

2022 City Council Candidates' Responses re. Climate Action

Each Corvallis City Council candidate was asked the following questions by the Corvallis Sustainability Coalition Steering Committee:

1. **[Buildings & Energy]** Energy conservation, efficiency, and renewables are identified in the Buildings & Energy section of the Corvallis Climate Action Plan as the highest priority strategy. **As a city councilor, what actions have you taken and/or will you take to promote and advance energy conservation, efficiency, and renewables?**
2. **[Climate Adaptation/Community Resiliency]** Due to climate change, our region will continue to encounter increased heat events, flooding, droughts, and significant human health impacts. **As a city councilor, how have you addressed and/or how will you address climate adaptation and long-term community resiliency?**
3. **[Land Use & Transportation]** As a city councilor, **what actions have you taken and/or will you take to promote and advance alternative transportation opportunities in Corvallis, and what actions will you take to implement the Land Use & Transportation section of the Corvallis Climate Action Plan?**

Their responses are outlined below, with the candidates listed in the order in which they are presented in the Oregon Voters' Pamphlet.

JAN NAPACK – Ward 1

(No response was submitted)

CHRISTINA JANCILA – Ward 2

1. **[Buildings & Energy]** A robust outreach needs to be in place throughout our community by promoting the “Back to Basics” method of being good stewards of our planet, which is doable right now: Reduce, Reuse, Recycle. This is something that can be done immediately to make the entire community aware that we must tackle climate change together, no matter the age.

Ward 2 is the birthplace our great history as a city and most commercial buildings and homes in Ward 2 are at least 100 years old. Our current infrastructure is built with fossil fuels in mind. As City Councilor, I support and will promote the increase of energy efficiency improvements and products such as green weatherization, attic vents, daylighting, shading,

energy efficient appliances in any new and/or existing buildings, as well as onsite renewables for commercial and residential whenever possible.

I will also commit to promote/support new green infrastructure (such as EV conduit) resulting from any new commercial building projects in downtown.

I would also support a fossil fuel free zone in downtown if proposed. I will also support more outdoor dining (business right-of-way) program which will take up parking (fewer cars) resulting in more pedestrian, biking, or walking in downtown.

2. **[Climate Adaptation/Community Resiliency]** Firstly, climate change disproportionately affects low-income families, workforce families, moderate income families, fixed income families as well as the unhoused. This relates to climate change vulnerabilities. Most of these families rent housing and pay for the utilities. These folks are stuck between a rock and a hard place. The demand for energy efficient products is in high demand and as green technology evolves it can be quite expensive. Folks on a fixed income find it difficult to upgrade to more energy efficiency products.

Federal, state, county and city incentives could make this more doable for landlords, if renters could demand that more energy efficiency housing be made available, or upgrades to the current housing stock. This ties into the housing shortage. New housing must be built with energy efficient products because there is a demand for it.

I will support community outreach regarding emergency preparedness needs along with the health impacts due to climate change. This must be done through public health and social service outreach. The local food insecurity is becoming a reality. The water shortage that supports California's and Arizona's life and economy affects us all because farmers pay higher prices for water causing a domino effect.

3. **[Land Use & Transportation]** In 1993, Vice President Al Gore warned us about climate change. He was criticized for his stance and therefore plans to wean us from fossil fuels were at best stagnant.

Almost 30 years later, we are in a crisis. The time is now for action plans in place. However, over 100 years of fossil fuel infrastructure cannot be eliminated overnight, nor can we afford to prolong it either.

Ward 2 in Corvallis is where our history of a city began. Structures are 100+ years old. Most commercial buildings in downtown, as well as the residential housing was built with fossil fuel in mind. Incentives such as low interest loans, grants must be made available to help offset the expensive process to go green. The demand is there. The supply is low, creating high-cost energy products.

I support the new mixed-use initiative specifically addresses climate change needs for infrastructure. This initiative reinvigorates the urbanization approach for downtown as well as Southtown. Verticalization by building upwards. New construction can go to 105 feet from the previous 75 feet. Corvallis requires that conduit for electric vehicle charging stations be implemented in construction projects. This is an important step towards a greener infrastructure.

BRIAE LEWIS – Ward 2

1. **[Buildings & Energy]** We need to really look into what we have available to convert as much of our energy consumption to renewable as much as possible. Our current grids are inefficient and outdated, not able to sustain the current flow as it is. I strongly believe that educating the community as a whole and understanding that even a small change can make a difference can assist in the fund allocation for such projects. Recent progress has been made to reduce our carbon footprint by switching building materials when repairing roads and insulation and I have faith that this will lead to better and more innovative projects in the future.
1. **[Climate Adaptation/Community Resiliency]** Climate change is real. Corvallis usually starts its rainy season mid- to late-September with the heaviest rainfalls beginning of November. We have not seen a drop of rain nor a drop in temperature as we head into the end of October which is concerning. The purpose of short-term solutions is to provide a pathway into permanent and sustainable ones. The current progress being made are in part due to the passing of the Affordable Housing Construction Excise Tax (AHCET) and the Urban Renewal Plan for South Corvallis. As a member of the H.O.P.E. Board Executive Committee, we are in constant contact with programs and projects that have been proposed to the Council and County as well as receiving updates on changes to said projects.
2. **[Land Use & Transportation]** We unfortunately don't have the capability to undertake our robust transit system inhouse. However, I believe that we need to take a look into why our current contract is no longer working. A few options available are currently how can we revitalize our current contract, shop for another contract that is willing to work with both the County and City Council, and improve our roadways to better incorporate other modes of transportation (bikes, skateboards, scooters, etc.) to ensure the safety of everyone. There is a great need to fix our roads and expand bus routes but the most important issue at hand is how to incentivize more transit workers and reevaluate what kinds of transportation is doable within the city while also communicating with our neighbors to help with the expansion.

HYATT LYTLE – Ward 3

1. **[Buildings & Energy]** When it comes to actions in the Climate Action Plan regarding Energy Conservation, Efficiency and Renewables in Buildings & Energy, core actions are divided between Community and Municipal mitigation efforts. As a Councilor, I have continued to promote changes in Code to promote energy efficiency improvements in new/existing buildings and development, whether residential or commercial. Through my support of individual developments, when it comes to looking through a climate justice lens; to more diplomatic issues such as permitting with Hollingsworth and Vose; as well as promoting programming that allows for expansion of Electric Vehicle Charging stations in the community.

I have supported housing options to reduce energy consumption and environmental impacts of construction by supporting changes to Middle Housing Code, rezoning our Mixed-Use Zones to allow for more residential options, and have supported variety of Affordable Housing projects in my tenure on the Council.

I have always supported encouraging the City's efforts regarding GHG monitoring, transitioning facilities to solar, transitioning vehicles to electric, and looking for energy efficiencies all across the organization. Each year in the City's Strategic Operations Plan, I am in full support of recommendations that will bring us closer to a more mindful and efficient organization.

2. **[Climate Adaptation/Community Resiliency]** Disaster Planning and Community Resiliency has always been a platform for me since I first came on the Council. I spent time in New Orleans in the wake of Katrina, so I immediately became involved in the planning for the 2017 Eclipse, which was considered at the time a practice exercise of jurisdictions meeting in the middle-although it seemed I was the only Councilor interested in it at the City level. My father being an Earthquake Scientist, I have always been interested in resiliency when it comes to planning, and I was shocked when coming to the Council and that the only hazards map I could track down at the time was at the County from 1996. I have continued to push the platform of Resiliency Planning, and the City has come much further than it was only six years ago, especially with the wonderful Emergency Manager in place now. In South Corvallis, we began a Map your Neighborhood exercise in the summer of 2019, as we face other factors that the rest of the City does not when it comes to preparedness. We take climate change and planning for its wake very seriously here south of the Confluence.
3. **[Land Use & Transportation]** Alternative/Smart Transportation is a massive priority for me, being a resident of South Corvallis and experiencing Hwy 99 and the tragedies we have over the past four years. I currently serve on the ODOT 99W South Corvallis Facility Plan Stakeholders Committee for over a year now, where we are revisioning the highway in

South Corvallis to be one for all users over the next decades, especially prioritizing bikes and pedestrians and their safety. I've also been a part of the State's Speedzone Roundtable Committee, in order to keep Corvallis issues a part of the conversation when it came to State policy making. I have always supported City policy and Code changes that promote Alternative Transportation and safer Right of Way. When it comes to Land Use & Transportation, I have been and will continue to be a proponent of facilitating Active Transportation; by expanding bike and pedestrian networks and enhancing visual and physical safety measures. As we are in the midst of waiting for more infrastructure to support electric vehicles for more of the population, if humans are going to make commitments to reduce vehicle emissions, the City will have to provide necessary means to support walking and cycling.

ALEC TURNER – Ward 3

(No response was submitted)

GABE SHEPHERD – Ward 4

1. **[Buildings & Energy]** I have been a strong advocate of a mandatory Home Energy Score Ordinance, I voted to change our aspirational goal of 100% renewable energy to an actual goal of 100% renewable energy, and I will continue to advocate for a community solar facility. With the city's new facilities project, I will ensure that energy efficiency, conservation, and renewables are a part of the conversation for every new facility developed.
2. **[Climate Adaptation/Community Resiliency]** I will continue to ensure that climate adaptation and resiliency is built into our city plans. Long term resiliency. I want to make sure that the city has extreme weather plans, especially a more comprehensive extreme heat plan.
3. **[Land Use & Transportation]** I will continue to advocate for the Corvallis Transit System and promote programs that elevate bicycle and pedestrian safety.

CHARLYN ELLIS – Ward 5

1. **[Buildings & Energy]** We could start by passing the Home Energy Score. Once that is done, we could restrict the use of natural gas by banning it in new construction, phased in over several years.

We should be putting up solar with battery backup on all city buildings. If natural gas is our fallback, and an earthquake is our most likely disaster, what if the pipeline breaks?

The city could enhance the Climate Action Board's webpage to include more information on programs to increase household efficiency—one spot to look for rebates on insulation, heat pumps, duct sealing, etc.

The state has made some significant changes to the building code in the last six months which will also help with new construction and solar.

2. **[Climate Adaptation/Community Resiliency]** We need to plant trees. Our older areas are losing their tree canopy to age and many of those big trees are not being replaced because the houses are now rentals. Other areas never had trees. Our poorest neighborhoods have the fewest trees. That needs to change.

We need to be sure to plant the right species in specific areas—and not pull the planting out just when the mature.

As a community, I would like to see us return to our interest in locally grown foods: beans and grains, vegetables and fruits, dairy and meat.

We need a better plan to address rough camping. People who are camping on our public lands are most impacted by heat and cold, especially when combined with rain and snow. In the short term, we may need managed camping; in the long term, we need to house people.

3. **[Land Use & Transportation]** I walk or bike everywhere on a daily basis. I know our streets.

We need to reestablish the Bicycle and Pedestrian Advisory Board.

We have to build out the neighborhood bikeways more quickly. We have to make it safer for students to bike and walk to school by enhancing and expanding Safe Routes to School. This will require some shifting of funding and priorities, as well as working with the state and local school district.

We should be shifting our sidewalk repair fund to focus on our low income neighborhoods, where the sidewalks are rougher, because of age, than they are in newer areas.

We have to slow down traffic on local streets; Portland has shown us that it is legal for cities to set their own, lower, speed limits.

When we are building out our newer neighborhoods, a tightly gridded block system is better for walking and biking than cul de sacs and winding streets. People want to be able to walk and bike in their neighborhoods rather than driving for short trips. We need to design for that.

LAURIE CHAPLEN – Ward 6

1. **[Buildings & Energy]** For the Green New Deal I made amendments so that it could be acceptable to the council and it was passed unanimously.

I encouraged solar panels on the fire stations especially the ones being redone with ARPA funds, and will be recommending solar panels on facilities that are good for the technology.

I am working to add to the City's SOP to strengthen taking the city to a Negative Carbon footprint and engage on a municipal level and with the community to reduce greenhouse gases from all sources. I also would like when facilities are built/modified they are redone to the highest LEED standards affordable.

2. **[Climate Adaptation/Community Resiliency]** I am a CERT member and also just appointed by the Governor as the League of Oregon Cities council representative to the statewide Local Governments Emergency Response Advisory Council which will be providing Policy Recommendations to the State Oregon Emergency Management (OEM). This gives a voice not only in Corvallis but statewide for city and statewide community resiliency to disasters, many caused by climate change. In past professional jobs and my current job I see the impacts of disasters on our vulnerable populations and also see the needs of the people struggling and use this experience as a lens in policy decisions. As a councilor looking at policies and opportunities for climate mitigation and adaptation within the city, example looking natural gas ordinances.
3. **[Land Use & Transportation]** I look to promote electric charging stations and promote additional housing options to reduce commuter traffic. Given our aging society and other complex factors having a variety of transportation options will be key and promoting the transition to electric vehicles is a needed component. I also want to see less transportation deaths including pedestrian and bicycle deaths as that is very concerning. I also want to see opportunities to increase the level and frequency and routes of the CTS.

For further Land Use & Transportation sections of the CCAP I look to foster these strategies and review policy recommendations from CAAB and staff.

PAUL SHAFFER- Ward 7

1. **[Buildings & Energy]** By next year, the city will use 100% renewable energy for city electricity needs; this is ahead of schedule and is a success. As the city begins to remodel/replace city buildings, I will advocate building to LEED silver or gold standards, and will push to install solar panels as much as is feasible. I will encourage the city to continue transition of its fleet to electric, or at least hybrid, vehicles. I applaud the forward-looking

action of the city, in updates to fire stations, to build in equipment for charging electric emergency vehicles.

Beyond city infrastructure and vehicles, I support and encourage city decisions that encourage or require energy conservation in private structures – I support Home Energy Scores and will continue to do so; I supported the Green New Deal; I support a moratorium on new natural gas hookups. I will advocate for better recovery of food waste in homes and businesses. I support reach codes and other efforts to improve efficiency of appliances and buildings. I support placement of Level III charging stations in downtown areas to encourage use of electric vehicles by residents and to encourage visitors with EVs to visit Corvallis.

2. **[Climate Adaptation/Community Resiliency]** We cannot prevent these kinds of events; community planning and resilience allow us to respond to them. As a councilor I have supported, and will continue to support interagency emergency planning, evacuation drills, etc. As someone who has dealt in emergency response, I know there is no substitute for planning and practice.

I will also support actions to:

- Improve communications with the public to improve awareness and response;
 - expand CERT teams to support work of first responders;
 - maintain resources for evacuees, including cooling and warming stations for those who need them;
 - recognize that displacement can be a long-term reality; I support planning for long term housing and other support for displaced individuals and families.
 - support better fuel management, in and around Corvallis and in regional wildlands, to help manage fire. We used to think of fire as something that stopped at the urban fringe; we now recognize that is not true, so I support better awareness and training for homeowners to minimize fire risks on individual properties;
 - protect stream and riparian corridors to minimize flood runoff, and use of bioswales, permeable pavement, etc. to decrease surface runoff;
 - enforce strict water management in emergencies, whether drought or facility failures.
3. **[Land Use & Transportation]** Roughly 20,000 people commute to Corvallis on a daily basis. I support actions to reduce that number substantially, by some combination of providing additional housing, improved transit, increased telecommuting, etc.

I'm not an active transit activist, but as a councilor I have supported (and will continue to support) actions to improve and encourage pedestrian and bike usage and safety – bollards at intersections, curb extensions, buffered bike lanes, wayfinding signage, etc. I have requested speed bumps at a few specific locations. I have encouraged reconsideration of placement of bus stops on Harrison Blvd. west of 36th St.; existing locations are perceived as unsafe. I have supported code changes to reduce parking requirements, which in the long

term will reduce auto use. I supported the road diet lane configuration on Circle Blvd. When 36th Street was resurfaced in 2021, at the encouragement of cyclists, I encouraged (successfully) Public Works to adjust lane configurations to improve bike safety.

The current CTS schedule is untenable. Unless the city's contractor can quickly staff up to restore schedules, I will advocate for an alternate contractor, or for the city to take and hire drivers for the system.

TRACEY YEE – Ward 8

1. **[Buildings & Energy]** As a councilor, I voted to increase the funding for the "green grants" or the Climate Action Revolving Loan Program administered through the Economic Development Department, which are designed to assist not-for-profit, cooperative, and governmental educational institutions in their efforts to implement substantial energy efficiency and/or energy conservation projects either at their own facilities; within the community; or through the aggregation of projects that may include individual households, businesses, and other organizations. I will also encourage and support the efficient use of energy in new city buildings or facility remodels such as solar panels, passive heating and cooling, collection and recirculation of rain water for flushing toilets, and constructing buildings to the highest LEED standards possible. For residential developments, I will vote to limit the extension of natural gas to new developments, where natural gas lines do not already exist, and encourage middle housing such as duplexes, triplexes, and smaller homes to increase density and encourage walkability. Additionally, I support the replacement of existing city street lights with cooler, lower energy LED lights.
2. **[Climate Adaptation/Community Resiliency]** I have consistently questioned and asked for examination of new housing developments that are slated for the northern edges of the urban growth boundary to understand the environmental impacts of building on slopes, near riparian areas, and the relationship to wildfire risk. For those neighborhoods in my ward that are up against the wildland urban interface, it's important to provide public training and education on how to mitigate fire danger to homes and understand emergency procedures and evacuation routes in the event of a wildfire in NW Corvallis. The Corvallis Fire Department and Community Development Department have been involved with statewide efforts in new code development to address these continued increased risks.
3. **[Land Use & Transportation]** I support, and will continue to support, fareless ridership on the Corvallis Transit System via the levy on the Corvallis services bill. Current struggles with service and scheduling due to staffing aside, I will encourage more frequent runs on routes to make the CTW system a more viable option for inner-city transportation. I would also like to examine bringing the management of the CTS "in house" if we are not able to successfully provide the level of service to the community via a 3rd-party vendor. I also

addressed some of this in my previous answers, but we need to look at what types of housing we're building and where. Corvallis needs more affordable housing, and I would encourage the building of more dense housing (middle housing) closer to the core of the city where residents can easily get there by public transit, walking, or biking. In the wider established residential areas, we need to expand the network of bike/walk trails and paths that connect the northern, western, and southern parts of the city to the downtown so people can walk or ride on designated trails in addition to using designated bike lanes on the roads.

CLIFF FELDMAN – Ward 9

1. **[Buildings & Energy]** To take action I will learn how the City has performed on its 2016 Climate Action Plan. Some of these items include the implementation of an energy performance rating program for homes – which I believe, has been kicked to the May 2023 Special Election. The Council needs to be more proactive than that! Other Action Plan items include the city's purchase of 100% renewable energy; the development of smaller housing options as part of an overall effort to add much needed housing. I will ask why the City has added no new solar capacity on its own properties in the past few years. I will ask why the City's Transit System partner is unable to maintain employee levels that might *increase* service, not *reduce* it.
2. **[Climate Adaptation/Community Resiliency]** I come from a region that has had long-standing water issues, and has done remarkably well conserving water, given their limited resources. However, nothing can mitigate a repeated and persistent lack of rainfall, and some day Corvallis will likely experience similar climate stress. As I write this in mid-October, we've had no significant rainfall since June; we've seen a string of often smoke-filled 80 degree days, omens of our hotter, drier future. Resiliency begins with education. I see a remarkable lack of water conservation here. It's understandable, but no longer acceptable. Starting in our own 'house', the City should simply not allow lawns on City owned property, including curb strips, to be watered during low rainfall years. Better yet, 'decorative' lawns should be replaced with native species. We should undertake outreach and education to property owners and offer incentives for reducing water use in every way possible, including the replacement of their own unused lawn areas.
3. **[Land Use & Transportation]** Corvallis has the advantage of being a compact city that doesn't require dependency on automobiles. I would like it to take advantage of that fact by moving faster on a number of transportation improvements. Among them: Road Diets that offer high value traffic calming to promote walking and biking along larger collector streets; Safer bike lanes separated from road traffic by parking lanes, as is becoming the norm in many cities; development of additional off-road multi-use paths to connect areas of the city easily and safely; additional Transit service on higher use routes that would offer more frequent buses, perhaps as often as three or four buses per hour. Perhaps a small fee for this 'express service' can offset the cost of additional drivers. And finally, why not reduce

the size of each bus on other lesser-used routes? I'm sure some city without a Climate Action plan would buy them!

TONY CADENA – Ward 9

1. **[Buildings & Energy]** As a newcomer to City government, I will approach this by first learning as much as I can, thoroughly understanding the Corvallis Climate Action Plan (currently underway) and talking with current and past Council members and members of the Sustainability Coalition. There is clearly great opportunity in efficiency and so I will seek out what metrics exist to inform us about progress being made and understand what obstacles exist to increased actions. I would also seek to align public efforts with private interests and incentives. Building upon successful partnerships, such as the Home Retrofit Clinics and what the Energy Action Team is doing with local realty organizations are alliances where energy can be devoted to exploring additional creative opportunities to set and meet accelerated goals.

I would like to explore, and ideally grow, the use of incentives (financial and otherwise) which can be used to remove obstacles to an increase in the use of renewables. This will require understanding and responding to efforts with the private sector and federal and state level programs.

2. **[Climate Adaptation/Community Resiliency]** Building climate resiliency requires education and response on the part of the city and residents. Starting with the city, I would ask the City Manager to ensure that planning activities such as the budget process encompass specific climate resilience evaluation and actions. It should be obvious that the Fire Department should have as part of its planning the potential need to respond to a likely increase in more significant wildfire events, particularly near housing and open space boundaries. The Strategic Operating Plan does call for Climate Action Plans, but I would want to increase the visibility of those with a focus on climate resilience.

I would also aim to ensure that we plan not only for reactive climate resilience, but proactive responses, such as: addressing cooling needs, drought planning aimed at both conservation and lessening existing water requirements, etc.

From a public education point of view, I'd like to see a prioritized set of actions residents could take to create their own "climate resilience plans" in a manner which highlights clear actions which increases the likelihood of being ready to address anticipated impacts, particularly among our most vulnerable residents.

3. **[Land Use & Transportation]** Reading the Climate Action Plan, my hypothesis is reducing dependency on cars and vehicle miles traveled are two of the greatest potential impacts. I would address vehicles miles traveled holistically, understanding the root causes of miles driven. I would test if commuting to and from work and shopping are two of the main drivers of vehicle miles driven. If true, then increasing the amount and variety of local housing would have significant impact on the daily 20,000 plus vehicle trips into Corvallis for work. I would work with major employers for solutions such as carpooling, beyond Corvallis transit, employer-sponsored housing, etc. Increasing local options, via development planning and approval, might serve to mitigate the need for people to travel for shopping needs.

I would work with the Community Development Department on issues such as affordable housing, strategic planning for building types and number of units (done in concert with the private development sector who would likely build the majority of new construction or retrofit or infill), and plan to proactively create walkable or transit-serviced neighborhoods.

Lastly, I would work City staff to understand obstacles to increased transit use and determine how best to increase ridership while minimizing cost.

NYSSA TOWSLEY – Ward 9

1. **[Buildings & Energy]** As councilor, I would continue to support Home Energy Scores as a required component of selling a home. In my experience, most individuals want to do their part to combat climate change, but simply don't have the information or tools to effectively do so. Home Energy Scores will empower sellers and buyers with the information needed to make informed decisions about energy efficiency in the home. However, having the information alone is not necessarily sufficient. I would also support measures to incentivise homeowners and/or buyers in making cost-effective improvements in energy efficiency, based on the results of home energy score assessments. I would also support measures which ensure that new construction – including city-owned, commercial, and residential – meet energy efficiency standards moving forward.

Ultimately, the community needs to engage in a paradigm shift, which is ceasing to view efforts like home energy scores and energy efficiency requirements in new buildings as a cost. Rather, these need to be viewed as long-term investments in our future. While there may be up-front capital requirements, these will pay off in the long term both economically and environmentally.

2. **[Climate Adaptation/Community Resiliency]** I believe climate change action must include the whole community: government, businesses, and individuals. With regards to individual

action, I believe that any climate action taken must involve the input and participation of our most vulnerable and disenfranchised community members. Evidence shows that when it comes to climate change, minoritized communities often bear the brunt of the effects, and are most often excluded from participating in mitigation strategies. Any individual-level solutions must be accessible to those groups. As city councilor, I would ensure that climate action decision-making is transparent and involves the whole community. This is ultimately how long-term community resilience to climate change will occur.

Practically, this means that the city and local businesses should engage in community education efforts to empower individuals to make more climate-friendly choices. For example, expanding access to composting programs, and educating community members on existing composting programs, to manage food waste. The city can also continue and expand programs to make purchasing locally-sourced food more affordable and accessible to community members, especially low-income community members. Finally, the city should take an active role in planting and maintaining new tree cover, and preserving existing tree cover in new developments, to offset urban heat effects.

3. **[Land Use & Transportation]** I think that expanding public transportation infrastructure and service is a key component of climate action, as well as being a large factor in the livability of the city. Reducing reliance on individual vehicles will not be successful without promoting other methods of transportation throughout the city, including public transit, biking options, and walkability in neighborhoods. I would support the idea of financial or other incentives for community residents to purchase or use electric or lower-carbon fueled vehicles. I would also support requirements for fuel efficiency for city fleet vehicles moving forward. I also believe engaging OSU as a partner in transportation alternatives would be important in the approach to reduce reliance on single-occupancy vehicles for transportation, and to open up alternatives, such as busing, biking, or carpooling.