



March 07, 2014

To: Peggy Morell, Metro
Fr: John Horvick & James Kandell, DHM Research
Re: Climate Smart Communities Focus Group Summary

1. INTRODUCTION & METHODOLOGY

Davis, Hibbitts & Midghall, Inc. (DHM) conducted three focus groups for Metro to gauge residents' willingness to support specific strategies under consideration to reduce per capita tailpipe emissions. The purpose of these groups was to collect feedback from residents on 5 strategies currently under consideration by Metro.

Research Design: Focus groups were conducted on February 22nd, 2014, between the hours of 9:00 and 2:30. Groups were 90 minutes in length and led by a professional moderator (Vice President and Director of Research at DHM Research). The groups were divided by geography, with one group each consisting of residents from Clackamas, Washington, and Multnomah counties. A total of 22 people participated, who were recruited randomly from a list of registered voters. Participants completed written exercises which are included in the appendices that follow this report.

Statement of Limitations: A professional moderator led the focus groups, which included written exercises and group discussions. Although research of this type is not designed to measure the attitudes of a particular group with statistical reliability, it is valuable for giving a sense of the attitudes and opinions of the population from which the sample is drawn.

This report summarizes key findings from the discussions. Each section reviews a major topic and includes representative quotations, as well as evaluative commentary. The quotations and commentary are drawn from both written exercises and the conversations.¹ The referenced Appendices provide complete responses to all written exercises.

DHM Research: Davis, Hibbitts & Midghall, Inc. (DHM Research) has been providing opinion research and consultation throughout Oregon and the Pacific Northwest for over three decades. The firm is non-partisan and independent, and specializes in research projects to support community planning and public policymaking. www.dhmresearch.com

¹ We have selected quotations from the discussions and written exercises to represent the range of opinions regarding a topic, and not to quantitatively represent the expressed attitudes. We have edited quotations as appropriate to correct punctuation and to eliminate non-relevant or repetitive intervening comments, asides such as "you know," "I mean," and the superfluous adverbs of everyday speech.

2. | KEY FINDINGS

2.1 | Short and Long-Term Issues

Participants were asked to make two lists. First, a list of issues they would like their local and regional elected officials to do to improve their community right now. Second, a list of issues they would like officials to address in the next 20 years. Additionally, participants were asked to indicate which issue they felt was most important.

Short-term Issues

Participants in all groups mentioned a variety of issues. Common issues considered most important included the economy and jobs, education, and road maintenance. Greenhouse gas emissions and the environment were not top of mind short-term issues.

Long-term Issues

There were many similarities among groups as to what they wanted officials to address in the next 20 years. Many of the top long-term issues were similar to short-term issues. Participants said they would like to see officials address the economy and jobs, education, and traffic congestion/infrastructure. While transportation and infrastructure were mentioned, specific mentions of transit did not rise to the top for most. Again, greenhouse gas emissions and the environment were not top of mind long-term issues.

"Improve the quality of our education and the options for education." – Clackamas

"I wish there were more opportunities for jobs for everybody. I worry about people being out of work." - Multnomah

"Bureaucratic rules for small businesses that seem to make it overwhelming for small businesses to do business." - Washington

"The most immediate issue is road improvements in my neighborhood. In southeast, a lot of roads are unimproved roads, dirt roads, super horrible potholes, missing streetlights." - Multnomah

"I would like to see better balance on the transportation infrastructure...We don't have systems that will support us for the next 10 to 20 years from an automobile transportation standpoint" - Washington

"The traffic is getting worse and worse. I know they have the light rail thing going, but they need to have longer-term planning than just one little light rail going into downtown Portland." - Clackamas

2.2 | Reduced Greenhouse Gas Emissions Targets

Participants were given handouts which explained the State’s mandate on greenhouse gas reduction and Metro’s task of reducing tailpipe emissions. They were then asked to indicate whether they felt the targets were good or poor for the state and the Portland region.

All things considered, would you say these targets are very good, good, poor, or very poor for the state and Portland region?

	Multnomah County	Washington County	Clackamas County	TOTAL
Very good	3	1	1	5
Good	4	4	3	11
Poor	0	3	1	4
Very poor	1	0	0	1
Don’t know/No answer	0	0	1	1

Source: DHM Research, February 2014

Most felt that the targets were either very good or good for the state and the Portland region. In general, those who felt the targets were good did so because of the positive environmental impacts. As one participant from Multnomah County put it *"I think any idea we have as far as keeping our environment as pristine as possible is a very good idea."*

Participants who felt the targets were poor did so mainly based on the timeliness of implementation. For some, there appeared to be a misunderstanding that work to reduce emissions would not begin until the year 2035. Others felt the timeline was not aggressive enough. When communicating with the public, it will be important to highlight the fact that Metro is already working on solutions now and not waiting until the date of the mandate. There was some confusion around this point.

"I'm not against the goal. I don't think that it's soon enough. I think they need to be a lot more aggressive." – Clackamas

"The idea is good. The timeline, measurement, I think there is more they can do right now." - Washington

"I am for clean air, and I am for reduced tailpipe emissions. I don't think this should be a state or a Metro issue." - Multnomah

2.3 | Meeting Obligation to Reduce Tailpipe Emissions

Participants were asked to generate their own list of ways that the Portland region can meet its obligation to reduce tailpipe emissions from cars and small trucks by 2035. They were then asked to indicate which method they thought would have the greatest impact and which method they thought would be most achievable.

Greatest Impact

Participants had a variety of ideas of how the Portland region can meet its obligation. *Transit accessibility, coverage and frequency* were common themes that came up in most groups.

"Where I live, the bus only runs once an hour. So, if they improved the transit and maybe put in more, then it will open up jobs." - Clackamas

"I think we would have great results if we went and added more to the bus system...because the bus system is very efficient." – Multnomah

Fuel efficient vehicles was another common theme mentioned in all groups. Ideas ranged from larger tax incentives for purchasing a vehicle of this type to requiring all public fleets to use fuel efficient vehicles.

"The state and city police should be electric or hybrid." – Multnomah

"I agree with the electric cars. I really like the idea of it. If it was made more viable and easier to obtain, I think a lot more people would do it." – Washington

"They should have rebates or do something to encourage people to use their own form of transportation that is environmentally friendly." - Clackamas

Most Achievable

Again, ideas that were thought to be most achievable varied greatly. An education campaign around how tailpipe emissions can be reduced was mentioned by some. *"I think there needs to be a public education campaign about your driving habits."* Incentives for alternative travel methods was another strategy that came up in multiple groups. This ranged from tax incentives to employer incentives. Expanding transit was also one of the more common themes and included both bus and light rail expansion.

2.4 | Priorities of Strategies

Participants were shown a list of different strategies for planning in the region and asked to divide \$100 between them with the goal of making the Portland region a great place for them and their family to live.

Strategy	Mult Co	Wash Co	Clack Co	TOTAL
Maintain and make transit more convenient, frequent, accessible and affordable	\$38	\$23	\$38	\$99.00
Use technology and “smarter” roads to manage traffic flow and boost efficiency (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$23	\$42	\$14	\$79.00
Provide information to expand use of low carbon travel options and fuel-efficient driving techniques (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$14	\$16	\$21	\$51.00
Connect more places with sidewalks, pedestrian paths and separated bike paths	\$17	\$12	\$16	\$45.00
Provide incentives and information to encourage and support walking, biking and using transit	\$8	\$7	N/A	\$15.00
Maintain and make streets and highways more safe, reliable and connected	N/A	N/A	\$11	\$11.00

In both Multnomah and Clackamas counties, *maintain and make transit more convenient, frequent, accessible and affordable* received the largest investment. In general, this strategy was seen as having the largest impact by many.

“I think it will have the greatest impact. To increase the accessibility and availability of public transit is just paramount.” - Clackamas

“The only way you’re going to reduce it, in my opinion without coming up with new ways to build cars, is get people out of their own cars and into public transit.” - Clackamas

In Washington County, *use technology and “smarter” roads to manage traffic flow and boost efficiency* received the largest investment. One participant’s comments as to why he invested the most in this initiative, *“we’re a sprawled community that doesn’t have a lot [of transit]... I think we’re too sprawled to invest heavily at this point in time on the transit.”*

Participants were shown the same list and were asked to divide \$100 again, this time with the goal of the metro region meeting its tailpipe emission reduction targets. They also reviewed a handout showing relative costs and expected impacts of each strategy.

Strategy	Mult Co	Wash Co	Clack Co	TOTAL
Maintain and make transit more convenient, frequent, accessible and affordable	\$36	\$23	\$45	\$104.00
Use technology and “smarter” roads to manage traffic flow and boost efficiency (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$30	\$38	\$17	\$85.00
Provide information to expand use of low carbon travel options and fuel efficient driving techniques (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$16	\$16	\$20	\$52.00
Connect more places with sidewalks, pedestrian paths and separated bike paths	\$11	\$15	\$12	\$38.00
Provide incentives and information to encourage and support walking, biking and using transit	\$6	\$8	N/A	\$14.00
Maintain and make streets and highways more safe, reliable and connected	N/A	N/A	\$7	\$7.00
	\$100	\$100	\$100	

When considering these strategies with the goal of the metro region meeting its tailpipe emission reduction targets, priorities were similar to those when considering the goal of making the Portland region a great place for participants and their families to live. However, access to additional information about relative cost and effectiveness of each strategy did change some participants thinking. Specifically, some shifted money away from transit to support lower cost effective strategies.

"In my first assessment, I thought transit was most important, and my second, I thought it was still the most important, but I decided to give it less money because there were other things that cost less that were also effective." – Multnomah

"If we can accomplish a whole bunch of things without putting a whole lot of money in transit, putting the money into other strategies, I think that's the way to go." - Washington

Some expressed surprise at the cost and effectiveness of some strategies. One participant in Clackamas County stated, *"I didn't think that it would cost that much for them to make transit more convenient. I was shocked at the cost."* - Clackamas

2.5 | Final Message to Metro

Finally, participants were asked for final comments they had for Metro as it develops and implements the state mandate to reduce tailpipe emissions by 2035. Comments varied greatly, but some of the more common and relevant comments focused on a balanced approach.

"Be careful in just pouring money into things that sound good like bike lanes and public transportation without looking at other issues like traffic congestion that has cars not moving at road speed." – Multnomah

"I think looking outside of just transportation can help achieve the goal of lower emissions. If there are reasons for people to stay home, walk, or bike somewhere, or if people feel safe doing so, they make that choice. More convenient shopping/dining/entertainment options would help." - Multnomah

Other comments include:

"I really think that they need to buckle down and say, 'Look it has to be done, whether the people like it or not'... The people of southern Oregon and the people of eastern Oregon are going to benefit from the long-term effect of getting these things under control." - Clackamas

"If you make public transit easier and 'smarter,' I think it would help a lot of people and make emissions go down greatly. If it didn't take me an hour and a half to go a 30 min distance, I would be more for the idea." – Washington

"Yeah, I think it is great that Metro is doing this. I think it is going to have to be linked up with the land use." – Multnomah

"I just think that they need to make mass transit more efficient, more affordable, and make more sense." – Clackamas

"I would ask Metro to not be shortsighted. As we're lowering emissions and we're burning less fossil fuels, that's affecting revenue. It's affecting revenue for gas taxes and road improvements." - Washington

APPENDIX A: Demographics

How long have you lived in Oregon?			
	Multnomah County	Washington County	Clackamas County
Less than 1 year	0	0	0
2-5 years	0	1	0
6-10 years	1	0	1
11-20 years	1	1	1
More than 20 years	6	6	4
No response	0	0	0

Occupation		
Multnomah County	Washington County	Clackamas County
Retired- Graphic Design	Account executive	Law Enforcement
Letter Carrier	Nurse	Warehouse
Internet Consultant	House Wife	Education
Domestic Violence Response Advocate	Office Manager	Retired Airline Pilot
Service Technician	Barista	Sales
Unemployed	Hospitality Industry	Didn't Answer
Preschool Teacher	Telecom	
Didn't Answer	Human Resources	

Education Level			
	Multnomah County	Washington County	Clackamas County
HS graduate or less (1-11)	2	2	0
High school graduate	1	0	0
Some college/2 year degree	3	3	3
College degree/4 year degree	1	1	1
Post college	1	2	2

Household Income			
	Multnomah County	Washington County	Clackamas County
Under \$15,000	2	0	0
\$15,000-\$29,999	1	2	1
\$30,000-\$49,999	0	1	0
\$50,000-\$74,999	5	1	2
\$75,000-\$99,999	0	4	1
\$100,000 +	0	1	2

Age			
	Multnomah County	Washington County	Clackamas County
18-24	0	1	0
25-34	1	1	1
35-44	0	2	1
45-54	3	1	2
55-64	2	1	1
65-74	1	0	1
75+	1	1	0

Gender			
	Multnomah County	Washington County	Clackamas County
Male	3	3	3
Female	5	5	3

Ethnic Group			
	Multnomah County	Washington County	Clackamas County
White/Caucasian	6	7	5
Black/African American	1	0	1
Spanish/Hispanic	1	0	0
Asian/Pacific Islander	0	1	0
Native American	0	0	0

Party Registration			
	Multnomah County	Washington County	Clackamas County
Democrat	5	2	2
Republican	1	1	2
Independent	0	3	1
Other	0	1	1
Not registered	1	1	0
Refused/No Answer	1	0	0

Typical Week Miles Driven			
	Multnomah County	Washington County	Clackamas County
None—don't drive/Other Transportation	1	0	2
1-25 miles	1	2	0
26-50 miles	1	3	2
51-75 miles	0	1	0
76-100 miles	3	1	0
101-150 miles	1	0	1
Over 150 miles	0	1	1
Didn't answer	1	0	0

APPENDIX B

WE 1: Make a list of issues you would like your local and regional elected officials to do to improve your community right now. Put a * by the most important issue//Now think about longer-term and make a list of issues that you would like your local and regional elected officials to do to improve your community in the next 20 years; Put a * by the most important issue?

MULTNOMAH COUNTY

- *Gun violence; sidewalks on Multnomah Blvd; turn signal on Multnomah Blvd; homelessness; vagrancy; services; robbery; environmental education.//*Solar energy/development; train system; train to the coast; affordable housing; green space; community green space.
- *Water/garbage/sewage; living on 82nd; fighting PCC to go back to school.//*Schools not closing; easier to get a place to live; childcare.
- *Road maintenance.//*Traffic congestion; schools.
- *Focus on violent crimes and offenders; invest in small business; repair roads; increased funding for human trafficking; increased employment opportunities.//*Increase employment opportunities; funds to revitalize neighborhoods; increase employment for veterans; increase police.
- *Helping make jobs available for more people; getting rid of inequality.//*Improve and/or keep schools as effective as possible.
- *Jobs; roads; taxes; crime; police; infrastructure; ethics in government.//*Jobs; police; infrastructure; taxes; roads; schools.
- *Solve PERS.//*Keep taxes from escalating.
- *Help homelessness/give them housing; change zoning to do away with houses in backyards (double lots).//*Do something about the traffic gridlocks; make Rose Garden area a shopping area.

WASHINGTON COUNTY

- *Less restriction on bureaucratic rules; easier for small business to do business; streamline education funding and structure; cable ETA availability/affordable.//*Better infrastructure for transportation (roadways and public transportation- balance); better cooperation between regional government.
- Fund food programs for the needy; improve funding for education; move all electrical wire from pole to underground.//Increase public service/recreational/entertainment areas; increase public housing.
- *I don't like the government cutting the budget for schools; cutting trees and making houses; so many stray cats walking around.//*Having a big name store in our neighborhood; Not having free energy.
- *Obama; Wyden; Kitzhaber; Hales; Monroe.//*Create better tax programs to keep jobs; schools; medical care; fight drugs.
- Didn't answer.//*Keep streets clean; keep schools on track; more jobs; less traffic.
- Didn't answer.//Improve water quality.
- *Telecom improvements Google Fiber; bridge road improvement; public transportation assistance; reduce school admin salaries.//*Expand TriMet; update school facility; improve higher education availability

- *Schools; downtown Beaverton; transit; public facilities; update power and water pipes; sync street lights; more jobs.// *Schools; library, jobs (more bigger businesses).

CLACKAMAS COUNTY

- *Help make educators happy; road and sidewalk improvement; maintenance around street signs.// *Improve safety of schools; clean streets and streams of trash and toxins.
- *Biodegradable cigarette butts; mass transit; doctor check-ups at schools (eyes); high speed rail throughout WA/OR/CA.// *Restructure Tax code (flat tax/sales tax).
- *Monitor Immigrants; gun laws; jobs; schools; home owner red tape; cost of medical// *Immigration; schools; jobs.
- *Crime and drug abuse; light rail; pot holes; spring water bike use (rules of road); environmental – recycling and garbage.// *Population overgrowth; roads; urban planning; housing; gardens for community.
- *Develop elsewhere; remove trees that could disrupt power; provide fiber optic internet service, allow competition to Comcast.// *Improve education in Oregon; develop elsewhere; widen I-205.

APPENDIX C

WE 2: All things considered, would you say that these targets are very good, good, poor, or very poor for the state and the Portland region?//Why?

	Multnomah County	Washington County	Clackamas County	TOTAL
Very good	3	1	1	5
Good	4	4	3	11
Poor	0	3	1	4
Very poor	1	0	0	1
Don't know/No answer	0	0	1	1

MULTNOMAH COUNTY

- Must be comprehensive; have to start somewhere; must be measurable and doable.//Improve air quality; affect how we transport ourselves, more awareness about being in community/regional identity; lead by example.
- Don't Drive, use bus and Max.//Hope it turns out for others that don't have this problem.
- Reduce emissions and pollution.//Cleaner city.
- The planet needs regulation to keep healthy. As an individual I try to do my part but the collective of individuals is still overwhelming. I think it's beneficial that there is someone working on reducing our collective impact.//Clear air; Increase in native animal population; clean water; global warming.
- They need cleaner air.//Difficult for some but hopefully it would help prevent the bad climate change.
- Emissions are a federal concern; Oregon/Portland/Metro are too small to effect changes.//Cleaner air.
- Obviously I need more information to judge if it's doable but it is always good to work toward a cleaner environment.//It would be good to achieve this goal because it benefits everyone.
- I feel like we're living in Pompeii- waiting for the world to end. Reducing greenhouse emissions by 2050 is good, but too little too late. I believe things will be very bad by 2050.

WASHINGTON COUNTY

- No stated % of goal; hands tied behind back as low- impact alternatives IE solar/hydro/wind/nuclear are restricted at some level; needs national support and standards of auto MFR.
- Must clean up the air soon.
- Don't know how hard that is.
- Doesn't make sense since 80% or more already check by DEQ, need to work more on homes, plants, etc.- set rules and make sure they are kept.
- It has a good goal but I have a hard time seeing how they are going to go through with it and who is all going to participate.
- A cleaner environment is good for all. Many questions need to be answered.

- Very good that we are putting into place a deadline to get our emissions down but poor because we don't have to start until 2035, nothing will happen before that date.
- DEQ has been around since I moved here 20 years ago. Currently not all countries require DEQ passing. Why 2035, why not 2020 or sooner?

CLACKAMAS COUNTY

- Vehicles in general, whether battery or gas, are taking a toll on what happens to the air. When a car is destroyed in an accident we have to dispose of it one way or another.
- Sets a time limit that should be achievable; does not limit how it is to be done allowing for many solutions, the goal is measurable.
- It is good but I'm not sure they can pull it off, we need to think outside the box on cleaning our environment.
- We need to do something before 2035.
- Reducing greenhouse emissions will, I hope, help to reduce global warming/climate change.
- Environment is a concern long term. It may be helpful for Oregon to encourage business to offer more telecommuting positions or options for employees, perhaps through incentives to reduce traffic. Also hybrid and electric vehicles.

APPENDIX D

WE 3: Make a list of ways that come to mind that the Portland region can meet its obligation to reduce tailpipe emissions from cars and small trucks by 2035. Place a * by the way you think would have the greatest impact on reducing emissions. Place two ** by the way that you are most confident could be achieved.

MULTNOMAH COUNTY

- *Work to decrease cost of electric and hybrid vehicles;**Public education campaign to chain trips and alternatives; state city fleet be electric or hybrid; public transportation; car share; food services in neighborhood.
- Not sure.
- Electric car charging stations; **tax incentives for electric/hybrid cars and trucks.
- *Make walking or biking an easier task: small neighborhood stores, promenades, bike routes, telecommute for work, community gardening; **Affordable public transportation; low interest loans to new car buyers; laws for manufacturers; increase fines and penalties to violators.
- *Make some laws for inspections or such, as a part of driver's licenses; don't know.
- Impossible to plan for, goal is vague and undefined.
- *Solving the I-5 Bridge so traffic can flow faster north.
- *Manufacturer mandates;** Push more biking, make it easier; change gas mixture, less emissions; make TriMet more long ranging and efficient; solar cars.

WASHINGTON COUNTY

- *Invest heavily in alternative fuel sources - eliminate obstacles for cars; **Work nationally on standards for emissions; set standard of % of reduction; don't restrict freedom of personal transport.
- * Encourage buying vehicles and alternative power systems.
- **Make more room for the bike lane and more racks for the bike on the train, so they can bike and ride train.
- **Laws are not kept; decrease emissions.
- *More affordable;**Make it easier to obtain; make it more valuable.
- *Switch all public vehicles to alternative fuel;**Require new apartment construction to have charging stations; allow the import of small efficient vehicles into the market place
- **Move all power plants to solar, wind, gas, and nuclear in the state; moving its own fleet of vehicles to electric power where possible; grants for battery manufacturers to improve battery tech; set higher emission standards on vehicles like California.
- *Test on highway or roads like with radar guns;**Test all cars-all countries, motorcycles; buses on biofuels; big trucks, 8 wheelers tested.

CLACKAMAS COUNTY

- *Invest more money into transit; we would have more jobs which would encourage people to pursue better education.
- *Phase out the exemptions of DEQ boundaries; **Increase light rail, community planning around transit hubs.

- */**Increase transit more accessible; make transit safer for those using it, offer incentives for using public transit.
- *Limit how many kids you can have; **Increase incentives for carpool, public transportation, bike riders, and smaller vehicles.
- *Keep raising emission standards, **Monitor and enforce emission standards; encourage newer vehicles rather than older dirtier vehicles.
- *Telecommute; **Light rail; hybrid and electric; encourage bike communities; share vehicles, incentivize carpooling.

APPENDIX E

WE 4: Below are several different strategies for planning the Portland region. Imagine you had a budget to divide up among these strategies with the goal of making the Portland region a great place for you and your family to live? You can divide up the money any way you like, but the total must equal \$100.00

Strategy	Mult Co	Wash Co	Clack Co	TOTAL
Maintain and make transit more convenient, frequent, accessible and affordable	\$38	\$23	\$38	\$99.00
Use technology and “smarter” roads to manage traffic flow and boost efficiency (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$23	\$42	\$14	\$79.00
Provide information to expand use of low carbon travel options and fuel-efficient driving techniques (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$14	\$16	\$21	\$51.00
Connect more places with sidewalks, pedestrian paths and separated bike paths	\$17	\$12	\$16	\$45.00
Provide incentives and information to encourage and support walking, biking and using transit	\$8	\$7	N/A	\$15.00
Maintain and make streets and highways more safe, reliable and connected	N/A	N/A	\$11	\$11.00
	\$99	\$100	\$100	

Comments:

MULTNOMAH COUNTY

- Transportation is not a vacuum. It is linked to other habits- mainly purpose, consumption; what kind of communities to do we build?
- I took a driving class held by the city of Portland and the instructor talked about “green” driving techniques: slowing down your speed between lights downtown. One attendee was from ODOT and said that would screw up traffic and not to do that. It’s important to send out correct and same information from multiple sources
- I love the Max system we have now, but no more max lines need to be built, more buses not more light rail

WASHINGTON COUNTY

- As a region and nation- we are unique in the world for our freedom and ability to commute and travel independently. This will continue well into the next several generations.

- The money spent by government/wasted would be enough to buy everyone electric cars.
- Self-driving car incentives, information is useless, everyone knows these things-we need incentives.

CLACKAMAS COUNTY

- N/A

APPENDIX F

WE 5: Below are several different strategies for planning the Portland region. Imagine you had a budget to divide up among these strategies with the goal of the metro region meeting its tailpipe emission reduction targets? You can divide up the money any way you like, but the total must equal \$100.00

Strategy	Mult Co	Wash Co	Clack Co	TOTAL
Maintain and make transit more convenient, frequent, accessible and affordable	\$36	\$23	\$45	\$104.00
Use technology and “smarter” roads to manage traffic flow and boost efficiency (e.g., clearing crashes more quickly, traffic signal timing, pedestrian countdown signs, flashing yellow turn arrows)	\$30	\$38	\$17	\$85.00
Provide information to expand use of low carbon travel options and fuel efficient driving techniques (e.g., provide incentives and information to encourage and support walking, biking and transit use)	\$16	\$16	\$20	\$52.00
Connect more places with sidewalks, pedestrian paths and separated bike paths	\$11	\$15	\$12	\$38.00
Provide incentives and information to encourage and support walking, biking and using transit	\$6	\$8	N/A	\$14.00
Maintain and make streets and highways more safe, reliable and connected	N/A	N/A	\$7	\$7.00
	\$100	\$100	\$100	

Comments:

MULTNOMAH COUNTY

- Develop regional strategy- Sellwood Bridge should be paid for by residents of Clackamas Co.; I-5 Bridge to Vancouver, WA- WA+OR work together.

WASHINGTON COUNTY

- N/A

CLACKAMAS COUNTY

- N/A

APPENDIX G

WE 6: What final comments do you have for Metro as it develops and implements the state mandate to reduce tailpipe emissions by 2035?

MULTNOMAH COUNTY

- Be a model for helping shape a regional transportation system that will: improve climate, improve jobs, improve livability, reduce time getting around, be sustainable, cost - effective, safe, reliable, inclusive.
- Not sure because I don't drive but I hope it works out for others that do drive.
- Need to provide cleaner and safer public transportation and incentives for electric/hybrid vehicles, also work to improve traffic flow.
- I think looking outside of just transportation can help achieve the goal of lower emissions. If there are reasons for people to stay home, walk, or bike somewhere, or if people feel safe doing so, they make that choice. More convenient shopping/dining/entertainment options would help. Really looking at where funds are spent and how. Busses clogging the narrow streets really hinder traffic and cause accidents.
- Don't know as I don't take the buses or max and haven't thought it through.
- More Max is killing what was the greatest bus system in the nation. Please no more billion dollar Max lines.
- If Vancouver doesn't want Max don't force it on them and make us in Oregon pay for it.
- Be careful in just pouring money into things that sound good like bike lanes and public transportation without looking at other issues like traffic congestion that has cars not moving at road speed.
- Good to expand routes, frequency and policing of TriMet and Max. Don't be punitive to drivers, use the easy ways to bring driving downtown - price breaks etc. for taking max, and tax breaks too? Provide the means for us to improve. Look abroad for inspiration.

WASHINGTON COUNTY

- Do not penalize new technologies -IE mileage tax for low to no gas consuming vehicles- eventually it will be more cost effective for low e-vehicles. Keep in mind transportation time and access of age and mobility impaired. Safety is also important.
- Increase lines that circle the city, IE go from Hillsboro to Oregon City, more car park near lines, smart roads.
- Make easier to buy train ticket, louder announcement every stop on the train so people will not be too afraid to get on the train, use more free energy, more charging stations, encourage buying electric cars.
- Increase limit on emissions; increase electric charge stations and promotion on electric cars.
- If you make public transit easier and "smarter." I think it would help a lot of people and make emissions go down greatly. If it didn't take me an hour and a half to go a 30 min distance, I would be more for the idea. Expansion and updated technology would be key to complete the goal of 2035.
- Carefully weigh the consequences of the actions you take today and how they will impact on a growing community in the future.

- Focus on technology, look for examples in other countries on ways of doing things smarter.

CLACKAMAS COUNTY

- Help improve more frequent and more comfortable transit (more bus lines in less traffic areas. New or better functioning houses); promote walking to increase exercise; expand transit boundaries so it is able to connect easily with other city transits such as Salem's or Vancouver; the bike system should be enforced more strictly.
- Increase safety; close open access; ensure payment of fares; every dollar raised needs to be taken on an equal basis from each user- flat tax per person on income tax, sales tax on all vehicle related products .
- Focus on expanding rail and bus lines and frequency of trips on lines. I understand the cost is high but we still need to keep cost for using public transit affordable so people will use it. The money needed for expansion can't rest solely on those who need or use it.
- Better management of TriMet transportation system. There are too many surprises and problems covered by the Oregonian Newspaper. Improve lower income area safety and education.
- Have mass transit make more sense, more affordable, more efficient, and more reliable. Offer incentives to companies that allow workers to ride, share, carpool, or telecommute. Offer tax breaks for individuals that purchase new and used alternative energy vehicles. Encourage business in more areas to reduce the distance people need to commute.