

# Adopted Goals and Objectives

## 2043 RTP Goals and 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:**

- Align MTIP project evaluation criteria with federal performance measures and local priorities to assist in funding a balanced, multi-modal transportation system
- Pursue state and federal grant opportunities to assist in implementation of RTP projects
- Provide a forum for MPO partners to collaborate as an organized collective and plan for the future needs of the regional transportation system
- Maintain knowledge on national transportation trends and innovative best practices
- Inventory and address gaps in sidewalks, trails and bicycle routes to improve non-motorized connectivity

**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:**

- Prioritize 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
- Support programmatic approaches to reduce reliance on single occupancy vehicles through Transportation Options investments (e.g. bike/scooter share), commute trip reduction programs, and other travel demand management strategies (e.g. flexible work schedules, telework)
- Support freight movement on major truck routes by balancing multi-modal needs in line with state and federal performance measures
- Support increased automation in vehicles only as a means to further local and regional goals

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

**Objectives:**

- Monitor regional crash data to track trends, in comparison with federal performance measures
- Examine crash data to better understand causes of fatal and serious injury crashes, and potential countermeasures
- Educate member agencies on FHWA’s Proven Safety Countermeasures, to identify new solutions for reducing fatal and serious injuries on the transportation system, for all modes
- Include safety as prioritization criteria in MTIP project funding selection
- Support increased automation in vehicles as a means to reduce the number of fatal and serious injury crashes

**Goal 4 –Climate Adaptation** Prioritize policies, projects and actions that 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:**

- Track performance measures identified in CAMPO's 2020 Report "Reducing Reliance on Single Occupancy Vehicle Trips," which strives to reduce vehicle miles traveled and greenhouse gas emissions in the CAMPO region
- Promote travel demand management and the use of active modes of travel (walking, bicycling and transit) to reduce environmental impacts from transportation
- Support implementation of local agency policies and projects that reduce climate impacts related to transportation
- Consider the climate impact of regional transportation policies, plans and projects
- Improve the resilience of the region's transportation system by planning for the protection of regionally critical facilities from catastrophic events and natural disasters

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

**Objectives:**

- Collaborate with public health partners to educate the public on the connection between transportation and health
- Support local and regional programs and events that lead to increased walking, bicycling and transit use (such as Safe Route to School and Corvallis Open Streets)
- Support electric vehicle (e.g. passenger cars, transit, freight) adoption to reduce Greenhouse Gas (GHG) Emissions in the CAMPO region
- Support regional programs, plans and projects (such as Safe Routes to School) that make walking and bicycling safer and more comfortable for students traveling to and from school
- Promote electric assist bicycles (i.e. e-bikes) as a reliable alternative to the automobile, and encourage broad adoption

**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:**

- Maintain data in CAMPO's Title VI and Non-Discrimination Plan to understand the changing demographics of the region
- Collaborate with community organizations representing traditionally underserved populations to share information, and obtain input on transportation projects and programs
- Document the history of the CAMPO region as it pertains to traditionally underserved populations, as well as tribal nations.
- 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
- Explore evaluation tools that measure accessibility to jobs and services for low income and marginalized groups

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

**Objectives:**

- Ensure job and commercial centers are easily accessible via all modes of transportation
- Collaborate with economic development staff to understand the economic impacts of transportation plans and projects
- Explore alternative delivery methods for first/last mile city deliveries, including cargo bikes and personal delivery vehicles
- Support freight movement on major truck routes by balancing multi-modal needs in line with state and federal performance measures
- Consider additional metrics for regional transportation performance, including access to jobs, Housing and Transportation Cost Index (i.e H+T Index), etc.

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

**Objectives:**

- Examine the impacts of land use policies, such as adding commercial centers, and increasing population/employment density to support high-capacity transit
- Encourage policies that support mixed use neighborhoods, and transit-oriented development
- Collaborate with the Albany Area MPO to investigate inter-regional housing, employment and travel demands, and their impact on the transportation system