

**CAMPO 2040 REGIONAL TRANSPORTATION PLAN  
FINAL DRAFT GOALS AND OBJECTIVES**

(Updated based on Project Advisory Committee and Policy Board comments)

<b>GOAL 1 – Provide for the safe, convenient and efficient movement of people and goods within and between urban centers</b>	
Objective 1A	Endorse the project recommendations in Transportation Systems Plans developed for Corvallis, Philomath, Adair Village and Benton County.
Objective 1B	Endorse the recommendations of the Corvallis Transit Development Plan to improve transit service frequency and convenience.
Objective 1C	Identify and prioritize safety improvements that can reduce the number and frequency of serious crashes in the planning area.
Objective 1D	Monitor regional crash data to evaluate the effectiveness of investments.
Objective 1E	Reduce damage to or loss of life and property by protecting critical transportation facilities from natural disaster.
Objective 1F	Maintain efficient through-movement of freight on major truck routes by balancing multi-modal needs with State’s vehicle mobility standards for OR 20, OR 99W and OR 34.

<b>GOAL 2 – Efficiently manage and operate the regional transportation system</b>	
Objective 2A	Reduce traffic congestion and improve travel times by prioritizing intelligent transportation systems and travel demand management strategies before expanding the existing roadway system.
Objective 2B	Evaluate options for increasing transit system capacity, in order to replace or delay the need for roadway network expansion.
Objective 2C	Secure adequate funding for maintenance of the regional transportation system.
Objective 2D	Provide a forum for transportation service providers to collaborate as an organized collective, in order to increase operational efficiencies, eliminate service redundancies and streamline connections.
Objective 2E	Reduce future vehicle miles travelled through a combination of active transportation investments, commute trip reduction programs, reduced reliance on single occupancy vehicles, and other travel demand management strategies.

<b>GOAL 3 – Improve the affordability and equitability of the transportation system</b>	
Objective 3A	Provide access to affordable transportation options throughout the region.
Objective 3B	Avoid the division or isolation of neighborhoods due to transportation projects.
Objective 3C	Provide efficient options for transportation-disadvantaged populations and to areas of affordable housing.
Objective 3D	Inventory and resolve ADA compliance issues on the transportation system.
Objective 3E	Avoid or mitigate impacts on Environmental Justice (minority and low income) populations and protected classes of people under Title VI of the Civil Rights Act as transportation plans and projects are developed.
Objective 3F	Seek out and consider the needs of the traditionally underserved.

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<b>GOAL 4 – Promote public health through transportation policies and investment</b>	
Objective 4A	Facilitate active transportation (such as walking, bicycling and taking transit).
Objective 4B	Reduce air pollution from transportation sources.
Objective 4C	Seek input from public health experts to consider and evaluate the health impacts of transportation policies, plans and projects.
<b>GOAL 5 – Promote the region’s economic vitality through transportation policy and investment</b>	
Objective 5A	Ensure economic centers are easily accessible via all modes of transportation.
Objective 5B	Leverage transportation improvements to increase tourism and expand local economies.
Objective 5C	Endorse the freight mobility strategies in city and county TSP’s.
Objective 5D	Facilitate efficient and convenient commercial vehicle access to the Corvallis airport and short line railroads in the region.
Objective 5E	Seek input from regional economic professionals and freight interests to consider and evaluate the economic impacts of transportation policies, plans and projects.
<b>GOAL 6 – Promote Environmental Sustainability</b>	
Objective 6B	Reduce GHG emissions in the Corvallis Metropolitan Area by at least 21 percent per capita by 2035 (from 2005 levels).
Objective 6C	Promote travel demand management and the use of alternative modes to reduce environmental impacts from transportation.
Objective 6D	Encourage and promote environmentally sustainable practices in roadway and transportation facility maintenance and construction.
Objective 6F	Consider and evaluate the sustainability of transportation policies, plans and projects.
<b>GOAL 7 – Coordinate Land Use and Transportation Decision-Making Processes to the Extent Feasible</b>	
Objective 7A	Share findings from CAMPO’s strategic assessment and scenario planning work with local agencies.
Objective 7B	Encourage smart growth principles and policies that support transit-oriented development.
<b>GOAL 8 – Promote and Expand Active Transportation</b>	
Objective 8A	Inventory and address gaps in sidewalks, trails and bicycle routes to improved non-motorized connectivity.
Objective 8B	Support local and regional travel demand management programs that lead to increased walking, bicycling and transit use.
Objective 8C	Support local agency efforts to increase the convenience of transit, and improve non-motorized access to transit.
Objective 8D	Consider active transportation (such as walking, bicycling and taking transit) when developing solutions for all transportation plans and projects.

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**GLOSSARY**

**Active Transportation.** Travel methods that involve physical activity, such as walking or bicycling. Taking transit is also considered an active form of transportation since a transit trip usually involves walking or biking to and from transit access points.

**Alternative Mode.** Any method of transportation that does not involve the use of a private passenger vehicle.

**Environmental Justice.** The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income. Environmental Justice was the subject of an Executive Order signed by President William J. Clinton in 1994 (Executive Order 12898), focusing federal attention on the environmental and human health effects of governmental actions on minority and low-income populations.

**Intelligent Transportation Systems (ITS).** Use of modern technologies to make all forms of transportation safer, more coordinated and “smarter”. Examples of ITS include coordinated traffic signals, bus arrival times displayed in real time at transit stops, collision avoidance systems in vehicles, “weigh-in-motion” technology for large commercial trucks, travel apps for smart phone devices, and many other systems.

**Title VI.** Title VI of the Civil Rights Act of 1964 as updated on October 1, 2012. Title VI requires that no person shall be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance from the U.S. Department of Transportation on the grounds of race, color, or national origin; including the denial of access for Limited English Proficient persons.

**Travel Demand Management (TDM).** Strategies and policies that reduce the number of trips taken in single-occupancy vehicles. TDM encompasses a wide variety of concepts, such as telecommuting programs, ride sharing, active transportation, road pricing tolls during peak hours, parking pricing, and many others.

**Transportation Options.** All forms of travel. Defined more broadly than Active Transportation, Transportation Options includes travel methods such as bicycling, walking, taking transit, driving, sharing rides and telecommuting. While driving is one transportation option, providing additional options can help to decrease reliance on single-occupancy vehicles.