kind. No nuclear ones either! Only Clean, Safe, Energy!
- 536 97201 Transport in local sense is part of it. But we also need to pay attention globally. Not allowing coal or oil terminals on our shores with product destined for Asia is going to make a bigger difference in the big picture. Our land use plan needs to preserve farmland and greenspace. Stop creeping the borders and really just call a halt on new building on those lands. Stop suburbs. We need to live within our current footprint and when at all possible return lands to their former agricultural and non-housing uses.
- 537 97201 Twenty years is too long to wait! Shorten the deadlines!
- 538 97201 Unfortunately, there has to be something in it for "me" or some people will never change for the greater good. You need better PR and clearer communications. People need to believe that a little pain now will end up with a reward later.
- 539 97201 We are NOT experiencing global warming. Quite wasting our money on this AI Gwhore scheme.
- 540 97201 We can't flail around. How we implement and communicate changes must be done expertly and efficiently. Learn from best practices elsewhere. Be bolder though (to use the example of California), in new policies, but don't screw up implementation as in Portland's street repair fee issue.
- 541 97201 We have already done quite a bit but can do more.
- 542 97201 We need to do all we can to discourage further use of fossil-fuel-consuming vehicles, and dependence on personal use of automobiles altogether ... at least in urban cores.
- 543 97201 We're already years too late in starting.
- 544 97201 We've been talking about climate change in Oregon since 1988. When we started it seemed like we might do something in 20 years. We're still taking baby steps.
- 545 97201 You cannot solve global climate issues by forcing Oregonians to do things that cost them more. Drop the "leadership on climate change" strategy and pay per mile idea - the latter penalizes unfairly those who must use vehicles.

- 546 97202 2040 Growth Concept should be the focus. Climate change will never be adequately addressed before the damage occurs; adaption is a better investment than reductions in carbon. The low carbon fuel standard is economically inefficient and a wasteful way of reducing carbon.
- 547 97202 A strong economy is not necessarily a growth economy. Health and equity should be the primary goals... that's where you begin, and then work back from there to determine the best strategies to achieve that.
- 548 97202 Acknowledge need to change and listen to environmentalists.
- 549 97202 Adaptation, particularly considering communities that will be most vulnerable.
- 550 97202 Aggressively addressing climate change and environmental health is the most important investment you can make in Oregon's future. Encouraging active transportation and reducing road miles driven is one important piece of the answer-- reducing energy consumption overall, especially including businesses, and actively protecting carbon sinks, are also imperative strategies.
- 551 97202 All fossil fuels contribute to climate change! Renewable energy should be of the highest priority. Conversion of fossil fuel vehicles to renewables should be prioritized.
- 552 97202 All of the above.
- 553 97202 All sound great. Don't water it down with autocentric steps backward.
- 554 97202 Anything short of profoundly far-reaching policy changes are extremely likely to be useless with respect to meaningful response to climate change. Half measures and better-than-nothing and feel-good efforts are inadequate. They are worse than that because there are no second chances with respect to governmental response to climate change. Take a walk and think about the stakes and do the right thing.
- 555 97202 As a very frequent cyclist and bike commuter, and new mom, I am struck by how often I inhale really foul smelling exhaust, sometimes from old beater trucks and other times just from high volume roadways. We need to ensure the gas here is benzene free, do our best to get polluting older cars off the road, and separate bike paths for everyone's safety. I have cycled >2500 miles in Europe - Scandanavia, the Netherlands, and Germany have amazing cycle path intrastructure that we really need to emulate. I feel strongly that many Portlanders of my generation would utilize a regional network of bike paths that is designed less for commuting and more for weekend recreation -- this could generate revenue for local rural businesses and be great for the health of us and our environment if we could easily bike -with kids- up the gorge, out to Stub Stewart, out to the Clackamas, etcetera. Figuring out how one can take a bike with a trailer, or a tandem, onto the max would also help greatly to this end. Other observations are that as an employee at OHSU, the main reason so many people take public or alternative transportation here is because parking is so expensive / scarce. This is mostly a good thing. I like the idea of the
- 556 97202 Be bold!
- 557 97202 Be bold. Move as fast as you can to transition us off of fossil fuels.
- 558 97202 BRT busses (electric would be awesome). Investing in public infrastructure can lower the financial and psychological costs-of-living for the majority of people. Making walking, biking, and public transit more viable options is an investment in growing our population, increasing our economy, and promoting the environment. Don't just sit on your hands, get it done!

- 559 97202 Building higher density developments with options for a wide range of socio-economic neighbors is best way to create better communities.
- 560 97202 Cars aren't good for cities. We have to figure out better long-distance commuting options to take cars off of the roads. For example, I love the Max, but it takes FOREVER to go a long distance. If you, say, live in inner SE and work in Hillsboro, you're spending 1.5 hours each way commuting, when you can drive those same 20 miles in roughly 20 minutes in the morning and 1.25 hours in the evening. Modern cars can complete that commute with less gas costs than the cost of a monthly tri-met pass. That makes the Max a terrible choice on all fronts. We have to work to make it a viable option.
- 561 97202 Charging insurance based on miles driven is a horrible idea. It is very expensive to live close in in the pdx metro area, so people live further out for better living conditions & the ability to own a home. Having them pay insurance based on miles driven would be punishing them for wanting a better life for themselves & their family. Take a look at how expensive home values are west of I-205!! Housing is not affordable, don't punish the middle class & lower income people because they have to drive long distances for work.
- 562 97202 Consider that communication, transportation, and technology are changing at an incredible rate. Do not pass any policies that do not look into the near future and how things can be different much quicker than they traditionally have.
- 563 97202 Craft policies that meet the strictest air pollution guidelines in the nation. Show leadership!
- 564 97202 Density has worked great to make Portland a desirable place. That desire has made it unaffordable for many people - so new investment needs to keep Portland accessible, safe, and affordable for people who cannot afford to live in parts of town that are safer and convenient.
- 565 97202 Do it. Climate change is one of the if not the greatest threat to a healthy viable economy.
- 566 97202 Don't forget the legal infrastructure needed: Strict Liability for drivers in accidents between cars and bikes. We will also need improved driver education: in the Netherlands, people learning to drive are taught to track the presence of bikes ("You are about to turn right at that corner...where is the bike you passed two minutes ago?") Drivers need to learn to drive more slowly and watch out for bikes and pedestrians or you will NEVER get people to bike. When parents see college students getting killed as they do now riding their bikes, they will buy their kids cars. Parents riding bikes with their kids? Yeah...not. I took a lot of footage of myself and others riding around Amsterdam with an emphasis on the infrastructure--I haven't edited it yet, but when it is edited it will be a great informational video. Feel free to contact me about it: angela.zehava@stanfordalumni.org.
- 567 97202 Don't let climate change deniers derail this effort.
- 568 97202 Don't water it down. We need this action--not being able to do it alone is no reason to not act. In fact, we must act. We must provide leadership to other MPOs in the state, other states in the region, and to our federal government who just can't seem to open their eyes to the coming crisis.

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- 569 97202 Educating and investing in non automobile travel in urban areas has a wonderful impact on quality of life. The quality of life is the driving reason I live in Portland, Oregon.
- 570 97202 Encourage alternate modes of transportation (rail, bikes, walkers) and alternative fuel vehicles (free charging stations, tax breaks).
- 571 97202 Ensure affordability and accessibility to low income communities. It seems like investments for connectivity and walking and biking tend to go to areas that people visiting see but not the areas that on the outskirts where there tends to be more poverty.
- 572 97202 Equity. Equity. Equity. Working families with lower incomes need a fair share of our public infrastructure to help level the playing field.
- 573 97202 Expand public transportation and connections down the valley and outlying areas.
- 574 97202 Find ways to reward those residents who are moving away from individual autos to shared transit. And continue to make neighborhoods safe and walkable. Get some sidewalks and bike paths into the suburbs, along with transit access. Zoning changes should make it attractive for small businesses to flourish in these true neighborhoods. Then there would be practical, pleasant reasons for folks to walk rather than driving.
- 575 97202 FIX THE ROADS USING EXISTING RESOURCES!!! The bad roads are reducing our gas mileage and causing wear and tear to our vehicles. This can be paid for by all the funds that government wastes!
- 576 97202 Focus on active transportation like biking, walking, and mass transit. Every decision should be made with its impact on the environment as the main deciding factor.
- 577 97202 For a sustainable future, we need to make tough choices, and that means that we need to de-incentivize people jumping in their car to drive 4 blocks to get to the store. Let's be a leader in climate change.
- 578 97202 Funding for fossil fuel based infrastructure must stop.
- 579 97202 Gasoline and diesel fuel should be taxed at a higher rate not only to fund transportation investments, but to encourage use of alternate transportation and purchase of more fuel efficient vehicles.
- 580 97202 Get corporations, big business out of government.
- 581 97202 Get out of your cars. I have; policymakers need to do it.
- 582 97202 Get serious about the "equitable communities" part of the statement. It will help us think out of the box and come up with creative solutions for not just the "what" but the "for whom" and "how" and "where" as well.
- 583 97202 Global warming is not something happening in the future. We really need to stop pretending it doesn't exist or it will go away and do something real about it.
- 584 97202 Go big or go home. Incremental changes will not help at this late date. Better to suffer consequences immediately to create a pain point and then make big changes than accept small steps that make us feel good but doom us in the end.
- 585 97202 Go big!! Be a model for other cities.
- 586 97202 Good planets are hard to find.

- 587 97202 Greatly expanding mass transit and bike/pedestrian infrastructure is key to a sustainable future in an era of rapid climate change. We must avoid expanding roads or making improvements that encourage car use. Every dollar spent on mass transit and bike/ped accommodations will have many benefits for the people's health and the environment, as well as our economy.
- 588 97202 I am proud of the steps Portland has already taken to mitigate transportation issues, become more bike friendly, and offer terrific service on the Max and streetcar systems. I want to see decision makers help us continue the trend of being a city that cares for the environment and is using best practices, while also caring for the bottom line so we are a livable city for people with various incomes.
- 589 97202 I do not want the government to become involved in private insurance fees (i.e. road usage type) unless they figure out how to give a rebate to those who do not use the roads that much. I think all lawmakers should be forced to ride transit buses to and from their work for at least 2 months (even to the meetings,etc) so that they can understand the frustrations. And I do think the policymakers for local government agencies should be required to live in their jurisdiction ..esp if they are making rules and requirements for that area.
- 590 97202 I don't want street fee. I don't want more taxes other than carbon or gas tax. Community leaders have shown that they don't spend money in venues for which it is allocated.
- 591 97202 I see two pressing issues - climate change and equity. I would like our strategy to aggressively address both issues with increased investment in transit and active transportation, especially in underserved areas.
- 592 97202 I strongly believe that investments in infrastructure and clean energy are critical for our region's economic future.
- 593 97202 I support the recommended investments to make transit more frequent, reliable, accessible, and affordable. I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized. The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.
- 594 97202 I think a combination of carrot and stick approach is useful. As much as I personally dislike the idea to have insurance based on miles driven, as well as road taxes, is a good idea. This is a stick. Conversely, a carrot would be incentives for people to purchase more fuel efficient vehicles, make better use of public transportation.

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- 595 97202 I think citizens need to be more conscience of why alternative transportation is so important and the impact it can have. If people are informed about those benefits, maybe they'd be more willing to partake in those alternative modes of transportation.
- 596 97202 I think our biggest priority in regard to transportation is reducing the carbon footprint/use of fossil fuels. With that in mind the only sane action is to support those activities that move us in that direction. And oh boy, will people with more money that ethic really blast this kind of proposal. "We should be able to do what we want..."
- 597 97202 I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized. The Climate Smart Communities Preferred Approach should also Deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.
- 598 97202 I was supposed to read a Climate Smart Strategy document before I answered this survey? Dunno.
- 599 97202 I would like to see a bullet train between Portland and Salem. One that will decrease congestion on I-5, reduce emissions, transport people quickly (half hour)and extend the feasible job market radius for Oregon citizens.
- 600 97202 I'm all for leadership on climate change! I'd like to see some thoughtfulness about new construction and development. Disposable, "20 year" developments and buildings (eg Walgreens) are especially egregious and are not beneficial to the community or for the environment. We need to treat our city and our region with the respect it deserves and as though it's actually not infinite and that our civilization has some self-respect and will last.
- 601 97202 I'm fine with a carbon tax, or another tax linked to the externalities caused by CO2 emissions. I oppose congestion pricing, tolls, parking fees and any other "market" based approaches which would force low and middle income to pay a much higher percentage of total income than higher income people for services (roads, bridges, public parking) that should be equally accessible to all.
- 602 97202 Increase fuel taxes to fund the Climate Smart Strategy implementation.
- 603 97202 Industry, business, consumption, and homes must all be within reach of each other across the region - that is the only way to achieve these goals.

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- 604 97202 It is vital that we build a transportation system of the future. That includes accessible, affordable public transport and heavier use of biking and walking.
- 605 97202 Just do it.
- 606 97202 Just do it. Don't worry about the short term costs, the investments will payoff in the long run.
- 607 97202 Kindly direct your focus to reducing greenhouse gas emissions. If you really want to encourage this, consider more leadership and pushing the envelope - perhaps trying out electric-only lanes similar to the electric HOV in California, but instead make them a certain lane on city streets during parts of the day. I look to Oregon to continue the leadership shown in the past in this area (bottle recycling, urban growth boundary, etc.) even though it might be at the time politically unpopular or an expensive investment.
- 608 97202 Leadership on climate change = YES!
- 609 97202 Leadership on climate change means we have to be strong and we will have to do things differently. We cannot continue with the status quo of building for everyone to get wherever they want to go by private vehicle -- that's what has created the climate not-smart scenario we are in. That leadership has to come from across the region, all jurisdictions, and will probably mean also taking a hard look at the 2040 Growth Concept and considering what elements of those plans no longer meet the standards of obtaining a climate smart region, state, and world.
- 610 97202 Look for long-term, stable funding sources where users pay for the infrastructure. Balance the approach to meeting the needs of users.
- 611 97202 Low-income communities and communities of color are most affected by the the impacts of climate change. We need to give priority to reducing those impacts while not creating new burdens (e.g. fees, higher taxes) on these communities.
- 612 97202 Make a drastic change and goal and achieve it. Be something different that could cause problems and changes and spark conflict. People won't disagree with a difficult plan if leadership can implement solutions to complex problems and adapt.
- 613 97202 Make it easier and frankly more desirable to not drive unless really necessary.
- 614 97202 Make Portland a model for other cities around the world. We must deal with climate change as quickly as possible. Incentivize workers to bike or walk to work. Incentivize employers to allow work from home.
- 615 97202 Make sure public transportation is accessible and affordable for all.
- 616 97202 More leadership on Climate Change is needed,as well as leadership and planning for a huge influx of climate refugees.

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- 617 97202 My next comment has to do with Europe's vs USA's air quality standards. 1. 1 car per family. 2. study the european standards & see why their cars are so much better in gas mileage. 3. get EPA to visit Europe to learn how they do it. 4. install electric charging stations in all parking lots, one for each 2 cars. 5. quit buying foreign oil. 6. put a tariff on gas fueled cars & conversely reward electric car owners with cheap fuel (i.e., free charge in a parking lot).
- 618 97202 Natural gas should be avoided. It is a wolf in sheepskin clothing.
- 619 97202 Oregon should be a National leader in cutting air pollution and Fostering Trees and Forest growth. And regain #1 Bike friendly city status, through this new plan.
- 620 97202 Pay attention to the real problems and not the cosmetic ones.
- 621 97202 People are not going to stop driving cars. We need an adequate freeway system that serves the whole region. I support higher gas taxes and cleaner fuel. People are not going to stop driving cars and start riding bikes. Rebel against corporate oil companies and build clean fuel, the technology exists, big Oil is limiting out options due to greed and self-idolization.
- 622 97202 Plan and build for the least fortunate amongst us and we will build a healthy, sustainable community that works for all. Reducing our region's contributions to climate change should be their #1 priority.
- 623 97202 Planning must be done to preserve what we value most including neighborhood character.
- 624 97202 Please consider the needs of low income people and families. We need these things to get around and make our city better, but many of us, as much as we want it, can't afford an increase in taxes. I don't have a good solution to this hard problem, but I hope Metro will keep this in mind when implementing these policies.
- 625 97202 Please do not do any more to make life difficult for the citizens of Portland.
- 626 97202 Portland is on the right track, more frequent, faster, public transportation to more places is needed for people to really limit their driving and reduce the number of cars.
- 627 97202 Priorities in order: 1. Safety oriented projects for areas in which there have been injuries and deaths. 2. Protected bike lanes in order to reduce car traffic, and improve car traffic flow, improve air quality, get more value out of our existing road infrastructure, and increase transportation options for people of all ages, all abilities, and all socioeconomic status. 3. More frequent bus service in order to reduce car traffic, and improve car traffic flow, improve air quality, get more value out of our existing road infrastructure, and increase transportation options for people of all ages, all abilities, and all socioeconomic status.
- 628 97202 Prioritize biking and other forms of active transportation. Thanks! -j
- 629 97202 Promote affordable public transport.
- 630 97202 Put funding into public transportation projects, not highways.
- 631 97202 Raise taxes on gasoline & use those funds to offset gas tax losses caused by increased use of electric vehicles.

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- 632 97202 Renewable energy is cheaper and more feasible than just a few years ago. We can and should encourage a faster transition to renewable energy. Also, electric vehicles or plug-in hybrids are quickly becoming feasible for many people and even if transit becomes a bigger piece of people's lives, most people will still have private vehicles. They should be encouraged to switch to electric, and we need to plan for what that means, such as needing more charging stations and training people to maintain those cars.
- 633 97202 Starts with businesses, not consumer.
- 634 97202 Stop hoping people won't own cars. They will and we need to be innovative in encouraging them to limit their use. You cannot live in such a great place as this without wanting to get out of town. Families needs vehicles. Reasons are plentiful. Creative marketing to encourage using transit or biking to work as the social norm would be smart.
- 635 97202 Such a policy is long overdue and crucial to our state, the country, and the planet. We MUST take the lead and safeguard against further damage and deterioration of our climate and environment.
- 636 97202 Support a culture that values and utilizes active transportation and take steps to limit the use of personal and recreational vehicles that consume fossil fuels.
- 637 97202 That considerations be equally applied city wide so all neighborhoods benefit, not just the affluent neighborhoods.
- 638 97202 That we are in an emergency situation. Climate change is here now and we don't have decades to figure out what to do and argue about it with idiots who get their science out of the bible.
- 639 97202 The age of "Happy Motoring" is over!
- 640 97202 The number one goal should be to get people out of cars and onto transit and safe walking and bicycling routes. Traffic routes should be akin to... walkable neighborhood -- transit/bike -- walkable neighborhood.
- 641 97202 The pollution from local vehicles is unhealthy. We need stricter policies on vehicle and transit emissions including engine exhaust and other pollutants like brake dust and fluids that pollute our air and rivers.
- 642 97202 The sooner these policies are implemented, the better. We're killing the planet faster than we can save it; we need to take all the action we can right now.
- 643 97202 There is no option but to do better. Whatever the economic burden, it pales in comparison to climate change. Be bold and innovative. It is the right thing to do.
- 644 97202 There will be pushback from many, many people who are against change. Change is a difficult message for most people to hear. Keep up the good work in moving the region forward, even though there will be some 'squeaky wheels' who don't want or don't understand what you're trying to accomplish.
- 645 97202 These seem like good ideas. I would particularly support increased infrastructure for charging electric vehicles (cars, scooters, bicycles).

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- 646 97202 They need to start over - their ideas are merely means to spend money without any evidence that any of these things will have any effect. Discouraging people from moving here would be a good start. Consider having industrial businesses using heavy equipment and trucks closer to freeways - the traffic backups from I-5 to Sherwood are heavily influenced by the concentration of industrial businesses (on former farmland).
- 647 97202 Think on a long time frame.
- 648 97202 This is urgent! We need to make changes as quickly as we can.
- 649 97202 This must take into account all the other needs and costs of society.
- 650 97202 This region has good potential to actually achieve goals. Be bold, and build a practical plan to achieve.
- 651 97202 TRUE no-fault vehicle insurance should be implemented - not the insurance company lobby version we have now. Also much more climate change leadership is sorely needed.
- 652 97202 Try not to listen to the people who can't accept change. You are on the right track by coming up with and implementing bold ideas. Bold ideas scare some people, especially people who can't accept change. Given the state of our environment and how quickly climate change is impacting our planet, we need more bold moves and less status quo. Your work is important; please keep up the great work.
- 653 97202 Try to avoid the debacle of Cash-for-clunkers, where people turned in decent cars for expensive "green" cars that had a large impact on the environment. Support better vehicle maintenance education, van/carpooling incentives, bicycle corridors, and use of renewables for powering public offices and lighting.
- 654 97202 Use common sense and realize that many people have no option other than to drive, either to work/school/daycare/etc.
- 655 97202 Use Common Sense more in the planning. The difference between theory (which it seems that planners are the best at) and reality is a huge gap. Just today , it came out that the planners who were responsible for narrowing Burnside St from two to one lanes were so surprised that back-ups occurred ! Did they just think the cars that used the 2nd lane would disappear ? Also that they need to look into accidents that they use for change ... was the accident caused by the stupidity of the driver or person crossing the street versus street design.
- 656 97202 Vehicle insurance based on the number of miles driven is unAmerican - there is no plausible way to protect the privacy of drivers. The projected savings are exaggerated, and the belief that less driving would result is misguided. These other strategies sound great.
- 657 97202 We are a growing, multi-modal region and need additional funding for all types of projects. Please go after more transportation funding at the local, state and national levels.
- 658 97202 We are way overdue in addressing climate change. Just do it. You, me, us.
- 659 97202 We need denser cities. No more expansion of urban growth boundary. The farmland and green spaces can't take it. Living in the cities should be attractive by making them walkable, bikeable and convenient and affordable public transit.

- 660 97202 We need to do much more.
- 661 97202 We need to stop succumbing to automania. I realize this is a hard thing to sell, especially for older peopler, but climate change is real, and our auto use is something we can change. That is, only if our leaders make the hard, necessary changes to deprioritize this mode.
- 662 97202 We only support community "investment"/taxation if the taxation is extremely progressive. No more regressive or flat taxes for any improvements.
- 663 97202 We're running out of time; we're late in finding ways to end the one-person-per-car lifestyle. Be radical, be innovative even if your bosses aren't. It's what will save us.
- 664 97202 What a ruse, climate change was conceived to justify creating more taxes to feed government. No new taxes, you're just putting Oregonians in the poor house or onto government support. Absolutely no road mile tax or time of day tax on driving or home electrical use. High density housing is killing neighborhood livability, privacy and affordability. Time to open the urban growth boundary.
- 665 97202 Working to combat the effects of climate change, both local and, when possible, more global, is a priority.
- 666 97203 Accepting and accommodating for a "growing region" will accelerate the current decline of the environment, and will result in a biosphere of supporting life.
- 667 97203 As the economy rebounds, we need infrastructure to keep pace to support higher tech jobs and industries.
- 668 97203 Do NOT allow fossil fuel to travel through Oregon, whether for export or refining! Also, Oregon's DEQ is an absolute disgrace, especially when one compares it with Washington State's environmental protection policies. Scrap it and start over, or get rid of whatever obstructive people or policy is not working to actually protect anything except corporations.
- 669 97203 Don't forget not everyone is able to buy this technology. How are you going to address those issues?
- 670 97203 Drop the assumption that growth is desirable and needed. Some growth would be good but it should not be the main driver in making land use and transportation policies and decisions. The capacity of a community to offer safe, healthy, affordable and comfortable places where people can congregate and find a sense of belonging should be the primary gauge to measure all decisions relating to policies and plans.
- 671 97203 Eliminate use of credit scores for insurance pricing.
- 672 97203 Envision a society (and transportation) that is not auto-centric, but rather, people centric.
- 673 97203 How about putting a sticker on your car that says what day of the week you won't drive. Like my sticker says Wednesday, so I never drive on that day. If I get 'caught', then I get a ticket that helps pay for lowering gas emissions programs. Then emissions supposedly drop by 1/7th? Portland could love this.
- 674 97203 In major metro areas, access to affordable housing that is accessible by transit or active transportation options is a major barrier for many when it comes to decreasing auto use.

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- 675 97203 It might be time to move away from a per-mile gas tax to an increase in vehicle registration fee sufficient to cover road maintenance. The gas tax is no longer an equitable way to spread the burden of road maintenance (if it ever was). Oregon should not be looking to be a leader on climate change. We should be looking only at whether we are doing as best we can to meet the climate change challenges.
- 676 97203 It must be done and urgently.
- 677 97203 People drive because of a lack of transit options. People drive drunk because of a lack of LATE NIGHT transit options.
- 678 97203 Please consider biking in your strategies to reduce pollution and decrease maintenance on roadways.
- 679 97203 Please work quickly. Our time is very limited to combat dangerous climate change so we need action immediately. It will be hard but we will all adapt to new policies - it will be better than adapting to a community that is un-liveable in the future. Be sure to consult with experts and follow their advice. We are lucky to live in such a low risk region (with respect to climate) so let's not take it for granted - we can do more.
- 680 97203 Public transit, biking and walking should be the priority for greenhouse gas reduction.
- 681 97203 Reduce the number of cars.
- 682 97203 Reducing carbon emission can only be achieved by using less carbon based fuels and that included coal generated electricity and by freezing growth.
- 683 97203 Strong focus on transit and active transportation will help support our climate change emissions reduction goals while also building great communities and alleviating disparities. Please be sparing with considering investments in the road network as it has been the priority for a long time and as a result the environment and communities have been damaged. A refocus to support transit and active transportation is an absolute necessity.
- 684 97203 Support continuation of Clean Fuels Program; help utilities better understand how to utilize electric vehicles to meet Clean Fuels standards; push both federal policy makers and local business community to support comprehensive climate policy.
- 685 97203 The impact of the distribution of wealth is well documented in *The Spirit Level: Why Greater Equality Makes Societies Stronger* by Kate Pickett and Richard Wilkinson. The distribution of wealth and income is far worse in the US than anywhere else in the developed world. It's even worse than the totalitarian countries that pay no lip service to democracy. Meaningful Climate Smart Strategy has to address first, how increasing wealth is applied to the needs of the community as a whole.
- 686 97203 There are a heck of a lot of People in the Portland Metro area that using a car is an only option. Many of them/us would love to have a fuel efficient car or truck but is not in the budget nor will it be. Even with my trucks bad gas mileage, it is still cheaper and more time efficient to drive the 7.3 miles to the shop.

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- 687 97203 These investments now will keep Portland at the forefront of green technology and living. The benefits will be reaped for years to come from reduced healthcare costs to reduced dependence on increasingly expensive and polluting fossil fuels.
- 688 97203 Until they can show or prove that money coming in is doing something for the environment not just going into general slush fund that has nothing to do with carbon, they can stuff any carbon tax!
- 689 97203 While we know global warming and climate change are real, they are hard to pin down and make tangible, so far. But we need to work for better fuel efficiency and cleaner cars. What about a statewide DEQ clean air inspection for all cars?
- 690 97203 Yep.
- 691 97204 1. Stop cutting down as many trees as have been cut down in and around Portland over the past five years. 2. Stop with the sexy projects for a few years. The new bridge and Milwaukie line have cost a fortune and have resulted in so many trees being cut down that some of us have been wondering if we're still living in Portland! Stick to the basics, such as filling potholes and repairing street lights. 3. Stop nickel and diming residents with tax increases, especially those of us in Multnomah County. Give us a chance to catch our breath as the economy slowly gets on its feet. 4. Leave Barbur Blvd as the viable alternative to I5 that it is. In other words, don't substitute a lane (or, worse, two lanes) for light rail. It's bad enough that I5 is so often clogged; the last thing we need is the main arterial road to turn moving traffic into sludge.
- 692 97204 All projects should include pedestrian and bicycling infrastructure improvements. Trying to reduce driving while not supporting alternatives isn't helpful.
- 693 97204 I don't know what an equitable community is so can't support this statement. We seem to be incenting the wrong things already when people just want a job to provide for themselves.
- 694 97204 Incentives for commuting other than by single-operator car, and make the existing incentives more publicized/accessible. I have been a vocal proponent of the bike commuting tax benefit since it was started and to date, no one I have ever spoken to has heard of it, although we make good use of it in our office.
- 695 97204 Mileage tax and/or annual license fees based on value of car, similar to other states and countries.
- 696 97204 Please do not pass a carbon tax or a street tax or any other tax. Portland has become too expensive.
- 697 97204 Stop cutting down trees as though they mean nothing to those of us who live and work here. Stop ignoring the aesthetic qualities of a tree canopy as well as the very real cooling effect it produces. Stop signing onto the big sexy transportation concepts and improve what is already in place and being used. Look for less expensive options to your plans so that no new taxes are required. And add green space whenever you can't decide what to do with an empty lot of stretch of dirt, etc.
- 698 97204 The aspiration is good, the implementation is ill-conceived. This effort is about legislative bodies creating unfounded mandates.

- 699 97204 VERY IMPORTANT: Legislate a mileage tax on all metropolitan area (Portland, Salem, Eugene, Medford/Grants Pass) private vehicles so electric vehicles pay their share of the roads they use. Also, Do not require the public to have mileage based insurance rates more than the existing levels.
- 700 97204 We are much better off than we were years ago and way ahead of many other parts of the Country.
- 701 97204 You need to focus on paying for roads. It's cool, that you advocate electric cars, more fuel efficient cars, but the reality is our roads are paid by gas taxes. It's not cool, that you want to penalize the poor & working class to pay for roads so the rich who can afford these new vehicles get free roads. Until you aggressively address this... I won't support you on this point. I will aggressively FIGHT you instead.
- 702 97205 Don't kill the goose that laid the golden egg. Density should be achieved with mid rise, compact buildings in the central city and along transit corridors throughout the city. Spread the density and create retail on the ground floors of the new midrise development, making all neighborhoods walkable for basic needs. Avoid both urban and vertical sprawl to keep Portland livable.
- 703 97205 Equity and environmental justice should be one of the biggest priorities.
- 704 97205 Everyone must help. even implementing small changes can make a difference.
- 705 97205 Increase the cost of private auto ownership (and trucks too) to pay for the marginal cost of additional auto-specific infrastructure.
- 706 97205 It's all about designing communities so that trips can be made by foot, bike and transit.
- 707 97205 It's time to prioritize alternatives to driving. Currently they've become part of the transportation system, but the car is still the #1 mode the city is designed for. Change this! People should be #1.
- 708 97205 Keep asking for citizens input!
- 709 97205 Quit investing in highways and roads. Implement on demand or tailored to need bus service in the suburbs using data and smart devices to design routes and schedules. Buy attractive busses, not typical ones. Complete MAX system in next 10 years, w high speed express lines.
- 710 97205 Stop making it easy to drive everywhere. Encourage walking, biking, and transit use. Eliminate all "free" costs to driving — remove free parking, toll all Willamette and Columbia bridges, require parking permits.
- 711 97205 The highest quality at the lowest cost .

- 712 97205 The people I talk to would NOT rather live in a single-family home in the suburbs if they knew about all the alternatives and the trade-offs and the bleak future they would be leaving their children. Most would prefer my lifestyle if it were available to them. I live downtown where I walk or bike nearly everywhere I go--at least when I'm not carpooling to the mountains. I grow many of my own vegetables, compost, eat low on the food chain, rarely spend more than \$20 on utilities and practice other forms of reduce, re-use, recycle, re-purpose. I plant trees with FOT and I am trying to establish a Tree Committee to get more trees for my downtown neighborhood. Downtowns must be made as livable as possible. I think urban form, coupled with urban design, are the two MOST IMPORTANT aspects in reducing our collective carbon footprint. We need to create more opportunities to lead the lifestyle that I am leading. HOLD THE URBAN GROWTH BOUNDARY!
- 713 97205 Use local media and local celebs to spend more time talking about climate strategy - information is what people need.
- 714 97206 Action on climate change needs to be implemented more quickly throughout the region to mitigate the impacts of these changes on our environment.
- 715 97206 Affordability to the average working person should be addressed with any changes in vehicle requirements.
- 716 97206 All the questions are worded such that people will say "yes". Who doesn't want better roads and walkability? The real question is how much does someone want to pay for it? Are they willing to pay more, should budgets be rearranged or should we make due with what we currently have? This is a bad survey.
- 717 97206 Be mindful of disproportionately adversely affecting poorer communities as you incentivize more costly vehicles for wealthier Oregonians.
- 718 97206 Be open to technological advancement - specifically be proactive about finding ways to let technology foster with things like Uber and self-driving cars. If a government is actually serious about reducing emissions, it must tax emissions. Plain and simple, if no tax on emissions is done this is all just for show.
- 719 97206 Be serious about what will be required to create a sustainable (as in perpetuating infinitely) environment. Every effort so far has fallen very short of actually achieving this goal. Also, if Portland could become a hub of innovation for all the green technologies that will be needed to achieve this goal it would transform our economy.
- 720 97206 Biofuels are a fraud unless the weather is optimal. Public transport that must be frequent, convenient, and no more expensive than private transport.
- 721 97206 Building dense strong communities, town centers and neighborhoods is the only winning strategy.
- 722 97206 Communities are not equitable if your low-income neighborhoods do not have consistent sidewalks.
- 723 97206 Consider what we already have before embarking on over-ambitious future plans. It is often most sustainable to reuse what exists than to create something new.
- 724 97206 Discourage commutes longer than 30 minutes. This is a bane on humanity.

- 725 97206 Do not just forget safety, but also the perception of safety.
- 726 97206 Emphasis on expanding biking and public transport.
- 727 97206 'Equitable' means improving things for the greater number of people for the greatest use. That means that walking -- pedestrian safety and access -- should be our highest priority. In making this first, over bikes and cars and transit, we make it safer and more convenient for everyone who wants to use bikes and transit. Halting any further billions spent on light rail would open funds for buses, and buses provide the greatest, most flexible, and least costly of ALL our other transportation options. Adding highways and roadways has proved again and again that the only thing that happens is more congestion -- NOT better faster commute times. Spend money that would have gone to light rail to post police at roadways so that cars that fail to obey our pedestrian laws get caught, and so pedestrian access becomes safer.
- 728 97206 Equity by definition includes everyone equally, not the rich more than everyone else. The poorest in our communities need better bus service (not light rail), better sidewalks, safer streets, and more pedestrian-safe walkways. Reduce the problem down to its smallest source, and when that's accomplished, move on to more costly options, such as vehicle tolling and bicycle infrastructure. Stop letting mayors turn our cities into their personal icons of 'progress' and 'progressivism'. Katz and Adams get to crow about ways they put their imprint on our city. I call it a butt print in reality! They could not care less but for their own national and international reputations. Insanity.
- 729 97206 Equity is a superior growth model, in that when we make equitable investments to support those with the least options, we make the system more efficient and safer for everyone, and build long-term support for low-carbon lifestyle. It's time to walk the talk.
- 730 97206 Go for it, and thanks!
- 731 97206 Good luck! I'm glad you're working toward these goals.
- 732 97206 Higher Gas Taxes.
- 733 97206 I like very much the idea that we will have to pay more for the privilege of driving whether through insurance costs or toll roads or higher taxes on gas. However, I can probably afford that---and many people can't. So I realize I am unfair ----but it's how I see it.
- 734 97206 I would say that Oregon talks a good game but remains beholden to fossil fuel interests. The state has looked the other way while crude by rail flows right thru the main streets of Portland and many small towns along the Columbia. Oregon is supporting LNG export terminals on earthquake faults and in Tsunami zones. Climate Smart means saying no to fossil fuel infrastructure, otherwise we are future stupid. You can't have it both ways, you either dial back the commitment to FF or you drive future generations over the cliff. The renewable technologies are there and ready. We are talking about the future of civilization here. Get real.

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- 735 97206 If we're really serious about climate change and want to reduce single occupancy vehicle use as well as develop a funding mechanism for street maintenance and repair, we need to really consider a few things: - raising the gasoline tax - implementing a fee based on vehicle weight, as the damage to roads is in proportion to the weight of the vehicle to the fourth power - getting serious about metering parking All three of these would both raise revenue and directly incentivize people to use their cars less.
- 736 97206 I'm all for the transition to greener technologies. Concentration on improving the bus system within the city of Portland would go a long way to encouraging people not to drive. If you make it easier for people to get around without a car, they may find they don't need a car.
- 737 97206 I'm glad that our local policy makers have these issues on their radar as important, and want to impress upon them not to compromise due to the interests of industry or the perception of some short term financial burden. we need to DO the climate smart things, not just have meetings about them! help our region become a true leader in our nation and we will all thank you very very much!
- 738 97206 Increase gas tax greatly. Focus on cost effective ways to promote more bike/ pedestrian activity (ex: re-striping roads to add bike lanes both ways by eliminating on-street parking).
- 739 97206 Increasing bike paths and safety for pedestrians and cyclists, increasing public transportation options (light rail).
- 740 97206 INSURANCE ALREADY CAN CHG FOR USING YOUR VEH. LESS. RAISING TAXES AT THE PUMP IS CERTAIN TO REACH ALL WHO DRIVE IN PROPORTION TO THEIR MILES DRIVEN.
- 741 97206 Keep the program agile. Don't lock in restrictions that could hamper future innovations.
- 742 97206 Look at the infill housing trends--taking away greenspaces and trees within neighborhoods (mature trees = natural water & air filters, not to mention wildlife habitat) -- doesn't make sense to expect people to DRIVE somewhere to commune with nature. Allowing demolition of fixable houses in order to build over-sized homes requires more materials usage (i.e. trees) AND more energy to build and heat AND bring many more cars into neighborhoods. These trends are not sustainable and they contribute to climate change in the long run.
- 743 97206 Make it expensive and inconvenient to drive and people will drive less. Prioritize transit and active transportation over the attitude of entitlement that our current policy is based in.
- 744 97206 My seven year old daughter is concerned about global warming. I support investment in local initiatives to help slow global warming in order to create a healthy environment for her to thrive in as she grows older.
- 745 97206 No change to miles driven for insurance....BECAUSE INSURANCE COMPANIES ARE ALREADY DOING THAT.
- 746 97206 No new taxes.
- 747 97206 Not sure.

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- 748 97206 Our urban forests play a crucial role in this conversation too. Access to vibrant green spaces filled with trees and shrubs and tree lined roadways that create shade; intercept storm water, pollutants, and sequester carbon dioxide; as well as beautify our region have to be part of the solution.
- 749 97206 Petroleum is dead. look to the future by investing in new technologies and existing technology such as cycling that we know will solve many of the problems this strategy is trying to address. cycling is the future!
- 750 97206 Please consider the electric car as a viable transit / transport mode.
- 751 97206 Please provide strong leadership in advocating for bicycle, pedestrian, and mass transit solutions.
- 752 97206 Policies and strategies are only effective in that they are achievable in the real world. Please keep in mind issues of access, equity and affordability as you finalize this strategy.
- 753 97206 Portland still has a long way to go if it seeks to become America's most exemplary city for multi-modal transportation.
- 754 97206 Poverty is the major issue of our time. Please find a way in your transit and sustainability work to prioritize transit and active transportation for communities with fewer resources. Providing high quality and dependable transportation options is one subsidy that we as a society can provide that will increase quality of life for all, but especially the impoverished. Thanks for your work!
- 755 97206 Prioritize active transportation first, then transit. Adding parking, widening roadways, adding freeways, offering subsidies for privately owned single occupancy electric vehicles, or expanding the urban growth boundary will only exacerbate the climate problems.
- 756 97206 Providing and improving sustainable transportation options is the best possible strategy. It makes our community more vibrant, more sustainable, and more equitable to across the geographic and socioeconomic scale. It's the right thing to do and it will pay enormous dividends going forward.
- 757 97206 Reducing greenhouse gas emissions inherently means slowing growth and shifting to a resilient, localized economy. Where is the bold leadership to shift our current paradigm away from continuous exponential growth (climate disaster) model towards a locally-owned import-substituting model?
- 758 97206 Remove fares on TriMet. Raise taxes to pay for it. Ridership skyrockets.
- 759 97206 So long as you continue to focus on making driving as quick and efficient as possible, and so long as the majority of transportation funds are funneled to facilitate motor vehicle travel, the majority of people in the region will get around by car. Only when transit, walking, and bicycling are given the funding and engineering priority will there be any significant mode shift. Without a significant mode shift, these Climate Smart Strategies will only result in small, meaningless changes.
- 760 97206 Stop shafting poor people.
- 761 97206 Stricter industrial regulation. Buses powered by renewable energy sources.
- 762 97206 The "freedom" personal automobile for a century has dominated the city, it is time to abandon that model, and have the vehicles pay their fair share of the destruction they have caused to the social fabric.

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- 763 97206 The link between climate change and companies making a profit. Too often, the effects companies have on the environment is secondary to their ability to make huge profits. Portland is a case in point to prove how much people value the proposed actions, but they haven't yet been asked to pay a big new tax or fee or to have their energy bills increased. Changes need to be of enough value in people's lives that they will support them even if they initially cost more, but the hope is that new companies and processes will be generated that will have a smaller environmental footprint.
- 764 97206 The multiple social, economic, and environmental benefits of full implementation are substantial and deserve to be funded, even if it means generating more revenue through taxes and fees.
- 765 97206 The simple way is the best, just raise the gas tax.
- 766 97206 This is all well and good, but how are you planning to pay for it because I don't think I can afford any more in taxes.
- 767 97206 This requires significant funding and that is a major challenge.
- 768 97206 We cannot wait any longer to begin investing in our future. As our population continues to grow, we need to plan and invest in smarter ways to move ourselves and our goods and services from place to place. Although use of a personal vehicle has an important role now and in the future, it cannot be the only viable option.
- 769 97206 We have potential for a great transit system but are not there yet. Look to some of the European countries for ideas on bike pathways, encouragement of walking, and connected, well used public transit.
- 770 97206 We need safety inspections for all vehicles like other states. There are so many cars that leak oil and shouldn't be on the road.
- 771 97206 We need to focus on reducing motor vehicle travel. That is the main thing that the region has power over, and the most important lever we have to pull on greenhouse gases. It also would have huge benefits to our health, pocketbooks, and regional livability.
- 772 97206 We need to get beyond prioritizing motor vehicle trips and get serious about reliable transit and safe, accessible bicycling and walking facilities. For all the reasons that everybody already knows.
- 773 97206 We need to make conservation the new normal.
- 774 97206 We will have to move toward more and better utilized mass transit but expanding the bus fleet should be the last choice. People just don't like riding the bus compared to light rail, bike, or pedestrian choices if they others are available and easy.
- 775 97206 Why not look at a public insurance approach, look at Saskatchewan and Massachusetts. Not sure that we need to be the leaders, let's just make sure everything is Ok for us.
- 776 97209 Protect Helvetia from development - now and in future - local, organic produce is hugely important and farmland can't be easily recovered after it's been paved. Hillsboro has SO many brown fields that need to be redeveloped. Build on those. - build tall apartment and condo buildings along the MAX lines to enable people can have convenient, no/less car-dependent lifestyles.

- 777 97209 Advocate for the low carbon fuels standards.
- 778 97209 Climate change is the wrong message - and is not based on real science. Real science involves a hypothesis that is then confirmed by actual data. Those who claim we are due for catastrophic anthropogenic climate change have repeatedly created models that show dramatic increases in temperatures and other climate changes, only to find that their hypotheses are disproven by actual data. Without the confirmation of climate change data, it doesn't matter whether there is consensus of 50%, 75% or even 100% of climate scientists - consensus of opinion is not how science works. Consequently, while I can appreciate the transportation goals for making life easier and safer for people, and encouraging a cleaner environment (regardless of impact on climate), I find the climate change religion and justifying making expenditures to combat the so-called climate change to be offensive to logic and common sense.
- 779 97209 First, every small step helps. Educating people that if all they can do is grow one basil plant in their window that makes a difference. Second, not everyone is young, healthy and has a lot of free time. The transportation system really needs to support everyone with a variety of needs. Portland tends to think of the guys who work at Nike and Intel as everyone who lives here, this isn't true. Riding the bus is hard for the elderly with packages, people with small kids, people who are tired from working long hours and bosses don't care if your bus was late. If you support those people they will help support a cleaner environment.
- 780 97209 Health and safety, then cost.
- 781 97209 I agree with the Climate Smart Strategy actions, but in implementing a mechanism also has to be put in place on how to maintain what we have, which means some type of funding device. As we become more efficient gas taxes that support transportation projects are reduced thus how is lost revenue found? Perhaps some kind of user tax, tolls!
- 782 97209 I would not prioritize private vehicle insurance paid by miles driven.
- 783 97209 If we make a larger investment in reducing greenhouse gases in the short run, the economic gains will follow later, especially as the state of Oregon becomes a front-runner in combating climate change. While measures that initially support a strong economy are typically the most politically popular, we need to think long-term in order to make Oregon a progressive and safe place in the years to come.
- 784 97209 Install charging more and convenient charging stations, keep public transportation options clean and modern, don't over build--keep in mind what makes neighborhoods unique.
- 785 97209 Let's not focus on vehicles for individual drivers. Let's focus on how to make public transportation more attractive.
- 786 97209 Look at both sides and be reasonable.

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- 787 97209 Low carbon fuels are of no interest to me - there is no evidence of a cause-effect link between carbon and climate change. I'm sick and tired of the focus on climate change, the amount of resources being wasted to effectuate a potential minuscule change in impact on the environment makes no economic sense. We'd be better off keeping taxes low and letting a more prosperous society continue to develop better technology and efficiency, and let that solve any climate problems. I laugh every time I see an all electric car labeled as a "zero emissions vehicle" because the majority of fuel production in this country results in emissions (with the exception of hydro and nuclear). "Leadership on climate change" should be abandoned as a goal. It's ridiculous.
- 788 97209 Make using pub transit more attractive than driving.
- 789 97209 More walking, less everything else!
- 790 97209 No new debt!
- 791 97209 People will still drive - how best to manage that.
- 792 97209 Please address policies and investment habits that run counter to our stated climate goals and policies.
- 793 97209 Please start investing in infrastructure so we have good transportation systems and options in place. AND... invest in the proper mix of incentives so we manage travel and traffic safely. Think of environmental and social costs as well. And please think about market pricing for parking. It's not free.
- 794 97209 Please think long-term. We must plan for the future, and work to decrease our reliance on fossil fuels.
- 795 97209 Promote walking and public transportation, not gas guzzlers no matter their MPG.
- 796 97209 Raise gas taxes to better maintain and develop transportation system.
- 797 97209 Reduce sprawl, focus on efficiency.
- 798 97209 Technology... use it. Stop trying to reinvent the wheel every time we need to update policies. Seek out cities that have dealt previously with these issues.
- 799 97209 The Metro area relies too heavily on property taxes to fund these services. Metro should not enage in any additional commitments and should avoid any further bonds, indebtedness or taxes are placed on metro area property owners until
- 800 97209 The small benefits are far outweighed by the huge costs.
- 801 97209 This strategy will be expensive, but the long-term viability of the community is dependent upon our making the difficult
- 802 97209 We need more voices supporting climate change concerns & positive actions---OR as a leader.
- 803 97210 An adult conversation about population growth and the effect of ever more humans on every aspect of the environment.
- 804 97210 Cleaner fuels, travel options brochures and faster signal timing won't save us. We need to focus on making every destination easily accessible by biking, walking, and transit.
- 805 97210 Decisions and plans should be made with long-term goals in mind.
- 806 97210 Enough with all the traffic. No improvements to motorways that negatively affect other modes in any way.

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- 807 97210 I believe that the current strategies for moving traffic and people from home to work or for recreational purposes (movies, shopping, etc.) are designed by people that are devoid of common sense, lack a basic understanding of human psychology
- 808 97210 I moved to Portland, because of all cities in the US, Portland is on the progressive forefront of urban design policy. I want to see Portland and Oregon continue to be brave enough to take bold steps like reducing private auto infrastructure and increasing the accessibility and scope of its active transportation and mass transit infrastructure. I want to be able to live in this city without a car, but that's not the current system we have built. If you build that system, make it safe enough and effective enough, Portland could be a nexus of true revolutionary urban policy in this country.
- 809 97210 I think this poll is a complete lie, intended ONLY get to people to vote "yes" on all the responses because the wording of the questions is so poor and obviously slanted. Thus, this entire poll is completely worthless. Much like the policymakers themselves.
- 810 97210 I understand that taxes on carbon sources is the most effective way to lower carbon fuel usage. The other ideas are good, but have less impact.
- 811 97210 It can't happen fast enough.
- 812 97210 Just do something that makes sense. Much of this is really dreaming, employing lots of consultants, for example, the Columbia River Crossing, and little output that makes sense. You can not do all of these at once!
- 813 97210 Little is more important than handing our children a world they can live in as richly as we do. Tackling climate change is near the top of the list, and if we do it properly can result in an area that is even more fun to live in, and more prosperous, than we have now. It is impossible to separate equitable communities from this effort: the work we have done to build an area that supports economic diversity is also what allows so many passionate, innovative people to help supply solutions to our problems.
- 814 97210 No increase in global average warming for the past 15 years. Anthropogenic global warming models are extremely complex and cannot reliably predict the future. No one should be a denier but everyone should be a skeptic. Don't waste money on questionable forecasts.
- 815 97210 No new taxes on local or metro level. We don't need to be "the leadership" on climate but can be a "leader" on being able to talk to our citizens as adults to keep them informed as to what the climate is doing & how we may be able to help.
- 816 97210 Plant more trees to create greater community involvement. Trees create healthy, equitable communities, sequester carbon, lessen school absenteeism, lower urban temperatures.
- 817 97210 Please need to drive less, and if possible stop driving altogether. That's the bottom line. Policies that further this need to be implemented. It may already be too late.
- 818 97210 Please research what other cities/regions around the world are doing. The US lags in this area because of conservative taxation ideas, though ironically, taxation makes the 'most' sense for public infrastructure than most services (other than emergency services and basic education).

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- 819 97210 Provide a menu of transportation options, with disincentives for single occupant auto use. Put jobs near workers so crosstown commuting is not necessary.
- 820 97210 Public investment in automobile transportation has created high demand for gas and parking. Recover more of this for the public by raising taxes on motor vehicle ownership, storage on public land, and use on public roads.
- 821 97210 Put your money where your mouth is in reducing our reliance on automobiles by actually making other forms of transport a financial priority. Start the process of building an economy based on non-car forms of transport.
- 822 97210 Raise the gas tax tax bicycles and related bike amenities change the message - we all use the roads (its how goods and services get to market) and its become an us vs them argument.
- 823 97210 Require trucks, trains and all diesel equipment to adopt standards similar to Washington and California. All Diesel equipment should be tier 4 and all old equipment should be retrofitted if it continues to be used. Please enforce a no idling policy for all uses. Require the use of the grid when possible for idling a train or tour bus.
- 824 97210 State of Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and private vehicle insurance paid by miles driven.
- 825 97210 Stop coal mining. This is a major problem world wide. Reevaluate nuclear energy. The world is more savvy now, so maybe it is time to look into this energy source again. I know it is the 'bogey man' but maybe we need to give it a new name and educate people about how safe it can be. France is doing quite well with nuclear energy. Everyone seems to ignore this fact. I used to be staunchly opposed to nuclear energy, but have changed my mind.
- 826 97210 Stop trying to dictate what people can and can't do; should and shouldn't do. Politicians/policymakers are the least qualified to make decisions for others. People can make up their own minds, and natural market conditions can help them.
- 827 97210 The first of the three.
- 828 97210 These are all relatively inexpensive ways to get cleaner fuels and more efficient automobiles. I am not in favor of changing the private insurance plans to factor in miles driven however. Increase the gas tax to get to that; letting insurance companies drive this process would be stupid.
- 829 97210 This is a vital issue that should have been addressed 20 years ago. Please don't delay in adopting and implementing a strong strategy to address our contribution to climate change. We can be a model for other parts of the country and world.

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- 830 97210 Understand that transportation has an impact on climate beyond CO₂e. Black carbon from older diesel engines (pre-2007) is the second largest contributor to climate change in the U.S. Unlike CO₂ and other GHG that persist in the atmosphere for decades or centuries, black carbon has a comparatively momentary impact: reducing black carbon emissions will result in an almost immediate reduction in global warming and the resultant climate change. Well tested technology exists now - diesel particulate filters - to reduce black carbon emissions from diesel combustion to almost nothing and reducing black carbon emissions could push out the timeline for climate change a decade or more, giving us more time to address the other contributors to climate change.
- 831 97210 Understand the importance of walking (commuting as a pedestrian) to improving quality of life and dealing with climate change. Build more pedestrian oriented neighborhoods that have everything a household could want within walking distance of home.
- 832 97211 A denser city that supports biking, walking, and transit is the best way to mitigate climate impacts in the region.
- 833 97211 A questionnaire that allows us to determine how much of an impact we are having on the environment and then have a way of making a tax deductible donation for carbon credits.
- 834 97211 Adding automobile lanes is the worst thing you can do. I-5 should become a freight-only corridor.
- 835 97211 Adding more ADUs and such in the central parts of the cities where people work to reduce people driving from the suburbs to work downtown. It's better to live near your work.
- 836 97211 Affordable housing is tied to transportation.
- 837 97211 All i've seen here is questions about public transport. is that the only thing you are considering? what about more trees? or fewer air conditioners? stop the use of any chemical herbicides or pesticides in our parks & keep GMOs out of our public spaces. super fund sites all cleaned up? clean water everywhere? do you know what chloramines actually do? have they been tested for 20 years on small defenseless creatures?
- 838 97211 Any incentive to strengthen and invest in hyperlocal (neighborhood and township) economies serves all the most important goals--environmental sustainability, livability, ease of using biking or walking instead of driving as daily transit, etc.
- 839 97211 Build more densely. Save undeveloped land. Stop building and expanding roads. Make all roads safe for people walking and biking. Invest heavily in transit. Take away parking, and charge a lot for the remaining spots. Raise the gas tax a lot.
- 840 97211 Carbon Tax Now!
- 841 97211 Choose a path forward unlike other American cities. Be bold.
- 842 97211 Continue to support public transportation initiatives.
- 843 97211 D/K

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- 844 97211 Definitely be a leader on climate change and don't back down when that might mean saying no to coal or oil trains or companies. Also, divesting from fossil fuels at the state level sends a very clear and impressive message about Oregon's commitment to climate change. Do it!
- 845 97211 Diesel emissions are getting out of control. The states of California and Washington have implemented clean diesel emissions technology, but Oregon hasn't. Guess where all the dirty Diesel engines are heading. Oregon. We need clean diesel emissions technology laws now.
- 846 97211 Do not use public money to make driving easier! this money should be used to 1. lower cost of transit 2. expand transit- especially light rail options 3. ongoing support for walking and biking in our community.
- 847 97211 Encourage density close to downtown and close - in neighborhoods. Increase transit accessibility and frequency, build safe bike routes on existing ROW, charge tolls or congestion pricing on vehicles, and regulate parking with citywide permits.
- 848 97211 Encouraging more biking, transit and walking is great, but we should also consider actions to make it LESS convenient to drive. Congestion pricing on the major city arterials is one idea -- disincentivize people to live outside the city core and commute in via auto. Toll both I-5 bridges southbound in the AM and northbound in the PM. Toll the US 26 tunnel eastbound in the AM and westbound in the PM. Toll I-5 south of town northbound in the AM and westbound in the PM. etc. NEVER burden the general population for the poor choices of solo commuters.
- 849 97211 Enough with the "miles driven" pricing already. Includes "black boxes" in electric / hybrid vehicles.
- 850 97211 Focus on alternative transportation, discourage cars.
- 851 97211 Focus should be on maintaining what we have.
- 852 97211 Good transportation options for all citizens rich or poor.
- 853 97211 Greenhouse gas is a scam.
- 854 97211 Higher gas taxes will discourage consumption, move to cleaner cars, and provide funds for maintenance. Trucks in particular should be taxed heavily for the damage they do to roads.
- 855 97211 Honestly, let's make it unpleasant to drive with only one person in the vehicle. Reward those using alternative transportation.
- 856 97211 I believe that a key word in your draft is "equity". Most of the funding for these improvements come from some sort of taxation; primarily, of the citizenry. We need to look to commerce and industry to increase their financial support to these proposed initiatives.
- 857 97211 I like this idea but there must be some accomodation for people of lower income or it could easily be punative. Poor people can't afford new fuel efficient cars, they are more likely to live further from their jobs so they're already paying more for gas and this would make them pay more for their insurance as well ---- Need something in place to make this more equitable.

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- 858 97211 I say "no" to any measuring of fees per one's mileage driven. It is unfair to those whom must drive for a living. -Take the language of "Climate Change" out of policy. It reduces its credibility.
- 859 97211 I think if the miles driven works great idea.
- 860 97211 If you do exactly what you've set out to (as stated above, "creating healthy, equitable communities and a strong economy while reducing greenhouse gas emissions") then you've done it all. Thank you for putting focused attention and resources towards this goal.
- 861 97211 Improve the vehicles to run cleaner. Add incentives for these vehicles. Most of the Portland community are in favor of all these thoughts, give them a reason to step up, set the example!
- 862 97211 In addition to this we should work on local and state government to divest from fossil fuels.
- 863 97211 It is my opinion thast "Global Warming" is just a way for a few people to make a lot of money ala Al Gore! Someone in your group should absolutely sign up for climate news from the Heartland Institute. There has not been any global warming for 17 years or more and the Southern Arctic glaciers have grown immensely. That is why a Greepeace ship got trapped in the ice. GO TO the Heartland Institute.
- 864 97211 It's a pretty tough sell, but most of us (including myself and I don't take the car out of garage at least 1 day a week) could get by with considerably less driving. Improving bus availability and accessibility and touting how one can read or even take a cat nap on most bus rides might help get commuters out of their cars. Related to that, more active education of people as to 'good' mass transit behavior would make mass transit more appealing. I don't know how this would be done nor do I know how poor behavior, inc. loud talking on cell phones and general rudeness, could be effectively discouraged. But a diverse group, including TriMet drivers and others, students, teachers, and so on could probably come up with some good ideas. The key is probably to have a diverse group working on this--diverse in terms of where live, race/ethnicity, age, gender, socio-economics, employment, school and so on.
- 865 97211 Its time to get serious. We must consider carbon in all of our policy decisions. We shouldn't be trying to figure out how to get more people around efficiently, we should be trying to figure out how to reduce VMT. It is time to make the hard choices. We must make driving uncomfortable... we can do this by making it more expensive. We must make active transportation an option that people choose because it is cheaper, faster, safer and expected.
- 866 97211 Keep housing affordabilty at centers supported by transit in mind. Require individual jurisdictions reporting annually. Tie transportation funding to reducing ghg performance. Invest in transit!
- 867 97211 Keep the urban growth boundary, improve pedestrian and bicycle facilities, improve transit, make cars the last choice of mode travel.
- 868 97211 Keep urban growth boundaries intact.

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- 869 97211 Lead. Be creative. Dont be afraid of making mistakes. These are difficult times with very complicated problems. If uou arent creative and smart enough to get some important work done, step aside and open up a space for others.
- 870 97211 Limit growth, make demolition of existing houses and building much more difficult. Maintain current density in SFR neighborhoods. Do not make "transit corridors" on very narrow streets -- i.e., do not allow over development of streets like Division.
- 871 97211 Make the cost of the transition to this new model distributed based on a monetized concept of carbon generation. Those who use more or require others to use more should contribute more than those who use less.
- 872 97211 Money is being wasted on climate change. We cannot and do not significantly impact climate by carbon emissions.
- 873 97211 More parking for EVs (only).
- 874 97211 More public transit to make individual cars unnecessary.
- 875 97211 Move away from the private automobile and towards increased pedestrian and bicycling access. Make drivers pay for parking. Get rid of parking minimums for apartments and increase density.
- 876 97211 No comments @ this time.
- 877 97211 Please lead us! We have got to do something to address climate issues and apparently the leadership won't come from DC.
- 878 97211 Please see my two previous statements.
- 879 97211 Please, please find a way to make mass transit faster, more convenient, and a truly attractive alternative to driving. The way Tri-Met is governed, this seems like it will never happen: the current management simply doesn't have the vision that I see in places like Seattle's Metro Transit. We could have express buses, bus rapid-transit, actually fast MAX service, etc, but nobody seems able (or willing) to imagine this. Second, we absolutely have to escape the fiscal constraints of Prop 5 and
- 880 97211 Poorer people buy older cars because they are cheaper.
- 881 97211 Portland is recognized as a global leader in climate change policy and transportation planning. Our reputation far outweighs our size. Let's continue to set the bar high for ourselves, our country and the world. This is not the time to think small.
- 882 97211 Private vehicle insurance by mile can be worked out by private companies...government intervention isn't needed. Cleaner fuels are great as long as it's not ethanol. Corn ethanol is raises food prices and creates more pollution than it saves. "leadership on climate change" It's not hard....raise the gas tax to \$2 a gallon then planned increases 25 cents a year every year until the oil runs out. Instantly more biking, carpooling, transit riding, and walking. Massive reduction in fuel consumption and CO2 emissions. Simple!!! People will prioritize living close to work. They will buy more efficient cars. Let the free market do the work all you need to do is raise the tax.

- 883 97211 Promote policies to reduce fossil fuel use.
- 884 97211 Seek to reduce the maximum amount of GHGs possible, not just the minimum required by law. Much of the "attainment" is predicated on the assumptions used by computer models, and these assumptions could easily be flawed, out of date or wrong. Therefore, please seek to create the greatest buffer possible by aiming to achieve the maximum GHG reduction achievable. Provide as much disincentive to the use of the automobile as possible. Use the revenues from pricing the road system to build out the regional bicycle, pedestrian, and transit system. Seek to completely electrify the regional transit
- 885 97211 Sensitivity to social and economic justice and ways to improve communities that are affected more by pollution.
- 886 97211 TAX PRIVATE AUTO USAGE and Parking.
- 887 97211 That the effect human population has on climate change is negligible. The earth's climate has always changed over time, without our influence as well as with it. The hysterical mania over carbon fuel is not about climate change, it is about anti growth and anti capitalist positions being furthered by the progressive left. Hopefully the greater population of Portland will one day soon wake up and realize this before the progressive left has rendered Portland entirely uninhabitable for the rest of us. In the meantime I'm voting with my feet. I'm leaving!
- 888 97211 The region needs to be bold and ambitious in identifying the funding to implement the Strategy because it will help us realize our plans and enjoy numerous co-benefits for public health, the economy and the environment.
- 889 97211 The single most important guiding principle would be No Investment in Anything Dependent on Fossil Fuels. To the extent that decisions can be made in accordance with that rule the actions will support the strategy outlined above. After 'No investment' comes divesting.
- 890 97211 This has to be done now.
- 891 97211 This is a hugely important issue all the way around -- affordable, safe, easy transportation and transportation options AND reducing greenhouse gas emissions. It's pretty much the bottom line.
- 892 97211 This is a waste of time and money. Climate change is not something we are going to change or impact and we should not spend money on it.
- 893 97211 This is important and critical and should be taken very seriously.
- 894 97211 We are headed in the right direction through past work but we need to accelerate our efforts. Please incentivize non-automobile travel and dis-incentivize SOV travel.
- 895 97211 We need major land-use and zoning reform. We are resting on decades old victories by people like Tom McCall. We need policy that encourages proximity and strengthens protection of the surrounding farm and undeveloped land. Intel and Nike have been wonderful for the local economy, but the development model of their corporate campuses should not be duplicated.

- 896 97211 We should focus on smart-growth, looking to European cities like Amsterdam for inspiration, and do whatever we can to transition away from a dependence on fossil fuels and transportation that depends on them.
- 897 97211 When all benefits are included (health, productivity, education), improving active transportation produces a strong return on investment.
- 898 97211 While I know Metro policymakers represent the region and that there are differing understandings locally about what is meant by: "creating healthy, equitable communities and a strong economy while reducing greenhouse gas emissions", I am worried that the 2040 Growth Concept is being watered down too much in some suburban areas. Please keep up the good work and continue to work with suburban communities to ensure they implement good land use and transportation planning concepts that serve all citizens, not just those with cars. We cannot continue to hide our heads in the sand about climate change and how our "love affair" with the car is a major contributor. Also I am sorry density has become a dirty word in some communities; I hope more and more people will realize the benefits outweigh the negative aspects.
- 899 97211 While one can't legislate people into using active transportation, you can certainly use incentives to encourage it, as well as start to the elementary school level and educate about active choices and how they can help ones self, ones community and ones environment. It has to be put into young people's minds early that there are options about transportation, and they aren't only available to those with lots of money.
- 900 97212 "...and private vehicle insurance paid by miles driven" -- what does that mean? Is the State proposing to force insurance companies to restructure rates? How and by what means? I'm all for a more healthy environment, I always have been. But when I read comments like that, I really wonder what is the real meaning behind it. This is a complex issue, not one that can be neatly summed up with unclear phrases.
- 901 97212 1. Global warming STOPPED 15-20 years ago. 2. Oregon (& the whole NW) has been cooling for 25 years. At an increasing rate. 3. NO ONE has ever PROVEN that man's CO2 is causing dangerous global warming. 4. Please explain how the Minoan, Roman & Medieval warm periods happened without man's CO2 emissions? After you do that, explain that whatever caused those warm periods, is not the cause of the modern warm period. References:
<http://www.sustainableoregon.com/warmingstasis.html> http://www.sustainableoregon.com/warming_stasis_oregon.html
<http://www.sustainableoregon.com/temphist.html>
- 902 97212 As the city continues to grow, we need to focus more on the European model of transportation, using cities in the Netherlands as our model for the most pedestrian & bike-friendly environments.
- 903 97212 At this point, there is nothing more crucial for human life than to reduce our greenhouse gas emissions (which also acidifies the oceans.) So, carbon tax, gas tax, investment in renewables, etc. I support it all. Stop being scared to take a stand in support of human life!
- 904 97212 Back development of affordable non-fossil fueled vehicles.

- 905 97212 Balance and efficiency.
- 906 97212 Be bold.
- 907 97212 Biking and walking don't produce any greenhouse gas emissions. Please make it safe to bike and walk.
- 908 97212 Biking and walking projects support healthy lifestyles, are inexpensive compared to other options and improve livability.
- 909 97212 Calculate in the externalities of burning fossil fuels to move people around. That will keep you from making short sighted
- 910 97212 Carbon taxing.
- 911 97212 Cars are the past, Portland's future lies in active transportation. If we want to truly become a beacon of climate consciousness we need to prioritize transit, cycling, and walking as the most valid forms of transportation. Once these modes are made more convenient than driving (they are already safer!) we will see a huge benefit towards our climate goals. Improving access, convenience, and perceived (as well as actual) safety will be the most necessary goal for us to reach our climate goals over the next few years.
- 912 97212 Climate change is a big problem and everyone needs to know this and be persuaded to help in reducing carbon use. All candidates for public offices (governor, legislators, mayors, etc.) should endorse climate change actions.
- 913 97212 Climate change is a natural process. Oregon will not change that with its strategies. Leave us alone with major social policy changes forced upon us. The free market will work just fine - people will by vehicles that make since without public subsidies for government favored vehicles, etc.
- 914 97212 Consider who will be paying - vehicle mile tax/insurance by miles driven, etc. and make certain that the payers see a DIRECT benefit for their \$\$\$. The view that mass transit and bike are being forced on an auto public is very real , even among folks who willingly use both.
- 915 97212 Denser communities mean more walking, less driving, healthier lifestyles. Stop exporting coal through the Gorge to be burned in Asia and adding to world pollution. Encourage electric cars and tax polluting, low mpg cars.
- 916 97212 Density and transit go together and will be necessary in order to achieve these goals.
- 917 97212 Don't pay attention to the Oregonian's conservative advice that anything that doesn't pay immediate benefits in jobs and/or economic paybacks should be eliminated from consideration. The common good outweighs any short term benefit of ignoring destruction of the environment.
- 918 97212 Ensure not just an equal spread of transit access and reliability, but an understanding of what areas need more investment and attention. Thank you for your work on this!
- 919 97212 Focus funding on making mobility for all but car users attractive. In other words, reverse the historic focus of funding projects that attract car users.
- 920 97212 Focus hard on auto trip reduction--we have barely scratched the surface!

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- 921 97212 Focus on education and public awareness - this can be a lifestyle change, or at least an encouragement to reevaluate the impact of our daily decisions on the environment/climate. Transportation changes do not have to be "forced" upon us if we understand the underlying reasons behind the decisions. People need to visualize a clear path to transformation (know what's coming) and understand/accept the unquantifiable and innumerable benefits to support these decisions. We need a community ethic.
- 922 97212 Gee, what a good idea that is!
- 923 97212 Get gas guzzling, emission belching vehicles off of the roadways. Significantly reduce the amount of single occupant driving. Increase transit ridership, bicycle riding and walking.
- 924 97212 Give a perk of some sort for fuel-efficient cars.
- 925 97212 Have some backbone and don't cave to special interests. We can do it if we stand up for these goals!
- 926 97212 HOUSING!!! I don't think goals for VMT reduction can be met without more close-in housing in dense neighborhoods where people can walk or bike for most of their needs, and rely on transit for commuting or longer trips.
- 927 97212 I believe that investments in active transportation (walk, bike, mass transit) is a critical and cost effective solution to the rising population of the region to create a safe, sustainable, healthy, prosperous, and equitable future for us all.
- 928 97212 I don't pretend to understand the Climate Smart Strategy. But I heartily support reducing our emissions while ensuring that no neighborhoods suffer from poor transportation options. Portland should lead the way on these issues.
- 929 97212 I encourage our local, regional and state elected officials, agency leaders and business leaders to recognize that we need to support and rapidly implement a carbon pricing policy that will speed up our carbon reduction more than almost anything else we can do. Whatever carbon pricing approach we choose (either a carbon tax or a cap-and-trade mechanism) must be implemented in a way that is revenue progressive and promotes equity for lower income people in our community. Please encourage them to support carbon pricing as early as the 2015 legislative session.
- 930 97212 I really support car insurance based on mileage as that will reinforce the use of walking, biking and public transportation as a means of commuting.
- 931 97212 I strongly support the State of Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles, and private vehicle insurance paid by miles driven. Land use and transportation plans are critical to maintain Oregon's high quality of life, and retain choice employers in the region (and attract new ones!). Oregon needs to show more leadership on climate change.
- 932 97212 I think alternative forms of transportation especially walking and cycling are the best ways to reduce greenhouse gas emissions. Making these activities safer and (even) more accessible to the general public is the key.

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- 933 97212 I would ask those involved what they would need if they were going to live without a car. I did that for two years, and it was doable.
- 934 97212 It may be too late already... the fallout for doing things drivers won't like will fade long before the impacts of climate change will. Be bold and courageous in responding to climate change. And please please make it possible for me to sell my car as soon as possible.
- 935 97212 Keep the regulations down, focus on simplicity and efficiency, and then get out of everyone's way.
- 936 97212 Look at actual climate data from impartial sources, not from liars like Al Gore and the IPCC and the ignorant popular press. The actual data shows the earth quit warming over 15 years ago. The actual data shows Oregon has been cooling for 25+ years. Once you recognize that the only source of predictions of future climate problems is from climate models that failed to predict the pause in warming, the only logical conclusion is that the models are incapable of accurate predictions, so their longer term predictions are pure crap.
- 937 97212 Look beyond current technologies and plan for the future.
- 938 97212 Make active transportation the easy safe choice.
- 939 97212 Move forward with the big picture plan despite grumblings from the community. Ultimately the changes must happen in order to sustain our urban living as well as our global survival. People will adjust naturally to the changes... Whether that is getting used to more bike lanes, less motorized accessibility, additional parking fees or taxes. We need to make changes to our transportation methods. It's a matter of when not if. That said, let's be on the forefront of these changes and set an example for others and start adjusting our habits and methods sooner than later. I'm asking you to push the necessary changes forward despite people's fears or initial objections. Do what is right. Do what is necessary. Obviously, public input and opinions are integral to a successful program... Just sift through and weed out the naysayers and complainers. Change is inevitable. If humans want to continue living on this planet, we've got some mandatory lifestyle changes to make. For perspective... I'm a full time car user. I use public transportation only twice a year (to a zoo concert or the airport.) even so, I recognize that I need to make more sustainable choices. Just as the Portland composting program seemed like an annoying
- 940 97212 Never stop boldly presenting the scientific long-term outlook for the region based on the climate intelligence that we have in hand. Never yield to the political pressures to soften messages on the environment in order to satiate private financial players.
- 941 97212 No specific suggestions. I don't feel I understand the issues well enough.
- 942 97212 Options - give people options Some may be unable to use alternative transport because of family/work commitments - don't punish choices - but you can use incentives to encourage option choice.
- 943 97212 Our situation is critical. In order to save this "fragile earth, our island home" drastic changes are needed. Our leaders need to step up and show the way in order to preserve an earth that our children and grandchildren will inherit.

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- 944 97212 Pay now or pay 10-100 time more later. This is an investment in the future. A planned investment is always better than an "OMG we have to do something, anything, now!" investment. planned investment is always cheaper and has much better results.
- 945 97212 Point to point transit will save the most GHG per \$. More HOV lanes, especially on I- 5 south of downtown; more vanpools, more commuter busses (20+ mile routes). Make it easy. Accept feedback on websites (mine has been dismissed).
- 946 97212 Prioritize active transportation and public transportation!
- 947 97212 Private insurance paid by miles driven is a great idea!
- 948 97212 Quit trying to control us - you folks work for us, we do not exist for your benefit.
- 949 97212 Reducing greenhouse gas emissions has to be the beginning of the conversation - the basic requirement. Everything has to be built around/on that. Healthy equitable communities and a strong economy won't last last long (or even become reality) if we continue to pump out poison.
- 950 97212 Regarding ethanol - it's a boondoggle, though a federal one. It costs more to produce ethanol, uses more energy (production, transportation, biomass waste) and lowers MPG at a subsidized taxpayer expense than regular gasoline. Get away from the lobby and do what's right. We often, as mentioned earlier, go down ideologically desirable paths but end up with programs that compound the problem. Don't go there. Taxpayers aren't a bottomless pit. Don't unfairly burden one group to the benefit of the other. Government is notoriously inefficient with the use of taxpayer funds. Take a look at what you're doing and adjust to be more practical and efficient with what you have.
- 951 97212 Regulate businesses. Reduce car use. Make those who use cars and businesses that depend on private transportation cough up money to pay for infrastructure repair. Make public transit more affordable, make walking, bicycling and WHEELCHAIR use safe, pleasant and convenient.
- 952 97212 Regulate the fuel that comes into Oregon. Oregon is a dumping ground for poor quality fuel. I have a very efficient diesel which does not require Bio content to be green. Keep food out of fuel.
- 953 97212 Support a carbon tax in the state legislature.
- 954 97212 Support infrastructure for active transportation, eg biking, walking, etc.
- 955 97212 That you need to craft ideas and strategies that all community members can embrace, not just those with resources or who are skilled/able to bike/walk. Transit access (affordability and location) is critical.
- 956 97212 The needs of low-income families and communities of color should be prioritized and receive more investment than other parts of the region to remedy past underinvestment. Policies designed to reduce and/or tax car and use should consider the impacts on these populations, as they are increasingly unable to afford housing in parts of town with better transportation
- 957 97212 The planning that has gone into getting the region to such a great place to live has been invaluable. But we are growing and changing and our plans for that growth need to reflect new demographics and the continued desire to live in homes that aren't attached or missing parking availability.

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- 958 97212 The state of Oregon has about 0.0005% of the world population. Our public policies are in some ways pointless, except for how we feel about ourselves, which is important. I think of two things, one good and one not-so-good, that might influence our public behavior. A good consequence of Portland being a well-conceived and managed community is that other American communities may follow our lead. A not-so-good consequence is that they will move here. I think we should spend on pedestrian, cycling, and public transit infrastructure.
- 959 97212 These are all stupid questions that every answers yes. Do you support safe roads? No! I want my roads dangerous. How about some substance to these questions? This survey is pretty much pointless, but I can't wait for the results. 99% of
- 960 97212 Thinking about how we do live and what we would like to improve or get rid then comparing that with what would like it to be. Help people imagine a better future, then help them want it, then let them help make it happen.
- 961 97212 This is a moment to push to change, not hedge and cover. Build the coalitions strong enough to back bold actions. Lead for the long-term (I know how hard this is), do it anyway.
- 962 97212 This is more than a livability or economic issue - it is a social and physical health issue and is arguably at the core of quality of
- 963 97212 Those who drive most should pay most for highway maintenance.
- 964 97212 Walk able neighborhoods need to include schools you can safely walk to.
- 965 97212 Walkable communities - including schools - really help make portland special.
- 966 97212 We as a people are working against a clock we have to do this now. Let's all work together to get this thing done.
- 967 97212 We have a moral obligation to do more than our bit. Also, a positive economic side product will flow from encouraging walking, biking, car share and mass transit. We could be facing overall transit costs far lower than the average for the country, coupled with a healthier population.
- 968 97212 We need a state tax on carbon-based fuel! There is no such thing as a low-carbon fuel for transportation. That's an illusion. Renewable energy will not make dent in the vast amount of energy required for the kind of transportation we see today. The only ways to reduce carbon consumption are to get more people out of private cars, into public transportation, active transportation, and less transportation because they live closer to work and other destinations.
- 969 97212 We need more transit.
- 970 97212 We need strong neighborhood schools in Portland so kids can walk and bike to a neighborhood school and not need to travel great distances to find schools that work for them.
- 971 97212 We need to move to having our roads safe for pedestrians, transit users, and cyclists. Stop supporting car health, and start promoting people health.
- 972 97212 We've privileged individual travelers in cars above all other forms of transportation for far too long. It's not sustainable.

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- 973 97212 You have been elected/appointed to take action and get things done. While you have that power, please use it to accomplish great things. Do not squander it on ensuring reelection/reappointment.
- 974 97213 Alternative mode users pay their own way, motorist paid taxes and fees are not used to subsidize the alternative modes and drop the clean fuels program as too costly.
- 975 97213 Be bold about making Portland and Multnomah county a globally known name in implementation of sustainable transportation in which every type of road and greenway transportation use is growing and car use is declining.
- 976 97213 Be mindful of proven strategies, but keep innovating.
- 977 97213 Be sensible and economical. Spend time considering the effect of policy on individuals and businesses before implementing any additional programs or changes. Too often legislators enact policy without concern for all viewpoints. This is especially true in Oregon and Multnomah County where the bike and environmental lobbies hold excessive influence.
- 978 97213 Be wary of championing the ideas of the business community at the expense of your larger, real community - the citizens of Portland and surrounds. Remember that if you can't explain in detail what you are doing (before you do it) to many average high school graduate Portlanders and have them say that it sounds good.. you probably have smoke and mirrors in your plan and some interest group stands to gain at the expense of the people of Portland.
- 979 97213 Carbon tax, balanced by a reduction in the income tax on lower-income taxpayers. Oregon's current income tax system is almost flat. A carbon tax can be nearly revenue neutral while allowing reform of Oregon's income tax to become a meaningfully progressive tax, with vastly expanded 5% and 7% brackets.
- 980 97213 Cling to the idea that we can change. Focus on how to move people, not on how to move vehicles. People need to move both locally and longer distances, so consider intra-city transit options that existed pre-auto.
- 981 97213 Coordinate land use. More affordable housing.
- 982 97213 Corporations and local businesses have a much bigger impact on greenhouse gas emissions than individuals and families - yet the message is always about how an individual can make a difference. How can Metro include our biggest players in the conversation?
- 983 97213 Divest from fossil fuels and invest in renewable energy and energy efficiency.
- 984 97213 Don't mess with carbon offsets. Go directly for the carbon tax. Provide a regional buy back for Clunkers- old vehicles that pollute but still run. Help (fund and seek grants that encourage) Oregon universities and entrepreneurs working on technologies that will move us forward. Teach Sustainability in Public Schools. Pocket (small/micro) parks in urban areas. Plant even more trees. Help farmers that use natural methods of farming and avoid erosion.
- 985 97213 Don't wuss out! Get Vancouver involved, and accountable. They spend a lot of time on our roads, how much do they pay for them?

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- 986 97213 Electric Vehicles are the car of the near future, so preparing for and incentivising that future should be a priority. Building codes should require 50% of residential parking spaces and 10% of workplace spaces be EV-Ready (include conduit for wiring of recharging equipment). The cost of installing this infrastructure in new construction is pennies compared to the cost of retrofitting. Charging road fees by the mile (instead of through gas tax) is a great idea, but needs to be implemented across all new vehicles, not just electric vehicles. EV drivers are willing to pay their fair share, but it has to be fair; they shouldn't be subsidizing roads for gas cars. Also, publicly-available EV charging stations should be an acceptable use of EV tax revenues.
- 987 97213 FIGHT WITH EVERYTHING YOU'VE GOT!
- 988 97213 Find a narrative that positively combats the anti-density argument and dispel the idea that low density living is "better" than high density living.
- 989 97213 Fund options to cars.I like the idea of car insurance being less if you drive less.
- 990 97213 Given Metros attack on the automobile, Metro needs to eliminate all employee and elected official air travel because individual airline miles have about the same carbon footprint as driving the same distance.
- 991 97213 Have labor intensive projects so there are more jobs. Also, there need to be project based, independent contractor, and telecommute jobs for people with epilepsy, bipolar disorder, or other disabilities that need these accommodations.
- 992 97213 I would support the above 2 ideas before the others listed in this survey. Keeping the city from sprawling by using zoning, and the first one, would be my absolute favorite. I would love to have cheaper insurance based on my mileage! What an incentive to bike, walk or take the bus!
- 993 97213 If any new laws and regulations are made in the area of auto insurance make them with best for the public and don't let money from these large companies influence the law making process and the elected official's decisions what is best for the everyday regular person who elected them.
- 994 97213 Increase non-private motor vehicle transportation modes.
- 995 97213 Leadership on climate change.
- 996 97213 Light rail need to expand to the suburbs and bikers need to share the burden to get more bike lanes. Yes , electrical cars and even buses will make things more green. But it taxes and fees to fund newer the greener solutions.
- 997 97213 Make sure you protect mid and low income existing housing, instead of having those modest houses be fodder for greedy developers, encouraging huge monster houses.
- 998 97213 Make the use of fossil fuels more expensive by establishing a state carbon tax and use some of the revenue for public transportation. This will reduce greenhouse gases while also reducing VMT and road costs.(The constitutional restriction on fuels will have to be eliminated).
- 999 97213 No subsidy for sprawl is more distorting than free auto parking. No city in the metro area should be providing it on new streets or setting parking minimums for new developments.

- 1000 97213 Please remember and actively support all modes.
- 1001 97213 Progress has been made to make fuels burn more cleanly and efficiently since I was a child, and this should continue - but at a reasonable pace (sometimes throwing more money at a problem just wastes money, when simply waiting for technology to progress (through the normal evolution of private innovation) results in the same result at a dramatically lower cost). Carbon is not a pollutant. Without Carbon, there would be no life on Earth. By that same train of thought, Oxygen and Water are pollutants. We (Humanity) have existed for a fraction of a percentage of the existence of our Planet, and have (accurate) records of weather and climate for only a minute portion of that time - to believe that we know how all our actions will affect things (without unintended consequences [See: English Ivy, Starlings, and other "clever ideas" that went horribly wrong]) is folly, as is assuming that just because things are changing it means that something is broken (Life IS change).
- 1002 97213 Reducing overall taxes.
- 1003 97213 Remember that all systems and communities have 'tipping points' and carrying capacity. Just because a lot of people want to live in Portland metro, doesn't mean the community can support them all with a healthy environment, transportation system and healthy social environment. Don't allow Portland Metro to become another LA, or Seattle. There are in objective reality limits to growth, and they should be reflected in our plans and spending.
- 1004 97213 Strong decisive action is needed for my generation (Millenials) and those to come. We need to give priority to effective strategies for reducing consumption of fuels. If building bigger roads were part of caring for our future and our environment, Houston would be a green leader. Let's be innovative Oregon instead. If we must include cars, let's talk about electric cars, not wider roads.
- 1005 97213 Support skateboarding as transportation.
- 1006 97213 Tax carbon and other greenhouse gases directly, and use revenue to accelerate transition to post-carbon economy at the regional level.
- 1007 97213 The most important thing we can do for our children, our communities, and our planet, is to address climate change. We must implement a strong, multi-faceted strategy to reduce greenhouse gas emissions. More action is needed, urgently.
- 1008 97213 This is the first time I've heard of the climate smart strategy. I need to learn more before I can form an opinion.
- 1009 97213 Use different strategies in different parts of the state. Urban centers would incentivize transit. Rural areas need efficient vehicles. Then connect urban and rural with transit as well.
- 1010 97213 We can't just plan for "smart growth"-- we need to also limit growth.
- 1011 97213 We have to make tough decisions about growth and energy even if they may not be popular with all voters.

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- 1012 97213 We need policies which allows us and encourage us to not use fossil fuels or the lessen our use of them. These policies need to be coordinated with overall building plans in anticipation of ever increasing people in the region.
- 1013 97213 We need strong action now to make these goals a reality.
- 1014 97213 We need to transition away from commuting frequent and long distances with more workplace flexibility. Increase the minimum wage so people can work less and travel less. Make transit more reliable, efficient and trustworthy. Do not contribute to the fossil fuel economy by allowing oil and coal to be transported or shipped through OR.
- 1015 97213 We should charge road fees by weight of vehicle & miles driven as well as the current fuel tax. (keep in mind that large commercial trucks cause a great of road ware as they pass through our region). We should eliminate the use of studded tires or charge a high fee on their purchase.
- 1016 97213 Why not have a basic insurance be purchased as part of your gas/fuel purchase for your car? Insurance companies could be a part of the pool to provide such through the state. Make it a requirement that all new large buildings put solar panels on their roofs - all those blank roofs just soaking up the sun (and then having to cool the building) drive me nuts.
- 1017 97213 You'll come under a lot of pressure to water things down. A weak plan is almost as good as no plan at all. Thing big.
- 1018 97214 Active transportation projects should be our region's first priority. I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions and provide many other benefits to our health, neighborhood safety, livability and economy.
- 1019 97214 Be bold! Do more! This is the most important issue facing not only Portland, or Oregon, but the planet.
- 1020 97214 Be bold. Be the one place that we can look back on in 50 years and say, "At least they did something."
- 1021 97214 Be smart in your thinking - learn about negative externalities and positive externalities. We need our public money invested in strategies with positive externalities. That almost never includes anything that increases vehicle flows... Freight obviously is critical and having a road system for freight is still very important, but it just should not be so easy and cheap to drive around in your own car - until it's less easy or less cheap, we're not going to see much change.
- 1022 97214 Bikes, walking and public transportation are our future. Cars are dinosaurs.
- 1023 97214 Careful that low carbon fuel policy has good science behind it. Leadership on climate change is crucial if it's more than symbolic. Don't carry the flag unless you think you can make a difference.

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- 1024 97214 Climate change is the number one issue we face since it affects virtually all other issues. "Fixes" for other problems are only short-term if we don't address climate change. Luckily, some of the critical actions we must take will stimulate the economy, such as reinforcing infrastructure, improving public transit, investment in renewable energy, divesting public funds from fossil fuels, and implementing better energy standards for buildings (heating and cooling are major emissions sources). This work is badly needed. Thank you for helping to take steps in the right direction!
- 1025 97214 Community is key. We need to feel that we are part of a comprehensive, committed effort. Frequent reporting back to the public on progress. 5 and 10 year plans clearly communicated and updated regularly. Most people are unaware of what is going on with Metro.
- 1026 97214 Consider the climate implications of every decision, not just major ones, and unforeseen consequences. Take time to brainstorm a list of unforeseen consequences and develop strategies for handling them.
- 1027 97214 Consider transit oriented developments of housing and businesses.
- 1028 97214 Consumption taxes for autos and goods that are imported. Incentives for locally made goods and products.
- 1029 97214 Continue to grow our wonderful trimet system, including max lines.
- 1030 97214 Continue to invest in safe routes and other incentives for bicycle commuting.
- 1031 97214 Corporations are earning huge profits; banks are holding almost \$3 trillion in excess reserves; interest rates are very low. Public construction spending would boost the economy and put thousands of unemployed back to work. Infrastructure is critical to the future success of this country. Greenhouse gas is disastrous. We can afford public investment; we cannot afford to continue as we have in the recent past.
- 1032 97214 Could you have fit more platitudes into one sentence?? The message I would like to share is that "policymakers" (what ever that means) should learn to speak plain english and stop talking like a bunch of nincompoops.
- 1033 97214 Current technology will only move us incompletely towards our goals. To achieve them, we need to change our behavior and logging more bike/walk miles and less car miles would move us much closer. The side effect, is better health, less fuel consumed, improving a strong supporting economy, etc.
- 1034 97214 Design better streets Get people out of their cars Design more 20 minute neighborhoods Tax the hell out of gas and put dollars to better use for re-designing Oregon communities.
- 1035 97214 Do it asap but with limited costs if possible make it pay for itself.
- 1036 97214 Don't expand the urban growth boundary without exhausting all the other options first.
- 1037 97214 Emphasize public transit, add express MAX trains. Encourage close-in development and increasing density with adequate parking. Support close-in and transit-friendly low income housing. Promote business use of Eastside industrial buildings.
- 1038 97214 Ensure that longtime residents continue to have the affordable and increased access to the public transit that they enjoyed for a longtime before the cuts of recent years.

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- 1039 97214 Fee and dividend. Put a price on carbon, but give 100% of the resulting revenues BACK TO THE PEOPLE! Visit OregonClimate.org for details.
- 1040 97214 Focus on creating jobs where people live to reduce commuting and hence reduce auto-related carbon emissions. Also, create incentives such that people's financial decisions are aligned with reducing their carbon emissions.
- 1041 97214 Foolish programs such as streetcars don't work. Transportation programs have to be flexible. Fixed-track systems just don't work for most people.
- 1042 97214 I actually believe that there should be enough of investments for FREE public transit, however I also accept that this may not be feasible so I encourage making transit more affordable for low income people so that getting around is easier with less cars on the road.
- 1043 97214 I am fine with mandating improved fuel economy on state owned vehicles, for the public, federal standards are adequate. Marketing is okay to encourage car pooling and think about using resources efficiently.
- 1044 97214 I have nothing to add.
- 1045 97214 I support all of these initiatives and also would like to see more emphasis placed on the connection between diet and greenhouse gas emissions, an often overlooked piece of the puzzle. Land, resources, water and air pollution, etc are all intimately connected to this problem and stem from animal agriculture.
- 1046 97214 If a large population remains homeless, unemployed, or underemployed, then no one will be able to afford a car or gas or to go anywhere. They'll have to bike to the part-time minimum-wage job or to run all there errands...ok, that's mildly dramatic, but that's what Portland feels like to me.
- 1047 97214 If we took slow bike riders off the main streets so that traffic could move smoothly it would help also make traffic lights a bit longer to make traffic move quicker. Other cities in the world do a much better job of moving traffic this way.
- 1048 97214 Implement carbon tax, encourage active transportation, promote transit expansion.
- 1049 97214 Implement restrictions on allowable mpg of cars in the future and move to vehicles with low mpg (or electric from sustainable sources) for public transportation and government vehicles. At the same time ELIMINATE coal and oil transportation through our region.
- 1050 97214 Implementing the selected strategies is good not just for climate reasons, but also for achieving health, equity, environmental, economic, energy, and other objectives. Go do it already.
- 1051 97214 Invest in expanding bike lanes (like on the Barbur bridges) where there are none to make biking safer for commuters. Create incentives for businesses and citizens to bike and overcome the barriers that can exist to biking. Provide economical bus fares.

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- 1052 97214 It rains in Portland and the Pacific Northwest. Cars keep people dry, for the most part. Cars are the most practical option for families with children, and for people who don't have the economic ability to live close-in. Our aging population is also still dependent on cars. Please don't let idealism and a small but vocal minority of mostly white, able-bodied, middle-class male bicycle activists guide policy for EVERYBODY in Portland. Thank you.
- 1053 97214 Leadership on climate change is not reason enough alone to support these policies. They all stand on their own merits for various reasons either with economic, local, or regional benefit. Focus on those reasons as well. The climate change benefits are important but they cannot be the sole driving reason and still receive the full support of the community.
- 1054 97214 Make biking and walking much safer than it is now!
- 1055 97214 Miles-based insurance policies must not include tracking devices -- they should be based exclusively on periodic odometer readings. I am not willing to trade consumer privacy for lower insurance rates.
- 1056 97214 Minimize expenditures.
- 1057 97214 More and better bicycle priority.
- 1058 97214 More encouragement for non-fossil fuel transportation options. The Sunday Parkways is a good example of encouraging folks to ride and giving them a safe way to do so. Making public transit safer, especially at night.
- 1059 97214 More transit.
- 1060 97214 Move towards the 20 minute walkable neighborhood, expand bike pathways/modals, I almost would support miles driven tolls for high use freeways.-Hwy 26, Interstate 5, 205. An additional bridge across the Columbia is needed to support the west coast economy, improved passenger rail.
- 1061 97214 My earlier comment about parking spaces--we need each new apartment building to include parking spaces.
- 1062 97214 Please consider the needs of children, the elderly, the disadvantaged and be sure to provide transportation options for those not able to drive themselves in automobiles.
- 1063 97214 Please do what you can to promote active and mass transit and discourage single car occupancy.
- 1064 97214 Price parking and driving! Encourage shifting people to transit, bikes, walking, etc.! Respect the role land use plays in transportation demand. Given housing cost differences, many lower income families will likely move further east in Portland, creating the need for more connectivity downtown. Don't let those all become drivers demanding wider lanes - make investments now.
- 1065 97214 Promotion of electric vehicles and installation of solar powered charging for EVs in parking areas.
- 1066 97214 Quicker and a lot more legislative action is needed to drastically reduce emissions. Metro should also commit to divesting any investment holdings from the top fossil fuel corporations that are wrecking our region and our planet.

- 1067 97214 Restricting movement makes people poorer. A transit dependent person has fewer choices of where to work, shop, and live. Businesses in a neighborhood with restricted access and parking have a constricted base which supports fewer options. Taking from the poor to give to the rich doesn't 'create healthy, equitable communities and a strong economy'.
- 1068 97214 Safety seems to be the biggest concern standing in the way of recruiting more bike commuters. Biking is intimidating at first, especially if one has to share lanes/streets with bikes. For new bikers, even 1 troublesome intersection is enough to discourage bike commuting even if the rest of the route is relatively safe. I'd like to see more dedicated bike pathways and bike signals, much like the city has been implementing already. I've seen great changes in the city with bike boxes, bike signals etc., but would like to see more bike-only routes. I also support making transit more frequent so that it is a reliable
- 1069 97214 Some of us use our cars for our business. There needs to be some consideration for that. Even my cyclist clients hop in the car. No not in favor of this idea.
- 1070 97214 Stop studying it and do it.
- 1071 97214 Stop wasting taxpayer money! Put our hard-earned dollars into the boring things that we all need. No glory for politicians in that, boo hoo. We don't care. We want a functioning infrastructure, not more flashy pet projects from our "leaders."
- 1072 97214 Support public transportation and vehicles that use alternative fuels.
- 1073 97214 Tax the hell out of gas.
- 1074 97214 The 1950s mentality that has put automobile use on the shining, heavily-guarded pedestal where it remains today needs to be reckoned with. We have inherited a legacy unhealthy, inequitable communities, broken by highways and unsafe streets, in which we pour millions of dollars into lessening the symptoms of the problem without addressing the cause itself. Reckless drivers, often acting no different than society expects, kill and maim without recourse. We weep and wring our hands, and further victimize non-drivers by putting up a flashing light: "reminder: try not to kill anyone today." We would rather throw money to work around the problem than change the policies that encourage it. All the while, automobile pollution has quietly taken its toll. What Oregon really needs is real leadership willing to change the status quo.
- 1075 97214 The best way to support climate change is to reduce miles driven.
- 1076 97214 The key term for me is "equitable" make sure that changes and improvements are available to all.

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- 1077 97214 The Springwater Trail is an example of a path that many day- and weekend bike riders will take to get out of Portland metro. If you could continue building on this infrastructure, not only will bike campers like myself be able to ride safely, we can more easily introduce others to the concept of long distance riding to Oregon City or Sandy and visiting those neighborhoods in a way that's more sustainable. I am preparing to ride the Banks-Vernonia Trail, now that the entire path has been paved and I can ride it easily. My mode of travel - open road biking - allows me to support small businesses and travel closely through neighborhoods. I am not saying everyone has to bike camp, but car camping doesn't encourage me to stop between my neighborhood store and the campground. I hope you'll consider more proposals, such as the rails to trails proposals, to allow biking travel to go further.
- 1078 97214 The urban growth boundary is perhaps the best tool to prevent new growth that would absolutely create more greenhouse gasses. High density, car-free, urban living is great and we should support that vision as much as possible. Not that car2go is great, but it's a start. I'd love to see better car sharing options, more mass transit, more housing development near downtown.
- 1079 97214 Think big and be bold.
- 1080 97214 This is a matter of necessity and it is also a way for Portland to make a name for itself in the United States. We are at the forefront; that, said, we have a long way to go. Public transit must absolutely be prioritized over car usage. Even if environmentally friendly cars are used, a growing population will cause congestion problems.
- 1081 97214 Together we sink or swim.
- 1082 97214 Walking, biking, transit, and solar-powered electric cars are the way of the future. I have PV panels (grid tied) on the roof of my house that generate more than enough electricity to run my electric car.
- 1083 97214 We can do more with what we've already got - maintain our infrastructure, finish what we've started, look to the future.
- 1084 97214 We cannot wait. Please, please do something. You are our leaders, please lead and make a change for the future of our planet, for future generations, and for the world today.
- 1085 97214 We do not need insurance based on miles driven nor do we need more Big Brothers to tell us what cars to drive and where to drive them.
- 1086 97214 We have overinvested in automobile culture and underinvested in our communities and our own health - i.e. if all planning assumed that we can and want to get around under our own power at least at some point of each day then we'd build fewer roads, and more places worth being in. We'd have a transportation system that was healthier, safer and more connected, one that not only is climate smart but is people smart. We'd build transportation systems that contribute to community
- 1087 97214 We need to make a quantum leap to make biking and walking - as well as transit use - a lot more relied. Separate, safe bicycle and walking paths, buffered from auto traffic, is key.
- 1088 97214 We need to make substantial cuts in our carbon pollution rapidly, transportation policy is an important part of this.

- 1089 97214 We need to reduce personal auto travel.
- 1090 97214 We've already here, we've overshot - its happening.
- 1091 97214 Work more effectively with private sector to enhance resources for transportation and remain on cutting edge.
- 1092 97215 "Alternative" modes of transportation needs to be emphasized, as more use in these modes will lead to the biggest improvements overall. As an aside, gas taxes should be increased significantly and tolling should be considered, as this both will provide for more funding of the transportation system, and will lead to less over-reliance on motorized modes, especially those with single-passengers. Gas taxes are the most fair way of payment that is proportional to overall burden on the
- 1093 97215 All of this is fine as long as businesses and corporations are bearing the same financial responsibility as homeowners and taxpayers. If the Strategy is going to support a charge for miles driven by private individuals will corporations be charged as well? What about the use of the rail systems? The waterways? Why are these revenues being excluded? Where is the corporate responsibility here? Why are real estate investors and builders allowed to build and create high density housing without having to foot the "after" bill toll on communities such as street repair, urban canopy replacement, and sidewalk cohesion? I would like policymakers know that I support the Strategy and will pay as long as businesses are included, especially businesses that heavily use our streets--fedex, ups, freight carriers, etc.
- 1094 97215 Americans still love their cars. Don't make it a crime to drive, perhaps focus on some of the ancillary benefits other transportation modes have to offer. For example, do the research to show how much the average family might save if they drove X% less/year.
- 1095 97215 Any policy must address climate change.
- 1096 97215 Be aggressive and invest in the region.
- 1097 97215 Be aggressive towards implementing carbon reduction policy, PLEASE! Implementing cost saving incentives is the most
- 1098 97215 Be bold!
- 1099 97215 Be bold, don't worry about upsetting the status quo.
- 1100 97215 Be brave and bold and do this for our kids. They deserve a world and a region where they can be healthy, where housing and transportation are affordable, and a world that is more fair and equitable.
- 1101 97215 Be sure a large part of it includes expanding the transportation option corridors to the currently underserved areas populated by those on the lower end of the socio economic scale.
- 1102 97215 Carbon tax. Carbon tax. Carbon tax.
- 1103 97215 Climate change is a fabrication of progressive movement and a non-issue.
- 1104 97215 Consider carbon tax or driving tax.
- 1105 97215 Continue (and quicken) the shift away from auto-centered design and support. Funnel money into world-class transit and bike/ped infrastructure. Support neighborhood commercial clusters to enable homeowners to get the services they need (think 10 minute not 20 minute neighborhoods).

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- 1106 97215 Create more bike friendly transportation routes. As we have more choices and safer routes, more people may choose to commute by bike.
- 1107 97215 Do whatever you can to move us toward reducing our carbon impact, even if it is politically unpopular. But if you make it more expensive to drive to work, you need to work with employers to move jobs closer to neighborhoods.
- 1108 97215 Don't be afraid to be different, to be "radical". Oregon is attractive new residents from all over the country - all over the world - for its identity. Doubling down on Oregon's pro-environmental identity is a good thing, even if there are short term complaints about such actions. Be bold and innovative!
- 1109 97215 Don't only focus on reducing human effects on climate change and forget to plan for the actual change in climate. Will we need better weather tools, more catastrophic response capabilities, if our weather becomes less predictable and has greater extremes? How will that affect transportation infrastructure, food growth, property insurance premiums?
- 1110 97215 Driving has become habit. Policies intended to change that need to be sufficiently aggressive and well funded to break that habit.
- 1111 97215 Focus on equity in low income neighborhoods before they start to gentrify. We also need better affordable housing policy and rent control.
- 1112 97215 Health concerns, environmental concerns, and economic concerns are not either-or choices: they can be addressed simultaneously, and often through the same mechanisms.
- 1113 97215 I strongly support anything related to climate change prevention.
- 1114 97215 I think no one will disagree with the need for a Climate Smart Strategy. But I think funding each of the elements will be a challenge unless policymakers address the issue of the native Oregonians feeling that they should pay less for the strategies that impact them because they perceive the new "climate change refugees" are the reason that the strategies are now necessary. This could be accomplished by giving those that have lived in Oregon more than 25 or 30 years the option of a tax break or reduction in fees to pay for new services and necessary transitions that they have to make. (I am not in this category, but hear this every time I talk with native Oregonians...I understand why they are frustrated!).
- 1115 97215 If we're going to promote more bicycle use, make bike routes AWAY from regular thoroughfares and make the cyclists use those routes.
- 1116 97215 Implement a carbon tax as soon as possible. Have it phase in over 10 years to hit \$50/ton of Co2-equivalent GHG emissions. Have a small amount of the tax collected be available for home heating programs for low-income individuals, and the remainder becomes a new kicker for each Oregonian on a per capita basis. Every human that is on a tax return gets an equal part of the kicker.
- 1117 97215 Investing in transportation options is good for the economy, environment, and long term health and livability of this

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- 1118 97215 Just do it. We keep having planning, and of course that has made a difference. But how much money goes into consultation, planning, public outreach, over and over again. We know the directions we need to go and have done for decades.
- 1119 97215 Keep Oregon as a leader of sustainable policy!
- 1120 97215 Learn how to lift people from their natural fear of change, to reach their better selves so they will commit to our joint future, and the future of our children. Be real, be honest, and listen. Oregon public servants already model these behaviors -- reward them on that basis.
- 1121 97215 Less dependency on automobiles for basic daily needs.
- 1122 97215 Low carbon transportation is essential to realizing these objectives.
- 1123 97215 Many young people like myself who have chosen to live here specifically for safe and convenient access to good transit, biking, and walking have a huge impact on the current and future economy. Investing in these things is the smartest thing to do to accommodate a growing city that people actually want to live in. No more freeways or roadway widening! I love this city, but safe transportation is the most valuable thing to me (Vision Zero), and should be for this country. If investments in active transportation continue to be low, other cities will become more desirable for young people. Please continue to invest in OPTIONS for people.
- 1124 97215 More efficient private motor vehicles will not solve many issues including infrastructure repair and maintenance; the degradation of cities overrun by vehicles, safety and crashes etc and the subjugation of other transit options inevitable when private single occupancy motor vehicles (regardless of fuel source) are allowed to "rule the roost". As long as above proposals are not seen as a solution but a minor form of mitigation, fine.
- 1125 97215 More zoning changes outside of the city of Portland that allow for mixed used. The fewer people who need to come to Portland for services when living in suburbs, the better. Those smaller towns need to be incentivized to support local small business growth in their communities. Less driving, more multi-modal transportation options that are affordable & timely. Light rail with dining options for commuters (think Zurich's sushi train). We need to think about our future and implement design & infrastructure now. More incentives for fuel efficiency is a must and to look at budget policies that rely on gas taxes for revenue and help them adjust to efficiency is a bonus, not a detriment to their bottom line.
- 1126 97215 Must get private companies to actively be a part of the solution or attract more companies into the downtown core.
- 1127 97215 No comments.
- 1128 97215 One thing that is not talked about much is that electric vehicles use coal for fuel. And they don't reduce congestion. And they sell cars to people who don't need new cars. These incentives for electric cars are bogus.

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- 1129 97215 Play for the long-term. Climate change will only become more urgent as time passes. When supporting the economy, put lots of investments in green technology and the jobs that it will produce. Long-term, reduce the use of cars by offering many cleaner options.
- 1130 97215 Please allow cutting of more forests (renewable) and don't meter cars, we pay gas taxes, so the more gas our car uses the more we pay, thanks.
- 1131 97215 Please consider the long-term health of our community and this region as you make your decisions. Given that we are facing tremendous growth, please do your best to encourage sustainable transportation practices. I also recommend subsidizing public transport and cooperating with the state of Washington to improve traffic between Portland and Vancouver.
- 1132 97215 Please continue to lead the rest of the country helping to define the future of transportation and thinking about our future. Encourage employers to allow for flexible work schedules and working from home to reduce traffic as well as overall greenhouse gas emissions.
- 1133 97215 Promote active transportation initiatives above all else. When women feel safe to ride, the community as a whole feels safe to ride.
- 1134 97215 Raise the gas tax and index it to inflation. Eliminate subsidies for electric and hybrid vehicles. Annual tax on miles driven does not need additional technology, it can simply be read off of the cars odometer.
- 1135 97215 Recognize that people still prefer using their cars to any other form of transportation; consider a miles travel tax for vehicles.
- 1136 97215 Stop letting oil trains go through our region without a commitment from them to really reduce accidents. I do remember the Exxon Valdez and how they got away paying nothing.
- 1137 97215 SUBSIDIZE IMPROVED MASS TRANSIT! This means buses: frequently, cheaply, and at all hours. People will convert to mass transit if it's really, really easy. Encourage bike-sharing programs and expand car-sharing programs. Make walking as safe as possible with well-designed sidewalks, additional marked crosswalks, and vastly improved driver education about pedestrian right-of-way at unmarked crosswalks.
- 1138 97215 Sure, tax the guy with the F-250 while coal companies get a pass. The nation's power plants emitted 2.56 billion tons of pollution in 2007, which is equivalent to the pollution from nearly 450 million cars. Once again, the burden is shifted to the homeowner and small businesses. I'm all for cleaner, low carbon fuels and more efficiency, but at some point we need to see it happening at the corporate level. Besides, we recycle! We garden! We bike when we can. We don't use pesticides and we only buy organic. What's going on out there in Boardman? What's going on with all those coal cars moving through our state? This Climate Smart Strategy sounds like a victory garden--a way to make all the Prius owners feel guilty. TAX THE PHIL KNIGHTS!!! REGULATE THE REAL POLLUTERS and DEVELOPERS!!! Problem(s) solved.

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- 1139 97215 Tax breaks for businesses who pollute need to stop NOW and that tax revenue be realized in our region for important infrastructure. We need skilled negotiators. We need to stop putting the burden on the home owners vis a vis the property taxes, to fund darn near everything. Reward folks for using efficient vehicles and removing the old cars from the roads all together, like Switzerland does.
- 1140 97215 The folks at Metro all seem to be residents of close in southeast Portland with agendas of their own given their own preferences. Metro should attempt to have equal representation from each county.
- 1141 97215 There are three things that will make people change behavior: safety, convenience, and price. A climate smart strategy must attach a price for activities--like automobile use--that are detrimental to the environment. It must add and improve infrastructure for pedestrians, bicyclists and transit. Look to Stockholm for a model of congestion pricing coupled with increased investment in "green" modes of transportation.
- 1142 97215 Think long term.
- 1143 97215 Um. Suffer in the short-term to ensure long-term survival? Seems like we don't have a lot of choices left. I applaud you for seeking a balance.
- 1144 97215 We are going to have to get out of our cars altogether, fuel efficient vehicles and changes in private vehicle insurance will not help the considerable congestion the area already has and thinking so is avoiding the fact that we are very behind in our plan. We are going to have to change the way we live fundamentally and thinking that making tweaks in our current lifestyle will be enough only postpones the real change we all are going to have to make.
- 1145 97215 We must reduce carbon dioxide emissions.
- 1146 97215 We need to reduce greenhouse gases now! Making alternatives more palatable and accessible for the masses will encourage use of these greener options like bicycling, and mass transit.
- 1147 97215 Weight of vehicles and engine efficiency should factor more than simply miles driven. The current gas tax works in both cases. It needs to be pegged to inflation. People who choose to drive large and inefficient vehicles should pay more. People who use active transportation should get tax credits or other benefits. Other modes of active transportation need to be actively encouraged. Skateboarding as a mode of transportation needs to be recognized and encouraged. Future growth needs to encourage higher density communities which reduce the need for more miles of public roadways. High density communities are also more accessible by bike or on foot. The case needs to be made for each individuals personal impact on climate change. The state could actively facilitate people to identify and improve their own climate impact.
- 1148 97215 What about public/commercial/fleet vehicle insurance paid by miles driven? Why all the burden on the private sector or a few individuals who's public transportation options are so lacking that that they are "forced" to drive themselves as a means of simple subsistence? Also, have you smelled public transportation recently? That's just one reason I drive myself to work. Have a nice day!

- 1149 97215 When building new homes, link them with sidewalks and bike paths to easily accessible shopping. Stop the big box mall type centers, or at least make them pedestrian and bike friendly. Concentrate on making each small neighborhood self sufficient in providing food, fuel, schools and work places close to home. Have public transit link the small neighborhoods to each other and downtown. Make sure pedestrian and bike routes are easily navigable in the rain and dark. Thanks for putting bike carriers on busses and having spots for them on trains.
- 1150 97215 While these forward-thinking ideas are good, they are only so good as the degree to which they pay for themselves or create savings over a reasonable term. They are NOT important enough to imply increases in fees and/or taxes. Much of these are oriented toward large business, not toward individuals, though they may also be based in the fallacious belief that what benefits large business benefits the people. Without specific commitments from business on how they will pay back this investment, we should not be investing in wishes.
- 1151 97215 Widening highways is not an effective strategy for traffic congestion. More public transit please!
- 1152 97215 Work on finding a psychological approach that will encourage a more communitarian response from the public. Oregon has a reputation for this so capitalize on it.
- 1153 97216 Be smart, and don't consider the citizens of Oregon as the state's pocket book.
- 1154 97216 Ensuring that as we shift to a different funding structure for our road ways as gas taxes fade that our most vulnerable residents are not left out.
- 1155 97216 Fuel-efficient vehicles are all well and good as interim improvements, but the true sustainable future is in zero-emissions transportation (human-powered): bicycles and feet, combined with public transportation. People will do what is most convenient for them - we need to make transit and bicycling the most convenient options. Allowing free parking simply encourages people to drive private automobiles instead of using more sustainable options. We have to get serious about creating real bicycle networks.
- 1156 97216 Have people pay by the miles they drive!! Regulate lower emission leveled at DEQ Get old cars off the roads.
- 1157 97216 I think the people of Oregon are being sold a White Elephant again.

- 1158 97216 Inevitably making policy to socially engineer "behavior" of the populace to meet goals which are not unanimously held beliefs will only result in economic hardship for said populace. i.e. reducing driving to reduce greenhouse gases results in higher taxes and fees because the gas taxes are not now adequate to fund necessary expenditures. Take a look at Charlie Hales and Steve Novicks proposed street fee. Not only are our roads going to hell in a handbasket for lack of funding and misuse of funds in the past going towards projects not related to road maintenance, but now citizens and businesses will be hit with a tax to try to make some of that up, And the irony of that is that only 45% of the tax is proposed to be slated to road maintenance. The rest will go towards bike paths, sidewalks etc. I'm sorry but I cannot trust gov't in any form to manage projects with fiduciary responsibility and integrity to the project. I don't suppose however is managing this project will be any different.
- 1159 97216 Provide incentives through the state to purchase and use vehicles that are more fuel efficient. Provide incentives to bike or use public transit. I like the mileage based insurance premiums.
- 1160 97216 The Trimet board needs to represent its riders. It should be a requirement that a certain number of board seats are reserved for community members of color and folks that regularly use our public transportation.
- 1161 97216 We have let the railroads get away with murder in this country. Most of the laws they created 200 years ago have never been revisited. They do not seem to be a part of the solution because they run the show; so costly - we have got to get rail for freight and travel corralled in to the solution.
- 1162 97216 While this is an important area to be addressed there are so many others-healthcare, education, homelessness, crime-we can't put so much energy and divert resources from other areas just as important. And the citizens cannot be always expected to just cough up money when some agency says "give", many of us just don't have it!
- 1163 97216 Yes, encourage greater fuel efficiency and cleaner fuels. Reform vehicle insurance pay system. Any policy to reduce driving is good.
- 1164 97217 (1) Create buffer zones in areas where cyclists and motorist interact (e.g. intersections) in order to provide greater spatial separation between the two. (2) Dedicate certain roads or lanes on multiple lane roads for bikes only. For example, Willamette Blvd. could be a bike only thoroughfare from Rosa Parks to St. Johns because motor vehicles can use Interstate Ave. to Lombard Ave.
- 1165 97217 About half the households in our region make \$50k a year or less - budget for _that_ and make things work both physically and financially.
- 1166 97217 Action needs to be quick and strong. Half measures will solve nothing. We need to be a leader and an example in the USA, something we have been in the past, but that has slipped away recently.

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- 1167 97217 Affordable housing is a sad and unfortunate misnomer in livable neighborhoods. The inequity that occurs by pushing lower income people further from the best paying jobs is very disappointing. That is exactly why transit is so important. But it is too bad that the price of livable neighborhoods creates so much pressure for some to relocate or to have their opportunity eliminated.
- 1168 97217 All public agencies should create plans to transition fleets to fuel efficiency. Multi use paths and transportation plans need to be put in place everywhere.
- 1169 97217 Be inclusive, share with and include underserved communities in the discussion and decision making.
- 1170 97217 Better NE to SE biking route.
- 1171 97217 Car ownership and usage needs to be more expensive and inconvenient if we're to make any real progress on climate goals. I realize that this is not a popular opinion.
- 1172 97217 Climate change is the defining issue of your tenure as a policy maker. Take bold action and lead our region to a cleaner, safer, more equitable future.
- 1173 97217 Climate health and personal health are interwoven. Our climate strategy should hold regional health equity goals as paramount.
- 1174 97217 Consider tax incentives for people who give up their cars for public transport. Consider a monthly or bi-monthly 'free ride day' where all public transportation is free in order to show potential consumers how they could use it. Whenever possible, give light rail tracks their own path so they aren't slowed down by traffic lights and in turn do not slow down the flow of traffic (idling cars pollute a lot!). Also consider the use of roundabouts instead of traffic lights - again, they keep cars from idling and the decrease traffic jams.
- 1175 97217 Do not adversely impact business to the point that they move out of the metro area and we are left with only wealthy people as no one has a job.
- 1176 97217 Do not rely on junk science.
- 1177 97217 Envision a future informed by current data projections to determine our goals. Design policies and actions that provide our region with the transportation infrastructure our society will need in order to achieve these goals. It's not as hard as it's often made out to be. The design dictates outcomes. Design for the outcomes we need and desire. Thank you.
- 1178 97217 Get the community involved so we know the importance to each of us. Money, alone will not make it happen.

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- 1179 97217 I think our region is on the right track in valuing lowered greenhouse gas emissions. As someone who has access to a car, I find I use public transit to downtown because it's easier, a "tax" of convenience if you will. This is in part because my kids can ride free on the bus to the trip equals to what I'd pay if I used my car. In fact, my only reservation for taking public transit on these trips is the time factor- we live on a route that only has buses twice an hour so I have to be really careful to "make it" to the bus which can be challenging with two kids. I think what I'm trying to get at is if you make taking public transit cheaper and more timely than driving, you have yourself a winning solution for everyone, including the environment. I don't think you have to do this by making transit prices cheaper necessarily- make driving more expensive and it's less appealing.
- 1180 97217 I think the Rail Roads need to put scrubbers on their locomotives. as well as tax people driving through Portland (tolls on I-5 bridge).
- 1181 97217 I think there is a large portion of the public that do not believe in global warming. If you want public support for policy changes that effect our lives and pocket books then government needs to have scientific debates with opposing views. Do not keep telling us the science is settled and therefore there is no reason for debate. The more I hear that the science is settled the more skeptical I become.
- 1182 97217 I think you should reward people who give up their cars in addition to taxing/insuring people for each mile driven how about a tax credit or refund or discount on bus passes for not owning a car?
- 1183 97217 I understand that I have chosen to invest more in everything. I am more than willing to pay higher taxes for it. A lot higher taxes if the money is used wisely.
- 1184 97217 I'd like the state to remember that the environmental cost of hybrid vehicles is not simply gasoline / carbon reduction - the nickel in a hybrid vehicle is extraordinarily costly to the world environment, creating a greater carbon debt than the vehicle can pay off in gasoline savings in its functional life.
- 1185 97217 Identify green house gas friendly communities. Make a friendly competition!
- 1186 97217 If future "leadership" is anything like the leadership we've had in the past, I'd rather have the local communities get together.
- 1187 97217 Insurance by the mile is intrusive and a privacy issue.
- 1188 97217 Investments in bicycle infrastructure will provide the most "bang for the buck" in reducing congestion and reducing greenhouse gas emissions.
- 1189 97217 It would be great to have a car-free metro area. "reducing greenhouse gas emissions" or growth, we can't have both. I don't own a car. I don't fly in planes. I work and shop locally. I don't consume much. and I'm quite happy. We can't continue with this failed experiment... burning fossil fuels. How can you take "Leadership on climate change" if you (pardon the cliché) continue to rearrange the deck chairs on the Titanic.
- 1190 97217 Keep it up! Thanks for leading a cynical community into the correct, prudent preparations for climate change. We'll be so glad you did.

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- 1191 97217 Let's be a leader in innovation. Make car-free sections to the city in each area (SE, NE, N, SW, NW). Have more Sundays Parkways that allow for families and low income folks to access free and safe cycling. Give people monetary incentives to get out of their cars and use public transit, ride their bikes or walk.
- 1192 97217 Let's do more than necessary rather than less.
- 1193 97217 Make plans that make it easier to bike or walk. Many are simple steps that pay off in the long run and keep our neighborhoods more livable.
- 1194 97217 More funding is needed to make transit more accessible and affordable!
- 1195 97217 No reason for this No Data to support the AL Gore Scam.
- 1196 97217 Paying for miles driven is a great idea. I ride my bike to work 95% of the time but still have to pay so much for insurance. Also car registration should be charged for miles driven too!
- 1197 97217 Please consider the planet's health before considering the convenience of your constituents.
- 1198 97217 Please don't kid yourself into thinking that there won't be cars fire trucks ambulances and trucks that carry goods from one place to the other. I am not impressed at all with how the current line of thinking is going. The roads are less safe. They are more congested. They are falling apart... even bikes need the roads to be maintained... Come on.
- 1199 97217 Please focus on helping create viable, positive options for alternative transportation, as opposed to punishing people who have to drive a lot. Use a carrot, not a stick!
- 1200 97217 Please make it easy for us to stop using fossil fuels.
- 1201 97217 Please make sure we don't hurt the economy, and don't overlook opportunities to grow the economy just because it isn't a "sexy" industry.
- 1202 97217 Please prioritize bike infrastructure.
- 1203 97217 Please start developing a plan to make our transportation system more efficient. (Continuing to develop this city with an automobile-first mindset leads us further in an unsustainable direction.) Prioritizing active and public transportation projects makes this a cleaner, healthier, richer, more vibrant, and more sustainable city.
- 1204 97217 Policies should be designed that encourage use of electric vehicles.
- 1205 97217 Require all owners of cars to have DEQ stickers in order to drive on street, do not favor miles driven because it affects more poor, lower paid and small business owners to a greater degree than those that are more capable of paying.
- 1206 97217 Stop investing transportation dollars on highway projects.
- 1207 97217 Stop this whole wasteful process. It is unnecessary and a waste of time and money.

- 1208 97217 Stop worshipping at the altar of the american automobile. just because the american automotive industry built the middle class in this country doesn't mean you owe Ford anything. lets move on, its dead. we need a new paradigm. We are witnessing a great extinction on this planet of which humans might likely be included but all you care about is getting to the mall quickly and free and abundant parking. its not the fifties anymore lets move on.
- 1209 97217 Thank you for starting to look at this as something we do need.
- 1210 97217 Thank you for your efforts.
- 1211 97217 The anthropogenic carbon based global warming theory is bogus. Stop wasting money on it.
- 1212 97217 The fundamental climate change policy question today is not how much we should reduce carbon dioxide emissions by when, but what will currently proposed carbon dioxide emissions reductions do to our climate in the near-term? In addition, what are the ramifications of short-lived climate pollutants that are discounted by the traditional long-term 100-year climate policy time frame? The traditional 100-year climate projection time frame discounts short-term changes from short-lived climate pollutants. Cooling aerosols, that are mostly sulfate emissions from burning coal, have masked up to 57 percent of warming that should have already occurred. Increased warming earlier means future warming will be greater than it would have otherwise been because of feedbacks, and greater warming means an increased risk of abrupt change. Frequent, geologically recent, abrupt changes that are 10 to 100 times more powerful than anything current modeling projects are robustly supported in the literature by highly accurate evidence preserved in ice cores. These things have created a new climate policy paradigm where the most important consideration is not carbon dioxide. Of course, carbon dioxide is still the king of all
- 1213 97217 The more you can make driving the least pleasant option and make it much easier AND SAFTER to bike, walk to take transit to people's destinations.. work, school, daycare, groceries... the more people will. Create pedestrian only streets and plaza, make some streets bike/local traffic only with diverters an other ways of discouraging thru traffic in busy ped neighborhoods. Make everyone on these communities spend a week getting around Portland without their vehicles. You can then maybe empathize more with people who need this infrastructure rather than just want it. cutting car usage/miles driven will impact the city in so many awesome ways, if people are moving, their are healthier, without so much exhaust the air is healthier and less pollution related illnesses, cutting greenhouse gases, wasting less fossil fuel that comes at a huge cost... and sometimes look, you have to make unpopular decisions. sometime you have to force change on people. Make bold actions, and visionary decisions. And please don't forget the poorest members of your communities, the ones who don't have time to be civically
- 1214 97217 There are many hidden costs with a car based society: oil wars, clean air, concrete jungle, noise, culture, etc. Why maintain a system that doesn't work? We can start building the future right now, with a smaller road network and safer streets. We can shed light on the true cost of the millions of cars in our city.
- 1215 97217 There should be a bicycle license fee to help fund improvements.
- 1216 97217 This is very important needs to be addressed properly.
- 1217 97217 Time to get full-time serious about it - no more off and on.

- 1218 97217 Water taxis and ferries should be considered on the Columbia and the Willamette. Why wouldn't we provide this as part of Trimet service in order increase the resiliency of our system?
- 1219 97217 We have to implement these policies now or 2050 isn't going to be fun. I hope to enjoy my retirement, not witness a planetary collapse.
- 1220 97217 We love our transit system. Let's keep it strong, safe and clean.
- 1221 97217 We need tightened EPA rules and a real push to discourage driving through increasing desire and ease of using other modes of transportation. Reducing sprawl and the average distance to commute is essential as well.
- 1222 97217 We need to address climate change not just on an individual level but at the level of our entire state. We need to rethink land use and transportation, and the connection between the two. Shifting the culture to accepting and privileging denser, truly mixed-income (e.g. super-cheap housing mandates), and non-autocentric living will significantly reduce emissions. Building that space to be beyond sustainable (water conservation and solar galore) is how we can put people back to work.
- 1223 97217 We need to plan more mindfully for clean air and multi modal clean transportation infrastructure: bikes! max!
- 1224 97217 We need to reduce driving, not just provide more travel options. We need to make non-motorized networks a bigger priority. Parking should not be free. Research shows that monetary interventions like user fees are effective at affecting behavior.
- 1225 97217 While designing the community of the future, don't forget (as Portland often has) to consider social justice issues and to accommodate ALL citizens - from low-income to the elderly - as well as all traffic modes, from bicyclists to pedestrians to freight. Ideally, we will find ways to use alternative fuel sources that provide viable transportation options for those who cannot use active transportation modes.
- 1226 97217 Yes, LEADERSHIP to move quickly on climate change. Replace old technologies, cut carbon footprint, refuse carbon transportation through our region.
- 1227 97217 You have a city and region where older people want to be active--to get out and move more and drive less. This region has already done a lot to make biking, walking, etc. safer. You can tell by looking at how many men and women over the age of 45 are on bikes. Continuing to invest in education, maps/wayfinding and connecting routes will help ensure that those people who want to bike/walk, etc., have a more robust means of doing it. These folks are not necessarily ride-the-bus people. They want to feel better, be healthy and connect to their community in a less-car-oriented way. They know the benefits to them, to the community and the environment. But what they lack are connections, education and incentives that involve them, their employers, local businesses, etc. in making this a priority.
- 1228 97218 Be bold. Climate change is the greatest challenge of our time, or perhaps any time. Recognize that making bold changes is not inconsistent with creating good jobs, but it is inconsistent with expecting constant economic growth.

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- 1229 97218 Climate Change is the most important issue on our planet today. We need to be less myopic when making plans that will affect not only us in the near future but more important, the generations to come.
- 1230 97218 Continue to see transit growth, link the communities better, continue to expand low carbon fuels. if the state wants to privatizes employess private vehicleinsurance than make it for All not just low level emplyees, include the governor.
- 1231 97218 Do it through an equity lens.
- 1232 97218 Frequent and accessible mass transit. I like the idea of insurance paid by miles driven. Livable communities designed in hubs around basic services and easy access to mass transit. I am reaching an age where I do not feel comfortable driving under some conditions (dark and rain) but I have an active life and give to the community and want to be able to continue to do it.
- 1233 97218 I don't mind using miles-driven as a base for fees. I don't mind head count - a family of 5 should pay more than a family of 1 for services. Taxes should be higher for more people in the family rather than lower. Schools should have a surcharge to the parents rather than expecting those without children to subsidize the choices of others. Let's get back to assuming personal responsibility for our choices and stop expecting someone to subsidize us. Local jobs instead of having to commute - why do people have to travel to Portland from Eugene or Salem and then people from Portland go to Eugene or Salem. We've got all
- 1234 97218 I support full divestment from oil, big banks and other barriers to progress. Also, thanks for the hard work.
- 1235 97218 Our city is really a collection of neighborhoods. Make all of them walkable and bikeable (as well as investing in businesses that can serve the people who live there) so people can do more closer to home, and get to know their neighbors better.
- 1236 97218 Please be smart about the implementations of the policies. If you do not, the end result will be an exact reversal of the goals you are trying to achieve.
- 1237 97218 Please make bold decisions that will have a real impact.
- 1238 97218 STOP promoting growth. STOP letting developers determine the nature of our area. Glve residents a voice. Slow down!!! In PDX, I don't know a single person who's happy about the destruction of neighborhoods for the pleasure of developers. Not one. So why is it happening at break-neck speed? Where's the voice of all the residents who don't want PDX to be Manhattan?!
- 1239 97218 Ways to keep car manufacturers from charging buyers more for the more ecologically responsible vehicles.
- 1240 97219 1: Oregon doesn't need to be a "leader on climate change". We have zero impact on that as it is. If you boys want to affect climate change, how about packing up your kayaks and paddling over to the number one source of pollution and emissions on the planet? That would be China, where your iPhones are made. Be sure to pack them along, so you can call us back and

- 1241 97219 All of these policies are noble, smart growth policies which I can not believe anyone would NOT support. The main problem is that we do not have unlimited resources to do everything we want to do and, therefore, regional government must make choices. I assume you (regional govt) will be using the results of this survey to inform your choices, but this does not mitigate the problem that, ultimately, GOVERNMENT will be deciding our regional low-emission policy priorities. The BEST and most efficient way to use resources is to let the market decide. To do that, we -regionally, nationally, and eventually globally - must increase the price of carbon. Then all these low-emission programs will "naturally" be supported and grow in response to market demand. So here are my recommendations of Metro: 1. Apply your resources to work with other regional governments and national groups to support a national price on carbon. 2. Add CLIMATE PREPAREDNESS to your work plan. Resources should be put there because the local scale is the best scale at which to work to prepare communities for the
- 1242 97219 All three of these action items are important for accomplishing the strategy's goals.
- 1243 97219 Alternative fuels, renewable fuels.
- 1244 97219 Any new fees dreamed up need to consider those who are retired or at the low end of the wage scale. Most are not going to be able to buy new or perhaps any cars just to fall in line. Working people who are daily driving back and forth, factories, trucks, buses that emit things into our air need to be tackled first. Miles driven seems punitive much like the new insurance toy that plugs in to check on driving habits. We all know that is just another way for insurance to up the fees to stay in business. There is no altruistic purpose going on there.
- 1245 97219 As I have said previously, do not implement measures that encourage heavier use of single user vehicles. Explore all options that discourage long commutes by automobile. Provide incentives for use of transit. Create more transit centers that dovetail with express transit options and ensure that the schedules for these options are optimized. Look at creating bus only lanes on major thoroughfares and on freeways during commute hours. Make mass transit options cost- and time- effective for users. Institute regulations that make single car usage expensive and inconvenient. Regulate truck usage and increase fees for trucks. Look at ways to reduce truck traffic through congested areas and at commute times. Find ways to encourage robust local business communities and locally produced products. This may sound radical, but given the exigencies of climate change, consider options for taxing goods made out-of-state. Coordinate with other agencies to erect greenhouse community gardens, provide skills training to produce more goods locally, and encourage robust local live-and-work communities. Look at all options for reducing road traffic and make them a priority. Launch massive public education campaigns to educate the public on the necessity of getting out of their cars! Take back the internet from private companies
- 1246 97219 Be strong. This is the future; the sooner we grab it, the less it will grab us.
- 1247 97219 Boats on the willamette are dumping waste from homeless boat hog lines please clean that up instead of spending more funds on max lines we don't want.
- 1248 97219 Bring the message out to the local communities at a time/place that is convenient for the public to attend and discuss.

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- 1249 97219 Build an equitable group of strategies that provide a simple and clear (easily understood) path of where the Climate Smart approach is headed. Keep it as simple as possible, so all members of the community can participate on the "same level" - not just more detail rules for planners and lawyers.
- 1250 97219 Building more roads is not the answer. We have done that for 100 years and it has not solved the problem. Mass Transit, bikes and walking are solutions.
- 1251 97219 Climate change is real. Get over it. It's "late" and the time is now to move. Every effort should be made to limit GHG's and that means saying "no" to Coal, Coal trains, coal exports to China . . . etc. Get moving with needed, fundamental changes.
- 1252 97219 Common sense.
- 1253 97219 Consider more long-range public transportation to ashland, newport, bend, etc.
- 1254 97219 Continue to lead the country on this front. Build up the plug in technology to reach more consumers. We have an abundance of electricity with hydro and don't always need to gauge out of state customers to make a buck. Lets invest that money in this state.
- 1255 97219 Create an environment that helps make bicycle and alternative forms of transportation attractive and easier to use.
- 1256 97219 Dear Policymakers: I hope you can stand to make decisions that may lead to being despised at the MAC.
- 1257 97219 Do not impose a heavier tax on Eco-friendly cars than on conventional ones.
- 1258 97219 Don't be stupid about what you can impact just to make a statement. State wide low carbon fuel legislation is idiotic. Does zero for GHG reduction. We're a small state and region; don't make us economically uncompetitive. We can't solve this problem. Efficiency yes. Bold statements. Spare us.
- 1259 97219 Don't demonize autos, this has the unintended consequence of creating hostility toward drivers and a certain righteousness that is not conducive to collaborative planning . I have seen this in person.
- 1260 97219 Don't give in to requests for new freeway and road lanes unless it is to improve a safety issue. Emissions are largely invisible so individuals may not be aware that it is an issue. It's possible to inform people and to lay out solutions to bring people along and participate in the efforts. Otherwise people will continue to ignore the climate issue.
- 1261 97219 Don't have info on any of the above, they'll probably change up ten times before implemented.
- 1262 97219 Don't make policy and rules that cannot be enforced, monitored, or do not treat people fairly. How do you really know the miles a person drives? Human nature allows for people to underestimate the actual miles driven because it lowers their insurance rates. People who drive older cars are likely not to be able to afford new, fuel efficient vehicles. Should it cost them more to drive (which it does already in terms of fuel and maintenance) because they lack financial resources. Best to work toward improvements in the transportation options available.

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- 1263 97219 Electric cars are becoming more ubiquitous. What about subsidizing parking for them, and adding free charging stations at downtown parking structures? We also need more bike lanes! I know many people who would cycle-commute more if they thought they could do it safely/reduce conflicts with cars.
- 1264 97219 Encourage local manufacturing of alternative-energy vehicles.
- 1265 97219 Encourage more walking.
- 1266 97219 FAIRNESS! 1. Everyone on the roads has to bear a proportionate fair share of their upkeep. Offsets - like planting trees &/or transforming vacant, paved lots into greenspace - should be encouraged and rewarded. 2. Do NOT give developers as much leeway as they have now to overbuild in established neighborhoods under the guise of 'infill' (i.e., increasing property tax coffers of cities) without consideration of infrastructure burdens (e.g., roads, traffic, air quality (trees & green space), crowding, schools, quality of neighborhood life, etc.).
- 1267 97219 Focus on neighborhoods.
- 1268 97219 Help people understand the costs and tradeoffs of the various options, and to the extent possible let them vote on those options.
- 1269 97219 Help us get around quickly, safely and sustainably.
- 1270 97219 How do they want their kids and grandkids to live? Seems likely they'd prefer safe, clean transit options, walkable places like schools and neighborhood commercial.
- 1271 97219 Human powered transportation in all forms is not only clean but also healthy transportation. Please make it easier and safer.
- 1272 97219 I actually support the concept of this plan. However, I have to faith that Portland will implement it in a fiscally responsible manner and I have serious doubts that the state will either. Unfortunately, the Cover Oregon example comes to mind.
- 1273 97219 I don't know enough about the Strategy. I'll just comment that there is an obvious tug-of-war between needing to maintain roads and needing to maintain the climate. When discussions focus on adding a mileage tax on electric vehicles, it completely misses the larger goal of not killing the planet.
- 1274 97219 I support using zoning in conjunction with investments public transportation.
- 1275 97219 I would love to see reduced fare for frequent public transit users who use trimet to commute. Right now, it's the same to buy 2 tickets a day for a 5 day a week commute as it would be to buy the monthly pass. Offering some sort of deal for purchasing the monthly pass might encourage people to use trimet outside of just their commutes.
- 1276 97219 I'd like them to take a systems thinking approach, i.e. considering long-term effects on the environment. I think growth per se isn't always desirable. I think everyone needs to pay their fair share.

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- 1277 97219 If man is causing climate change, it is from H₂O in the air, the other byproduct of combustion, not CO₂. Heat transfer to and from space is accomplished by radiant heat transfer and the radiant heat transfer equations describe how it occurs and what impacts it. CO₂ doesn't fit into the equations.
- 1278 97219 If the climate predictions are as dire as the media are reporting, our population is about to explode. Please factor that in as you work out how to take care of current and past issues,, let alone how to provide safe roads and fast trips for an extra 200-500,000. Thank you.
- 1279 97219 Implement a carbon tax.
- 1280 97219 Implement a strong LCFS. Increase gas tax to fund. Incentivize use of hybrid vehicles and improve infrastructure for electric vehicles. Do not tax bicycles or hybrid/electric vehicles.
- 1281 97219 Institute cleaner air emissions as soon as possible and lower the benzene rate in the Metro area, it's making us sick. If we have to sacrifice a number of jobs to clean up our air it's worth it. If we do this we won't see the huge number of older and dirtier (in terms of emission) vehicles being sold in Oregon (especially from the California area which has more restrictive emission controls.) I need more information regarding the "private vehicle insurance paid by miles driven" component. This is complicated; how do you reconcile the cost to the consumer who is low income and can't find affordable housing close to work (this becomes a land use issue coupled with our inability of providing affordable housing in general as well) and the ability of consumers to afford newer and cleaner vehicles, etc. More consideration regarding tax credits for cleaner cars, affordable housing, etc.
- 1282 97219 It's absolutely possible to grow our economy without damaging the environment with smart approaches to development. Support can be gained by constituents with some education and helping people visualize the opportunity in front of us. I like clean air and I'd like to breathe it on my walk every morning to the bus stop.
- 1283 97219 Keep in mind that while traffic is important for greenhouse gas, that it's going meatless that has the biggest bang for the buck. It's weird, but the vegan Hummer driver commuting 60 miles a day is "greener" than the meat-eating Civic driver. Just something to keep in perspective.
- 1284 97219 Keep trying.
- 1285 97219 Make street repair a priority. Pot hole are causing accidents and damage to cars. Make bike lanes that cyclists are required to instead of the street.
- 1286 97219 Making transit really work for people will get them out of cars. When the last bust runs at 8 pm - and only on weekdays! - then transit isn't an option for someone who works other than M-F 9-5.
- 1287 97219 NA
- 1288 97219 Need carbon tax. Need low-carbon fuel legislation. Need to keep tight UGB.
- 1289 97219 No more strip malls or huge shopping centers. Neighborhoods should have everything within walking distance or a short travel.

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- 1290 97219 OECD countries must plan to reduce by 2030 annual emissions 90% relative to the current time, if we wish to avoid warming by more than 3 °C. There is plenty of scientific literature and commentary about this. See, for example, Kevin Anderson. <http://kevinanderson.info/blog/an-inconvenient-truth-us-proposed-emission-cuts-too-little-too-late/>
- 1291 97219 Off incentives to purchase more fuel efficient cars...California did this for a few years.
- 1292 97219 Oregon is leading the country in green policy, and it is partly because of the pro-environment view of Oregonians. I think the majority will support changes that support this transition to reduced and clean energy use.
- 1293 97219 People are happier when they have safe, convenient options for public transportation - I know I am.
- 1294 97219 People in some communities are burying their heads in the sand. There is too little understanding of what the community needs, not just what individuals need. I think the public message should be clearer and more emphatic! This isn't a Democratic or Republican issue. This affects everyone, especially children and grandchildren.
- 1295 97219 Please include public health in the planning discussions. Public Health has historically been a partner with Planning and somehow over time the relationship was uncoupled. I think it is now being reunited and I can't overstate the importance of ensuring Health is a partner in planning decisions. Public health asks questions and considers options through a different lens, it brings the health equity and environmental justice perspective to the table, it points to the many health benefits of redevelopment in ways not considered by other agencies. Public Health understands the needs of communities and can share community engagement strategies and provide assistance for ensuring the development is culturally, socially and economically relevant to the communities affected by the decisions made. Oregon Health Authority, Public Health Division has a number of programs that support healthy development initiatives. Please engage with them early. Thank you.
- 1296 97219 Policymakers should always begin with asking how they can reduce the negative health impacts of air toxics when making transportation and land use decisions. Clean air is the most important human need that affects quality of life in every community. Residents are more aware of the growing problem of air pollution related serious health issues that not only
- 1297 97219 Protect the environment: the air, the water, the soil, and the wildlife. We only have one planet, and even with the most stringent measures, we are going to suffer the effects of climate change for decades to come.
- 1298 97219 Protecting and restoring the environment must be primary. Without a healthy, functioning environment, not much else matters.

- 1299 97219 Quadruple the bicycle mode share in Portland! This will have DOZENS of benefits that I mentioned; they are worth \$BILLIONS, not to mention all the intangible "quality of life" benefits! We will save \$billions in the long run in road maintenance, just for starters! We have GOT to quit our 1950s thinking! Build cities for PEOPLE, not for CARS! And forget about that ridiculous survey that you totally wasted your money on that asked people what kind of house or city/suburb/etc they wanted to live in. Of COURSE anyone would want a big house with a big yard, but that is not *reality* for an increasing number of people. I am incredibly frustrated by that survey!! Your surveys very often appear pre-destined to lean toward breaking wide open the already WAY too big and wasteful UGB. I can see that your question about "connecting" places by better roads shows that you're still thinking like 1950s traffic engineers!
- 1300 97219 Reducing our footprint is everyone's responsibility. There are things both large and small that each and every person and business can and should do from reducing packaging on the products we buy to driving more efficient vehicles to preserving our green spaces and cultivating native plants to help wildlife. We all have a part in this.
- 1301 97219 Refuse the need for long commutes by strengthening local communities.
- 1302 97219 Spend our precious resources (including tax dollars) sparingly.
- 1303 97219 Stop it! You are making us poorer. Gas is already too expensive and you are just going to make it cost more.
- 1304 97219 Stop punishing drivers. Concentrate on making transit more attractive.
- 1305 97219 Support electric car infrastructure. If it was possible to get charges up and down I-5, I'd get one.
- 1306 97219 Tax by miles driven? How ya gonna do that? Transponders? tax breaks for electric cars. do something (I don't know what) to get beaters off the road as they are not safe, clean and driven by lower incomes~ so it's a form of monetary/class segregation. Not exactly transportation, but re-work Oregon's elec grid, so solar panels can be used in time of emergency~ earthquake, etc.
- 1307 97219 That it's time for a new approach.
- 1308 97219 The basic infrastructure must be rebuilt and maintained!
- 1309 97219 The city, state, country, world is desperate for leadership in stopping climate change. I will actively support anything that will
- 1310 97219 The health of the citizenry of the planet should come first, not construction companies and workers. Also, there is so much roadwork everywhere now and the vast majority of the people doing the work are men. Surely there are ways to implement this strategy that would provide opportunities to women, too? Thank you for considering my input.
- 1311 97219 The ideas contained in the CSS are good but only go part way to creating healthy and equitable communities. Protecting and enhancing our environment, cleaning up the Willamette River and providing healthy riparian habitat is equally important.
- 1312 97219 The sooner the better. Reducing greenhouse gas emissions is an investment in all our futures. We won't need trails and sidewalks and bikes if we all have respiratory illness making it difficult to breathe.

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- 1313 97219 The time is now to consider a carbon tax in order to promote and discourage the policies needed to implement a Climate Smart Strategy. We just need to have the right leadership to accomplish this important strategy.
- 1314 97219 There's a tremendous amount of will to use alternate means of transportation (buses, bikes, walking). If you build it, we will come!
- 1315 97219 These strategies should be looked on as investments in the future. Like all investments, some will fail. We should make sure that we track the success, or failure, of each one and be prepared to either pull the plug or go full steam ahead.
- 1316 97219 Think about what benefits us as people, as a culture, etc. Don't plan it solely around people who want to drive dangerously fast and get road rage at the drop of a hat.
- 1317 97219 Think through all the implications and consider how real people get to work -- not just the trendy ones.
- 1318 97219 To be bold when it comes to addressing climate change! No more namby pamby hemming and hawing.
- 1319 97219 To help the Climate... Trimet can provide Frequent Service to all the lines used the most, including weekends. Also all Buses should be Eco Smart and up to date with the best fuel for the environment. This will cut back dramatically the need and use for cars. The cost of the Monthly Bus Passes should also be affordable to everyone's budget. I feel the price is very expensive right now on all of them except for "Honored Citizens" Thank you.
- 1320 97219 Tread carefully here -- based on population/land area, Oregon's transportation policies already have the forefront of low greenhouse gases. I would argue that any sharp changes in the next few years would muzzle economic growth, which we are in dire need of up here. Sure, lessen our dependence on coal, but don't turn your back on natural gas, which is far cleaner and can accomplish many of the less-emission goals. Solar and wind alone are not the answer up here -- too inconsistent on both counts.
- 1321 97219 Vote for the most robust scenario, but also remember that the plan will fail if affordable housing is (1) not constructed and (2) location is not near public services like transportation, parks and recreation, schools and employment. Lead with Equity. Don't start the implementation without first checking in with the Equity Baseline Working Group and understanding what performance measures will make this plan successful.
- 1322 97219 Wake up. For the sake of future Oregonians, you can't wait any longer. It may already be too late to reverse climate change. Find ways to reduce the use of single-occupant cars and other vehicles.
- 1323 97219 We all share our climate regardless of how we get around, and government has a role in shaping healthy, practical options.
- 1324 97219 We're a small state. Don't hurt competitiveness. Better to export our know how then impose burdens on residents who don't have great incomes anyway.
- 1325 97219 What are you waiting for? Pick the big ones (mass transit, biking, walking) and invest our money for a future that is less dependent on cheap energy. There's no time to waste.

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- 1326 97219 When electric and hybrid vehicles are equitable, and comparable to gasoline vehicles, people will switch more readily. Rebates, infrastructure, etc., that can drive this will have a double impact (removing a gasoline vehicle and replacing it with a non-gasoline vehicle) - elimination of end-use emissions, as well as more efficient use of infrastructure electricity (resulting in less emissions).
- 1327 97219 Will these changes help ease the cost/environmental impact of traffic? Just look at need and start from there. Don't fix it if it's not broken!
- 1328 97219 You cannot successfully increase hard surfaces you must reduce them create surfaces that assist storm water management.
- 1329 97219 You have already made up your mind. You don't care that not all of your proposals are needless and costly. You don't care about the ordinary citizen who won't ride public transit because it is inconvenient and costly and scary. It brings crime to the area. I cannot physically ride a bike, but you don't care. Only a few of our Portlanders can ride a bike any distance and they only ride a few months out of the year. Again, we have to put all our resources to that, but when it rains, they are in their car again! But, you don't care - do you!
- 1330 97219 You must do the impossible: convince people that they don't each need their own car. The only way that *may* be possible is if public transportation is as fast as "private" transportation.
- 1331 97219 You've got the cart before the horse. This is an immediate safety issue and should be prioritized as such. We should reinvent the automobile and transportation system because it is a clear and present danger, not because it MAY lead to climate change. Show me one death certificate where the cause of death was "climate change". I can show you over 30,000 death certificates PER YEAR in the USA ALONE where the cause of death was trauma from automobile wrecks. And this ignores the hundreds of thousands of injuries. Don't frame climate change as a health and safety issue while continuing to ignore the real threat. If you appropriately address the immediate threat posed by an auto-centric transportation policy, the climate change issue will resolve itself.
- 1332 97220 Anyone dumb enough to drive doesn't have any right to influence policy.
- 1333 97220 Creating easy access to public transit and incentives to purchase low emission vehicles will be key in working with the public.
- 1334 97220 Don't adopt one single strategy - try multiple approaches Every little bit helps - don't make grandiose promises.
- 1335 97220 don't leave out the disadvantaged neighborhoods.
- 1336 97220 Don't try to redesign behavior!
- 1337 97220 Every car on the road should be low or no emissions. Every car should get good mileage or pay a tax. Stop studded tires.

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- 1338 97220 I do not agree with the private vehicle insurance paid by miles driven. Do not punish Oregon drivers for miles driven. Instead, our Oregon leadership needs to present Oregonians with a well -thought out Sales Tax proposal. Make us an offer we cannot refuse.
- 1339 97220 I do not believe that climate change is as big an issue as some would have us to believe, I would like to see better use of the energy that is readily available to us and until other "cleaner" source can be produce cheaply enough let the companies that are promoting it pay for it. In the last few years we have seen many of the subsidized "clean" energy products go under at huge taxpayer expense.
- 1340 97220 I do not like the idea of 'paid by the miles driven.'" Are demographics - close proximity to public transportation to be considered, type of vehicle driven, i.e., RV, business, use of personal vehicle for charity work.
- 1341 97220 I especially support the first and third mentioned above.
- 1342 97220 I support all three actions for supporting. Many of the lower income folks would be most impacted by transportation expectations and vehicle insurance being tied to miles driven since many lower income folks drive older cars many miles to work given the insufficient transit options. Having a transportation plan and growing local healthy communities is critical to address climate strategies. We would be remiss if we tried to enact local changes without addressing this issue nationally and globally. It is imperative that this is a top priority for or policy maker as it has the most important impact on the quality for our lives currently, in the near future, and for the long term viability our communities, state, nation and world.
- 1343 97220 I think there should be a dialog with the State of Washington policymakers and residents, where they give input and are made to buy-in to whatever is planned - since commuter traffic from Vancouver is part of the problem. There is no point in planning improvements to I-5 and I-205 if they are just going to keep refusing to let us change anything.
- 1344 97220 I would need more details before I could provide specific recommendations. However, the overall goal as outlined above - I agree with, especially our efforts to reduce our reliance on gas / oil products.
- 1345 97220 I would really like to see more work on getting employers to be more open minded. Many jobs cannot be telecommute but a good number of jobs, especially with larger employers can change to a 4x10 work day or work from home one day a week and that is a significant reduction in traffic volume. Its quite possible but it needs to be listened to.
- 1346 97220 Keep moving foreward, but recognizing that low income Oregonians can barely afford to live let alone worry about climate change...figure out a way to gain support for climate change policies that the poor can participate in....better yet incentivize
- 1347 97220 Log onto J-pods.com to get details on personal rapid transit.

- 1348 97220 Many jobs require extensive travel by their employees, such as in the construction industry (my husband largely works in construction when he is able to work). If we were to pay a higher car insurance premium based on miles driven, it might keep him from being able to work. I believe it is very, very important that policy makers remember that many careers REQUIRE employees to use their own cars, my husband would have been denied many job if he was on public transportation. We are
- 1349 97220 Maybe it's not such a great idea to promote and develop the Metro area beyond what it already is. The existing infrastructure like the Banfield freeway is already overloaded with traffic and apparently there are no options for enlarging it.
- 1350 97220 No.
- 1351 97220 RE to paid by miles driven: Consider accessibility to public transportation for communities. Consider impact on local economics for a variety of recreational activities if paid by miles driven becomes a factor. Will there be exemptions for RV owners, small business owners?
- 1352 97220 Reducing greenhouse emissions is heavily dependent on developing local food and sustainable energy production for the region, as well as public transportation systems. Citizens who are not willing to opt for the sustainable modes of transporting themselves available to them should pay for the infrastructure their private vehicles require.
- 1353 97220 Support hydrogen powered vehicles and an infrastructure that makes it easy to get the fuel.
- 1354 97220 Take care of the disadvantaged parts of town as well as the wealthy part. The east side doesn't get all the extras and it's frustrating. Let's get some natural grocers here so We don't have to drive so far. encourage the business to be there so we
- 1355 97220 Take the carrot approach and not the stick approach. People work better for incentives and not punishment. also don't make things so expensive for the average person that they are not able to afford a car or transit.
- 1356 97220 The individual choices of the consumer are influenced by the attitude of the community. The community attitude is ideally-reflected in the choices of the policymakers. The policymakers are individuals from the community. If their individual, policy-making choices are not truly based upon a high-fidelity understanding of the attitudes within their community, the resultant policies will fail. The policies fail as the consumer will not make choices, consistent with those policies, when the policies are not consistent with consumers' attitudes.
- 1357 97220 You are killing our economy with all your regulations and business is moving away.
- 1358 97221 Base policy on science-proven facts, not popular opinions, to avoid blowback on this.
- 1359 97221 Basing anything on miles driven means you need a method of tracking it. Any such method will either be inaccurate (does it measure where you are driving?) or privacy-invasive (if it does measure where you are driving). Such a proposal should be unconstitutional and not considered. Higher gas taxes more safely reflect usage and conveniently punish non-efficient vehicles.
- 1360 97221 Don't forget to include a way to charge bicyclists for road maintenance, bike trails etc.
- 1361 97221 Find alternatives to automobiles - their use of fossil fuel, their taking space, and their general inefficiency.

- 1362 97221 Given a series of major fiascoes such as the CRC and Cover Oregon, I have absolutely no faith in the State's ability to effectively or cost efficiently manage these type of projects.
- 1363 97221 I think every person who MUST drive a car for their line of work is wholly conscious of trying to do their part in choosing cars that are more fuel efficient etc because its in everyone's best interest. It is completely UNFAIR to single them out to pay for miles driven. They are already paying more in gas taxes, insurance, etc. That is my #1 point to be made. Its as solution based as implementing the following; "Why not charge bike riders for bike path road maintenance based on the revolutions of their tires or an upfront fee upon a purchase of a road bike". I am also not a fan "anymore" of the urban growth boundary as it has created more traffic issues and density. (and part of the reason for this type of questionnaire). Its become a monster with no-growth groups and their land use attorneys and environmental protections to the point that there is no balance. "Its their way or the highway" so to speak and has impeded the moving forward of the natural growth process and impeded projects that do make sense to do. I don't believe in sprawl either but this is not what was envisioned back when I unfortunately voted for it. Lastly if you have read this far, climate change is largely overrated because of a very fervent smaller band of scientists, politicians and the like. If there was once again true balance and the voices of the other scientists were given equal press who have shown proof that the earth as had similar cycles all through out its history of polar melting etc, and periods of years right after of just the opposition effects. That would do far more for understanding and cooperation. Much has been done from this awareness already, from corporations cleaning up their process's to recycling, and already lowering carbon emissions and I do support that. Education is and has been helping the world do its part, but on the flip side I don't support the scare tactics I have seen my school kids come home with from their teachers that is appalling and completely one-sided. Likewise some politicians, movie stars or media darlings spouting off their soundbites because all they ascribe to is that very small band of prophets say so and don't bother to study or listen to the larger truly more knowledgeable groups. I know my comments do sound far right but despite that opinion, my thoughts are more mainstream of the real silent public
- 1364 97221 Identify and implement alternative funding sources to the gas tax to pay for infrastructure costs.
- 1365 97221 Increasing costs to consumers is a regressive policy that should be avoided.
- 1366 97221 It won't be easy.
- 1367 97221 It's unfair to tax people more because they have a long commute to get to their employment, or for people that use their vehicle (like salespeople) to have to pay more (ie insurance by miles, or additional gas taxes). We also need to tax those people that don't use gasoline to pay for their share of the roads. you can do that by having them pay an extra \$1K on their vehicle registration per year. the federal government and car companies are already addressing the fuel efficiency effort - no nee to be redundant plus, the city/state does not address the pollution - such as the people with unregistered cars and
- 1368 97221 Leaders need to collect data and perform analyses of the relative costs and benefits of these policies in order to help people understand proposed policies and the costs of failing to change past practices. There has been relatively little leadership in making the case that these policies address the daily concerns of people in the region, including effective and efficient use of public resources. For instance, there is very little awareness of how transportation spending policies affect health care costs. Break down the silos.

- 1369 97221 Reduce government interference, subsidies, incentives and restrictions and let the market determine the most efficient and
- 1370 97221 Stop building new highways and enlarging streets and highways! Concentrate on active transportation, mass transit and high-speed intercity rail.
- 1371 97221 Support the recommended investments to make transit more frequent, reliable, accessible, and affordable. I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized. The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions.
- 1372 97221 Think "outside the box."
- 1373 97221 Think "outside the box". Do not continue to push the same time-worn solutions.
- 1374 97221 You're putting the cart before the horse. Portland simply isn't a big enough force to affect the kinds of world wide innovations needed to make your fantasies a reality. You would better serve us by offering a flexible future that doesn't lock out innovation, but simply encourages ANY improvement. As usual, small minds have personal agendas that seem to rule your plans and rhetoric. Were those ideas well founded and achievable, you would have support, as it is, you talk a lot and achieve very little.
- 1375 97221 You've got to stop dreaming. Climate smart communities will mean changing how we manage transportation and land use. We continue to think we can have our cake and eat it too. Tough decisions will need to be made, and we simply can't continue on the same old course. For example, the road diet proposal for a portion of Barbur was nixed by ODOT because there might be some possible delay during peak hour between Hamilton and Terwilliger (5 hours/week). But given the existing delays at intersections to the north and south, no real impact when considering a complete driving trip. This would have been a huge benefit for pedestrians and cyclists, but determined to be too detrimental to motorists. At the same time, ODOT and the region seem perfectly happy to approve 2 new Walmarts on 99W and shopping centers in Tualatin having huge traffic impacts cause by significant traffic increases.
- 1376 97222 " However, the purchasing power of federal and state gas tax revenues is declining as individuals drive less and fuel efficiency of vehicles increases. The effectiveness of this revenue source is further eroded as the gas tax is not indexed to inflation. Diminished resources mean a reduced ability to expand, improve and maintain the existing transportation system. " And then you want to transition for MORE fuel efficient vehicles. Why just private vehicle insurance ? Why not commercial?

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- 1377 97222 "Climate Change" is a fraud.... look at the actual science, if you dare. Wake up to reality... the computer models and dire predictions have utterly failed and will continue to fail because "greenhouse gasses" are NOT causing a planetary meltdown.
- 1378 97222 Absolute idiots. Equitable communities? Soviet Union tried that, how did that work out? These policies will finish off the economies. Guess what climate change is a HOAX to make fraudsters wealthy .
- 1379 97222 Be smart not political and do the right thing. Spend the money to be leaders in saving the climate crisis.
- 1380 97222 Continuing on a path that has proved half way through its period to be ineffective and contrary to the value of the majority of the communities, I find it amazing and frustrating that the alleged leaders continue on the path that has brought us to this gridlock situation.
- 1381 97222 Do not build on farm land!
- 1382 97222 Have better urban growth planning and more emphasis on cycling and public transit options.
- 1383 97222 High speed rail should be part of the solution in the Willamette Valley.
- 1384 97222 I fully support a transition to paying for what's used as opposed to "punishing" (financially) those who have a greener lifestyle
- 1385 97222 I like that you want to support biking, walking and alternative transportation. I do not think these strategies go far enough if we are really committing towards change that will matter for our children and generations to come. What about the 50% of power from coal plants? What about manufacturing's contribution to greenhouse gases? CAFOs in Oregon? These are what would and could really make a dent regionally.
- 1386 97222 I regard this strategy as totally useless and not worthy of consideration. It's largely more of the same - not nearly good enough. See what the Chinese are working on here: www.tts-21.com.
- 1387 97222 I support the use of buses. They are cheaper and more flexible. They can use energy efficient fuels. They are capable of being micro-managed as needed. The rails are unsitely, and just too expensive. One of Pres.Obama's speakers on climate change stated that you could remove everything from the US down to the ground and it would not make a measurable difference. Stop wasting time and money on climate change. Make transportation, flexible, affordable and use technology that uses abundant fuels from the US.
- 1388 97222 Incentivize Electric Vehicles by giving them free parking.
- 1389 97222 Let's make Portland a leader in sustainability! Make sure low-income people aren't penalized for driving old, inefficient vehicles.
- 1390 97222 Look at the future you want to create, not at the past that used to support you.
- 1391 97222 Man made climate change is a total FARCE! Do NOT implement Agenda 21 policies here. Growth happens! It's way past time you widened the roads. Repeal SB 100. TODAY.
- 1392 97222 MANY OF THE PROJECTS HAVE BEEN A WASTE OF MONEY AND AGAINST THE WILL OF THE PEOPLE. ONE EXAMPLE IS THE WASTE OF MONEY CONCERNING THE MAX LINE TO MILWAUKIE..IT WASNT WANTED OR NEEDED IN THE CITY. BUT WAS FORCED DOWN THE THROATS OF THE PEOPLE.
- 1393 97222 PDX Metro needs to lead on this issue as we will be front and center on climate and as a climate refuge.

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- 1394 97222 Please prioritize the future, there will be NO economy in a dead world.
- 1395 97222 Prioritize climate change issues over economic considerations. if we are to have a future at all, we must do as much as we can as quickly as we can. do not focus too heavily on "transition" fuels or technology unless they require minimal investment, focus on a clear goal of massive cuts to fossil fuel use in general as well as technologies that rely heavily on resource extraction and embodied energy. we know what options are the most sustainable and help create stronger communities at the same time. do what is right for the people now and in the future, not what's best for the pocketbooks of industry and corporate interests. Thank you for your dedication to this.
- 1396 97222 Pushing climate change as the reason for change won't work. People need to hear that they'll save money or time.
- 1397 97222 Stop the madness! Catastrophic global warming caused by carbon dioxide is a lie. Look at the real scientific facts, if you dare.
- 1398 97222 The time is long past to get started with effective strategies to address climate change and whatever we do, it needs to be effective in doing so.
- 1399 97222 Understand that climate change is real and must be addressed now! We must be successful now in addressing these issues. We know what we have to do, please have the wisdom and will to do it!
- 1400 97222 We need sidewalks in east Portland and Milwaukie! There are too many unimproved residential roads that are not safe to walk down.
- 1401 97222 We need to continue the challenge of reducing greenhouse gas emissions . This is vital if we are to be able to have a livable community in the future.
- 1402 97222 Yes, leadership on climate change! Yes, cleaner fuels and vehicles! Mmmm, land use changes? I respect and value the urban growth boundary and green spaces we have so please keep that in mind.
- 1403 97222 You create a healthy community by wisely using our tax dollars. You do not, and yet you ask for more. Zero trust in government to do the right thing. Focus first on getting trust back instead of always asking for more \$\$\$\$.
- 1404 97223 1. Carbox dioxide is not a pollutant. It is absolutely necessary for life on earth. 2. Climate change should receive no consideration in planning. 3. Air pollution will be reduced significantly more and faster by expanding roads over expanding transit. 4. Improving traffic flow on all roads should be the focus of policy. People will not give up their cars.
- 1405 97223 Build a strong alliance with the business community to increase their understanding of the economic crisis to come if they don't invest in all strategies and tactics to slow climate change. Remind them of the vibrancy of businesses that have increased profits with increased walking and decreased auto usage. Charge individuals for our carbon use. Mine too. Some taxes could be cut. Tax the bad. Reward the good.

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- 1406 97223 Do not sacrifice quality of life and mobility for carbon reductions that are too small to have any significant effect on the planet. Either do something effective, or don't do anything. Feel-good measures are pointless.
- 1407 97223 Don't expand the urban growth boundary and increase the connectivity between mass transit lines so that it doesn't take two hours to travel five miles.
- 1408 97223 Even though, as policymakers, it may not be advantageous to you, but please consider educating the public about other transportation avenues, and how we all can be safe on the road. Provide tax incentives to motorists who buy electric and hybrid vehicles, while increasing taxes on large SUVs such as Expeditions and Heavy-Duty Ford Trucks.
- 1409 97223 Eventually, the cost of repairing damage to the infrastructures we rely on for survival and commerce will become unaffordable for Insurance Companies, our Governments, our Militaries and finally our civilizations. The weather will worsen until we stop acting like a virus.
- 1410 97223 Figure how to get more people out of their cars for the short trips to drop kids off at schools, go shopping, get to work, and then implement strategies that make it easier and safer to do so. A connected bike lane network in conjunction with sidewalks, crosswalks and multi-use paths, better education of traffic law and enforcement of such on all road users, and
- 1411 97223 Focus on infrastructure, NOT social engineering.
- 1412 97223 Focus on reality and actual items we can impact. Much of the climate change work on both sides is biased by preconceived notions and desired outcomes. Don't trade a slight improvement in clean air by supporting the construction of vehicles that are made with products that are highly toxic to the rest of our environment. Make sure the policies you leverage to attempt to change behavior don't create adverse impacts on our job market or ability to retain quality businesses.
- 1413 97223 Get real!! Acknowledge the environmental damage wind power causes. Thousands of dead raptors and millions of dead song birds and bats every year. Hydro power is renewable!!! Why are salmon sacred and birds not? What the heck is an equitable community anyway?!
- 1414 97223 How long until Metro gets serious *doing* something to make regional centers and town centers actually get developed? How long will we put up with parking lots instead of high rises at MAX stations? It's pathetic.
- 1415 97223 I do not support insurance paid by miles driven- that has no correlation to safe driving. I drive 2000 miles a month and am a VERY safe driver (would put my 30+ years of driving up against any 20 year old fiddling with their cell phone that may only drive 300/month). Oregon will not individually impact climate change- this needs to be a global/national priority. It is only then that Oregon can make a difference. We can do things to impact Clean Air, but Oregon does not have the population or the pull to change climate change unless the rest of the masses get behind it.
- 1416 97223 I think we're doing fairly well already, but I think we need to be more proactive with providing safe walking paths, traffic calming, sidewalks, anything that will get people out on their feet. There is a lot of infrastructure that may just need to be connected or otherwise made more usable and efficient.

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- 1417 97223 I would like the policy makers to tell me... I am free to make my own decisions. We will set rules that apply to everyone, and if you are successful, please be charitable, but we will not take your earnings and give them to someone else. That is not our job.
- 1418 97223 Instead of every municipality trying to implement their own road tax, why not just increase state vehicle license fees based on gross vehicular weight and share that revenue with the registrant's local city or county? That would derive the most revenue from vehicles which cause the most damage to the roads, which seems fair to me.
- 1419 97223 It's a democracy, let the people vote, then abide by their wishes!
- 1420 97223 I've always thought fuel efficiency us an easier goal to achieve than forcing everyone to change their insurance.
- 1421 97223 Keep lobbying for federal investment in transportation and infrastructure and clean energy systems for transportation fleets. Oregon is a great example to other states how land use planning and transportation systems can make a real difference. Going to major employers and using their employee statistics with traffic statistics to take the burden off the road systems.
- 1422 97223 More light rail and off main road bike/ walk ways.
- 1423 97223 More work from home and flex schedules for public employees and incentives for private companies.
- 1424 97223 Policy makers need to focus on infrastructure, and stay out of trying to legislate/control human behavior. It's up to citizens to create healthy communities. And government should never be concerned with managing equity - none of its business.
- 1425 97223 Prioritize walking and biking infrastructure above EVERYTHING ELSE. Champion safe routes to schools and transit. Divert funding from car/freight infrastructure to bike/ped transit. Start immediately, we don't have time to waste. This would create healthy, equitable communities and reduce greenhouse gases with a minimal impact to the economy, NOW.
- 1426 97223 Promote walkable communities and safe cycling ways. These types of transportation help with environmental and social connections and awareness. They also help reduce vehicular impacts and drive neighborhood development.
- 1427 97223 Public transportation and alternative transportation (bike and walk) is the only way forward. Building more roads will only create more traffic and ultimately more congestion.
- 1428 97223 Put more money into public transportation and alternative transportation means. While auto transport remains crucial and necessary for some, many people use it as a default choice for "convenience" with no necessity. Make it easier for people to use public transportation, walking and biking and harder/less convenient to use their cars. Change will slowly come.

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- 1429 97223 Simple - the status quo of trying to force people to change their travel modes isn't working. We are focused too much on shoving a particular mode (light rail and cycling in particular) rather than truly understanding the needs of citizens and how to address those needs. Not everyone lives, or can live, near a MAX line; not everyone can or is willing to bike. Not everyone can live within an easy bike ride to work, school, and all other destinations they need to get to. Metro needs to listen to the citizens and propose solutions, not dictate solutions based upon special interest groups and steamroll over the citizens' desires.
- 1430 97223 Support.
- 1431 97223 There is no need to reduce "greenhouse gas emissions". The focus should be on reducing actual pollution. The climate is extremely complex. It is the height of arrogance for people involved in the climate change movement to think that they can accurately model it. Meteorologists can't even reliably predict the local weather in the Portland area a week out.
- 1432 97223 They need to include the small two-stroke engines used by landscapers as they produce their share of pollutants. Why burn gas in a leaf-blower when someone with a rake can do the same job and generate less pollutants at the same time.
- 1433 97223 THIs policy only just scratches the surface of what is needed to stem climate change. We need more dissuasions for driving, more encouragement and infrastructure for public transit and low energy commuting and we need a strategy for dealing with the effects of climate change that will hit us no matter what we do at this point.
- 1434 97223 This whole strategy will do nothing but cost the average citizen more, and more, and more every year. there is enough energy from the sun that hits the earth every day to run earths requirement for a whole year. start a "MANHATTAN" project to collect this energy. let private enterprise lead, and take it out of the hands of the polititians.
- 1435 97223 Too much priorities are being paid to this greenhouse gas emissions and not enough to cost effective and efficient energy uses for state buildings and vehicles. It seems that state priorities are based are too focused to reduce greenhouse gases by a
- 1436 97223 Use local businesses, creating jobs to improve our transportation infrastructure. Too often we get out of state folks who don't understand our local climate and build shoddy roads and houses. Build from within the community. Stop granting new housing builds until we have our infrastructure ahead of the population so we can grow into it.

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- 1437 97223 We don't need the state or Metro telling me what car to drive, unless it's going to be provided for me. I buy the car that best fits my needs. Buying an electric car does not meet my needs. Buying a two-seat Smart car does not meet my needs. Metro and the State own plenty of V6 and V8 powered vehicles, plenty of SUVs - why is that? If Metro can't tell its employees to ride the bus, it has no business telling me how to get around. Metro and the State can dispense with its motor pool, and tell its employees to rely on cycling and transit 100% of the time -THEN come back to me and say you can do it. Until Metro gets rid of its vast fleet of Ford Escape SUVs...don't tell me to get rid of my SUV.
- 1438 97223 We need to encourage and enhance the ability to find alternative transportation but not by making auto driving so noxious. Improve traffic flow (how about a 'keep right except to pass' law to start).
- 1439 97223 While much can be done focused on cars and commuting, don't forget the environmental and road impact of all the trucking. It surely takes many cleaner cars to equal just one cleaner semi.
- 1440 97223 Why not require the state to replace its light trucks and auto stock with electric vehicles? Make it possible for Condo HOA's to put solar PV panels on acres of roofs and MAKE SOME MONEY! can't do it now!
- 1441 97223 Work on road improvements that speed up the flow of traffic so cars use less gas.
- 1442 97223 Work toward enlisting public attitudes to support the goals.
- 1443 97223 Your draft climate strategy is deeply flawed. Just because there is a climate shift does not mean the end of the world. In spite of what you are told real scientists know there are real questions about how much we can affect this all. This is not denial, it is the ACTUAL reality. The current plan needs to be scrapped. Not scientifically nor practically relevant. Put together by political hacks as well.
- 1444 97224 Any actions taken by Metro to address so-called climate change will have zero impact on the planet. Do not waste our resources and hamstring our economy by joining the alarmist global warming cult.
- 1445 97224 Be practical.
- 1446 97224 Build incentives into the system. Raise gas taxes, tax miles driven for electric cars (they are using the facilities too), require bike licensing fees to ride on public streets and paths. Use funds to make streets safer and more efficient.
- 1447 97224 Build more roads and support electric cars.
- 1448 97224 Carbon is not our enemy. If we continue to strangle our businesses, we will end up like Detroit. Climate change is being used as an excuse to throttle innovation and development. The reason for efficiency should be to save money and provide a better product for less, not to put alcohol in the gas so it burns less efficiently and you get more tax dollars because we are burning more gas. If natural gas is so much better than gasoline, then the market will go that way naturally. The air that comes out of my Caravan is cleaner than the air that goes into it.
- 1449 97224 Cars are not the only polluters, remember that.
- 1450 97224 Compact complete communities reduce traffic.

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- 1451 97224 Don't give in to pressure from corporate interests. Please keep the long-term picture of the health of people and the health of the planet in mind.
- 1452 97224 Forget this crap...you are just making business and jobs leave and driving up costs for citizens...we can't fix the whole world...the Fed, euro zone, etc need to drive this stuff.
- 1453 97224 Go for it!
- 1454 97224 If coal is going to be exported through our state then this is a complete waste of effort . The proposed level of coal to be exported will result in 5 times more carbon pollution than the whole state is current emitting now. The small reduction in carbon from the climate smart strategy will be dwarfed by coal exports.
- 1455 97224 If Oregonians are going to pay taxes to reduce carbon pollution then no carbon polluting fuels should be exported through Oregon. ie no coal to China.
- 1456 97224 In general, I'm in favor. But be careful that you don't do more harm than good. If Oregon puts in place rules that make production more expensive here than in other states or countries, then we will shift production to those places. We could then end up with the worst of both worlds. We would have a poorer economy and production would shift to places that have higher carbon emissions per unit of production.
- 1457 97224 In the 2009 Oregon Legislature session, SB 80 called for specific reductions in CO2 by specific dates. The joint committee apparently acknowledged it was not a wise move and allowed it to die in committee. They were shown data where the economy of the state is in effect almost linear with CO2 level. This should not be a surprise with Oregon's vast and growing agricultural industry.
- 1458 97224 It sounds good but the devil is in the details. Do not push too hard too fast. Do not get too self righteous. I bike commute but still think it is critical to keep traffic moving.
- 1459 97224 Just make sure that low-income families are not penalized by this because they are forced to live in outer ring areas with less transportation options. Also, ensure that low-income people who use their cars/trucks for business purposes are hurt by these policies. When doing so, make sure that wealthy people who own large (status) trucks and claim them as business so as to circumvent taxes have to pay their share. Perhaps do this by requiring that the income and tax relief are linked. When creating residential areas, make sure access to parks and natural areas is retained.
- 1460 97224 Let the marketplace solve such problems. Don't mandate specific fuel use. Abandon the failed 2040 growth concept, work to abandon the failed UGB policy. Let people live and work where they want as long as they pay the cost. Less than three percent of Oregon is developed. We can afford to expand to provide affordable living without "paving over" anywhere near a significant portion of our region.
- 1461 97224 Make sure tax structure reflects changing technology and is equitable for all users.
- 1462 97224 Many areas do not want light rail. It is a massive waste of resources. Do not force it on communities. The people of Portland should not be allowed to force their ideas onto the surrounding communities.

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- 1463 97224 More stupid social engineering and wealth redistribution...the only part I support is charging electric, hybrid and fuel cell cars more as they don't pay a fair share of costs...so charge everyone by the mile and get rid of all gas taxes.
- 1464 97224 People want to do these things but changing habits on principal alone isn't going to happen. It's not convenient to use alternative travel options. I see employer incentives as a way to jumpstart new habits. Public sector can't force private sector to do anything but perhaps teaming up with a leading private sector company willing to grant some sort of bonus or incentive for employees who use alternative transportation means is the answer. It's not cheap for people to do this- so anything to offset that cost makes it that much more attractive.
- 1465 97224 Please stop wasting our money on mass transit and focus on cleaner, more efficient ways of individual transportation. Master plan the hwys better.
- 1466 97224 Recognize that most citizens prefer to travel by private autos, and prioritize adding traffic lanes and maintain existing roads.
- 1467 97224 Stop this craziness. You are driving out business and taxing citizens to death...let the feds and euro and other groups do it...oregon is such a small piece and it is just hurting us and making us less competitive and. More costly.
- 1468 97224 Think long-term. Don't give into the vocal minority that does not want any change such as light rail coming out into the suburbs.
- 1469 97224 This is mostly a boondoggle and trying to force us out of cars and into micro apartments...and that is wrong...it is a free country and the American dream will never be riding transit and living in an apartment.
- 1470 97224 This strategy is based on a false myth. Man made greenhouse gasses are not causing the planet to get warmer. The biggest local greenhouse gas output is Mount St. Helens. Regulating man made greenhouse gasses is stifling our economy, causing the costs of electricity, gas, and everything else to rise without producing anything of value to our future. The Climate Smart
- 1471 97224 We can't afford to experiment. Incorporate market-based solutions that have worked well in similar places.
- 1472 97225 Being one who does not drive and takes mass transit - the main point I would stress would be to get people out of their cars for short trips - I see so much congestion and too often people are in cars with only the driver and many people will drive 2 blocks and back to get something when they could have walked and probably would have been quicker and would have been healthier.
- 1473 97225 Bikes and pedestrians need to have travel lanes separated from vehicular traffic wherever it is possible. If it's not obviously possible, more effort needs to be put in to finding a way. Even if that effort is to prohibit bicycles on some roads where there is not a way to ensure safe passage.

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- 1474 97225 Communities that mix socio-economic groups, and include office, shopping, commercial, and residential buildings make it easy to walk in. Neighborhood shops help a lot! Subsidize them!! I used to walk 1.5 miles to work when I lived in NYC, because it was doable, pleasant, and safe. There is almost no way most people living in Portland could do that, yet.
- 1475 97225 Consider funding improvements in public transportation and walking/biking with increased gas tax.
- 1476 97225 Consider the values of the stakeholders as you work toward buy-in. survival, community/belonging, health/strength/freedom to choose, orderliness, innovation/success, and we're all in this together.
- 1477 97225 Don't penalize people for driving when you continue to make it unsafe to travel any other way.
- 1478 97225 Encourage bike riding. Make people pay for driving Make people pay for parking. Encourage car-free streets and promenades.
- 1479 97225 Expanding the road system will just encourage more people to drive their cars. We need to work on providing more opportunity for alternative options.
- 1480 97225 Focus on investing in the most accessible ways to reduce greenhouse gas. This means cheaper transit fares, making more complete neighborhoods that are walkable, and expanding the routes/frequency of public transit. Not everyone can show up to work sweaty from riding a bike or haul their whole family on a bike. Stop focusing on niche projects and focus on the system as a whole. Maintain what we already have, improve the infrastructure we already have. Create incentives to use public transit or invest in more efficient vehicles. Reward good behavior. Encourage residential buildings to use more clean fuels and offer car share programs.
- 1481 97225 Focus on the basics and making it easy for people to get out of their cars in their neighborhood. Don't get caught up in the latest technology and expensive fancy alternatives so we can "compete" with other cities.
- 1482 97225 Getting the riff-raff off the MAX in free zone has helped make the ride safer and nicer. Please make sure those idiotic e-cigarettes are not allowed on bus or MAX. Make public transport safe for older people and those who move slowly, like with a cane or with children.
- 1483 97225 Give incentives (lower fees and taxes) to switch to greener fuels instead of figuring new ways to tax commuters.
- 1484 97225 Hydroelectric power is a renewable resource. Please include that in all green planning.
- 1485 97225 I am sorry that I have little to add to this question. I do favor the insurance policy noted here and wish we could all be charged for what we use in the way of roads and streets. This policy program is not something I know a lot about nor have a read much about it. Perhaps some money on community awareness would be well spent.

- 1486 97225 I drive because at my age it is not safe or of interest to me to bike or walk long distances for groceries etc. I do not drive much and it bothers me that my mileage would be used to determine my insurance. There is not an easy way for me to access the bus or Max. I do believe green house gas emissions are a serious problem but can't figure out a way I can travel without my car. Not having a good way from Oregon to Washington will continue to cause traffic back ups on the I5 contributing to greenhouse emissions. There needs to be a west side loop to cross the river thus taking a load off the I5 Bridge that begins way out in Hillsboro, Aloha and Beaverton. Surely the I 5 Bridge is outdated and needs upgrades but another way to cross the river in the West like they have in the East is critical, especially with Intel and Nike being given tax breaks to build and thus hire more employees adding to the already bad traffic problem.
- 1487 97225 I recently learned what a pathetic amount of electric vehicles both the City of Portland and Multnomah County own and operate. If it is not good enough for government bodies, why should individuals sink their money into electric vehicles? We need to ban coal, period. Everyone should have to pay for the cost of clean electricity. It is ridiculous that you can chose to pay a higher price for your electricity for cleaner electricity, yet everyone else on your block could pay less for dirtier electricity. We all breath the same air! Oregon used to be a USA leader in environmental issues, but we seem to have taken a back seat in recent years, How about more bottles included under the bottle bill and ban plastic bags? Make businesses be more responsible for the back end disposal of their products so they don't end up in the land fill.
- 1488 97225 If you are going to charge for miles driven then the gas tax needs to be ended as that is double taxation.
- 1489 97225 Increase gas taxes; invest in clean diesel, not just electrics/hybrids.
- 1490 97225 Keep our green spaces as green and open as possible. Don't put in more surface parking, but in 3-5 level parking. Consider alternative fuels for buses and continue to retire the old ones. Density in my area is on the rise. What was once a nursery is now a multi-unit housing development. Identify the gaps by talking to the neighborhoods directly.
- 1491 97225 Make certain all the force fields are in the same direction, incentives and costs are supporting the policy.
- 1492 97225 Make walking easier! Driving & cars have it easiest now, pedestrians and cyclists are definitely second class users of the transportation system. Make walking easier and shortcuts obvious.
- 1493 97225 Most of that sounds great to me. However, I'm not sure about the 'insurance based on miles driven' idea. That might be a burden for low income folks who have long commutes. I'd rather see rich people with large trucks and SUVs pay more.
- 1494 97225 My understanding is that current plans get us close to the targets set. Given that we don't know what new technology will bring, we should focus on implementation of plans and hold off on major investements and revisit this matter in 5 years. Also, one item that has not been adequately explained is how GHG emissions will be measured.
- 1495 97225 No carbon taxes, cap and trade, or meddling with energy costs.

- 1496 97225 No to low carbon fuels and mile driven based insurance.
- 1497 97225 On this one, I have nothing to share. Too much on the others.
- 1498 97225 Our population numbers are only going to increase in the foreseeable future, and there is no way that we'll be able to support all those people in automobiles. It seems clear that in order to stay ahead of this, we need to start actively promoting (demanding?) non-automobile-based transportation options and lifestyles. As India and China try to play "catch-up" to where the US was in the 1950's (an expanding middle class making extensive use of automobiles and fossil fuels on an extensive interstate road system), we need to provide the leadership and direction, showing these other countries the way forward from here.
- 1499 97225 Pay attention to land use and a cleaner environment. Encourage electric, hybrid cars. We can be national leaders in how we deal with climate change.
- 1500 97225 People need green space around their homes, and not just in parks for psychological health.
- 1501 97225 Plan for the future, not to prolong the unsustainable present. Invest with foresight in infrastructure and technologies that will not rely on the same antiquated system of paved highways and roads. Although greater fuel efficiency is valuable, large investments that lock in additional years of fossil fuel burning transportation is not. Potential gains should be weighed against the opportunity costs. Moving to a completely different model may have a larger upfront cost than tweaking current structures, but it will ultimately cost much less in the long term. Finally, it is vital that the plan promote equity for disadvantaged communities.
- 1502 97225 Please clarify "private vehicle insurance paid by miles driven." I have no problem with paying a tax base on miles driven to replace the gas tax. I drive a hybrid and realize using less gas leads to less revenue and understand the need to replace the loss of this money.
- 1503 97225 Please do so with the use of existing tax resources. Let market forces and the private choices of citizens play a prominent role.
- 1504 97225 Protect Oregon's unique landscape and geology by implementing and enforcing land use laws. remind us that we have much to be proud of, that we're leaders in many ways, that we think out of the box.
- 1505 97225 Stop worshipping at the altar of big oil!
- 1506 97225 Support and funding for active transportation is forward thinking that can impact our immediate future and the growing trend toward working and living in an urban environment. It's also important to consider the connectivity between those urban locations so they facilitate ease of access and desire for recreational use for individuals and families.
- 1507 97225 There was no mention of use of public transportation of low carbon emitting fuels (or electricity).
- 1508 97225 This is a serious issue, so treat it as such. Trimming away at the edges of the issue will not get us the change we need. Be courageous and go for the big payoffs.
- 1509 97225 This survey deals only with transportation-related climate impacts, but the Standard American Diet contributes more to green-house gas emissions than transportation. A tough nut to crack.

- 1510 97225 Time is short.
- 1511 97225 Try to induce the public to use public transportation and not be single drivers.
- 1512 97225 Walking is the best form of transportation for humans to use- ever. It makes for healthier citizens, and better air, water, and land quality. It is CHEAP! People need communities that mix housing with commercial [employment] buildings, social services, and shops, and a community park/focal point.
- 1513 97225 We already have roads in place. 90% of Portland area residents use cars every day. Let's put the existing roads to good use by promoting electric vehicle use, car pooling, road widening, adding lanes in order to decrease congestion.
- 1514 97225 We must pay attention to climate change. It's here now and we MUST change our habits and make polities to clean up our environment.
- 1515 97225 We need to implement registration and licensing fees that reflect the true cost on the infrastructure, for example, charging extra for studded tires that damage roads more than regular tires.
- 1516 97225 Will the private vehicle insurance paid by miles driven replace gas tax? If so, I would be willing to hear more. I like the rest of the strategy as I understand it. More information would be necessary before taking a side.
- 1517 97225 Work to ensure future needs are met and environmental impacts are reduced.
- 1518 97227 A personal car as the primary form of transportation of most people in our area.... should leave you wondering if there is not another step.... Maybe getting someone to use tessa tech to build an affordable car instead of a race car would meet your goals and be obtainable since the tessa infor is free to use.... That is the big problem you are trying to force people to do something they do not want to... get me an electric car that will make 700 miles on a single charge and I might buy in.
- 1519 97227 Look to other cities like Vancouver BC and europe for real strategies. Portland has been resting on it's laurels for far too long, we need to push for more bike, ped, and transit options.
- 1520 97227 Make sure that benefits and burdens are equitably distributed in implementation. Not just equally, but equitably.
- 1521 97227 METRO should be more aggressive and provide leadership when setting gaols to reduce greenhouse gas emissions. It will seem painful to make these changes now, but the changes are inevitable and will only cost more to implement later. Lets get ahead of the curve!
- 1522 97227 Reducing single occupant vehicle trips is a great way to reduce carbon emissions, improve safety, support good urban design, and encourage healthier lifestyles. It will take a "carrot and stick" approach.
- 1523 97227 Whatever funding this comes from must be equitable for working-class and low-income residents and not a regressive tax.

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- 1524 97229 1) Be utterly transparent in your motives, planning details - everything. Share enough information that your opponents can thoroughly inspect your clever plans for problems. 2) Do nothing, I mean nothing for ideological reasons. You are not going to save the planet, cause the oceans to recede, end climate change, by anything you do to change transit and parking. You are not in the climate change business. You are responsible to your bosses and customers, the inhabitants of the state of Oregon, of Metro, of Portland. You can make the lives of citizens more convenient or a living hell by the decisions you make. Don't make people spend more of their time and money to do their daily travel because you think it is "good for them".
- 1525 97229 All Climate Smart Strategy should be abandoned.
- 1526 97229 Alternatives to driving must be easier to use and be part of healthier choices for all of us to make. As a society we are living in a highly unsustainable manner. More work to be done on helping people see the difference that alternatives to driving can make (improved wellness, reduced impact on the environment, etc.) The campaign should not be heavy handed - people don't like being told what to do.
- 1527 97229 Balance everyone's needs in your decisions.
- 1528 97229 Be bold in creating initiatives, incentives to enhance our environment, address climate change, enhance human health and reduce pollution. Build serious consequences for inefficient energy/transit use and comparable incentives for doing the right thing. Now is the time to implement real change, real improvements, not rely on piece-meal, feel-good options.
- 1529 97229 Be smart about it and don't waste tax payer money!
- 1530 97229 Be smart. Let's not destroy our economy on some whacko effort to reduce carbon emissions. I am not sure that a strong economy and reduction of greenhouse emissions can be combined in one goal. Let's be smart and not go off in some crazy direction on the flag of environmental purity.
- 1531 97229 Build long term plans, not short term fads.
- 1532 97229 Build the roads that are needed now, or have been needed for the past 20 years. Moving traffic is important. Stop investing in MAX, which is a finite transit system. There need to be A trains and B trains and express trains and 2 car trains or 4,6,8 car trains depending on the time of day. MAX cannot do that. It is a transportation system that cannot keep up with growth. Look to the systems in NY and Chicago and Boston. Invest in those types of transportation systems.
- 1533 97229 Chicken Little - The sky is falling . . . Bad science, analyzed by spouted by politicians who make a profit from such news, should not have reached this point. As I do believe in some form of climate change, I have not seen any scientific evidence that it is related to car exhaust. By the way, climate always changes and what happened to global warming? Not enough evidence to back that claim? Just change the name and continue with the bad science huh?
- 1534 97229 Consider Oregon's natural resources while looking for sustainability options.

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- 1535 97229 Delay in implementation only increases the problem; improving the environment will be painful and costly; not improving it will be deadly.
- 1536 97229 Do try especially hard not to penalize the middle- and lower-income working folks who need economical, reliable transport the most, and also pay most of the taxes. I'm all for paying more if you use it more, but only up to a point -- if we stick slavishly to that standard, minimum-wage workers who work longer hours or two jobs in separate locations end up shouldering more of the cost -- somehow need to avoid this dilemma.
- 1537 97229 Don't fall into the trap of expanding the urban growth boundary. Invest in urban centers that already exist. No one wants urban sprawl. Continue building UP in the city center, make a nice skyline. Invest in growth within Hillsboro, Beaverton, and Wilsonville/Lake Oswego/I-5 corridor. Attract companies to the existing talent pool that would love more high tech jobs.
- 1538 97229 Don't forget that the collapse of our local and national economy will do much more damage to environment than our current lifestyle does. Do not over spend and over regulate in an effort to reach a bar set so high that the economic infrastructure fails or cannot be sustained.
- 1539 97229 Don't listen too much to the money folks who denigrate density. We know the next generations are interested in more-urban livable neighborhoods.
- 1540 97229 Efficient control of traffic uses less energy.
- 1541 97229 Encourage forward thinking to a time when fossil fuels will not be part of the transportation mix, and help people see a way to reach that accommodation as quickly as possible.
- 1542 97229 Get public comment in various parts of the region over a decent period of time. Invite people to participate and give them accessible opportunities to dialogue over this.
- 1543 97229 Get with the program; climate changes all the time. If you didn't allow career politicians to interpret scientific data we would not be having this discussion. Just because a line on a drawing goes up, doesn't mean it will continue to do so. Otherwise, put all your money in the stock market. Do these things because they are better for the planet. Quit with the sky if falling. If you really call yourselves environmentalists, first do what you can. Become a vegetarian, plant a garden, reduce and reuse. Recycling will happen if it is cost effective so quit spending so much effort here when there are other things so much more important. * Recycling is easy and only makes affluent white people, without a real human cause or religion, feel better about themselves.
- 1544 97229 I do not care about reducing greenhouse gas emissions. I don't think the people who support all of the measures proposed understand climate change in the least. Even if there is a link, we are far better off spending money to adapt to climate change rather than trying to fight it.
- 1545 97229 I really don't care about greenhouse gas emissions, but improvements to traffic would reduce them. I always wonder why there is no western bypass of Portland to connect with I-5 around Longview, WA. It seems so obvious to anyone from the
- 1546 97229 Implement a carbon tax so that the true cost of fossil fuels is reflected in the price of gas. That, more than anything, will enforce mass transit and bike usage.

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- 1547 97229 Investment should be focused on discouraging single-driver auto transportation in favor of transportation that is less likely to promote climate change.
- 1548 97229 It needs to be done NOW, and it's not going to be popular. Some attention to explaining the role each proposed action plays
- 1549 97229 Just a waste of funds to accomplish no real results.
- 1550 97229 Kick the special interest people that are not interested in more efficient fuel use out of the discussion.
- 1551 97229 Lead: yes; Fair road use taxes: yes; But don't beat up EVs without going after all the externalities of gasoline first (healthcare, military expenditures to secure oil shipping routes, etc.).
- 1552 97229 Less laws more incentives; make the max practical.
- 1553 97229 Make dramatic changes now to truly address environmental protections on all levels and address climate change. Piece meal and half measures will not solve the problems we face. We need bold and visionary leadership -- there are many positive models worldwide that we can adopt. We do not need to re-invent the wheel, but we do need decisive action that will force systemic and positive change.
- 1554 97229 Make it so that alternative transport (biking and walking) are made more convenient. Separate bikeways from motor vehicle traffic as much as possible and make trails so that they go directly to places that people want to access.
- 1555 97229 More wasted money to people who just say anything to get elected.
- 1556 97229 No comment.
- 1557 97229 NO!! To low carbon fuels, more efficient vehicles or a change to insurance. NO to more controls on the private citizen. The suggested "feel good" actions will not effect the climate!
- 1558 97229 Nothing extreme - use good common sense that people can and will be willing to accept.. some "green stuff" turns out not to be all that green and too costly.
- 1559 97229 Pardon my French: Bullshit, bullshit, bullshit. Get off your ideological hobby horses and focus on helping our local economy grow!
- 1560 97229 Promoting low/no fossil fuel ways to get around, building safe communities with safe sidewalks and bike lanes.
- 1561 97229 Quit building at the edges!
- 1562 97229 Quit using taxes to subsidize uneconomic fuels and cars. Why do we give money to people who can afford Teslas? Why are we subsidizing energy efficiency that does not return a decent dividend per dollar spent? Forget electric and concentrate on natural gas until electric batteries are cost efficient.
- 1563 97229 Quit wasting time and money on useless projects like this. Greg Kijek TAXPAYER.
- 1564 97229 Seems wishy-washy, exhibits lack of leadership. Is this for show? show me the numbers demonstrating reduction in carbon emission to sustainable levels.
- 1565 97229 So called "leadership" will waste massive amounts of tax dollars. Study known, proven policies in other regions. Implement the successful ones.

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- 1566 97229 Tax gas and/or increase car registration fees instead of pursuing this moronic plan to monitor driving and tax based on miles. As a state that relies on tourism, we are idiots to force our own citizens to bear the full cost of everything on behalf of tourists. Sales tax and gas tax are far more equitable, and cost vastly less to implement, than this stupid plan.
- 1567 97229 Taxes are too high already. We can't pay any more for your utopian games. Restrict the population, and we won't have to worry.
- 1568 97229 The BEST strategy would be to put birth control in the drinking water supply, make abortion and assisted suicide FREE and easy for ANY reason...but in the real world, ALL efforts are better than nothing...just HURRY UP!
- 1569 97229 The focus needs to be on creating and sustaining a livable region with maximum cost efficiency for both the users and tax payers. By doing so we can limit our environmental impact. Your "climate smart strategy" should be call something like "environmental sustainable / sound strategy" The words climate and climate change are highly tainted and disreputable.
- 1570 97229 The main focus should be reduction of greenhouse gas emissions and protection of green space.
- 1571 97229 The message should include how in very practical terms the policies benefit people today.
- 1572 97229 Waste of time and energy resources. Low carbon fuels do not contain enough energy to reduce greenhouse gases. Alcohol does not have the energy content of unleaded alcohol free gas. More efficient engines will do more than fooling with the fuel supply.
- 1573 97229 What a waste of time and energy. Fire 25 % of staff. Thanks, Voters.
- 1574 97229 While we need better transportation and transportaion that is better for people and the environment, mushrooming government, regulation and subsidies are not the ways to go.
- 1575 97229 Your agenda is transparent. More for the preferences of your "ingroup", single young people. Less for the preferences of your outgroup, family oriented middle aged households.
- 1576 97230 Again, for rural suburban drivers, driving more miles is automatic since transit service is very infrequent and after about 6, non-existant. Not everyone wants to live cheek-to-jowl.
- 1577 97230 Allow people to continue to have choices in how they move from one place to the next.
- 1578 97230 Base decision on what can actually be done, not what would be nice if it was done. If you remove something (i.e. fossil fuels), have a replacement in place first. Creating an artificial shortage, then panic is dishonest legislation.
- 1579 97230 Communicate the stategy well. Get the community involved so each person sees the advantage to themselves.
- 1580 97230 Consider the most efficient, cost effective, and long lasting project. The most bang for our buck.
- 1581 97230 Don't put all the emphasis on methods that appeal to the young and/or fit. Seniors all over Portland and the surrounding communities need to be accommodated as much as possible too.

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- 1582 97230 Encourage businesses to have locations in each section of the city so that people do not feel compelled to travel to far sections of the city to buy/shop---Whole Foods, Nordstrom's, --to the outer NE and SE sections of the city.
- 1583 97230 Get a handle on TriMet before they ruin everything, and stop catering to the cyclists.
- 1584 97230 I do not like the idea of paying for miles driven. Climate change is a "nice to have" ideal but it should not shut down our roads and make business and life difficult. Everyone is willing to put int their part but nobody will give up their freedom or independence with a major lifestyle change, such as getting rid of cars and relying on a public transit system. Focus on helping our region grow and businesses succeed and there will be lots of extra funds (from taxes) to begin funding "climate change" type initiatives.
- 1585 97230 Involve small business and non political folks in making strategies. another 5 years and everyone will be concerned with global cooling.
- 1586 97230 Making public transportation attractive, useful and affordable will get more people out of their cars which will improve the air and climate for all of us in the region.
- 1587 97230 Mass transit should continue to be a high priority. it is essential for city growth and interconnectedness.
- 1588 97230 Need to know specifics including a public vote.
- 1589 97230 No matter what the policymaker come up with it won't make a damn bit of difference in the world. Reducing green house gas emissions (which I think is a lot of bunk) in Oregon won't do anything except create hardships (more taxes) in the state. AS you might assume, I think there is much ado about nothing and nothing we do in this State will make a noticeable difference in your goals.
- 1590 97230 Obviously a considered carrot and stick approach that allows for gradual behavioral changes is better than sharp changes that encourage backlashes. Plus, the changes have to benefit Portland outside of the well-heeled areas that often enjoy the perks and suffer little consequence.
- 1591 97230 Please keep freedom and liberty at the forefront of your policy. Every statement concerning spending of taxpayers money should begin with, the people whose property we took to spend on this program will be better off because...
- 1592 97230 Provide feedback to the public of any and all progress being made.
- 1593 97230 Put marginalized communities first and ensure the built environment in which they live is as healthy and free of toxins as the environment more privileged Portlanders enjoy.
- 1594 97230 Use a cost/benefit analysis to determine the best alternatives. Not what is being done now.
- 1595 97230 Use rail to haul Metro's garbage to Arlington, just like Seattle. Save are air and save the Columbia River Gorge. Metro directly controls this matter. Time to lead by example, not claim an exemption for yourself.
- 1596 97231 Be proactive and forward looking, NOW. The earth's biosphere is under extreme stress from our activities, and fatal tipping points loom. Portland should lead solutions. You will have to become very well-informed on the issues and then communicate vigorously with constituents, both leading and listening. But you must act.

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- 1597 97231 Focus on economic impact of legislation's side effects. A community of over taxed healthy residents should also be avoided. Smart strategy should carefully consider all elements including consequences.
- 1598 97231 I am an avid bicyclist, and commuter by bike and transit, but I also own a car. I think that favoring the advocacy for cycling is unfair to taxpayers that do not have the option to commute by bike. Putting tons of money in to bike projects and not at all into improved traffic flow, roads, problem areas, etc. fuels anger and resentment of cyclists by motorists. Portland has a shocking amount of neighborhood streets that are not even paved.
- 1599 97231 This is a limited discussion which eliminates other systems and co-influences.
- 1600 97231 This survey is rigged. You want the participants to answer "yes" on all the questions without providing the opposite view.
- 1601 97231 We need to strive to make driving a lot tougher fro trips around town and to and from work. We will never do this unless we fund consistently transit and biking and walking for the present and the future.
- 1602 97231 You cannot create a healthier living environment while still giving preferential treatment to personal car drivers and freight trucks. Lower speed limits need to be implemented and existing traffic laws should be enforced. As much as possible should be done to make owning a personal car inconvenient, while taking public transit, biking, and walking should become more convenient through expanded transit service, and connected and expansive paths for pedestrians and bicyclists.
- 1603 97232 Carrot and/or stick incentives need to be devised to get buy-in from those areas of the region that are most resistant to climate-friendly transportation plans.
- 1604 97232 Cars aren't going anywhere anytime soon so we need to stop framing this as an cars vs _____(fill in the blank, bikes, bus, max) debate and make it more about what will keep our communities and workforce moving. Does building 6 lanes before a tunnel that is 2 lanes make more sense than adding a carpool lane? There are trade offs forsure but they dont have to be exclusive.
- 1605 97232 DO IT! Be bold. We have good plans, now raise the money needed to implement them. Do it right, not cheap, not an embarrassing "wanna be"...
- 1606 97232 Do not allow new growth without adequate infrastructure including parking and roads big enough to accommodate traffic (for example SE Division which is now nearly impassable). Do not expand Urban Growth Boundary -- protect farmland. We need to create an economy that does not rely on growth.
- 1607 97232 Don't know.
- 1608 97232 Focus on healthy, economically vibrant communities. Message how making our local communities healthier we can also help protect the global environment.
- 1609 97232 Focus on the greenhouse issues.help us do better and prevent coal from being shipped through our state.

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- 1610 97232 Freight/semi's should be required to use fuel efficiency tech like trailer air guards/skirts or tail drag reducers, municipalities should convert to all electric for their fleets, and major corps like ups, fed ex, usps should be given incentives to also switch their fleets. Conservation methods like upgrading to more efficient lighting and solar/wind, should be implemented to help pay for long term costs.
- 1611 97232 Have some design an electric vehicle with the same functionality as a gasoline powered manual transmission vehicle.
- 1612 97232 I am deeply committed to addressing climate change, including investing in alternative energy and transportation. We need to start paying the true costs of our economic and personal choices. <http://greenwriters.com/2014/07/28/self-imposed-carbon-tax/>
- 1613 97232 Increase the infrastructure as it pertains to traffic before increasing population growth, i.e. housing.
- 1614 97232 Insurance paid by miles driven and weight of vehicle.
- 1615 97232 keeping our area green and at the environmental forefront pays off in the long run. As we can see, the regions land use rules have made us a desirable place to live. If people paid insurance based on miles driven, they would be more aware of how
- 1616 97232 LEAD! I am impressed that Novick and Hales are brave enough to tax us to fix and improve our roadways. this infrastructure is on loan to us and it is our job to deliver it to our children in working order and good repair. Don't cop out by insisting the people vote on things that you professionals know you need to do.
- 1617 97232 Let Portland and Oregon become exceptional in their Environmental Stewardship that other states can emulate us. I support private vehicle insurance per mile driven, as well as a much higher price for gasoline, to make it less convenient and cheap to just drive by car. Furthermore cautious expansion (urban growth boundary), incentivise the use of existing buildings (rather than tear down) more re-use and recycling of 'used' building materials (de-construction rather than demolition). Get corporations involved to lead the way for curbing GHG emissions, cleaner production, clean energy, etc.
- 1618 97232 More engagement with the public, and information sharing that all can understand. Get into the community and not just have select committees that are removed from the average Joe/Mary. Most people don't know or care-- we need to find ways to get them into the conversation.
- 1619 97232 Most people will not change their habits unless it saves them time,money or both.
- 1620 97232 Please aim to make Portland a leader. Don't make the city more like Vancouver or Beaverton. We should not make that lifestyle easier in Portland. We should be focused on making walkable/bikeable communities that don't even remotely resemble Vancouver or Beaverton. The type of people that make Portland the great city that is now are the ones that will stay when we are a bike-friendly and energy independent city.
- 1621 97232 Policymakers should recognize that most people won't voluntarily spend more money for changes that are designed to benefit the earth and deal with climate change. they can't be afraid of regulation.

- 1622 97232 Take into account demographic, long range projections, & work to meet those starting now, taking into consideration newest technologies. I'm one of the 'new' curmudgeons who disagree with what I see as force people onto public transport-build & provide no in bldg parking. This isn't Manhattan, yet!
- 1623 97232 The region needs robust active and public transit options. These should always take priority when allocating funding.
- 1624 97232 There is an important role for privately owned and operated vehicles; delivering good and services, getting people to out of the way places, getting people with physical limitations around, and getting heavy stuff home. We need to do everything we can to limit the environmental damage from those uses. Commuting to work; running errands; visiting friends, or family, or parks, etc; going to or from the airport, train station, or bus station; going out...all of these trips need to be made viable by using of public transit, bikes, and walking (and not take 3 times as long). Clean, reliable, safe, frequent, inexpensive, near-by bus service is one important answer. Government needs to lead on this not just find the least offensive short-term option. Create bus only lanes; buy a fleet of fuel efficient (maybe electric...that means the infrastructure that supposedly draws businesses gets built, just not bike-toppling tracks) buses; hire and train a bunch of drivers, and ride-along security guards, and vehicle and track maintenance people (family wage jobs, anyone?) put a stop every couple of blocks, create more routes,
- 1625 97232 These are no longer pie in the sky 'green' ideals. This is critical for our survival.
- 1626 97232 Think bigger and think local. Oregon communities need to craft solutions that work locally. Portland is ready to try OUTRAGEOUSLY visionary solutions that will push the national conversation forward.
- 1627 97232 This is all jargon and I can't make sense of it.
- 1628 97232 We must invest heavily in public transit, cycling and walking in order to improve our climate. It will be an excellent investment in both quality of life in general and will particularly help the underprivileged who rely heavily on public transit.
- 1629 97233 Develop a tax structure to fund transportation without reliance on fuel taxes while providing incentives for hybrid and electric vehicles.
- 1630 97233 Do not create systems that benefit a few if those few are not going to share the cost. For example, using tax dollars for more bike paths which benefit cyclist, but they do not pay a tax on bikes or bike tires or tolls for the benefit.
- 1631 97233 Fund it by increasing the gas tax and vehicle registration fees. Provide financial incentives for NOT owning a car. Subsidize TriMet to reduce fares. Anything that can be done to wean humans from their fossil fuel addiction is a good thing!

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- 1632 97233 I rely on my car not only to get to my job but because I need to be able to drive my clients to appointments. The current economy does not provide enough dollars to live on and the idea of having to pay insurance premiums based on how far I drive is outrageous! This idea will set up a model where the poor are penalized and instead of feeling that they can accept a job across town they will not be able to afford the insurance premiums, consequentially, the whole community will suffer because people who may be able to work will not and will remain on assistance. I think incentives will be a lot more productive as far as getting people to participate in environmentally friendly actions. Portland should bring in companies that encourage telecommuting or a combination of telecommuting/ commuting in 1/2 days a week. There should be incentives for fuel efficient vehicles and using low carbon fuels. Metro needs to spread the message in a positive way. Setting up a system that is punitive will only make me want to move away from a town that I was born and raised in. I've seen a few large solar arrays in town and near I-5 but I don't know what they are fueling. I'd love to hear from Metro on progress towards these goals via radio or billboards or bus ads.
- 1633 97233 Remember that civil society needs public transportation too, not just the employment sector. For example, increase weekend (especially early Saturday and Sunday morning) coverage so people can get to religious services, civic gatherings and events, etc.
- 1634 97233 Since Global Warming, Climate change, Climate disruption (whatever it is being called this month) is a non scientific hoax, I suggest you can have a few conversations with a few real scientists and save a LOT of money and not impact people's freedom like you are working toward.
- 1635 97233 Take the steps necessary to be bold and transformative. It is always easier to take the incremental path, but that does not lead to effective long-term change, which this issue needs.
- 1636 97233 We've got too many cars on the road, too many trucks especially diesel that emit too many pollutants. Do something with existing vehicles too, not just regulate the future. While you're doing that, why not makes every vehicle have a decent muffler and non-black tint windows, and uncovered license plates with lights. We've got a problem in Portland.
- 1637 97236 Build a good infrastructure for cars and trucks, the current concept of more transit and bicycles is an ideal but not a reality. the majority of people will always use a personal car as their 1st choice. And trucks will always be needed to bring products to stores and homes. Don't ignore that reality.
- 1638 97236 Clean air is important to the health of our community. The current policies have not reduced gridlock. We need investments in roads as much or more than in light rail.

- 1639 97236 Equitable communities is key. Currently those that live in high property tax value areas have safer and more reliable transportation options than those who don't. Connect all communities with rapid transit to boost the economy. It takes so long to get anywhere on the bus /max. I would be more likely to utilize transit if it were more convenient and safe. There is a bus stop so close to my house. 1/2 block. But I have to cross Powell at 151st. With 2 kids under 7. No thanks. It's safer and quicker to drive. We are a two working parent family who are both involved in our community. We don't have 20-30 minutes extra to take transportation. And what happens if I carpool to work but I get a call from my kid's school that he's sick and I need to come get him. Make it easier for families to make choices that reduce greenhouse gasses. Inform and engage the community in discussion on climate change and how they can make a difference.
- 1640 97236 I don't believe creating more bike lanes on the city roads is an answer. I believe in making more roads. Widening and maintaining the current infrastructure, would lead to less congestion and reducing greenhouse gases due to less idling.
- 1641 97236 I like the plans I see for future transportation in the city; however as the city grows and as the communities surrounding the city grow it would be wise to ask builders, community boards, and licensing agencies to consider transportation issues before large tracts of houses go up and we are stuck with streets that don't have sidewalks, bike paths, or public transit.
- 1642 97236 Let Oregon lead the way to a new, green economy! Forget the status quo. 5% biofuel on Trimet buses is NOT enough! All the buildings run by city gov (Metro, Portland City, County buildings) should be totally converted to green. Nothing changes if nothing changes.
- 1643 97236 Oregon and the city of Portland should consider whether taking the leadership roll on climate change is in the best financial interest of its citizens (tax payers). I suggest following the lead of other states and cities. Please not another Cover Oregon financial mistake.
- 1644 97236 Stop! There is too much legislation to many rules and too many fees that go to mass transit.
- 1645 97238 First there needs to be an option for affordable, fuel efficient vehicles. Most automobiles are getting the same mpg as I was getting in 2005 -- 20 years ago. I would love to get an affordable vehicle (definitely less than \$10K) that gets 40 - 50 mpg instead of the 25 - 30 that I got in 2005.
- 1646 97239 Act as leaders - do what is best for this region regardless. It's better to enact good policy than it is to be timid so that you can get elected again.
- 1647 97239 Change is coming. The choice is between painful change and cataclysmic change. Find ways to make people accept painful change.
- 1648 97239 Change zoning so that employment is closer to where people live.
- 1649 97239 Don't drop the ball. See the policy through. Oregon has a tendency for big ideas and poor execution.
- 1650 97239 Don't encourage more driving.
- 1651 97239 Encourage density, discourage sprawl.

- 1652 97239 Encourage Transit, biking and pedestrians, discourage driving.
- 1653 97239 Every city in this country has embraced the destruction of their urban environment and the construction of super highways under the Federal Highway Act of 1956. Running freeways as a means of realizing needed urban renewal was a misappropriation of funds. Let's make Portland the one exception to all the other American cities. Humans have existed for millennia without automobiles. i think we'll survive too.
- 1654 97239 Focus on ways to make low-energy transportation (biking and walking) easy and enjoyable. a main component of this should be creating corridors with less, slower, or no motorized traffic.
- 1655 97239 I would appreciate it if they stopped producing meaningless surveys like this one.
- 1656 97239 Improve the efficiency and effectiveness of current modes with as much vigor as new modes are pursued. Too often the new has less promise than improving the existing technology/methods.
- 1657 97239 Inclusion of actions to address climate change are of the utmost importance.
- 1658 97239 In-fill has gone far enough. We need to replace some of our lost urban forrest and encourage decreased use of personal vehicles. Neiborhoods need to be designed for walking and transit options.
- 1659 97239 It is important, indeed vital, to take a leadership role on climate change on all levels - local, state, national, and global. Keep an open framework and give incentives for those with vision for future strategies.
- 1660 97239 Keep the "healthy, equitable and economically strong" priorities in balance, don't let economic strength and growth drown out the other voices in this debate. In the long run these must be balanced or the economic goals will not be achieved or maintained either.
- 1661 97239 Keep the emphasis on "healthy, equitable communities and a strong economy while reducing greenhouse gas emissions". Don't let special interests disrupt that strategy.
- 1662 97239 Make roadways safer and raise speed limits where reasonable. License bicycles so riders share costs and earn drivers' respect. Make it illegal for bikers and pedestrians to leave the scene of a motor vehicle accident they caused. Both need to take responsibility for their actions on roadways paid for with public dollars.
- 1663 97239 More radical actions need to be taken NOW. Our planet is fast approaching the moment of no return in terms of climate change. Our political leaders and the corporations need to get over the politics, the power-grabbing, and the short term financial gains in order to be effective.
- 1664 97239 No new taxes. Encourage citizen's to make thoughtful choices because it is right thing rather than use a carrot or a stick.
- 1665 97239 Now is the time to act. Delaying and pandering to suburbs will only make our problems worse.
- 1666 97239 Oregon does so many things right! Find a way to educate our population! Currently, public transportation is not that safe, especially for women & children! Start with the schools Offer inter- city transit!
- 1667 97239 Our grandchildren will have a livable world only if we leave them one. I don't want anyone's greed, stupidity or apathy to cheat them or it. Figure out something that is effective, and fair (the rich pay more than the poor, and the very rich pay more than the rich) and make it mandatory.

- 1668 97239 People should not be punished for reducing emissions.
- 1669 97239 Please make bike routes safer by adding truly protected bike lanes and routes. More bike parking, more clear and safe routes for new riders. consider offering incentives for tax payers like tax breaks for miles ridden/commuted by bike. Tax rebates for purchasing new bikes or donating an old bike to buy a new bike.
- 1670 97239 Promote transportation alternatives while at the same time make communities more walkable and self-sustaining.
- 1671 97239 Shifting to a user fee for streets, highways, and roads- all modes in proportion to the impact they make, health they improve, and reduction of global warming impacts.
- 1672 97239 Shifting to more sustainable fuels, policies and practices creates value for improved livability, better health and lower health costs and creates new jobs and economies. There is no down side here, but not shifting has real downsides for individuals and the region. These commonsense and accessible options should be a cost of doing business in our region because we value ourselves, our environment, and our way of living.
- 1673 97239 Take a really good look at parking policy. Please charge drivers what it is worth to store cars on our streets and on our city's valuable land rather than forcing taxpayers to subsidize this storage of private property. I think this could have a greater effect than any other single policy change on the health of our city and our environment.
- 1674 97239 This is a huge question: I favor having one regional government instead of the more than 200 separate governmental entities we have now--only way to get best possible solutions for metro region.
- 1675 97239 Transit that is reliable and allows riders a sense of freedom (ie can fit into their schedule) will be important. Better transit will mean less time in a car.
- 1676 97239 What are you waiting for! We need a Big, Bold Action Plan to make this happen! Get Busy Fast!
- 1677 97266 Be aware that electric vehicles still contribute to climate change emissions, at least until renewable power dominates the grid. And the rare earth metals involved in renewable power production are not benign in their mining or manufacture. The focus should be on people-powered transportation (walking & biking) and mass transit, not 'greener' individual transportation options. Individual transportation is not efficient.
- 1678 97266 Climate action may have to be local, but climate in this context is not a local phenomenon. Nuclear energy may be climate clean but it is not environmentally clean, so it is not a clean energy source. Coal is not clean anywhere. The best thing to do with coal is stop digging it up and burning it. The biggest thing we can do locally to impact the pollution coal generates globally is not allow it through our city or our ports. The second best thing we can do to mitigate pollution generated by coal is to make sure it's used only in power plants that have the cleanest possible burning technology and facilities. If Oregon (and China) put solar panels to work on every rooftop we wouldn't need coal. I'm proud of what we're doing with wind. We need to ramp that up.
- 1679 97266 Climate change is THE issue of our times, and Oregon needs to lead on this issue.

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- 1680 97266 Companies are given tax breaks for lots of reasons. Why not for encouraging alternate transportation? And create disincentives where parking garage usage causes additional fees or taxes. Or charge carbon credits for drivers. Driving should be akin to smoking & health insurance premiums.
- 1681 97266 Consider looking to alternatives such as instead of gas tax, vehicle mile tax within specific zip codes where vehicles are registered, tax credits for fuel efficient and alternative fuel vehicles, land use that keeps density within urban growth boundaries and rural areas connected by multimodal forms of transportation and strong non-partisan climate change leadership.
- 1682 97266 I do not support any form of climate change legislation for gas emissions. All businesses should operate with integrity and be clean as practically possible. I don't want any nuclear waste sitting uncovered in bad containers. I refuse to buy a new car that costs too much is too small and has no power. I am going to burn fossil fuels in my old car that I can afford. God has plenty there I assure you. We have capped oil wells in the U.S. and the tree huggers don't want anything used. Its just nuts.
- 1683 97266 I strongly support transportation and vehicle taxes or fees based on miles driven. I would like to see incentives made available to lower the cost of purchasing electric or hybrid vehicles, similar to what I've used from the Energy Trust of Oregon to make energy efficient improvements to my home.
- 1684 97266 Lets get rid of gas guzzlers and redefine what they are. I drive a prius and get over 40 miles per gallon ...sometimes more with highway driving.. up to maybe 48.. Incentives for driving more fuel efficient cars and incentives to move to electric cars..and DISincentives for driving trucks, humvees, and gas guzzling cars .. I would also like to see car-free streets for walking and maybe biking allowed only.. converted to paths and walks not full streets.
- 1685 97266 More gas stations with B50/99 biodiesel; safer bike paths/sidewalks in Lents! We pay higher taxes; we deserve equal services and care. We're groovy, too!
- 1686 97266 Opposed to change in car insurance as is, except to perhaps add the miles driven option. However the impact on cost structure of the non-miles driven policies by the miles driven option would need to be explored.
- 1687 97266 Prioritize people over vehicles; pedestrian safety is of primary importance; keep an eye on equity and make sure that improvements are done in a way that benefits ALL of portland and not just the better-stacked-decks (more money, political influence, etc). Community input + local knowledge = a good guiding force, thanks for asking.
- 1688 97266 Public transportation should be affordable, convenient, and reliable. It should encourage everyone to use for their commuting needs.
- 1689 97266 That's alienating the lower income class of people - elderly, low income, ethnic communities. Often they can only afford an older vehicle which does not fit your criteria. What happens to them? They can't afford anything better than what they have. They cannot go into debt to satisfy your requirement. Accommodate them, help them, think of a solution that would work for them and accomplish your purpose.

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- 1690 97267 1. This state is too small to change the climate; we must cooperate on a national and international scale. 2. Any land use plan should include consideration of what type of community culture each part of the plan will encourage. 3. I don't want any part of fuel limitations (rationing, price per mile, location tracking). If the fuel causes pollution, change the fuel, not the driver.
- 1691 97267 Bikes are something to really look at. With the advent of electric bikes, 3- and 4-wheeled multi-person bikes, and cargo bikes of all shapes and sizes, biking can be used by just about everyone if good infrastructure and laws are in place. And you can bike so much farther than you can walk...it can replace car trips in most everyday situations if people feel safe and supported in doing it.
- 1692 97267 Climate change is real, it is going to be with us for generations at the rate we are addressing it (not), and any steps we can take to get started on which improves our impact on air, water, and environment in general would be helpful.
- 1693 97267 Consider the cost impact on low income families. Given that 20% of children experience food insecurity, and about half of Oregon children now qualify for free or reduced-price school meals (a common indicator of poverty), if we go green, we need to do it without impacting Oregon's poor. They cannot afford it. Also, make sure the cost of this is fairly covered by Oregon businesses, who profit from using Oregon's roads, bridges, and airports. Most big businesses have secured long-term tax bargains to keep them here. They should have to pay their fair share of the transportation services used for shipping and for their employees to get to work. This cost should fall more on business than on the people.
- 1694 97267 Focus on corporate and public vehicles before using a strategy that affects private vehicles. Most private auto insurance premiums are already partially based on miles driven.
- 1695 97267 Get back to basics. All streets should be paved, as many streets as possible should have sidewalks. The poor areas of the region should be paved and side walked first. Get Back To Basics!
- 1696 97267 Heavy investment in efficient, fast and permanent mass transit and bike and pedestrian infrastructure. Emphasis on safety and convenience.
- 1697 97267 I don't agree with "private vehicle insurance paid by miles driven." Government should try to do the transition, however. Climate change is an issue, but it is hard to take Al Gore seriously as he jets about the world in his jet, then goes back to his ridiculously big house in TN.
- 1698 97267 Improve public transportation.
- 1699 97267 In the 1920s we had choices to reach most recreational areas. Now we are and will be dependent on motor vehicles. We will need science and alternative transport to make large inroads in removing or reducing this dependency. Any energy savings will contribute to solving this problem. We may have to consider the control of population growth-TRY THAT!
- 1700 97267 Instead of taxing vehicular insurance, why not just raise the gas taxes? Leads to less driving and/or more efficient vehicles.

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- 1701 97267 Keep context of other aspects such as land ownership, durability of planet earth and assisting with rather than legislating changes.
- 1702 97267 Let's focus the most on helping people choose options that are simultaneously healthy for us and for the climate. In situations where there is a tradeoff we need to tip the playing field back towards a network that allows kids to walk and bike to school, and families to bike to the park, and parents to take the bus or bike to work. We should also emphasize the
- 1703 97267 Look to the rivers next great thing for our region.
- 1704 97267 Maintain the urban growth boundary or all is for naught.
- 1705 97267 Make sure programs are cost effective before implementing.
- 1706 97267 Make sure the strategy is equitable, providing benefit for the average area in the Metro areas, not just the trendy expensive areas of Portland.
- 1707 97267 Not sure how cost effective low carbon fuels are because of the life cycle cost and overall cost benefit of them. Encouraging the production of smaller, lighter, more efficient vehicles however seem to be much more cost effective. I'm much more excited about the development of zero emission electric vehicles with more efficient batteries for METRO use and hope to buy a next generation one.
- 1708 97267 Please communicate a broad vision and establish a stable funding pattern and empower public agencies to fulfill these goals. The will to action is embedded in many agencies. All that is needed is the direction to "go" with the resources to make it happen.
- 1709 97267 Reducing "green house emissions" reminds me there are still people like Don Quixote.. constantly chasing after windmills. Government has a vested interest in keeping this fraud ongoing.. but it's humorous to listen to them make claims that simply can't be supported based on the facts. for example: <http://www.globalclimatescam.com/>
- 1710 97267 Set realistic goals. Do not lose credibility by establishing goals which can never be met.
- 1711 97267 The time to act is now, Oregon is a leader and needs to take the helm specifically in transportation.
- 1712 97267 This is a very poorly designed survey. There were no tradeoff's given or prioritizing. This survey comes off as a facade for the people, and just a tool for policy makers to use to say they asked the public what they want. Policymakers need to consider equity concerns and affordable housing, not only increasing transportation to outlying cities, but increasing affordable housing in the city so we do not have to rely on transportation.
- 1713 97267 This strategy is a MUST if we want the earth to survive.
- 1714 97267 We aren't moving quickly enough.
- 1715 97267 When you create waste in your home you have to pay to dispose of it. When you create waste (pollution) by burning fossil fuels there is little tangible financial consequence. There needs to be a carbon tax on all products so the more one consumes the more one pays. The tax can then fund the transition to a carbon neutral economy.
- 1716 97268 No more rail more busses.

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- 1717 97271 Attacking climate change can't just be about vehicles and fuel or land use planning. Building are huge energy sinks, so, how we build more energy efficient structures as we grow is going to be key.
- 1718 97280 Do not penalize electric and hybrid auto users. Do tax studded tires at purchase: the grooves they dig and hydroplaning they produce is a danger and damaged roads should be repaired at the cost of those who do the damage.
- 1719 97286 Private vehicle insurance paid by miles driven? Does this hike the insurance for those with a long commute? I hope not. I do favor stronger leadership regarding climate change. Especially since I worry that it is to late.
- 1720 97289 Any strategy that acts to reduce emissions is welcome and we need more of it.
- 1721 97292 This is just another aspect of Agenda 21, and an attempt at world domination and one world govt.
- 1722 97301 Make low emission vehicles, maybe fleet retirees, available to low income families, couples and households through means of a subsidy - perhaps even have a lottery for 30 to be chosen per year. Lower income units are forced to use older higher-emission vehicles, and financially penalizing such groups is *stupid*.
- 1723 97302 Creating these kinds of changes will make our region ahead of the curve. These changes will eventually be necessary, and emplimenting these strategies for reducing emissions before other regions will show our leadership.
- 1724 97302 Two things. One is make high rise buildings install chargers for electric vehicles. Two is that I would be ok with charging by the mile driven although I realize many dislike that.
- 1725 97305 This is Oregon. We're known for doing things differently here. Let's set the best example for the rest of the country by encouraging more mass transit use (buses and trains) and more self-powered transportation (biking and walking). This can save money and stress for everybody, improve health, and help the environment. We have a great opportunity to do some good!
- 1726 97323 Make sure that the poor are not victimized! Do not disperse transit dependent people to the outskirts where transit is less available. Require a "Equity Impact Statement" to show how disadvantaged will be helped by changes, and minimize harm to those folks.
- 1727 97330 Start and remain flexible to incorporate new ideas and solutions as they arise.
- 1728 97333 I don't see why getting involved with insurance is a good idea, that's just meddling for the sake of meddling. Jump start renewable infrastructure so that things like EVs are practical and their advantages will turn the tide.
- 1729 97355 Less is more. Less cost; more outcome from higher efficiency in planning, development, and 'customer' use. Less use of fossil fuels, less sprawl, fewer vehicle miles with more occupants per vehicle-mile. Smaller personal vehicle parking area for green industry manufacturing/sales to allow them to 'walk the talk'.
- 1730 97401 Don't forget migration of populations due to water and food scarcity with climate change. Regular growth models do not account for this and it is critical to be real about population coming to have water. Will start with industries like intel and Solarworld seeking "affordable water and power."

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- 1731 97402 Equity should be key here. We should make sure we are supporting communities equally and think about issues of race, gender, and class as implementation happens.
- 1732 97444 Quit meddling where you don't have any business...you won't effect climate any more than an ant farting in Indonesia will.
- 1733 97477 Be proactive, nonselfish and plan for the future not just today. Oh and leave politics behind you.
- 1734 97924 Quit wasting money.
- 1735 97980 Stupid!
- 1736 98089 Plants love co2. Do you hate plants? agw is a hoax, give the people a break, get out of the way and let the economy grow.
- 1737 98607 2040 is far too late.
- 1738 98642 Effect on the lower middle and lower income families.
- 1739 98660 bring back electric trolley buses. Cut the dependence on oil.
- 1740 98661 Mass transit needs to be the primary focus. In order this is probably bus, light rail, vanpool/carpool. Those should be the priority since the majority of the population will not give up the speed of an auto for a bike in their daily commute.
- 1741 98663 Supporting this is critical to the health of our residents, as well as our economic well being.
- 1742 98664 Promote the transition to E/V's; discourage continued use of ICE's; work to free Vancouver from regional constraints that preclude that City from consideration of mass transit needs as they relate to Portland.
- 1743 98665 Educate people on the fact that climate change is happening, whether a natural occurrence or a man-made one. We don't have alternatives but we do have plans and ideas to cope with and just possibly reverse the problems.
- 1744 98665 Listen to a variety of ideas and concerns from the people who actually live in an area that is scheduled for improvements. Find out what each neighborhood wants and needs and make improvements that help help get to their shopping and recreation venues safely and conveniently. And, remember, it is rainy and wet much of our days, so have shelters to keep people dry while waiting for transit, etc.
- 1745 98674 We need to replace at least half our signals with modern roundabouts.
- 1746 98675 I completely disagree with the government interfering with insurance rates. I completely disagree with pay by miles drive - that disincent movement to efficient private vehicles. I believe in an income tax based system for paying for public infrastructure.
- 1747 98682 All in for alternative forms of transportation, but bicyclists need to be licensed to use the roads, have their bicycles tagged, and pay for liability insurance. It's only fair.
- 1748 98682 CRIME!!!
- 1749 98684 We need to set goals and implement actions to reduce greenhouse gas emissions. Even small steps are better than ignoring this problem.

- 1750 98685 Incentivize carpooling, biking, transit or efficient vehicles by providing lanes and parking to make their day more efficient for the efforts they are already taking.
- 1751 98685 We are wasteful careless people that should care but way too many don't. Even with gas prices so high they still don't care. I think if signs were posted and enforced no idling areas (schools and drive throughs) it could help prevent some pollution and would cost a small amount compared to some of the project plans being recommended.
- 1752 98686 Don't charge new taxes/fees for these ideas. Use our gas tax as the fund, and don't spend the gas tax for other things and then expect the public to come up with more!
- 1753 98686 Reducing greenhouse gas emissions -- that is a way to combat global warming. But if you are trying to combat climate change -- reducing greenhouse emissions is going to change the climate?? right. So this sounds like a government way to get more taxes without doing what we need -- improving congestion on high traffic routes and improving safety! Please focus on those 2 things and not filling your coffers!
- 1754 **Zip code not provided**
- 1755 Abolish these groups. Gridlock causes more "climate" problems and these groups are committed to making gridlock worse. They hate cars, so invent "traffic calming" Traffic diets" all manner of gridlock. Time to shut these studies and groups down.
- 1756 Admit that there have been huge planning disasters in PDX. Admit that Latinos and Asians have been ignored, along with folks who need to drive to work. Admit that the approach to climate change has been of burdening the poor and advancing the interest of developers.
- 1757 Again, it all starts with commerce hub planning. Reduce car use by making it easier for people to leave the car at home. If I could take mass transit to a commerce hub, buy the things I need and return home, I would. And so would thousands of other people. That's leadership, not some proposal on "climate change" Lead, with forward thinking, lead with local planning to minimize auto use...that's leadership.
- 1758 At least half of the people in this country realize that this man-made climate change issue is based on junk science and is a hoax. The majority of people want to keep their cars and use their cars. I would like to see all of the money going towards smart growth, climate smart or whatever it is currently being called be spent on worthwhile projects.
- 1759 Be sure to include in the message (and be specific with data) that money is saved, jobs are created and driving becomes more safe.
- 1760 Car insurance by miles driven should only require drivers to submit mileage once or twice a year, e.g. when they renew their insurance. I oppose electronic GPS spy equipment in cars to track where one is, goes, etc. It's too much like an Orwellian Brave New World or a police state.

- 1761 Clean energy with the bus system and phase out rail. Bus rapid transit is the way to go. Bus technology now exists to be clean running hybrids and fully electric with out wires. Rail is very expensive considering tons of infrastructure and when there is a problem huge rail cars are much harder to deal with than a broken down or disabled bus. Busses can be easily fixed as problems with rail effects most of the system and a bus you can just get out of the way.
- 1762 Cleaner fuels.
- 1763 Create a concrete plan that reduces green house gases without non productive programs that only look like something is being accomplished. Make sure you have some science and research to back up the chosen plan, but don't over spend on feasibility studies.
- 1764 Create a more informative survey which allows participants to make choices given scarce resources.
- 1765 Don't bother with low carbon fuels if cost is much over high carbon fuel cause no one will buy it.
- 1766 Don't increase our taxes or current cost. We are being nickeled and domed to death on all the new "climate change" regulations. Our out of pocket \$'s can not increase any more.
- 1767 Don't promote so much growth!
- 1768 Find a way to make funding equitable so that all users contribute.
- 1769 Foster efforts for affordable electric cars
- 1770 Get off the band wagon of climate change. It is just a means to redistribute wealth. Government needs to not influence or require private insurance companies. Private insurance companies will do what is best for its consumers based on demand.
- 1771 Global warming is frightening, and it feels like a vast, hopeless problem. Mandates and changes at the state-wide policy level are a good way to guide individual behavior changes - without that sort of direction, a lot of people fail to see how their individual behavior affects climate change. Oregon is a beautiful state, and it makes sense for us to lead on this sort of thinking. Obviously nothing substantive is going to happen country-wide because of the political gridlock in D.C., so local/regional governments need to step up.
- 1772 I don't believe that climate change is due to any man made events. I think it's part of the natural life cycle. Mankind cannot do anything to change that. Private vehicle insurance paid by miles driven is not a good policy.
- 1773 I think that there is far too much emphasis on climate change.
- 1774 I think you're daft. Paying for insurance per miles driven? That's a tax. Don't need more hidden taxes.
- 1775 If we don't adequately address our way of living's impact on climate change, anything we do won't matter.
- 1776 I'm not worried about greenhouse gas emissions.
- 1777 Insurance companies should decide on what they want to offer in policies. Concept plans have not been effective in moving communities forward.

- 1778 Insurance surcharged by distance will impact low income and retired citizens most...who can least afford it. Improve use first with existing resources....For example, cut down WES trips....how much fuel is wasted in crossing stops for trains that are virtually empty?
- 1779 It appears to me and my friends and associates that these decisions are being made by activists, who have lost sight of the existing infrastructure and are spending ALL moneys in these areas and are WILLING and ACTUALLY WANT the existing infrastructure to go to hell !
- 1780 LCF IS A SCAM TO RAISE FUEL PRICES. I WILL NOT SUPPORT THIS AND WILL FIGHT IT WITH ALL OF MY BEING.
- 1781 Mass transit is as important as fire and police protection.
- 1782 More employers allowing mass transit and Bicycle access and lesws on autos.
- 1783 Nothing.
- 1784 Pay by miles driven.
- 1785 Pedestrians should be the first priority. That is the greenest form of transportation and promotes health.
- 1786 People are being more efficient and using cleaner options, which is causing a reduction in state revenues and the state is trying to find way to generate more income by changing to a miles driven plan - government should reduce its spending instead of trying to increase fees and taxes.
- 1787 People should have a choice of transport options, but if they choose to travel by car, they should pay for the congestion, extra road capacity, parking, and environmental consequences they create. Please find an objective, scientific way for calculating the cost of automobile travel and charging drivers accordingly. Also, people should also have a choice of housing options but low density, spread out development at the edge of town should pay for the extra cost in bringing public services out to those areas. Equitable communities can not only save taxpayer dollars but can only really exist if all transport and housing options, as well as a mix of uses, are readily available to residents.
- 1788 Plan a mobility system which is safe and attractive, allows people the option to move about their community without the
- 1789 Private vehicle insurance paid by miles driven sounds great! Make all the parking lots solar energy farms.
- 1790 Public input plus that of local business.
- 1791 Push the effective marginal cost of transportation closer to the actual marginal cost that includes externalities.
- 1792 Realization that the time is now, earth is one planet with limited resources and a rapidly deteriorating environment. We need to look to other communities (Europe) to model what is working well.
- 1793 Reduce use of private vehicles!
- 1794 Scrap the low carbon fuels program as too expensive!
- 1795 Speed.
- 1796 Stop all investment in private, fossil fuel, transportation.
- 1797 Support Senate bill 100: stop or slow the building & development in our rural & forested areas.

- 1798 Thank you for working on it.
- 1799 That they be guided by the experiences of other communities.
- 1800 The natural shift to electric vehicles is going to solve this problem. There is no need at all for us to focus on trying to affect climate change through management of fossil fuel vehicles. It is going to happen anyway.
- 1801 The only vehicles that regularly need to be on the roads in a smart city that takes care of its land and people are buses or light rails, working vehicles, moving vehicles, and maybe taxis. These are the only vehicles that we should invest in making fuel efficient. With just, equitable public transportation infrastructure there should be no need for non-working, personal, motorized vehicles within the metro area. Investment in technology for greater fuel efficiency benefits the auto and fuel industries. It does not benefit Portland residents. Please shift investment in these technologies to increase public transit. One vehicle carrying 20 people will always be more fuel efficient than 20 vehicles carrying 20 people.
- 1802 This is all great. Also consider what's happening at the Hillsboro Airport. Small planes are using lead based fuel and spreading it over Hillsboro.
- 1803 This is top importance -- keep it up!
- 1804 Very unnecessary & a waste of time of policymakers to address theories and what ifs, and not the real facts.
- 1805 We must protect as many trees as possible. Trees provide shade and keep everything cooler, and protect wildlife.
- 1806 What progress is being made on current climate action plans? We hear little about this. What kind of leadership are you talking about?
- 1807 Who will pay for this strategy is the important question.
- 1808 You are going down the wrong path by trying to do anything about climate. Greenhouse emissions do not need to be reduced. You are stupid fools to believe this.
- 1809 Your 2040 Growth Concept is FLAWED. Please stop regulating everything and trying to control how everyone lives and gets around. Your own survey shows that most people want to live in their own home in a suburban area--listen please and plan for that. What we really need is more professional jobs and corporations that want to stay in Oregon.
- 1810 At least half of the people in this country realize that this man-made climate change issue is based on junk science and is a hoax. The majority of people want to keep their cars and use their cars. I would like to see all of the money going towards smart growth, climate smart or whatever it is currently being called be spent on worthwhile projects.
- 1811 Climate smart communities would seek a transit system that is low cost to build, maintain, and sustain, in a nutshell one that isn't heavily dependent on tax dollars because it is desirable. WAVE electric buses in Utah are far more viable in all regards compared to say light rail trains!
- 1812 Don't bother with low carbon fuels if cost is much over high carbon fuel cause no one will buy it.
- 1813 Don't promote so much growth!

- 1814 Electric cars will take over sooner than most people think. Invest in the NEW paradigm to kill off the old one.
- 1815 Foster efforts for affordable electric cars.
- 1816 I think you're daft. Paying for insurance per miles driven? That's a tax. Don't need more hidden taxes.
- 1817 If you build it they will come. What kind of future do you want for our city? One where fat lazy Americans Drive their cars everywhere on highways or one where active citizens can walk ride your bike or take the bus safely and efficiently. if you build more streets and more highways you only build more traffic jams more congestion and more convenience into that car but if you build more bike lanes and invest more in transit you get more tailpipes off the road.
- 1818 More max train cars and lines. More bike paths like the springwater as well are really good ideas.
- 1819 Nothing.
- 1820 Reducing greenhouse gas emissions should be our top priority. We should do so in the way that best supports the economy and our communities, but we should understand that climate change is the greatest global threat we face and therefore should be prioritized above other concerns.
- 1821 Reject the State's anti-growth agenda.
- 1822 That they be guided by the experiences of other communities.
- 1823 Who will pay for this strategy is the important question.