

## CORVALLIS AREA Metropolitan Planning Organization

777 NW 9<sup>th</sup> Street, Suite 204C; Corvallis, Oregon 97330  
541-758-1911 | nmeltzer@ocwcog.org

**Policy Board Meeting**  
Wednesday, June 10, 2020  
3:30 pm to 5:30 pm

Via Zoom: <https://us02web.zoom.us/j/83477147884>

Phone: 1-669-900-6833

Meeting ID: 848 3885 2018

Password: 056520

### AGENDA

- 1) 3:30 **Call to Order and Agenda Review** Chair,  
Barbara Bull
  
- 2) 3:35 **Public Comments (Attachment A)** Chair
  - *STIP Amendment: Corvallis Transit System Camera System*
  - *Update on Public Comment period for STIP Amendments presented during May meeting*
  - *Update on FY2021-24 TIP & FY2021 UPWP Comment Periods*
  
- 3) 3:45 **Minutes of May 13, 2020 Meetings (Attachment B)** Chair

*ACTION: Decision on Minutes*
  
- 4) 3:50 **Discussion on Extra/Additional STBG Funds** All

*Update on TAC discussion on what to do with extra STBG funding.  
Discussion on what to do with funds if CAMPO receives stimulus money*

*ACTION: Discussion*
  
- 5) 4:20 **Regional Count Program Discussion (Attachment C)** Steve  
Dobrinich

*Review of proposed count locations and categories used to classify count locations.*

*ACTION: Discussion*
  
- 6) 4:45 **Regional Transportation Plan Schedule (Attachment D)** Meltzer

*Last month the Policy Board approved the RTP update plan. This is a follow up discussion on project schedule.*

*ACTION: Approval of draft project schedule for Regional Transportation Plan update*
  
- 7) 5:15 **Jurisdictional Updates** All
  - *CAMPO Staff Report (Attachment E -GHG, Funding)*
  - *Jurisdictional Reports*

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Member Jurisdictions:

Cities of Corvallis, Philomath, Adair Village, Benton County and Oregon Department of Transportation

8) 5:30 **Adjournment**  
*Next Meeting July 8<sup>th</sup>, 2020.*

**Chair**

*Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Emma Chavez at least 72 hours prior to the meeting. Emma can be reached at 541-924-8405. TTY/TTD 711*

## **Statewide Transportation Improvement Program (STIP) Amendment**

**Project Name:** Corvallis Transit System Camera System

**Project Description:** Install camera system at the Downtown Corvallis Transit Center for safety and security purposes.

**Funds Used:** FTA 5307

**Project Total:** \$26,000

- **Federal Match:** \$20,800 (80%)
- **Local Match:** \$5,200 (20%)

**Obligation Year:** Fiscal Year 2020

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD REMOTE MEETING  
Wednesday, May 13, 2020  
3:30 – 5:30 pm  
Remote via Zoom**

**Members Attending:** Councilor Barbara Bull, Councilor Alan Rowe, Mayor Eric Niemann, Commissioner Pat Malone

**Alternate Members:** Chris Workman, James Feldmann, and Gary Stockhoff

**Guests Present:** Mary Steckel

**OCWCOG Staff:** Steve Dobrinich, Nick Meltzer, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review		<p><b>Meeting called to order at 3:32 pm by Chair Barbara Bull.</b></p> <p><b>Staff Nick Meltzer called attendance.</b></p> <p><b>There were no changes to the agenda.</b></p>
2. Public Comments	<p>Staff Nick Meltzer advised that the TIP Amendment process includes noting the amendments on the Policy Board’s agenda packet and allowing public comment during the meeting. Meltzer moved on to provide a review of the following amendments:</p> <ul style="list-style-type: none"> <li>• Key Number: 21490 &amp; 22118 (both included in same amendment) – curb ramp project, shifting money in between phases</li> <li>• Key Number: 22117 – curb ramps in south Corvallis, project coordination</li> <li>• Key Number: 22109 – Corvallis transit funding for 2020, FTA requirement to be in the STIP</li> <li>• Key Number: 22111 – Corvallis transit funding for 2020, FTA requirement to be in the STIP</li> <li>• Key Number: 22173 – Corvallis transit funding for 2020</li> </ul>	<p><b>Consensus to approve the TIP Amendments as presented.</b></p>

	<p>James Feldmann with ODOT noted that there is an additional amendment of Key Number K21514, Philomath Couplet. Downtown safety streetscape project. The amendment is to advance preliminary engineering from 2021 to 2020.</p> <p>Niemann questioned whether the fifth TIP amendment is covered under the public review process since documentation is not presented at this meeting. Meltzer advised that Feldmann notifying the Board should be sufficient and that the other projects have been advertised in the newspaper. Chair Bull and Niemann would like for the fifth project to be made available for public comment via the same means as the first four project.</p> <p>Next steps include staff notifying ODOT when the public comment period is over in order for the projects to be included in the STIF. If public comments are received, staff will provide the comments to the Policy Board via email and at the next meeting. Amendments will default to approval if no public comments are received.</p> <p>Niemann questioned if there will be an associated dollar amount with the couplet project. Feldmann stated that project funds have not changed, only the timeline.</p>	
3. Minutes of March 11, 2020	<p>Edits to minutes:</p> <ul style="list-style-type: none"> <li>• Page 1; clarify that it's for "no emissions <i>bus</i> funding"</li> <li>• Page 5; change patch to path</li> <li>• Page 5; change Mary's to Mays</li> </ul> <p>Commissioner Pat Malone Moved to approve the March 11, 2020 meeting minutes with correction. Mayor Eric Niemann seconded. Members met consensus to approve the minutes.</p>	<b>Consensus to approve the March 11, 1020 minutes with corrections.</b>
4. Transportation Improvement Program Update	<p>Meltzer advised that the TIP document has been posted for public comment. The TAC reviewed the document.</p> <p>Steve Dobrinich reviewed the TIP document with members. He noted that it's modeled on the previous TIP, however, it has been slightly reformatted. Highlights include the following:</p>	<b>Staff will incorporate a cliff's notes to the TIP document and will hold a discussion with the TAC on how to spend leftover funds and/or new funds</b>

	<ul style="list-style-type: none"> <li>• Moved a couple of sections back to Appendix in order to get to the list of projects faster.</li> <li>• Table 6 was revised to reflect what the current fund balance. Meltzer reviewed the updated table/projects with members.</li> </ul> <p><i>Commissioner Pat Malone had to exit the meeting and wanted to share with members that on June 1<sup>st</sup> OMPOC will hold a remote meeting. Members are welcome to attend. He also reported that the Legislature was attempting to combine STIF and STF funding sources. However, this did not go through. He mentioned that members will want to keep track of this.</i></p> <p><i>Chair Bull asked Commissioner Malone whether a joint MPO Board or MPO Chair's meeting should be scheduled. Commissioner Malone noted that it would be helpful in order to keep track of projects.</i></p> <p>The Board returned to the TIP Update discussion.</p> <p>Feldmann asked what CAMPO will do with the ending balance. Meltzer stated that it depends because it varies year by year. CAMPO receives a certain allocation at one point in time each year. You don't know what the balance will be until the end of the year. Currently, there are no plans for the funds but CAMPO can have a discussion on how to spend those dollars. The MPOs have been cautioned on projecting income for future bills because the current transportation bill expires this year. Staff also heard that the stimulus bill will place for STBG funds towards MPOs, and a new transportation bill will be available next year.</p> <p>Mary Steckel stated that it would be good to have an additional funding cushion in case a project goes over expenditures. Meltzer stated that it would be helpful conversation to have and to determine what the expectation would be.</p> <p>Mayor Eric Niemann asked how COVID-19 might impact TIP funding.</p>	<p><b>made available to CAMPO.</b></p>
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	<p>Meltzer advised that the current TIP should not be impacted by the pandemic. However, it is uncertain if it would cause an impact by the 2024 TIP.</p> <p>Members noted that the TIP document has been put together with much diligence, and they appreciate public comments being noted in the appendix.</p> <p>Councilor Bull advised that public comment has been received on the Circle Project and if it's appropriate to do a Road Diet. She noted that the easier it is to find answers, is helpful. Meltzer stated that he can meet with Mary Steckel to put together language on what the relationship is between the TIP and TSP.</p> <p>Mayor Eric Niemann motioned to approve the amended TIP as presented. Councilor Alan Rowe seconded. Members met consensus.</p>	
<p>5. Regional Transportation Plan Update</p>	<p>Meltzer advised that the MPO is required to update its RTP every 4-5 years. CAMPOs RTP needs to be updated by March 2022. Looking through the existing RTP, the vision and goals seem to align with the current Policy Board values. In looking at the project list, CAMPO is making progress on them.</p> <p>Meltzer noted that the Plan does not seem outdated and staff would like members to consider doing most of the work in-house, rather than hiring a consultant. Staff would update the public involvement framework, data, completed projects, and incorporate greenhouse gas measures recently approved. Staff would coordinate with ODOT's modeling department and work on calibrating the current projects.</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> <li>• Consider advancement of technology and how it will have an effect on the transportation system, and acknowledge how COVID-19 has had an impact, and what impact it will have in the longer term</li> </ul> <p>Meltzer advised that his understanding is that the model cannot</p>	<p><b>Consensus to approve the RTP update approach as presented.</b></p>

	<p>project under those situation but it would be interesting to have the discussions.</p> <ul style="list-style-type: none"> <li>• Calibration would allow for conversations about how development patterns are going to influence how we perform in terms of congestion and greenhouse gas emissions</li> <li>• Calibration will show whether the projects are coming true and if not, how things can be adjusted for 2040</li> <li>• Look at what Portland State is doing for population projections</li> <li>• Process will allow to verify the models data</li> <li>• There is concern that artificial population growth was projected into the future in the current RTP</li> <li>• Hold a conversation on how engaging the public (e.g. via technology, etc.)</li> </ul> <p>Steckel asked Meltzer to explain what is meant by, “explore the use of “synthetic” data sources that use big data to collect travel information”. Meltzer advised that the travel demand models that drive a lot of the processes are based on the household activity survey. That surveys approximately 900 people. Something that is moving in the transportation sector is synthetic data, and the idea that everyone’s movement is tracked via cellular phones. There are companies that aggregate the data providing details where people are going. The cost to access it is relatively low, therefore, based on the travel demand model, is there the ability to get data quicker and at a lower cost. Steckel questioned if that would be reflective of the local travel patterns. Meltzer stated that it’s his understanding. He has yet to explore it more.</p> <p>Chair Bull noted that she attended a presentation where ESRI advised that they use GIS data with cellular data to provide a product that can be purchased indicating transportation behavior.</p> <p>Mayor Nieman motioned to approve the approach as presented. Councilor Alan Rowe seconded. Members met consensus to approve the RTP update approach as presented.</p>	
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	Staff will continue to work on the document and provide updates to the TAC and Policy Board for discussion.	
6. Regional Count Program Update	<p>Steve Dobrinich reviewed the Regional Count Program memo and held a conversation on location selection with members. The idea of the program is to count the bicycle and pedestrian traffic at key locations in the CAMPO planning area to be able to think more holistically about the transportation system. The program will use existing counts as a reference point and may use the same locations for counting.</p> <p>Chair Bull questioned why vehicle counts will not be taking place. Dobrinich advised that the equipment purchased detects body heat of pedestrians and bicycles, but not vehicles. Meltzer added that the intention is move towards counters for pedestrians, bicycles, and cars. However, there is a concern of what the right place to do the multi-modal counts. The first year, staff will get an idea of where the best locations are for long-term, multi-modal counters. In addition, the equipment purchased will serve the purpose to assist with finding the long-term locations, and in the future they can be used to track multi-use path traffic where permanent counters would not be needed.</p> <p>Chair Bull stated that she would like to see multi-use counters in order to see how traffic is changing together over time. Feldmann added that in a neighborhood bikeway project, you may want to have the multi-use counters where you will want to know how many vehicles are traveling on a route where you'd want to see people walking and biking. Mayor Niemann stated that multiuse counters would be helpful and gave an example of the Philomath bikeway project on Applegate where the proposal is for a bikeway running against traffic. Gary Stockhoff noted that the temporary counters will allow for validating information and will be helpful for identifying permanent, long-term locations (e.g. traffic calming before and after results).</p> <p>Niemann noted that the city of Philomath's digital traffic speeds signs that do real time counts are useful for traffic counts. He also stated that it will be important to ensure the equipment/data will be used in</p>	<b>Staff to update the count program scope and take back to the TAC and Board for review.</b>

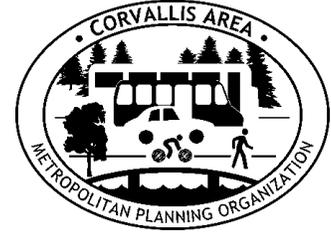
	<p>the long term.</p> <p>Dobrinich continued reviewing the memo.</p> <p>Members would like the following considered for counting:</p> <ul style="list-style-type: none"> <li>• Applegate &amp; 14<sup>th</sup></li> <li>• Corridors where students are traveling, in coordination with Safe Routes to School</li> <li>• Bus stop area at the new development in Philomath</li> <li>• Bus stop locations</li> <li>• At future bike/ped project locations</li> </ul> <p>Additional feedback:</p> <ul style="list-style-type: none"> <li>• Report how often the counts are taken</li> <li>• Record weather details</li> <li>• Keep in mind what question trying to answer with data</li> <li>• Determine what the purpose is at each location</li> </ul> <p>Staff will revise the project scope of work based on the TAC and Board feedback and will bring back to both for review.</p>	
<p>7. Jurisdictional Updates</p>	<ul style="list-style-type: none"> <li>• COVID-19 Response/Recovery</li> </ul> <p>Philomath – there have been higher speeds through town with fewer vehicles on the street.</p> <p>Benton County – submitted a reopening plan for Phase 1 on Monday. The Governor will have a press conference tomorrow at 10:00 am to advice of County reopening’s.</p> <ul style="list-style-type: none"> <li>• CAMPO Staff Report</li> </ul> <p>Meltzer asked if Board members would be okay with Steve Dobrinich serving as the CWACT TAC and Loop TAC CAMPO representative. Members agreed that this made sense.</p> <p>Circle Boulevard – Chair Bull stated that there was concern raised by</p>	<p><b>CAMPO, ODOT, and the City of Corvallis to draft a memo about the relationship between the funding and plans for the Circle Boulevard project.</b></p>

	a member of the public as to whether CAMPO is doing its job appropriately when it comes to the project. Members discussed and agreed for CAMPO, ODOT, and the city of Corvallis to draft a memo about the relationship between the funding and plans for the project.	
8. Adjournment	Next meeting Wednesday, June 10, 2020	<b>Meeting adjourned at 5:40 pm.</b>

# MEMORANDUM

Corvallis Area Metropolitan Planning Organization  
777 NW 9<sup>th</sup> Street, Suite 204C  
Corvallis, Oregon 97330

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**Date:** May 18<sup>th</sup>, 2020  
**To:** CAMPO Policy Board & Technical Advisory Committee  
**From:** Steve Dobrinich, CAMPO Staff  
**Re:** CAMPO Multi-Modal Count Locations

## Purpose of This Document

The purpose of this memorandum is to discuss the purpose of the Corvallis Area Metropolitan Planning Organization (CAMPO) Multi-Modal Count Program as well as potential count locations. This document builds on the “CAMPO Multi-Modal Count Program” memo presented during the previous Policy Board and Technical Advisory Committee (TAC) meetings and incorporates the subsequent discussion from each meeting. The remainder of this document discusses the purpose of the Count Program, best practice in selecting count locations, count location categories and proposed count locations.

## Data Collection Purpose & Goals

The primary purpose of the CAMPO Multi-Modal Count Program is to develop a better understanding of how pedestrians and cyclists are traveling throughout the CAMPO planning area. By systematically surveying the number of bicycle and pedestrian trips made at key locations throughout the network of roadways and shared-use paths we gain a better picture of overall travel patterns. Multi-modal count data can be presented alongside motorized counts conducted by other agencies, namely the Oregon Department of Transportation (ODOT).

Goals of the CAMPO Count Program are to:

- (1) Measure the long-term usage of bicycle and pedestrian facilities (including changes in use over time),
- (2) Evaluate the impact of projects,
- (3) Understand safety trends, and
- (4) Help prioritize long-range infrastructure investment.

This knowledge can help inform facility design (e.g. how wide the path or sidewalk should be) as well as guide funding and policy decisions. With the recently approved Reducing Single Occupancy Vehicles Report, the data can also track progress on the multi-modal performance measures as part of the Regional Transportation System Plan (RTSP).

## Best Practice in Selecting Count Locations

Common practice for collecting short-duration multi-modal count data is to focus on targeted locations where activity levels and agency interest is highest.<sup>1</sup> Although this non-random site selection may not yield a statistically representative regional estimate, it provides an efficient use of limited data collection resources and may be a suitable place to start when the program first launches. Listed below are criteria for selecting short-duration count locations as recommended by the National Bicycle and

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<sup>1</sup> Federal Highway Administration Traffic Monitoring Guide. 2016. CH4 Traffic Monitoring for Nonmotorized Traffic.

Pedestrian Documentation (NBPD) Project. The NBPD Project suggests selecting locations that meet as many of the criteria as possible:

- Pedestrian and bicycle activity areas or corridors (downtowns, near schools, parks, etc.);
- Representative locations in urban, suburban, and rural locations;
- Key corridors that can be used to gauge the impacts of future improvements;
- Locations where counts have been conducted historically;
- Locations where ongoing counts are being conducted by other agencies through a variety of means, including videotaping;
- Gaps, pinch points, and locations that are operationally difficult for bicyclists and pedestrians (potential improvement areas); and
- Locations where either bicyclist and/or pedestrian collision numbers are high.<sup>1</sup>

## Count Location Categories

Prior to starting a count program it is important to define why data will be collected and how the data will be used, as these key questions drive subsequent decisions about where, when, and how to collect data. To help do so, CAMPO staff is proposing the use of five count location categories:

- (1) **Before & after projects** (includes potential improvement areas)
- (2) **Change over time** (builds on historic count locations)
- (3) **Regional travel patterns**
- (4) **Areas of interest** (schools, bus stops, pinch points, etc.)
- (5) **Safety** (locations where bicyclist and/or pedestrian collision numbers are high)

Each count location will be designated with one or more of the five location categories. Location categories will serve to remind staff on the purpose of counting at each location.

## Discussion on Count Locations

### May 7 TAC Meeting

During the May 7 TAC meeting a number of count locations were discussed, these include:

- Corvallis-Philomath Bike Path
  - Along the Hwy20 (In Corvallis as well as between Corvallis and Philomath)
  - Entry to OSU campus
  - Entry to Avery Park from Hwy 20
- Downtown Philomath (Main Street)
- Around schools in Philomath (fall)
- Westbound Applegate proposed path (opportunity to do before/ after counts)

### May 13 Policy Board Meeting

During the May 13 CAMPO Policy Board meeting, members suggested the following locations be considered for counting:

- Applegate & 14<sup>th</sup>
- Corridors where students are traveling, in coordination with Safe Routes to School
- Bus stop locations (example bus stop area at the new development in Philomath)
- At future bike/ped project locations
- Neighborhood bikeways

**Strava Heat Maps**

CAMPO staff downloaded Strava heat maps to help inform counter location selection. Strava creates these maps using GPS data from smartphone users who download the Strava fitness app. While Strava users are primarily logging recreational trips the data provides a snapshot of frequently used routes throughout the region. In Corvallis, the most frequently used routes included NW Harrison Blvd., SW Campus Way, SW 35<sup>th</sup> Street, SW Avery Park Drive, SW 15<sup>th</sup> Street, Crystal Lake Drive, NW 10<sup>th</sup> Street, NW 1<sup>st</sup> Street and the shared-use path parallel to Hwy 20. These locations represent key corridors and should be considered as part of future location discussions.

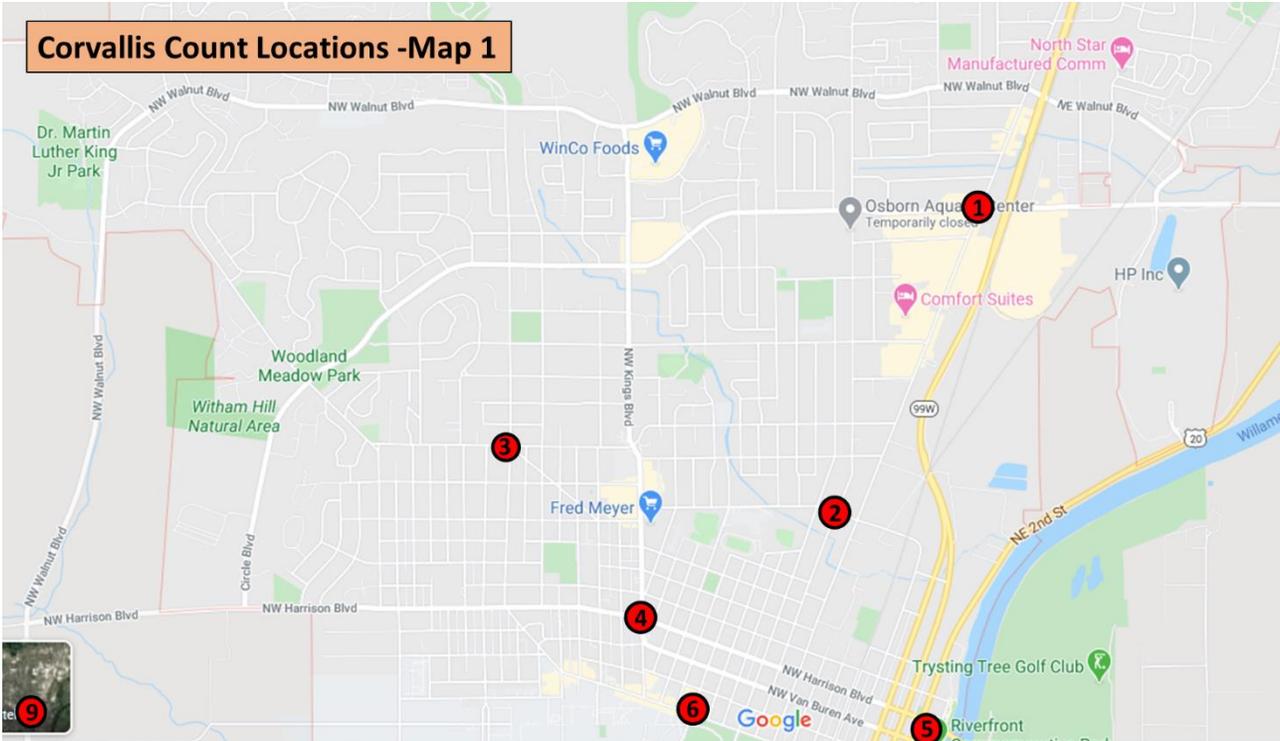
**Historic Count Locations**

City of Corvallis staff shared data on bike counts conducted by the City of Corvallis between 2012 and 2015 (maps and list of historic count locations can be found in “CAMPO Multi-Modal Count Program” memo from previous meeting). Several of these sites may be suitable locations for CAMPO’s Count Program and should be considered during the site selection process.

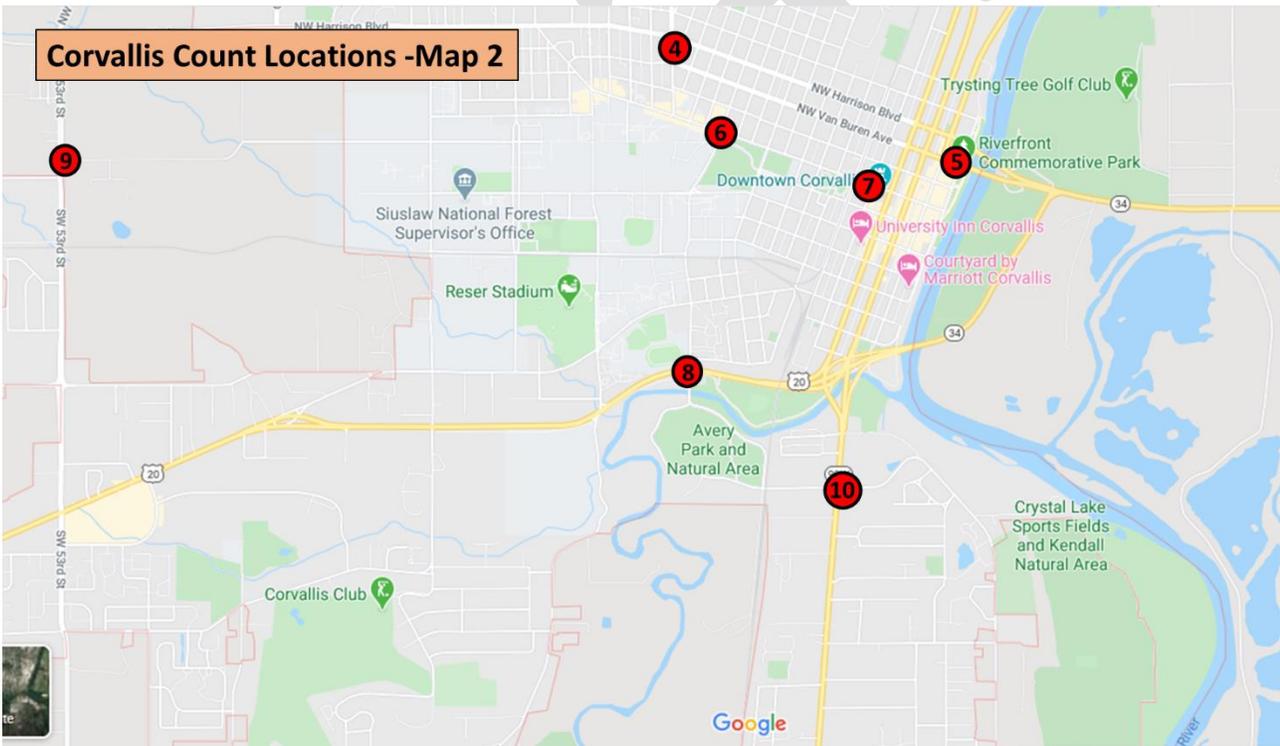
**Proposed Count Locations**

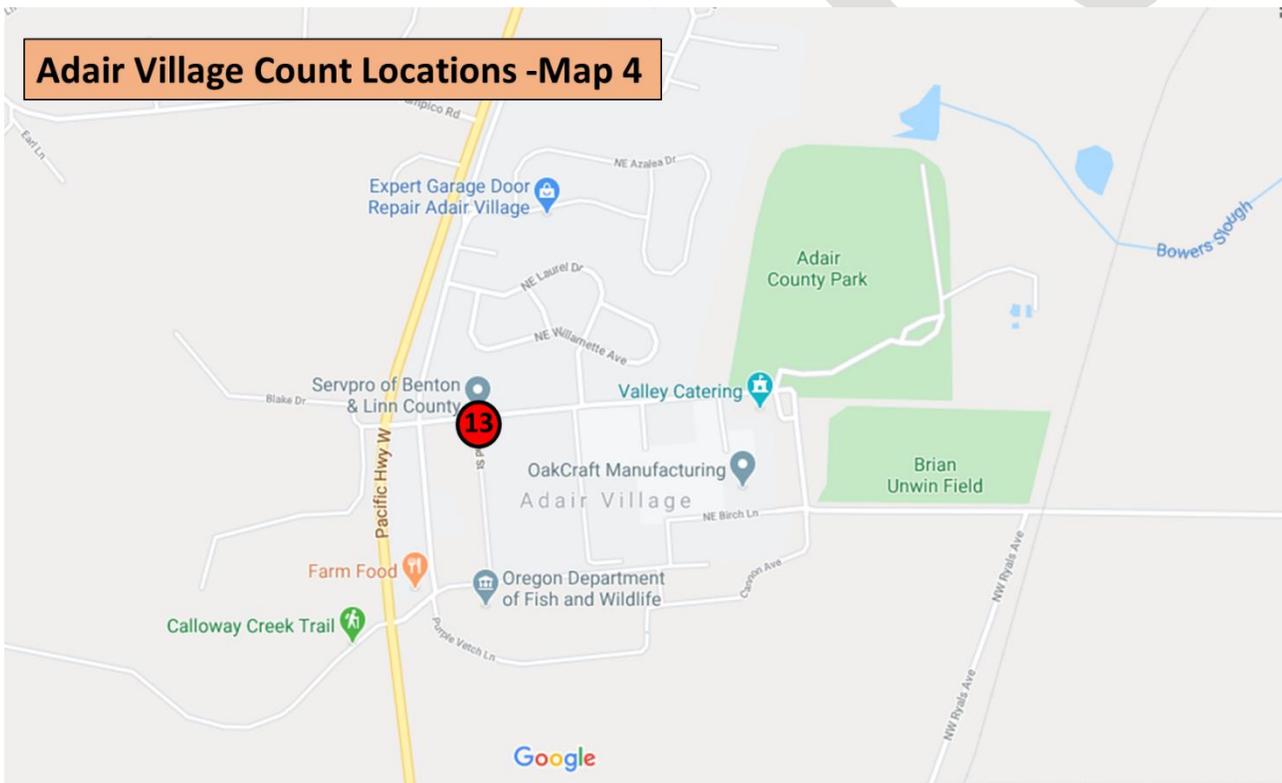
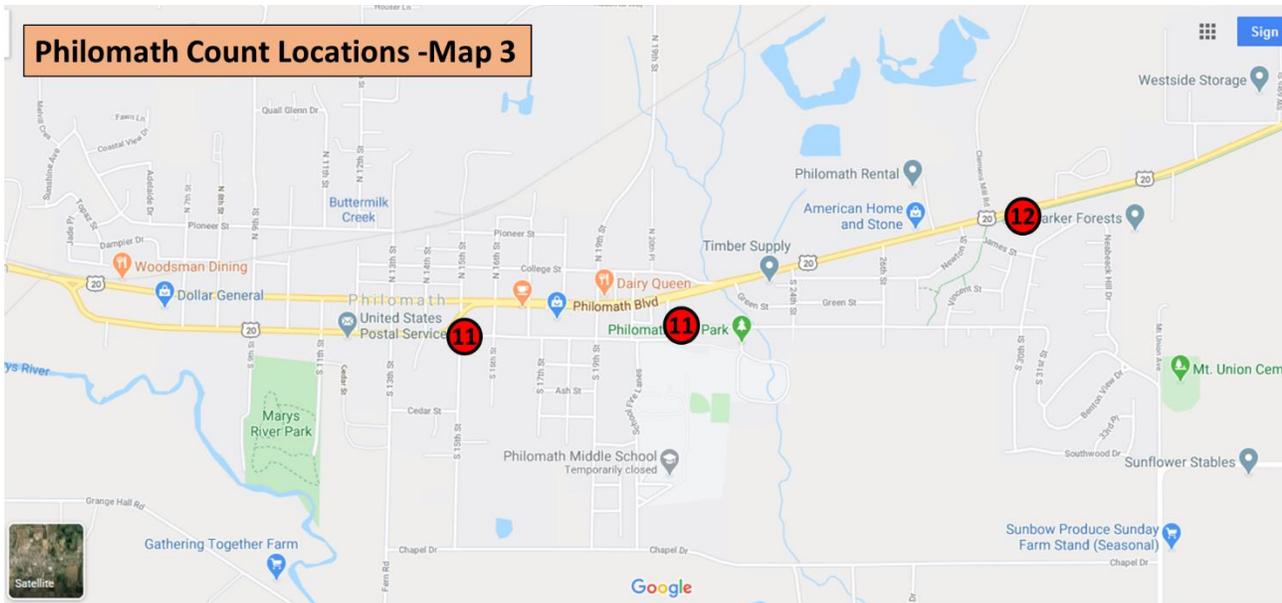
Map#	Location	Category	Notes
1	9th St & Circle Blvd	Before & After Projects, Change Over Time, Regional Travel Patterns	Historic Count Location
2	10 <sup>th</sup> St & Buchanan Ave	Areas of Interest (Corvallis HS)	New Location (High usage Strava route)
3	29th St & Grant Ave	Change Over Time, Regional Travel Patterns	Historic Count Location (#7 in counts in 2012-15 data)
4	Kings Blvd & Harrison Blvd	Change Over Time	Historic Count Location; (#3 in counts in 2012-15 data, high usage Strava route)
5	Shared use path next to Van Buren Ave bridge (at 1 <sup>st</sup> St)	Areas of Interest (Pinch Point)	New Location (High usage Strava route)
6	14th St & Monroe Ave	Change Over Time, Regional Travel Patterns	Historic Count Location; (Highest number counts in 2012-15 data, high usage Strava route)
7	5th St & Monroe Ave	Change Over Time, Regional Travel Patterns	Historic Count location (#5 in counts in 2012-15 data, high usage Strava route)
8	Shared use path at Avery Park (segment leading to 15 <sup>th</sup> St)	Areas of Interest (Pinch Point)	New Location (High usage Strava path)
9	53rd St & Campus Way path	Change Over Time, Regional Travel Patterns	Historic location (High usage Strava route)
10	3rd St & Crystal Lake Dr.	Change Over Time, Regional Travel Patterns	Historic Count Location (Second highest number counts in 2012-15 data)
11	Applegate St & 15 <sup>th</sup> St (or Applegate St & 21 <sup>st</sup> St)	Before & After Projects	New Location
12	Hunsacker Bike Path (along Hwy 20)	Regional Travel Patterns	New Location
13	NE Arnold Ave & 2 <sup>nd</sup> St	Regional Travel Patterns	New Location

**Corvallis Count Locations -Map 1**



**Corvallis Count Locations -Map 2**





### Next Steps

- Acquire OSU multi-modal count data
- Overlay potential count locations with low stress network map
- Test counter equipment
- Refine & finalize count locations
- Develop schedule for rollout

**Proposed CAMPO RTP Schedule**

Developed 5/28/2020 by N. Meltzer

Regional Transportation Plan approval required by March 2022

Task		2020	2021
Task 1	Title VI and PPP Update	July - August	
Task 2	Data Update	August - September	
Task 3	Coordinate Modeling		
Task 4	Assess Interim Year 2019 with model (i.e. validate)	December/January	
Task 5	Evaluate 2040/2045 Projections (FHWA ??)		February - March
Task 6	Public Engagement		April - June
Task 7	Update Project List		June - August
Task 8	Draft Update and Open Public Comment (2-4 weeks)		September
Task 9	Review with TAC and Policy Board		October
Task 10	Final Approval		December

The TAC initially thought this looks good, with the one caveat about length of public engagement.

Questions:

1. Does this outline make sense?
2. Is the schedule feasible?
3. What other questions do you have about the process?
4. What are the public engagement expectations of the Policy Board?

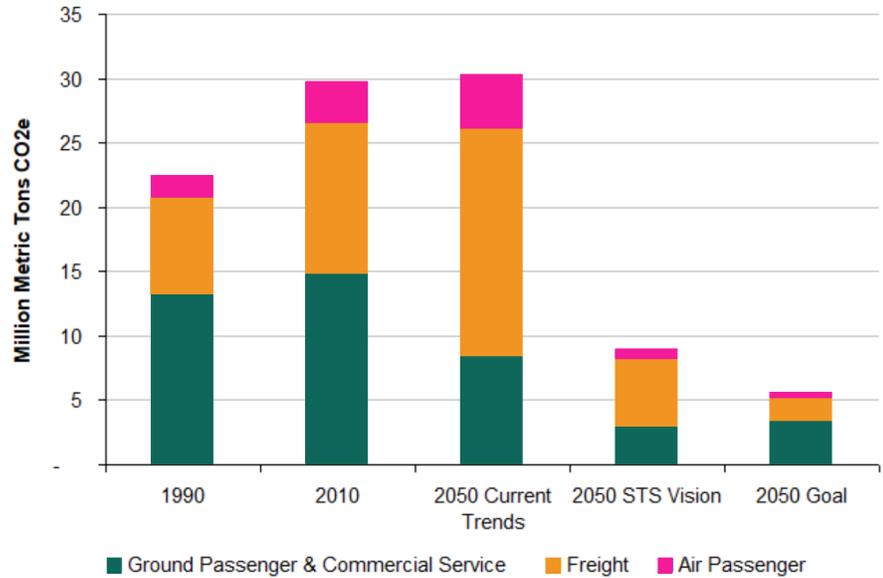


# EVERY MILE COUNTS

Attachment D

## Reducing Greenhouse Gas Emissions from Transportation in Oregon

One of the best ways to reduce the carbon emissions that cause climate change is to **modify the way we travel**. Oregon is developing strategies and designs to encourage cleaner ways of getting from Point A to Point B, including increasing public transit options, promoting land use that encourages walking and biking, and supporting cleaner fuel options for driving.



### KEY OBJECTIVES

- Reduce Vehicle Miles Traveled Per Capita
- Support Use of Cleaner Vehicles and Fuels
- Consider Greenhouse Gas Emissions in Decision-Making

### PRIORITY ACTIONS

- Transportation electrification.** Expand electric vehicle rebate program, identify needed charging infrastructure.
- Cleaner fuels.** Expand market-based Clean Fuels Program, providing data and information on the use of cleaner alternative fuels for freight trucks, and developing a roadmap and strategy to support alternative fuel adoption.
- Transportation options.** Explore employer options to reduce driving, such as telecommuting, parking regulations, and employee incentives.
- Local greenhouse gas reduction planning.** Plan and build cities where Oregonians can walk, bike, and take transit to get where they need to go.



## Background

In 2013, Oregon's *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction* outlined ways to fight climate change by reducing transportation-related greenhouse gas emissions in the state. Oregon's statutory goal is to reduce overall emissions to at least 75 percent below 1990 levels. The Strategy, if fully implemented, would get us nearly there. While Oregon has increased investments and support for transportation options and systems, strong land use planning, and more, the state is far from meeting our goals.

## Renewing Efforts

In 2019, Governor Brown directed the Oregon Department of Transportation, Department of Land Conservation and Development, Department of Environmental Quality, and Department of Energy to collaborate and identify specific actions to help the state get back on track with the Strategy's vision. In 2020, the Governor boosted Oregon's goals in her Executive Order 20-04 to reduce pollution to at least 45 percent below 1990 emissions levels by 2035 and to at least 80 percent below 1990 emissions by 2050.

The four agencies worked together to develop a two-year Multi-Agency Implementation Work Plan to make progress toward the Strategy's vision. The plan focuses on initial objectives and priority actions that can benefit from collaborative relationships and programs already established among the agencies. This Work Plan does not replace but rather complements existing agency efforts to reduce greenhouse gas emissions and, because the Strategy is not enough to reach the goals in Executive Order 20-04, the four agencies recognize that more must be done.

## What's Next?

Actions over the next 18 months (and beyond) will involve rulemaking, studies, public outreach and engagement, and more. Details are available in the Work Plan and on the project's web page:

[www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx](http://www.oregon.gov/odot/Programs/Pages/Every-Mile-Counts.aspx)

## Get Involved

The public will have ample opportunity to learn about and comment on the elements of the plan as it moves forward. Opportunities for public involvement will be highlighted on the project's web page, and interested stakeholders can also sign up to receive email updates.

