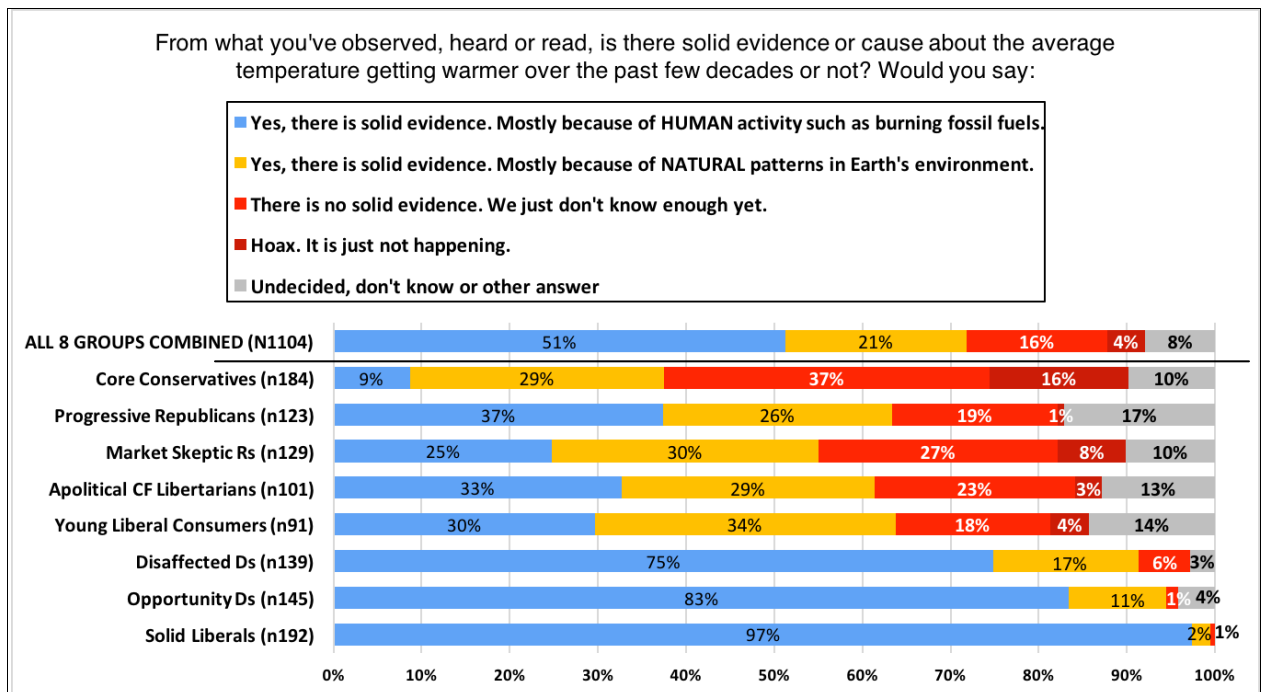
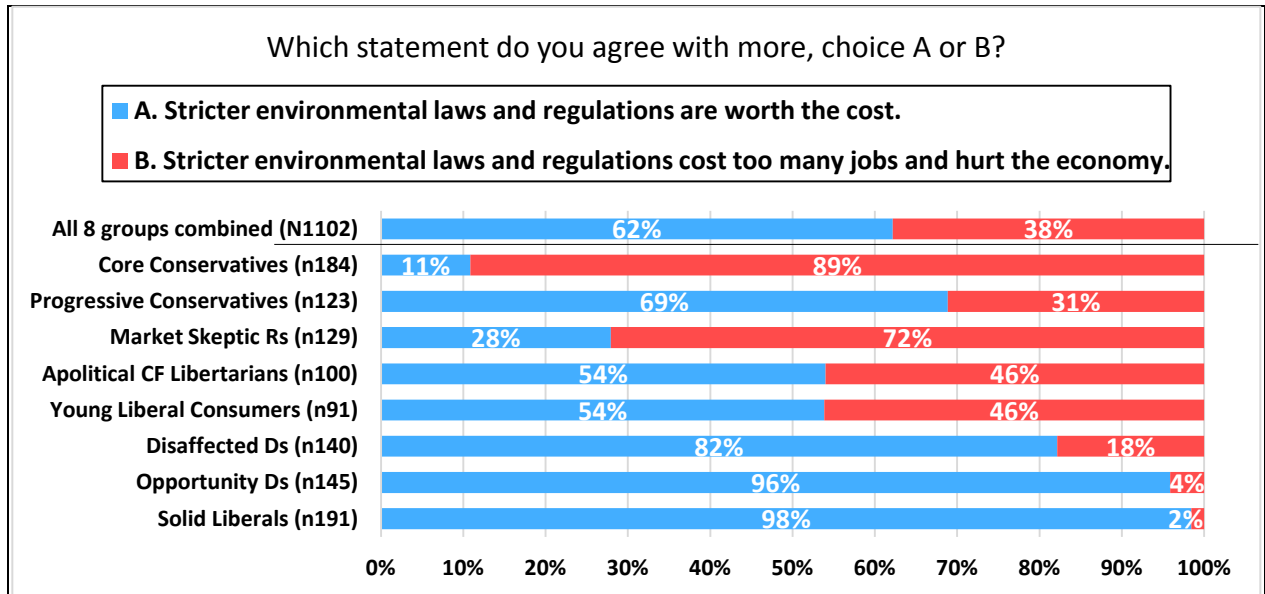
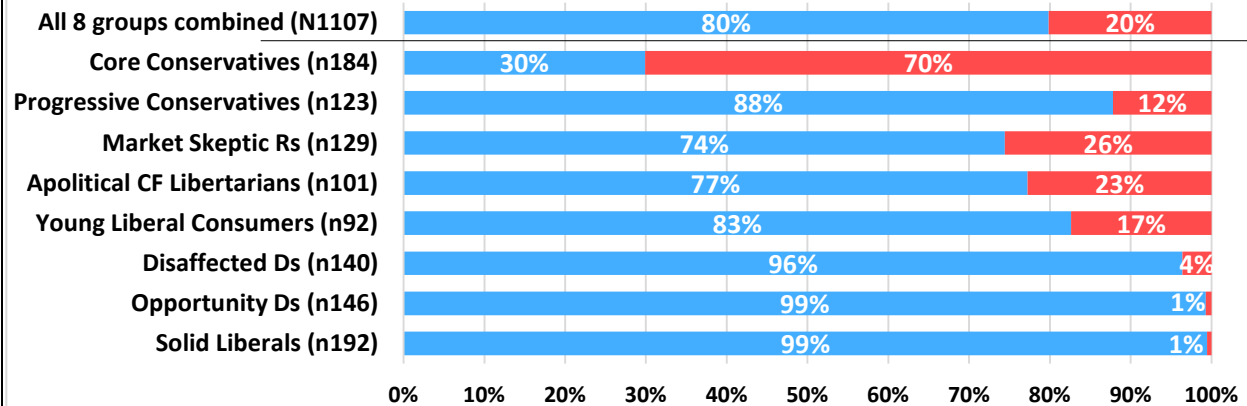


Climate Policy Supplement - Bar Charts
Oregon Political Culture Typology 2018
Data from Nov-Dec 2017 Survey - N=1103
Summary Report, Methodology and Toplines access:
<https://www.policyinteractive.org/common-ground/>
PolicyInteractive Research (info@policyinteractive.org)



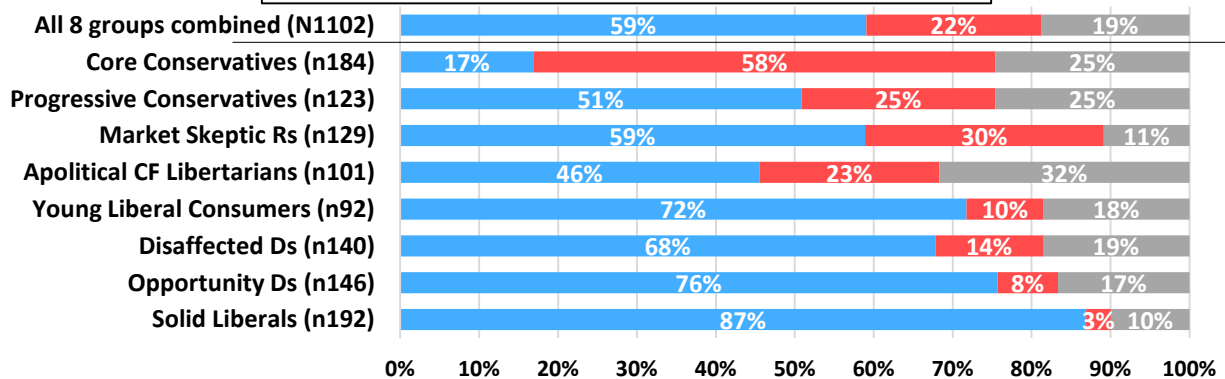
Which statement do you agree with more, choice A or B?

- A. Climate change requires us to change our way of life, drive less and live more simply.
■ B. If climate change becomes a problem we can deal with it later.



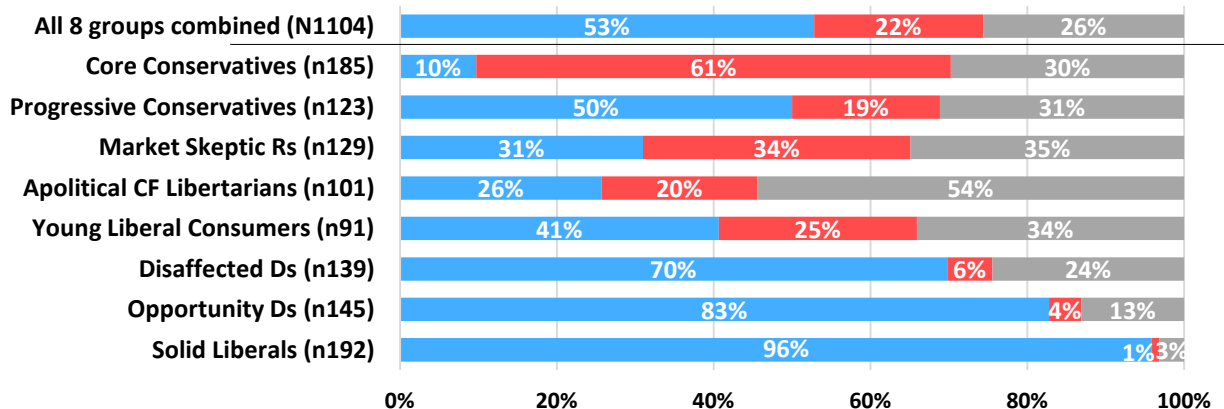
Thinking about existing fuel tax that is paid at the pump, do you think some percentage of this tax should be spent on reducing the need for car travel, such as improved public transportation, affordable housing near employment centers and innovations in how we get around.

- 10%-50% on reducing our need to drive
■ No gas tax revenue should be spent on reducing car travel
■ Undecided

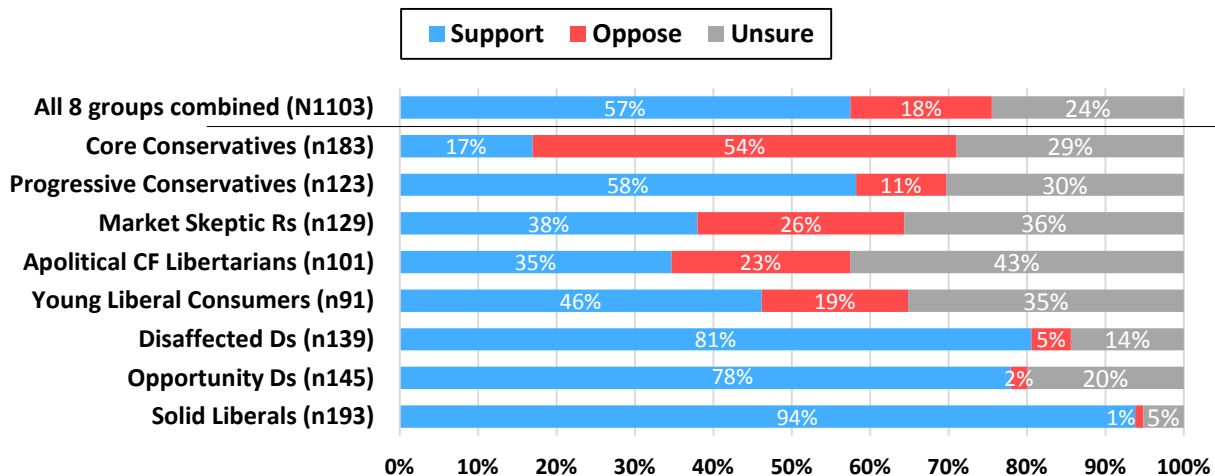


The State of California and the Quebec and Ontario provinces have a shared policy that caps emissions, charges large business emitters a fee for their emissions, and reinvests that money on projects to reduce emissions. Evidence from those jurisdictions suggests this to be effective without harming the economy. How much do you support or oppose Oregon and Washington States joining this policy, each to do their part to nudge the remainder of the county to join in?

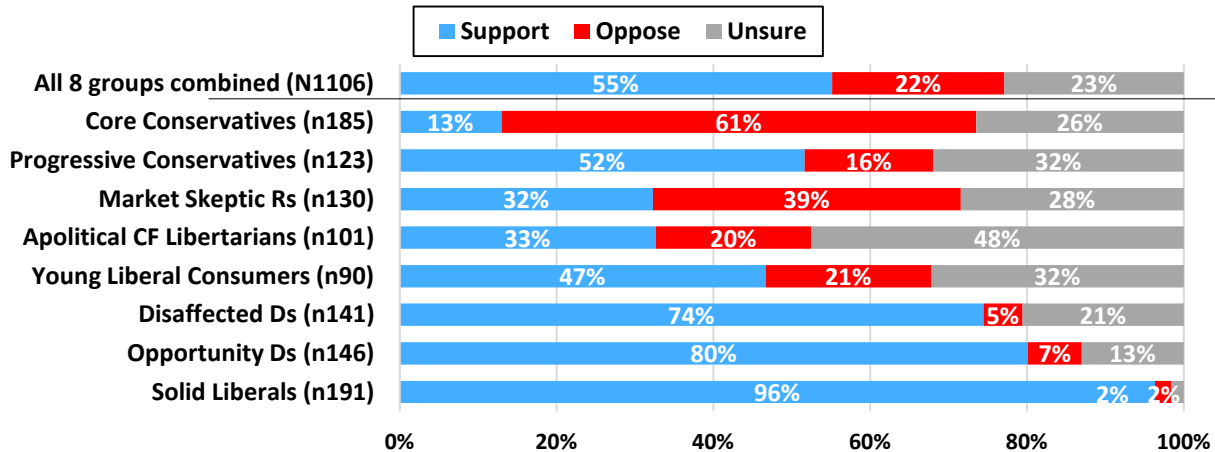
- Support ■ Oppose ■ Undecided



Establish binding carbon emission reduction targets requiring reductions of at least 3-5% each year on very large businesses (above 25,000 tons emission of CO2 per year).



Lacking federal action, your state joining with other north American states and provinces in a joint emission reduction program with a 90% carbon emission reduction by 2050.



Keep government out of the climate policy business entirely.

