September 2025

Climate Pollution Reduction Grant: Comprehensive Climate Action Plan

Summer 2025 online open house survey summary

Prepared by JLA Public Involvement, September 2025.

Executive summary

Metro released the draft Comprehensive Climate Action Plan (CCAP) for public comment from August 6th – September 5th, 2025. Metro launched an online open house and survey to collect feedback and accepted comments on the draft CCAP via email. The survey received 180 responses; key findings include:

- **There is overwhelming support for government action on climate**. Three quarters of respondents are concerned about the impacts of climate change on their communities, and the same share agree that Metro and other local and regional governments should prioritize combating climate change.
- A majority of respondents (58%) say that **the draft Comprehensive Climate Action Plan is on the right track** to combat climate change.
- T**here is majority support for every action in the CCAP**. The online open house asked people about their support for different actions in the CCAP; for every action at least two-thirds of respondents were supportive.
- Investing in existing buildings receives the greatest support of actions that focus on buildings.
- Though 68% of respondents support road pricing, it receives less support than other transportation actions (which 79-84% support).
- Among actions related to food, goods and services, composting receives the most support (92%), followed by reusing and/or preventing waste (86%).
- **Increased costs are the most commonly-cited concern** regarding CCAP actions.

Overview

Metro hosted an online open house from August 6, 2025, to September 4, 2025, to inform the development of Metro's Comprehensive Climate Action Plan (CCAP) under the Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG). The online open house survey asked respondents to share input regarding their level of concern for climate change, their level of support for the climate actions that are included in the draft CCAP, and open-ended feedback about what motivates their support / lack thereof.

The online open house and survey was offered in English. It received input from 180 respondents. The following is a high-level summary of the input received.

Number and distribution of responses

Figure 1 shows the distribution of the 180 responses received by county in which the respondent lives or works. Almost half of the respondents are from Multnomah County. Clackamas, Washington, and Clark Counties all submit significant shares of responses as well (15-18%). The remaining counties only contribute a small share of responses, typically only representing one to two responses.

Figure 1. Distribution of online open house responses by county

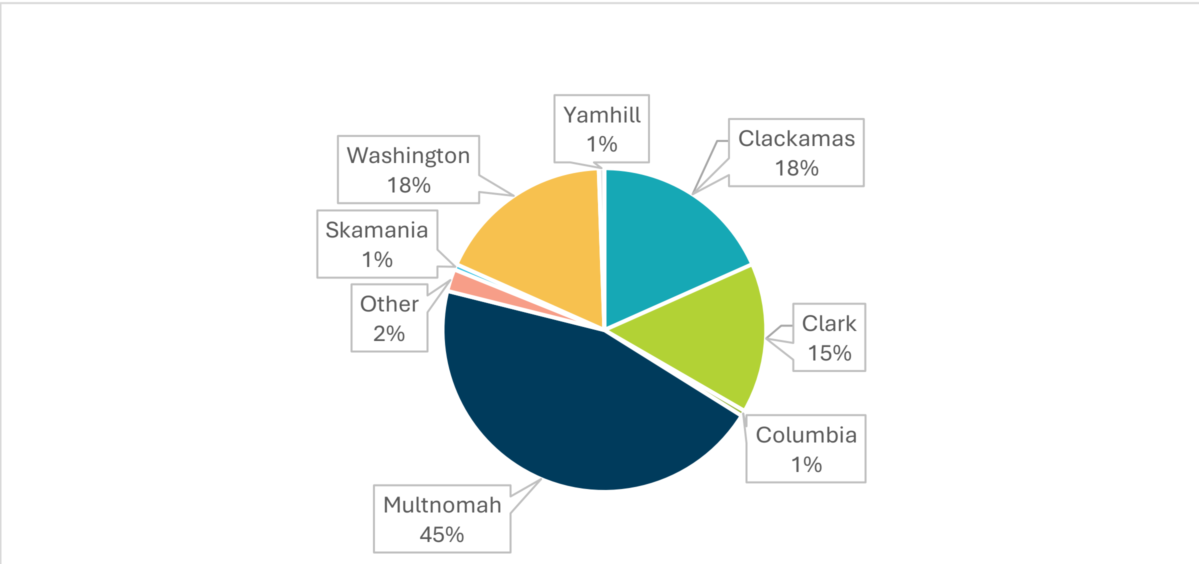


Table 1 compares the share of survey responses by county to share of the metropolitan statistical area (MSA) population by county. One county, Multnomah County (highlighted in blue text) was over-represented in the survey responses (i.e., the share of survey responses from that county was significantly higher than the county's share of the MSA population). The three counties highlighted in red are under-represented in the responses (i.e., the share of survey from those responses is significantly lower than their share of the population). Yamhill, Skamania and Columbia counties submitted the fewest responses and conclusions and findings observed may not be statistically significant to represent the community of that county.

Table 1. Share of survey responses and MSA population by county

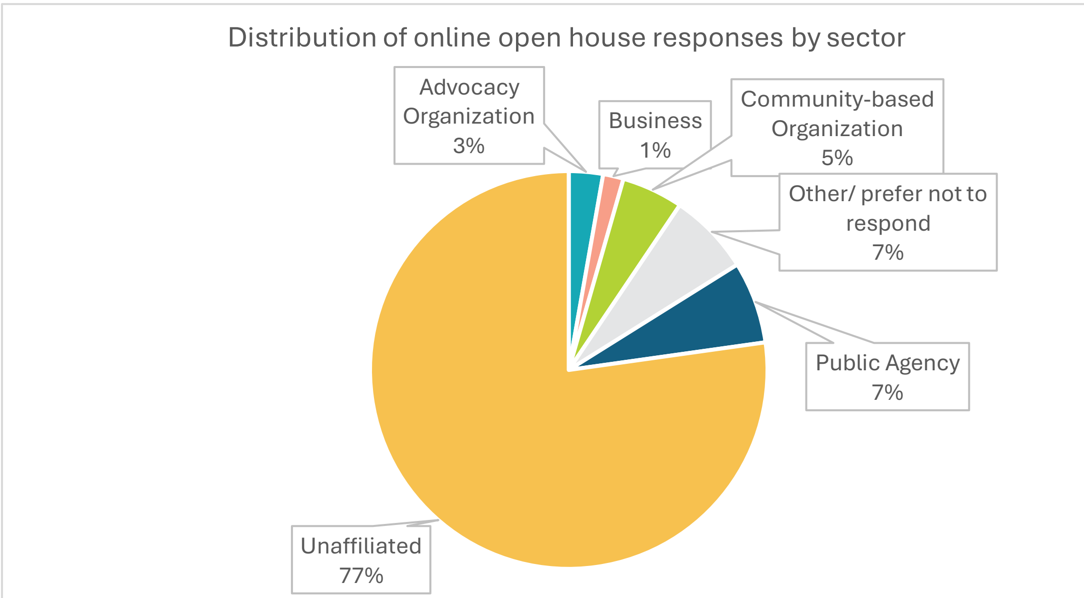
County	Share of survey responses	Share of MSA population[1]
Clackamas County	18%	17%
Clark County	15%	21%
Columbia County	1%	2%
Multnomah County	45%	31%
Skamania County	1%	0%

[1] U.S. Census Bureau, Annual Estimates of the Resident Population for Counties: April 1, 2020 to July 1, 2024, https://www.census.gov/data/tables/time-series/demo/popest/2020s-counties-total.html.

Washington County	18%	24%
Yamhill County	1%	4%

Figure 2 shows the distribution of responses by sector. Over three-quarters of the respondents are unaffiliated community members. Representatives from public agencies, community-based organizations, advocacy organizations, and businesses made up the remaining responses.

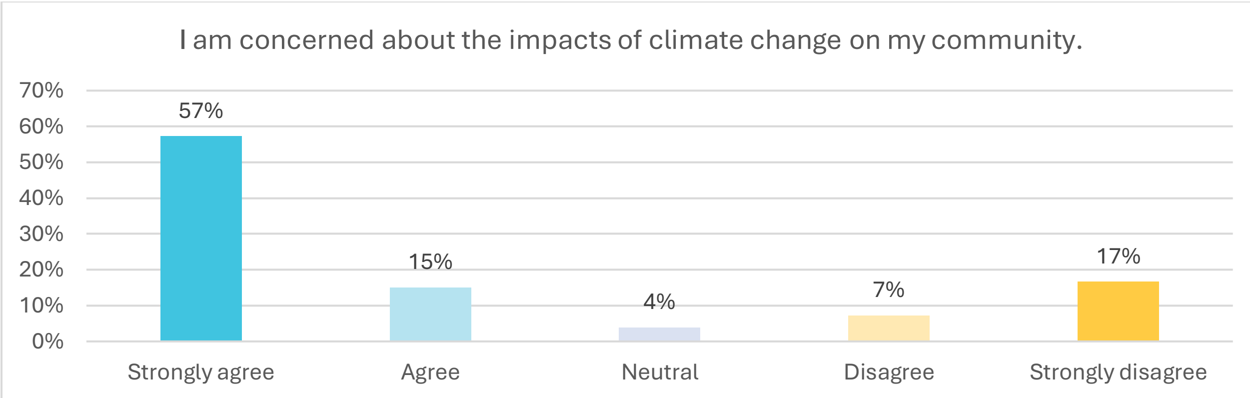
Figure 2. Distribution of online open house responses by sector

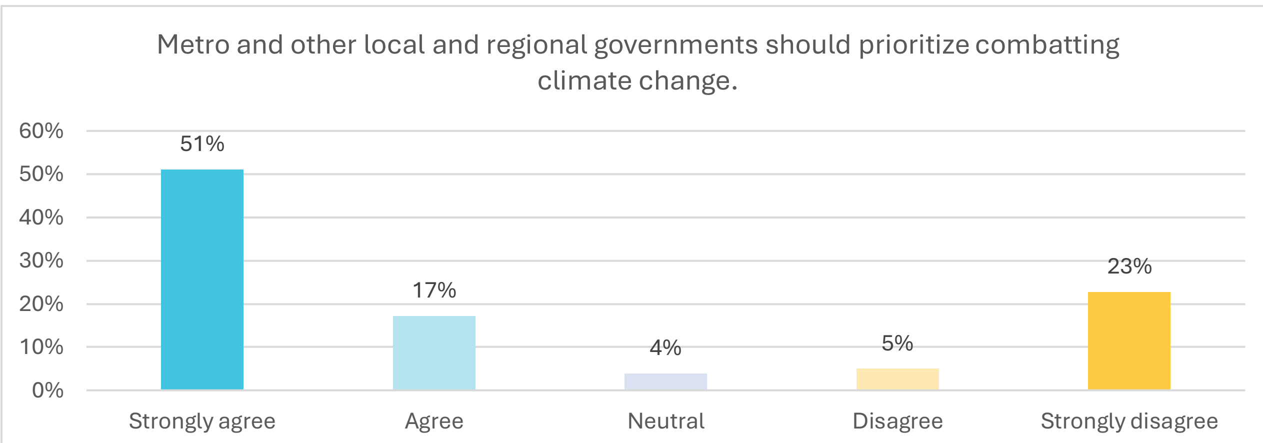


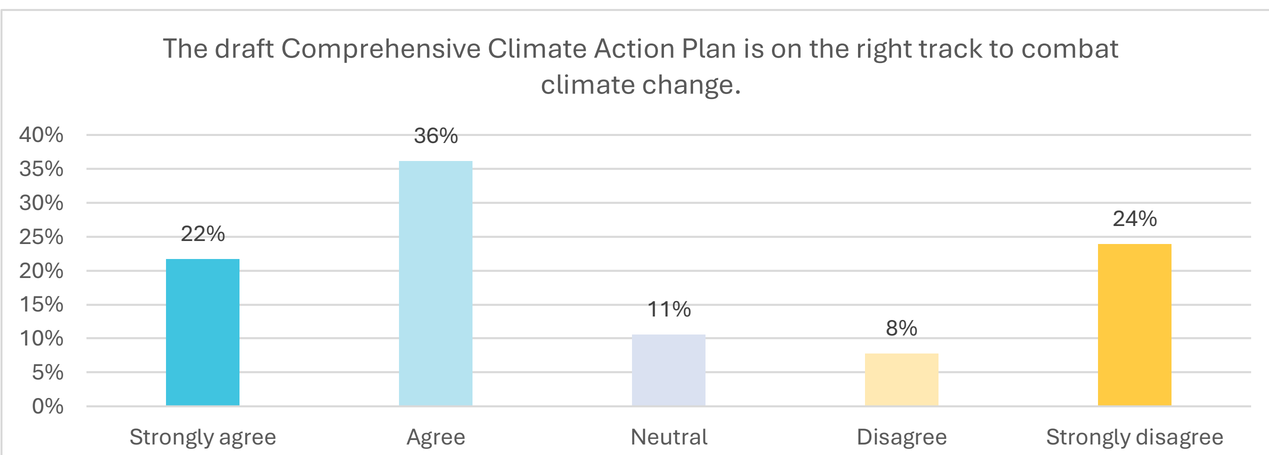
General questions

The survey includes three questions to gauge the respondent's level of concern about climate change in general, their support for local and regional agencies in addressing climate change and support for the CCAP. Respondents were invited to respond to these questions by selecting responses from a 5-point Likert scale ranging from "strongly disagree" to "strongly agree." Figure 3 below summarizes the responses to these questions.

Figure 3. Responses to general questions about climate change and the CCAP







A majority of the respondents agree with all three statements. Around 70% of respondents are concerned about the impacts of climate change on their communities and agree that local and regional governments should prioritize combating climate change. Around **60% of the respondents agree that the draft CCAP is on the right track to combat climate change**. Respondents exhibit higher support for government action on climate change in general than for the CCAP in particular. This is consistent with the results of previous surveys conducted by Metro, which have found greater agreement that climate change is a concern or priority than with a specific action or set of actions to reduce climate change.

Responses to the general questions were analyzed by the county respondents live or work in, in order to identify any notable differences in levels of concern and support can be observed. Overall, the trends shown above are consistent across all counties, with the exception of those where response numbers were very low, making the feedback not statistically significant enough to represent the county population. For detailed summary of responses to general questions organized by county, see Figure 4 in Appendix A.

The general questions also included an open-ended question, “Optional: provide any additional feedback about the draft CCAP or expand on your response to the three questions above.” 85 responses were received. Below we identify key themes from these open-ended responses, highlighting feedback that is shared among more than 10 respondents in **bold**.

Metro’s role and governance: 15 respondents emphasized the need for accountability, measurable outcomes, and clearer implementation processes. 6 respondents expressed the desire for a balanced and thoughtful approach with Metro providing leadership, funding, and coordination while also respecting local jurisdictions’ autonomy. 6 respondents criticized Metro as overreaching, inefficient, or politically out of touch.

Transportation and mobility: Responses were divided. 6 respondents supported congestion pricing, tolling, vehicle electrification, expanded transit, and walkable communities, while a similar number of other respondents raised concerns about affordability, safety, and impacts on rural residents, farmers, and those on fixed incomes. Respondents who were against investing in transit service called for road expansion and better maintenance, while those who supported transportation improvements pushed for fewer cars, compact communities, and equitable transit investment.

Equity, inclusion, and community engagement: 17 respondents emphasized the need for transparency, accountability and measurable outcomes while working with communities to center initiatives that directly improve daily life. 2 respondents highlighted equity considerations, with recommendations to expand engagement strategies for immigrant, refugee, Indigenous, low-income, and BIPOC communities.

Land use, housing, and development: Respondents expressed mixed views on compact communities and development. Around 6 respondents supported compact communities, dense housing near transit, and simplified zoning, noting the need to prioritize measures that will directly improve quality of life. While around 4 respondents expressed concern regarding farmland loss, neighborhood pushback, and unaffordable housing.

Climate change strategies and priorities: 17 respondents urged Metro to move quicker and focus on impactful actions such as vehicle fleet changes, building electrification, energy efficiency, and industrial emissions reductions with clear framework for accountability. Others, around **12 respondents, called for adaptation strategies to address immediate impacts like urban heat, extreme weather, and resilience**. About 5 respondents questioned the effectiveness of proposed actions, citing limited impact relative to global emissions. **22 respondents noted that they expected to see a greater variety of actions included in the plan**, such as regulations targeting big corporations, fossil fuel use and electric vehicles. It is important to note that some of this feedback is outside the scope of the CCAP, which is required to focus on reducing GHG emissions, not on adapting to the impacts of climate change, and to focus on locally- and regionally-led actions, whereas the state generally has the power to regulate vehicles, fuels and large commercial/industrial polluters.

Nature, trees and green space: 8 respondents recommended prioritizing urban tree planting and maintenance, green roofs, depaving, and nature access as cost-effective strategies for cooling, resilience, and livability. 2 respondents raised concerns that tree canopy and adaptation measures were missing from the draft.

Economic impacts, costs, and regulations: 14 respondents expressed concern about new taxes, tolls, and regulations raising costs for families, farmers, or small businesses, with some suggesting a need for deregulation to support economic growth and innovation. Around 2 respondents noted that affordability challenges must be addressed in energy, housing, and transportation transitions.

The CCAP team also cross-tabulated the open-ended feedback summarized above by respondents' level of concern over climate change and level of support for government action in order to identify any trends in how these factors shape people's responses. Below are the findings of this analysis, highlighting feedback that is shared among more than 5 respondents in **bold**.

Low level of concern / support for government action on climate:

- 25 respondents who indicated a lower level of concern towards the impact of climate change provided additional feedback, **9 of the respondents indicated that climate change is not a priority or is false**, while others expressed concern about increased cost, distrust of the government, and noted that the region should prioritize community safety, and other recurring issues.
- 30 respondents who do not agree with government agencies prioritizing actions to combat climate change provided additional feedback. These respondents shared concern about the increased cost of living, expressed distrust towards the government and climate change, with some noting that the region should focus on other priorities.

Neutral level of concern / support for government action on climate:

- 5 respondents who indicated a neutral level of concern towards the impact of climate change shared additional feedback. The respondents expressed concern about the effectiveness of the climate actions proposed, and the impacts these actions will have on people's daily lives.
- 3 respondents who indicated a neutral level of support for government action shared additional feedback. 2 of the respondents want to see more immediate and impactful actions, including road pricing and redesigning major transportation investments projects to fit climate realities, while the other respondent noted that the transportation measures such as road diets do not work in the region.

Higher level of concern / support for government action on climate:

- 55 respondents who indicated a higher level of concern over the impact of climate change provided additional feedback. **The majority of the respondents are supportive of the climate actions proposed**. Some open-ended comments called for a clearer framework for accountability and sharing concern about the effectiveness of the actions, many suggested other ideas and priorities they had hoped to see in the plan, such as urban forestry, corporation/business regulations, and vehicle and fuel changes.
- 52 respondents who indicated a higher level of support for government action on climate provided additional feedback. Majority of these respondents expressed a desire to see **quicker actions against climate change** and **shared additional climate actions that they had hoped to see in the plan**, including electric vehicles, urban forestry, and regulating industries and corporations who are major GHG emitters.

Sector-specific questions

In addition to the general questions described above, the survey included optional questions about the climate actions within each of the three sectors that the CCAP focuses on: transportation, buildings, and food, goods and services. In order to facilitate responses, these sections organized the 6-11 actions in each sector into 3-4 categories of similar actions. The tables below list the CCAP actions that were included in each category within each sector.

The survey asked respondents to rate their level of support for each category of actions using a 5-point Likert scale ranging from "opposed / concerned" to "extremely supportive." This scale was biased toward positive responses because the level of community support (based on the first CCAP online open house and on outreach conducted by partner agencies in the course of developing their climate action plans) was a key factor in selecting actions for the CCAP. The information already reviewed demonstrates general support for these actions and the survey results confirm this; every category of actions included in the survey receives majority support. The survey focuses on distinguishing between stronger and weaker support in order to highlight the most popular actions, and on allowing open-ended feedback to better understand the reasons people support or are concerned about different actions.

Examining the share of people who answered these optional questions provides insight into the experience and/or priorities of respondents. Of 180 respondents:

- 122-123[2] answered the optional questions regarding actions in the transportation sector.
- 90-92 answered the optional questions regarding actions in the buildings sector.
- 83-84 answered the optional questions regarding actions in the food, goods and services sector.

Actions to reduce climate pollution from buildings

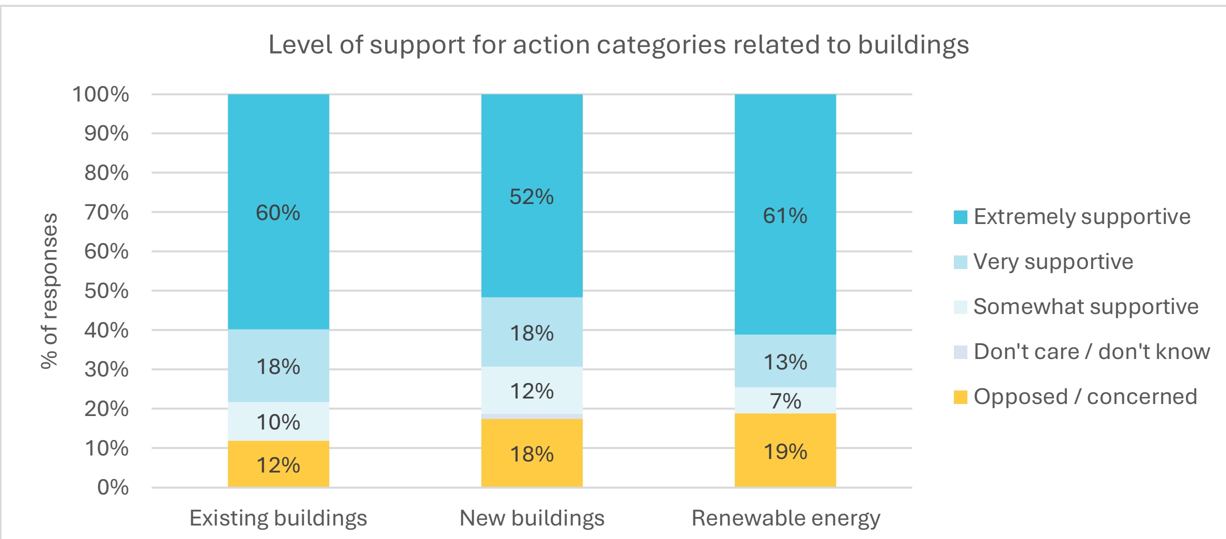
The survey asked respondents to share their level of support for each category of actions within the building sector. **Error! Reference source not found.** summarizes how these actions were grouped into categories. Figure 4 summarizes the survey responses with respect to each category of building actions.

[2] Each sector includes multiple optional questions related to different types of climate actions. A range indicates that different numbers of people responded to the different questions within each sector.

Table 2. Building actions by category

Category	Action
Existing buildings	Energy efficiency in existing homes Efficiency in commercial/industrial buildings Installing electric appliances in existing homes Planting street trees to reduce cooling needs and sequester carbon
New buildings	Increased requirements for electric appliances in new buildings More energy-efficient building codes
Renewable energy	Net-zero public buildings Rooftop solar

Figure 4. Summary of responses to each category of building actions



When combining the share of respondents who were extremely, very, or somewhat supportive, **actions to reduce emissions in existing buildings** received the highest overall support. This was followed by actions to reduce emissions in new buildings, which received only 1% more support than actions to generate renewable energy.

Respondents were invited to share additional feedback or elaborate on their selection for each action. Of the 92 respondents who participated in the optional survey on buildings sector, 44 respondents submitted additional feedback related to the existing buildings category, 42 respondents submitted additional feedback related to new buildings category and 41 respondents submitted additional feedback related to the renewable energy category. The following summarizes the common themes that emerged from these open-ended responses; themes shared by 5 or more respondents are highlighted in **bold**.

Existing buildings

- Of the 72 people who **are supportive or extremely supportive** actions related to existing buildings...

  - ...13 submitted open-ended comments that **emphasized economic benefits** such as lower utility bills and suggested using economic factors to incentivize or require retrofitting and/or electrification.
  - ...11 submitted open-ended comments in **support of creating more green spaces** (likely related to the inclusion of an action related to planting street trees in this category), with 2 comments noting that the co-benefits with green spaces are important.
  - ...8 submitted open-ended comments suggesting **additional ideas for lowering emissions from existing buildings** such green roofs and solar panels (which was included in the renewable energy category).
- Of the 11 people who **opposed/are concerned about** the actions related to existing buildings...
  - ...4 submitted open-ended comments that noted cost and added financial burden is a concern.
  - ...3 responses noted that they do not support how the action will be implemented, specifically subsidization.
- Of the 9 people who are **somewhat supportive** of the actions related to existing actions, 4 submitted open-ended responses that noted cost as a concern.

New buildings

- Of the 63 respondents who **are supportive or extremely supportive** actions related to new buildings, 6 submitted open-ended comments that **noted co-benefits such as longer-lasting buildings** and highlighted the **need for thoughtful implementation**.
- Of the 11 respondents who are somewhat supportive of actions related to new buildings, 8 submitted open-ended comments that **noted concerns regarding cost and the burden of complying with new requirements**.
- Of the 16 respondents who **oppose** actions related to new buildings, 8 submitted open-ended responses that **noted cost as a concern** and voiced **opposition to additional regulations** on buildings.

Renewable energy

- Of the 67 respondents who **are supportive or extremely supportive** actions related to renewable energy, 9 suggested that **renewable energy infrastructure should be incentivized or required** on new buildings, and **barriers should be removed** to make the required upgrades more accessible.
- Of the 6 respondents who are **somewhat supportive** of actions related to renewable energy, 4 submitted comments noting the **need for thoughtful implementation** and shared additional questions about implementation and funding.
- Of the 17 respondents who **oppose** actions related to renewable energy, **8 submitted comments noting the cost of installation and maintenance** as a concern.

Responses were cross-tabulated by the county respondents live or work in and by the respondents' level of concern over climate change / support for government actions on climate. In many cases, the cross-tabulated results were consistent with the general results described above; in some cases there were too few respondents in a given cross-tabulation to draw any conclusions from this analysis. Below we describe significant differences by county or level of support for climate action from the general findings discussed above. Appendix A contains the results of all cross-tabulations.

- Respondents in Clark and Clackamas counties expressed higher levels of concern across all three building action categories compared with respondents from Washington or Multnomah Counties.
- We did not observe any significant differences in support for these actions among people who had differing levels of concern for climate change and support for government action on climate.

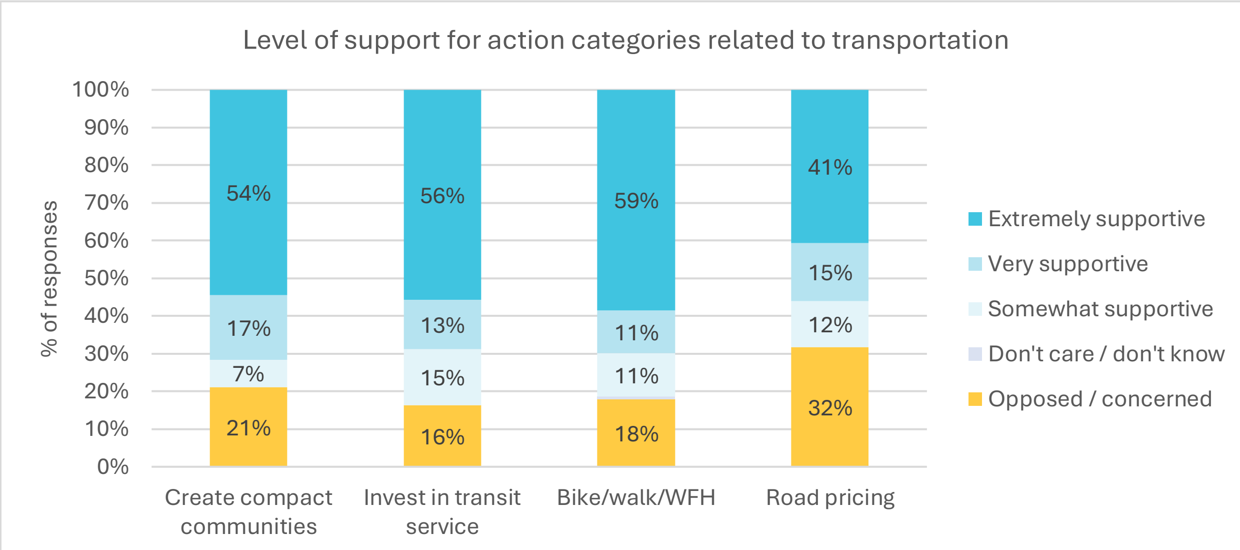
Actions to reduce climate pollution from transportation

The survey asked respondents to share their level of support for each category of actions within the transportation sector. Table 3 summarizes how transportation actions were grouped into categories. Figure 5 summarizes the survey responses with respect to each category of transportation actions.

Table 3. Transportation actions by category

Category	Action
Create compact communities	Implement local and regional land use plans Implement transit-oriented development programs Price and manage parking
Invest in transit service	Implement planned transit service Offer discounted transit passes Build high-speed rail
Make biking, walking, rolling and working from home easier	Build new bicycle and pedestrian facilities Expand electric bike and scooter sharing systems Maximize teleworking
Road pricing	Implement roadway pricing and/or fees

Figure 5. Level of support for action categories related to transportation



When combining the share of respondents who were extremely, very, or somewhat supportive, **actions to invest in transit service** received the most support, followed by actions to make biking, walking and working from home easier, actions to create compact communities and lastly, actions that involve road pricing. **Though the majority of respondents support road pricing, it receives significantly less support than other actions in this sector**.

Respondents were invited to share additional feedback or elaborate on their selection for each category of action. Of the 123 respondents who participated in the optional survey on transportation sector, 68 respondents submitted additional feedback related to the compact community category, 71 respondents submitted additional feedback related to transit service investment category, 65 respondents submitted additional feedback related to the bike/walk/work from home category and 75 respondents submitted additional feedback related to the road pricing category. The following summarizes the common themes that emerged from these open-ended responses; themes shared by 5 or more respondents are highlighted in **bold**.

Overall, a notable theme is that **many people who supported a given category of transportation actions submitted open-ended comments highlighting the importance of implementing *another* category of transportation actions in parallel**. For example, many people who supported actions to create compact communities often submitted comments in support of making complimentary investments in transit, biking and walking. This suggests that **people see transportation actions as mutually supportive, and believe that there are opportunities to maximize the benefits of transportation actions by implementing related actions in a coordinated fashion**.

Create compact communities

- Of the 98 respondents who **are supportive or extremely supportive** actions to create compact communities, 19 submitted open-ended responses noting that they **also support complimentary investments in transit, biking, and walking**.

- Of the 9 respondents who are **somewhat supportive** of actions to create compact communities, 4 submitted open-ended responses noting that transportation issues such as safety, connectivity and affordability need to be addressed first.
- Of the 26 respondents who **oppose** actions to create compact communities, 7 submitted open-ended responses expressing concerns regarding **safety, accessibility, weather, and cost of projects**.

Invest in transit service

- Of the 84 respondents who **are supportive or extremely supportive** actions to invest in transit service, 16 submitted open-ended responses noting **investment needs to focus on improving accessibility, convenience and connectivity** to increase ridership.
- Of the 84 respondents who **are supportive or extremely supportive actions** to invest in transit service, 7 submitted open-ended responses in **support of high-speed rail**, noting that it will make travel more convenient.
- Of the 18 respondents who are **somewhat supportive** of actions to invest in transit service...
    - ...4 submitted open-ended responses noting the importance of making transit more accessible and convenient.
    - ... 3 submitted open-ended responses noting that focusing on improving high-demand routes rather than expanding the network may encourage ridership.
- Of the 20 who **oppose** actions to invest in transit service, 10 submitted open-ended responses noting that transit service investment is not worth it due to **cost, low ridership, inaccessibility, and safety concerns**.

Make biking, walking, rolling and working from home easier

- Of the 86 respondents who **are supportive or extremely supportive** actions to make biking, rolling and working from home easier...
    - ...21 submitted open-ended responses highlighting the need to **make biking and other non-car modes safer and more accessible** by investing in connected networks and safety infrastructure.
    - ...8 submitted open-ended responses noting that this category of actions **needs to be paired with other improvements, such as more compact communities,** to create meaningful impact.
- Of the 14 respondents who are **somewhat supportive** of actions to make biking, rolling and working from home easier, 5 submitted open-ended responses noting that **working from home is a lower priority** and mass transit investment should be prioritized.
- Of the 22 who **oppose** actions to make biking, rolling and working from home easier, 7 submitted open-ended responses noting **that multimodal streets create conflicts, cause congestion, and are dangerous**, especially to people biking and walking.

Road pricing

- Of the 69 respondents who **are supportive or extremely supportive actions** related to road pricing...
    - ...8 submitted open-ended responses noting that thoughtful implementation is needed to **avoid placing burdens on vulnerable communities**.

    - ...7 submitted open-ended responses noting that they **only support road pricing if it is well-administered and the proceeds fund transit and other alternatives to driving**.
- Of the 15 respondents who are **somewhat supportive** of the actions related to road pricing, 5 submitted open-ended responses that noted **concerns about costs** and **impacts to vulnerable communities**.
- Of the 39 respondents who **oppose** actions related to road pricing,
    - ...11 submitted open-ended responses noting that they are concerned about the **increased financial burden** as well as the **impacts to vulnerable communities and tourism**.
    - ...4 submitted open-ended responses that they would support gas tax increases or congestion pricing over road pricing.

Responses were cross-tabulated by the county respondents live or work in and by the respondents' level of concern over climate change / support for government actions on climate. In many cases, the cross-tabulated results were consistent with the general results described above; in some cases there were too few respondents in a given cross-tabulation to draw any conclusions from this analysis. Appendix A contains the results of all cross-tabulations. We did not observe any significant differences or trends in responses between different counties nor among people with differing levels of concern for climate change or support for government action on climate.

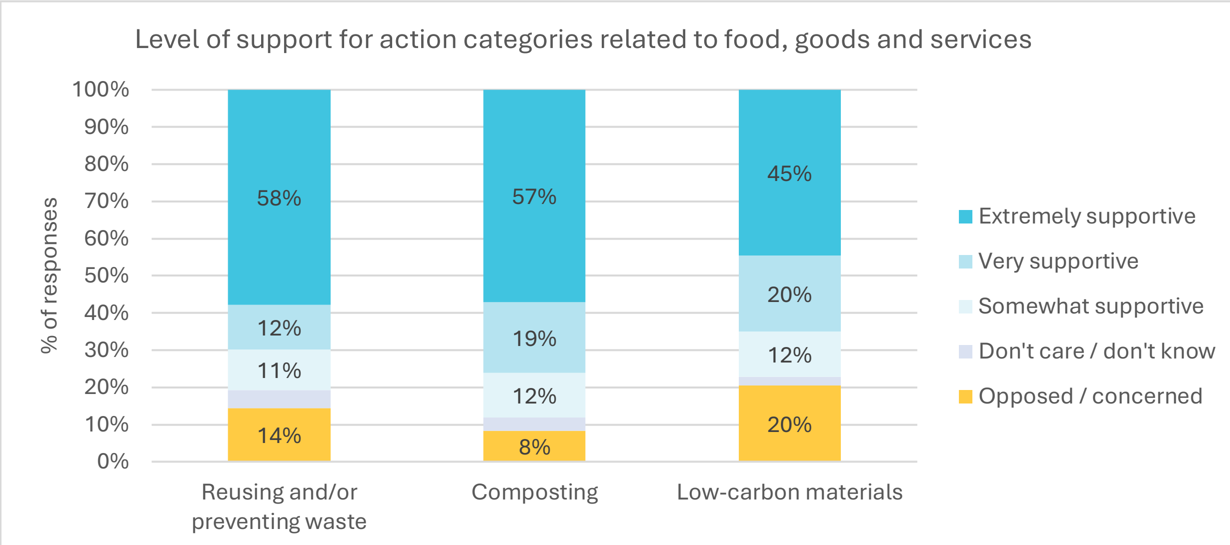
Actions to reduce climate pollution from food, goods and services

The survey asked respondents to share their level of support for each category of actions within the food, goods and services sector. Table 4 summarizes how these actions were grouped into categories. Figure 6 summarizes the survey responses with respect to each category of actions.

Table 4. Food, goods and services actions by category

Category	Action
Composting	Expanded residential composting
Procurement / construction	Requiring low-carbon construction materials in new buildings Low-carbon government procurement
Reusing / preventing waste	Prevent and recover business food waste, with a focus on prevention Increase reuse of products and materials

Figure 6. Level of support for action categories related to food, goods and services



When combining the share of respondents who were extremely, very, or somewhat supportive, **actions to expand residential composting received the most support**, followed by actions to focusing on reusing and/or preventing waste, and lastly, actions focusing on using low-carbon materials in buildings and goods.

Respondents were invited to share additional feedback or elaborate on their selection for each category of action. Of the 84 respondents who participated in the optional survey on foods, goods and services sector, 41 respondents submitted additional feedback related to the reuse and/or preventing waste category, 33 respondents submitted additional feedback related to composting category and 38 respondents submitted additional feedback related to the low-carbon materials category. The following summarizes the common themes that emerged from these open-ended responses; themes shared by 5 or more respondents are highlighted in **bold**.

Reusing and/or preventing waste

- Of the 58 respondents who **are supportive or extremely supportive** actions focusing on reusing and/or preventing waste…
  - …6 submitted open-ended responses noting that **expanding existing programs is critical**.
  - …5 submitted open-ended responses noting that **more education is needed.**
- Of the 9 respondents who are **somewhat supportive** towards actions focusing on reusing and/or preventing waste, 2 submitted open-ended responses that noted being mindful of impacts to small businesses and making it easier for small businesses to reduce waste is important.
- Of the 12 respondents who **opposed** actions focusing on reusing and/or preventing waste, 5 submitted open-ended responses that noted **concerns about freedom to choose being taken away**.

Composting

- Of the 64 respondents who **are supportive or extremely supportive** expanding residential composting...
    - ...7 submitted open-ended responses that expressed the **desire to see composting programs in apartments**.
    - ...6 submitted responses that **more education regarding composting is needed**.
- Of the 10 respondents who are **somewhat supportive** towards expanding residential composting, 2 submitted open-ended responses that they support this category of action as long as there is consideration of rodent control.
- Of the 7 respondents who **oppose** expanding residential composting, 2 submitted open-ended responses noted that the benefits of composting are insignificant and alternatives should be explored.

Low-carbon materials

- Of the 54 respondents who **are supportive or extremely supportive** low-carbon materials, 5 submitted open-ended responses that expressed concerns that this action **may increase the cost or time involved in building housing**.
- Of the 10 respondents who are **somewhat supportive** towards low-carbon materials, 4 submitted open-ended responses that noted concern regarding cost.
- Of the 17 respondents who **opposed** low-carbon materials, 9 submitted open-ended responses that noted **concern regarding cost**.

Responses were cross-tabulated by the county respondents live or work in and by the respondents' level of concern over climate change / support for government actions on climate. In many cases, the cross-tabulated results were consistent with the general results described above; in some cases there were too few respondents in a given cross-tabulation to draw any conclusions from this analysis. Below we describe significant differences by county or level of support for climate action from the general findings discussed above. Appendix A contains the results of all cross-tabulations.

- Respondents who were relatively unconcerned about climate change and/or relatively/unsupportive of government action on climate change responded with a relatively high level of support for expanding composting.
    - Around 40% of the respondents who strongly disagree with the statement "I am concerned about the impacts of climate change on my community" are extremely or very supportive towards expanding residential composting programs.
    - Over 40% of the respondents who strongly disagree with the statement "Metro and other local and regional governments should prioritize combatting climate change" are supportive of expanding residential composting programs.
- We did not observe significant differences or trends in responses between different counties.

Respondent demographics

Metro compared the demographics of survey respondents to the demographics of the metropolitan area from the 2023 American Community Survey to access whether the survey respondents represent people in the metropolitan area. Groups that are underrepresented by 4 percent or more in respondent information compared to average metropolitan statistical area (MSA) demographics are indicated in red. Asterisks (*) note cases where the responses used in Metro's survey questions are not consistent with the way that the American Community Survey categorizes responses; these inconsistencies may also contribute to the differences observed between the demographics of survey respondents and of the general MSA population.

Table 5. Age (178 responses)

Age	Survey respondents	MSA residents
18-24	2%	8%
25-34	16%	15%
35-44	18%	16%
45-54	17%	13%
55-64	15%	12%
65-74	15%	10%
75+	10%	6.7%
Prefer not to answer	7%	

Table 6. Gender (176 responses)

Gender	Survey respondents	MSA residents
Man	49%	50%
Woman	37%*	50%
Prefer not to answer	10%	-
Other	4%	-

Table 7. Race and ethnicity (174 responses)

Race/ethnicity	Survey respondents	MSA residents
American Indian or Alaska Native	3%	0.3%
Asian or Asian American	4%	7%
Black or African American	2%	3%
Hispanic or Latino/a/x	5%*	14%
Middle Eastern or North African	1%	-
Native Hawaiian or Pacific Islander	1%	1%
White (Non-Hispanic)	74%	68%
Race(s) or ethnicity not listed here	4%	-
Prefer not to answer	17%	-

Table 8. Household income (177 responses)

Race/ethnicity	Survey respondents	MSA residents
Less than $30,000	3%	14%
$30,000 to just under $50,000	7%	12%
$50,000 to just under $100,000	34%	28%
$50,000 to just under $70,000	9%	-
$70,000 to just under $90,000	14%	-
$90,000 to just under $110,000[3]	11%	-
$100,000 to just under $150,000	16%*	20%
$150,000 or more	20%	27%
Prefer not to answer	20%	-

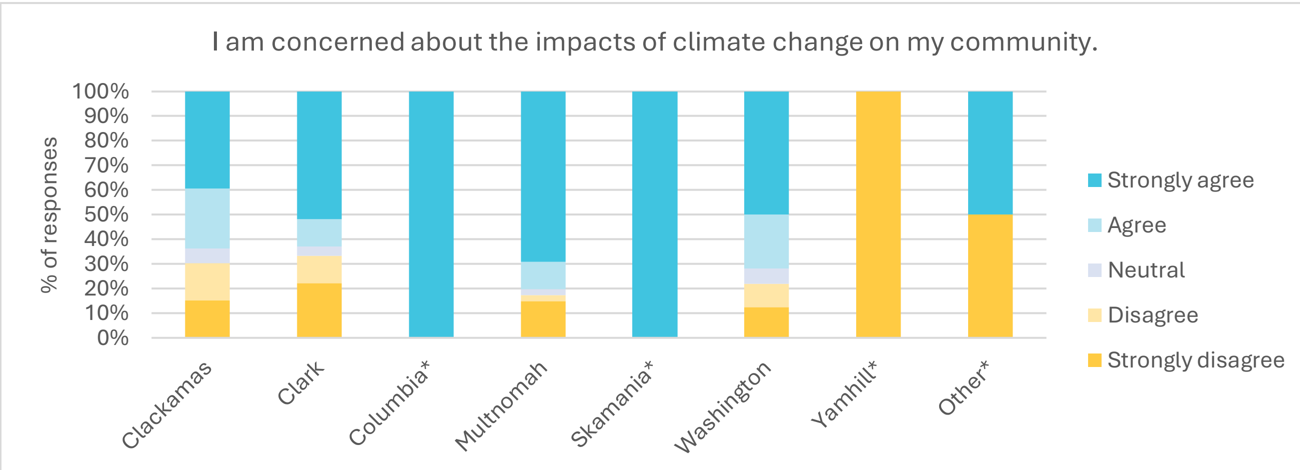
[3] The survey demographic questions and the American Community Survey (ACS) use different categories for income. For the purposes of comparison, the *"$90,000 to just under $110,000" from the survey questions has been sorted under the "$50,000 to just under $100,000" category from the ACS.*

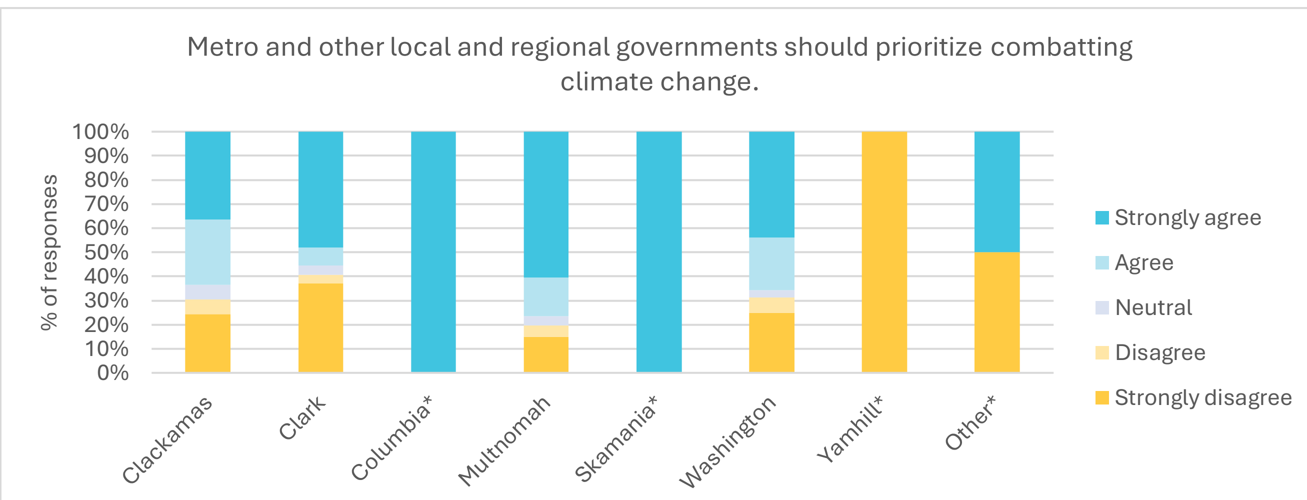
Appendix A. Cross-tabulation analysis results

Cross-tabulations by county

Asterisks (*) indicate cases where fewer than 5 responses were received a given county. The responses may not be representative of county-wide opinions due to the small ample.

Figure 7. Responses to general questions by county





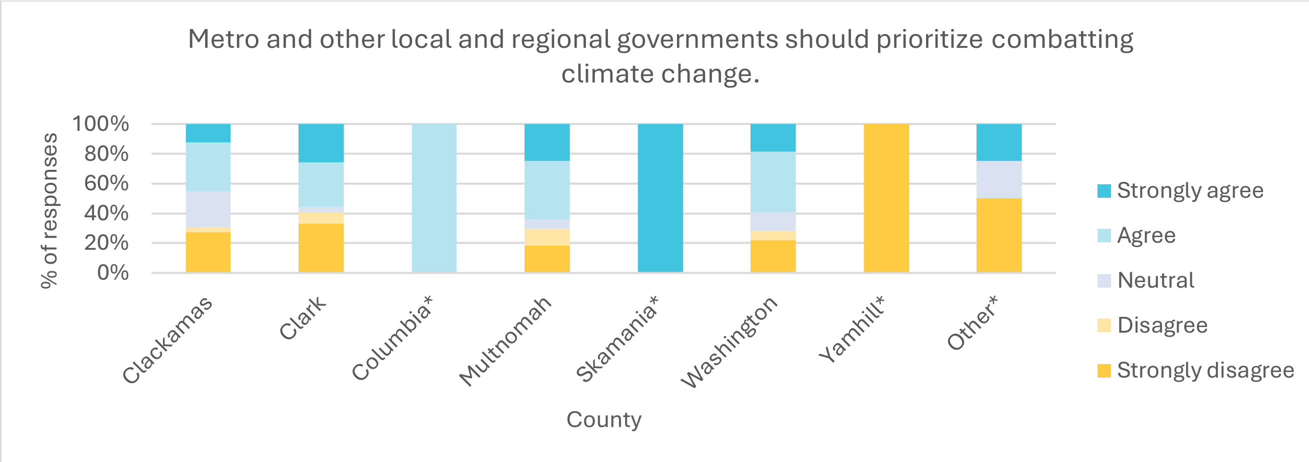
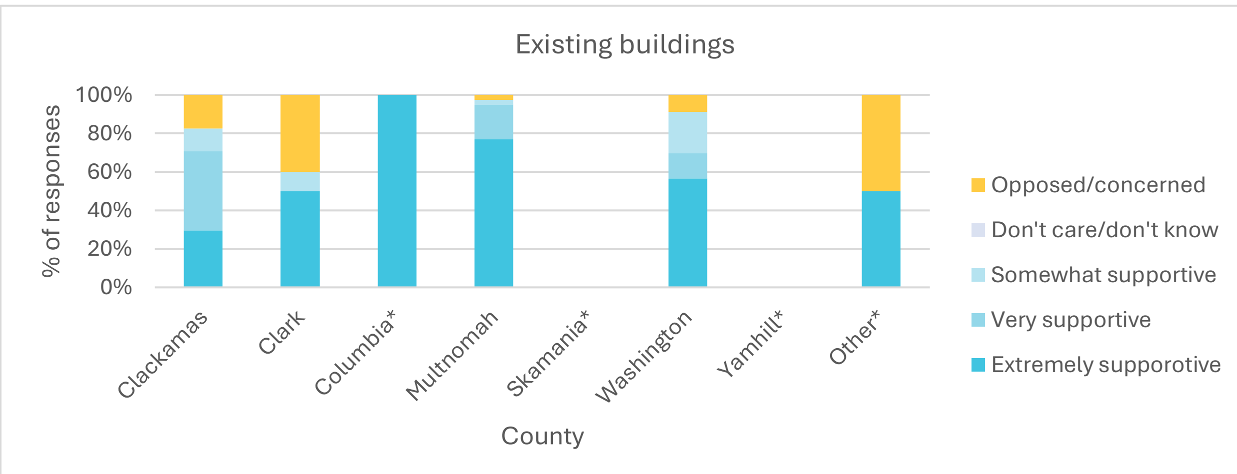
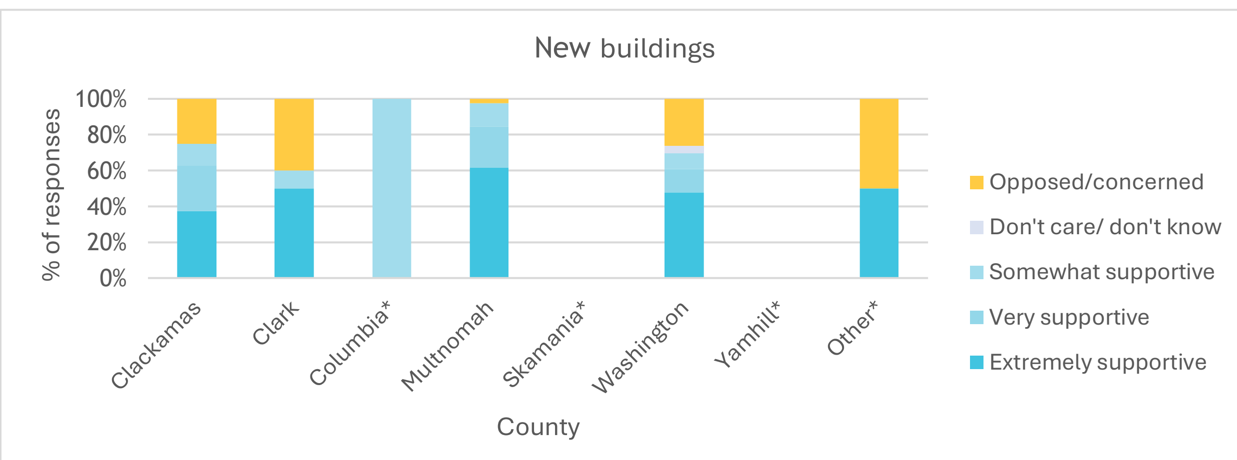


Figure 8. Support for building sector actions by county





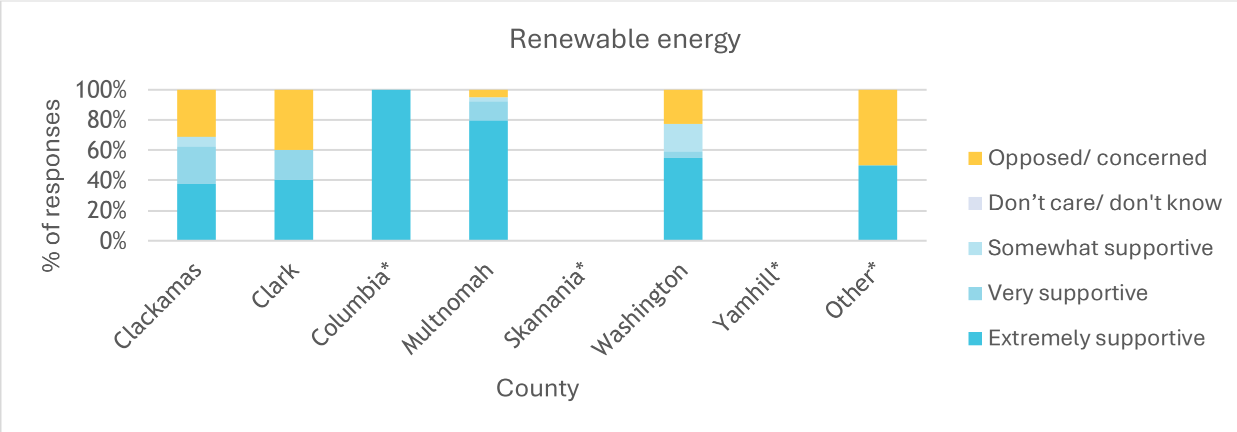
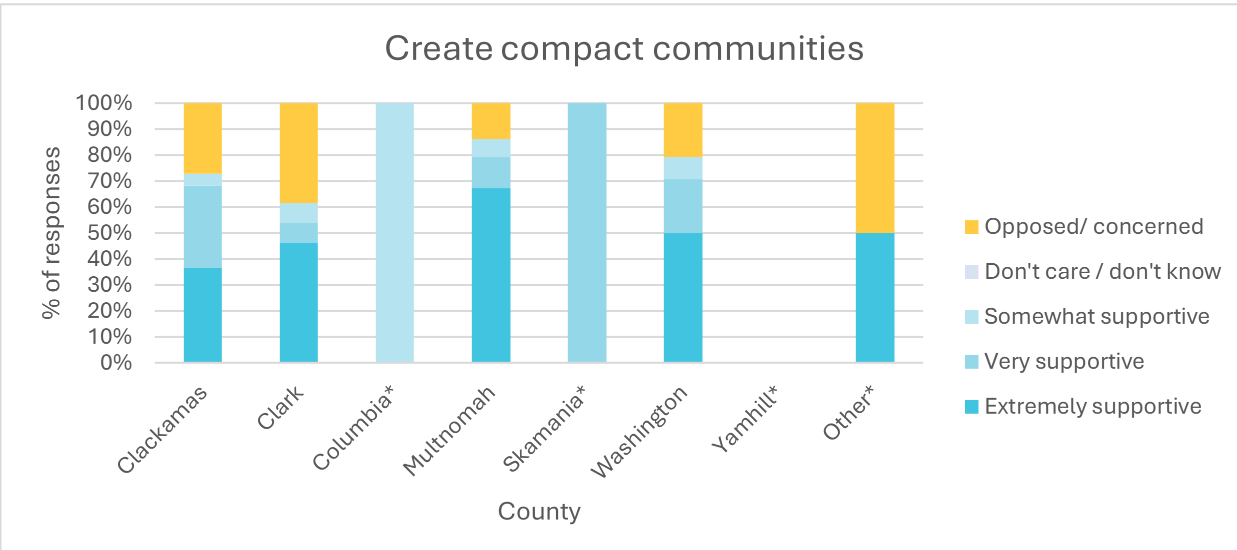
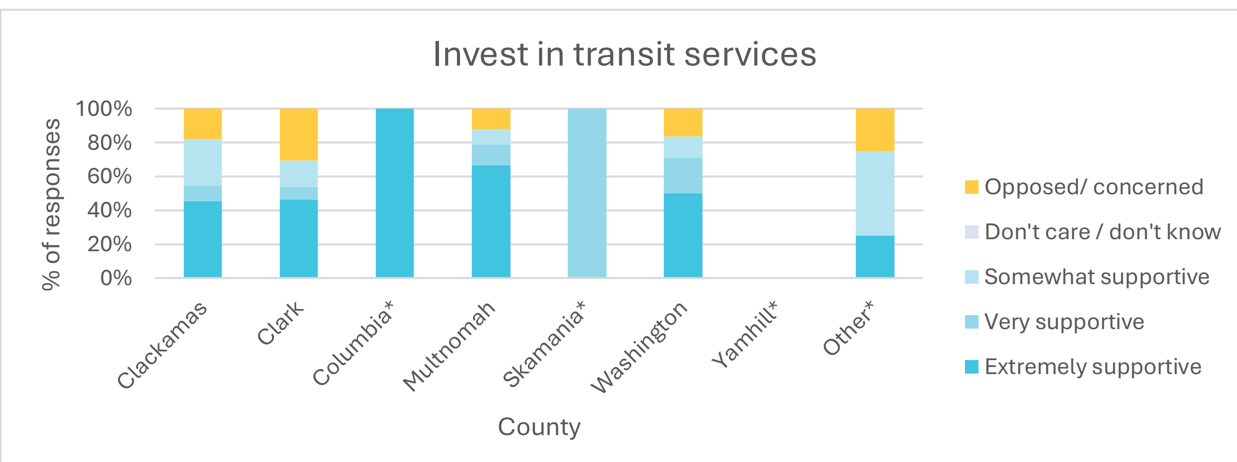
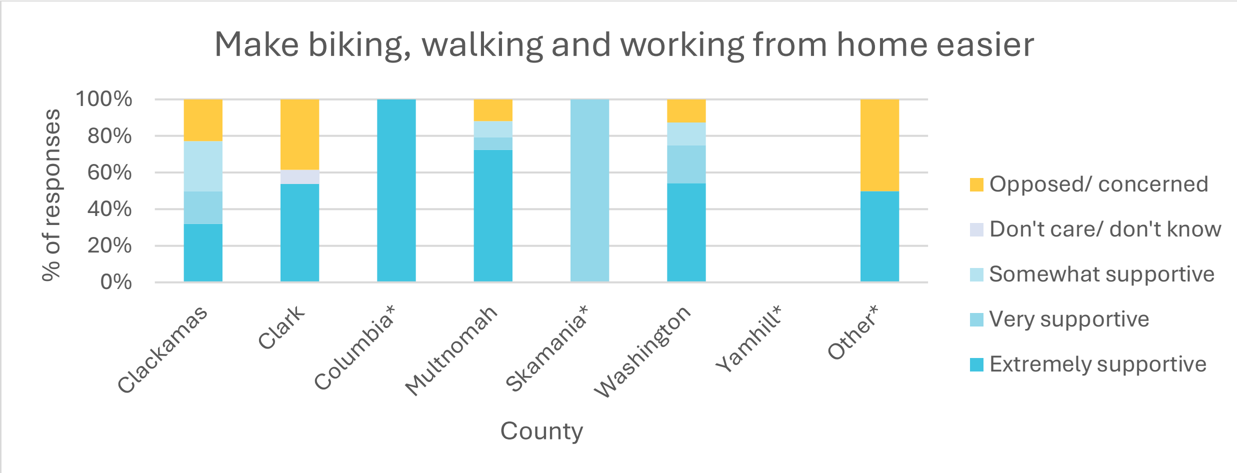


Figure 9. Support for transportation sector actions by county







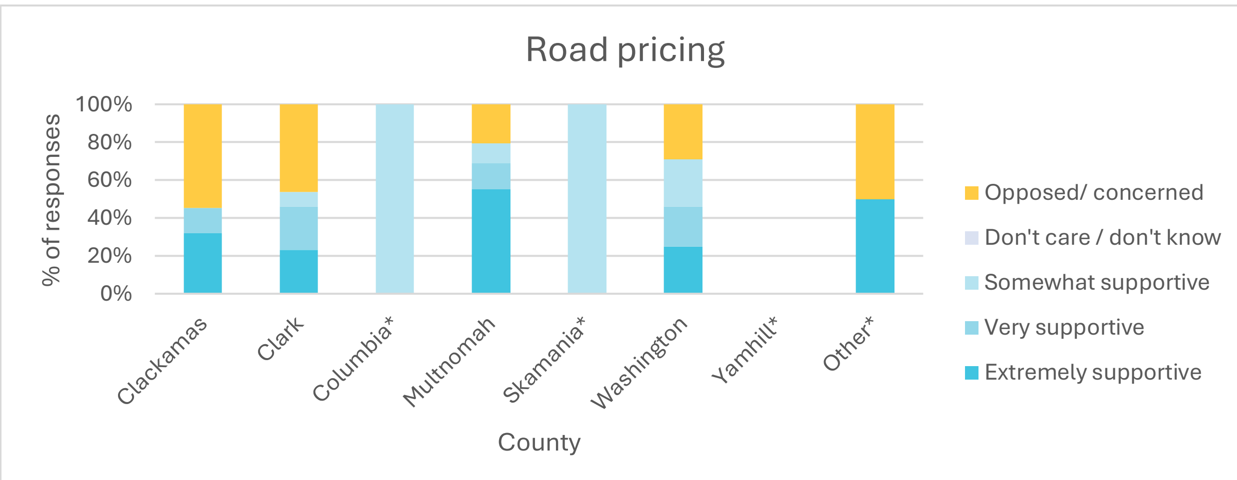
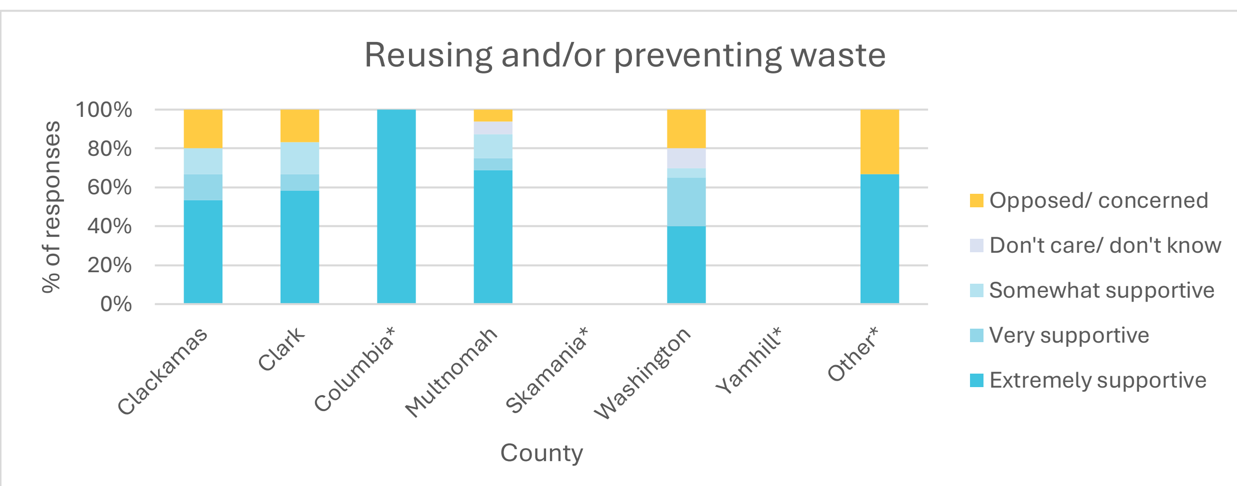
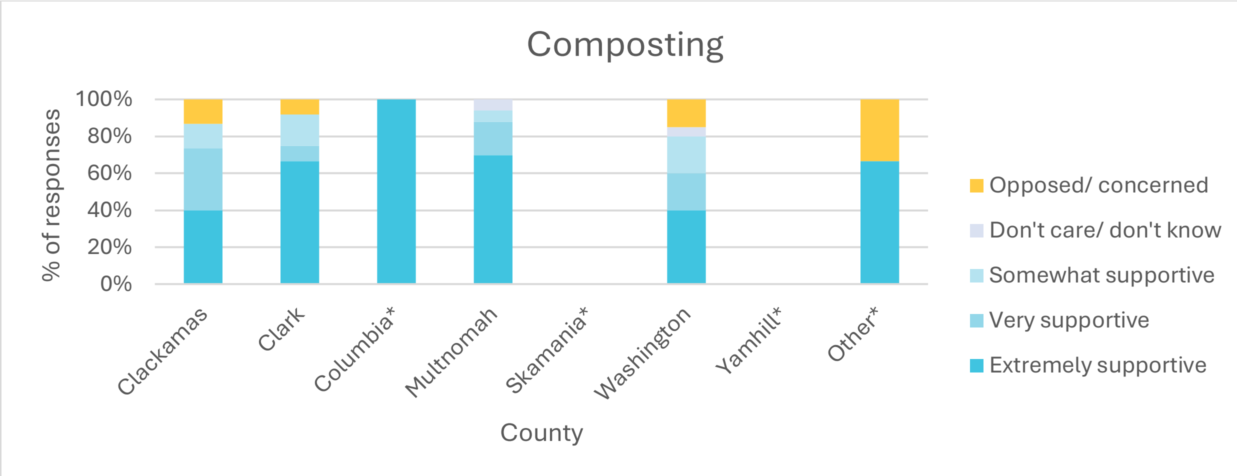
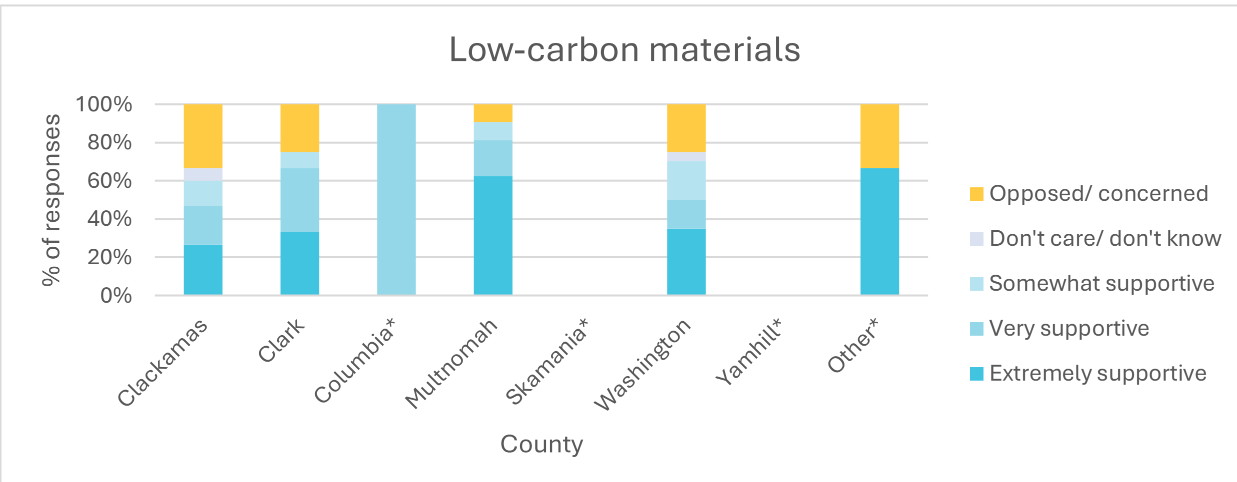


Figure 10. Support for food, goods and services actions by county

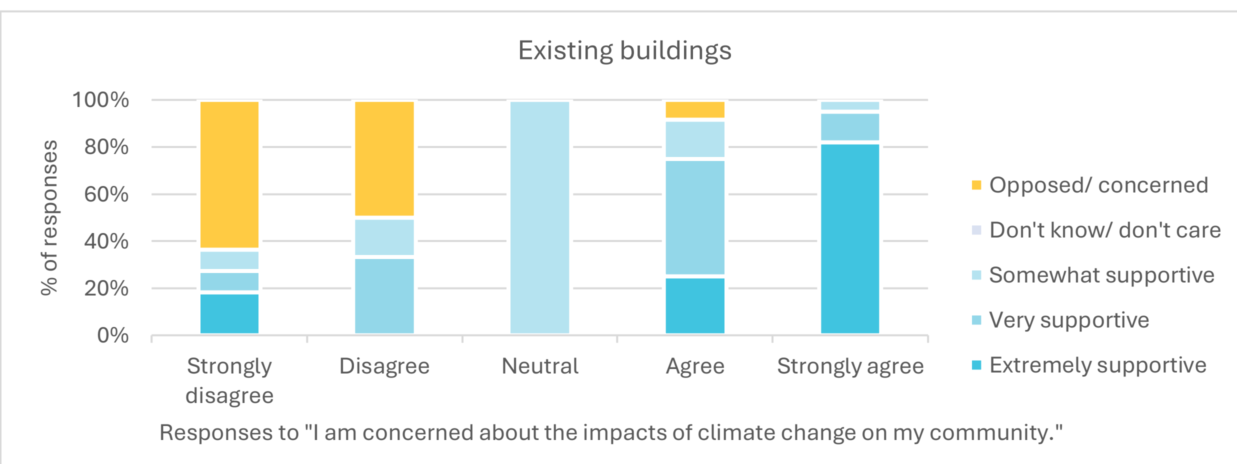


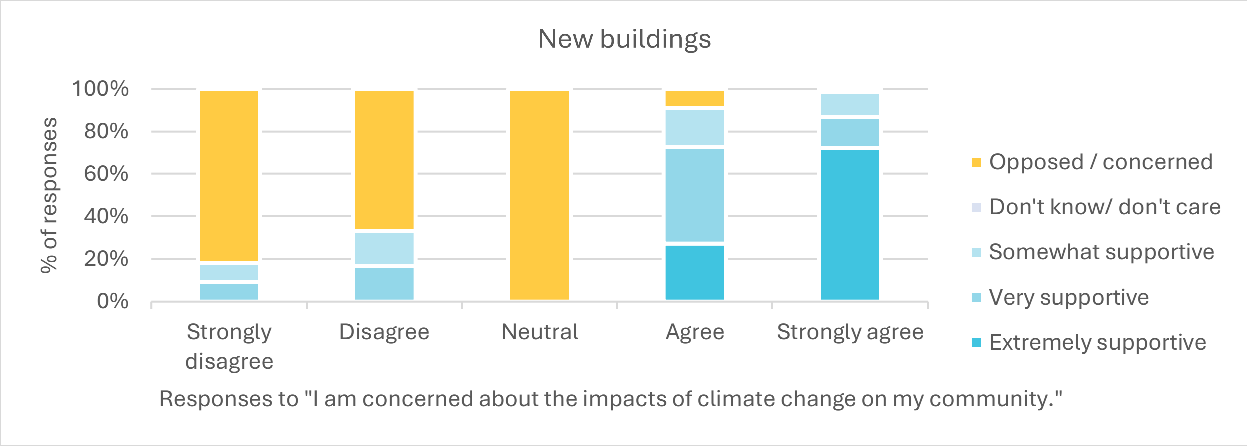


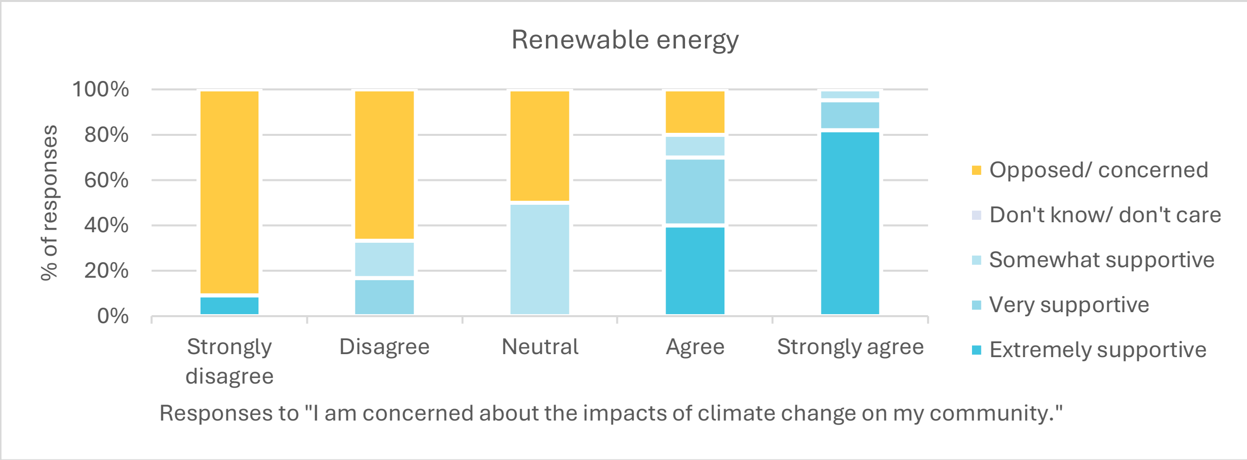


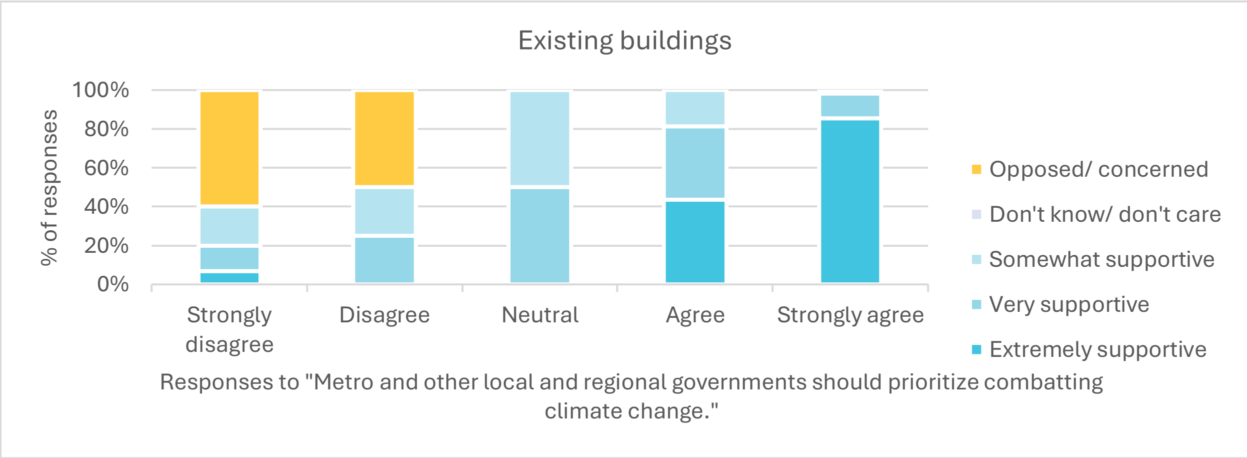
Cross-tabulations by responses to general questions

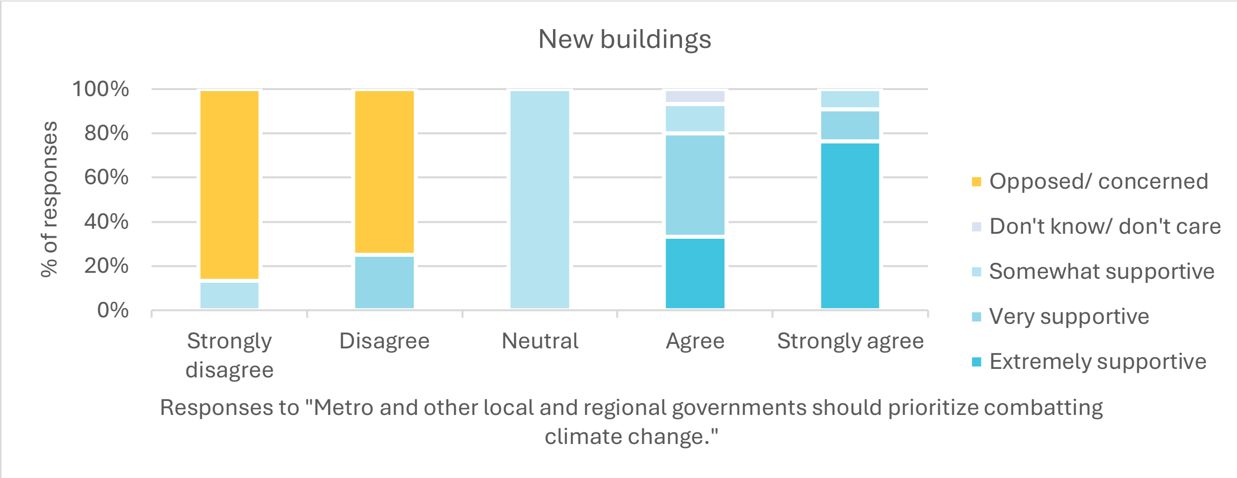
Figure 11. Support for building sector actions by concern about climate change / support for government action on climate change




New buildings
% of responses
100%
80%
60%
40%
20%
0%
Strongly disagree
Disagree
Neutral
Agree
Strongly agree
Opposed / concerned
Don't know/ don't care
Somewhat supportive
Very supportive
Extremely supportive
Responses to "I am concerned about the impacts of climate change on my community."


Renewable energy
% of responses
100%
80%
60%
40%
20%
0%
Strongly disagree
Disagree
Neutral
Agree
Strongly agree
Opposed/ concerned
Don't know/ don't care
Somewhat supportive
Very supportive
Extremely supportive
Responses to "I am concerned about the impacts of climate change on my community."


Existing buildings
% of responses
100%
80%
60%
40%
20%
0%
Strongly disagree
Disagree
Neutral
Agree
Strongly agree
Opposed/ concerned
Don't know/ don't care
Somewhat supportive
Very supportive
Extremely supportive
Responses to "Metro and other local and regional governments should prioritize combatting climate change."



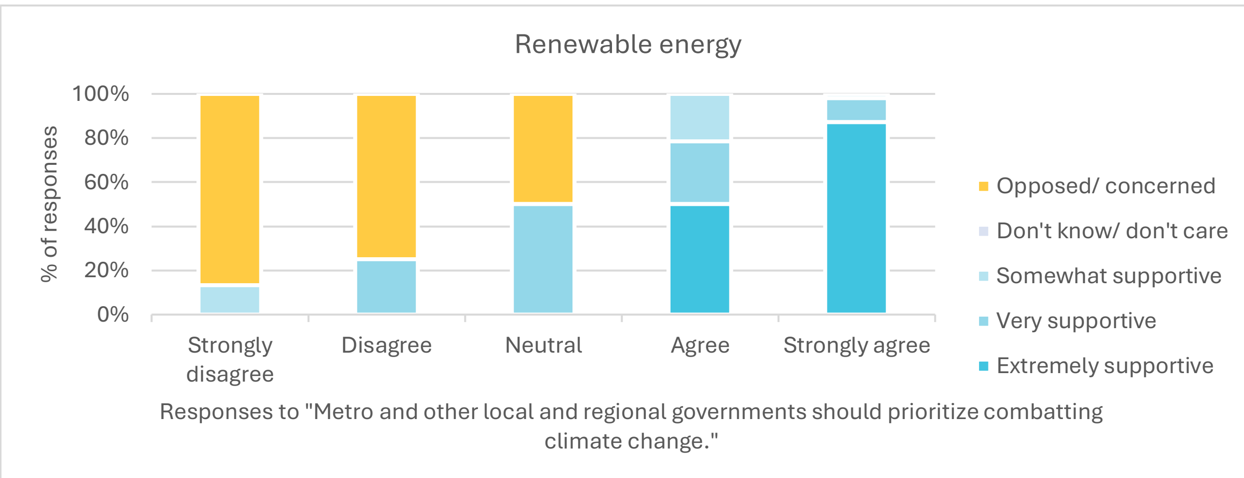
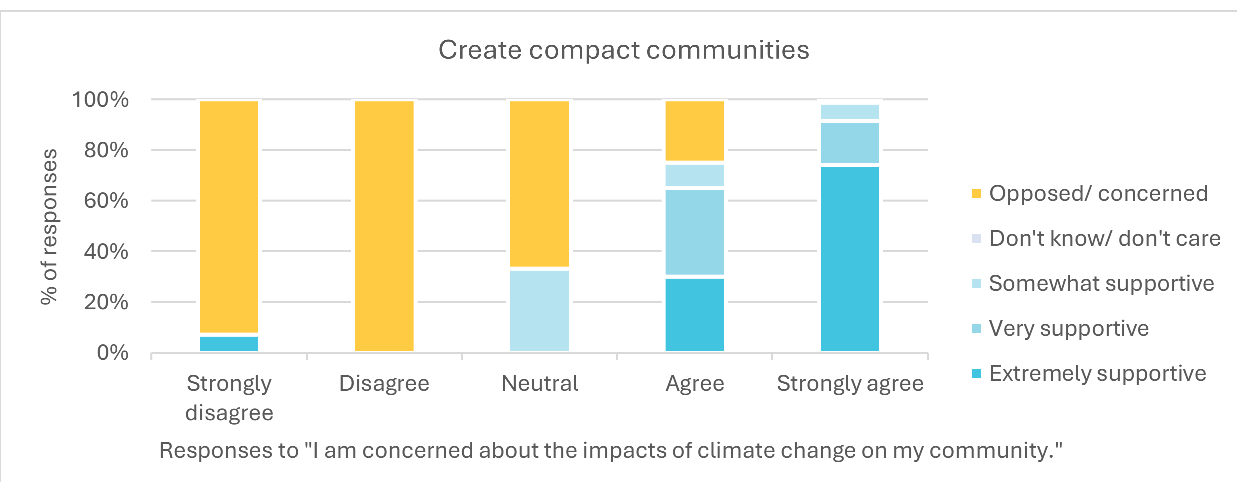
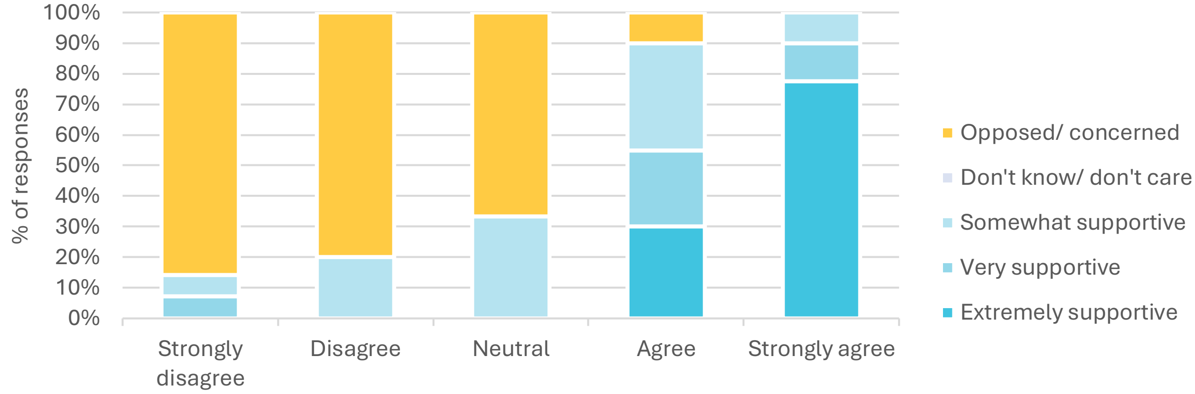


Figure 12. Support for transportation sector actions by concern about climate change / support for government action on climate change

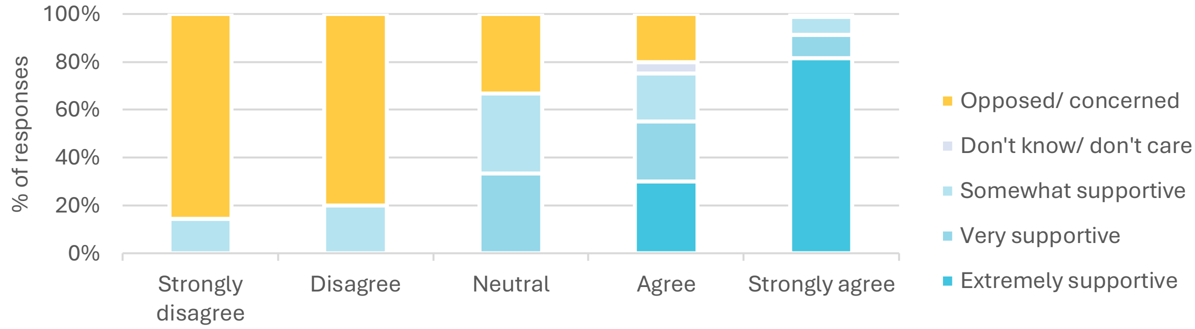


Distribution of online open house responses by county



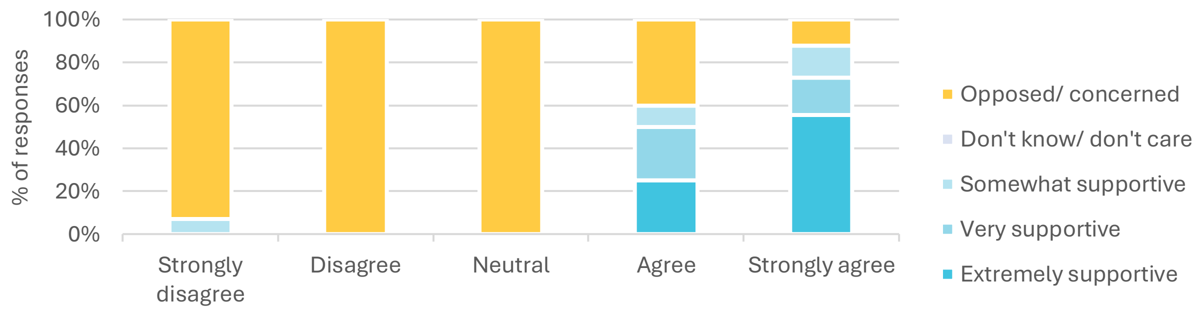
Responses to "I am concerned about the impacts of climate change on my community."

Make biking, walking and working from home easier

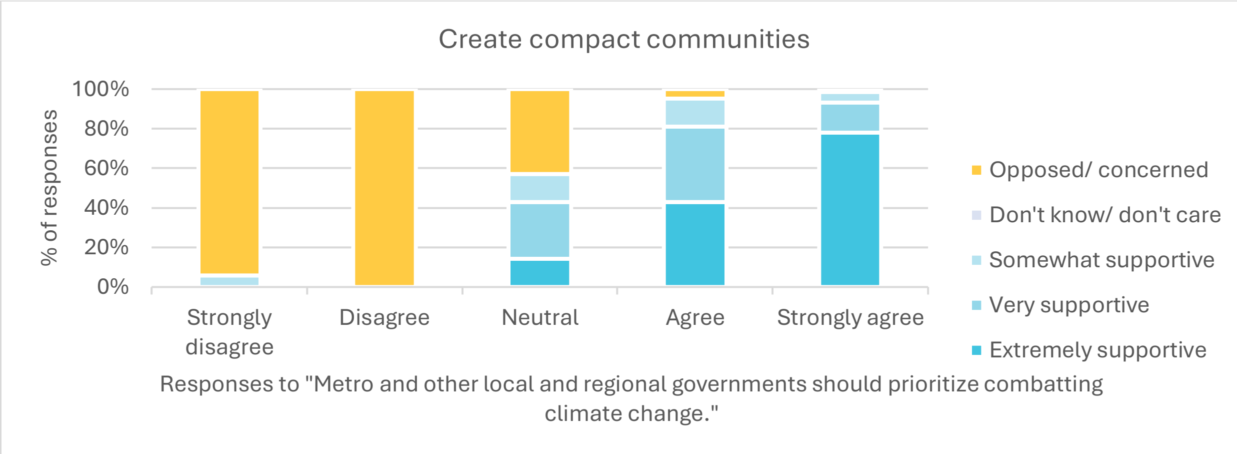


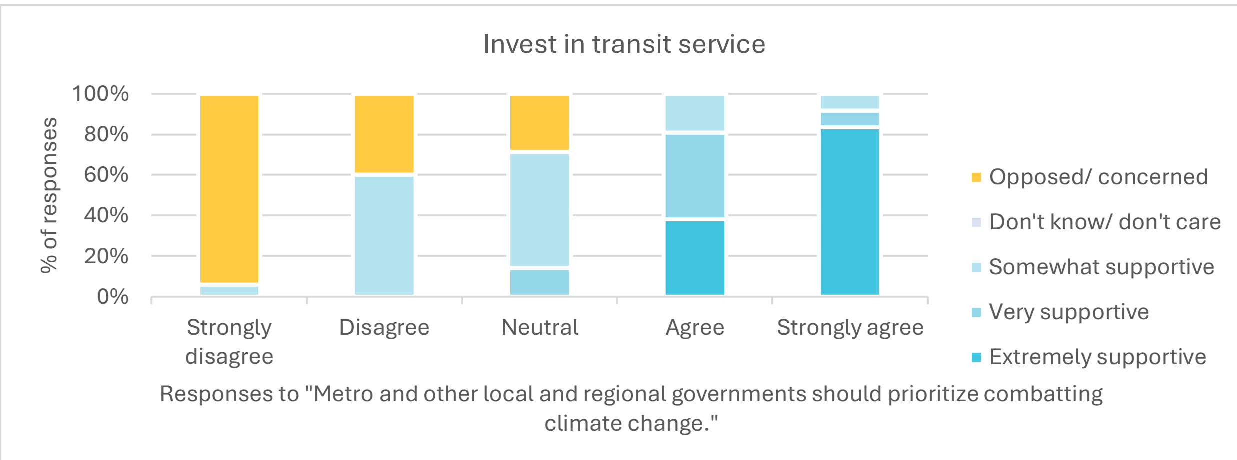
Responses to "I am concerned about the impacts of climate change on my community."

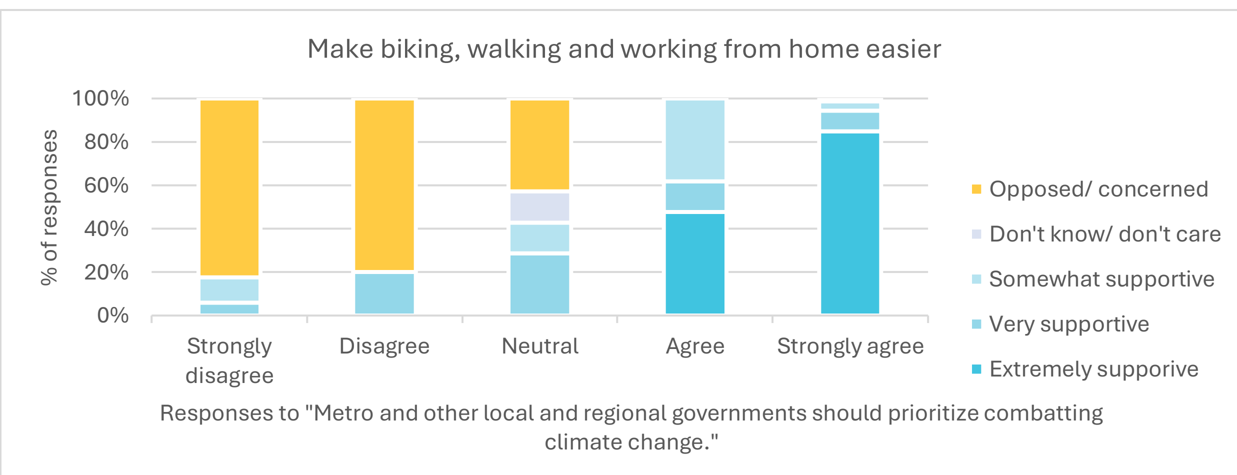
Road pricing



Responses to "I am concerned about the impacts of climate change on my community."


Create compact communities
% of responses
100%
80%
60%
40%
20%
0%
Strongly disagree
Disagree
Neutral
Agree
Strongly agree
Opposed/ concerned
Don't know/ don't care
Somewhat supportive
Very supportive
Extremely supportive
Responses to "Metro and other local and regional governments should prioritize combatting climate change."


Invest in transit service
% of responses
100%
80%
60%
40%
20%
0%
Strongly disagree
Disagree
Neutral
Agree
Strongly agree
Opposed/ concerned
Don't know/ don't care
Somewhat supportive
Very supportive
Extremely supportive
Responses to "Metro and other local and regional governments should prioritize combatting climate change."


Make biking, walking and working from home easier
% of responses
100%
80%
60%
40%
20%
0%
Strongly disagree
Disagree
Neutral
Agree
Strongly agree
Opposed/ concerned
Don't know/ don't care
Somewhat supportive
Very supportive
Extremely supporive
Responses to "Metro and other local and regional governments should prioritize combatting climate change."

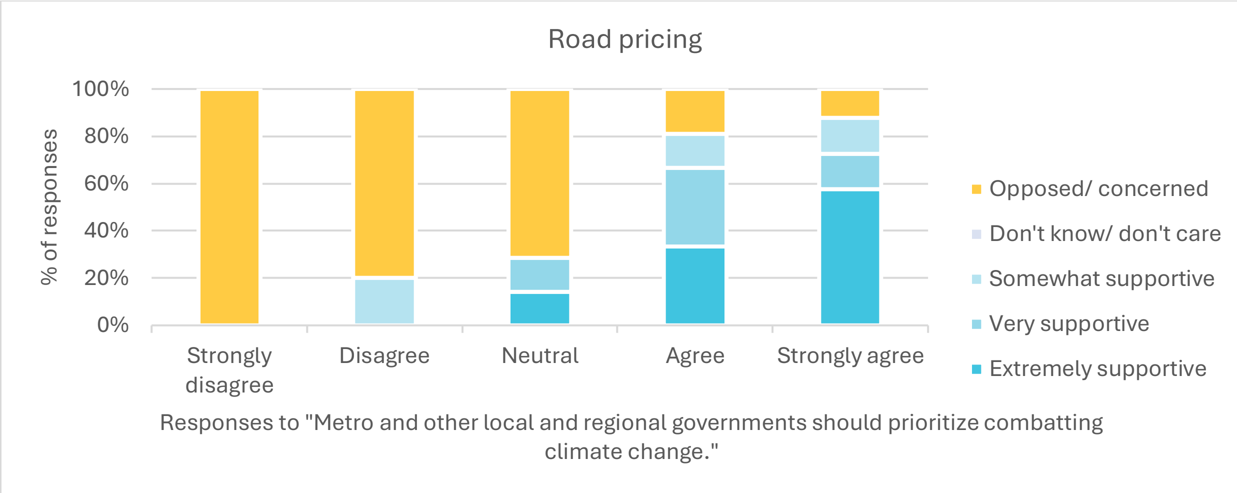
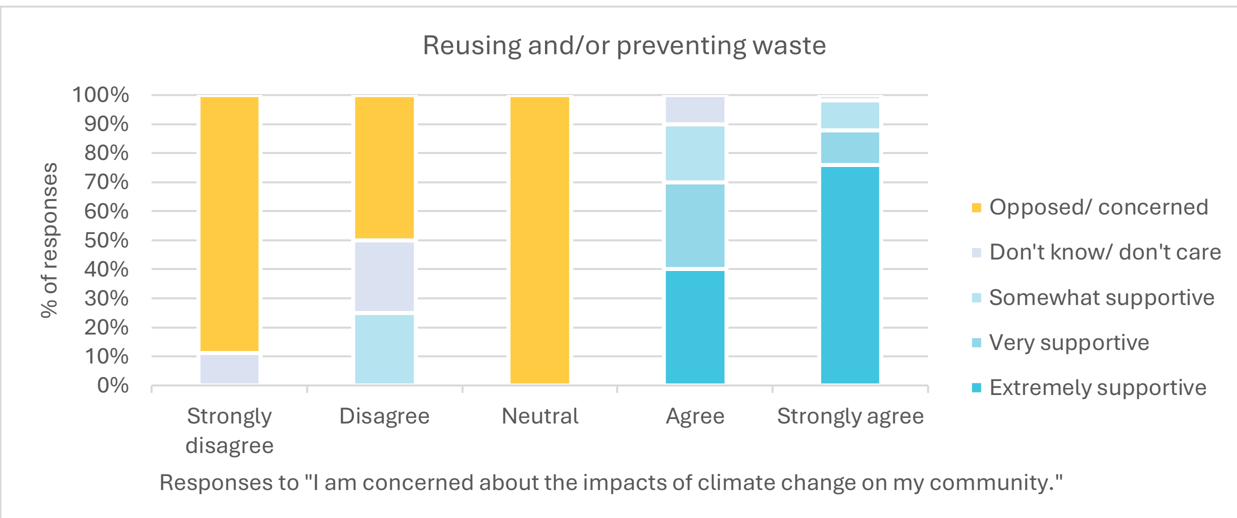
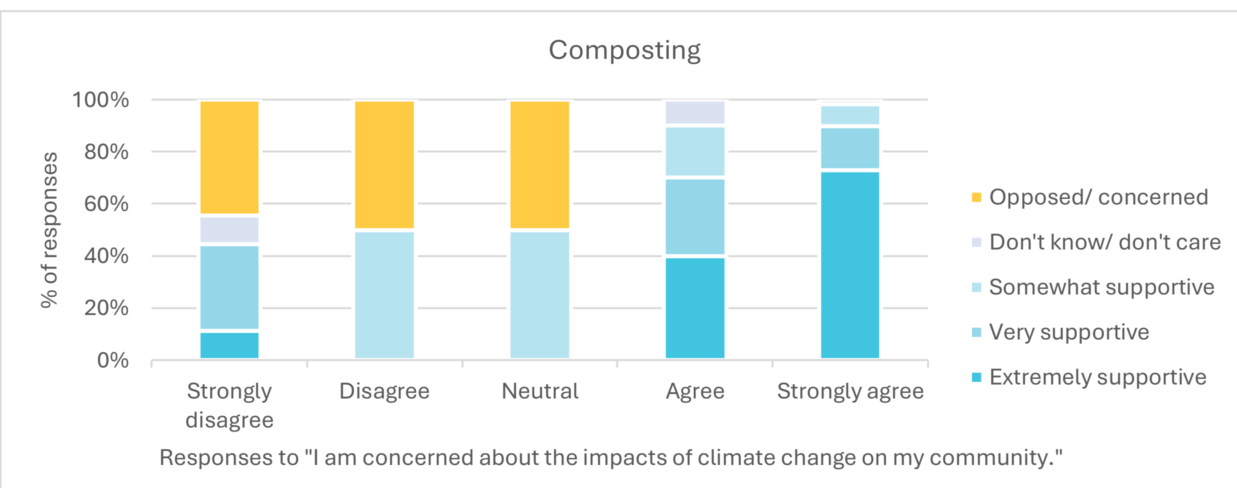
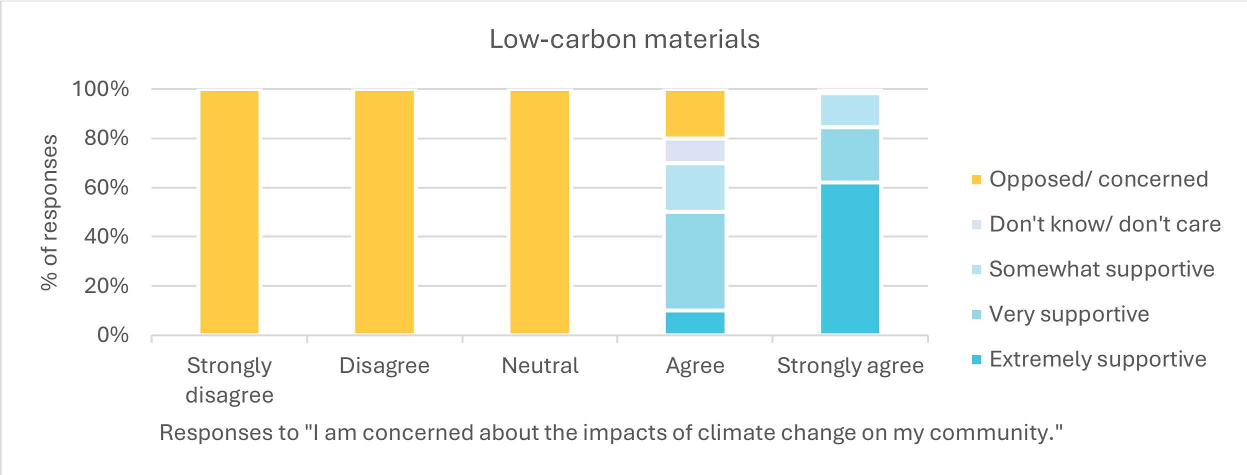
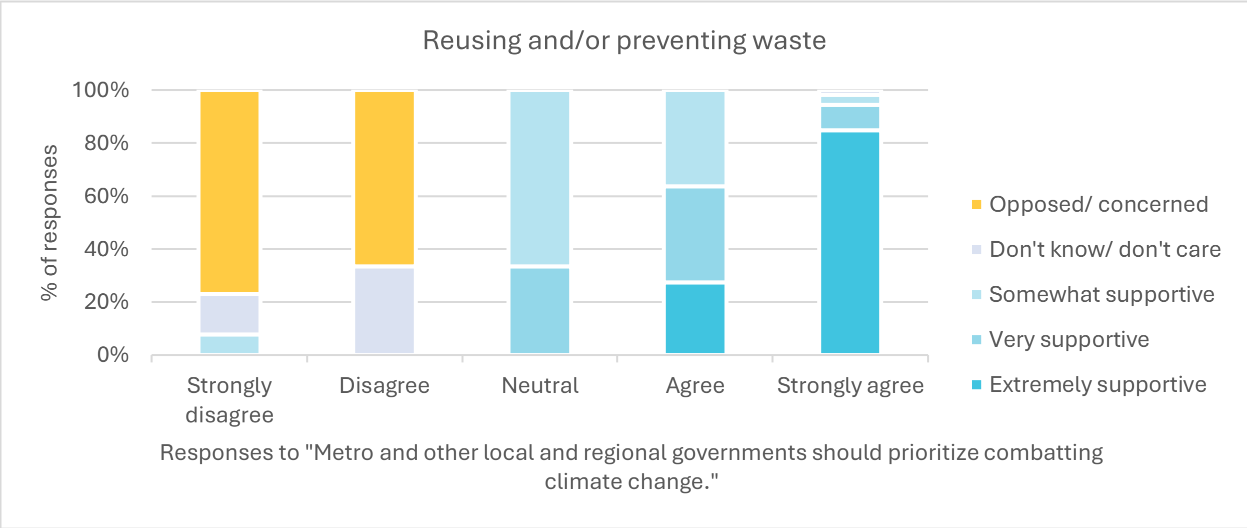


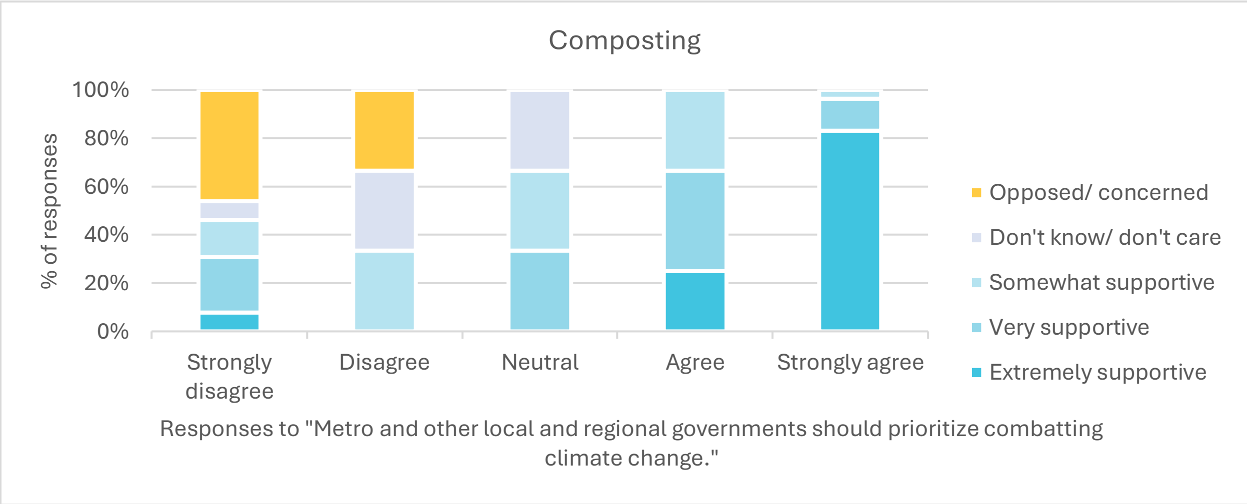
Figure 13. Support for food, goods and services sector actions by concern about climate change / support for government action on climate change

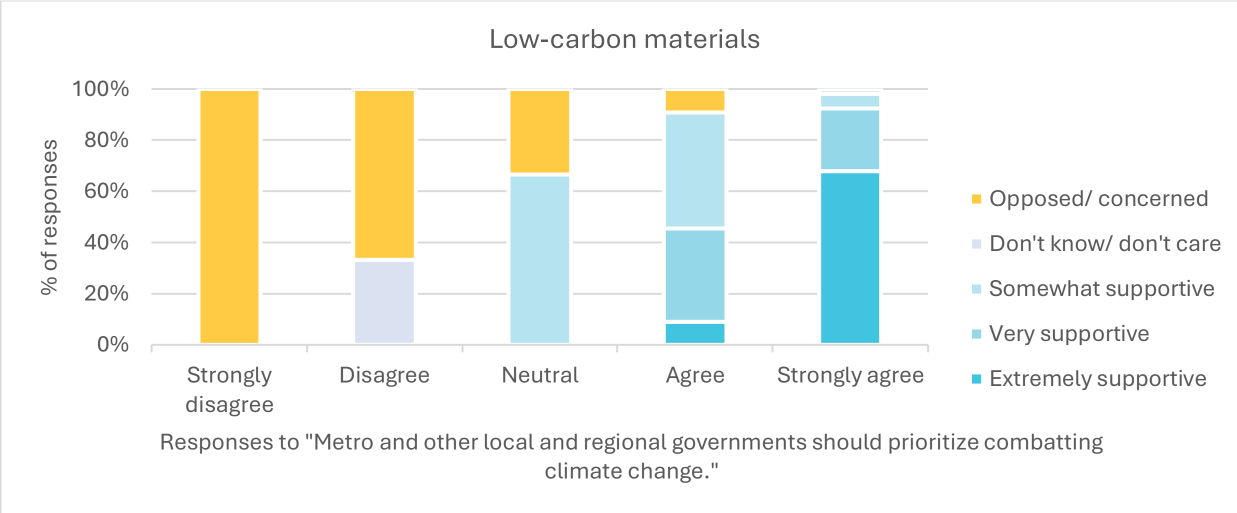





Low-carbon materials
100%
80%
60%
40%
20%
0%
% of responses
Strongly disagree
Disagree
Neutral
Agree
Strongly agree
Opposed/ concerned
Don't know/ don't care
Somewhat supportive
Very supportive
Extremely supportive
Responses to "I am concerned about the impacts of climate change on my community."


Reusing and/or preventing waste
100%
80%
60%
40%
20%
0%
% of responses
Strongly disagree
Disagree
Neutral
Agree
Strongly agree
Opposed/ concerned
Don't know/ don't care
Somewhat supportive
Very supportive
Extremely supportive
Responses to "Metro and other local and regional governments should prioritize combatting climate change."


Composting
100%
80%
60%
40%
20%
0%
% of responses
Strongly disagree
Disagree
Neutral
Agree
Strongly agree
Opposed/ concerned
Don't know/ don't care
Somewhat supportive
Very supportive
Extremely supportive
Responses to "Metro and other local and regional governments should prioritize combatting climate change."


Low-carbon materials
% of responses
100%
80%
60%
40%
20%
0%
Strongly disagree
Disagree
Neutral
Agree
Strongly agree
Opposed/ concerned
Don't know/ don't care
Somewhat supportive
Very supportive
Extremely supportive
Responses to "Metro and other local and regional governments should prioritize combatting climate change."