



CORVALLIS AREA Metropolitan Planning Organization

777 NW 9th Street, Suite 204C; Corvallis, Oregon 97330
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Policy Board Meeting
Wednesday, October 6, 2021
3:30 pm to 5:30 pm

Via Zoom: <https://us02web.zoom.us/j/83376574814>

Phone: 1-669-900-6833

Meeting ID: 833 7657 4814

Password: 2020

AGENDA

- | | | | |
|----|------|---|-------------------------|
| 1) | 3:30 | Call to Order and Agenda Review | Chair, Alan Rowe |
| 2) | 3:35 | Public Comments | Chair |
| 3) | 3:45 | Approve minutes of July 14, 2021 Meeting (Attachment A) | Chair |
| | | <i>ACTION: Decision on Minutes</i> | |
| 4) | 3:50 | MTIP/STIP Amendments (Attachment B) | Steve Dobrinich |
| | | <i>ACTION: Recommend Policy Board approve amendment #21-24-1446</i> | |
| 5) | 4:00 | Regional Transportation Plan Goals and Metrics (Attachment C) | Dobrinich |
| | | <i>Overview of results from the Goals and Metrics Survey and discussion on potential changes to the goals</i> | |
| | | <i>Action: Discussion and approval of updated goals</i> | |
| 6) | 4:30 | Regional Transportation Plan Future Scenarios (Attachment D) | Nick Meltzer |
| | | <i>Discussion on RTP Model outputs and selection of preferred scenario.</i> | |
| | | <i>Action: Discussion and approval of preferred scenario</i> | |
| 7) | 5:00 | Jurisdictional Updates | All |
| 8) | 5:30 | Adjournment | Chair |
| | | <i>Next Meeting: November 10th, 2021 at 3:30 PM</i> | |

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

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD REMOTE MEETING
Wednesday, July 14, 2021
3:30 – 5:30 pm
Avery Park**

Board Members: Alan Rowe, Pat Malone, Savannah Crawford, and Andrew Struthers

Alternate Members: Gary Stockhoff and Greg Gescher

CAMPO Staff: Nick Meltzer, Steve Dobrinich, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order, Introductions, and Agenda Review		<p>Meeting called to order at 3:33 pm by Chair Alan Rowe.</p> <p>Introductions were conducted.</p>
2. Public Comment		<p>There were no public comments.</p>
3. Approve Minutes of June 9, 2021 meeting	<p>Commissioner Pat Malone moved to approve the June 9, 2021 meeting minutes. Savannah Crawford seconded the motion. Motion carried.</p>	<p>Consensus to approve the June 9, 2021 meeting minutes as presented.</p>
4. MTIP/STIP Amendment	<p>Staff Steve Dobrinich advised that there are nine amendments outlined in Attachment B. The first five are new additions to the MTIP. Numbers six and seven are changes to CAMPO's contribution to the Linn-Benton Loop due to a surplus of operations funds for the Loop service. CAMPO contributions to the Loop were changed in order to cover capital expenses, rather than operations. Dollar amounts towards the Loop were also decreased for FY2022 and FY2023. Number eight was an expected adjustment to the amount of CAMPO planning funds and was approved by staff. Number nine will add the Tunison Community Path project to the STIP.</p> <p>Commissioner Malone asked what the dollar amount was for the Communities Path Program. Savannah Crawford stated that she was unsure of the total amount but will research the information. Malone</p>	<p>Savannah Crawford will work with ODOT and CAMPO</p>

	<p>stated that Benton County received a good amount of dollars. Meltzer remembered that there was a lot of interest in the Community Paths Program, therefore ODOT worked to provide additional funds. However, the significant increase in dollar won't be seen until the next grant cycle. Crawford added that there is a state funding pot and a federal funding pot. She asked if it would be helpful to the Board to receive a presentation on the program. Meltzer noted that it would be helpful to have a list of categories and dollar amounts. Crawford indicated that she will work to schedule a presentation for CAMPO.</p>	
<p>5. COVID Stimulus Funding</p>	<p>Meltzer reported that CAMPO will receive approximately \$1,025,840 in COVID relief funds from the Oregon Department of Transportation. This money is to be unrestricted.</p> <p>ODOT also informed Staff that starting in 2022, the state fund exchange rate will be lowered to 90 cents on the dollar, from 94 cents on the dollar. As there are projects programmed through 2024 using these state exchange funds, Staff recommend the first priority be to insure that funding obligation is met with the anticipated reduction in state exchange dollars. Gary Stockhoff expressed appreciation to ODOT for making state fund exchange possible, even if the rate is being lowered.</p> <p>Meltzer went on to report that the TAC agreed to prioritize covering the gap created by the lower state fund exchange rate. In addition to this, TAC members submitted project ideas for funding, reviewed them, and has made a recommendation to the Board for final approval. Recommended projects include:</p> <ul style="list-style-type: none"> • Gas tax shortage/replacement (Benton County) • Irish Bend, Fern Road, 53rd/Country Club (Benton County) • Traffic Impact Assessment at 53rd/Country Club (Benton County) • 35th/Campus Crossing Improvements (City of Corvallis/OSU) • 11th Street Bikeway (City of Corvallis/OSU) • Monroe Ave/Kings (City of Corvallis/OSU) 	<p>Consensus to approve the CAMPO stimulus funding project list as presented.</p>

	<ul style="list-style-type: none"> • 11th Street Bike/Ped Improvements (City of Philomath) • Willow Lane/Cedar Street Multi-use Path (City of Philomath) • Future Trail Improvement (City of Adair Village) <p>Commissioner Malone asked for more information about the 11th Street Bikeway project in Corvallis. Greg Gescher and Andrew Struthers provided more details about the project starting and ending points.</p> <p>Councilor Andrew Struthers moved to approve CAMPO stimulus funding project list as presented. Commissioner Pat Malone seconded. Motion carried.</p>	
<p>6. OMPOC Legislative Priorities</p>	<p>Meltzer reported that the Oregon Metropolitan Planning Organization (OMPOC), a partnership of Oregon’s eight MPOs, is working to put together a list of legislative priorities to share with lawmakers. OMPOC requested that each MPO review a draft list of priorities, provide input, and sign-off on the priorities if they are in agreement.</p> <p>Meltzer reported that when the list was reviewed with the Albany Area Metropolitan Planning Organization (AAMPO)members felt that some needs were more focused on larger city needs and requested reassurance that smaller city were included.</p> <p>Members discussed the legislative priorities and identified priority number one “Robustly fund multimodal transportation projects and planning” as beign the most important to CAMPO. The Policy Board then agreed to support the legislative priorities as presented.</p>	<p>Members agreed to sign-off on OMPOCs legislative priorities and added that priority #1 is a top priority to CAMPO.</p>
<p>7. Regional Transportation Plan (RTP) Existing Conditions and 2019 Model Validation</p>	<p>Meltzer advised that the first RTP Open House is scheduled to place over Zoom on July 20th. He noted that there will be two sessions of the webinar; one mid-day and one in the late afternoon/ evening. He and Dobrinich went on to review the draft webinar presentation.</p> <p>The webinar will include support from ODOT’s Transportation Planning and Analysis Unit (TPAU) which updating the Corvallis Albany Lebanon Model (the region’s transportation demand model).</p>	<p>Staff to work with the member jurisdictions to provide presentations at council meetings.</p>

	<p>Employment data was missing from the draft presentation, however, staff will add that information before presenting on the 20th. The open house will include interactive questions at the end of the presentation.</p> <p>Crawford asked if the MPO had decided to go with a corridor approach and if staff had reached out to the Federal Highway Administration (FHWA). Meltzer indicated that he had checked with FHWA early on and will need to get back to Savannah on the final findings of that conversation. He went on to note that the first webinar is informational and a specific details on the corridor analysis won't be available for next week. Staff went on to note that they will include the list of corridors early in the presentation to help frame expectations about what the RTP will cover.</p> <p>Member feedback included:</p> <ul style="list-style-type: none"> • Reduce tech heavy information (fewer maps, more high-level key takeaways) • Ensure time for Q&A • Provide presentation to city councils 	
<p>8. Jurisdictional Updates/Other Business</p>	<p>Highway 20 Study – Members asked staff to submit a Transportation Growth Management (TGM) grant for a study on Hwy 20 between Albany and Philomath. Staff will have it ready to submit by the end of the month.</p> <p>Next CAMPO Board Meeting – Staff expects a light agenda in August and propose to take a recess in August. Members met consensus to cancel the August meeting.</p> <p>Councilor Lehman has missed the last couple of meetings due to travelling and asked about meeting in an office space that would allow for remote connect. Members agreed that it would be a good idea and staff will look into locations</p> <p>ODOT – Crawford participated in Representative Peter DeFazio and Secretary of the US Department of Transportation Pete Buttigieg's visit to Highway 99W in south Corvallis. The visit included time for Mayor</p>	<p>Consensus to cancel the August CAMPO Board meeting.</p> <p>Staff to book meeting space for future meetings to allow for remote connection.</p>

	<p>Biff Traber and ODOT staff to discuss safety issues along the corridor and demonstrate crossing improvements which have been built in recent years.</p> <p>Members and Savannah discussed different types of enhanced pedestrian crossings including Pedestrian Hybrid Beacons (PHBs), Rectangular Rapid Flashing Beacons (RRFBs), and High Intensity Activated Crosswalk Systems (HAWK), their pros and cons and their cost. Crawford stated that there is a lot of discussion yet to continue in regards to enhanced crossings and touched on different agencies using different signage and signals.</p> <p>Corvallis – Will wait until the Fall to do counting and evaluation of changes made to Circle Blvd. Most feedback has been positive for pedestrians with only some complaints about cut through traffic and congestion. Corvallis’ new Public Works Director, Jeff Blaine just started. A couple of pedestrian crossings were finished on 9th street. Bulbs were taken out on Monroe and they are pulling off parking on 36th Street.</p> <p>Adair Village – Homebuilding in Adair Village is ongoing. The City plans to start the urban growth boundary expansion process in the near future.</p> <p>Benton County – Received Community Path Program funds for the construction of the Conifer to Merloy section of the Corvallis to Albany multiuse trail. The county right-of-way will be done separately from ODOT’s. The Corvallis to Adair Path on Hwy 99 is a new idea that has risen. Transit ridership continued to bounce around 40% of normal but staff expects to see some changes in September. Corvallis has an annexation request for land at the corner of 53rd and West Hills Road.</p>	
<p>9. Adjournment</p>		<p>Meeting adjourned at 4:58 pm.</p>

MEMORANDUM

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



Date: September 21th, 2021
To: CAMPO Technical Advisory Committee and Policy Board
From: Steve Dobrinich, CAMPO Staff
Re: Statewide Transportation Improvement Program (STIP) Revisions

Overview

The purpose of this memorandum is to provide an update on recent amendments to the Statewide Transportation Improvement Program (STIP) relevant to the Corvallis Area Metropolitan Planning Organization (CAMPO). A summary table of recent amendments can be found on the following page.

Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally-funded transportation projects. The current STIP (FY2021-2024) went into effect October 1, 2020 and expires September 30, 2024. CAMPO acts as the regional coordinator to the STIP helping ensure that amendments and other adjustments are processed appropriately. CAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

Amendment Types

There are three types of STIP and MTIP amendments processed by CAMPO:

- **Full Amendments:** Require the greatest level of scrutiny including communicating project information to the Policy Board. The Technical Advisory Committee (TAC) determines if significant public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, CAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

Additional details on STIP and MTIP amendments can be found in the CAMPO MTIP policy [HERE](#).

Action Requested

- Approve Amendment [#21-24-1446](#)

Key Number & Project Name	Project Description	Amendment Number & Description	Amendment Type	Financial Impact	Project Sponsor
K20688: OR34: Van Buren Bridge (Corvallis)	Replace bridge due to deterioration	<u>Amendment Number: 21-24-1309</u> Slip construction and utility phases to 2022 for delivery.	Adjustment	Total project cost: \$71,633,000; No financial impact	ODOT
K22302: US20: Conifer Blvd to Merloy Ave	Add a center two way left turn lane to improve traffic flow and increase safety	<u>Amendment Number: 21-24-1430</u> Delete utility phase and add that \$61,200 to construction. Slip right of way phase to 2022 and construction phase to 2023.	Adjustment	Total project cost: 6,661,200	ODOT
K22511: OR34: Roadside Barrier Upgrades	Upgrade the roadside barrier along this corridor to improve safety for the traveling public.	<u>Amendment Number: 21-24-1446</u> Split \$2,298,953 from K18476 (funding for roadside barriers) to create new project K22511. Further reduce K18476 for funds already allocated to projects (\$15K to K21538, \$3,469,000 to K22383, and \$10,890,272 to K22509). Part of the Annual STIP Adjustment approved by the OTC 9/9/21. All funds were previously allocated. Only K22511 is in CAMPO planning area.	Full Amendment	Add \$2,298,953 to K22511; Reduce K18476 by \$16,673,225	ODOT
K21514: US20: Philomath Couplet	Complete elements of the Philomath Downtown Safety and Streetscape Project to improve livability and accessibility of the City's downtown area. Resurface the roadway to create a smoother driving surface	<u>Amendment Number: 21-24-1501</u> Reduce funding in construction phase \$200k. Engineering phase obligation will be increased when this amendment is approved and will allow the engineering phase to be completed. Total project cost will not change once both actions are complete.	Adjustment	Total project cost: \$13,229,988.00, no financial impact once second action is completed	City of Philomath

MEMORANDUM

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



Date: September 7th, 2021
To: CAMPO Technical Advisory Committee and Policy Board
From: Steve Dobrinich, CAMPO Staff
Re: RTP Goals and Metrics Survey Results

Background

The purpose of this memorandum is to provide an overview of results from the Regional Transportation Plan (RTP) Goals and Metrics Outreach Survey and discuss changes to the current goals. The survey was introduced to the public by CAMPO staff during the virtual public open house events held on July 20th and held open for three weeks. The survey asked members of the public to prioritize the existing RTP goals and suggest changes to improve their relevance and applicability. It also asked respondents to weigh in on regional performance metrics. A total of **45 surveys were completed**. Full survey results, as well as a high level overview, can be found below.

Survey Highlights

Feedback on RTP Goals (Questions 1 and 2)

- When asked to rank the importance of current RTP goals survey respondents indicated that **Goal 1 was their top priority and Goal 6 was second**
 - Goals 4, 7, 3 and 8 were clustered together with similar weighted averages
 - Respondents ranked Goal 2 and 5 as the lowest priorities
- When asked “What changes would you suggest for the CAMPO RTP Goals?” respondents provided a wide range of responses. Common responses included a desire to emphasize safety (especially for people walking and riding bikes), increase transit ridership, and address climate change. Specific comments on text changes included:
 - “Goals 3 and 8 seem kind of redundant. 3 seems to be better-worded”
 - “Remove “to the extent feasible” from Goal 7”

Feedback on Existing Conditions (Question 3)

- See below for full responses to “Question 3 -After reviewing the existing conditions and changes in the community, is there anything in particular we should consider when planning for the future transportation system?”

Feedback on Potential Metrics (Questions 4 and 5)

- When asked to rank **potential metrics for project selection** survey respondents selected “Safety (defined as reducing fatalities and serious injuries on the transportation system)” **as the top priority by a significant margin** (Weighted average 6.19)
 - “Increasing the percentage of trips taken by bicycle” **was ranked as the second highest priority** (Weighted average 5.34)

- “Increasing the percentage of trips taken by transit” **was ranked as the third highest priority** (Weighted average 4.80)
- See below for full responses to “Question 5 -Is there anything else you would like to share related to potential metrics for project selection?”

Other Input (Questions 6 and 7)

- Respondents suggested several outlets for CAMPO RTP outreach
 - South Corvallis craft, art, music fair
 - Host a meeting all in Spanish
 - Southtown neighborhood development planning
 - Green Party meetings, Sustainability Coalition
 - NAACP, OSU Cultural Center
 - West Hills Neighborhood Association
 - League of Women Voters upcoming webinar on land use and transportation
 - Send additional announcement through Sustainability Coalitions email list
 - Motorcycle meetings to address safety
- Approximately 68% (30 responses) of respondents to question 7 indicated that their zip code is 97330. Approximately 32% (14 responses) of respondents have the zip code 97333.

RTP Goals

The current CAMPO RTP goals are listed below:

- **Goal 1** –Provide for the safe, convenient and efficient movement of people and goods within and between urban centers
- **Goal 2** –Efficiently manage and operate the regional transportation system
- **Goal 3** –Improve the affordability and equitability of the transportation system
- **Goal 4** –Promote public health through transportation policies and investment
- **Goal 5** –Promote the region’s economic vitality through transportation policy and investment
- **Goal 6** –Promote environmental sustainability
- **Goal 7** –Coordinate land use and transportation decision-making processes to the extent feasible
- **Goal 8** –Promote and expand transportation options for all people

Based on the findings from the survey outlined above CAMPO staff is proposing a number of changes to the RTP goals. The table below presents a list of proposed new goals.

Proposed New Goals	Notes
<p>Goal 1 –Balanced Multi-Modal System Fund and support a balanced multi-modal regional transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) that meets existing needs and prepares for future demand</p>	New goal highlighting balanced multi-modal system
<p>Goal 2 –Reliability and Efficiency Efficiently manage and operate the regional transportation system enabling people and goods to safely and reliably reach their destinations by a variety of travel modes</p>	Combined elements of goal 1 and 2 and added additional language adapted from Portland Metro’s RTP goals
<p>Goal 3 –Safety Prioritize safety of all people traveling on the region’s transportation system, especially vulnerable road users</p>	New goal focusing exclusively on safety (formerly addressed in goal 1)
<p>Goal 4 –Climate Adaptation Prioritize policies, projects and actions which seek to minimize the impacts of climate change, support climate adaptation, and improve the resilience of the regional transportation system in the face of manmade and natural disasters</p>	Formerly RTP goal #6. Expanded language. Moved up list because this was ranked as a priority in survey.
<p>Goal 5 – Healthy & Active Living Promote public health through transportation policies and investments supporting active modes of travel (walking, biking, and taking transit)</p>	Formerly goal number 4. Added additional language and moved down to make room for climate adaptation and equity goals.
<p>Goal 6 –Transportation Equity Prioritize equity in regional transportation decision making in order to eliminate barriers related to access, safety, affordability and health outcomes experienced by people of color, low income people, older adults, people with disabilities and other historically marginalized communities</p>	Added additional language adapted from Portland Metro RTP goals and combined with goals 3 and 8 in current RTP
<p>Goal 7 –Economic Vitality Promote the region’s economic vitality through transportation policies and investments which connect people with jobs and services while connecting businesses with employees, goods and customers</p>	Formerly goal number 5. Moved down because this was ranked as a low priority in survey. Added additional language.
<p>Goal 8 –Land Use and Growth Management Work with member jurisdictions to coordinate land use and transportation decision making processes in order to promote development patterns which support transit ridership, encourage physical activity, and decrease reliance on single occupancy vehicles</p>	Formerly goal 7. Revised text. Removed "to the extent feasible."

Each goal in the current CAMPO RTP is accompanied by several policy-level objectives which provide additional focus and can be used to measure outcomes. The table below incorporates some of the existing objectives and pairs them with the newly proposed goals outlined above. A number of additions, subtractions and edits have been made to the list of objectives.

Proposed New Goals with Objectives

Goal 1 –Balanced Multi-Modal System Fund and support a balanced multi-modal regional transportation system (including transit, highway, bicycle, pedestrian, and accessible transportation) that meets existing needs and prepares for future demand

Objectives:

- Secure adequate funding for building and maintaining a balanced multi-modal transportation system
- Consider all modes of travel (including as walking, bicycling and transit) when developing transportation plans and identifying project solutions
- Provide a forum for MPO partners to collaborate as an organized collective and plan for the future needs of the regional transportation system

Goal 2 –Reliability and Efficiency Efficiently manage and operate the regional transportation system enabling people and goods to safely and reliably reach their destinations by a variety of travel modes

Objectives:

- Reduce traffic congestion and improve travel times by prioritizing intelligent transportation systems and travel demand management strategies before expanding the existing roadway system
- Evaluate options for increasing transit system capacity, to replace or delay the need for roadway network expansion
- Reduce future vehicle miles travelled through a combination of Transportation Options investments, commute trip reduction programs, reduced reliance on single occupancy vehicles, and other travel demand management strategies
- 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

Goal 3 –Safety Prioritize safety of all people traveling on the region’s transportation system, especially vulnerable road users

Objectives:

- Identify and prioritize safety improvements that can reduce the number and frequency of serious crashes in the CAMPO planning area
- Identify and prioritize safety improvements which contribute to eliminating all traffic deaths in the CAMPO planning area
- Monitor regional crash data to evaluate the effectiveness of investments

Goal 4 –Climate Adaptation Prioritize policies, projects and actions which seek to minimize the impacts of climate change, support climate adaptation, and improve the resilience of the regional transportation system in the face of manmade and natural disasters

Objectives:

- Evaluate and consider the climate impact of all regional transportation policies, plans and projects; prioritize solutions which minimize impacts to the climate
- Improve the resilience of the region’s transportation system by protecting critical facilities from catastrophic events and natural disasters
- Reduce Greenhouse Gas emissions in the CAMPO planning area
- Promote travel demand management and the use of active modes of travel (walking, bicycling and transit) to reduce environmental impacts from transportation

Goal 5 – Healthy & Active Living Promote public health through transportation policies and investments supporting active modes of travel (walking, biking, and taking transit)

Objectives:

- Support local and regional travel demand management programs that lead to increased walking, bicycling and transit use
- Inventory and address gaps in sidewalks, trails and bicycle routes to improve non-motorized connectivity
- Reduce air pollution from transportation sources
- Seek input from public health experts to consider and evaluate the health impacts of transportation policies, plans and projects

Goal 6 –Transportation Equity Prioritize equity in regional transportation decision making in order to eliminate barriers related to access, safety, affordability and health outcomes experienced by people of color, low income people, older adults, people with disabilities and other historically marginalized communities

Objectives:

- Evaluate and consider the impact of transportation policies, plans and projects on people of color, low income people, older adults, people with disabilities and other historically marginalized communities
- Provide access to affordable transportation options throughout the region
- Provide efficient options for transportation-disadvantaged populations and to areas of affordable housing
- Inventory and resolve ADA compliance issues on the transportation system
- Seek out and consider the needs of traditionally underserved populations
- Avoid the division or isolation of neighborhoods due to transportation projects

Goal 7 –Economic Vitality Promote the region’s economic vitality through transportation policies and investments which connect people with jobs and services while connecting businesses with employees, goods and customers

Objectives:

- Ensure economic centers are easily accessible via all modes of transportation
- Leverage transportation improvements to increase tourism and expand local economies
- Endorse the freight mobility strategies in city and county TSP’s
- Facilitate efficient and convenient commercial vehicle access to the Corvallis airport and short line railroads in the region
- Seek input from regional economic professionals and freight interests to consider and evaluate the economic impacts of transportation policies, plans and projects

Goal 8 –Land Use and Growth Management Work with member jurisdictions to coordinate land use and transportation decision making processes in order to promote development patterns which support transit ridership, encourage physical activity, and decrease reliance on single occupancy vehicles

Objectives:

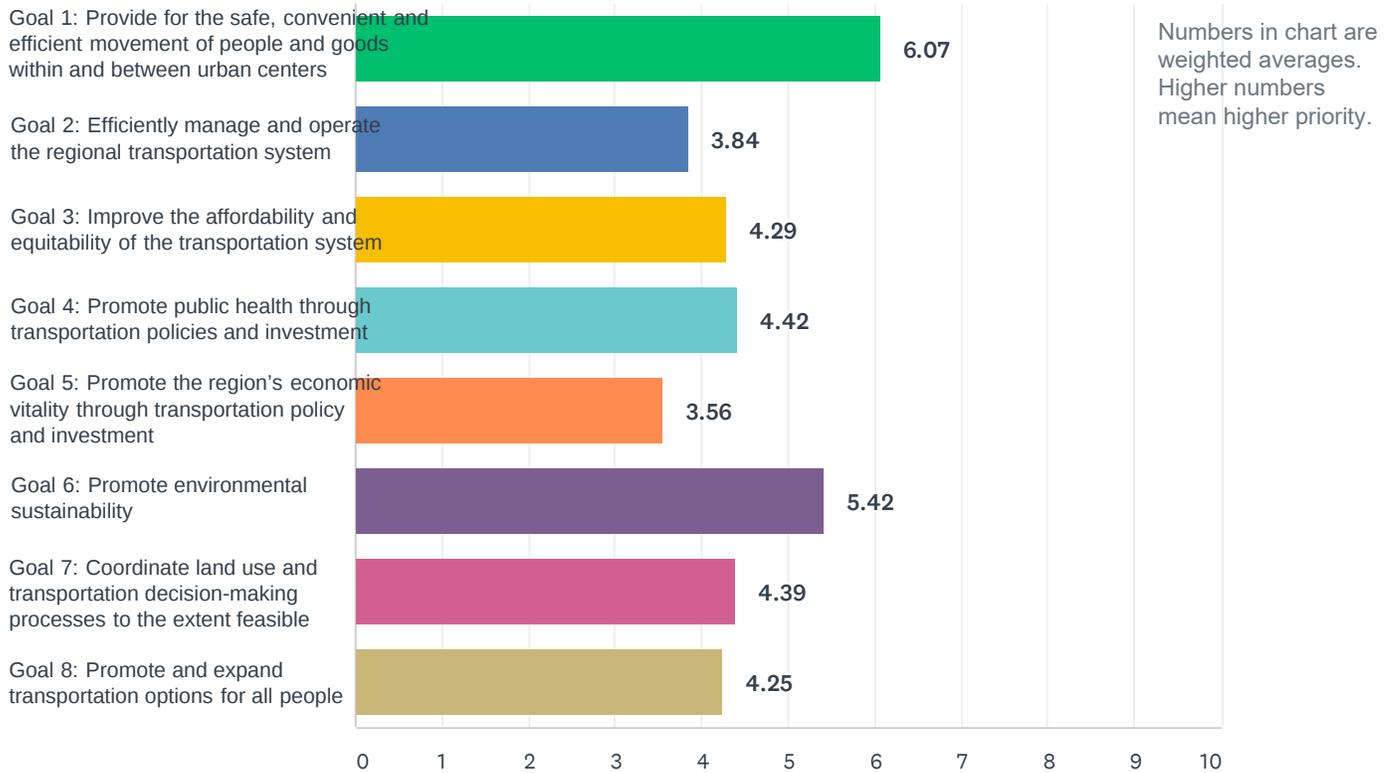
- Encourage smart growth principles and policies that support transit-oriented development
- Share findings from the Corvallis Albany Lebanon Model (CALM) with partner agencies

Next Steps

- Discuss survey findings and proposed edits to the RTP goals
- Discuss feedback on performance measures

Q1 Please rank the CAMPO RTP goals from most important to least important (1 being most important and 8 being least important)

Answered: 45 Skipped: 0



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Goal 1: Provide for the safe, convenient and efficient movement of people and goods within and between urban centers	46.67% 21	13.33% 6	6.67% 3	6.67% 3	8.89% 4	2.22% 1	8.89% 4	6.67% 3	45	6.07
Goal 2: Efficiently manage and operate the regional transportation system	0.00% 0	13.33% 6	13.33% 6	13.33% 6	8.89% 4	20.00% 9	17.78% 8	13.33% 6	45	3.84
Goal 3: Improve the affordability and equitability of the transportation system	2.22% 1	13.33% 6	13.33% 6	17.78% 8	17.78% 8	15.56% 7	11.11% 5	8.89% 4	45	4.29
Goal 4: Promote public health through transportation policies and investment	4.44% 2	20.00% 9	15.56% 7	13.33% 6	6.67% 3	13.33% 6	13.33% 6	13.33% 6	45	4.42
Goal 5: Promote the region's economic vitality through transportation policy and investment	2.33% 1	11.63% 5	16.28% 7	4.65% 2	11.63% 5	9.30% 4	16.28% 7	27.91% 12	43	3.56
Goal 6: Promote environmental sustainability	31.11% 14	2.22% 1	11.11% 5	13.33% 6	26.67% 12	8.89% 4	4.44% 2	2.22% 1	45	5.42
Goal 7: Coordinate land use and transportation decision-making processes to the extent feasible	4.55% 2	15.91% 7	13.64% 6	15.91% 7	6.82% 3	22.73% 10	13.64% 6	6.82% 3	44	4.39
Goal 8: Promote and expand transportation options for all people	9.09% 4	11.36% 5	11.36% 5	15.91% 7	13.64% 6	9.09% 4	13.64% 6	15.91% 7	44	4.25

Q2 What changes (e.g. additions, deletions, edits) would you suggest for the CAMPO RTP Goals?

Answered: 33 Skipped: 12

#	RESPONSES	DATE
1	Rail bus to serve Albany Train station to Philomath, Corvallis, OSU, and South Corvallis.	8/6/2021 1:10 PM
2	More emphasis on safety.	8/1/2021 2:25 PM
3	widen highway between philomath and corvallis now. This is NOT a robust section in the system	7/31/2021 8:59 PM
4	specifically call out carbon fuel reduction/CO2+ production	7/29/2021 5:48 PM
5	None	7/29/2021 5:30 PM
6	Using bus system more effectively New and improved bike lanes and paths	7/29/2021 4:58 PM
7	none	7/29/2021 2:15 PM
8	none	7/29/2021 2:14 PM
9	Goals 3 and 8 seem kind of redundant. 3 seems to be better-worded.	7/29/2021 10:56 AM
10	Heavily emphasize safety for bicyclists and pedestrians. Emphasize human factors approach to safety for arterial roads. Utilize Vision Zero principles.	7/28/2021 8:00 PM
11	More emphasis on options that address climate change	7/28/2021 3:18 PM
12	Explicitly focus on safety improvements for walking and biking	7/28/2021 11:49 AM
13	Emphasis on connecting the surrounding rural communities with urban infrastructure.	7/28/2021 8:20 AM
14	Climate change needs to be taken into account on any transportation decision.	7/28/2021 12:20 AM
15	?	7/27/2021 8:56 PM
16	none at this time....you seem to have considered the most obvious and important areas of concern at this time...	7/27/2021 4:33 PM
17	looking at broader regional connectivity to Eugene and Salem as there a number of folks who live there and work in Corvallis	7/27/2021 4:01 PM
18	Emphasis on "design for safety" E.g., eliminate hazards such as dangerous intersections that make the list every year... lackadaisical bike lane safety (talk to people who do this in Eugene) Enforce speed limits, esp. at crosswalks (3rd/99) and schools	7/27/2021 3:56 PM
19	NA	7/27/2021 3:52 PM
20	none	7/27/2021 3:35 PM
21	Promote and/or incentivize human-powered transportation options	7/27/2021 3:22 PM
22	Specifically, promote active and alternative transportation and disincentivize car trips.	7/27/2021 2:50 PM
23	Reduce the need for transportation by setting land use policies which enable people to meet their needs without powered travel.	7/27/2021 2:47 PM
24	Personally I think the goals lack focus and attempt to address all possible goals when in fact even the most basic goals can not be met.	7/26/2021 9:39 AM
25	Please, please, please deal with West Corvallis issues. hwy 20/34 is the only major road out of town that is a two lane roadway with multiple, poorly timed traffic lights, minimal turn lanes. It's a disgrace!!!	7/23/2021 4:03 PM
26	None	7/22/2021 2:28 PM

27	Strategize how to change business as usual and create systemic change in practice, not just in plans.	7/21/2021 10:04 PM
28	Climate first. Plan for less automobile traffic, more transit, more bike/ped.	7/21/2021 6:53 PM
29	Remove "to the extent feasible" from Goal 7.	7/21/2021 5:08 PM
30	Consider rewording goal 6 to "Promote adaptability and environmental sustainability?" Environmental sustainability is a rather static concept. For the future transportation planning needs to help communities adapt to a changing future. It is important to consider the environment in making these adaptations.	7/21/2021 2:28 PM
31	fewer goals, focus efforts	7/21/2021 4:13 AM
32	Avoid land grabs. Allow for maximin efficiency for vehicular traffic. Make bike and pedestrians lanes totally separate from roads	7/20/2021 6:31 PM
33	Add a bypass of HWY 99 and 34 though the golf course and link to HWY 20 north of town. Also incorporate Albany as much traffic on HWY 20	7/20/2021 6:12 PM

Q3 After reviewing the existing conditions and changes in the community, is there anything in particular we should consider when planning for the future transportation system?

Answered: 36 Skipped: 9

#	RESPONSES	DATE
1	Rail bus to serve Albany Train station to Philomath, Corvallis, OSU, and South Corvallis.	8/6/2021 1:10 PM
2	none	8/2/2021 8:20 AM
3	Future conditions. I anticipate much less viability, let alone wisdom for use of internal combustion motors in the coming decade.	8/1/2021 2:25 PM
4	improved east-west secondary routes	7/31/2021 8:59 PM
5	Comments on the map displays: It was difficult to see the sidewalks as green with other green layers such as parks. Just the existence of sidewalks does not make them functional. Need to include condition of the pedestrian system, not just the layout. Same is true of the bicycle facilities (blue with other blue layers like water and other). When planning for transportation, keep in mind different needs for different functions. For example, freight, recreational and leisure travel requires good highways/arterials for connections and through travel, employment and local commerce needs regional connections, but also local roadways, pedestrian and bicycle and transit facilities. Residential/community needs safe and functional local street/collector streets with many safe and functional ped/bike/transit facilities and services. The funds managed by CAMPO should be used on city and county facilities with in the MPO boundary while ODOT should fund state facilities.	7/29/2021 5:48 PM
6	Expect increased motor fuel costs, and increases in the proportion of electric vehicles. Also, plan for continued presence of the Covid 19 virus, and appearance of other pandemics. A number of prominent persons, including Bill Gates and the younger president Bush, publicly warned about the possibility of a pandemic.	7/29/2021 5:30 PM
7	More electric cars, and planning for autonomous vehicles.	7/29/2021 2:15 PM
8	Find ways to reward people for not driving.	7/29/2021 2:14 PM
9	Between Philomath and Corvallis, add in analysis for Reservoir Road as it is and will be used as a major transportation corridor between the two cities.	7/28/2021 8:00 PM
10	How to put in place transpo hubs as Corvallis grows. Hubs meaning space dedicated to that future so no one loses a home or farmland for lack of foresight.	7/28/2021 3:20 PM
11	Better bike options, particularly for parents commuting with kids.	7/28/2021 3:18 PM
12	Focus on connecting Corvallis with other cities/regions such as Albany, Philomath, Salem, Eugene	7/28/2021 3:11 PM
13	Dramatically increase the focus on walking, biking, and transit	7/28/2021 11:49 AM
14	Use designs, materials, and methods that result in very long reliability and lifespan. Reducing future maintenance, repairs, and replacements costs more up front, but saves \$ in the long term. What considerations have been given for pickup/dropoff, and parking when much of the local passenger transportation becomes fleet-owned self-driving vehicles, i.e. SDV Ubers? Are there plans to incorporate embedded roadway guidance, 6G (the next level beyond the current 5G) communications relays, and automated road condition telemetry for automated navigation and vehicle control? I would like to see avoidance of offset lanes at intersections unless raised reflective markers and paint are replaced when worn or missing. I see too many drivers unfamiliar with the lane offsets drive into oncoming traffic or adjacent lanes at night when the pavement is wet. Circle & 9th, 99W & Walnut, Kings & Buchanan.	7/28/2021 1:42 AM
15	Impact of fossil fuels, and explore opportunities for alternative fuels.	7/28/2021 12:20 AM

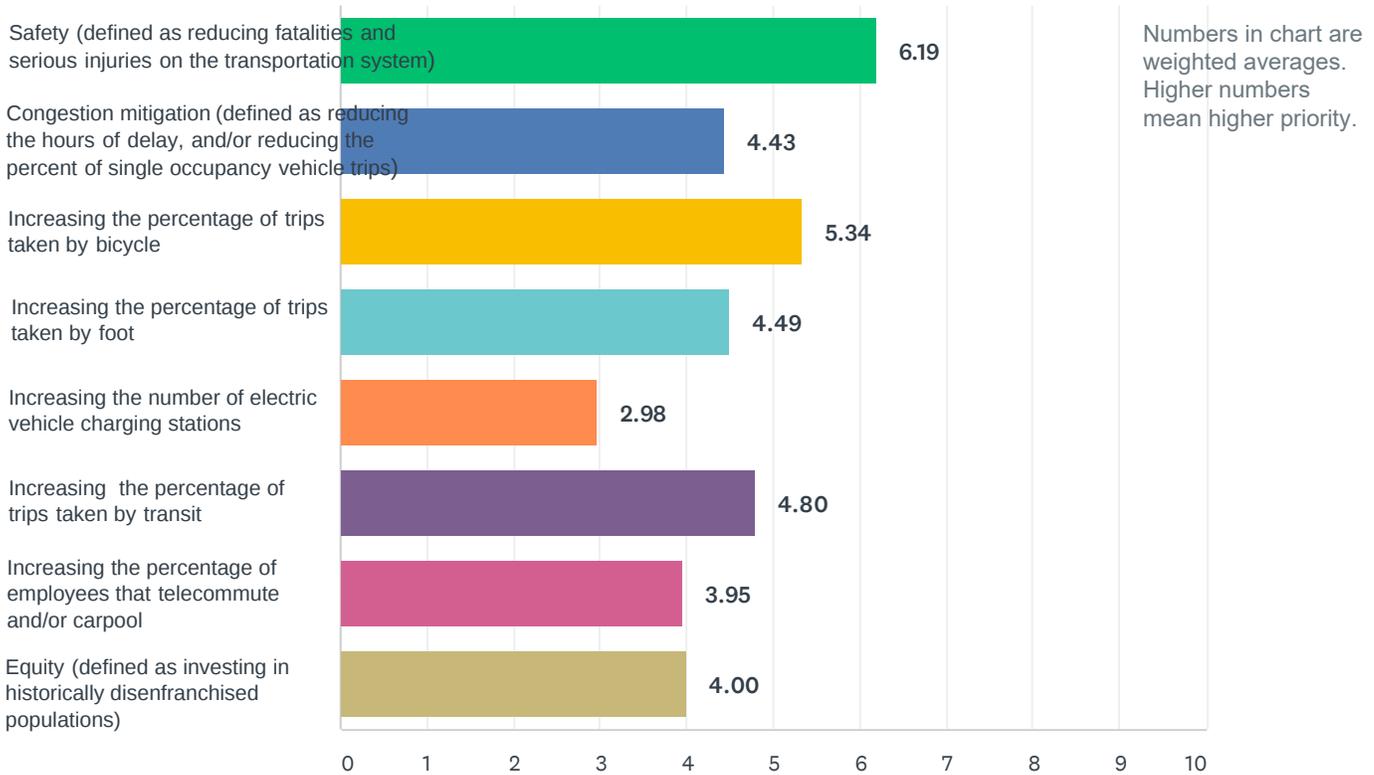
16	I question if the 2040 demographic/employment projections will hold up. The number of live births in the area is declining, I understand the fastest growing demographic is those 55+, more retirees are moving here, Corvallis is becoming more of a bedroom community, and who knows what the long term impacts of the pandemic on education delivery will be.	7/27/2021 10:30 PM
17	importance of bicycles and promoting bicycling commuting and recreation	7/27/2021 8:56 PM
18	only keeping an eye on the demographics of the area...which i'm certain you are doing....perhaps being mindful of where majorities of an area's population is impoverished in order to give them full access to transportation to potential jobs and/or educational opportunities...often the inability to get to these activities is the big obstaclealso perhaps a "voting" express during election seasons	7/27/2021 4:33 PM
19	more thinking from the perspective of full-time alternative transportation users or people who might be considering it - e.g. if someone works at OSU and gets off at 5pm - does having to wait 30 minutes for a bus to the transfer station make them more or less likely to take it... likewise folks who might want to go to Albany to shop/run errands during on a weekday	7/27/2021 4:01 PM
20	GO NOT oeverbuild (when you build it, they will come....more roads generate more traffic. Focus on making walking, biking safer and improving public transport (e.g., smaller buses, more frequent trips, on-demand...)	7/27/2021 3:56 PM
21	Future housing needs	7/27/2021 3:52 PM
22	Do not facilitate urban sprawl	7/27/2021 3:35 PM
23	Yes. The current Van Buren bridge would be a great way for people to access a City park that currently has no access, and it would be great to use that resource instead of it just being a place where some of the worst behaved people experiencing homeless take refuge from the law.	7/27/2021 3:22 PM
24	I'd love to see more multimodal paths, like getting on built between Corvallis and North Albany, or extending the path on highway 34 heading east out of Corvallis. Or a path in and out of Monroe from neighboring communities. Ways for people to use paths for fun and transportation.	7/27/2021 2:50 PM
25	Provide options which make car ownership unnecessary and undesirable. This can include land use planning (see answer to Q2), ride sharing, communication and delivery services.	7/27/2021 2:47 PM
26	It isn't clear what "future" you are planning for. Perhaps you should first describe the future you think you are planning for. Where will people live, work, play? How will economic centers be serviced by truck, train, air? Will electric vehicles result in more cars and more trips because it is cheap? Will rural development be discouraged because of its inefficiency? Will business be conducted over the internet, resulting in fewer shopping trips and fewer work trips? Etc. Maybe you already did this "future conditions" description and need to describe it. But in any case, you don't have the money or ability to actually get ready for the future - it is going to consume and overwhelm the transportation systems leaving you to follow, not lead.	7/26/2021 9:39 AM
27	Making the environmentally and socially responsible transportation choice the easy choice, and making choices that harm, bear the true cost of that choice.	7/25/2021 5:39 PM
28	West Corvallis and Philomath are the areas with the most development, which is likely to continue into the future. This area should absolutely be a priority in the RTP. The truck traffic on hwy 20/34 is forced to deal with whacko traffic lights. Why aren't there slow lanes for trucks forced to stop at one of the many multiple lights in this corridor?? The traffic light at 20/34 and Technology way was recently changed to allow left turns across 20/34 onto Technology Way. This has made a dramatic positive impact in how that intersection works. All intersections/lights along that corridor should be the same. Also, multi-model options on this corridor are pretty much non-existent. Really, where is the commitment to this stated goal?	7/23/2021 4:03 PM
29	Transportation issues in SW Corvallis in and around Highway 20 to promote pedestrian, bicycle and automobile travel safety.	7/22/2021 2:28 PM
30	safety at intersections for most vulnerable travelers	7/21/2021 10:04 PM
31	Plan on fuel costs increasing ten-fold.	7/21/2021 6:53 PM
32	We need equity to extend to our streets by giving as much roadway space to bicyclists and pedestrians as we do to cars. Although drivers may have to go more slowly, making driving	7/21/2021 5:08 PM

less convenient and non-motorized transportation safer will motivate more people to get out of their cars and choose walking and biking.

33	The future transportation system needs to have greater connectivity to transportation, particularly transit, outside the CAMPO. Future transportation needs to connect the household to the larger system by aggregating trip and mode choices upward particularly by developing effective low-mass and fixed route autonomous transit.	7/21/2021 2:28 PM
34	promote EV adoption (dont' get trapped by chicken vs. egg - be the egg); consider a future of drive-by or delivery retail models and how those will change traffic patterns; prioritize safer school routes for kids	7/21/2021 4:13 AM
35	Fix downtown traffic flow	7/20/2021 6:31 PM
36	Improve main car ways esp 99 and 34/20. Promote electric vehicles. Aging population will be needing cars	7/20/2021 6:12 PM

Q4 Please rank the potential metrics for project selection from most important to least important (1 being most important)

Answered: 44 Skipped: 1



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Safety (defined as reducing fatalities and serious injuries on the transportation system)	44.19% 19	13.95% 6	9.30% 4	11.63% 5	6.98% 3	0.00% 0	11.63% 5	2.33% 1	43	6.19
Congestion mitigation (defined as reducing the hours of delay, and/or reducing the percent of single occupancy vehicle trips)	11.36% 5	22.73% 10	13.64% 6	6.82% 3	4.55% 2	2.27% 1	13.64% 6	25.00% 11	44	4.43
Increasing the percentage of trips taken by bicycle	11.36% 5	20.45% 9	18.18% 8	18.18% 8	11.36% 5	15.91% 7	2.27% 1	2.27% 1	44	5.34
Increasing the percentage of trips taken by foot	9.30% 4	9.30% 4	11.63% 5	16.28% 7	18.60% 8	16.28% 7	16.28% 7	2.33% 1	43	4.49
Increasing the number of electric vehicle charging stations	4.55% 2	6.82% 3	2.27% 1	6.82% 3	9.09% 4	15.91% 7	27.27% 12	27.27% 12	44	2.98
Increasing the percentage of trips taken by transit	9.09% 4	11.36% 5	15.91% 7	20.45% 9	20.45% 9	6.82% 3	11.36% 5	4.55% 2	44	4.80
Increasing the percentage of employees that telecommute and/or carpool	2.27% 1	9.09% 4	11.36% 5	13.64% 6	18.18% 8	25.00% 11	9.09% 4	11.36% 5	44	3.95
Equity (defined as investing in historically disenfranchised populations)	9.09% 4	6.82% 3	18.18% 8	6.82% 3	11.36% 5	18.18% 8	6.82% 3	22.73% 10	44	4.00

Q5 Is there anything else you would like to share related to potential metrics for project selection?

Answered: 28 Skipped: 17

#	RESPONSES	DATE
1	no	8/2/2021 8:20 AM
2	east-west congestion mitigation is top problem	7/31/2021 8:59 PM
3	Condition of the roadway, pedestrian and/or bicycle facilities. Urbanization of county and state facilities inside city limits and UGB's. Environmental impacts of projects. Congestion in an urban setting may be more tolerable than on a regional connection facility. Don't use one-size fits all.	7/29/2021 5:48 PM
4	No	7/29/2021 5:30 PM
5	Emphasize getting people out of there cars and using altenatives.	7/29/2021 2:14 PM
6	No	7/28/2021 8:00 PM
7	What are the environmental impact measured? Air and water quality metrics against number of combustion engines! Coal fired electricity costs borne outside of town? Lung condoms and other human health metrics? Etc. I see no environmental quality/land-water-air and community health metrics here. See earlier comment: measure planning with future space considerations. This will address some access/equity matters and potentially help buil economic futures.	7/28/2021 3:20 PM
8	No	7/28/2021 3:18 PM
9	I don't see any considerations for road noise or synchronization of traffic flows.	7/28/2021 1:42 AM
10	Projects should be ones that focus on the least impact on the environment.	7/28/2021 12:20 AM
11	no	7/27/2021 8:56 PM
12	not at this time.....	7/27/2021 4:33 PM
13	I wasn't sure what "on the transportation system" meant in regards to safety. I would like to see more done to make cyclists and pedestrians feel safer. I have no concerns as a bus passenger on the bus.	7/27/2021 4:01 PM
14	Yep, consider public input–have "the people" rate the projects (ranked choice!))	7/27/2021 3:56 PM
15	No	7/27/2021 3:35 PM
16	Actually, yes. Quite a lot.	7/27/2021 3:22 PM
17	One metric should be collaboration and working to get support from counties and cities. CAMPO can't do it all alone.	7/27/2021 2:50 PM
18	Total weekly travel miles per person.	7/27/2021 2:47 PM
19	Not all of your metrics carry equal weight or are potentially equal in terms of populations served. For instance, the effectiveness of a highway corridor may have very important implications for serving economic centers with freight and serve many thousands of persons. A bikepath in a rural area may serve a handfull. Serving a handfull of people who elect to live in rural areas should not get funding simply because they make poor decisions. People choose to live where they want and should not be given favored status because they are "under served". You should stick to solving the congestion problems in urban areas which in turn serves thousands, promotes economic growth and enables freight and commerce to operate economically. Bike paths and sidewalks are important in urban areas.	7/26/2021 9:39 AM
20	Total lifecycle greenhouse gas emissions; Effect on particulate emissions in the immediate area	7/25/2021 5:39 PM

21	obviously, these are all goals we would like to see happen. But for West Corvallis, equity needs to happen. South Corvallis has seen improvements. It is our turn for some attention!!! What is driving our neighborhood concerns are safety and congestion. Especially if the new Justice Center gets slapped down in our neighborhood. (heaven forbid the NW Corvallis gets it! - yes, I'm very cynical here)	7/23/2021 4:03 PM
22	no	7/22/2021 2:28 PM
23	greenhouse gas reduction or carbon sequestration accomplished by particular programs or policies	7/21/2021 10:04 PM
24	Please do NOT try to reduce congestion; it only results in more traffic and more speeding, making our roadways even more dangerous.	7/21/2021 5:08 PM
25	Number of fixed-route, autonomous transit options available. Percentage of the population without cars. Cost per mile of driving a car in the CAMPO area. Percent of miles traveled without use of fossil fuels. Percent of trips that are nonautomotive.	7/21/2021 2:28 PM
26	none	7/21/2021 4:13 AM
27	Question 4 options are not applicable Only thing to improve is safety. Allowing more vehicles smoother traffic	7/20/2021 6:31 PM
28	The transit system is ineffective - buses should run every 15 min and run to Albany, Adair, Philomath and Corvallis. The buses run too infrequent. Electrify all buses.	7/20/2021 6:12 PM

Q6 Are there any upcoming events or meetings you would recommend CAMPO staff attends in order to share information about the RTP update?

Answered: 22 Skipped: 23

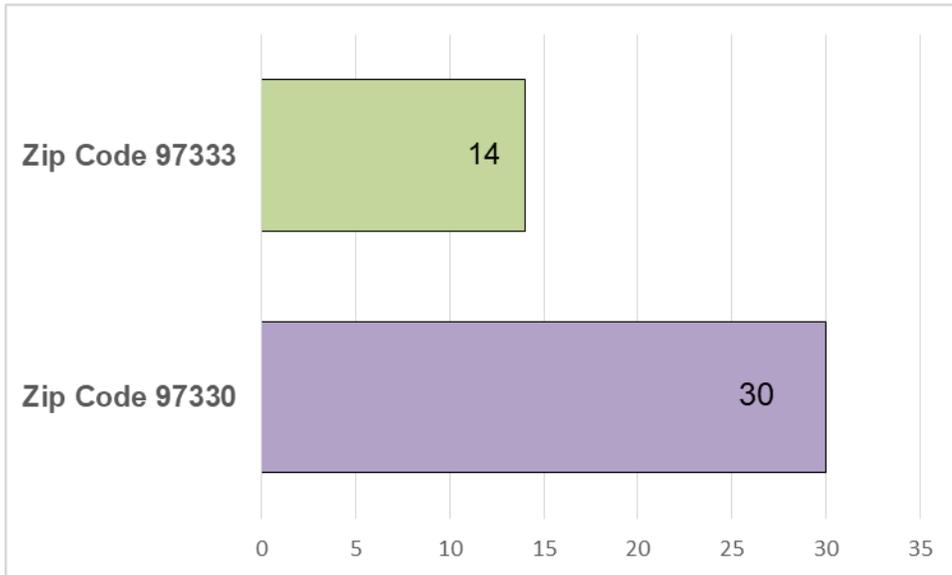
#	RESPONSES	DATE
1	no	8/2/2021 8:20 AM
2	We're currently dreaming about a craft, art & music fair in So. Corvallis in late September. Wanna come and have a booth?	8/1/2021 2:25 PM
3	webinar on west justice center proposal	7/31/2021 8:59 PM
4	No	7/29/2021 5:30 PM
5	Perhaps a meeting all in Spanish, and/or at a location convenient to Spanish-speaking folks in the community.	7/29/2021 2:15 PM
6	no	7/29/2021 2:14 PM
7	???	7/28/2021 8:00 PM
8	South town neighborhood development planning. And the group that promotes noon car trips, Jay Thatcher is a member.	7/28/2021 3:20 PM
9	N/A	7/28/2021 3:18 PM
10	Green Party meetings, Sustainability Coalition	7/28/2021 12:20 AM
11	no	7/27/2021 8:56 PM
12	none of which i am aware	7/27/2021 4:33 PM
13	Might be good to have groups such as NAACP and OSU cultural centers involved to hear more about specific equity and safety concerns from POC as it relates to alternative transportation	7/27/2021 4:01 PM
14	Why not hold your own meetings	7/27/2021 3:56 PM
15	No	7/27/2021 3:35 PM
16	I notice in your slides that Hwy 20/34 from Corvallis to Philomath has some current limitations and some indications of future rather alarming conditions (demographics). This corridor has a lot of urban area designated and probable future growth. It is also a long stretch and is a primary route to the coast. Hwy 20 is one of the best routs to the mid coast and Newport has become an economic engine. I also noted that you state that "the region has a robust street network". This is blatantly false when you look at the areas around Hwy 20/34. This should be listed as an exception. Does your CALM model properly account for the heavy truck traffic on Hwy 20/34? As a regular user of Hwy 20/34 I obsrve two different congestion situations. One involves volumes (mostly auto) that exceed the capacity of this roadway given the 2 lanes and numerous signals. The other is truck traffic that simply can not efficeintly pass through and limit lane capacity because of their stop and go. Both of these conditions seem to indicate a need for additional lanes. ODOT addressed a similar issue on Hwy 99 north of Corvallis by adding lanes on 99 (overpass to Elks Dr.) by giving the trucks a lane and letting the autos get by. This vastly improved capacity on that limited stretch. If there isn't money to improve all of the 20/34 corridor, try some creativity....but address it rather than ignore it. The "status Quo Minimum Investment" is not really a viable option. "Significant investment in Transit and Bike" won't get it done. It admits defeat and ignores the problems.	7/26/2021 9:39 AM
17	WHNA will probably be reaching out at some point for a meeting with our association. Is Steve Dobrinich the best person to make contact with?	7/23/2021 4:03 PM
18	no	7/22/2021 2:28 PM
19	League of Women Voters upcoming webinar on land use and transportation	7/21/2021 10:04 PM

20	Please send additional announcements through the Sustainable Corvallis Google group to encourage greater participation in the survey.	7/21/2021 5:08 PM
21	N/A	7/21/2021 4:13 AM
22	Motorcycle meetings to address safety	7/20/2021 6:31 PM

Q7 What is your Zip Code?

Answered: 44

Skipped: 1



MEMORANDUM

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



Date: September 23, 2021
To: CAMPO Technical Advisory Committee
From: Nick Meltzer, CAMPO Staff
Re: **CAMPO 2043 RTP Model Outputs**

This memorandum contains an overview of CALM Model Outputs in support of the 2043 CAMPO RTP.

Overview

As discussed and approved at previous Technical Advisory Committee (TAC) and Policy Board meetings, CAMPO approved three to four scenarios to examine for future year transportation demand in the Regional Transportation Plan modeling process. These scenarios are copied below:

Scenario 1: Status Quo—Minimal investment in the transportation system, similar to historical spending patterns

Scenario 2: Invest in Transit and Bike Infrastructure—approximately doubles frequency of transit service, which is in line with Corvallis’ TDP. Also assumes a doubling of intercity routes from STIF and increased federal funding. Establishes a more “comfortable” bicycle network both within and between cities within the region.

Scenario 3: Capture State/Federal Polices—Assumes a 20-30 percent reduction in work trips due to permanent remote work from COVID-19. Also examines GHG reduction from electrification of passenger vehicles, but that does not impact other metrics.

Federal Requirements and Metrics

The federal requirements for metropolitan transportation plans mention using scenarios to evaluate future transportation demand. The section below is taken directly from the federal register as it pertains to RTP development:

SS 450.324 Development and Content of the Metropolitan Transportation Plan

(f) The metropolitan transportation plan shall, at a minimum, include:

(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in [§ 450.306\(d\)](#), including -

(i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and

(ii) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

(i) An MPO may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan.

(1) An MPO that chooses to develop multiple scenarios under this [paragraph \(i\)](#) is encouraged to consider:

(i) Potential regional investment strategies for the planning horizon;

(ii) Assumed distribution of population and employment;

(iii) A scenario that, to the maximum extent practicable, maintains baseline conditions for the performance areas identified in [§ 450.306\(d\)](#) and measures established under [23 CFR part 490](#);

(iv) A scenario that improves the baseline conditions for as many of the performance measures identified in [§ 450.306\(d\)](#) as possible;

(v) Revenue constrained scenarios based on the total revenues expected to be available over the forecast period of the plan; and

(vi) Estimated costs and potential revenues available to support each scenario.

*(2) In addition to the performance areas identified in [23 U.S.C. 150\(c\)](#), [49 U.S.C. 5326\(c\)](#), and [5329\(d\)](#), and the measures established under [23 CFR part 490](#), MPOs may evaluate scenarios developed under this paragraph using **locally developed measures**.*

The highlighted sections above outline the decision making process for the inclusion of a “preferred scenario” in the RTP. As a reminder, the performance measures CAMPO is required to meet are:

Federal

Safety is the primary performance measures CAMPO is required to adhere to for all projects on public roads within the MPO area. The metrics include:

- Fatalities,
- Fatality rate,
- Serious Injuries,
- Serious Injury Rate,
- Non-motorized Fatalities and Serious Injuries

Pavement Condition and *System Performance* apply to the National Highway System roads within CAMPO’s boundary, which are predominantly US/State Highways. Since These are owned

and maintained by ODOT, is not CAMPO's primarily responsibility, but the MPO should strive to assist in any way possible in meeting the targets.

Congestion Mitigation only applies to metropolitan areas over 200,000 in non-attainment, however it may be prudent for CAMPO to strive towards meeting them as they align with local targets.

Local

These stem from the document the CAMPO Policy Board approved in March 2020:

Reduce reliance on automobiles within the CAMPO region, especially single occupancy vehicle trips. In the interim, support high efficiency and electric vehicles as a greenhouse gas reduction strategy.

1. *Increase percent of trips by bicycle*
2. *Increase percent of trips by foot*
3. *Increase percent of trips by transit*
4. *Increase telecommute and carpool mode share*
5. *Utilize pricing strategies to accurately reflect the true societal costs of driving (priced parking, congestion pricing, etc.)*
6. *Increase electric vehicle use + infrastructure*
7. *Decrease demand on transportation through land use*

Model Outputs

The tables below contain the outputs displaying the three scenarios and associated metrics. The first table for each scenario includes Vehicles Miles Traveled, Delay, and Congestion. The second table includes mode splits for all trips.

The immediate table below contains the metrics and units for the scenario tables excluding mode splits.

Metric	Unit
VMT	Daily All vehicle roadway VMT
VMTperCap	Daily All vehicle roadway VMT/capita
VDHT	delay hours (PM Peak)
VDHTperCap	Annual delay hours per Capita (PM Peak)
CongVMTby_FC_2	Congested Roadway VMT (PM Peak)

Scenario 1

Scenario 1: Status Quo			
Metric	BASE YEAR 2019	FUTURE YEAR 2043	CHANGE 2019/2043
VMT	805,892.0	1,068,504.3	32.6%
VMTperCap	11.94	11.60	-2.9%
VDHT	319.0	812.3	154.6%
VDHTperCap	1.7	3.2	86.5%
CongVMTby_FC_2	8,048.8	16,761.8	108.3%

Scenario 1: Status Quo			
Mode Split for All Trips	BASE YEAR 2019	FUTURE YEAR 2043	CHANGE 2019/2043
Bike	10	10	0.0%
Drive Alone	34	35	2.9%
Shared Ride	29	31	6.9%
Transit	2	2	0.0%
Walk	25	22	-12.0%
SUM	100	100	

Scenario 2

Scenario 2					
Metric	BASE YEAR 2019	FUTURE YEAR 2043	SCENARIO 2 2043_TransitBike	Change from Status Quo	Change from Base Year
VMT	805,892.0	1,068,504.3	983,491.8	-8%	22%
VMTperCap	11.94	11.60	10.68	-8%	-11%
VDHT	319.0	812.3	610.5	-25%	91%
VDHTperCap	1.7	3.2	2.4	-25%	40%
CongVMTby_FC_2	8,048.8	16,761.8	13,973.1	-17%	74%

Scenario 2					
Unit	BASE YEAR 2019	FUTURE YEAR 2043	SCENARIO 2 2043_TransitBike	Change from Status Quo	Change from Base Year
Bike	10	10	20	100%	100%
Drive Alone	34	35	31	-11%	-9%
Shared Ride	29	31	27	-13%	-7%
Transit	2	2	2	0%	0%
Walk	25	22	19	-14%	-24%
SUM	100	100	99		

Scenario 3

Scenario 3					
Metric	BASE YEAR 2019	FUTURE YEAR 2043	SCENARIO 3 2043_WorkAtHome	Change from Status Quo	Change from Base Year
VMT	805,892	1,068,504	1,029,263	-4%	28%
VMTperCap	11.94	11.60	11.17	-4%	-6%
VDHT	319	812	692	-15%	117%
VDHTperCap	1.73	3.22	2.74	-15%	59%
CongVMTby_FC_2	8,049	16,762	14,539	-13%	81%

Scenario 3					
Unit	BASE YEAR 2019	FUTURE YEAR 2043	SCENARIO 3 2043_WorkAtHome	Change from Status Quo	Change from Base Year
Bike	10	10	10	0%	0%
Drive Alone	34	35	35	0%	3%
Shared Ride	29	31	31	0%	7%
Transit	2	2	2	0%	0%
Walk	25	22	22	0%	-12%
SUM	100	100	100		

Findings and Summary

With minimal investment in the transportation system, congestion and VMT are expected to go up significantly, with no appreciable change in mode splits. Perhaps not surprisingly, if there is significant investment in transit and bicycle infrastructure, the model predicts a *decrease* in VMT per capita, and significant mode shifts (both transit and bike trips double). The Work from Home Scenario has minimal impact for the future year, other than reducing VMT slightly.

With this in mind, staff recommend Scenario 2 be the preferred scenario for the RTP work. This in turn would target MPO funding towards bicycle and transit projects, with the exception of pavement preservation and roadway efficiency improvements. Even with the decrease in VMT per capita, the MPO supports a more efficient roadway system.

Next Steps

Staff request TAC input and discussion on this, with the hope to forward a recommendation onto the Policy Board. Staff would then begin building project lists for inclusion into the RTP.