



CORVALLIS AREA Metropolitan Planning Organization

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TECHNICAL ADVISORY COMMITTEE

Thursday, June 24, 2021

9:00 am - 11:00 am

Via Zoom: <https://us02web.zoom.us/j/82144999347>

Phone: 1-669-900-6833

Meeting ID: 821 4499 9347

Password: 2020

AGENDA

- 1) 9:00 Call to Order and Agenda Review Chair, Gary Stockhoff
- 2) 9:05 Public Comments Chair
- 3) 9:15 Minutes of April 26, 2021 (Attachment A) Chair
ACTION: Decision on Minutes
- 4) 9:20 MTIP/STIP Amendment (Attachment B) Steve Dobrinich
ACTION: Recommend Policy Board approval of amendments
- 5) 9:30 Regional Transportation Plan Update (Attachment C) Meltzer/
Dobrinich
Progress report on RTP update. Review public engagement strategy.
Action: Review and feedback on public engagement strategy
- 6) 10:00 COVID Stimulus Funding Draft Project List (Attachment D) Nick Meltzer
Members submitted projects and staff compiled them into one list for discussion and approval.
ACTION: Discussion
- 7) 10:20 How Walkable is your Neighborhood? Transportation Education Module (Attachment E) Steve Dobrinich
Review Portland State University resource for engaging high school students in learning about transportation and neighborhood walkability. Discuss strategies for connecting with schools and role CAMPO should play in supporting interested schools.
ACTION: Discussion
- 8) 10:30 Other Business or General Updates Chair
- 9) 11:00 Adjournment Chair
Next Meeting- July 29th, 2021 at 9:00 AM

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 541-924-84051. TTY/TTD 711

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Thursday, April 26, 2021
Via Zoom**

DRAFT MINUTES

Members: Ex-Officio: Gary Stockhoff, Lisa Scherf, Rebecca Houghtaling, and James Feldmann

Staff: Nick Meltzer, Steve Dobrinich, and Emma Chavez

Guests: Catherine Rohan

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review		Meeting was called to order at 1:02 pm by Chair Gary Stockhoff.
2. Public Comments		There were no public comments.
3. Minutes of March 25, 2021 meeting	Rebecca Houghtaling advised that she emailed staff to update the name of the Community Hall Slope project in the OSU jurisdictional update agenda item.	Consensus to approve the March 26, 2021 meeting minutes with corrections received via email from Rebecca Houghtaling.
4. COVID Stimulus Funding	<p>Staff Nick Meltzer advised that CAMPO is expected to receive \$1,025,840 in stimulus funding from ODOT. The funds are expected to be unrestricted. This topic is on today's agenda in order to start the discussion on how to use these funds.</p> <p>Meltzer went on to point out that starting in 2022, the state fund exchange rate will be lowered to 90 cents per dollar. When CAMPO selected its current STBG projects we used the previous exchange rate of 94 cents per dollar which means there is more money programmed than what is currently available. With that, CAMPO may want to use a portion of the stimulus funding to close the gap on STBG projects.</p> <p>Staff Meltzer moved on to review a list of project ideas for stimulus</p>	Staff to email out the handout to all members and ask to bring project ideas to the next meeting.

	<p>funding. Those ideas are as follows:</p> <ul style="list-style-type: none"> • Ensure STBG projects will have enough funding through 2024 • Philomath: fund remaining balance of the Streetscape project, include possible add-ons previously removed, or Philomath to Corvallis path • Benton County: Chapel Drive shoulders (from STBG), multiple projects for design • Corvallis: Low stress bikeway construction, wayfinding improvements, SRTS projects, Dixon Creek bridge • Oregon State University: Pedestrian improvements near campus • Adair Village: put towards train construction once study is completed, or towards planning study (i.e. crossing 99W or Adair path connection) <p>Staff Meltzer reiterated that the funds are expected to be unrestricted and should be received within the next couple of months. He moved on to report that CAMPO has been underspending planning budget funds; therefore, it does not need to keep funds in-house.</p> <p>When asked about the timeline, Meltzer responded that there is not a timeline to complete the project. The MPO would decide when and how to spend the funds although, staff would recommend that the MPO create a list of projects to be delivered by a certain timeframe.</p> <p>When asked when the next TIP cycle will begin and what the project selection criteria will be, Meltzer reported that planning for the 24-27 TIP update will begin next year. As far as the project selection, CAMPO could use a ranking criteria but is not required to. To this; James Feldmann responded that ODOT has been using an equity and greenhouse gas ranking criteria for project selection that CAMPO may want to consider. He added that CAMPO may want to have some sort of criteria.</p> <p>Lisa Scherf indicated that she likes the staff project list ideas. She went on to report that she has heard from her organization about the</p>	
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	<p>ability to use STBG funds for active transportation, however there remains a large unmet need so it will be nice to use these funds for smaller projects.</p> <p>Chair Stockhoff stated that it might be helpful for each CAMPO jurisdiction to do a needs assessment but not go through a laborious process for a final project list.</p> <p>Houghtaling stated that she appreciates the consideration of projects that are already in the queue and to ensure projects are not in the hole. Houghtaling went on to note that OSU has a considerable amount of projects and those that benefit the community as a whole might be good to consider. She went on to state that she will discuss the funding opportunity with her peers and will return with a list of projects for consideration.</p> <p>Staff Meltzer reported that it is difficult to apply for grants for small projects and these funds would be ideal for those.</p> <p>Scherf added that the only generated source for active transportation in the City of Corvallis is 1% or about \$30,000. She went on to state that the stimulus funds are an opportunity to do things more than \$30,000 but less than \$1,000,000 and using funds for active transportation would be great.</p> <p>Chair Stockhoff asked if there are any reporting requirements. Meltzer responded that there are no expectations of reporting. ODOT will be showing a loss in funds and the MPO will receive those funds as truly unrestricted.</p> <p>Staff Meltzer noted that staff will confirm that members agree to fill the STBG funds due to the exchange rate change, and ensure those projects are made whole.</p> <p>Members and staff discussed that the projects more than likely have</p>	
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	<p>already gone through multiple public process through the RTP, TIP, and even TSP processes and it may be helpful to come up with a list via a consensus basis.</p> <p>When asked if staff has reached out to Philomath; Meltzer advised that he has had conversations with Chris Workman on the Couplet project that may need additional funds.</p>	
<p>5. Regional Count Program Update</p>	<p>Steve Dobrinich advised that staff has conducted bicycle/pedestrian counts at several multi-use path locations. Current counts are taking place in Philomath on the Corvallis to Philomath path and one is in Corvallis near Avery Park. The counter at Avery Park is oriented on the Corvallis to Philomath path. The plan is to pick those up this week and take them for two weeks at Adair Village for pedestrian counts in support of the trails plan CAMPO is working on. Once those counts are completed, the counters will be taken back to the Eric E. Austin path in mid-May to do seasonal comparisons.</p> <p>Dobrinich went on to report that the counters have been placed at most of the off street locations and the next step is to do on-street locations. Staff is working on a memorandum of understanding with the City of Corvallis that outlines what staff will do when on the roadway and how the counter set up is completed (e.g. drilling, etc).</p> <p>Staff Meltzer clarified that all multi-use locations have been counted and it was planned to return to the Eric E. Austin path. Staff needs to work on memorializing what will be done before doing any on street counts. Staff Meltzer asked if members would like to find more multi-use paths to count on or return to the locations that have already been counted for a comparison while work is finishing up to count on-street locations.</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> • James Feldmann suggested counting the path on Circle down to 5th Street • Lisa Scherf noted that Greg Wilson held a hand count of 10-12 locations in Corvallis. Those locations may be good to count 	<p>Staff to continue reporting on the counts.</p>

	<p>with the actual counters. They are high use and/or high conflict areas.</p> <ul style="list-style-type: none"> • Feldmann suggested counting any paths that have not covered yet. • Could find project specific paths by the time new paths are counted. <p>Staff Dobrinich moved on to share a report generate from eco-visio, the online platform the counter equipment uses. He reviewed the report format with members, noting that the report is less customizable than when CAMPO generates its own report. Staff Dobrinich asked members how they'd like to see the data; a report such as eco-visio's that is downloadable from a web portal, or a report such as what staff presented at the last TAC meeting.</p> <p>Member feedback:</p> <ul style="list-style-type: none"> • Ensure the data is available to the public • Ensure what is used, is efficient and does not require creating a report every time • Find the easiest way to report/share the data with minimal work to staff • Allow sharing a link to the data without it being a report for each count • Houghtaling stated that it's important to know what questions trying to answer because the amount of data shared varies depending on that answer <ul style="list-style-type: none"> ○ Dobrinich gave an example of trends being a question that needs to be answered ○ Houghtaling stated that direction and peak hours matter • Houghtaling stated that it's important to ensure the data is easily comparative across locations and easily sharable • Feldmann stated that he is interested in having a permanent counter somewhere and he wonders how its data would compare and be shared with the portable counters. <ul style="list-style-type: none"> ○ Staff Meltzer reported that while staff has not lost track of the permanent counter conversation, there hasn't 	
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	<p>been enough temporary counter work to define a permanent location yet</p> <ul style="list-style-type: none"> • Houghtaling reported that the OSU Transportation System Plan includes a section on counters and permanent counter locations that can be used when the discussion on permanent counters takes place. <p>Staff Dobrinich shared the Central Lane MPO bike counter web portal with members. He also noted that a second report on the Eric E. Austin path will be provided with the comparable data.</p>	
<p>6. Regional Transportation Plan Update</p>	<p>Staff Meltzer notified members that CAMPO has been working through the Regional Transportation Plan (RTP) and staff has put together a draft report outline for review. Staff is seeking input on the outline and a proposal on how to organize projects in the future. Staff Meltzer reviewed the outline and proposal for members. The outline includes:</p> <ul style="list-style-type: none"> • Chapter 1: Introduction • Chapter 2: Existing Regional Characteristics • Chapter 3: Goals and Metrics • Chapter 4: Future System • Chapter 5: Finances • Chapter 6: Mitigation Activities • Chapter 7: Recommended System • Appendices <p>Staff Meltzer went on to advise that through CAMPO conversations, the goal of the RTP, and all jurisdictions having updated their TSPs; it might be useful to focus the RTP update on the connections between the cities. Staff asks members to consider taking all the projects from the local TSPs and bringing them up into the RTP level. In regards to the RTP analysis, focus on corridor analysis and split the rest out into sub areas in order to take a higher level look.</p> <p>Currently staff identified five or six corridors/areas, including:</p> <ul style="list-style-type: none"> • Central Corvallis (within Circle Boulevard) • Surrounding Corvallis (outside Circle Boulevard) • South Corvallis 	<p>Discussion to be continued at the next meeting.</p>

	<ul style="list-style-type: none"> • Philomath to Corvallis • Corvallis to Adair Village • Corvallis to Albany <p>Member feedback:</p> <ul style="list-style-type: none"> • Lisa Scherf stated that she is unsure if all TSP projects could be added to the RTP and therefore, she suggested adding high priority projects • Feldmann would prefer to see a map of the corridor projects rather than a list, he mentioned that when discussing corridors he typically thinks of much longer stretches or roadway such as Highway 99W from South Corvallis down to Monroe • Houghtaling voiced that she likes the idea of corridors where those impact multiple jurisdictions <p>Staff Meltzer asked members if anything would be lost if there is not a local focus to the RTP.</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> • Houghtaling asked if there could be a hybrid approach (e.g. having an appendix with local projects that aren't corridors) • Lisa Scherf asked if transit projects may be added to the RTP <ul style="list-style-type: none"> ○ Staff Meltzer responded that transit projects may be added to the RTP. In regards to Scherf's earlier question as to whether all TSP projects may be added to the RTP; staff Meltzer responded that it was the original intent to do so. However, Scherf may be correct that it may not be possible. ○ Houghtaling voiced that it may be that higher classification projects might be the ones that need to go into the RTP since they have a more regional implication than a local project. Then the local projects may need to be filtered out. <p>Staff Meltzer stated that he heard support for a more regional approach and that there are questions Staff will look into and bring</p>	
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	back answers at the next meeting.	
7. Other Business or General Updates	<p><u>Jurisdictional Updates</u></p> <p>OSU – Houghtaling reported that the University continues to work with the railroad. They are in for permits for the Community Hall Slope project and they are also in for permits for other big projects in the near future. The University is also looking to have students back on campus in the fall. They have finished outreach and took in comments for the Corvallis Campus Vision project which is in its final stages. Additionally, the OSU Transportation Plan is getting a new website.</p> <p>ODOT – Did not have an update.</p> <p>City of Corvallis – Scherf reported that a few months ago the Benton County Commissioners agreed on a name and branding for Benton Area Transit (BAT). While Benton County has operated the service for decades, the community has thought of it as Dial-a-Bus therefore, it was important for the Commissioners that the community knows that it is a County service. BAT now has a new phone number and buses are being wrapped with the new branding. Chair Stockhoff added that as part of an ODOT audit, the County has taken over certification and is keeping track records. The Coast to Valley Express will have the same look as BAT but will have head signs that define what service each is. BAT is also updating its service to North Albany. The service will still provide service to the door but only at certain times a day and will use more of a fixed route.</p> <p>Scherf then reported that there is a new section on the City of Corvallis website titled Active Transportation News. You may now subscribe to it in order receive email updates. One of the things that will be posted is that the city received funding and approval for a half time position in Active Transportation.</p> <p>Benton County – Chair Stockhoff reported that there are a lot conversations happening about new funding through congressional member spending and State Representative spending. Feldmann</p>	

	<p>asked when/where the conversations are taking place. Chair Stockhoff reported that the Van Buren bridge conversations have occurred with advocates of the bridge who provided a report to Representative Dan Rayfield. The discussions then came down to City/County representatives. Additionally, Representative Peter DeFazio was accepting applications for funding as well. The County applied for six buses to Representative DeFazio and for the middle section of the Corvallis to Albany path under Representative Rayfield. Benton County also submitted for the 53rd overpass.</p> <p>Feldmann asked if the city of Corvallis applied for funding. Scherf reported that the city applied for an assortment of pedestrian improvements including Dixon Bridge and the next phase of the Tunison Path project. The City also submitted a request for the reconstruction of Circle Boulevard.</p>	
8. Adjournment		Meeting adjourned at 2:46 pm.

**Transportation Improvement Program (TIP) Amendments
Corvallis Area Metropolitan Planning Organization
June 16, 2021**

I. Corvallis Transit –1% Safety and Security FY2022

Project Description: City of Corvallis transit safety and security using FTA 5307 grant funds

Project Location: NA

Total Amount: \$23,601 (\$18,881 federal; \$4,720 local match))

Applicant: City of Corvallis

Amendment Number: To be determined

Amendment Description: Add new project to FY2021-24 Statewide Transportation Improvement Program (STIP)

II. Corvallis Transit –ADA Paratransit Vehicle Purchase FY2022

Project Description: Purchase new paratransit vehicle using FTA 5307 grant funds. Project helps fulfill ADA paratransit requirements.

Project Location: NA

Total Amount: \$93,750 (\$75,000 federal; \$18,750 local match)

Applicant: City of Corvallis

Amendment Number: To be determined

Amendment Description: Add new project to FY2021-24 STIP

III. Corvallis Transit –Paratransit Operations FY2022

Project Description: FTA grant program 5307 for paratransit operations. Project helps fulfill ADA paratransit requirements.

Project Location: NA

Total Amount: \$62,500 (\$50,000 federal; \$12,500 local match)

Applicant: City of Corvallis

Amendment Number: To be determined

Amendment Description: Add new project to FY2021-24 STIP

IV. Corvallis Transit –Preventative Maintenance FY2022

Project Description: FTA grant program 5307 for preventative maintenance

Project Location: NA

Total Amount: \$400,000 (\$320,000 federal; \$80,000 local match)

Applicant: City of Corvallis

Amendment Number: To be determined

Amendment Description: Add new project to FY2021-24 STIP

V. Corvallis Transit –Fixed Route Operations FY2022

Project Description: FTA grant program 5307 funds for fixed route operations of Corvallis Transit System

Project Location: NA

Total Amount: \$2,848,430 (\$1,424,215 federal; \$1,424,215 local match)

Applicant: City of Corvallis

Amendment Number: To be determined

Amendment Description: Add new project to FY2021-24 STIP

VI. K22212: FY22 Loop Operations (CAMPO)

Project Description: Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow

Project Location: NA

Current Amount (Before Amendment): \$335,000

New Amount (After Amendment): \$224,569 (\$179,655 federal; \$44,914 local match)

Applicant: City of Albany

Amendment Number: To be determined

Amendment Description:

- Change name to “FY22 Loop Capital Project – set aside (CAMPO)”
- Update description to “FY22 Corvallis Area MPO (5307) funds set aside for Loop related capital projects”
- Update the dollar amount to \$224,569 (\$179,655 federal; \$44,914 local match)

VII. K22217: FY23 Loop Operations (CAMPO)

Project Description: Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow

Project Location: NA

Current Amount (Before Amendment): \$335,000

New Amount (After Amendment): \$235,800 (\$188,640 federal; \$47,160 local match)

Applicant: City of Albany

Amendment Number: To be determined

Amendment Description:

- Change name to “FY23 Loop Capital Project – set aside (CAMPO)”
- Update description to “FY23 Corvallis Area MPO (5307) funds set aside for Loop related capital projects”
- Update the dollar amounts to \$235,800 (\$188,640 federal; \$47,160 local match)

VIII. K20603: Corvallis Area MPO Planning SFY22

Project Description: Corvallis area MPO planning funds for Federal fiscal year 2021. Projects will be selected in the future through the MPO process.

Project Location: NA

Total Current Estimate: \$254,189.87 (after amendment)

Initial STIP Amount: \$190,026.01 (before amendment)

Applicant: CAMPO

Amendment Number: 21-24-0775

Amendment Description: Update project to match annual work plan and increase the project estimate by \$64,163.86, adding funds from statewide MPO planning savings.

Additional Notes: The CAMPO TAC and Policy Board approved the new total amount for this project (\$254,189.87) when they adopted the FY2022 Unified Planning Work Program (UPWP). Based on this, staff approved this amendment as an adjustment. No further action is needed from the TAC or Policy Board.

MEMORANDUM

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



Date: April 27th, 2021
To: CAMPO Policy Board & Technical Advisory Committee
From: Steve Dobrinich and Nick Meltzer, CAMPO Staff
Re: CAMPO Regional Transportation Plan Public Engagement

Purpose

DRAFT

This memorandum summarizes ongoing and planned public engagement activities associated with the update of the Corvallis Area Metropolitan Planning Organization (CAMPO) Regional Transportation Plan (RTP). Plan development will take place throughout 2021 with an anticipated completion by March 2022. Public engagement activities will be held throughout the planning process as data and analysis becomes available. Moving forward, this memorandum will serve as the guiding document for public engagement related to the current RTP update.

RTP Background

The purpose of the Regional Transportation Plan is to identify how the Corvallis Metropolitan Area will meet the needs of the transportation system over a 20-year planning horizon. The RTP contains projects and policies to guide the development of a multi-modal transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) which meets the region's economic, transportation, development and sustainability goals, while remaining fiscally constrained.

Development and adoption of an RTP is required to ensure that the Corvallis Metropolitan Area remains eligible to receive federal transportation funding. Federal rules requiring completion and adoption of the Plan include the federal transportation act Fixing America's Surface Transportation (FAST) and the U.S. Clean Air Act amendments of 1990. Federal requirements specify that the CAMPO RTP must be updated every five years. The CAMPO RTP was last updated in March of 2017 which means this update must be completed by March 2022.

RTP Oversight

As outlined in the CAMPO RTP Scope of Work (approved by the CAMPO Policy Board during the February 10, 2021 meeting), project oversight for the RTP update --including public engagement activities-- will be provided by two primary bodies:

Technical Advisory Committee

The CAMPO Technical Advisory Committee (TAC) will act as the TAC for the RTP update, and RTP meetings will be incorporated into standing monthly TAC meetings. These meetings are open to the general public and input by other stakeholders or the general public is encouraged. The TAC will work with staff directly during the RTP update process and act in an advisory role to the Project Advisory Committee.

Project Advisory Committee

The CAMPO Policy Board will serve as the Project Advisory Committee (PAC). The PAC will make formal decisions related to the RTP update and provide direction to staff. These meetings are also open to the general public and attendance and input by interested parties is encouraged.

Acting in its role as the RTP PAC, the CAMPO Policy Board retains the authority to make further recommendations related to public engagement including the addition of supplementary outreach activities not covered in this document.

Public Engagement Context

Why is Public Participation Important?

Active public involvement is a key component of an MPO's continuing, cooperative and comprehensive planning effort and an integral part of transportation planning and programming activities. Public participation in the transportation planning process allows the public the opportunity to voice concerns and offer suggestions about transportation-related issues, while also helping to educate the public about the technical aspects of transportation planning. Through public participation, transportation professionals and decision-makers are afforded the opportunity to see sides of an issue that may be missed when considering a project. Meaningful dialog among technical professionals, local decision makers, and general stakeholders is key to achieving consensus, which is desired before moving a project forward.

CAMPO Public Participation Plan

The recently updated CAMPO Public Participation Plan (PPP) serves as the starting point for all MPO public engagement activities. The PPP describes methods, strategies, and desired outcomes for public participation, addressing outreach requirements for both Ongoing Activities (e.g. monthly meetings of the Policy Board and Technical Advisory Committee) and Plan and Program Updates (e.g. development or update of Regional Transportation Plan). Plan and Program Updates, including the RTP planning process, require the development of a specific public involvement program. The RTP Scope of Work filled this need prior to the development of this memorandum. Moving forward, this memorandum will serve as the guiding document for public engagement related to the current RTP update.

Public Engagement Toolbox

There are a variety of public engagement activities which will be used during the RTP planning process. A combination of the activities listed below will be used throughout the process and are listed here as a guide for engagement efforts. Public engagement activities in the CAMPO toolbox include:

- Issuance of press releases to the local media
- Purchase of advertisements in the Corvallis Gazette-Times and other local newspapers
- Distribution of public service announcements, flyers and posters with information about the RTP process and upcoming meetings
- Development of a project newsletter
- Direct mail and e-mail to interested individuals and parties
- Design and distribution of graphics and visualizations used to communicate information about the RTP process
- Publication of draft RTP documents on the CAMPO website at <https://corvallisareampo.org/>
- Solicitation of public comment through the CAMPO website, OCWCOG social media, interested parties list, and other outlets
- Attendance at partner agency and stakeholder meetings to provide updates on plan and program development
- Hosting in-person or virtual public open houses and workshops

Bi-Lingual Public Engagement

Data collected as part of CAMPO's Title VI Nondiscrimination Plan found that Spanish is likely the most commonly spoken language in the Corvallis Urbanized Area, aside from English. In an effort

to expand outreach and improve community involvement CAMPO made the commitment to translate vital documents to Spanish.

As such, staff will develop bi-lingual outreach materials throughout the RTP public engagement process in order to reach Spanish speaking populations living in the CAMPO Planning Area. This will include summary materials describing the RTP framework, planning process, and opportunities to provide input but may exclude longer reports and technical memos. Upon request, CAMPO will seek to translate additional written materials and provide Spanish interpreter services for meetings and workshops.

RTP Public Engagement Plan

The public engagement activities described below were developed after careful review of the requirements outlined in the PPP. Staff believes that by following this plan of action CAMPO will meet and exceed the standards outlined in the PPP.

Note on the Novel Coronavirus

Due to the impacts of the novel Coronavirus (COVID-19) and ensuing pandemic opportunities for in-person public engagement during this process are currently limited. Ordinarily open houses would be held in-person and printed copies of the draft plan would be made available at the Corvallis Public Library and in the offices of member jurisdictions. While some of those activities may resume at some point during the planning process it is expected that open houses held this spring and summer will be conducted in a virtual environment via Zoom. As noted below, CAMPO staff is exploring opportunities to do small-scale in-person outreach at outdoor events during the summer assuming conditions related to the pandemic continue improving.

Three Step Engagement Process

Input from outside stakeholders and members of the public will help ensure the RTP update is a successful planning effort. There are three distinct steps in the process through which CAMPO will seek public input:

1. After an existing conditions analysis is developed and the travel demand model is validated CAMPO staff will conduct initial public outreach
2. After results from the future scenarios are available CAMPO staff will move to the intermediate outreach phase
3. Final public outreach will take place once a draft version of the RTP is available for review and comment

Initial Public Outreach

Initial public outreach for the RTP update will include the publication of a preliminary existing conditions analysis on the CAMPO website, development of a short video overview introducing the RTP update process, and two live virtual open houses conducted over Zoom. Initial outreach will strive to do the following:

- Explain the roles and responsibilities of CAMPO
- Explain the relationship of the RTP and local TSPs
- Explain the process, schedule and participation opportunities for the general public and interested parties
- Present RTP goals and objectives, and have people rank their top 3 goals
- Present the RTP existing conditions analysis
- Discuss travel behavior with people and introduce the online engagement platform to capture such information as:
 - How do you travel? (mode)

- Where do you travel? (destinations)
- What challenges to traveling do you have? (pinch points, initial project identification)
- Discuss next steps, including the introduction of the future scenarios

Input from the public during the initial stage of engagement will be compiled for review by the Technical Advisory Committee (TAC) and PAC. The information will be used to confirm goal language, and match transportation challenges with project opportunities.

Timeline: Mid-May through July, 2021

Intermediate Public Outreach

After results from the future scenarios are available CAMPO staff will shift to the intermediate outreach stage. Intermediate outreach activities will strive to do the following:

- Reiterate the roles and responsibilities of CAMPO
- Recap the details of the RTP planning process
- Recap the relationship of the RTP and local TSPs
- Introduce the concept of multimodal planning corridors
- Share results of future scenario analysis
- Ask people to rank project prioritization criteria, derived from plan goals
- Provide overview on funding limitations and fiscal constraint

Outreach activities conducted during this phase of the process will include:

- At least two open house events (a determination on whether to host the events in-person or via Zoom will be made closer to the dates in question)
- In-person attendance at community events in order to distribute information about the RTP update
- A web mapping comment exercise
- A community survey
- A short video summarizing the contents of the RTP
- Bi-lingual outreach materials for Spanish speaking populations

Input from the public during this stage of engagement will be compiled for review by the TAC and PAC. Input will be used to determine if changes should be made to draft planning documents.

Timeline: July through October, 2021

Final Public Outreach

Final public outreach will build on the previous stages in the engagement process and help ensure that the CAMPO Policy Board adopts a final document which reflects the input of stakeholders across the community. Final outreach activities will include:

- Publishing the draft plan along with a public notice on the CAMPO website at <https://corvallisareampo.org/> for a 45-day public comment period
- Distributing public notice via e-mail to all CAMPO interested parties lists notifying them that the comment period has begun
- Inviting the public and notifying the media to provide comment at the CAMPO Policy Board meeting scheduled to adopt the updated RTP
- Developing a short video summarizing the contents of the RTP
- Providing bi-lingual outreach materials for Spanish speaking populations including summary materials related to the draft RTP

Input from the public during the final stage of engagement will be compiled for review by the TAC and PAC. Input will be used to determine if changes should be made to draft RTP. If the final RTP

differs significantly from the draft version that was made available for comment, staff will conduct additional engagement.

Timeline: November, 2021 through January, 2022

Public Engagement Timeline

	2021 Q2		2021 Q3			2021 Q4			2022 Q1		
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Initial Public Outreach											
Intermediate Public Outreach											
Final Public Outreach											
RTP Adoption											

Summary of Public Engagement Feedback

As noted above, input received from the public during each stage of engagement will be compiled for review by the TAC and Policy Board. Comments related to the RTP received during TAC and Policy Board meetings will be read into the minutes. Comments received by CAMPO outside of TAC and Policy Board meetings will be included in meeting materials as appropriate.

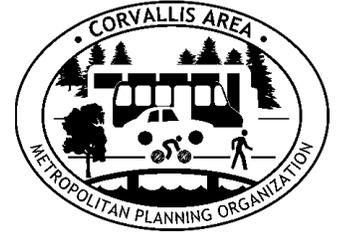
A summary of the public process will be included in the RTP. This will include a summary of public input received as well as a demonstration of explicit consideration and response.

Questions

- Does this approach to public engagement make sense?
- Are there additional activities related to public engagement we should consider?
- What other questions do you have about the RTP public engagement process?

MEMORANDUM

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



Date: June 16, 2021
To: CAMPO TAC
From: Nick Meltzer, CAMPO Staff
Re: CAMPO Stimulus Funded Projects

This memorandum contains a proposal for spending of CAMPO's Stimulus Funding.

Project Selection

Members were asked to submit projects of lower dollar value that align with CAMPO's goals and objectives outlined in the Regional Transportation Plan.

The City of Corvallis and Oregon State University collaborated on a project list to improve bicycle and pedestrian routes into campus. The City of Philomath identified projects in CAMPO's RTP that are of high priority for the city. Benton County requested funding to replace shortfalls from a reduction in 2020 gas tax receipts, as well as do some initial planning for a project identified in the RTP and funded with STBG dollars.

Setting aside 10 percent of the funds to cover changes in State Fund Exchange ratios, the list of projects and running total of funds is included in the table on the next page. Staff feel the projects meet the goals and objectives of the CAMPO region, and the funding is shared amongst members. If the TAC is supportive of this list, staff will finalize budget details and bring to the Policy Board for approval.

Request

Staff request TAC approval of the project list and recommend adoption by the Policy Board.

Next Steps

While the money will be unrestricted, staff feel it will be important to identify a method for insuring the funds are spent on the requested projects.

CAMPO Stimulus Funding Project list, 17 June 2021

Total Funding \$ 1,025,840
Minus 10 % for STBG \$ 102,584

Jurisdiction	Project Name	Total Cost	Running Total
Benton County	Gas tax shortage/replacement Irish Bend, Fern Road, 53rd/Country Club	\$ 109,000	\$ (109,000)
Benton County	Traffic Impact Assessment 53rd/Country Club	\$ 25,000	\$ (25,000)
Corvallis/OSU	35th/Campus Crossing Improvements TSP #P44	\$ 150,000	\$ (150,000)
Corvallis/OSU	11th Street Bikeway TSP #B43	\$ 250,000	\$ (250,000)
Corvallis/OSU	Monroe Ave/Kings TSP #P34	\$ 50,000	\$ (50,000)
Philomath	11th Street Bike/Ped Improvements RTP Long Term #12	\$ 140,000	\$ (140,000)
Philomath	Willow Lane/Cedar Street Multi-use Path RTP Near Term #13	\$ 200,000	\$ (80,000)
Adair Village	Future Trail	\$ 100,000	\$ (100,000)
			Remainder \$ 19,256

How Walkable is Your Neighborhood?: Introduction to the Modules for Educators

Welcome to the [Transportation Research and Education Center \(TREC\)](#) 'How Walkable is Your Neighborhood?' modules for high school students!

These modules will provide students with creative ways of observing transportation systems in their neighborhoods through collecting pedestrian data, critically evaluating accessibility, and learning about livable communities. They will gain a deeper understanding of how people move through their community, and whether the transportation in their community is designed with the needs of all people in mind. Students will take this critical lens into their final projects where they will propose a vision for increasing transportation safety, accessibility, and livability in their community.

The four consecutive modules in this toolkit are meant to be facilitated in sequence with 3-5 days in between, as they build upon each other. The modules can be adapted as stand alone lessons if needed. Educator instructions are provided, as well as printable student instructions:

- Module 1: Observations by Foot
- Module 2: Collecting the Data
- Module 3: Crossing at the Intersection
- Module 4: Final Project

Also included are two add-on activities that can work separately or alongside the modules:

- Transportation bingo game
- Small group budgeting exercise

[The full curriculum set can be downloaded here.](#)

Hosted by TREC at Portland State University, these modules were originally developed for the [National Summer Transportation Institute \(NSTI\)](#) - a STEM-focused transportation summer camp for high school students. In 2020, when the camps were converted to a virtual format for the first time, new tools had to be developed for student engagement and learning. These modules were completed during the virtual camps, but are not dependent on a virtual format. They are provided as in-person activities with notes throughout on how to adapt them to a virtual learning experience. No prior experience or conversations about transportation are necessary before diving in here!

