

CORVALLIS AREA Metropolitan Planning Organization

777 NW 9th Street, Suite 204C; Corvallis, Oregon 97330
Contact: Corum Ketchum, CKetchum@ocwcog.org

CAMPO TECHNICAL ADVISORY COMMITTEE Thursday, July 27, 2023 9:00 am - 11:00 am

VIRTUAL MEETING WITH CALL-IN AVAILABLE Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 269 219 577 730

Passcode: BWtj38

Mobile 1 Click Number

[+1 872 242 8088](#)

Phone Conference ID 567 628 032#

AGENDA

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| 1) 9:00 | Call to Order and Agenda Review | Chair, James Feldmann |
| 2) 9:05 | Public Comments | Chair |
| 3) 9:15 | Minutes of June 29, 2023 (Attachment A) | Chair |
| | <i>Action: Decision on Minutes</i> | |
| 4) 9:20 | Federal Aid Urban Boundaries and Federal Functional Classifications – Work session (Attachment B)
<i>Presentation from project staff followed by a work session featuring David Evans and Associates, Inc (DEA)</i> | Andrew Mortensen,
Davids Evans and Associates |
| | <i>Action: Review and suggest edits to FAUB/FCC Map</i> | |
| 5) 10:20 | FY2023 UPWP Annual Repot
<i>Review completed tasks from the FY23 UPWP</i> | Staff, Corum Ketchum |
| 6) 10:30 | FY2024 UPWP Roadmap (Attachment C)
<i>Six-month prereview of MPO activities and deliverables</i> | Staff, Corum Ketchum |
| 7) 10:50 | Jurisdictional and Other Updates <ul style="list-style-type: none">• CAMPO Updates• Jurisdictional Updates | All |
| 8) 11:00 | Adjournment
<i>The next regularly scheduled CAMPO TAC meeting is set for Thursday, August 31, 2023, from 9:00am to 11:00am.</i> | Chair |

ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
VACANT	City of Adair Village	
Rory Rowan	City of Corvallis	
Chris Workman	City of Philomath	
Gary Stockhoff	Benton County	
Rebecca Houghtaling	Oregon State University	
James Feldmann	Oregon Department of Transportation	
Ex-Officio Members	Jurisdiction	Attendance
Mary Camarata	Oregon Department of Environmental Quality	
Barry Hoffman	Albany Transit/Linn Benton Loop	
Patrick Wingard	Department of Land Conservation and Development	
Jasmine Harris	US Federal Highway Administration	
Danielle Casey	US Federal Transit Administration	
Mark Bernard	ODOT Region 2 Principal Planner	
VACANT	Oregon Department of State Lands	

Quorum Requirement: MPO business may be conducted provided a quorum of the members attends. A quorum consists of at least a majority of the voting members. The TAC members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a meeting place where the public can attend, hear, understand and/or read the comments of the members participating by telephonic or electronic means and the members so participating can fully hear, understand, and/or read the comments of the other members participating in the meeting.

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, Please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at amuzechenko@ocwcog.org or 541-812-2002. TTY/TTD 711

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE**

Thursday, June 29, 2023

Virtual Meeting

Microsoft Teams Technologies

DRAFT MINUTES

TAC Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	Yes
Rory Rowan	City of Corvallis	Yes
Chris Workman	City of Philomath	Yes
Gary Stockhoff	Benton County	Yes
Rebecca Houghtaling	Oregon State University	Yes
James Feldmann	Oregon Department of Transportation	No
Mark Bernard	ODOT: Region 2 Principal Planner	Yes

Guests: Daniel Wood, Dave Rabinowski, Lisa Scherf, and Robert Upson

Staff: CAMPO Assistant Planner Corum Ketchum, AAMPO Assistant Planner Billy McGregor, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	The meeting was called to order by the Guest-Chair Rebecca Houghtaling as the CAMPO TAC Chair, James Feldmann, was absent and the TAC does not have a Vice-Chair position.	Meeting was called to order at 9:02am by Guest-Chair Rebecca Houghtaling There were no agenda updates.

<p>2. Public Comments</p>	<p><i>Daniel Wood shared his public comment with the TAC Members:</i> <i>Good morning and thank you for the opportunity to comment today.</i></p> <p><i>Emerging technologies will reshape future usage of our roads demonstrating the need to re-examine speed zones, cross sections, and lane configurations. In terms of electric vehicles, there are several classes currently utilized that are limited by maximum allowable speed including 2-wheel scooters, electric skateboards, Ebikes, mobility scooters and all weather low and medium speed neighborhood vehicles. Efforts to promote low environmental impact use of neighborhood centers are currently hampered by speed zones above 35mph on connecting roads linking services. These places electric vehicles in unsafe competition with pedestrians on walkways, or risking citations for use in travel lanes with speeds up to 45 MPH. In terms of public safety, there is an increasing need to separate multi-modal usage by velocity, especially in the immediate radius of neighborhood centers.</i></p> <p><i>Please reconsider getting ahead of the curve with a white paper on emerging technologies.</i></p> <p><i>Thank you for your time and serious consideration.</i></p> <p><i>West Corvallis resident Daniel Wood</i></p>	<p>Daniel Wood provided a public comment to the CAMPO TAC Members.</p>
<p>3. Minutes of April 27, 2023, (Attachment A)</p> <p>Action: Decision on Minutes</p>	<p>The CAMPO TAC Members approved the May 25, 2023, meeting minutes by consensus</p>	<p>The CAMPO TAC Members approved the May 25, 2023, Meeting Minutes by consensus.</p>
<p>4. FY23-24 and 24-25 CAMPO Bike Count Program (Attachment B)</p>	<p>Staff Corum Ketchum introduced Attachment B discussing the Bike Counts with big revisions on the count locations with a 25-location list where the counters could be deployed. It was noted however that CAMPO only has the capacity to do 8 counts per year.</p> <p>Ketchum asked for the TAC’s input on the count locations and which ones should be prioritized each year. Ketchum also introduced the idea</p>	<p>Houghtaling suggested that if there will only be 8 counts, it should be suggested that they will be as close to equally distributed as possible;</p>

<p>ACTION: Consensus on count locations</p>	<p>of installing a permanent bike count in key locations to have more consistent data for higher use areas.</p> <p>Ketchum shared the CAMPO Bike-ped Count Map showing all 25 possible locations for the bike counters.</p> <p>Guest Chair Houghtaling asked about the thought process on the locations of the counters going into campus since there are not just students but include through traffic as well.</p> <p>Ketchum answered the thought was to include student activity on a high activity location. Additionally, if the Board wanted to count students only there could be a possibility to explore that further.</p> <p>Chris Workman added that he is interested in looking at the Philomath counter options this summer to get the pre-streetscapes numbers and the utilization currently and after the construction is completed. Which includes through bike traffic from Corvallis to Philomath on the bike path.</p> <p>Wood from the public, shared his thoughts on the bike counter options and would love to see a counter on 53rd and Philomath which would be informative for the highway study.</p> <p>The CAMPO TAC Members couldn't speak to the different path locations for the counts since James Feldmann who was the most knowledgeable for those locations was not in attendance.</p> <p>The CAMPO TAC Members were supportive of CAMPO looking into getting a permanent bike counter and installing throughout the area.</p> <p>Houghtaling noted that the University may be amiable to this, but they would need to know the long-term goal for the counter.</p> <p>Ketchum advised that local and regional traffic would most likely be the focus of the permanent and other bike counts. Additionally, the goal</p>	<p>The TAC Members in attendance agreed.</p>
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	<p>would be able to see the accessibility and usage of the paths network through the CAMPO region.</p> <p>Workman noted that he would prefer to see how the permanent counter would be more efficient than the pop-up ones. However, he is supportive and just needs more information regarding the project.</p> <p>Rory Rowan added that in previous experience there is usefulness in collecting data through permanent bike counters, however the data could be misleading if the routes don't show the positive value all of the time.</p> <p>Dave Rabinowitz asked about what the term permanent bike counters actually means because all of the current infrastructure is everchanging and nothing is truly permanent anymore.</p> <p>Rob Upson added that some of the bike counts could be used to monitor bike traffic and see how the city of Corvallis is achieving its transportation plan goals and monitoring is a big part of the TSP and is essential to understand the goals and achieve the solutions. Additionally, Upson is curious to see if the counts could measure the bicycle level of traffic stress that is an important measure that may be overlooked in the TSP.</p> <p>Houghtaling suggested that if there will only be 8 counts, she would suggest that they will be as close to equally distributed as possible.</p> <p>Staff members agreed to come back to the next meeting prepared to have a more robust discussion regarding permanent and pop-up bike counts and other location suggestions from the group.</p>	
<p>5. MTIP/STIP Amendments (Attachment C)</p>	<p>Ketchum shared Attachment C which is a memorandum regarding amendment #21-24-3508 which was received prior to the meeting packet going out; however, the other two were not received prior so they will be posted online for public review for a longer period.</p>	<p>The other two amendments which are information only for the CAMPO TAC are Amendment #21-24-3530 and Amendment #21-24-</p>

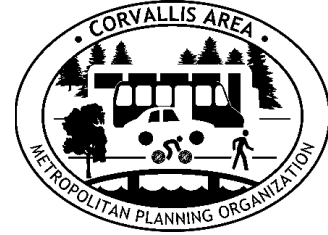
<p>Action: Review and approve amendment #21-24-3508</p>	<p>The other two amendments which are information only for the CAMPO TAC are Amendment #21-24-3530 and Amendment #21-24-3532. These will be moved to the CAMPO Policy Board for approval.</p> <p>Chris Workman moved to approve amendment #21-24-3508, Gary Stockhoff seconded. The motion carried successfully.</p>	<p>3532. These will be moved to the CAMPO Policy Board for approval.</p> <p>Chris Workman moved to approve amendment #21-24-3508, Gary Stockhoff seconded. The motion carried successfully.</p>
<p>6. Jurisdictional and Other Updates:</p> <ul style="list-style-type: none"> • CAMPO Updates • Jurisdictional Updates 	<p>Other Business/CAMPO Updates:</p> <p>Ketchum advised that staff are working to deploy the counters soon since it is summer. Additionally, all necessary documents are on the way to the federal government now.</p> <p>The next steps are an UPWP report back to the state which will be coming back to the TAC and Policy Board.</p> <p>Ketchum added that CAMPO staff attended the Cascades West Area Commission on Transportation (CWACT) Full Commission June Meeting and afterward's toured projects in the coastal region to better connect with all partners of the CWACT and Oregon Cascades West Council of Governments (OCWCOG) region.</p> <p>Jurisdictional Updates:</p> <p>Chris Workman from Philomath shared that there is a lot of construction happening with the first negative comments stemming from disturbances caused by construction activity, in addition to negative feedback on a few of the design factors such as the bulb outs.</p> <p>Workman added that North 11th Street is having sidewalks constructed with funding from CAMPO. Which is from Pioneer to the new park that was recently added which finishes the sidewalk connectivity on the west side of the road.</p>	

	<p>Rory Rowan for the city of Corvallis shared that CAMPO Planner (Corum Ketchum) met with Corvallis's planning staff and in addition there are many projects going on across the city with higher staffing levels compared to previous meetings. However, Corvallis will be down 80% on the transportation maintenance staffing.</p> <p>Lisa Scherf added that there were two public open house meetings recently regarding the new bikeway projects with a date set for a community meeting and sustainability coalition. Additionally, Corvallis will struggle to implement a few of the upcoming projects due to staff shortage in the road/transportation maintenance.</p> <p>Scherf added that Open Streets will be coming up on August 20th from 11:00am to 3:00pm from Central Park to Peanut Park. Also, there was new parking technology and consultant assistance approved by the city council recently as well.</p> <p>Gary Stockhoff from Benton County shared that today was day 2 of the county administrator recruiting process and now there are 3 viable options. With a decision being made hopefully within the next week.</p> <p>Stockhoff added that staff are still in the process of getting the new transit provider contact finished and will work through switching the dispatch software through "VIA". Additionally, Chappel Drive is underway with maintenance work happening too.</p> <p>Houghtaling shared that Knife River is in the process of starting the first segment through campus since it will be fully fledged during this summer. Additionally, there is a lot of construction happening across the campus with many complaints from the challenges people are having.</p>	
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7. Adjournment	The next CAMPO TAC meeting is scheduled for July 27, 2023	Meeting adjourned at 9:55am by Guest-Chair Rebecca Houghtaling
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MEMORANDUM

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



Date: July 27th, 2023
To: CAMPO Technical Advisory Committee and Policy Board
From: Corum Ketchum, CAMPO Staff
Re: Federal Aid Urban Boundaries and Federal Functional Classifications Update

Overview

After each U.S. Decennial Census, the Federal Highway Administration (FHWA) requires states to review and update Federal Aid Urban Boundaries and Federal Functional Classifications of the public road network. Oregon is now reviewing and updating these designations following the U.S. Census Bureau's release of data from the 2020 Census on December 29, 2022. ODOT has hired David Evans and Associates, Inc. (DEA) to facilitate the necessary updates with cities, counties, MPOs, and other jurisdictions that oversee the state's road network. DEA will be working with local, state, and federal partners between Spring 2023 and Summer 2025 to deliver final FAUB and FCC for FHWA approval.

Staff from DEA have been invited to this meeting to present on this topic.

Federal Aid Urban Boundaries (FAUBs)

The Federal Highway Administration requires states to have approved FAUBs for federal planning and funding purposes. Areas designated as urban by the U.S. Census Bureau following the 2020 Census will be adjusted to smooth out geographic irregularities, maintain administrative continuity, and include fringe areas with residential, commercial, industrial, and/or national defense significance. In Oregon, Urban Growth Boundaries will also be used to inform the adjusted census boundaries.

The work areas with this effort include analyzing the public road network and land use patterns in Oregon communities in order to modify and amend the boundaries of areas designated urban by the U.S. Census Bureau following the 2020 Census. This requires coordination with affected local jurisdictions and other stakeholders. States have one year following the release by Census of the new urban boundaries to update their Federal Aid Urban Boundaries.

Federal Functional Classifications (FFCs)

All public roads are grouped into functional classifications according to the type of service and amount of traffic the facility carries. Local jurisdictions may classify roads for their own purposes in transportation plans, however, roads are required to have a federal classification based on federal standards as well. FFCs are used to determine federal funding eligibility and must be approved by the Federal Highway Administration.

The work areas with this effort include review of the road network and updates as needed to the federal functional classification of all federal, tribal, state, county, and city highways, roads, and streets in Oregon. This requires coordination with all agencies that own or manage public roads in Oregon. States have two years following the release by Census of the new urban boundaries to review and update their FFCs, although FCC can and should be updated whenever the function of the road changes.

Action Requested

Please review the map here:

<https://experience.arcgis.com/experience/a7c266e96058473d9e8423c7789f66e7/>

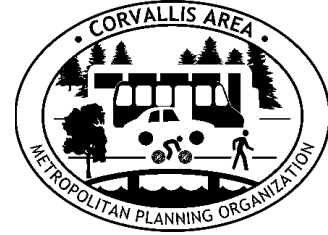
FAUB: The Technical Advisory Committee is being asked to review the boundaries and provide comment on their accuracy, submitting changes as necessary.

FFCs: Please review and provide comment on the roads and streets within your jurisdiction, based on how the roads are classified in your transportation system plan.

Learn more on the project website: <https://www.oregon.gov/odot/planning/pages/faub-ffc-update.aspx>

MEMORANDUM

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



Date: July 27th, 2023
To: CAMPO Technical Advisory Committee and Policy Board
From: Corum Ketchum, CAMPO Staff
Re: Six Month MPO Roadmap

Overview

The purpose of this memorandum is to provide an overview of the next six (6) months of metropolitan planning organization (MPO) activities.

Key deliverables include:

Required document updates:

- Title VI Plan
- Public Participation Plan
- Performance Target Updates (Regional Transportation Plan indicators)
- FY24-25 UPWP
- FY24-27 MTIP/STIP Amendments
 - Obligated Project Tracker

Other work:

- Federal Aid Urban Boundaries (FAUD) and Federal Functional Classifications (FFCs) updates
- Public Transit Action Safety Plan (PTSAP)
- Bike Count Program
- Safety Education

Table 1 below shows a projected timeline of activities.

Table 1 - Six-month TAC and Policy Board Calendar

Month	Technical Advisory Committee	Policy Board
July	FAUB/FCC Review	
August	<i>Skip</i>	<i>Skip</i>
September	Performance Targets, Title VI, PPP	Joint meeting with Albany Area MPO
October	Bike Counters – Safety Education	Performance Targets, Title VI, PPP
Nov/December		Bike Counters – Safety Education
January	UPWP Draft	UPWP Draft

Background

Based on the FY2023-24 Unified Planning Work Program (UPWP) adopted April 2023, CAMPO is due to update several of its core documents:

Title VI Plan – Must be updated in response to the 2020 census by identifying demographic changes and highlighting the needs of disadvantaged populations.

Public Participation Plan (PPP) – This plan should be updated to be in line with best practices for public engagement coming out of the COVID-19 pandemic, the findings of the Title VI plan, and to reflect current standards, practices, and goals of the MPO.

Regional Transportation Plan – The Oregon Department of Transportation and the State have updated their key indicators for transportation safety and maintained. The MPO should decide if it wishes to adopt these changes, or use its own targets, like those identified in the RTP.

FY2024-25 UPWP – The UPWP that determines the MPO’s activities for the next fiscal year should be drafted through the fall, in order to be adopted by spring 2024.

FY2024-27 MTIP/STIP – This document should be kept up to date through the amendment process. Additionally, the MPO must develop an obligated project tracker to monitor the progress of MTIP’s implementation.

Other Work

Other work that is planned to be completed by CAMPO over the next six months includes:

Federal Aid Urban Boundaries (FAUD) and Federal Functional Classifications (FFCs)– ODOT is requesting that MPOs and their members review maps generated by the Federal Highway Administration (FHWA). The FHWA revised the boundaries of what constitutes an “urban area” with implications on how infrastructure in and around those places receives funding for construction and maintenance. Technical Advisory Committees are asked to review the urban aid boundaries, and provide comment, either accepting the designation or requesting changes. Cities and counties are asked to review the FFC of roads within their jurisdiction, so that the federal map is reflective of local transportation system plans, as well as current and projected use.

Public Transit Action Safety Plan (PTSAP) – As part of CAMPO’s role in supporting local transit, the MPO developed a safety plan on behalf of Corvallis Transit in 2021. That plan is scheduled for regular yearly updates.

Bike Count Program – Work will continue with the Bicycle and Pedestrian Count program, with two sites being surveyed per month. Data will be collected and hosted online for public consumption. Additionally, staff recommend exploring different avenues of leveraging the information from the project, as well as identifying if permanent, remotely accessible counters are warranted at key locations in the region.

Safety Education – CAMPO members have requested conversations around curating safer roadways and infrastructure. These conversations have the potential to be reflected in performance monitoring targets and other policies.

Grant Opportunities – Staff at CAMPO will bring grants and other opportunities to the attention of members as they are made available.

Action Requested

No action requested.