



CORVALLIS AREA Metropolitan Planning Organization

777 NW 9th Street, Suite 204C; Corvallis, Oregon 97330
541-758-1911 | nmeltzer@ocwcog.org

Policy Board Meeting
Wednesday, February 9, 2022
3:30 pm to 5:30 pm
Via Zoom by clicking [HERE](#)
Phone: 1-669-900-9128
Meeting ID: 854 7042 4656
Password: 2022

AGENDA

- | | | | |
|----|------|---|--------------------------------|
| 1) | 3:30 | Call to Order and Agenda Review | Chair, Andrew Struthers |
| 2) | 3:35 | Public Comments | Chair |
| 3) | 3:45 | Approve minutes of January 12, 2022 Meeting (Attachment A) | Chair |
| | | <i>ACTION: Decision on Minutes</i> | |
| 4) | 3:50 | COVID Stimulus Funding MOU (Attachment B)
<i>Review draft Memorandum of Understanding (MOU) for distributing COVID stimulus funding</i> | Nick Meltzer |
| | | <i>Action: Approve MOU language</i> | |
| 5) | 4:05 | MTIP/STIP Amendments (Attachment C) | Steve Dobrinich |
| | | <i>Action: Approve amendment #21-24-1815</i> | |
| 6) | 4:15 | 2043 Regional Transportation Plan (Attachment D1-3)
<i>Discuss feedback received on draft 2043 RTP during comment period and review updated RTP document. The full RTP is attached.</i> | Meltzer/
Dobrinich |
| | | <i>Action: Approve 2043 Regional Transportation Plan</i> | |
| 7) | 5:00 | OTC Infrastructure Bill Funding Letter (Attachment E1-2)
<i>Discuss draft letter for submission to OTC, as well as signing onto policy recommendations with additional Oregon MPOs</i> | Meltzer |
| | | <i>Action: Approve letter(s) submission</i> | |
| 8) | 5:15 | Other Business and Jurisdictional Updates <ul style="list-style-type: none">• CAMPO Updates• Jurisdictional Updates | All |
| 9) | 5:30 | Adjournment | Chair |

Member Jurisdictions:

Cities of Corvallis, Philomath, Adair Village, Benton County and Oregon Department of Transportation

ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Position to be filled (previously held by Alan Rowe)	City of Adair Village	
Councilor Andrew Struthers	City of Corvallis	
Councilor Matt Lehman	City of Philomath	
Commissioner Pat Malone	Benton County	
Savannah Crawford	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Pat Hare	City of Adair Village	
Greg Gescher	City of Corvallis	
Christ Workman	City of Philomath	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

Quorum Requirement: MPO business may be conducted provided a quorum of the Parties attends. A quorum consists of at least seventy-five percent of the Parties on the Policy Board. The Policy Board members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a public noticed 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 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, January 12, 2022
3:30 – 5:30 pm
Via Zoom**

Board Members: Pat Malone, Andrew Struthers and Savannah Crawford

Alternate Members: James Feldmann, Chris Workman, Greg Gescher and Gary Stockhoff

Guests Present: Wendy Byrne, Marge Stevens, Kevin Kenaga

CAMPO Staff: Nick Meltzer, Steve Dobrinich, Jenny Glass

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review		Meeting called to order at 3:34 pm by Andrew Struthers, Vice Chair
2. Introductions and Welcome New Members		Introductions were conducted staff Nick Meltzer.
3. Appoint of Policy Board Chair and Representatives to Statewide Groups (Attachment A1, A2 & A3)	<p>Nomination for Policy Board chair: Pat Malone nominates Andrew Struthers. Chris Workman seconds. No further nominations. Approved unanimously.</p> <p>Vice chair nominations: Chris Workman nominates Matt Lehman, Savannah Crawford seconds. No other nominations. Approved unanimously.</p> <p>Linn Benton Loop representative is currently Pat Malone. Pat will continue with the role.</p> <p>OMPOC representative is currently Pat Malone. As an umbrella organization it does fit in with his current work for the county. Andrew Struthers is also interested in joining the group as a representative if Matt is no longer interested – note to follow up with Matt. Pat Malone advised there is knowledge to be shared among the different areas and approaches to challenges. Generally, people are welcome to</p>	<p>Andrew Struthers appointed CAMPO Policy Board Chair.</p> <p>Matt Lehman appointed CAMPO Policy Board Vice Chair.</p> <p>Pat Malone will continue as representative for Linn Benton Loop Representative.</p> <p>Pat Malone will continue as OMPOC Representative. Follow up with Matt Lehman for interest in remaining a</p>

	<p>attend even if not as a representative. Staff Meltzer shared that two meetings will be held in person this year and two will be held virtually.</p> <p>Staff is working to find a member representative from Adair Village.</p>	representative or Andrew Struthers as the second.
4. Public Comment	<p>Kevin Kenaga provided the following public comment:</p> <ul style="list-style-type: none"> Resident of Benton County jumped on the CAMPO open house the other day to make a comment. Afterwards I spent time familiarizing with the CAMPO website. I need to bring it to all of your attention. I'm kind of disappointed. I was told at the open house that staff had no knowledge of the proposed closure of Coffin Butte Road which is just outside the CAMPO region, but it's close enough that it will have an impact on transportation in the area. After I went and looked at the website, I saw who was actually part of this group, I see a real breakdown in communication, your organization has a really big role in transportation planning in the region and closing Coffin Butte Rd which is the only east west road for five miles in each direction is going to change all the traffic flows and will put traffic on Tampico Road and will drive traffic into Adair Village. <p>Prior to our County Commissioners signing a contract with Republic Service should have been sharing that information with CAMPO a couple of years ago. You can't really do your job if the rest of government isn't sharing information. I know we aren't going to get the answer today, moving forward if that closure does happen, it does have to be a part of your planning. I feel it really should have been brought up prior to this point. Thank you for your time.</p>	Public comments opened at 3:43 pm.
5. Approve Minutes of November 10, 2021 meeting	<p>No correction to November 10th meeting minutes.</p> <p>Motion to approve by Pat Malone, second by Savannah Crawford.</p> <p>Approved unanimously.</p>	Consensus to approve the November 10, 2021 meeting minutes with the corrections discussed.
6. Draft 2043 Regional Transportation Plan Update	<p>Staff Nick Meltzer introduced the topic to provide an overview of the report and summary today.</p>	Staff will bring the updated RTP document to the next Board meeting.

	<p>Staff Steve Dobrinich provided an overview of slides one through 14 noting that the slides are very similar to the materials shared during the January 10th virtual open house.</p> <p>The Project Recap section is included as a reminder of who CAMPO is and the role, reviews the CAMPO boundary, member jurisdiction and roles. Also includes a slide distinguishing the differences between the Regional Transportation Plan (RTP) and local Transportation System Plans (TSPs).</p> <p>The next slide includes a chapter outline that matches the draft RTP currently available on the CAMPO website and open for comment until January 24, 2022. Dobrinich provided high level information about each chapter.</p> <ul style="list-style-type: none"> • <u>Chapter 1: Introduction</u> – overview to of plan including federal rules, and newly added this RTP, historical overview with mention of tribal ancestral lands. • <u>Chapter 2: Existing Regional Characteristics</u> – 2019 Demographic information and transportation system information. A comparison of the CAMPO region with the state overall. • <u>Chapter 3: Future System Analysis</u> – provides information about modeling and provides the information for the three scenarios evaluated: status quo, bicycle/transit, and work from home. Local and federal performance measures. • <u>Chapter 4: Goals and Metrics</u> – refined late last year starting with 2017 RTP goals then updated with member and community feedback to revise goals further. This chapter also includes performance measure information. <p>Nick Meltzer took over to discuss slide number 15 to the end of the presentation.</p> <p>Staff focused RTP analysis on five regional travel corridors rather than neighborhood streets. Local TSPs were recently updated and cover</p>	
--	--	--

	<p>projects on local streets. The local TSPs will be incorporated into the RTP by reference.</p> <p><u>Chapter 5: Preferred System and Finances</u> – Chapter 5 includes strategies focusing on scenario two. A projects list has been developed, but not yet directly reviewed so changes to the project list are likely. The fiscally constrained project lists to become eligible for STBG funding in addition to preservation projects. Safety and crash data was presented. Each corridor looked at specifically with an overview and public input information. Proposed projects for specific intersections within the corridor were presented:</p> <p>Philomath Boulevard Corridor (Hwy 20/34)</p> <ul style="list-style-type: none"> • Overview: <ul style="list-style-type: none"> ○ Main connection from Philomath to Corvallis ○ One of the most heavily trafficked corridors in the region ○ Previously a rural residential area, the corridor is quickly becoming more urbanized through increased commercial, retail and residential development ○ New growth and changes in land use create a common challenge in transportation planning: creating a walkable, livable neighborhood, while providing for sufficient throughput for tourism, freight and commuter motor vehicle traffic • Public Input: <ul style="list-style-type: none"> ○ Survey respondents mentioned vehicle congestion, safety issues crossing the corridor by foot and bike, and the disconnected path system as issues ○ This corridor was ranked as the top priority by the public during the project development survey • Projects (All projects preserve freight/vehicle movement while improving safety and access for others): <ul style="list-style-type: none"> ○ Intersection with 53rd <ul style="list-style-type: none"> ▪ Add right turn/bus only lane with signal priority for buses ▪ Add bus pull out in general intersection area 	
--	--	--

	<ul style="list-style-type: none"> ▪ Add enhanced crossing at Safeway intersection ▪ Add sidewalk on North side to connect with existing ▪ Re-allocate lanes to add protected bike lane between 53rd and 35th ○ Intersection with Western Blvd <ul style="list-style-type: none"> ▪ Replace offset intersection with roundabout ○ Intersection with 35th & 15th <ul style="list-style-type: none"> ▪ Construct protected intersection with fully protected bicycle/pedestrian phase ▪ Consider grade separated crossing at 15th in the future ○ Overall: Corridor Total \$6,275,000 <ul style="list-style-type: none"> ▪ Increase wayfinding and connection to the path system ▪ Add enhanced transit stops (seats/shelters) along the corridor at high ridership stops ○ Corridor Total \$6,275,000 <p>Adair Village to Corvallis Corridor (Hwy 99W)</p> <ul style="list-style-type: none"> • Overview: <ul style="list-style-type: none"> ○ Between the Adair Village and Corvallis Highway 99W is a rural two-lane state highway surrounded by agricultural and forest lands ○ Continuing growth is expected in Adair Village and Northeast Corvallis, which will result in increased travel along 99W ○ With an existing transit stop in the compact city of Adair Village, increasing service now will pay dividends over the long term • Public Input: <ul style="list-style-type: none"> ○ Among survey respondents there was a great deal of interest in biking along the corridor, however, safety is a major concern with many respondents interested in the development of a separated multi-use path 	
--	--	--

	<ul style="list-style-type: none"> ○ The Lewisburg area was commonly cited as being a safety concern including for people riding bikes, taking transit and driving motor vehicles. Access in and out of Adair Village was cited by respondents as challenging and unsafe. ● Downtown Corvallis <ul style="list-style-type: none"> ○ Connect waterfront path to northbound multi-use path, potentially through protected infrastructure on 99W ● Intersection with Walnut Boulevard <ul style="list-style-type: none"> ○ New signal and improved crossings for people walking and biking ● Intersection with Circle Boulevard <ul style="list-style-type: none"> ○ Conduct study to evaluate options for increasing safety and comfort for non-auto modes, and improve vehicular efficiency ● Intersection with NW Lewisburg/NE Granger Ave <ul style="list-style-type: none"> ○ Add transit shelter, bus pull out, and crossing improvements ● Intersection with NW Ryals Ave <ul style="list-style-type: none"> ○ Consider enhanced pedestrian crossing across 99W ● Overall: <ul style="list-style-type: none"> ○ Extend shared path from existing North Corvallis terminus to Adair Village ● Corridor Total \$10,850,000 <p>Walnut Boulevard/53rd Street Corridor</p> <ul style="list-style-type: none"> ● Overview: <ul style="list-style-type: none"> ○ The Walnut Boulevard/53rd Street Corridor connects Philomath and western Corvallis with northeast Corvallis, passing low density residential and commercial development, primary schools and local parks ● Public Input: <ul style="list-style-type: none"> ○ High speed traffic is a major concern causing some people, especially people travelling bike or with children 	
--	---	--

	<p>to avoid the area; various strategies for slowing down the traffic were suggested by survey respondents</p> <ul style="list-style-type: none"> ○ Crossing Walnut Boulevard was cited by several survey respondents as a barrier to safe walking and biking ○ Several intersections along Walnut Blvd and SW 53rd Street were mentioned as safety concerns by survey respondents (Walnut intersections with NW 9th and Highway 99W: and 53rd intersections with SW Country Club Drive, Philomath Boulevard) ○ Intersections with SW Reservoir Ave and NW Harrison Blvd along 53rd Street were also mentioned; this includes instances of southbound vehicles backing up on 53rd Street from Reservoir Ave to Harrison Boulevard <ul style="list-style-type: none"> ● Projects: <ul style="list-style-type: none"> ○ WB1 Glendridge to Highland: Complete lane reallocation/road diet to improve safety and comfort. Insignificant if completed as part of resurfacing project. Planning level cost (2021): \$200,000. ○ WB2 Intersection with 25th: Add RRFB crossing to connect Timberhill Apartments and westbound transit stop with the neighborhood. Planning level cost (2021): \$400,000. ○ WB3 Intersection with Kings Blvd: Construct protected intersection, or add curb bulb outs, move bike lane off street, and consider leading pedestrian interval and/or no right on red. Planning level cost (2021): \$275,000. ○ WB4 Overall: Add enhanced transit stops to include seats and shelters as appropriate. Planning level cost (2021): \$81,000. ○ Corridor Total: \$956,000 <p>Circle Boulevard Corridor</p> <ul style="list-style-type: none"> ● Overview: <ul style="list-style-type: none"> ○ The Circle Boulevard Corridor runs from Harrison Boulevard to Hwy 20 	
--	--	--

	<ul style="list-style-type: none"> ○ Mix of residential, commercial and educational activity ● Public Input: <ul style="list-style-type: none"> ○ The most frequently cited locations of concern among survey respondents were intersections with NW 9th Street and Highway 99W ○ Respondents cited safety issues caused by backups, proximity to the railroad, and difficulty for people walking and riding bikes to cross ○ Survey respondents provided overall favorable feedback about the Circle Blvd road reconfiguration but many indicated a desire to maintain fewer travel lanes through intersections ● Projects: <ul style="list-style-type: none"> ○ CB1 99W to Highway 20: Improve comfortable bike connection to HP Campus. Planning level cost (2021): \$800,000. ○ CB2 Intersection with Harrison: Add RRFB crossing for Eastbound transit stop access and to allow safer bicycle/pedestrian crossing. Planning level cost (2021): \$400,000 ○ CB3 Overall: Add enhanced transit stops to include seats and shelters as appropriate. Assumes 3 seats and 3 shelters per route ride (6 each/total). Planning level cost (2021): \$81,000 ○ Corridor Total: \$1,281,000 <p>Highway 99W/South Corvallis</p> <ul style="list-style-type: none"> ● The Oregon Department of Transportation, in consultation with the City of Corvallis, is currently developing a corridor plan for Highway 99W (South 3rd Street) from the intersection with Highway 20 south to the Corvallis city limits ● The corridor plan will be incorporated into the RTP <p>Areas for Additional Study</p> <ul style="list-style-type: none"> ● Freight and recreational bicycle route study between Philomath and Monroe (i.e. Bellfountain and Fern Road) 	
--	---	--

	<ul style="list-style-type: none"> • Intersection improvements on Circle Blvd between 9th Street and 99W • Scoping Study to Identify Multi-use path alignment between Adair Village and North Corvallis • Highway 20/34 Corridor Investment Strategy (Joint study with AAMPO) • Regional Wayfinding and Multiuse Path Connections Plan <p><u>Chapter 6: Environmental Considerations and Mitigation Activities</u> – a look at environmental impacts and mitigation strategies.</p> <p>Meltzer went on to mention that the RTP has been open for public comment since December 10th. Staff held two open houses. Sent the draft RTP to state and federal partners directly for feedback. Reviewed by technical expert. Presented to Policy Board today, then staff will incorporate feedback and take it to the TAC before coming back to the Policy Board for adoption in February.</p> <p>General public support. Continued discussion about Philomath Blvd and capacity projections. Still to sit down with Corvallis for feedback and discussion.</p> <p>Savannah Crawford asked what the best course of action is for rules/regulations in draft RTP. Wondering why there isn't an illustrative list of projects? Meltzer- when I read the regulations I interpreted the requirement to be adopting a fiscally constrained list, wasn't certain we needed an illustrative list. One could be included before the final draft. Crawford- it's good to have the illustrative list just in the event that we end up getting more funding than expected. It may be benefit, or possibly is covered through TSP's that do already have the illustrative list.</p> <p>Crawford: A couple things to I think need to be revised –page 85, table notes that Van Buren Bridge is going to be constructed in 2022. Caution in calling out projects that aren't yet under construction.</p>	
--	--	--

	<p>Suggested softening the Safeway crossing language because it may be a little too specific. Other comments will be emailed</p> <p>Greg Gescher- City of Corvallis will put together a package of questions and comments as well as ideas. Looking at the Circle Boulevard projects and the Walnut Boulevard projects, I have a little more detail on the HP path connections. The proposed investment crossing at Circle to a transit stop, transit stop might change in the future. It may be good to reword the Walnut Boulevard repurposing as a study.</p> <p>Councilor Struthers shared appreciation that the RTP mentions that the goals are not in any particular order. He noted that this was something the Board talked about at a previous meeting and appreciated seeing it in the draft.</p> <p>Meltzer- analysis was completed before the goals. Is everyone satisfied with the way the document flows or should chapters be swapped? Should we switch chapters 3 and 4?</p> <p>Struthers - I didn't realize we could edit the plan's organization. Is there any specific feedback you're looking for?</p> <p>Meltzer – None of the TSP's have the issue of widening the road as part of the fiscally constrained list, so should we include widening of Highway 20/34 as a project? I think we want to include the capacity project as a potential project in the future. How can we track the progress over time, and what are we tracking to identify if it is a problem/the extent of the problem? I'm interested in what the Board thinks.</p> <p>Savannah Crawford suggested indicating that a planning study is needed to see whether road widening is necessary. I'd be careful to call out specific projects on some of the corridors and not the others. James Feldmann - the Philomath, Benton County and Corvallis TSPs all mention road widening along Highway 20/34. Councilor Struthers</p>	
--	--	--

	<p>agreed on the importance and mentioning this needs to be included on the illustrative list.</p> <p>Commissioner Malone- second Savannah’s notion that this is not the time to be shy about getting projects on our lists. There are some unique funding opportunities which are heading our way and we need to make sure we have our projects/priorities really close to shovel ready. We may want to lengthen our list and one project which comes to mind is the 53rd Street overpass over the railroad tracks. Does that fit in here or is that on another list?</p> <p>Meltzer- In terms of changes. All comments are being tracked in the comment log, and will also make time at the next meeting to talk about the changes. We had 35-40 people attend the two most recent open houses, so that’s exciting to hear public comment. Nick advised that staff visited all city councils regarding the RTP while gathering feedback.</p>	
<p>7. CAMPO Semi-Annual Report (Virtual Handout)</p>	<p>Dobrinich provided an overview of CAMPO’s semi-annual report which includes a summary of work tasks completed during the first half of fiscal year 2022. It provides a high level overview of the work CAMPO engaged in this year, most significantly is the work on the RTP. The report goes over each task area and the progress made.</p>	
<p>8. Jurisdictional Updates</p>	<p>ODOT – Savannah Crawford, you might recall that we are in the running for an Enhance Grant to improve the Highway 20/34 corridor. Project areas will focus on signal optimization, freight mobility and bike/ped connections. Savannah will be updating and submitting the application later this month, we should know if we are awarded funds by mid to late February.</p> <p>Pat Malone- who would be awarded the funding and what is the time table for getting work done? Crawford - money is for ODOT and would be for 2024-27 STIP cycle. This is for \$8 million dollars, but we plan to continue to find additional funding. Signal optimization would improve detection, include longer signal length and more queuing. Bike/ped components do conflict with some of the signal improvements.</p>	

	<p>Corvallis – Council packet was published including a memo reporting the results of the Circle Boulevard road diet. The report suggests keeping the road with fewer lanes. Looking for additional intersections for improvement. Meltzer - what are the recommendations for the intersections? Greg Gescher – Still working on data. Numbers are down at the intersections, but there is a universal hatred for the merges after each intersection. One suggestion was to convert the outside lane to right turn lanes, so if volumes can be balanced it may be feasible. Double checking on merge design to see if it can't be more palatable to drivers.</p> <p>Benton County – Pat Malone – I've had a couple of conversations with people who live on Chapel Road near Philomath, wondering if there is any good news in the future of that road. There are large trucks using the corridor, however, there is very little room. Looking for info he can share with residents? Savannah Crawford - we can arrange a meeting to talk about that more in depth along with James Feldmann. Pat Malone county is doing a sidewalk and bike lane, so these other concerns came up.</p> <p>Gary Stockhoff– We still need to do a Corridor Study along Thorn and Belfountain for freight travel. There is going to be an open house meeting on the Albany to Corvallis path on January 27 – Pilkington to Merloy section. We are trying to look at project that could be looked at. We have had a lot of discussion from neighbors in the West Hills neighborhood, trying to do more to collaborate on solutions. Nick - are those short term solutions, I know county has talked about modernizing the roadway in the long term? Gary- mostly safety, speed and space for people walking. Ultimately it is modernizing West Hills but that's a little further out.</p> <p>Philomath (Chris Workman) – No updates Adair Village – No updates</p>	
<p>9. Adjournment</p>	<p>Next meeting scheduled for February 9th, 2022</p>	<p>Meeting adjourned at 4:58 pm.</p>

Memorandum of Understanding
between
Oregon Cascades West Council of Governments
and
(Partner)
for
(Project name)

This Memorandum of Understanding (MOU) sets forth the terms and understanding between Oregon Cascades West Council of Governments (OCWCOG), acting as Corvallis Area Metropolitan Planning Organization’s (CAMPO) administrative and fiscal agent, and (partner) to disperse funds for (insert project name/activity).

Background

In June 2021 CAMPO received \$1,025,840 in COVID relief funds from the Oregon Department of Transportation. CAMPO Technical Advisory Committee (TAC) and staff developed a project list for the funds, seen below, which was then approved by the CAMPO Policy Board. Note that ten percent of the \$1,025,840 is being reserved to ensure that projects using state fund exchange dollars programmed through 2024 remain funded in light of a lowered fund exchange rate. Beginning in 2022, ODOT’s state fund exchange rate will be lowered from 94 cents on the dollar to 90 cents on the dollar.

		Total Funding	\$1,025,840
		Less 10 Percent Reserves	\$923,256
Jurisdiction	Project Name	Total Cost	CAMPO Contribution
Benton County	Gas tax shortage/replacement Irish Bend, Fern Road, 53 rd /County Club	\$ 109,000	\$ 109,000
Benton County	Traffic Impact Assessment 53 rd /County 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	\$ 290,000	\$ 80,000
Adair Village	Future Trail	\$100,000	\$100,000
		Remainder	\$19,256

This MOU will help ensure that funds are used as intended by the CAMPO Policy Board. This MOU will also provide a shared understanding of expectations among partners, including disbursement of the funds and reporting on project progress.

Project Description

This project involves (insert project description: including location(s), COVID funding amount, type of work COVID funds will be used for, expected timeline, other relevant information).

Roles & Responsibilities

Roles and responsibility related to fund disbursement, expenditure, and reporting on project progress are listed below.

CAMPO

- Disperse COVID funds in one lump sum, to (partner) within 60 days when requested
- Assist (partner) should substantial project changes occur, this can include determining how to move forward on the project or transitioning funding to another project. This may require CAMPO TAC or Policy Board approval
- Storing record of final project documents or images for future accounting and reporting purposes.

(Partner)

- Provide CAMPO with documentation of project progress and/or completion as requested and at project milestones. For construction projects, documentation can include photos and other evidence of progress, such as construction plans and estimates. For planning projects, or non-construction portions of projects, documentation may include intermediate and final plan documents as well as receipts from contracting services.
- Alert CAMPO to any substantial changes to the project and work with CAMPO to determine how to move forward on the project or transition funding to another project

Funding

This MOU is not a commitment of funds, it is a shared understanding of how funds will be spent and how project progress will be reported.

Duration

This MOU is at-will and may be modified by mutual consent of authorized officials from OCWCOG, CAMPO's administrative and fiscal agent, and (partner). This MOU shall become effective upon signature by the authorized officials from OCWCOG and (partners) and will remain in effect until modified or terminated by any one of the partners by mutual consent. In the absence of mutual agreement by the authorized officials from OCWCOG and (partner) this MOU shall end on (end date of partnership).

Timeframe.

This MOU will commence on XX/XX/XXXX and will dissolve once documentation that COVID funds have been fully expended or otherwise allocated is received.

Contact Information

Partner name: Oregon Cascades West Council of Governments
Partner representative: Ryan Vogt
Position: Executive Director
Address: 1400 Queen SE Ste. 201, Albany, OR. 97322
Telephone: 541-924-8465
E-mail: rvogt@ocwcog.org

Partner name:
Partner representative:
Position:
Address:
Telephone:
E-mail:

_____ Date: XX/XX/XXXX
(Partner signature)
Ryan Vogt

_____ Date: XX/XX/XXXX
(Partner signature)
(Partner name)

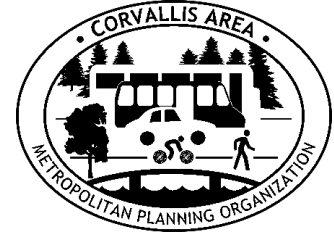
Approved as to Form:

_____ Date: XX/XX/XXXX

Jurisdiction Counsel

MEMORANDUM

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



Date: January 4th, 2022
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 and ongoing amendments to the Statewide Transportation Improvement Program (STIP) relevant to the Corvallis Area Metropolitan Planning Organization (CAMPO). A summary table of 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

- CAMPO TAC: Approve amendment #21-24-1815 and forward to Policy Board
- CAMPO Policy Board: Approve amendment #21-24-1815

Note: final approval will require endorsement by ODOT Director. CAMPO Staff will publish notice initiating two week public comment period.

Key Number & Project Name	Project Description	Amendment Number & Description	Amendment Type	Financial Impact	Project Sponsor
K22302: US20: Conifer Blvd to Merloy Ave	Add a center two way left turn lane to improve traffic flow and increase safety	<p><u>Amendment Number: 21-24-1815</u> Add \$3,316,876.97 to construction phase to fund current estimated cost and contaminated soil disposal.</p> <ul style="list-style-type: none"> • \$1.775M is needed to support current cost estimates from the Design Acceptance Plan. These funds will come from the ROW phase which was funded at \$2.6M but previously obligated at \$825k. • The remaining funds (approximately \$1.5M) will allow for some additional volatility in the materials and labor pricing at bid as well as potential for more contaminated soil disposal currently under investigation. The source of these funds are savings from when K21191 (US20: Safety upgrades (Albany to Corvallis)) was bid and awarded. <p><u>Additional Notes:</u> In the broader context funding and work items for K22302 should be viewed alongside K21191. The design for 22302 was completed as part of K21191 and together they account for approximately \$28 million in safety spending along the US 20 Corridor between Albany and Corvallis.</p>	Full Amendment	Add \$3,316,876.97 increasing K22302 total from \$4,886,200.00 to \$8,203,076.97	ODOT

RESOLUTION No. 2022-01
FOR THE PURPOSE OF ADOPTING THE 2043 CORVALLIS AREA
METROPOLITAN PLANNING ORGANIZATION REGIONAL
TRANSPORTATION PLAN

WHEREAS, the Corvallis Area Metropolitan Planning Organization (CAMPO) has been designated by the State of Oregon as the official Metropolitan Planning Organization for the Corvallis area; and

WHEREAS, the CAMPO Policy Board is the governing body for the Corvallis Area Metropolitan Planning Organization; and

WHEREAS, CAMPO started an update to the Regional Transportation Plan (RTP) during the fall of 2020; and

WHEREAS, a project identification and selection process was carried out and the projects in the 2043 RTP demonstrate fiscal constraint; and

WHEREAS, a proactive public participation process including timely public notice, distribution of vital information, and full public access to key decisions was carried out during the development of the 2043 RTP; and

WHEREAS, CAMPO provided a 45-day notice of adoption and afforded the public reasonable opportunities to review and comment on the content of the Regional Transportation Plan; and

WHEREAS, the comments received during open house events, committee meetings, Policy Board meetings, and through other forms of communication were specifically considered;

NOW, THEREFORE, BE IT RESOLVED, that the CAMPO Policy Board adopts the 2043 CAMPO Regional Transportation Plan.

Dated this 9th day of February 2022

APPROVED:

By: _____
Andrew Struthers, Chair
City of Corvallis

ATTESTED:

By: _____
Nicholas Meltzer, P.E., MPO Manager
Corvallis Area MPO

2043 Regional Transportation Plan

Corvallis Area Metropolitan Planning Organization
(CAMPO)



Prepared By:

Corvallis Area Metropolitan Planning Organization
777 NW 9th Street, Suite 204C
Corvallis OR, 97330
www.corvallisareampo.org/



Adopting Resolution

Resolution will be added here

Acknowledgements

CAMPO Policy Board/2043 RTP Project Advisory Committee

Councilor Alan Rowe (Chair)	City of Adair Village
Councilor Andrew Struthers (Vice-Chair)	City of Corvallis
Councilor Matt Lehman	City of Philomath
Commissioner Pat Malone	Benton County
Savannah Crawford	Oregon Department of Transportation

CAMPO Technical Advisory Committee (TAC)

Chris Workman	City of Philomath
Gary Stockhoff (Chair)	Benton County
James Feldmann	Oregon Department of Transportation
Lisa Scherf	City of Corvallis
Pat Hare	City of Adair Village
Rebecca Houghtaling	Oregon State University

CAMPO TAC Ex-Officio Members

Jasmine Harris	US Federal Highway Administration (FHWA) OR Division
Jeremey Borrego	US Federal Transit Administration (FTA), Region X
Mark Bernard	Oregon Department of Transportation
Oregon Department of Land Conservation and Development (DLCD)	
Oregon Department of Environmental Quality (DEQ)	
Oregon Department of State Lands (DSL)	

CAMPO Staff

Nick Meltzer	Transportation Manager
Steve Dobrinich	Transportation Planner
Emma Chavez	Operations Manager

Transportation Modeling Team

Alex Bettinardi	Oregon Department of Transportation
Martin Mann	Oregon Department of Transportation

Additional Project Support

Catherine Rohan	Oregon Cascades West Council of Governments
Steve Lucker	Oregon Cascades West Council of Governments
Carole Richardson	Plangineering, LLC
WSP USA	

Table of Contents

Adopting Resolution	i
Acknowledgements	ii
Chapter 1: Introduction	2
About the Corvallis Area	2
What is an MPO?	7
What is the Corvallis Area Metropolitan Planning Organization (CAMPO)?.....	7
What is the Purpose of a Regional Transportation Plan?	8
How was this Plan Developed?	8
How Does This Plan Align with Other Local, State and Federal Plans?	9
How Does This Plan Meet Federal Requirements?	12
What is in this Document?	14
Chapter 2: Existing Regional Characteristics	15
Key Takeaways.....	15
Social Equity Considerations.....	16
CAMPO Planning Area	17
Current and Future Land Use.....	19
Demographic Profile	21
Roadways	37
Transit System	39
Pedestrian System.....	44
Bicycle System.....	48
Transportation Demand Management.....	53
Transportation Safety.....	55
Freight Travel.....	61
Passenger Rail.....	64
Parking	64
Air Travel	65
Waterways and Pipelines.....	66
Chapter 3: Future System Analysis	67
Future Year Projections	67
Future Year Scenarios	68
Modeling	70
Model Outputs.....	72
Recommended System.....	73
Chapter 4: Goals and Metrics	76

Goals and Objectives	76
Federal Transportation Performance Measures	79
Local Performance Measures	81
Connecting Goals with Metrics and Scenarios	81
Alignment with Locally Adopted Plans.....	82
Performance Monitoring.....	83
Chapter 5: Preferred System and Finances	84
Future Land Use	84
Previously Completed Projects	84
Preferred System and Project Selection.....	85
Finances	98
Fiscal Constraint	100
Incorporation of Local Projects.....	101
Planning Studies	98
Operational and Management Strategies	105
System Monitoring	106
Chapter 6: Environmental Considerations and Mitigation Activities	109
Introduction	109
Consultation.....	109
Environmental Justice	110
Water Resources	111
Fish, Wildlife and Habitat Resources.....	120
Air Quality and Greenhouse Gas Emissions	122
Soil.....	123
Brownfields and Hazardous Waste Sites.....	126
Historic and Cultural Preservation	126
Natural Hazard Areas.....	129
Recreation Resources.....	130

List of Figures

Figure 1: Ancestral Lands of the Bands of the Confederated Tribes of the Siletz Indians.....	4
Figure 2: Ancestral Lands of the Confederated Tribes of the Grand Ronde, part 1	5
Figure 3: Ancestral Lands of the Confederated Tribes of the Grand Ronde, part 2	6
Figure 4: Organization Chart.....	7
Figure 5: CAMPO Planning Area	18
Figure 6: Population Density	20
Figure 7: Population Living Below the Poverty Line	26
Figure 8: Minority Population Map	28
Figure 9: Corvallis Urbanized Area Age Distribution	29
Figure 10: Senior Population.....	30
Figure 11: Persons with Disabilities	32
Figure 12: Limited English Proficiency (LEP) Population.....	34
Figure 13: Employment and Commute to Work Characteristics	35
Figure 14: Functional Road Classification	38
Figure 15: Regional Transit Facilities	40
Figure 16: CAMPO Sidewalk Rating	47
Figure 17: CAMPO Level of Traffic Stress (LTS).....	52
Figure 18: Crashes by Year	55
Figure 19: Fatality Rate (Per 100 Million VMT)	57
Figure 20: Serious Injury Rate (Per 100 Million VMT)	57
Figure 21: Fatal and Serious Injury Crashes	58
Figure 22: Fatal and Serious Injury Crashes Involving People Walking.....	59
Figure 23: Fatal and Serious Injury Crashes Involving People Riding Bikes.....	60
Figure 24: Freight Facilities.....	62
Figure 25: Overview of Travel Demand Model	70
Figure 26: CALM Area	70
Figure 27: Model Output Volumes Compared with Collected Traffic Counts	71
Figure 28: Model Scenarios and Metric Comparison.....	73
Figure 29: Study Corridors.....	86
Figure 30. Philomath Boulevard Corridor Projects	89
Figure 31. Adair Village to Corvallis Corridor Projects.....	93
Figure 32. Walnut Boulevard/53rd Street Corridor Projects.....	95
Figure 33: Stormwater Basins.....	112
Figure 34: Wetlands.....	115
Figure 35: Protected Riparian Corridors.....	116
Figure 36: Floodplain	118
Figure 37: 2020 Corvallis AQI (Based on PM2.5).....	123
Figure 38: Hydric Soils.....	125

List of Tables

Table 1: Statewide Mode and Topic Plans	9
Table 2: Local Planning Documents.....	11
Table 3: Meeting Federal Requirements	12
Table 4: Population Profile	22
Table 5: Housing Characteristics	23
Table 6: Median Annual Household Income.....	25
Table 7: Percent of Population Living Below the Poverty Line.....	25
Table 8: Minority Population.....	27
Table 9: Percent of Population Age 65+.....	29
Table 10: Percent of Population with Disabilities.....	31
Table 11: Percent of Population Speaking English Less Than "Very Well".....	33
Table 12: Recent Safety Trends in the CAMPO Region.....	56
Table 13: Local Changes in Population and Employment, 2019 to 2043.....	67
Table 14: CAMPO Planning Area Future Year 2043 Population, Employment and Jobs Estimates	68
Table 15: Journey to Work Model and Census Data Comparison	71
Table 16: Model Scenarios and Corresponding Outputs.....	72
Table 17: Adopted Goals and Objectives.....	76
Table 18: FHWA Performance Management Areas, Measures, and Targets for Oregon Department of Transportation	80
Table 19. Baseline Federal and Local Performance Measures	83
Table 20: 2017 RTP Completed or Funded Projects.....	84
Table 21: Philomath Boulevard Corridor (Highway US 20/OR 34) Projects.....	88
Table 22: Adair Village to Corvallis Corridor (Highway OR 99W) Projects.....	92
Table 23: Walnut Boulevard/53rd Street Corridor Projects.....	94
Table 24: Circle Boulevard Corridor.....	96
Table 25: Surface Transportation Block Grant Funding Available for Local Agency Projects in the CAMPO Area.....	99
Table 26. Summary of Corridor Costs.....	100
Table 27. Demonstration of Fiscal Constraint	100
Table 28. Illustrative Project Summary.....	100
Table 29. Benton County Fiscally Constrained Projects.....	101
Table 30. Adair Village Fiscally Constrained Projects	102
Table 31. Philomath TSP Fiscally Constrained Projects.....	102
Table 32: Corvallis Fiscally Constrained Projects (From TSP)	103
Table 33: Federal and Local Performance Measures.....	106
Table 34: Threatened, Endangered, and Candidate Fish and Wildlife Species in the CAMPO Planning Area.....	120
Table 35: Threatened and Endangered Plant Species in the CAMPO Planning Area	121
Table 36: Key Historic Sites, Buildings and Districts	127

This page is intentionally left blank

Chapter 1: Introduction

About the Corvallis Area

This section is under review by our Tribal Partners and is subject to change/revision/removal.

While the City of Corvallis was settled in 1845 by Joseph Avery, the land within the Corvallis Area Metropolitan Planning Organization's boundary has been inhabited by bands of the Confederated Tribes of the Siletz Indians (CTSI), and Confederated Tribes of the Grand Ronde (CTGR) since time immemorial. The homelands of the 11 bands that comprise the CTSI stretched across western Oregon from the summit of the Cascade Mountains to the Pacific Ocean.¹ **Figure 1** illustrates the ancestral lands of the present day Siletz Tribe. The bands of the Grand Ronde, some of which overlapped with the bands of the Siletz, lived along the Willamette Valley from the Columbia River south to across the California border. As European settlement expanded across Oregon, the Siletz and Grand Ronde people faced many hardships to become, and remain, a federally recognized Tribal Nation today:

From 1848 to 1855, the United States made several treaties with the tribes of western Oregon. Those treaties cleared the way for increased settlement by Americans and other immigrants into the Willamette Valley, as Native people were removed to reservations to eliminate conflicts and competition. This policy of removal helped create one of the most productive agricultural regions in the West.

In the mid-nineteenth century, at least twenty tribes lived in the Willamette Valley, including the many tribes and bands of the Kalapuya peoples, several tribes of the Molala, and several tribes of the Chinook peoples. These peoples owned their lands and had defined homelands that had secured for them resources for gathering, hunting, and fishing for at least fourteen thousand years. That all changed when EuroAmerican explorers, traders, settlers, and miners ventured into the region.²

None of the treaties initiated in 1855 were ratified by the federal government. It was not until 1977 after years of effort that the Siletz tribe became the second formally recognized Tribe in the nation, and the first in Oregon to be federally "restored." However, much of their originally promised land was taken, and since the 1977 recognition the CTSI have slowly accumulated ownership of approximately 15,000 acres, a minimal amount of their original inhabited land. In 1983, with the signing of the Grand Ronde Restoration Act, the Confederate Tribes of the Grand Ronde also became federally recognized and today have a 10,800 acre reservation in Yamhill County.

While none of the CTSI's current land is within the CAMPO area, the Confederated Tribes of the Siletz Indians maintain a productive relationship with the people and governments within the region. In nearby Lincoln County, the Tribe operates Chinook Winds Casino Resort and Chinook Winds Golf Resort, which is the largest employer in the county. Due to the location of other MPOs and government agencies in Oregon being more proximal to their reservation, CAMPO is less engaged with the CTGR, however their history remains important to the planning area. **Figure 2** and **Figure 3** outline the ancestral lands of the Confederated Tribes of the Grand Ronde.

The first known settlement of Euro-Americans in the Corvallis area occurred in 1845 with the arrival of Joseph Avery. Avery first settled in the area, he named it Marysville in reference to the confluence of the Willamette and Marys rivers. In 1853 Avery renamed the area Corvallis, a name he made up by

¹ This history of the region was compiled using information from the CTSI website, Tribal brochure, and websites of CAMPO cities. More information can be found at <https://www.ctsi.nsn.us/introduction/>

² Lewis, David. *Willamette Valley Treaties*, The Oregon Encyclopedia. Accessed 1 Dec, 2021.

compounding the Latin words for “Heart of the Valley.” Avery was known to have a good relationship with the Siletz people and shared his land with them while they worked on hop yards throughout the Willamette Valley and around the Corvallis area. At night the Siletz would invite visitors to their camp, put on dances, and sell Siletz made crafts.

The rest of the region was settled after Marysville/Corvallis, including Benton County in 1847, Philomath in 1882, and Adair Village in 1976, although it existed as a military base beginning in 1942. With a steamship beginning operations between Corvallis and Portland in 1851, Corvallis grew in popularity as a connection between gold mines in the southern half of Oregon and the economic hub of Portland. The region continued to grow through the production of wheat, harvesting of timber and expansion of the railroad. During much of this time the primary transportation route through the area was the West Side Pacific Highway, eventually becoming Highway 99W (Pacific Highway West).

However, during the post WWII expansion and interstate era, I-5, Oregon’s primary North/South highway, was built 10 miles east of Corvallis. While Highway 20 still provides a connection to I-5 for the agricultural and forest goods produced across the Willamette Valley, the lack of an interstate led to the development of a relatively compact and livable community. Also home to Oregon State University (OSU) the Corvallis region is now known for an excellent quality of life, and a growing engineering and technology sector supported by OSU (Hewett Packard, CH2M Hill, etc.).

Figure 1: Ancestral Lands of the Bands of the Confederated Tribes of the Siletz Indians

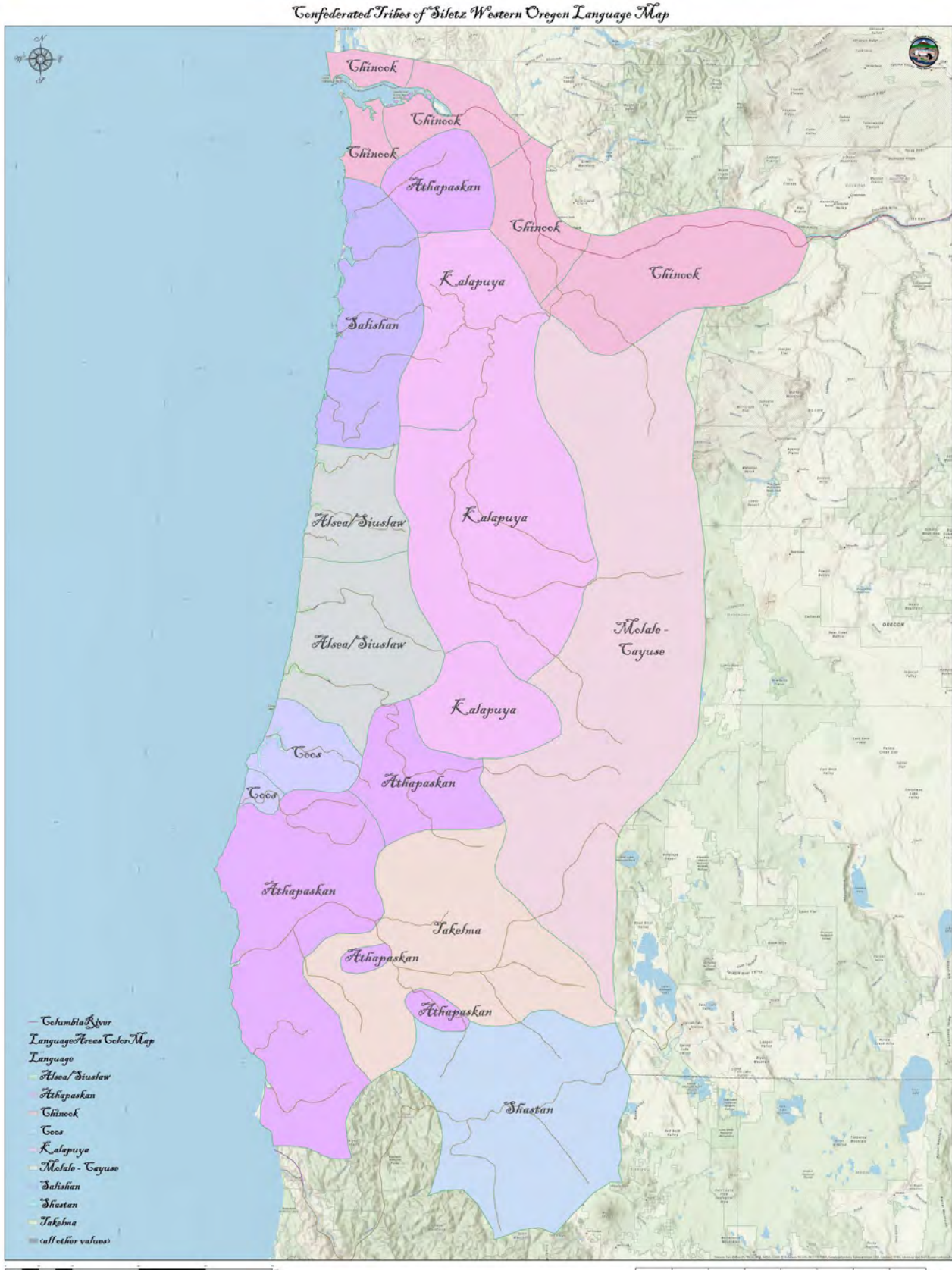


Figure 2: Ancestral Lands of the Confederated Tribes of the Grand Ronde, part 1

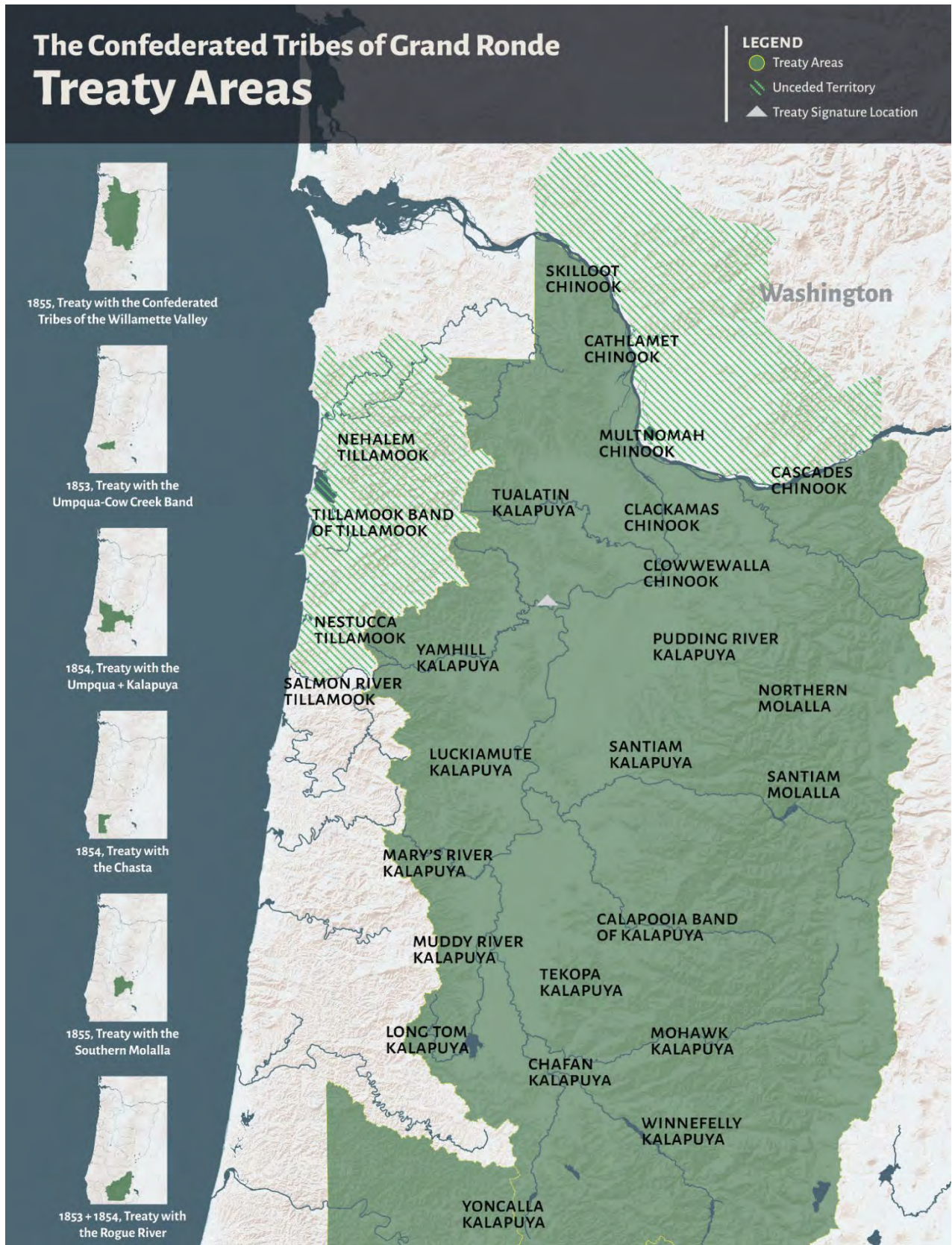


Figure 3: Ancestral Lands of the Confederated Tribes of the Grand Ronde, part 2



What is an MPO?

A Metropolitan Planning Organization (MPO) is an organization of local governments designated per 23 USC and 23 CFR 450 to provide transportation planning and programming in areas with a collective population of 50,000 or over, termed as an Urbanized Area. As a condition for receiving federal transportation dollars, MPOs must have a *continuing, cooperative and comprehensive* transportation planning process in cooperation with their state Department of Transportation.

MPO Roles and Responsibilities

In accordance with federal regulations, the functions and responsibilities of MPOs include development of an annual Unified Planning Work Program (UPWP), an annual list of obligated projects, a 4-year Metropolitan Transportation Improvement Program (MTIP), a long-range Regional Transportation Plan (RTP), and a Public Participation Plan (PPP). MPOs must also demonstrate compliance with Title VI of the Civil Rights Act and other nondiscrimination requirements.

What is the Corvallis Area Metropolitan Planning Organization (CAMPO)?

The Corvallis Area Metropolitan Planning Organization (CAMPO) serves as the metropolitan planning organization for the Corvallis Urbanized Area, as designated by the Oregon Governor in December 2002. CAMPO is comprised of the Cities of Adair Village, Corvallis, Philomath, parts of Benton County, and the Oregon Department of Transportation (ODOT).

CAMPO Organization and Governance

CAMPO is governed by a five-member Policy Board consisting of elected representatives from the cities of Adair Village, Corvallis, Philomath, and Benton County, as well as a staff person from the Oregon Department of Transportation (ODOT). A Technical Advisory Committee (TAC) is made up of professional staff of the above entities, the ODOT Regional Planner, a representative from the Albany Transit System, and a representative of Oregon State University. The representatives of relevant federal and other state agencies have ex-officio status on the TAC. The TAC reviews technical material and provides recommendations to the Policy Board. The City of Corvallis is the owner of the Corvallis Transit System and their representation on the MPO Policy Board and TAC also represents the interests of the transit system.

The Oregon Cascades West Council of Governments (OCWCOG), under a contract with the Policy Board, provides staffing including fiscal and administrative support to CAMPO. OCWCOG staff dedicated to CAMPO activities are located in the Community and Economic Development Department (CED). CAMPO is governed independently of OCWCOG through the Policy Board.

Figure 4: Organization Chart



What is the Purpose of a Regional Transportation Plan?

MPOs are required by Federal law to prepare a long-range Regional Transportation Plan (RTP) that addresses the multi-modal needs (including walking, biking, driving, transit, etc.) of the transportation system over a 20-year planning horizon. CAMPO's RTP must be updated every five years.

The CAMPO RTP focuses on shared regional transportation issues and is designed to support local planning efforts undertaken by the cities of Adair Village, Corvallis, Philomath and Benton County. The RTP contains projects and policies to guide the development of the transportation system in order to meet the region's economic, transportation, development and sustainability goals, while remaining fiscally constrained. The RTP includes a list of regionally adopted goals and objectives; transportation modeling that estimates future demand on the system; a list of identified projects to help meet future demand on the transportation system; a financial plan for implementing projects; and a discussion of environmental mitigation activities.

How was this Plan Developed?

CAMPO staff began the process of updating the RTP by reviewing the previous RTP and identifying elements suitable for inclusion moving forward. Much of the work done as part of the RTP development grew out of updates to the CAMPO Public Participation Plan and Title VI Nondiscrimination Plan which took place during 2020. In developing the RTP, staff reviewed best practices literature; RTPs adopted by other MPOs in Oregon and across the country; and State and Federal requirements.

Project oversight for the RTP update was provided by two primary bodies:

Project Advisory Committee

The CAMPO Policy Board served as the Project Advisory Committee (PAC) which made formal decisions related to the RTP update and provided direction to staff. Policy Board meetings, which also served as PAC meetings, were open to the general public with input by interested parties encouraged.

Technical Advisory Committee

The CAMPO Technical Advisory Committee (TAC) served as the TAC for the RTP update, with RTP meetings and discussion incorporated into standing monthly TAC meetings. All RTP TAC meetings were open to the general public and input by stakeholders was encouraged and accepted. The TAC worked with staff directly during the RTP update process and acted in an advisory role to the Project Advisory Committee.

The Oregon Department of Transportation's (ODOT) **Transportation Planning and Analysis Unit (TPAU)** also played an important role in the RTP update, developing and managing the Corvallis Albany Lebanon Model (CALM) which serves as the region's transportation demand model and was used as part of the RTP planning process. CAMPO reviewed data incorporated into the model for accuracy and provided feedback on model assumptions while TPAU handled direct editing and modifications to CALM.

The majority of the work on the RTP update was completed in-house by CAMPO staff, however, consulting partners were brought on to support activities where needed. Consulting support was provided by **Plangineering, LLC** who reviewed early drafts of RTP chapters and helped ensure that the Plan meets Federal requirements. Plangineering played a major role in the development of the 2017 CAMPO RTP and was brought back to provide technical assistance and help guide the overall process. Additional support was provided by **WSP USA** who helped develop the project implementation list and estimated project costs.

Throughout the RTP development process, staff conducted public outreach in order to gather feedback on the process and help ensure the final plan reflected the needs of the community. Public engagement activities included four virtual public open house meetings, two surveys, and regular project updates to interested community groups. A draft version of the RTP document was posted on the CAMPO website and shared broadly for stakeholder input from December 10, 2021 to January 24, 2022 for a total of 46 days.

How Does This Plan Align with Other Local and State Plans?

Metropolitan planning organizations exist at the intersection of local, state and federal transportation planning. While following federal requirements is necessary, MPOs are regional organizations with membership comprised of cities and counties, and supported by state Department of Transportations. This often leads to overlapping planning documents, and can be confusing to the public. This document, the Regional Transportation Plan, aims to be consistent with local transportation projects, while emphasizing federal policies and priorities.

An overview of state and local documents applicable within the CAMPO region are listed below.

Statewide Planning Documents

The Oregon Transportation Plan (OTP) serves as the long-range transportation system plan for the state. The OTP provides a framework for prioritizing multimodal transportation investments statewide. At the time of writing this report, ODOT is in the process of updating the OTP. The current version was adopted in 2006. The OTP is a standalone document, however, it also incorporates several Mode and Topic Plans which explore specific themes in greater detail. Mode and Topic Plans relevant to the CAMPO RTP are outlined in **Table 1**.

To be implementable, CAMPO's recommended transportation improvements and strategies must be consistent with the goals and policies outlined in the OTP and other supporting statewide plans approved by the Oregon Transportation Commission (OTC).

Table 1: Statewide Mode and Topic Plans

Plan Document	Description
Oregon Bicycle and Pedestrian Plan (2016)	Statewide policy plan which serves as an element of the OTP. The plan supports decision-making for walking and biking investments, strategies and programs that can help bring an interconnected, robust, efficient and safe transportation system for Oregon. The plan guides the state through efforts such as prioritizing projects, developing design guidance, collecting important data and other activities that support walking and biking in Oregon.
Oregon Freight Plan (2017)	The purpose of the Oregon Freight Plan (OFP) is to improve freight connections to local, state, tribal, regional, national and international markets with the goal of increasing trade-related jobs and income for Oregon workers and businesses. The OFP is a resource designed to guide freight-related operation, maintenance and investment decisions.
Oregon Highway Plan (1999)	The Oregon Highway Plan (OHP) establishes long-range policies and investment strategies for the State Highway System. The Oregon Transportation Commission,

	(OTC) adopted the Highway Plan in 1999. ODOT is currently in the process of updating the OHP.
Oregon Public Transportation Plan (2018)	The Oregon Public Transportation Plan (OPTP) is the statewide mode plan for all forms of public transportation and is an element of the Oregon Transportation Plan. The OPTP establishes a statewide vision for the public transportation system, with goals, policies, and strategies to point the way towards achieving that vision. The OPTP guides and informs public transportation investment decisions by the state, transit service providers, and local government agencies.
Oregon State Rail Plan (Revised 2020)	The Oregon State Rail Plan explores the issues affecting the state's rail freight and passenger system over 25 years. It assesses both public and private transportation facilities and services at the state, regional and local level.
Oregon Transportation Options Plan (2015)	The Oregon Transportation Options Plan provides a vision and policy guidance that supports and advances transportation options program activities and suggests ways to integrate transportation options into transportation planning and investments. The plan also supports transportation options program activities and integration with capital investment planning at the local and regional level.
Oregon Transportation Safety Action Plan (2021) <i>Integrated with RTP</i>	The Transportation Safety Action Plan (TSAP) serves as the State of Oregon's Strategic Highway Safety Plan, a document required by federal law. The TSAP outlines a set of actions that ODOT and its partners have identified as steps to a safer travel environment.
Oregon Aviation Plan	The Oregon Aviation Plan serves as a guide for future aviation development. The plan looks beyond the traditional state aviation system planning elements by combining three planning studies that assess the condition of the existing aviation infrastructure, the economic benefit of the aviation industry, and the national importance and state significance of each airport
Statewide Transportation Strategy	The <i>Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reductions</i> is a state-level scenario planning effort that examines all aspects of the transportation system, including the movement of people and goods, and identifies a combination of strategies to reduce greenhouse gas emissions.

State, Local and MPO Target Integration

Title 23 CFR 450.306 requires the integration of certain performance measures into the MPO planning process. For this planning process, both the Oregon Transportation Safety Action Plan, which fulfills the federal Strategic Highway Safety Plan requirement, and the Corvallis Transit System's Public Transportation Agency Safety Plan are both incorporated. Predominantly through cataloging existing conditions and tracking performance measures, these two plans support CAMPO's ongoing efforts to improve safety for all users, as well as increase transit ridership/

Local Planning Documents

Goal 12 Transportation, is one of 19 planning standards that make up the Oregon land use program. Goal 12 requires cities, counties and the state to create Transportation System Plans (TSP) that take into account all relevant modes of transportation: mass transit, air, water, rail, highway, bicycle and pedestrian. As a federally required document, the CAMPO RTP is distinct from local and state TSPs. The RTP is designed to function in tandem with TSPs and other transportation plans.

Local TSPs and other core planning documents define local regulatory processes for implementing transportation projects and initiatives affecting the transportation system. Local TSPs and other transportation plans relevant to the CAMPO RTP are outlined in **Table 2**.

Table 2: Local Planning Documents

Plan Document	Description
Corvallis Transportation System Plan (2018)	The Corvallis TSP guides development of transportation facilities owned and maintained by the City of Corvallis. The plan identifies improvements to roadways, pedestrian and bicycle facilities, public transit service, and transportation demand management efforts over a 20-year planning period.
Philomath Transportation System Plan (2018)	The Philomath TSP guides development of transportation facilities in the City of Philomath. The plan identifies improvements to roadways, pedestrian and bicycle facilities, public transit service, and transportation demand management efforts over a 20-year planning period.
Benton County Transportation System Plan (2019)	The Benton County TSP guides development of transportation facilities owned and maintained by Benton County. The plan identifies improvements to roadways, pedestrian and bicycle facilities, public transit service, and transportation demand management efforts over a 20-year planning period.
Adair Village Transportation System Plan (2019) (adopted as part of Benton County TSP)	The Adair Village TSP, which was developed as part of the Benton County TSP, focuses on transportation facilities in the City of Adair Village.
Corvallis Transit System Public Transportation Agency Safety Plan (2020) <i>Integrated with RTP</i>	The Corvallis Transit System's PTASP serves as the guiding document for managing safety risks and ensuring the effectiveness of safety risk mitigations. The PTASP formalizes safety management efforts and encourages proactive risk mitigation efforts.
Corvallis Transit Development Plan (2018)	The Corvallis Transit Development Plan (TDP) is a comprehensive assessment of service provided by the Corvallis Transit System. The TDP provides a roadmap for optimizing system performance in the short-term and over a 20-year planning horizon.
Linn Benton Loop Service Development Plan (2018)	The Linn Benton Loop Service Development Plan (SDP) serves as the guiding document for transit service provided by the Loop. The SDP identifies and prioritizes service changes to the Loop in order to keep up with growth and optimize service.

How Does This Plan Meet Federal Requirements?

While long range regional transportation planning is good practice, this plan also fulfills the requirements of 23 CFR 450.324, *Development and content of the metropolitan transportation plan*. As a federal planning entity, the Corvallis Area MPO must adhere to a number of requirements outlined in the above mentioned section, to comply with federal law. The table below identifies those requirements, and the corresponding part of the report where they can be found.

Table 3: Meeting Federal Requirements

Requirement per 23 CFR 450.324 (f)	Report Section
(1) Current and projected transportation demand	Chapter 3 discusses the projected demand for the transportation system, which was assessed using a travel demand model
(2) Existing and proposed transportation facilities	Chapter 2 covers existing conditions in detail, which match our model interim year of 2019
(3) Description of measures and targets used in assessing performance	In Chapter 4, an overview of the federal and local metrics are discussed, along with how they were used in analysis
(4) A system performance report and subsequent updates with respect to targets identified above, for MPOs that elect to develop multiple scenarios, analysis of how the preferred scenario has improved the conditions and performance of the system	This is CAMPO's first RTP incorporating federal performance measures. As such, this will be a baseline report. Discussion on scenario selection is in Chapter 3, baseline metrics are covered in Chapter 4, and monitoring is addressed in Chapter 5.
(5) Operational and management strategies to improve performance of existing facilities to relieve congestion and improve safety	Some of this is captured in the objectives section in Chapter 4. The remainder is discussed in Chapter 5.
(6) Consideration of the results of the congestion management process in TMAs	Not applicable, as CAMPO is not a Transportation Management Area (TMA)
(7) Assessment of capital investment and other strategies to preserve the existing the projected future infrastructure, provide for multimodal capacity increases, and reduce vulnerability of the existing infrastructure. The MTP may consider projects and strategies that address areas or corridors where congestion threatens efficient functioning of the system.	CAMPO used a corridor approach to evaluate projects within the region, and relies on recently updated Transportation System Plans (TSPs) for neighborhood and local streets. The corridors and strategies are covered in Chapter 5.
(8) Transportation and transit enhancement activities, including the role that intercity buses may play in reducing congestion, pollution and energy consumption in a cost effective manner; and strategies that preserve and enhance intercity bus systems	Support for transit is inherent through CAMPO's preferred future scenario. Further support is included in the objectives in Chapter 4, and projects identified in Chapter 5.

<p>(9) Design concept and design scope descriptions of all existing and proposed transportation facilities, all proposed improvements shall be described in sufficient detail to develop cost estimates</p>	<p>Design solutions and cost estimates are covered in Chapter 5</p>
<p>(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities. The discussion may focus on policies, programs or strategies rather than projects.</p>	<p>Chapter 6</p>
<p>(11) A financial plan that demonstrates how the adopted transportation plan can be implemented:</p> <p>(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways.</p>	<p>Cost estimates for each corridor are contained in Chapter 5, along with tables demonstrating fiscal constraint</p>
<p>(12) Pedestrian walkway and bicycle transportation facilities in accordance with 23 USC 217(g)</p>	<p>Existing pedestrian and bicycle facilities are captured in detail in Chapter 2. Proposed facilities are in Chapter 5.</p>

What is in this Document?

The remainder of this plan is broken into chapters that address the requirements of a Regional Transportation Plan:

- **Chapter 2: Existing Regional Characteristics**—This chapter covers existing demographics, how the region has changed over the last 10 years, and the existing transportation system.
- **Chapter 3: Future System Analysis**—Discusses how transportation demand modeling was used to analyze future needs and identifies the preferred scenario adopted as part of this plan
- **Chapter 4: Goals and Metrics**—Outlines the region’s eight transportation goals which serve as the guiding principles for this document. In addition, this chapter discusses how the federal transportation performance measures, as well as the CAMPO adopted performance measures, are incorporated into the planning process. Finally, this chapter connects the goals with the performance measures.
- **Chapter 5: Preferred System and Finances:** This chapter discusses long term financial needs, estimated revenue, and demonstrates fiscal constraint. Additionally, this chapter includes a listing of future projects incorporated into the RTP.
- **Chapter 6: Environmental Considerations and Mitigation Activities:** This section covers environmental considerations required as part of the Regional Transportation Plan
- **Appendices: (Appendices are not included in draft document)**
 - *Appendix A: Transportation Acronyms and Glossary*
 - *Appendix B: Regulatory Framework*
 - *Federal Regulations*
 - *State Regulatory Context*
 - *Local Regulatory Documents*
 - *Appendix C: Public Involvement*
 - *Continuous Outreach*
 - *Episodic Outreach*
 - *Appendix D: Plans incorporated by Reference*

Chapter 2: Existing Regional Characteristics

This chapter provides an in-depth look at the CAMPO planning area including demographics, general trends and an overview of how the region has changed over the past five to ten years. Additionally, this chapter discusses existing transportation facilities including details on current conditions.

The existing conditions analysis contained in this chapter discusses both the **demand** (population, demographics, and employment) and **supply** (existing and planned transportation network) sides of the region's transportation system. These two components are fundamental to analyzing system performance and projecting future need across the entire transportation system. Subsequent chapters in this document utilize the information detailed in this chapter for modeling and projecting future scenarios as well as identifying future investment areas.

Key Takeaways

Key takeaways related to the existing regional characteristics discussed in this chapter include:

- The region is growing in population and jobs.
- There are no major highway capacity projects planned for construction during the RTP planning horizon.
- Population and job growth combined with limited network expansion is likely to create challenges for moving people through the region. Subsequent chapters in this document examine how strategic transportation investments can help mitigate these challenges.
- The region has an extensive street network to carry motor vehicles, freight and transit. Highways include US 20, OR 34, and OR-99W.
- Philomath Boulevard, US20/OR34, experiences motor vehicle congestion between Corvallis and Philomath, and often extends into Philomath. The intersections with 53rd, Technology Way and 35th in Corvallis consistently see vehicle queuing during the afternoon peak.
- Sidewalks are prevalent in historic downtown cores, common in many parts of the cities, but become more sparse at the urban-rural development fringe.
- Low speeds enable comfortable travel by bicycle on neighborhood streets, but bike facility gaps exist between communities, as well as on higher speed roadways.
- Future solutions must emphasize safety in order to ensure the region meets state and regional targets.

Social Equity Considerations

The Corvallis Area MPO recognizes the importance of regional transportation services to the community and is committed to fostering a just and equitable society. CAMPO incorporates social equity into the regional transportation planning process with specific attention dedicated to the following considerations:

- (1) Fair and equitable disbursement of transportation services to all people
- (2) Provision of mobility options for disadvantaged people
- (3) Affordability of services
- (4) Community cohesion

To avoid disproportionate effects on disadvantaged groups, CAMPO strives to include all types of users, service providers, and other interested parties in the regional transportation planning process. Throughout the development of the Regional Transportation Plan (RTP) staff sought to meet or exceed the goals outlined in the CAMPO Title VI Plan as well as standards set forth in the CAMPO Public Participation Plan. Data presented in the demographics section of this chapter helps to identify individuals in the CAMPO area who are likely to be underserved.

Several Native American tribes, including the Confederated Tribes of the Grand Ronde, and Confederated Tribes of Siletz Indians, may have interest in the region. Therefore, CAMPO will distribute project information to representatives of those tribes to keep them informed and facilitate their ability to participate in the process.

CAMPO Title VI Plan

The Title VI Plan is a federally required document that reflects CAMPO's commitment to ensuring that no person shall – on the grounds of race, color, national origin, sex, age, disability or income status - be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity conducted by the MPO. The Title VI Plan was developed to serve as a framework for compliance with Title VI of the 1964 Civil Rights Act, the President's Executive Order on Environmental Justice (1994) and subsequent federal regulations including President Biden's Executive Order 13985 "Advancing Racial Equity and Support for Underserved Communities through the Federal Government"

As part of the Title VI Plan CAMPO established the following goals:

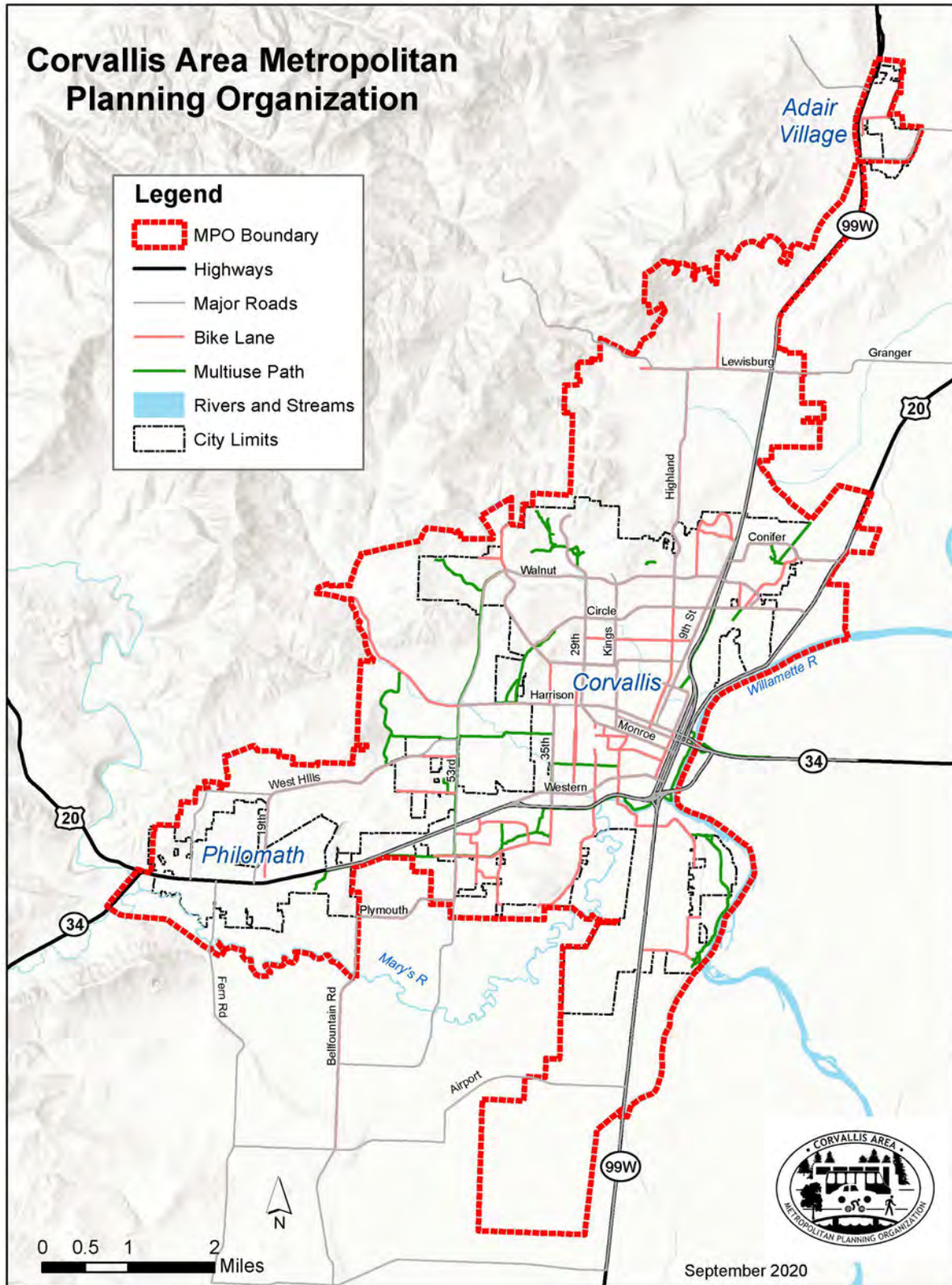
- Make transportation decisions that strive to meet the needs of all people.
- Enhance the public involvement process to reach all segments of the population and ensure that all groups have a voice in the transportation planning process, regardless of race, color, national origin, gender, age, disability, and income status.
- Provide the community with opportunities to learn about and improve the quality and usefulness of transportation in their lives.
- Improve data collection, monitoring, and analysis tools that assess the needs of, and analyze the potential impacts of transportation plans and programs on Title VI protected populations.
- Avoid disproportionately high and adverse impacts on Title VI protected populations.
- Comply with the requirements of Title VI and accompanying rules and orders.

CAMPO Planning Area

The CAMPO planning area is located in the Willamette Valley of western Oregon, approximately 75 miles south of Portland, 45 miles north of Eugene, and 10 miles southwest of the City of Albany. The CAMPO planning area covers 39.47 square miles (25,260 acres) extending from Adair Village southward to the Corvallis Municipal Airport. The Willamette River forms the eastern boundary and the City of Philomath is on the western edge of the planning area. The cities of Corvallis, Philomath, and Adair Village are wholly within the planning area, as well as parts of Benton County adjacent to those cities. The arterial and collector roadways subject to this plan are under the jurisdiction of Benton County, the City of Corvallis, the Oregon Department of Transportation or Oregon State University. (Arterials and collectors in Philomath and Adair Village are under Benton County's jurisdiction). Major state highway facilities located within the planning area include the Corvallis to Lebanon Highway (OR 34), the Alsea Highway (OR 34), the Albany-Corvallis Highway (US 20), the Newport-Corvallis Highway (US 20/OR 34), and Pacific Highway West (OR 99W). **Figure 5** depicts the planning area.

The topography of the CAMPO planning area is a mix of flat land in the eastern portion with rolling hills and steeper terrain primarily located along the north and western boundaries. The Willamette River and Marys River are the most prominent water features in the area. Floodplains and numerous wetlands are located near the rivers and creeks that run through the planning area.

Figure 5: CAMPO Planning Area



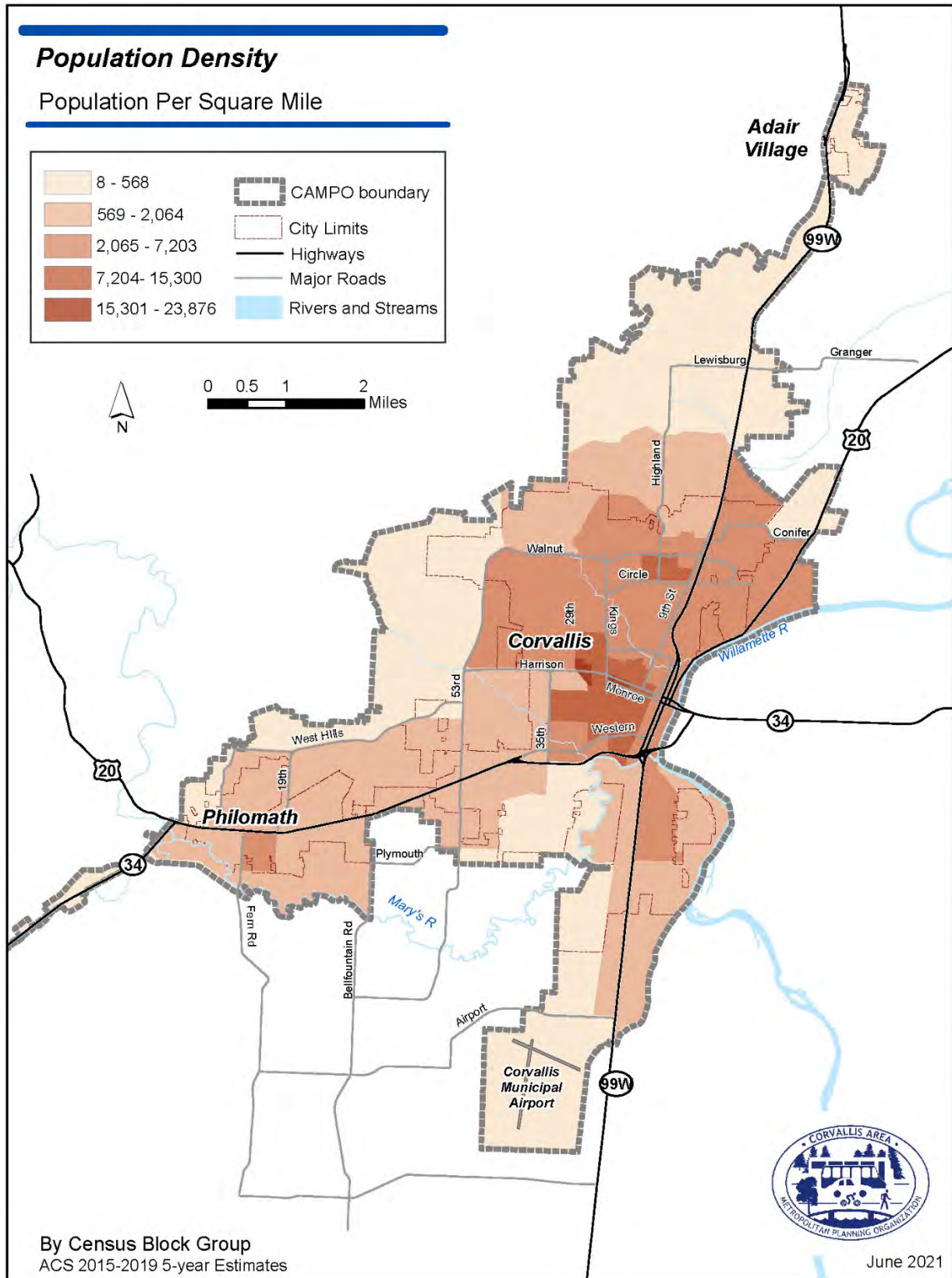
Current and Future Land Use

Understanding the relationship between land use patterns (also referred to as the built environment) and transportation is critical to planning for the region's future. Land use patterns and topography have a significant impact on travel patterns, traffic volumes and the nature of transportation facilities necessary to support mobility and access. Equally important, investment in transportation infrastructure has a strong influence on where, and what type, of development will take place in the future. This means analyzing land use and transportation jointly is extremely important.

The central areas of Corvallis and Philomath are characterized by compact grid street patterns, while much of the remainder of the planning area is less dense and features a more circuitous network of roadways. The area with the greatest residential density is centered on downtown Corvallis and Oregon State University (OSU) including the residential neighborhoods immediately north and east of the OSU campus. Residential density remains relatively high stretching from the campus area as far north as NW Walnut Boulevard. Another pocket of high density is located near the intersection of NW Highland Drive and Circle Boulevard. Multi-unit housing including apartments and townhomes are common in central Corvallis and parts of Philomath but single family housing is the most common residential development type throughout the region. **Figure 6** illustrates population density in the CAMPO planning area.

Commercial zones in the CAMPO planning area are concentrated along major roadway corridors and in downtown Corvallis and Philomath. Land designated for industrial use in Corvallis is primarily located in south Corvallis near the airport and along the railroad corridor; in southwest around Technology Loop; and in northeast along Circle and Walnut Boulevards (east of OR 99W). Industrial land in Philomath is primarily located north of the Newport-Corvallis Highway (US 20/OR 34).

Figure 6: Population Density



Demographic Profile

The purpose of this section is to provide an overview of recent and statistically reliable demographic information about the CAMPO region. The maps and analysis in this section are designed to assist in long-range planning and to help assess the needs of the region including protected populations. It is important to understand the demographic profile of this area in order to ensure that all persons have an equal opportunity to benefit from or have access to the activities of the MPO and to avoid any disproportionate impacts from those activities.

At the time of this RTP update, the U.S. Census Bureau is processing results from the 2020 Census and this data is not yet available for metropolitan planning. The demographic profile outlined below utilizes 2015-2019 5-Year American Community Survey (ACS) data at the Census Block Group level, when available, and at the Census Tract level otherwise. Where appropriate, demographic characteristics are compared to statewide and nationwide data.

Population Profile

The Corvallis Urbanized Area is home to 67,506 residents living in the cities of Adair Village, Corvallis and Philomath as well as urbanized parts of Benton County³. There are also 34,559 jobs located in the region making it a major employment center for commuters living both inside and well-beyond the CAMPO planning boundary³.

As compared with the State of Oregon and United States the Corvallis Urbanized Area:

- Has a lower median annual household income and more low income residents
- Is home to a similar percent of non-white residents as Oregon but has a far lower rate than the United States as a whole
- Is younger
- Has fewer people with disabilities
- Is home to a similar percentage of people that do not speak English well as Oregon but has a lower rate than the United States as a whole

Table 4 below summarizes key demographic information for the Corvallis Urbanized Area and includes comparisons to the State of Oregon and the United States as a whole. The fifth column (furthest to the right) uses arrows pointing up to illustrate where the Corvallis Urbanized Area has a rate higher than the state and national average and arrows pointing down to indicate where the Corvallis Urbanized Area has a rate lower than the state and national average. Additional discussion on each statistic can be found in the sections of text below the table.

³ Source: Population and employment estimates are derived from the Corvallis Albany Lebanon Model (CALM) model, which utilizes various sources including 2019 5-year American Community Survey (ACS) data, Oregon Department of Employment data, among others.

Table 4: Population Profile

Statistic	Corvallis Urbanized Area	Oregon	United States	Comparison
Population (people)	67,506	4,217,737	328,239,523	N/A
Employment (jobs)	34,559	1,904,601	157,540,000	N/A
Average Household Size (Owner-Occupied)	2.4	2.6	2.7	↓ Oregon ↓ US
Average Household Size (Renter-Occupied)	2.2	2.4	2.5	↓ Oregon ↓ US
Income (% of population living below the poverty line)	24%	13%	13%	↑ Oregon ↑ US
Minority Population (Non-white population)	23%	24%	39%	= Oregon ↓ US
Age (% of population 65+)	13%	17%	16%	↓ Oregon ↓ US
Persons with Disabilities	11%	14%	13%	↓ Oregon ↓ US
Spoken Language (% Limited English Proficiency)	6%	6%	8%	= Oregon ↓ US

Source: 2015-2019 5-Year ACS, Tables DP04, B17021, B03002, B01001, DP02, and B16004

Housing Characteristics

There are a total of 28,348 households in the Corvallis Urbanized Area, 24,915 of which are located in the City of Corvallis (see **Table 5**). Approximately fifty seven percent of occupied housing units in the City of Corvallis are rental units, which is considerably higher than other communities in the CAMPO planning area as well as the State and US average. As a whole, 53.5% of occupied units in the Corvallis Urbanized Area are rental units and 46.5% are owner occupied. The average household size for the Corvallis Urbanized Area –2.41 people per owner occupied unit and 2.18 people per renter occupied unit– is lower than both the state and national averages with the smallest average household size found in the City of Corvallis.

The median home value in the Corvallis Urbanized Area is \$320,400, which is slightly higher than the State of Oregon but considerably higher than the United States as a whole. This reflects increasing housing costs up and down the west coast. The highest median home values in the region can be found in the City of Corvallis (\$330,500) and Benton County (\$331,300).

Table 5: Housing Characteristics

Statistic	Corvallis Urbanized Area	Corvallis (city)	Adair Village	Philomath	Benton County⁴	Oregon	United States
Total Housing Units	28,348	24,915	383	2,066	38,399	1,768,901	137,428,986
Owner-Occupied Units	12,207 (46.5%)	9,846 (42.7%)	233 (64.7%)	1,281 (68.4%)	20,438 (57.2%)	1,005,896 (62.4%)	77,274,381 (64%)
Renter-Occupied Units	14,022 (53.5%)	13,237 (57.3%)	127 (35.3%)	593 (31.6%)	15,280 (42.8%)	606,086 (37.6%)	43,481,667 (36%)
Average Household Size (Owner-Occupied)	2.41	2.37	2.75	2.77	2.50	2.60	2.70
Average Household Size (Renter-Occupied)	2.18	2.19	3.76	2.29	2.24	2.36	2.48
Median Home Value	\$320,400	\$330,500	\$225,500	\$244,700	\$331,300	\$312,200	\$217,500

Source: 2015-2019 5-Year ACS, Table DP04

⁴ Statistics are for the entirety of Benton County, including areas outside CAMPO planning area

This page is intentionally left blank

Income

Per 2015-2019 5-Year ACS data (Table S1901) the median annual household income for the Corvallis Urbanize Area is \$54,606. This number is significantly lower than the income for the State of Oregon and United States overall. One possible explanation for the lower median income in the region is the large number of college aged students living in Corvallis while attending Oregon State University and Linn-Benton Community College. Newly independent young adults, and full time students, are likely to have lower than average incomes and may pull down the overall average for the region. The highest average incomes in the CAMPO planning are found in Philomath (\$72,564/year) and Adair Village (\$75,000/year).

Table 6: Median Annual Household Income

Statistic	Corvallis Urbanized Area	Corvallis (city)	Adair Village	Philomath	Benton County ⁵	Oregon	United States
Median Annual Household Income	\$54,606	\$52,942	\$75,000	\$72,564	\$62,077	\$62,818	\$62,843

Source: 2015-2019 5-Year ACS, S1901

The U.S. Census Bureau uses dollar value thresholds that vary by family size and composition to determine those in poverty. For 2019, the poverty threshold for a family of two adults and two children was an annual household income of \$25,926. Within the CAMPO urbanized area, approximately 24.0% of the population (families and people) had income in the past 12 months falling below the poverty level during the 2015-2019 5-Year ACS time period. As shown in **Table 7**, the poverty rate in the Corvallis urbanized area is considerably higher than the state and national averages. Similar to the median annual income mentioned above, the high regional poverty rate may be partly attributable to the large number of college students living in area.⁶

Figure 7 illustrates that the areas with the highest percentage of the population living below the poverty level are located near Oregon State University (OSU), downtown Corvallis, and the Census Block Groups immediately north of the OSU campus. The area near Highway 99W/9th Street and Circle Boulevard also has a high poverty level.

Table 7: Percent of Population Living Below the Poverty Line

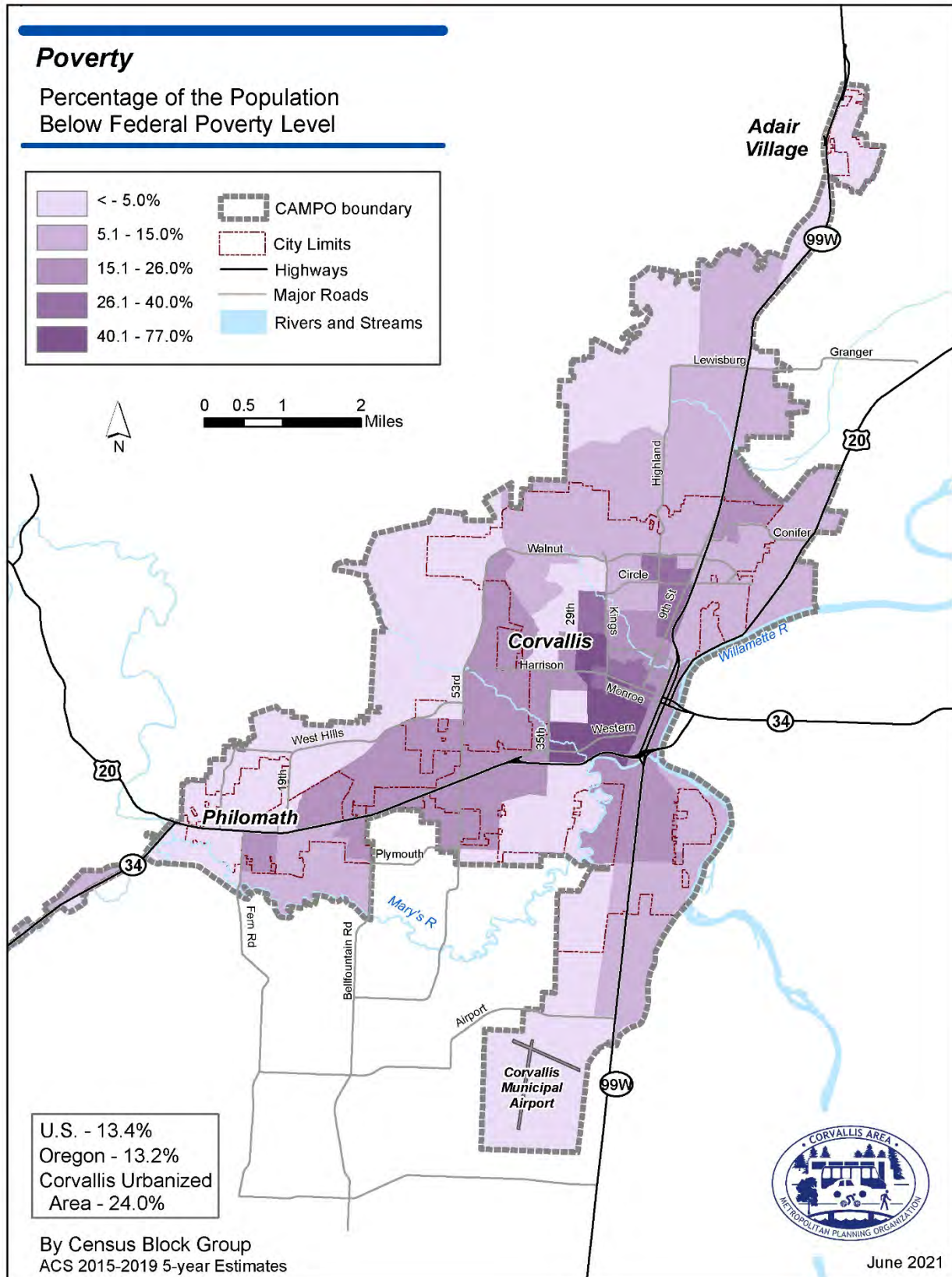
Geography	Percentage
U.S.	13.4%
Oregon	13.2%
Corvallis Urbanized Area	24.0%

Source: 2015-2019 5-Year ACS, Table B17021

⁵ Statistics are for the entirety of Benton County, including areas outside CAMPO planning area

⁶ In 2014, the Oregon Department of Human Services (DHS) analyzed high poverty areas throughout the state and evaluated Corvallis while controlling for the large student population. When doing so, the area near Highway 99W/9th Street and Circle Boulevard had the highest percentage of the population living below the poverty level. <https://www.oregon.gov/dhs/business-services/ofra/Documents/Area%20of%20High%20Poverty%20Density.pdf>

Figure 7: Population Living Below the Poverty Line



Race and Ethnicity (i.e. Non-White Population)

Per 2015-2019 5-Year ACS data (Table DP05), 87.0% of the population of the CAMPO planning area identifies as White and 2.2% identifies as Black or African American. Residents of Hispanic or Latino represent 7.8% of the population, residents of Asian origin represent 11.0%, residents of American Indian or Alaska Native represent 2.5%, and Native Hawaiian and other of Pacific Islanders represent 0.6%. Approximately 1.8% of respondents identify as some other race.⁷

For the purpose of this plan, minority is defined as all persons who identified themselves as something other than “White-alone, not Hispanic or Latino” in their choices of race and ethnicity in the ACS survey. The minority population percentage for the CAMPO area is 22.6% (see **Table 8**) which is lower than Oregon’s statewide number (24.3%). Both the Corvallis Urbanized Area and Oregon have significantly smaller minority populations than the national average. The minority population percentage for the U.S. is 39.3%.

Figure 8 illustrates that minorities in the CAMPO planning area make up a larger share of the population on and around the Oregon State University campus and in the area between NW Highland Drive and Highway 99W than in other parts of the region.

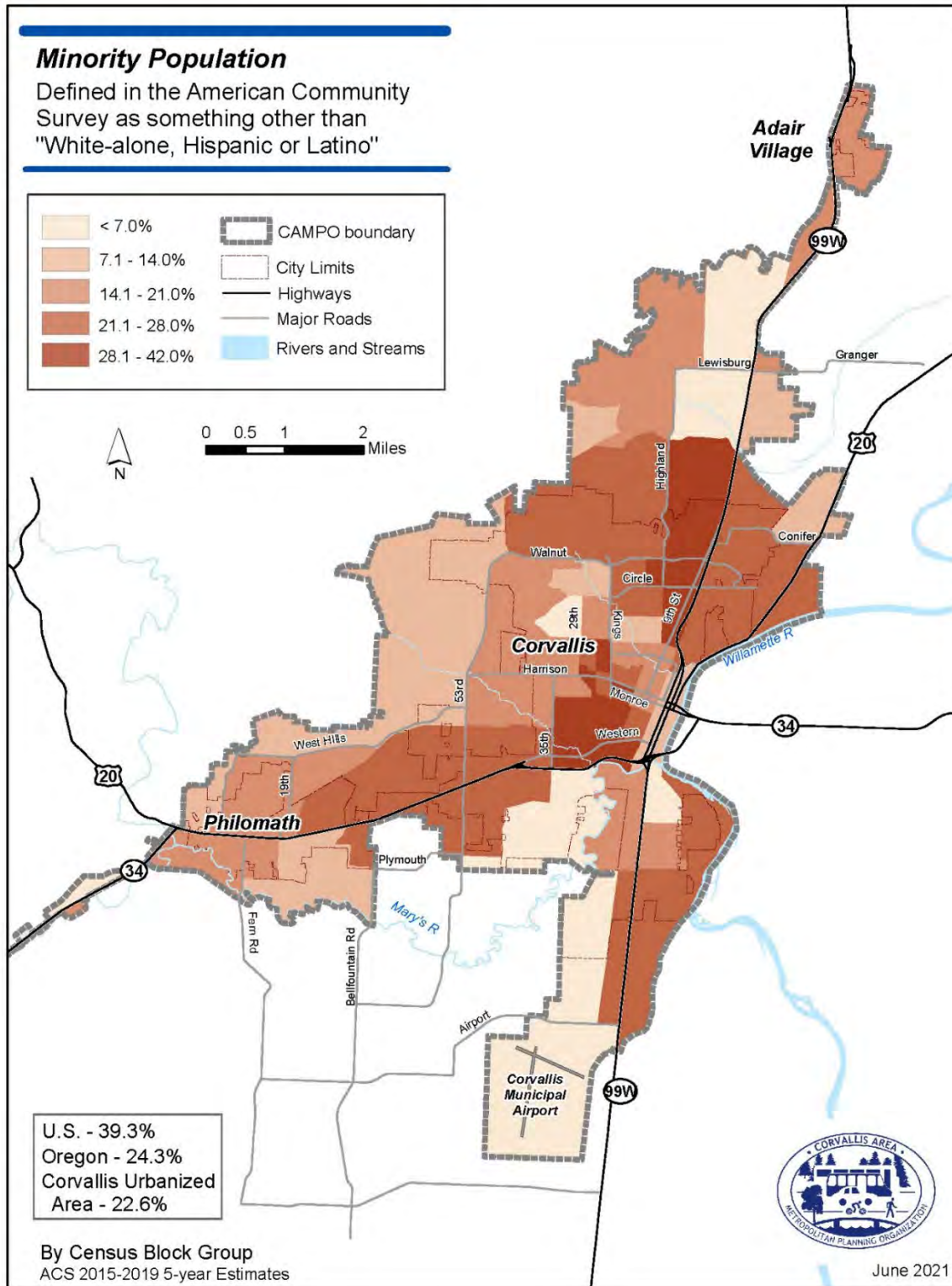
Table 8: Minority Population

Geography	Percentage
U.S.	39.3%
Oregon	24.3%
Corvallis Urbanized Area	22.6%

Source: 2015-2019 5-Year ACS, Table B03002

⁷ Note, the total of the Race and Ethnicity statistics presented is greater than 100 percent because the numbers were taken from a question which looked at “Race alone or in combination with one or more other races” which means respondents may fall into more than one category.

Figure 8: Minority Population Map

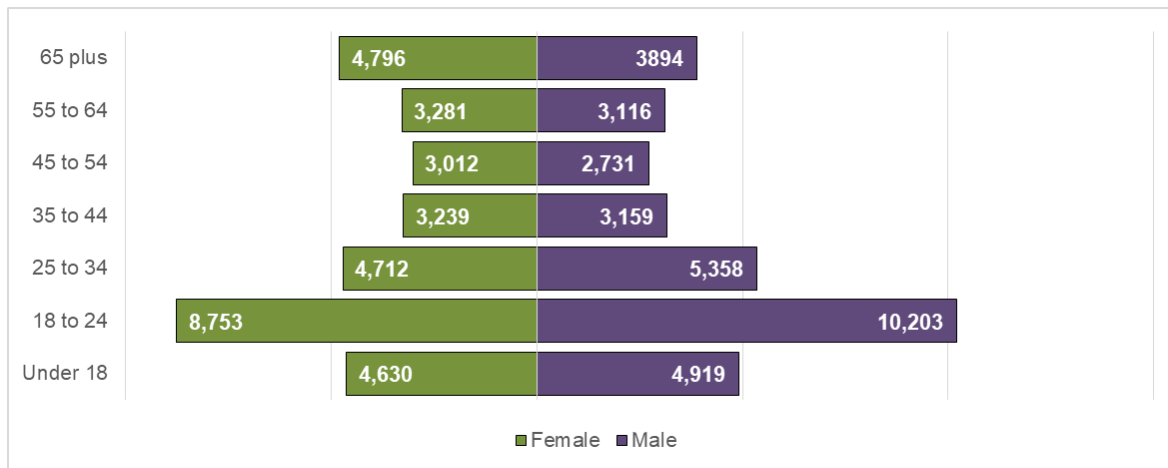


Age Distribution and Senior Population

Due in large part to Corvallis being home to Oregon State University, a significant share of the CAMPO planning area population is between the ages of 18 and 24 (18,956 residents; 28.8 % of total population). The portion of college-aged residents in the planning area is more than three times the rate for both the State of Oregon (8.8%) and the United States as a whole (9.4%). Based on Census block groups that exceed the planning area average, most of the college-aged residents live near the OSU campus.

The CAMPO planning area has a similar share of residents aged 25 to 34 as Oregon and the US and a smaller share of residents in all other age cohorts. An estimated 14.5% of residents in the Corvallis Urbanized Area are under the age of 18.

Figure 9: Corvallis Urbanized Area Age Distribution



Source: 2015-2019 5-Year ACS, Table B01001

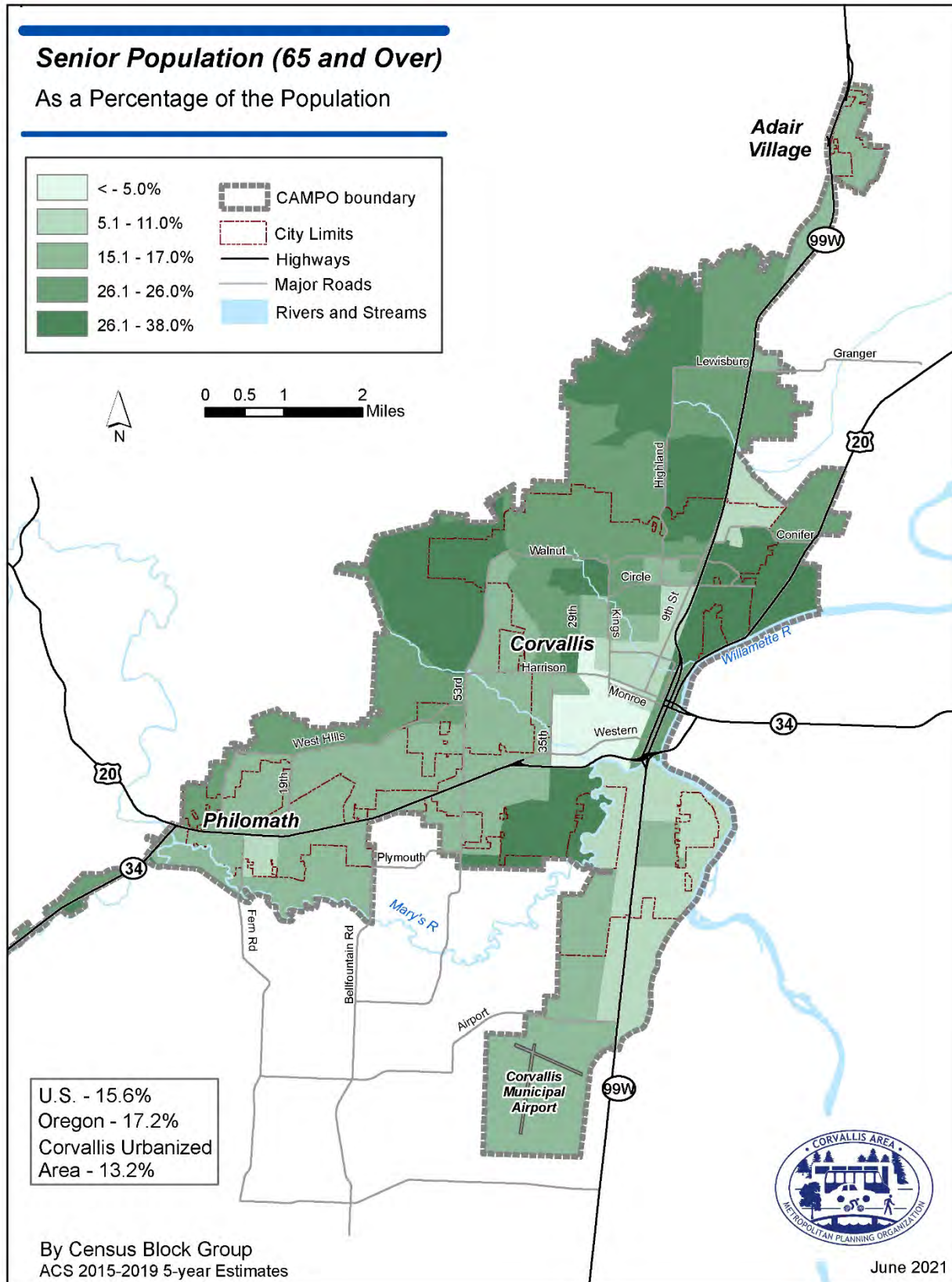
The senior population is defined as persons age 65 and older. According to 2015-2019 5-Year ACS data, seniors make up 13.2% of the population in the CAMPO planning area, which falls below the state and national averages. As mentioned above, this is likely due to the large number of college aged students living in Corvallis while attending Oregon State University and Linn Benton Community College. **Figure 10** demonstrates that outlying neighborhoods on the periphery of the CAMPO planning area have a higher concentration of seniors.

Table 9: Percent of Population Age 65+

Geography	Percentage
U.S.	15.6%
Oregon	17.2%
Corvallis Urbanized Area	13.2%

Source: 2015-2019 5-Year ACS, Table B01001

Figure 10: Senior Population



Persons with Disabilities

According to 2015-2019 5-Year ACS data, 10.7% of the population living in the Corvallis Urbanized Area identify as having a disability. For this analysis, Disabled is defined as all civilian, non-institutionalized persons, 5 years and older that identified as having one or more of six disability types: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and/or independent living difficulty. The percentage of the population with a disability in the CAMPO area is slightly lower than the state and national averages.

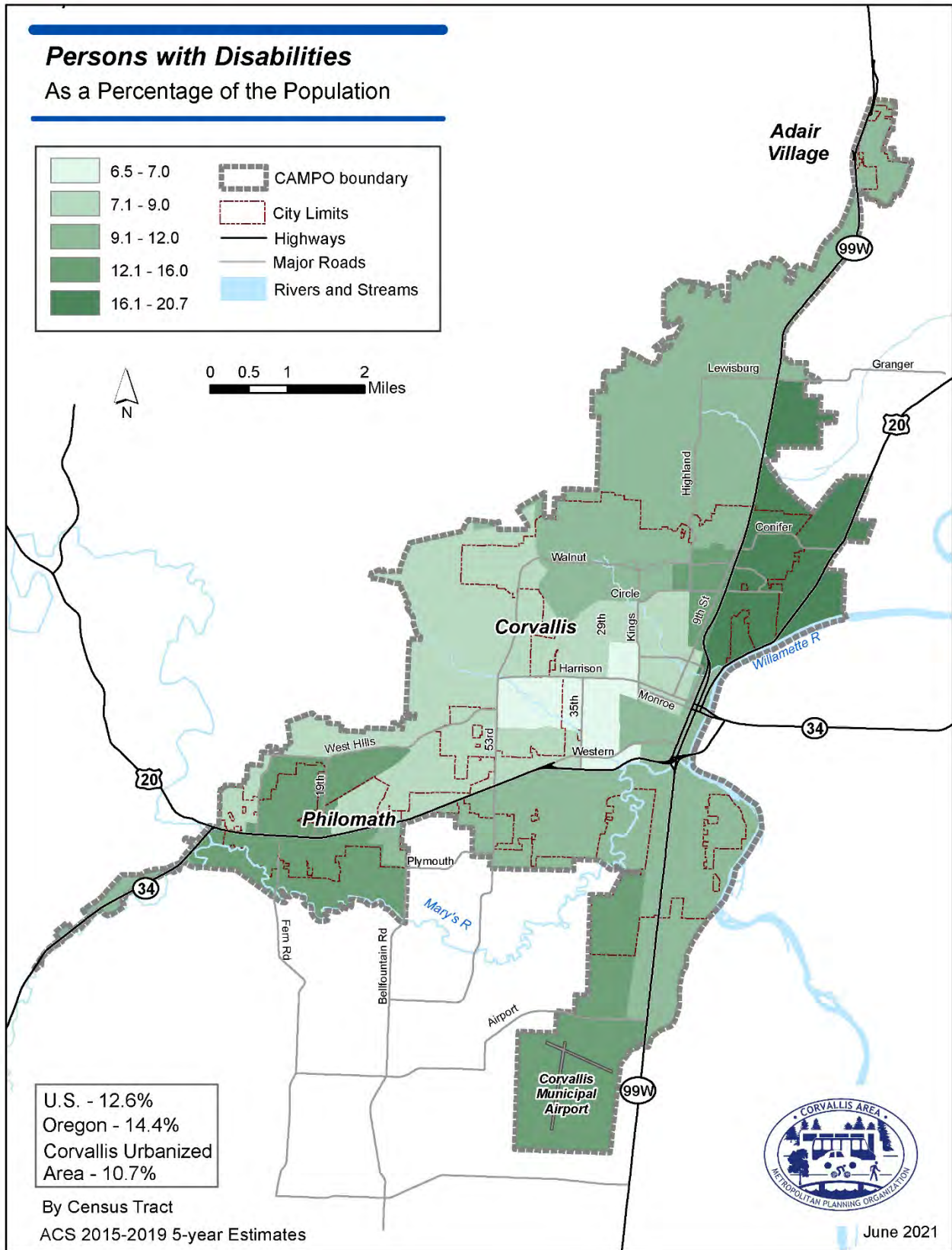
Similar to the region's senior population, persons with disabilities are most heavily concentrated in neighborhoods on the edge of the CAMPO planning area. **Figure 11** shows that northeast Corvallis, Philomath and sections of South Corvallis have the highest proportion of residents with disabilities.

Table 10: Percent of Population with Disabilities

Geography	Percentage
U.S.	12.6%
Oregon	14.4%
Corvallis Urbanized Area	10.7%

Source: 2015-2019 5-Year ACS, Table DP02 (tract level)

Figure 11: Persons with Disabilities



Limited English Proficiency (LEP) Population

The term Limited English Proficiency (LEP) refers to individuals who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English. The data on ability to speak English represents the person's own perception about his or her own ability or, because survey questionnaires are usually completed by one household member, the responses may represent the perception of another household member. For purposes of this analysis, a LEP person is defined as any individual (age 5 and older) who speaks English less than 'Very Well'.

For the CAMPO area, 5.7% percent of the population reported less than 'Very Well' English speaking ability. This is in line with the statewide percentage for Oregon (5.6%) but lower than the national percentage (8.4%).

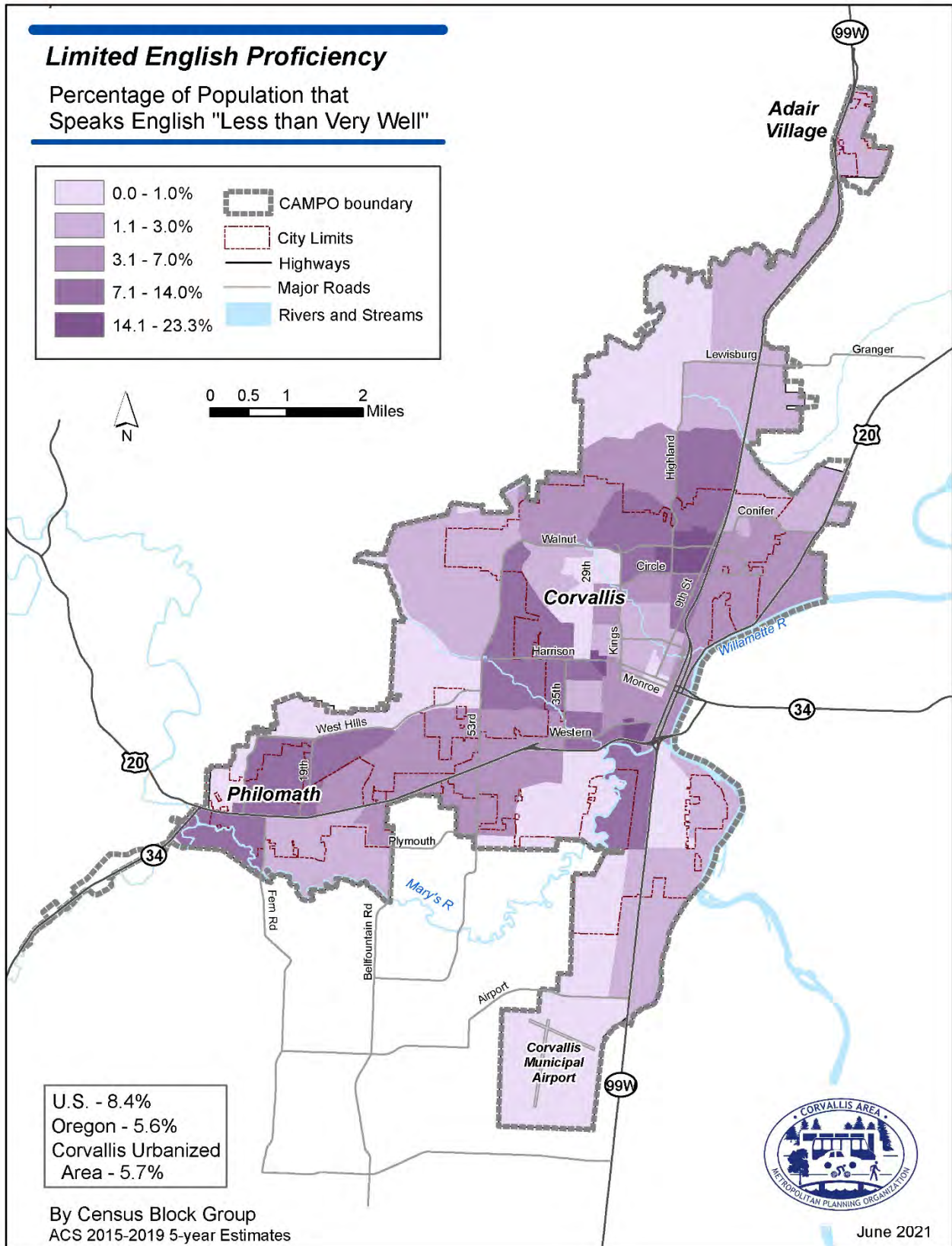
Figure 12 illustrates that the region's LEP population is located in several clusters throughout the CAMPO planning area. The neighborhood adjacent to the intersection of NW 9th Street and Circle Boulevard represents one cluster. Others include the area northwest of the OSU campus, the southern edge of downtown Corvallis, and the City of Philomath.

Table 11: Percent of Population Speaking English Less Than "Very Well"

Geography	Percentage
U.S.	8.4%
Oregon	5.6%
Corvallis Urbanized Area	5.7%

Source: 2015-2019 5-Year ACS, Table B16004

Figure 12: Limited English Proficiency (LEP) Population



Employment Characteristics

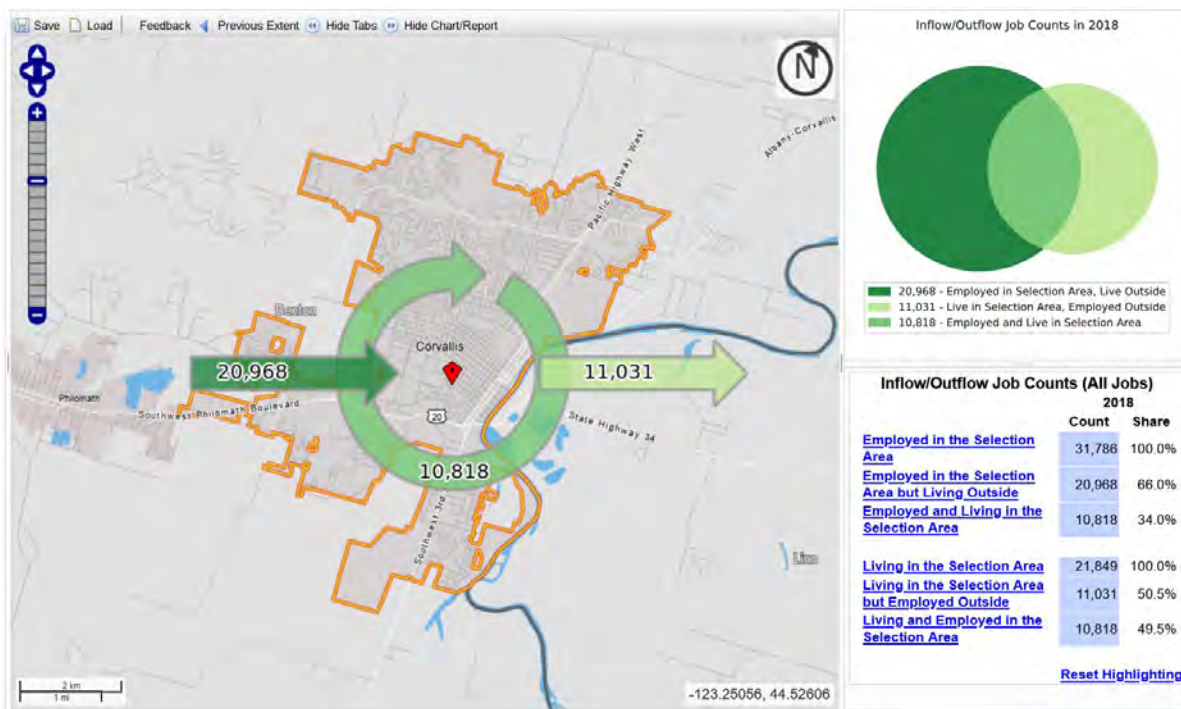
Employment characteristics are important to the understanding of travel patterns, particularly work trips. Peak hour periods are often used for travel forecasting and determination of needed transportation improvements, facilities, programs and strategies. As traveling to work is often one-third of all trips, employment locations have a significant effect on transportation planning outcomes.

Figure 13 contains the employment characteristics for Corvallis, Philomath and Adair village. Produced by the US Census, these figures are generated using the Longitude Employer Household (LEHD) Data set, and are available at the city level using an online interface known as *On the Map*. For each city, the figures illustrate the number of workers commuting into the city, the number of works that live and work in the city, and the number of workers that live in the city but commute outside for employment. Note that the total number of jobs is less than the total population, as not every resident is employed (for example younger children, older retired adults, full time caregivers, or those unemployed, etc.).

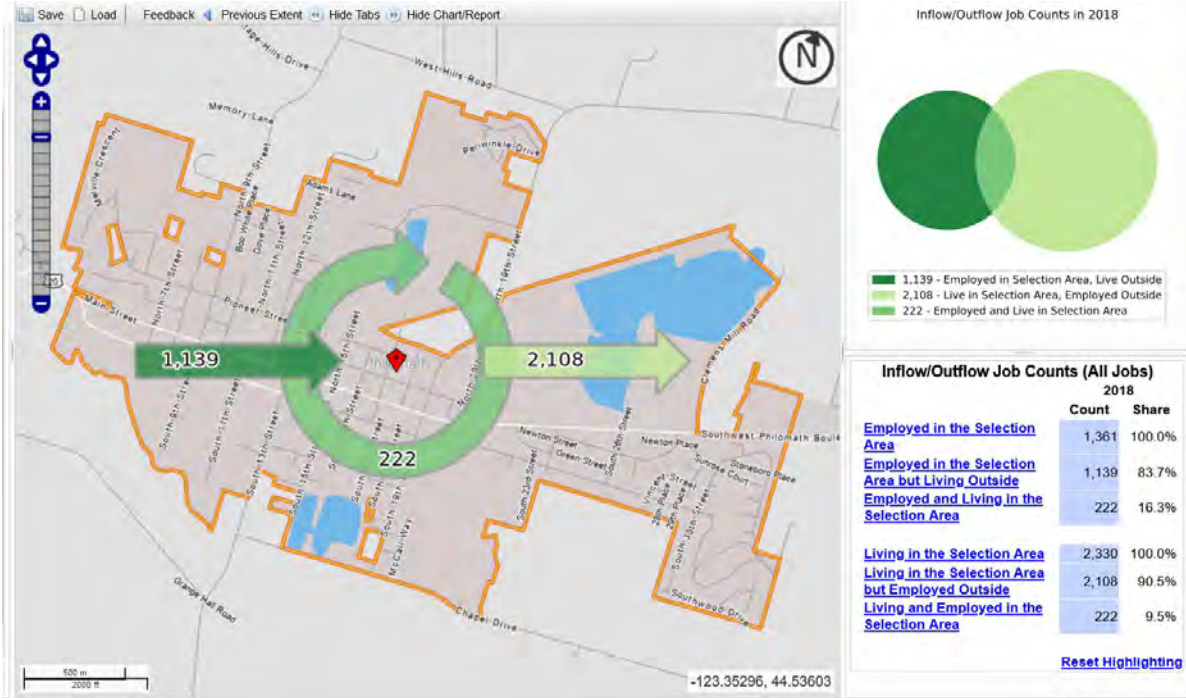
As seen in the figures, there is a jobs imbalance in the Corvallis Area MPO region. In Corvallis, half of employees do not live in the city, and another quarter travel out of the city each day. This results in peak travel congestion during traditional commute hours. Philomath and Adair Village have similar characteristics, with more workers traveling outside the city for employment. Collectively, this puts pressure on the regional travel routes in the corridor, which are predominantly state highways.

Figure 13: Employment and Commute to Work Characteristics

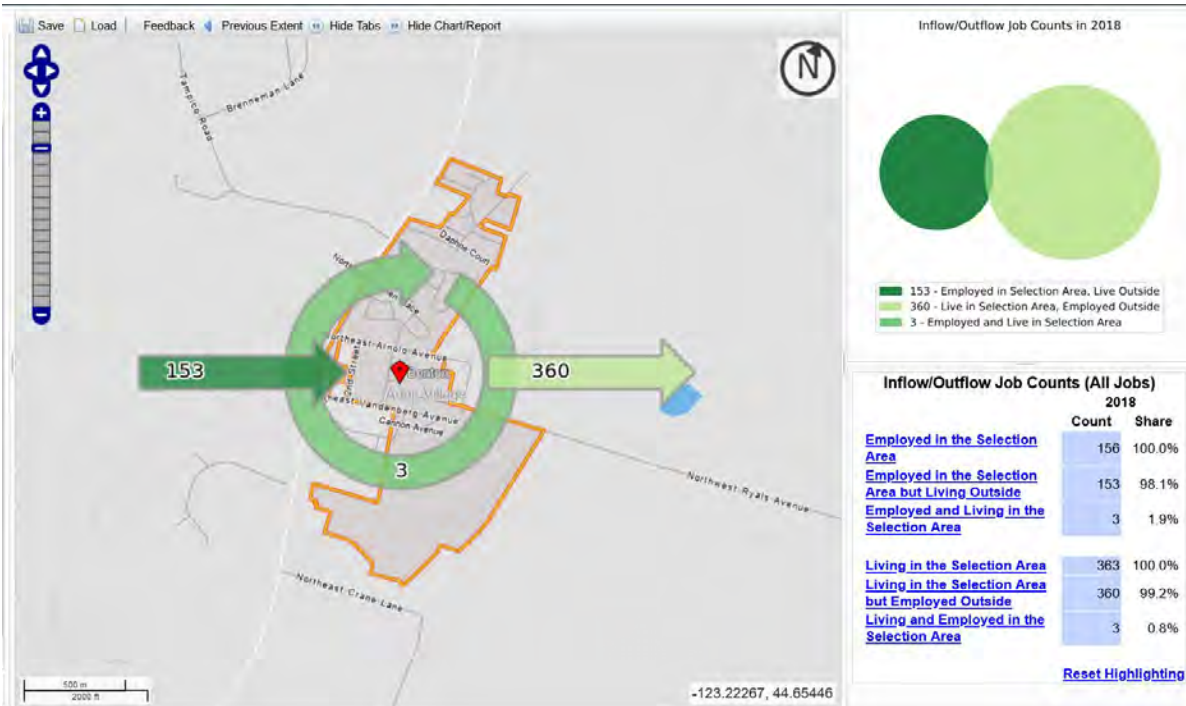
Corvallis



Philomath



Adair Village



Roadways

The public entities that have jurisdictional responsibility for roadways in the planning area include:

- Oregon Department of Transportation (ODOT)
- Benton County (including maintenance responsibility for non-ODOT roadways in Philomath and Adair Village)
- Oregon State University (OSU)
- City of Corvallis

Roadway Classification

Functional classification is the grouping of highways, roads and streets based on the character of service they provide. Individual road segments do not serve travel independently in any major way. Instead, most travel trips involve movement through a network of interconnected roadways. In transportation planning, functional classification helps define the role individual road segments should play in the flow of trips through the larger network.

All roadways in a transportation system must balance network mobility (i.e. connections between different communities or neighborhoods) and land access (i.e. links to individual parcels of land). CAMPO has adopted the Federal functional classifications, as depicted in **Figure 14**, which includes the following designations: Principal Arterials, Minor Arterials, Major Collectors, Minor Collectors and local streets. Principal Arterials provide a high degree of mobility to through traffic and a low level of accessibility to adjacent land. Conversely, local streets offer comparatively low mobility to through traffic and a high degree of accessibility to adjacent parcels of land.

The focus of this RTP is on regional travel corridors within the planning area. Most often these are a combination of Principal and Minor Arterials.

Principal Arterials

Principal Arterials are the highest roadway classification and serve larger volumes of regional traffic at higher speeds than roads in the lower classifications. They generally emphasize regional mobility over access to adjacent parcels of land. Principal Arterials in the CAMPO planning area include:

- OR 99W
- US 20
- OR 34

ODOT has responsibility for the design, maintenance, repair, and construction of these facilities.

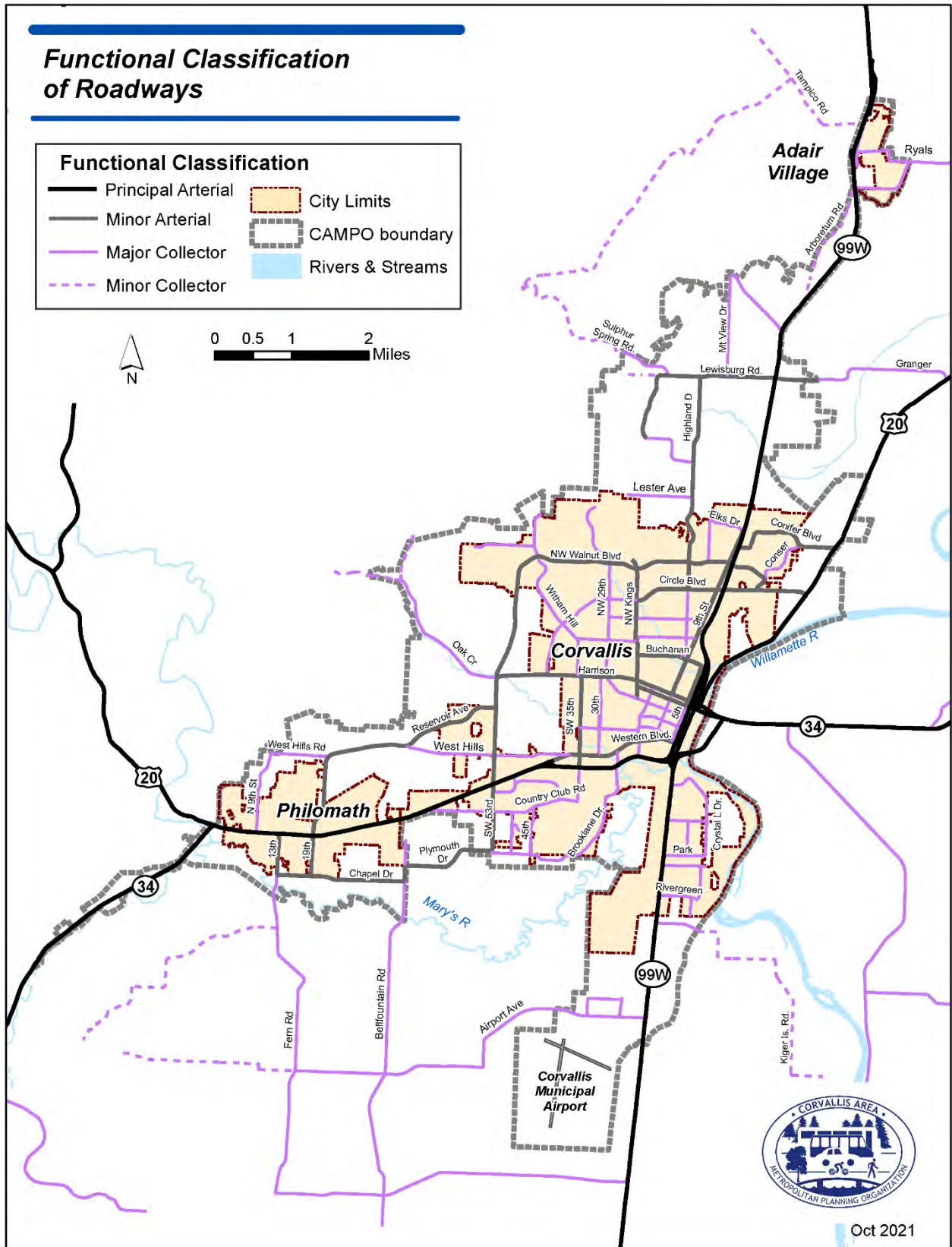
Minor Arterials

Minor Arterials also are intended to favor mobility over access, but to a lesser extent than Principal Arterials. These roadways provide a higher level of accessibility to adjacent land uses, but less mobility than the Principal Arterials.

Major and Minor Collectors

Collectors are intermediate roadways that typically serve as direct links between local streets and the arterial street system. Mobility and access functions are important for collectors.

Figure 14: Functional Road Classification



Transit System

The transit system serving the CAMPO planning area is composed of a mix of public and private provider offering fixed-route and demand-response options.

The Corvallis Transit System (CTS) is the primary fixed-route transit service inside the planning area, providing service within the City of Corvallis and the surrounding area. CTS is also the planning area's primary recipient of Federal Transit Administration (FTA) Sections 5307 funds which can be used for public transportation capital and planning projects. Because the CAMPO planning area has fewer than 200,000 residents, 5307 funds can also be used for transit operating expenses.

Other fixed routes serving CAMPO's planning area include:

- Philomath Connection, operated by CTS on behalf of the City of Philomath, which provides service within and between Philomath and Corvallis
- 99 Express with service to Adair Village, operated by Benton Area Transit
- Linn-Benton Loop, administered by a multi-agency partnership, providing connections between Corvallis and Albany
- The Oregon State University Beaver Bus, operated by OSU's Transportation Services, providing circulation on and around campus

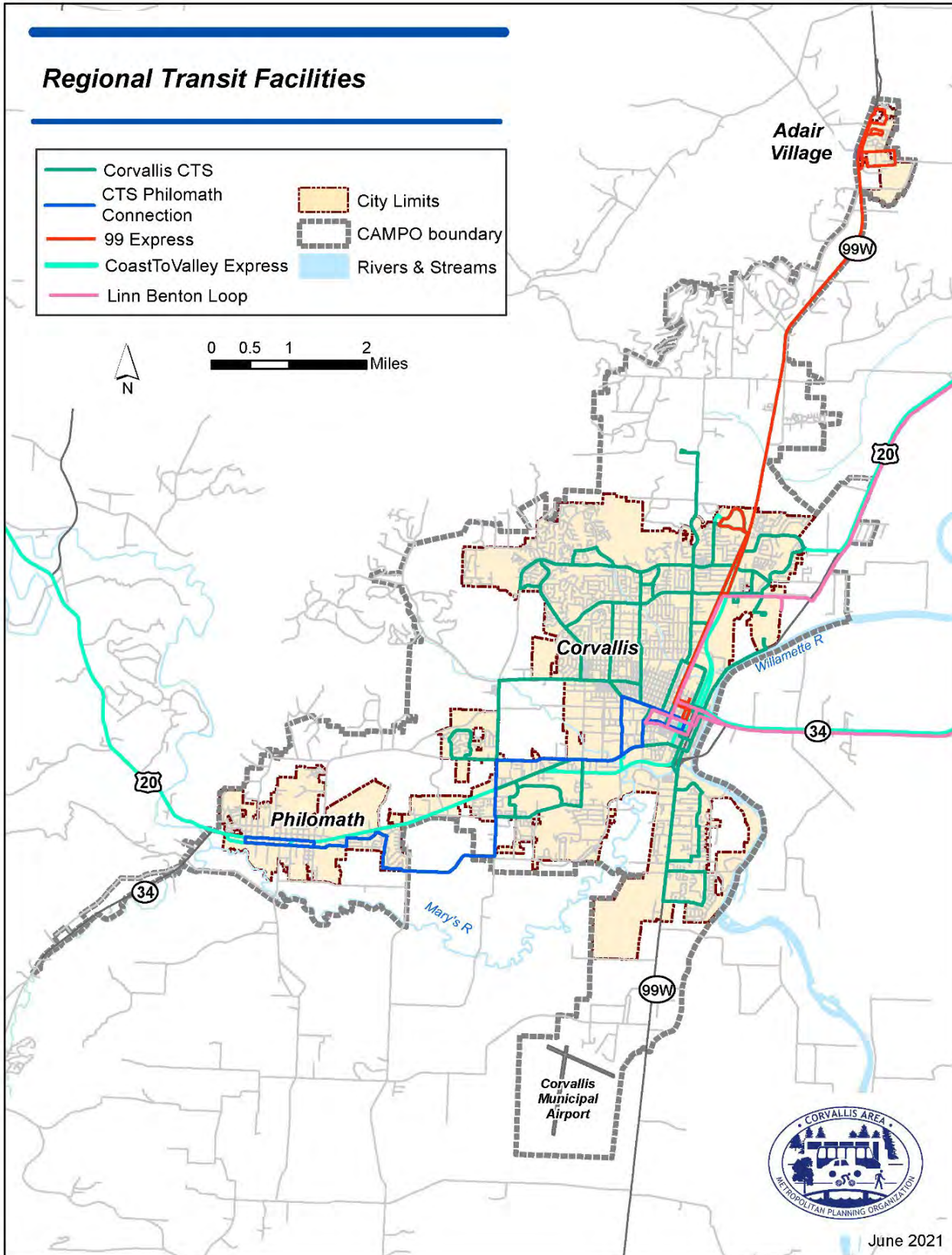
Several intercity services offer connections to the coast or up and down the I-5 corridor. These include:

- Coast to Valley Express, which is operated as a partnership between Benton Area Transit and Lincoln County Transit connecting Albany, Corvallis and Newport.
- Amtrak, Greyhound, Flix Bus and the Bolt Bus all serve Albany, and are accessible to CAMPO residents via the Linn-Benton Loop and Coast to Valley Express.

There is also demand-response service provided by Benton Area Transit for seniors and those with a disability.

Figure 15 shows transit services in the CAMPO planning area. All buses operated by public agencies in the planning area are equipped with bike racks and either wheelchair lifts or ramps. Additional detail on transit providers serving the region is outlined below.

Figure 15: Regional Transit Facilities



Corvallis Transit System (CTS)

CTS provides 14 fixed routes in the study area. Seven of these provide local weekday service Monday through Sunday, two provides local weekday service Monday through Saturday, two provide peak-hour service for work and school commutes, and three operate as late night “Night Owl” services on Thursday, Friday and Saturday nights.

The City is responsible for providing complementary ADA paratransit service for those who cannot use the fixed-route service due to a disability.

CTS became a fareless system in 2011. In place of fare box revenue, the City Council has established a monthly Transit Operations Fee (TOF) that is collected from all utility accounts in the City of Corvallis. The system has experienced notable increases in ridership since eliminating fares. The TOF and an annual direct contribution from OSU provide local match for funding from the Federal Transit Administration.

Philomath Connection

The Philomath Connection provides fixed-route transit service between Philomath, the Downtown Transit Center in Corvallis, and Oregon State University Monday through Saturday. US 20/OR 34 (Philomath Boulevard) is the primary roadway of travel on the route. The City of Philomath has contracted with Corvallis Transit System to operate the Philomath Connection. The Philomath Connection is a sub-recipient of FTA Section 5307 funds which are administered by the City of Corvallis. The Philomath Connection became fareless in October 2021.

Benton Area Transit

Benton Area Transit (BAT), operated by Benton County, provides regional general public bus service throughout Benton County including important connections between rural and urban areas. BAT provides the follow services:

Coast to Valley

The Coast to Valley Express is a regional bus service which provides 4 round-trips everyday between Albany, Corvallis, and Newport (except for Thanksgiving Day, Christmas Day, and New Year’s Day). This service is provided through a partnership between Benton Area Transit (BAT) and Lincoln County Transit. Each ride costs \$6 or less, depending on the distance traveled. As of early 2022 Benton Area Transit is planning to expand the Coast to Valley Express to 5 round-trips once the transit driver shortage abates and additional drivers can be brought on board.

99 Express

The 99 Express is a commuter bus service which delivers four round-trips per day, Monday through Friday, between Adair Village, Lewisburg, and Corvallis (except for Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, and New Year's Day). The 99 Express is fareless for all passengers.

Information about transportation options for seniors and individuals with disabilities provided by BAT can be found in the Paratransit and Health Services section of this chapter.

Linn-Benton Loop

The Linn-Benton Loop is the transit service between Corvallis and Albany, managed by the City of Albany. The Loop is funded through a combination of local, state and Federal sources.

The Loop operates Monday through Saturday connects with the Corvallis Transit System, Philomath Connection, Albany Transit System and the Linn Shuttle. There are three Loop routes:

- Regional Route; Monday-Saturday, Year Round
- US 20 Commuter; Monday-Friday, Year Round
- Campus Connector; Monday-Friday, OSU/Linn-Benton Community College academic term

In addition to designated stops, Loop buses will make stops on an on-call basis at several locations.

Oregon State University (Beaver Bus)

Oregon State University (OSU) offers a free campus shuttle service to students, staff, and visitors traveling within campus. The Beaver Bus has five fixed shuttle routes – Northwest, West, 26th Express, East and Northeast - which serve the OSU campus and provide connections to CTS, Philomath Connection, BAT, and the Linn-Benton Loop. Four of the bus routes operate between 7am and 7pm with the fifth (Northwest Route) operating between 7am and 1pm. All five Beaver Bus routes run during Spring, Winter and Fall term (33 weeks a year), and one shuttle continues operation during school breaks and summer term.

Paratransit and Health Services

Benton Area Transit Lift

Benton Area Transit (BAT) Lift provides wheelchair-accessible, demand-response transportation for seniors (over 65 years old) and individuals with disabilities throughout Benton County Monday through Saturday. As a part of this service, BAT also provides ADA paratransit on behalf of Corvallis Transit System (CTS) and the Philomath Connection (PC) for individuals who live within three-quarters of a mile from a CTS or PC bus route and have a disability or health condition that prevents them from using public transportation. ADA paratransit service is available to Philomath any time a PC bus is in service and to Corvallis anytime CTS is in service.

Cascades West RideLine

Cascades West RideLine is a non-emergency medical transportation brokerage operated by the Oregon Cascades West Council of Governments (OCWCOG). RideLine coordinates the transportation needs for eligible Oregon Health Plan (OHP) and Medicaid clients in Linn, Benton, and Lincoln Counties who have no other way to get to their medical appointments. RideLine staff handles all scheduling and locally contracted transportation providers deliver clients to their appointments.

Samaritan Senior Companion Program

The Samaritan Senior Companion Program operates in Benton, Linn, and Lincoln Counties, linking trained “senior companions” with seniors or people with disabilities to provide, among other services, transportation to medical appointments, grocery stores, social events, or other personal destinations. The Senior Companion Program is a volunteer program sponsored Samaritan Health Services.

Other Transit Services

Greyhound

Greyhound provides intercity passenger service from Corvallis, seven days per week, with direct routes to cities north and south of Corvallis along the I-5 corridor, and accessibility to many other national destinations.

Groome Transportation

Groome Transportation was formed recently when the HUT Airport Shuttle and Oregon Express Shuttle combined services. Groome Transportation provides shuttle service from the CAMPO planning area to the Portland International Airport with local stops at the Corvallis Comfort Suites (1730 NW 9th Street), Corvallis Hilton Garden Inn (2500 SW Western Boulevard), and Corvallis Marriott Courtyard (400 SW 1st Street). Other stops in route to the Portland International Airport include locations in Albany, Salem and Woodburn. The Shuttle runs seven days a week and requires riders to book ahead of time.

Taxi and Limousine Services

There are several private companies that provide taxi and limousine services in the Corvallis area. Services are provided on demand and door-to-door. Reservations are accepted and rides can be arranged to the Portland or Eugene airports.

App-Based Ride Services

App-Based Ride Services provide prearranged transportation services for compensation using an online-enabled application or platform (most commonly smart phone apps) to connect drivers using their personal vehicles with passengers. Companies which run App-Based Ride Services are often referred to as Transportation Network Companies (TNCs). Several TNCs offer ride services in the CAMPO planning area, with the two most well-known being Uber and Lyft.

Food Ordering and Delivery Platforms

Food Ordering and Delivery Platforms utilize online applications (most commonly accessed through a smart phone) to gather restaurant orders and arrange for a driver using their personal vehicle to deliver the order to the customers location. Popular Food Order and Delivery Platforms available in the CAMPO planning area include GrubHub, DoorDash and Uber Eats.

Private Retirement Facility Vehicle Services

Various retirement communities and senior centers located in the CAMPO planning area provide transportation services to residents for shopping, medical, leisure, or other activities. These services are commonly provided using a large van, shuttle or small bus.

Pedestrian System

Pedestrian facilities that are accessible, convenient, and safe to use are essential components of the transportation system. Virtually everyone is a pedestrian at some point during the day and therefore benefits from accessible facilities. Pedestrians include children walking to and from school, people using wheelchairs or other forms of mobility assistance, people walking to lunch, people walking to and from their vehicles, and much more. In addition, walking meets the commuting, recreational, and social transportation needs for a significant portion of the population that cannot drive or chooses not to drive. The pedestrian system also offers recreational opportunities for both local and out-of-town users, potentially stimulating economic growth and tourism.

Sidewalks and Walkways

Per the Oregon Bicycle and Pedestrian Plan (OBPP), pedestrian facilities are defined as any facilities provided for the benefit of pedestrian travel, including walkways, traffic signals, crosswalks, curb ramps, and other amenities such as illumination or benches. The CAMPO planning area has several different types of walkways, which are defined in the OBPP as “transportation facilities built for use by pedestrians and persons in wheelchairs,” including the following:

- **Sidewalks:** Sidewalks are separated from the roadway with a curb and/or planting strip. ODOT’s minimum standard sidewalk width is 6 feet. The City of Corvallis requires 6-foot wide minimum sidewalks and a 9-foot wide minimum planted buffer on arterials and collectors. Adair Village has adopted these standards as well. Philomath requires 6-foot wide sidewalks with a 5-foot wide planted buffer on all arterials and collectors. The Main Street arterial westbound on the couplet in Philomath is planned to have up to 11-foot wide sidewalks with tree wells in place of planted buffers. Standard dimensions for collector streets on the OSU campus is 10-foot wide sidewalks and 6-foot wide planted buffers.
- **Shared Use Paths:** Shared use paths, sometimes referred to as multi use paths, are separated routes used by a variety of non-motorized users, including pedestrians, bicyclists, skaters, and runners. Shared use paths may be paved or unpaved, and are often 10 or 12 feet wide – significantly wider than the average sidewalk. Shared use paths are discussed in detail in the bicycle section.
- **Roadway shoulders:** Roadway shoulders often serve as pedestrian routes in rural areas. On roadways with low traffic volumes (i.e. fewer than 3,000 vehicles per day), roadway shoulders are often adequate for pedestrian travel. These roadways should have shoulders wide enough so that both pedestrians and bicyclists can use them, usually 6 feet or greater. There are several roadways like this in the CAMPO planning area. In cases where the shoulder is not adequate, signage is often posted to alert vehicle drivers of pedestrians on the roadway.

Crosswalks and Crossings

Safe and comfortable crossings for people walking and using mobility devices are an essential aspect of a complete pedestrian system. High quality crossings give pedestrians confidence that they can arrive safely at their destination without altering their route to avoid missing pieces of infrastructure. Moreover, safe crossings reinforce walkability and have the potential to fuel greater demand.

The City of Corvallis Active Transportation Toolkit states that “Intersections are places where many conflicts can occur between people using different modes of travel. Safety can be improved by separating conflicting movements through an intersection by either time or space. These treatments

prioritize the safe movement of people walking, bicycling, and using mobility assistance, and reduce the chances of crashes for everyone.” As such, intersections with the potential for a large number of conflicts should be considered for enhanced treatments where warranted. Examples of these enhancements include:⁸

- **Curb Extensions:** A curb extension is a section of sidewalk or landscaped area extending into the roadway at an intersection or mid-block crossing that physically narrows the roadway. They are used to create safer, shorter crossings for pedestrians; slow traffic speeds; and/or increase pedestrian zone space for benches, plantings, and street trees. Curb extensions are sometimes also referred to as curb bulb-outs or bump-outs. Curb extensions may only be used where a curb lane is present and used for parking or loading, not travel. Curb extensions are particularly beneficial in commercial frontage contexts where pedestrian volumes are high, where traffic calming is desired, and on very wide streets.
- **Leading Pedestrian Interval:** A leading pedestrian interval (LPI) is a brief period at the beginning of a signal phase that permits pedestrians to enter the crosswalk before any other traffic is permitted to advance, increasing their visibility to motorists and reducing the risk of injuries and crashes during turning movements. LPIs are appropriate for use on any street type; however, they are typically used at intersections with significant pedestrian volumes and high volumes of conflicting turning vehicles, such as commercial areas and areas of high student concentrations.
- **Marked Crosswalk:** A marked crosswalk is any portion of a roadway at an intersection or elsewhere that is distinctly indicated for pedestrian crossing by lines or other markings on the surface. Marked crosswalks are critical components that facilitate a connected and continuous pedestrian network. Marked crosswalks may occur at either intersections or at mid-block locations between intersections.
- **Pedestrian Hybrid Beacons (PHB):** PHBs, also known as a High-intensity Activated Crosswalk (HAWK), were developed to enhance pedestrian crossings along major streets. These devices consist of a signal-head with two red lenses over a single yellow lens, and pedestrian and/or bicycle signal heads for the crosswalk. When a pedestrian activates the PHB the device moves through several stages, including steady red lights facing the roadway. Pedestrians and bicyclists are able to cross the road while vehicular traffic is stopped. In some cases, a full pedestrian activated stoplight may be used in place of a PHB.
- **Pedestrian Safety Islands:** Pedestrian safety islands are raised sections within the roadway which serve as protected space for people walking and bicycling to pause while crossing a street with multiple travel lanes. Median pedestrian and bicycle refuge islands make roadway crossings easier and safer by 1) limiting exposure to through moving vehicles; 2) enabling crossings to commence when there are gaps in traffic from one direction at a time; and 3) providing a safe stopping place in the middle of the roadway for pedestrians who are not able to make the complete street crossing during a pedestrian signal phase. They may be used at signalized and unsignalized intersections or mid-block.
- **Raised Crosswalks:** A raised crosswalk is any portion of a roadway that is designated for pedestrian crossing which is elevated above surrounding roadway pavement. Raised crosswalks provide more visibility for pedestrians (especially those in wheelchairs or other mobility devices) and help slow automobile traffic. Raised crosswalks may be sited at either intersections or at mid-block locations between intersections.

⁸ Several of the descriptions in this section are copied or adapted from the City of Corvallis Active Transportation Toolkit

- **Rectangular Rapid Flashing Beacon (RRFB):** RRFBs are devices which use LED flashing beacons in combination with pedestrian and bicycle warning signs to provide a high-visibility strobe-like warning to drivers when pedestrians and bicyclists use a crosswalk. RRFBs can be used when a signal is not warranted at an unsignalized crossing. They are not appropriate at intersections with signals or “STOP” signs. RRFBs can be found in the CAMPO planning area along South 3rd Street, 9th Street, and Circle Boulevard in Corvallis and in Philomath along Philomath Boulevard.

Existing Sidewalk Network

The purpose of this section is to discuss existing pedestrian connections in the CAMPO planning area in order to evaluate the regional system. The discussion and maps below assess the region on network completeness, network quality, and access to community destinations for people walking. Much of this work was completed by staff from CAMPO and the Albany Area MPO (AAMPO) as part of the “*Multimodal Connectivity in the Corvallis and Albany Metropolitan Area*” report. The Multimodal Connectivity report utilized the following sidewalk ranking criteria:

- **Excellent (Blue):** substantial separation between the sidewalk and roadway, or shared use path
- **Good (Green):** sidewalks on both sides of the roadway
- **Fair (Yellow):** sidewalk is curb tight which can be uncomfortable for pedestrians
- **Poor (Red):** no sidewalks

Figure 16 shows gaps in the region’s sidewalk system on roadways with collector status and higher.

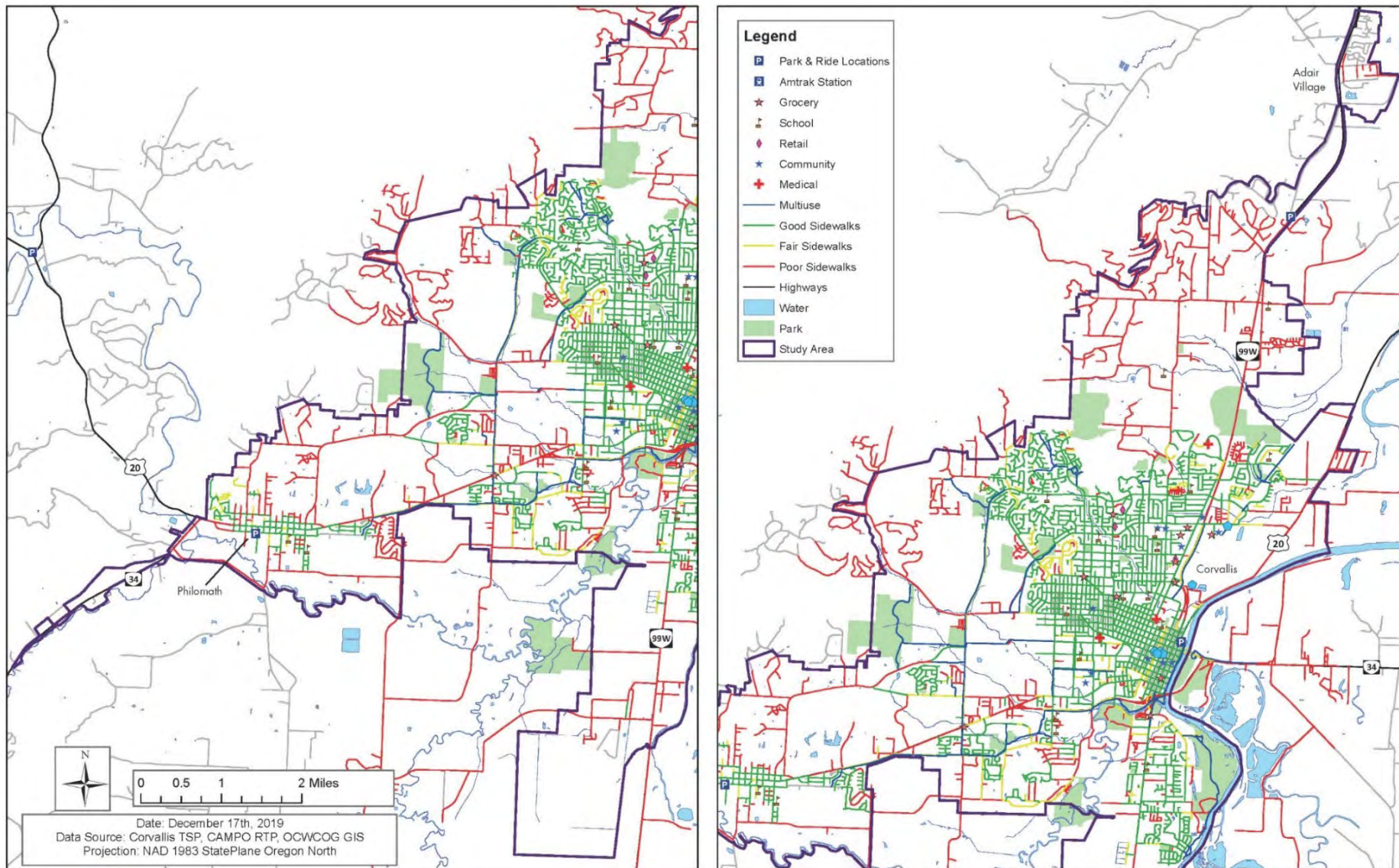
The pedestrian system is comprehensive and functional in many parts of the CAMPO planning area, especially in downtown Corvallis, around OSU, and along most arterial and collector roadways within Corvallis city limits. However, sidewalks are lacking in other parts of the planning area which creates significant gaps for people traveling by foot. Gaps in the pedestrian system are largely found on the outskirts of the planning area and on roadways in unincorporated areas. Southwest Corvallis and southeast Corvallis are two areas with a high need for additional pedestrian connections. Similarly, there are segments along roads in central Corvallis and central Philomath that provide important connections that lack sidewalks on one or both side of the street. On arterial and collector roadways outside of the downtown areas, sidewalks are in variable condition and may lack curb ramps. These sidewalks are often narrow and in need of repair.

Sidewalks are intermittent in Adair Village with gaps in several key locations. William R. Carr Avenue does not currently have sidewalks between Arnold Avenue and Vandenberg Avenue. This is a key stretch of roadway which will eventually develop into a downtown hub for the community. The sidewalk on the south side of Arnold Avenue has a wide planted buffer, but sidewalks on the north side of Arnold Avenue are adjacent to the curb.

Philomath and Corvallis have development codes requiring the installation of sidewalks on both sides of roadways as property develops or redevelops. Due to the phasing of development, sections of sidewalk may be missing in the regional network. These and other gaps have been identified in local Transportation System Plans (TSPs) as key areas to address, to safely connect neighborhoods and provide access to schools, transit, shared use paths, and employment or shopping areas.

Shared use paths provide alternatives to sidewalks on some roadways, like 53rd Street, US 20/OR 34, and Walnut Boulevard. Most of these facilities are in good or fair condition.

Figure 16: CAMPO Sidewalk Rating



Bicycle System

The jurisdictions in the CAMPO planning area have a long history of promoting high-quality bicycle facilities dating back to the early 1970s. The League of American Bicyclists has named Corvallis a Bicycle-Friendly Community and has awarded Corvallis its “Gold Award.” Although this was the highest designation at the inception of the League’s Bicycle Friendly Community program, two additional levels, Platinum and Diamond, have since been added to encourage communities to continue to improve conditions for bicyclists through the expansion of safe and comfortable bicycle facilities.

Types of Bicycle Facilities

Bicycles are allowed on all roadways in Corvallis and the surrounding areas. “Bikeways” are defined as preferential roadways that have facilities to accommodate bicycles. Accommodation can be a bicycle route designation or bicycle lane striping. Shared use paths are facilities separated from a roadway for use by cyclists, pedestrians, skaters, runners, or others.

The City of Corvallis Active Transportation Toolkit discusses a number of bicycle facilities (See the Toolkit for a complete list):

- **Bike Boxes:** A bike box is a dedicated area for cyclists at the front of a traffic lane at a signalized intersection, intended to provide bicyclists a visible place to wait in front of stopped vehicles during the red signal phase for the purpose of providing a head start at the onset of the green phase. Bike boxes make cyclists more visible to motorists by positioning them at the head of a queue during a stop cycle. They provide a space for cyclists to queue outside of crosswalk areas. Bike boxes enable cyclists to safely position for a left turn during a stop cycle at an intersection.
- **Bike Lane:** Bike lanes are portions of the roadway designated specifically for bicycle travel via a striped lane and pavement stencils. The standard width for a bicycle lane is 6 feet and the minimum width of a bicycle lane against a curb or adjacent to a parking lane is 5 feet. A bicycle lane may be as narrow as 4 feet, but only in very constrained areas where there is no alternative. Bike lanes are most appropriate on arterials and major collectors, where high traffic volumes and speeds warrant greater separation.
- **Buffered Bike Lane:** Buffered bike lanes are on-street bicycle facilities that feature a separation between the bicycle facility and the travelway for automobiles. Buffered lanes increase the distance between vehicles and cyclists by painting a buffer between the bike lane and parked or moving traffic. The additional buffer may reduce the risk of cyclists getting hit by the doors of parked cars and allows cyclists to pass one another without entering the general traffic lane. Buffered bicycle lanes increase comfort over conventional bicycle lanes by providing greater separation from conflicting uses. Buffered bicycle lanes may not offer the highest level of comfort, but may be installed at a low cost, offer minimal maintenance challenges, and take less roadway space than protected bike lanes. Buffered bike lanes are the new standard on arterials and collectors in Corvallis.
- **Diverters:** Diverters are physical or regulatory barriers that restrict access and movement. They may prevent particular turning or through movements or restrict access to local traffic only, while allowing passage of bicycle and pedestrian traffic. Depending on the situation, diverters can be appropriate for use on all street types.
- **Shared Use Paths:** Shared use paths are paved pathways that are physically separated from the roadway and shared by all non-motorized users, including walkers, joggers, skaters, and bicyclists. These facilities are generally wider than typical sidewalks and are

desirable for a broad range of active transportation users. It is common for shared use paths to have their own right-of-way. They are commonly used as recreational facilities along rivers, streams, and other waterways; adjacent to railways or along utility corridors; or within parks and open space areas.

- **Neighborhood Bikeways:** Neighborhood bikeways are streets with low motorized traffic volumes and speeds, designed to give priority to through-bicycle travel and minimize through-vehicle traffic. They feature design elements such as curb extensions, chicanes, mini traffic circles, and diverters to manage vehicle volumes, “calm” traffic, and limit cut-through traffic. Neighborhood bikeways are the backbone of the community bicycle network and may also feature shared lane markings or bike route signage.
- **Protected Bike Lanes:** Protected bike lanes are on-street bicycle facilities with physical separation between the bicycle facility and the roadway, often by a curb, parked vehicles, planted median, or flexible posts. Sometimes referred to as “cycle tracks,” protected bicycle lanes increase the sense of safety and comfort for cyclists. Protected bicycle lanes correlate positively with increased cycling activity, as protected facilities improve comfort for timid, less experienced, and/or more vulnerable cyclists. Protected facilities can feature travel in a single direction or two directions of travel.
- **Shared Roadway:** Shared roadways include roadways on which bicyclists and motorists share the same travel lane. This is the most common type of bikeway. The most suitable roadways for shared bicycle use are those with low speeds (25 mph or less) or low traffic volumes (3,000 ADT or less). In the CAMPO planning area, some shared roadways have ‘sharrow’ pavement markings indicating shared travel lanes. These are typically used on short segments that represent gaps in the on-street bike lane network.
- **Shoulder Bikeway:** These are paved roadways that have striped shoulders wide enough for bicycle travel. ODOT recommends a 6-foot paved shoulder to adequately provide for bicyclists, and 4-foot minimum in constrained areas. Roadways with shoulders less than 4 feet are considered shared roadways. Sometimes shoulder bikeways are signed to alert motorists to expect bicycle travel along the roadway.

Existing Bicycle Network

Similar to the work completed on the pedestrian network, the “*Multimodal Connectivity in the Corvallis and Albany Metropolitan Area*” report also evaluated bicycle facilities in the CAMPO planning area. The bicycle network evaluation began by using Peter G. Furth’s criteria for bicycle levels of traffic stress (LTS), which categorizes bicyclists into four groups:⁹

- **Strong and Fearless:** People willing to bicycle with limited or no bicycle-specific infrastructure
- **Enthusied and Confident:** People willing to bicycle if some bicycle-specific infrastructure is in place
- **Interested, but Concerned:** People willing to bicycle if high-quality bicycle infrastructure is in place (i.e. they will only bike if they feel safe).
- **No Way, No How:** People unwilling to bicycle even if high-quality bicycle infrastructure is in place.

⁹ <https://peterfurth.sites.northeastern.edu/2014/05/21/criteria-for-level-of-traffic-stress/>

Based on these groupings CAMPO and AAMPO staff applied a system for ranking roadways based on how comfortable and safe they are for people riding bicycles:

- **LTS 1 (Blue):** Strong separation from all except low speed, low volume traffic. Dedicated shared use paths, simple crossings and suitable for children.
- **LTS 2 (Green):** Except in low speed / low volume traffic situations, cyclists have their own place to ride that keeps them from having to interact with traffic except at formal crossings. Physical separation from higher speed and multilane traffic. Crossings that are easy for an adult to negotiate. Corresponds to design criteria for Dutch bicycle route facilities. A level of traffic stress that most adults can tolerate, particularly those sometimes classified as “interested but concerned.”
- **LTS 3 (Yellow):** Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic. A level of traffic stress acceptable to those classified as “enthused and confident.”
- **LTS 4 (Red):** Involves interaction with higher speed traffic or close proximity to high speed traffic. A level of stress acceptable only to those classified as “strong and fearless.”

Figure 17 shows the Level of Traffic Stress across the regional transportation system on roadways with collector status and higher.

A traditional grid pattern and good street connectivity in Philomath and Corvallis present many options for bicyclists to travel throughout the area on shared roadways. In addition to having an extensive network of on-street facilities, the CAMPO planning area also has a complementary network of shared use paths. These include the Campus Way path, Philomath Boulevard path, the Riverfront path, and the Walnut Boulevard/53rd Street path.

Approximately 98% of the arterial roadways and 84% of collector street miles located within Corvallis city limits have bike lanes.¹⁰ There are more than 16 miles of shared use paths located in Corvallis as well. According to 2015-2019 5-Year American Community Survey data published by the US Census, 11% of the residents in the Corvallis Urbanized Area commute to work by bicycle.

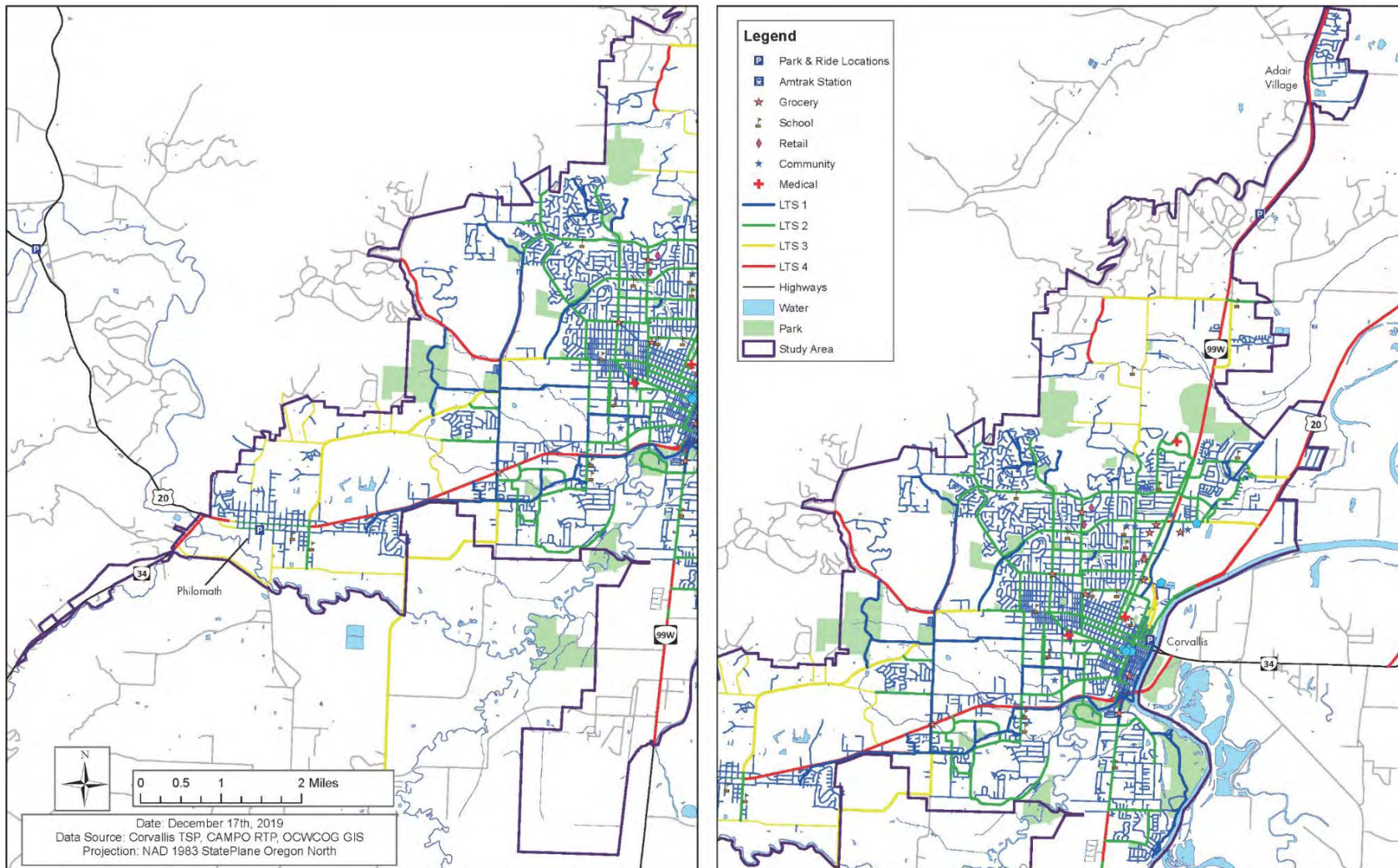
The City of Philomath provides access to numerous outdoor activities and is a popular destination for recreational bicycle riding. The Philomath Boulevard shared use path runs along the US 20/OR 34 corridor, provides an integral link between Philomath and the downtown Corvallis riverfront, as well as other rural bicycle touring roads. The shared use path also helps make safe commute trips possible between Philomath and Corvallis. Adair Village has integrated bicycle lanes into the community, providing access to schools, parks, and residential areas. Currently in development, with support from CAMPO staff, the Adair Village Trails Plan will serve as a blueprint for bicycle and pedestrian planning in and around Adair Village.

Regional bicycle connectivity is good throughout the planning area, although some highways are more conducive to bicycling than others. OR 99W and OR 34 link the three communities and have ample shoulders for bicycling within the planning area. One key exception is US 20 between Albany and Corvallis (to the east of the CAMPO planning area) which has inadequate shoulder widths and hazardous intersections. As such, CAMPO is actively supporting Benton County's effort to establish an off-street all ages and abilities shared use path for people walking and riding bikes along the US 20 corridor.

¹⁰ Corvallis Transportation System Plan –Technical Memo #7 Existing Transportation Conditions and Baseline Performance

While facilities on these highways are limited through downtown Corvallis and Philomath, in general there are good parallel routes on local roadways. For bicyclists who prefer routes with lower traffic volumes and speeds, there are many alternative routes to and from each city in the CAMPO planning area. Many of the alternate routes have dedicated bicycle facilities, low traffic volumes, or, in many cases, a parallel shared use path.

Figure 17: CAMPO Level of Traffic Stress (LTS)



Transportation Demand Management

Over the past several decades, auto trips and vehicle miles traveled have grown nationwide at a faster rate than population. Transportation Demand Management strategies (also referred to as Transportation Options or TDM Programs) are designed to curb this trend. TDM strategies use a variety of tools to address the demand side of transportation in order to improve efficiency and reduce the number of single-occupant vehicles (SOVs) on the road. TDM strategies attempt to reduce the length and total number of trips by increasing transit ridership, vehicle occupancy (from single-occupancy to multiple-occupancy), telecommuting, walking, and bicycling. Implementation of demand management strategies reduces dependence on the SOVs, thereby reducing traffic congestion, vehicle emissions, and fuel consumption.

TDM programs use incentives and disincentives to encourage changes in travel behavior –such as switching from driving alone to riding transit. Most changes in travel behavior encouraged by TDM programs have a positive economic impact in personal spending through savings realized by sharing commute costs. Additionally, many of the changes in travel behavior encouraged by TDM programs increase physical activity and promote healthier more active lifestyles.

High quality transit along with safe and accessible infrastructure for people walking and riding bicycles are key to the success of any TDM program. The sections below discuss current TDM activities in the CAMPO planning area and addresses gaps where additional programming is needed.

Existing Program

The City of Corvallis and Oregon Cascades West Council of Governments (OCWCOG) provide TDM services and programs to residents within and commuters to the CAMPO planning area. Both agencies use grants administered by the Oregon Department of Transportation (ODOT) as a funding source for their programs. TDM programs available in the CAMPO planning area include:

- **Education and Outreach:** The City of Corvallis fosters bicycle education programs, including Get There Corvallis, a two-week event with bike to work days, clinics, free commuter breakfasts, and equipment giveaways. Additionally, the City promotes the annual Bike Commute Challenge. The City of Corvallis supports a TDM position that works directly with employers to manage programs that provide incentives for employees to walk, bike, or carpool to work. Corvallis also hosts an Open Streets event each year to promote safe streets.
- Oregon Cascades West Council of Governments (OCWCOG) operates a regional TDM program that provides outreach, education, and carpool/vanpool matching services for commuters living or working in Linn, Benton, and Lincoln Counties. The program connects commuters within the CAMPO planning area and beyond to major cities such as Eugene, Salem, and Portland.

Park and Ride Facilities

Park and Ride lots are a popular and effective strategy used throughout the CAMPO planning area and beyond to reduce the number of people driving alone. Park and Ride lots are located throughout the region and are free to use for connections to transit, carpools, and vanpools.

Although several of the sites listed below are not within the CAMPO planning area, they do serve those traveling to and from the area. There may also be additional sites, including church parking lots, parking lots at large retail centers, which are not accounted for.

Formal Park and Ride lots serving the CAMPO planning area include:

- Corvallis-to-Lebanon Highway (OR 34) at I-5
- Hickory Street (North Albany Road)
- Fescue Street/I-5 (Albany)

Informal lots which serve as Park and Rides include:

- 1th and Applegate (Philomath Public Library)
- 1st and Harrison Street (behind Super 8 Motel in Corvallis)
- 7th and Oak (Lebanon)
- Arboretum Road and OR 99W (Adair Village)
- US 20 and OR 228 (Wren)
- US 20 and OR 180 (Blodgett)
- I-5 and Ankeny Hill Road (Jefferson)
- I-5/Exit 238 (Scio)

TDM Program Gaps

Enhancements and expansions to existing TDM programs are essential to attracting additional participants. Increased investment is needed in a variety of TDM strategies in order to expand assistance to employers, expand transit and vanpool subsidies, assist commuters in the formation of vanpools and carpools, and to effectively communicate with potential participants. It may also prove beneficial to augment the region's current TDM activities with additional programs. Research consistently points to financial incentives/disincentives as one of, if not the most, useful and cost-effective TDM options. Financial incentives/disincentives that may prove effective within the CAMPO planning area include modifications to parking pricing by employers and increasing the price of on-street metered parking.

TDM strategies are not a final solution to traffic congestion and its resulting problems (lost time, wasted fuel, etc.). When considered individually, the impacts of most TDM strategies appear modest, affecting just a small percentage of total vehicle travel. However, their effects are cumulative and synergistic. A comprehensive TDM program that includes an appropriate combination of complementary strategies can have significant impacts and is often the most cost effective solution to common transportation problems when all costs and benefits are considered. If TDM strategies are implemented in just one small location, the effects to overall regional travel may be negligible, but if TDM strategies are incorporated into a broader region, significant reductions in single-occupant automobiles can happen.

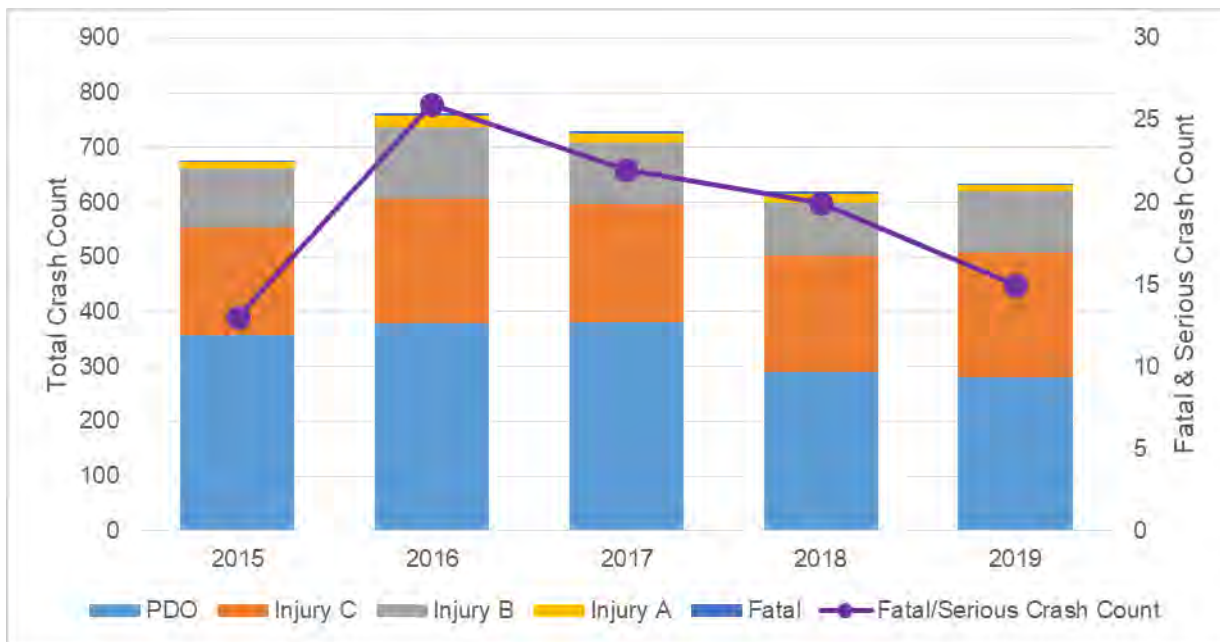
Transportation Safety

CAMPO staff obtained regional traffic safety and crash data from a database maintained by the ODOT Crash Analysis & Reporting Unit. For the purposes of this report, staff evaluated data stretching from January 1, 2015 to December 31, 2019. Crashes are assigned one of five severity levels based on the most severe injury associated with that crash:

- Fatal (K)
- Serious/Incapacitating Injury (Injury A)
- Injury Evident (Injury B)
- Injury Possible (Injury C)
- Property Damage Only (PDO or O)

Between 2015 and 2019, there were 3,422 crashes reported in the Corvallis Urbanized Area. Most crashes occurred on arterial roads, with approximately 39% occurring on minor arterials and 36% occurring on principal arterials. Approximately 14% of crashes during this period occurred on collectors and 11% on local roads.¹¹ Of these reported crashes, 49.3% sustained property damage only, 50.2% involved injuries, and .5% of the crashes involved fatalities. **Figure 18** shows the breakdown of crash types across the five year period.

Figure 18: Crashes by Year



¹¹ ODOT Crash Analysis & Reporting Unit

Table 12 captures a broader summary of fatalities and serious injuries in the CAMPO region for the five-year period from 2015 to 2019. While Vehicle Miles Traveled (VMT) remained stable, CAMPO's fatality and serious injury rates fluctuated significantly. Fatal and serious injuries to people walking and riding bikes are captured in **Table 12** as well. Each year one to two people were killed while walking or riding a bike in the CAMPO planning area.

Table 12: Recent Safety Trends in the CAMPO Region

Fatal and Serious Injury Crashes					
	2015	2016	2017	2018	2019
Annual VMT*	301,140,403	306,319,015	302,342,202	304,825,662	302,828,492
Fatal Crashes	1	4	6	4	3
Fatalities (K)	1	4	7	4	3
Fatality Rate**	0.33	1.31	2.32	1.31	0.99
Serious Injury Crashes	12	22	16	16	12
Serious Injuries (A)	16	25	16	17	12
Serious Injury Rate**	5.31	8.16	5.29	5.58	3.96
Crashes Involving Non-Motorists					
	2015	2016	2017	2018	2019
People Walking - Fatalities (K)	1	1	1	1	0
People Walking - Serious Injuries (A)	2	3	0	1	2
People Riding Bikes - Fatalities (K)	0	0	0	1	1
People Riding Bikes - Serious Injuries (A)	2	3	2	1	2

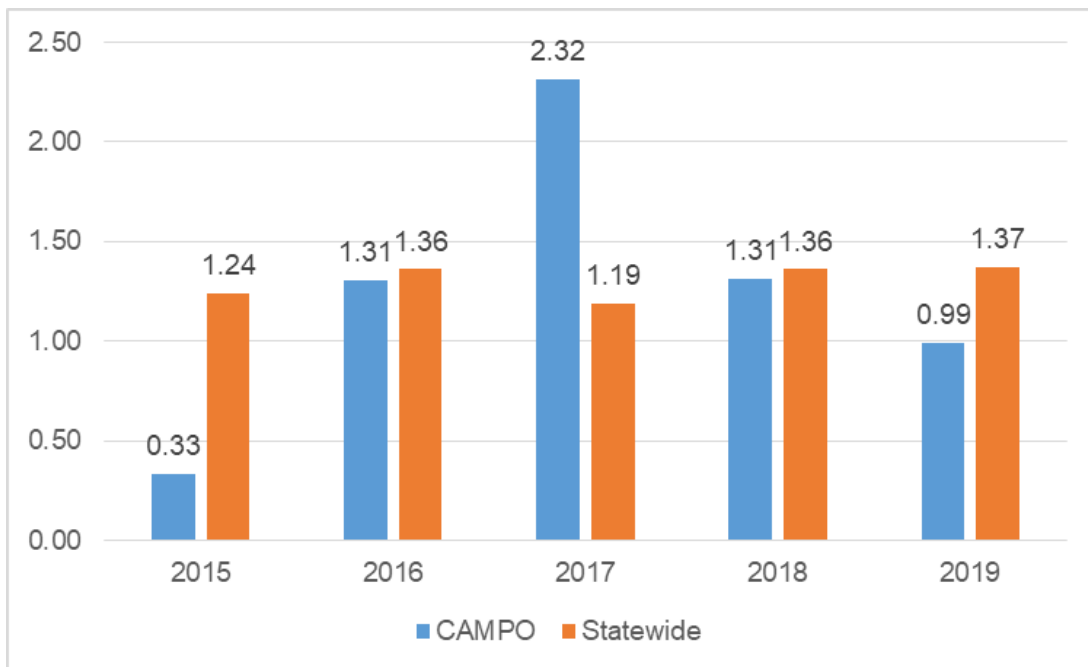
* VMT: Highway Performance Monitoring System (HPMS) Estimates. Note, there was a change from 2014 to 2015 due to new urban boundaries defined from the 2010 census

** Injury rate formula = (# of Injuries x 100,000,000) / Vehicle Miles Traveled

Fatalities & Injuries: ODOT Crash Data System (CDS)

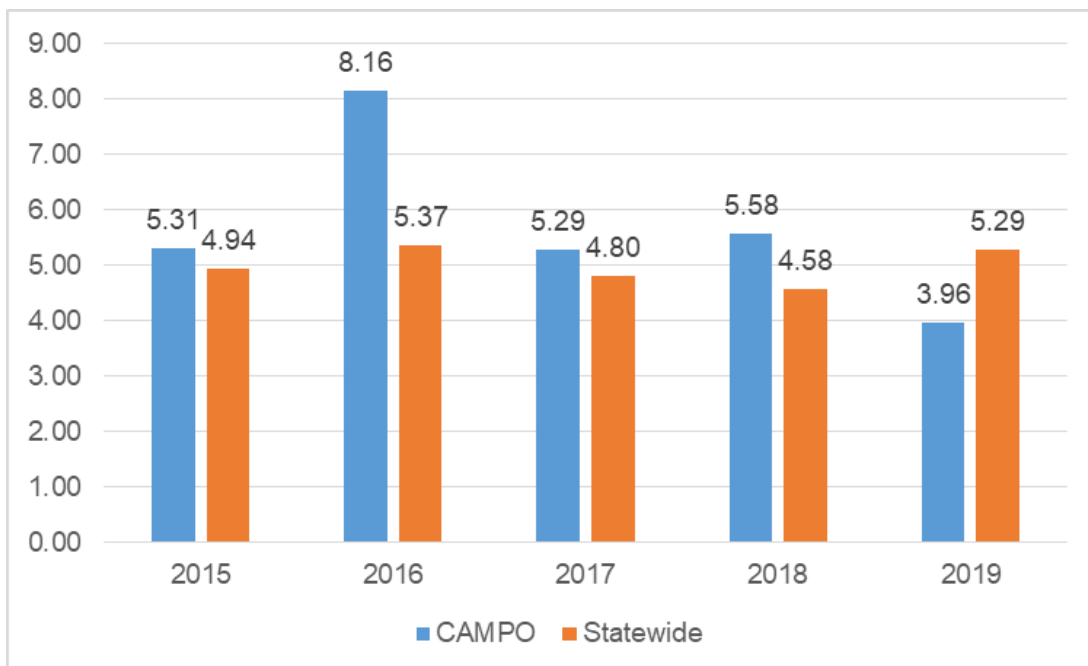
Figure 19 and **Figure 20** show how fatalities and serious injury rates for CAMPO’s transportation system compare to statewide rates. Most years the CAMPO region had lower a fatality rate than the statewide average, however, 2017 was particularly deadly with the fatality rate nearly doubling the state average. Serious injury crashes were more common in the CAMPO planning area than the rest of the state during four out of the five years evaluated. **Figure 21, 22, and 23** show the location of fatal and serious injury crashes in the CAMPO planning area.

Figure 19: Fatality Rate (Per 100 Million VMT)



Source: ODOT Crash Analysis & Reporting Unit

Figure 20: Serious Injury Rate (Per 100 Million VMT)



Source: ODOT Crash Analysis & Reporting Unit

Figure 21: Fatal and Serious Injury Crashes

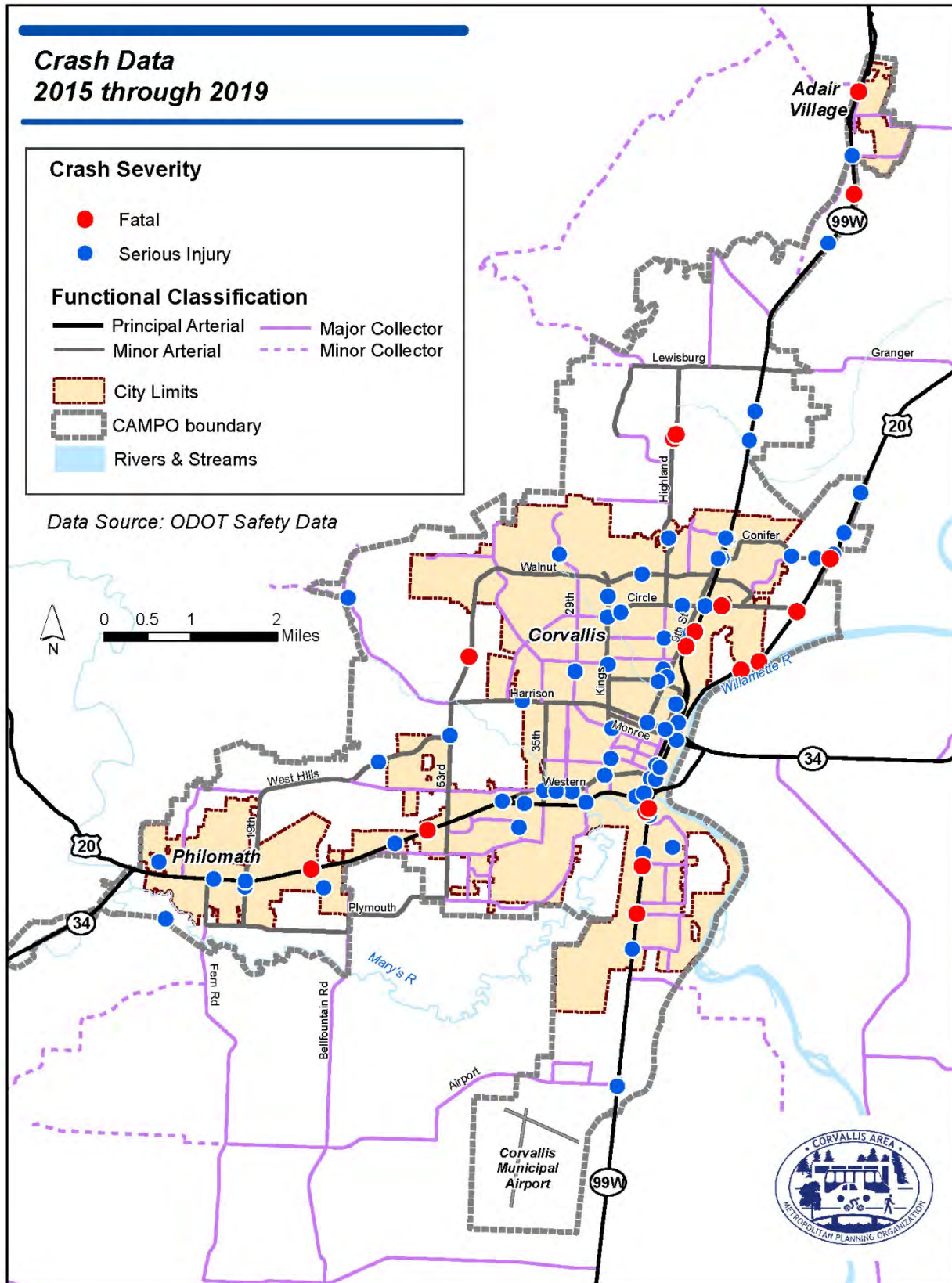


Figure 22: Fatal and Serious Injury Crashes Involving People Walking

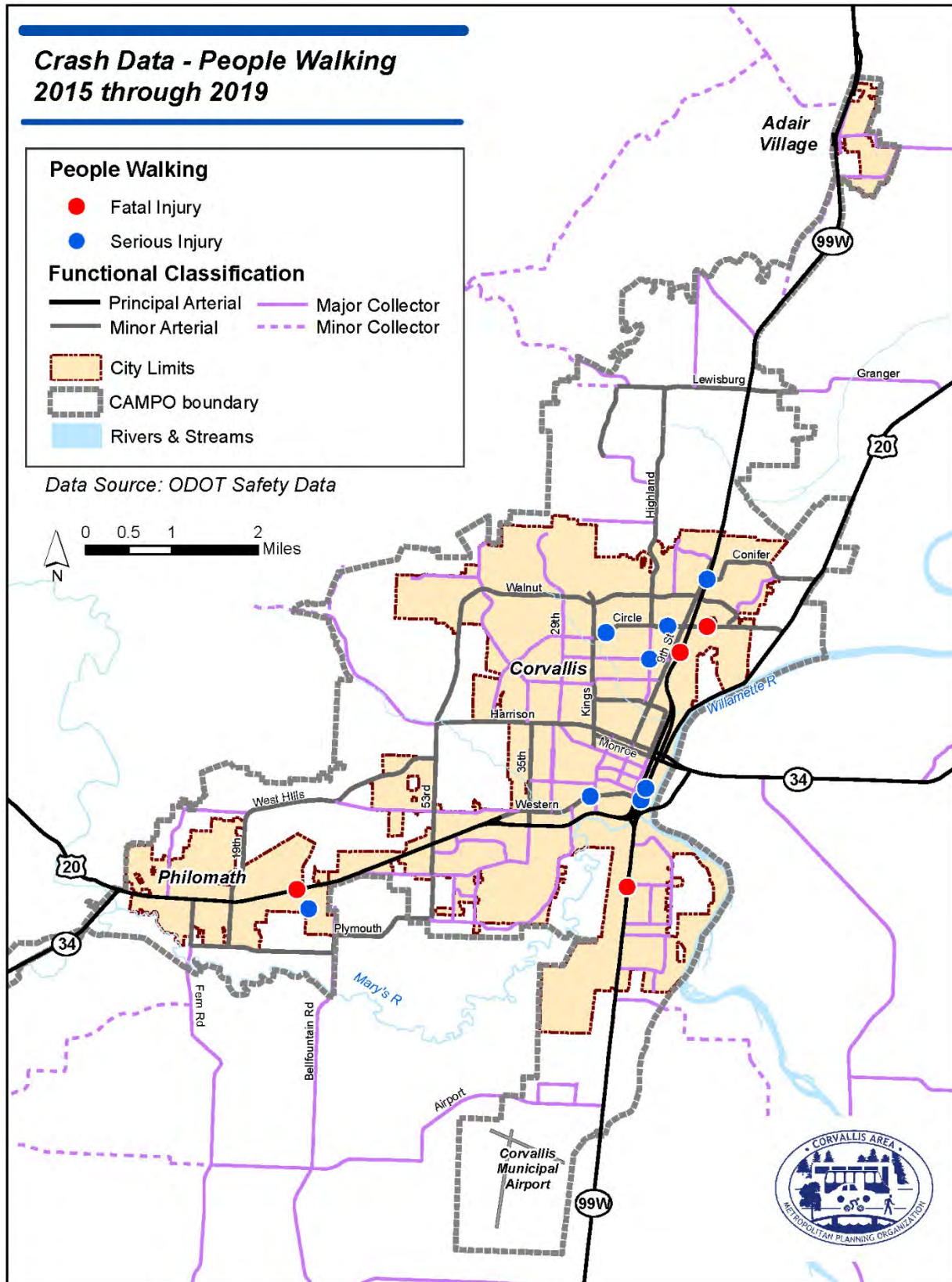
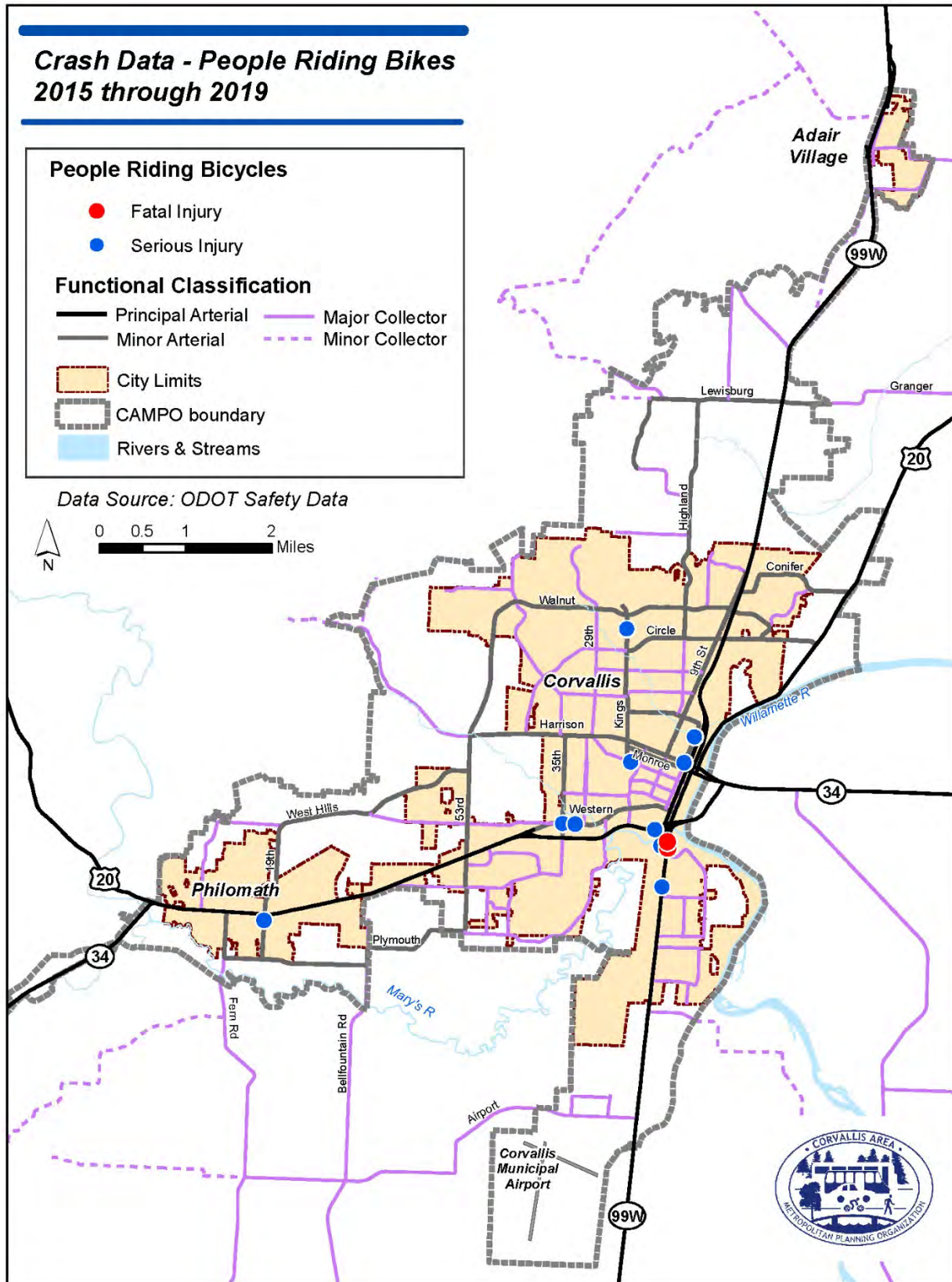


Figure 23: Fatal and Serious Injury Crashes Involving People Riding Bikes



Freight Travel

Designated Freight Routes

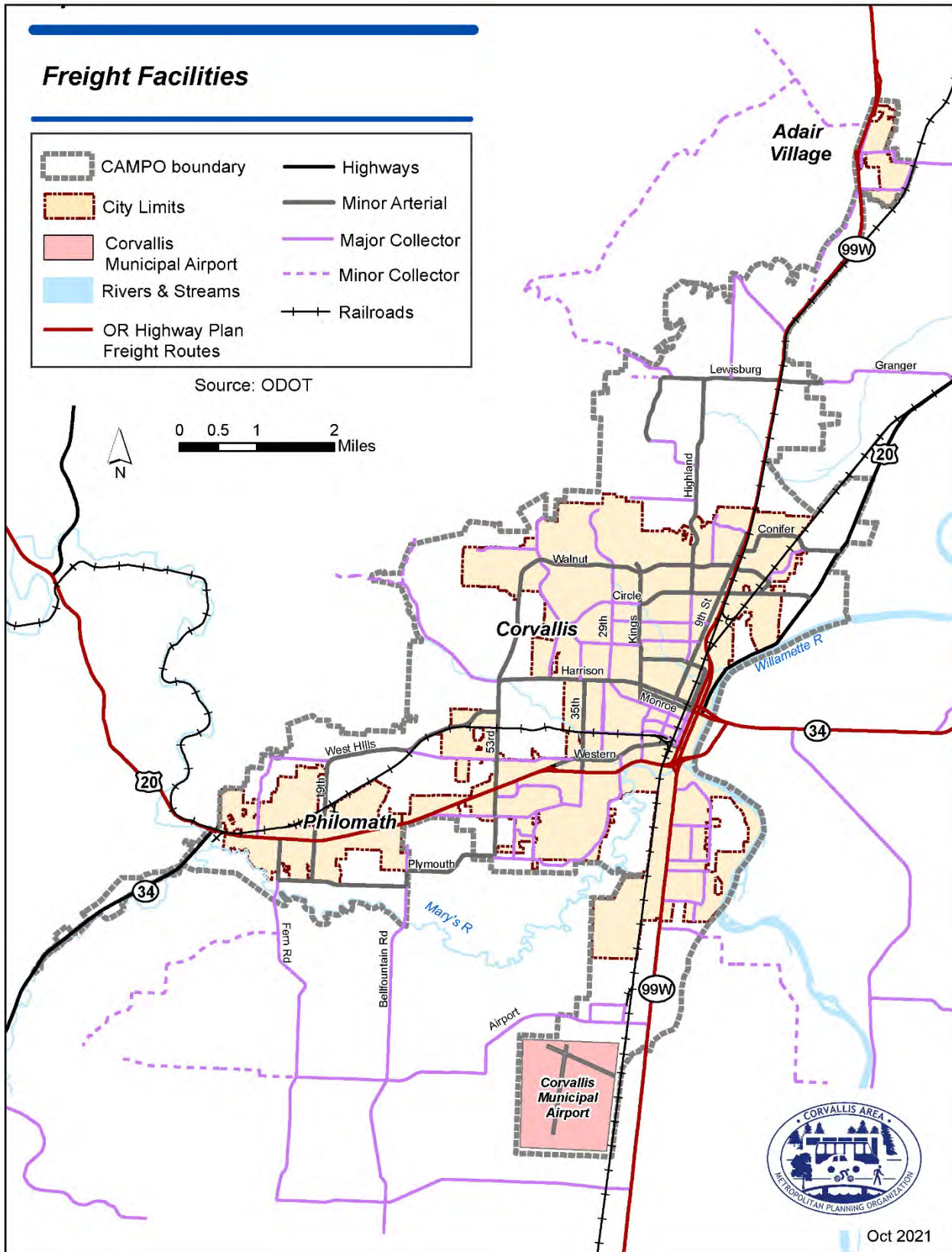
The efficient movement of trucks carrying freight plays a vital role in the economic health of the region. Whether it is carrying goods from Oregon manufacturers, farmers and other producers to markets, or delivering products to homes and businesses, the movement of freight supports the daily functioning of the region's economy. To help facilitate the efficient movement of freight the State of Oregon and the United States Department of Transportation (USDOT) designate specific routes for long-distance truck travel based on volume of freight carried, connections to other routes, and connections to significant freight generating land uses. Designated freight routes are recognized as appropriate travel corridors for large trucks which means decisions impacting design, maintenance and operation must consider potential impacts on the safe and efficient movement of truck traffic. However, the intent is not to compromise the safety of other road users to accommodate truck traffic, especially in areas where conflicts may occur.

In the CAMPO planning area the following highway segments are designated as both Oregon Freight Routes and National Highway System (NHS) Routes:

- Corvallis-Newport Highway (US 20/OR 34)
- Corvallis-Lebanon Highway (OR 34)
- Pacific Highway West (OR 99W)

Although much of the freight traffic in the CAMPO planning area originates elsewhere, and travels through the region in route to another destination, there are numerous local generators of significant freight traffic. These include timber enterprises, agricultural industries, garbage trucks carrying loads to Coffin Butte Landfill, and freight delivery to retail stores.

Figure 24: Freight Facilities



Freight Rail

Rail service in the CAMPO planning area serves an important role to the regional transportation system moving freight north and south and serving key connections in the mid-Willamette Valley. There are two rail operators active in the CAMPO planning area:

- Portland & Western Railroad (PNWR), and its subsidiary the Willamette & Pacific Railroad (WPRR), are the primary providers of rail service within the CAMPO planning area. PNWR operates short-line railroad throughout the Willamette Valley with two branches passing through the CAMPO planning area –the Westside Branch and Toledo Branch. The primary commodities moved by PNWR are timber, agriculture, fuel, food products and bulk scrap metal.
- The Albany & Eastern Railroad (AERC) operates along about nine miles of the Corvallis-Monroe section of the Westside Branch, also known as the Bailey Branch, connecting to the CAMPO planning area from the south. Shut down in 2007 due to safety concerns, one portion of the Bailey Branch was sold to Venell Farms of Corvallis, which is operating under an agreement with AERC. Agricultural products are the primary commodity moved along this corridor.

The remaining portion of the Bailey Branch (south of Venell Farms and outside the CAMPO planning area) was purchased by Benton County under the rail banking program. This portion of railway was purchased as a means to increase future transportation options.

Short-line rail tracks within the planning area include:

- The Westside Branch runs south from Yamhill County through Corvallis to Monroe, parallel to OR 99W. The Westside Branch line passes through downtown Corvallis along 6th Street and continues south across the Marys River.

Within the CAMPO planning area the Westside Branch is classified as Class 2 track which means that the maximum speed is limited to 25 mph for freight trains 30 mph for passenger trains. South of Corvallis the line is classified as Excepted Track. Operations on Excepted Track are limited to a maximum of 10 mph and no passengers or hazardous materials can be carried on this type of track.

The Westside Branch is operated by PNRW from downtown Corvallis north to Yamhill County. As mentioned above, a portion of the Westside Branch traveling through south Corvallis to Venell Farms near Greenberry is operated by AERC.

- The Toledo Branch runs approximately 75 miles between Albany and Toledo, through central Corvallis and central Philomath. The track is owned by the Union Pacific Railroad, but PNWR leases the rights to the track. This branch serves the Georgia Pacific paper mill in Toledo, which is PNWR's largest single customer. PNWR has a road-switcher in Corvallis.

The portion of the line from Albany to Corvallis is Class 3 track (maximum 40 mph for freight) that consists primarily of heavy rail and carries the heaviest rail traffic on the PNWR system. In Albany, the line crosses the Willamette River on a 140-foot through-truss span. Between Corvallis and Toledo the line is generally Class 2. Issues along this segment of the corridor include areas with poor drainage, steep grades, and a tunnel with limited clearance. Another issue is the interaction between trains and other modes of travel (i.e. people driving, walking and biking) at the numerous at-grade crossings in the CAMPO planning area.

The primary commodities moved along the Toledo Branch are timber, agriculture, fuel, food products and bulk scrap metal.

Millersburg Intermodal Facility

The State of Oregon provided funding to local officials in Linn County to construct an intermodal transshipment facility in Millersburg, just north of Albany. Once it is complete this facility will provide for more efficient movement of freight into the Portland Metro area and the Port of Portland by bypassing road congestion and shipping freight via rail. The impact of the facility is unknown but could change the demand for freight traffic via truck and rail through and out of the CAMPO planning area.

At-Grade Rail Crossings

Most of the rail crossings in the CAMPO planning area are at-grade. These crossings can cause conflicts between trains and vehicles, pedestrians, and bicyclists, as well as delays for roadway users, especially during peak traffic periods.

At-grade crossings can be especially dangerous for people riding bicycles, especially in locations where aging infrastructure creates hazards. Angled crossings of railroad tracks are extremely difficult for bicyclists to cross, particularly when the rails and roadway are wet. Asphalt surrounding the flange of the rail tends to crumble and buckle over time. It is important to address railroad crossings where a bicycle facility crosses the rail line. Specific locations of concern include SW Avery Avenue east of SW Allen Street, SW Washington Avenue, and SW 6th Street.

Passenger Rail

Currently there is no passenger rail service within the CAMPO planning area. The nearest Amtrak train station is in Albany, approximately 11 miles from downtown Corvallis. Albany Station is served by two Amtrak passenger rail routes:

- Amtrak Cascades- Travels north as far as Vancouver, British Columbia and south as far as Eugene, Oregon
- Coast Starlight- Travels north as far as Seattle, Washington and south as far as San Diego, California

The potential for passenger rail service between Albany and Corvallis is discussed as an option in the *Oregon State Rail Plan*. Currently, connections to the Albany Amtrak Station can be made via the Linn-Benton Loop and Coast to Valley Express.

Parking

Parking policies and practices strongly influence people's choice of transportation modes. Policies that result in readily available parking spaces encourage the use of single occupancy vehicles (SOVs) and compete with the promotion of alternative modes of transportation. Zoning regulations that require a certain number of parking spaces to be provided as a condition of development approval are an example of policies that increase the supply of parking. Public and private employers contribute to the use of SOVs by offering free or discounted parking to their employees.

Within the CAMPO planning area there is a combination of public and private parking spaces. Public parking includes on-street and off-street facilities, while private parking is located off-street. On-street parking is allowed in most areas of the central business district. The City of Corvallis completed a Downtown Parking Management Plan in 2002, updated with a parking utilization study in the spring of 2012. More recently, during 2020 and 2021, the City of Corvallis completed an audit of public parking throughout the city. This effort resulted in seven white papers analyzing issues with public parking. The intent of the parking audit was to evaluate current parking program management practices, policies,

and code to determine if inefficiencies are in place, identify strengths and make recommendations for improvements. An implementation strategy which builds off the parking audit was in development at the time this document was written.

Oregon State University completes an annual parking utilization study which evaluates parking on campus and in the surrounding neighborhood. OSU parking utilization studies are used to inform policies and other decision making related to parking on campus.

Air Travel

Corvallis Municipal Airport

The Corvallis Municipal Airport is a Federal Aviation Administration (FAA) designated "Regional" General Aviation Airport located at the southern end of the CAMPO planning area, approximately four miles south of downtown Corvallis. Direct entrance to the Corvallis Municipal Airport is available along Airport Avenue which can be accessed from the east via OR99W and from the west via Bellfountain Road.

The airport is open to the public and currently offers private and corporate aircraft services to the Corvallis community. The nearest available commercial airline service is located at Mahlon-Sweet Field in Eugene, (approximately 32 miles south), and Portland International Airport in Portland (approximately 100 miles north).

The City of Corvallis Public Works Department manages the airport. The facility's operations are fully self-funded, with revenue sources that include land and building rents, tie-down and T-hangar rents, a fuel sales fee, and sales of grass seed from airport-owned acreage. Improvements made by the City include utility systems, aircraft T-hangar storage, lighting, navigational aids, and runway and taxiway improvements.

The *Corvallis Municipal Airport Master Plan* (2013) explores the airport's value as a General Aviation airport and acknowledges that commercial service is not anticipated in the near future. The plan also states that the airport will continue to serve private and corporate aircraft and will maintain facilities for air-freight carrier service such as Federal Express and the United Parcel Service.

More detailed information about airport operations, maintenance services, hangar space, tie-downs and flight training available at the Corvallis Municipal Airport can be found on the City of Corvallis airport webpage: <https://www.corvallisoregon.gov/airport>.

Private Air Facilities

There are two private air facilities located within the CAMPO planning area:

- Dunning Vineyard- Located 3 miles north of downtown Corvallis, permission required before landing, one aircraft based at the facility.
- Good Samaritan Hospital Heliport- Located south of Elks Drive in Corvallis, permission required before landing, one helicopter based at the facility.

Additionally, there are several private air facilities located just outside the CAMPO planning area:

- The Flying Tom Airport- Located to the east of OR 99W, south of Adair Village. Two aircrafts based at the field.
- The Joyner Airport- Located on Granger Avenue, just east of the planning area. One aircraft based at the field.

- The Winn Airport- Located just east of the planning area, north of Garden Avenue. Three aircrafts based at the field

Waterways and Pipelines

Waterways

The Willamette River and Marys River are the only navigable waterways which pass through the CAMPO planning area. The Willamette River is located at the eastern edge of the planning area and the Marys River is located in the southern portion of the planning area.

United States Army Corps of Engineers has the responsibility for flood control and navigation along the Willamette River but neither the Willamette nor the Marys River is currently used for commercial navigation within the CAMPO planning area. Bridge crossings over the Willamette located in Corvallis and Albany are stationary and limit the height and width of river vessels. The Marys River is not seen as a viable option for transportation services, particularly given the depth constraints near the confluence with the Willamette. As a result, no regular commercial use is anticipated on either river during the current planning horizon.

Both rivers are used for active and passive recreation, but most recreation occurs on the Willamette.

Pipelines

Northwest Natural Gas operates a natural gas pipeline that crosses Corvallis near Washington Way with several feeder lines from the main pipeline. No significant through-transmission oil or gas pipelines exist within the CAMPO planning area.

Transmission lines for electricity, telephone, cable, and internet service are located throughout the planning area. Electric transmission lines are located in the northern portion of the planning area.

Water pipelines convey water from the City of Corvallis' watershed on Marys Peak to the City's water system.

There are no known capacity constraints for pipeline or transmission line service impacting the CAMPO planning area.

Chapter 3: Future System Analysis

In order to identify the preferred transportation system for the future year (2043) the Corvallis Area MPO went through a series of steps to (1) collect information on existing conditions; (2) determine future year projections for population, employment and housing units; (3) identify likely policy scenarios for the future; (4) analyze these future scenarios in concert with the growth projections using a transportation demand model; and (5) evaluate the model outputs and how they align with performance measures. Existing conditions are covered in detail in Chapter 2. This chapter will discuss the remaining steps and methods used for analysis.

Future Year Projections

Growth and distribution of population, employment, and households were the primary factors used to project demand on region's transportation system in 2043. Population estimates used in this plan were taken from the state approved population projection center at Portland State University (PSU). PSU's Population Research Center provides long range estimates for population for cities and counties across Oregon, out to 2050. Employment projections used in this plan are estimated through a combination of historical trends and state projections by the Oregon Employment Department (OED). OED only projects 10 years into the future, so some assumptions were required to extend them out to a 20 year timeframe. Housing units were calculated using existing household size, estimated future population, and judgement on changes in household size over time. **Table 13** and **Table 14** illustrate the population, employment and household numbers used in projecting future year demand.

Table 13: Local Changes in Population and Employment, 2019 to 2043

Area	2019 Population	2043 Population (Est.)	Percent Change	2019 Employment	2043 Employment (Est.)	Percent Change
Corvallis	58,914	79,200	34%	32,530	37,600	15%
Adair Village	790	2,600	227%	245	290	18%
Philomath	4,749	8,600	80%	1,677	1,800	10%
Unincorporated Benton County (a portion of which is in CAMPO's boundary)	11,741	10,100	-14%	1,661	1,700	1%
<i>Nearby Areas</i>						
Albany	55,052	73,600	34%	22,204	25,500	15%

Table 14: CAMPO Planning Area Future Year 2043 Population, Employment and Jobs Estimates

Statistic	2019	2043 Estimated (approx.)	Change
Population	67,500	89,000	21,500 (+32%)
Households	28,620	39,000	10,400 (+36%)
Jobs	34,560	39,800	5,200 (+15%)

Future Year Scenarios

Chapter 4 of this document discusses federal and local measures CAMPO adopted to monitor the performance of the transportation system. It also outlines goals and objectives adopted by the CAMPO Policy Board as part of the RTP process. With these goals in mind, staff developed three scenarios to present to the Policy Board for consideration. These scenarios not only align with the goals, but also take into account state and federal funding priorities, which have shifted in the last 5 years. To support these scenarios, ODOT conducted a variety of tests related to modeling these three scenarios. More information on all the tests that were run and work conducted are available upon request. The three scenarios primarily explore transportation policies while assuming any land use changes represented in local comprehensive plans. The three scenarios are presented below:

Scenario 1: Trend

This scenario serves as the baseline to measure outcomes against and assumes nominal investment over 20 years. No significant capacity projects are planned (i.e. highway widening).

Scenario 2: Invest in Transit and Bike Infrastructure

This scenario assumes a significant investment in transit and intercommunity paths. Corvallis Transit System identifies 15 min frequency during peak travel times in their long term scenario; this scenario assumes implementation of those changes plus increased transit frequency to outlying cities as well. Roughly equivalent to a doubling of transit service, this scenario also examines the impact of constructing safer bicycle infrastructure, thereby increasing ridership (for example, impacts of shared use paths between cities and full implementation of a low stress bike network within cities).

Scenario 3: Work from Home

This scenario examines the impacts of changes in travel behavior due to the COVID-19 pandemic. Various surveys and articles indicate between 20% and 30% of workers will remain remote indefinitely and that 50% of workers will work remotely at least one day a week. In order to examine the impact on travel demand staff suggested a reduction of 20% of traffic volumes (or 30% of work sector trips) during peak periods.

Additional Considerations

As these scenarios were discussed with the TAC and Policy Board, additional policies were brought up that the project team did not have time to incorporate. While analysis of these policies could not be included in in this document they are worth mentioning for future analysis or discussion as a follow up to the RTP. They are listed below:

State Housing Policy

The State of Oregon has passed multiple bills over the last few years (HB 2001, HB 2003) mandating communities allow more than single family homes to be constructed in portions of their city. This was an effort to reduce the cost of housing by supporting infill development including accessory dwelling units (ADUs), duplexes, triplexes and quadplexes (collectively known as missing middle housing). Infill development can directly impact transportation demand by reducing the need for additional roads, and if located appropriately, reducing the need for long distance vehicle trips as well. CAMPO expressed a desire to explore the transportation impacts of these housing policies in more detail.

Commercial Centers

As the policy of infill development was discussed, the conversation evolved to touch on how the relationship between high density housing and access to goods and services impacts transportation demand. A community could have a high density of residential development, but if there are no grocery stores, restaurants or services nearby, residents will still be required to travel, and most likely utilize motor vehicles. This discussion sought to understand how establishing commercial nodes in outlying neighborhoods and communities could reduce the demand for transportation, and in turn reduce congestion.

Road Pricing Charge

The State of Oregon, as well as the federal government, are discussing the potential of incorporating a vehicle mile fee in an effort to capture lost revenues from a stagnant gas tax, and increases in efficiency from hybrids and electric vehicles (and thereby reduction in gas purchased). Vehicle mile fees are also seen as a means to meet broader Greenhouse Gas (GHG) reduction goals. This would examine a vehicle mile fee and subsequent impacts on travel.

Electrification of Vehicle Fleets

As state and federal policy incentivizes electric vehicle adoption, CAMPO is interested in how their proliferation could reduce GHG emissions in the region. Initially limited to passenger vehicles, staff began to consider opportunities for electrification to freight and transit vehicles as well. This area of investigation would specifically explore the reduction in greenhouse gases, as most federal and state performance measures seek to reduce congestion, VMT and delay, compared with greenhouse gas emissions.

Staff worked with ODOT to provide some estimates on the reduction of GHGs resulting from a 25% - 30% electrification of the passenger vehicle fleet in the region. This is discussed in more detail in Chapter 5.

Modeling

In order to assess future transportation demand, CAMPO staff worked closely with the ODOT's Transportation Planning and Analysis Unit (TPAU). TPAU staff own and operate the regional travel demand model, which is a mathematical tool used to estimate future land use and transportation conditions. Federal requirements mandate the use of a model to estimate future travel demand. For this plan update TPAU used a pre-built 2010 model, updated it to represent 2019 conditions, and then assessed regional conditions in 2043. This model is known as the Corvallis Albany Lebanon Model, or CALM. A representation of travel demand modeling is shown in **Figure 25**.

CALM is an analysis tool used to forecast travel patterns (auto, walk, bike, transit) on the transportation system. CALM projects how travel and transportation system conditions are likely to respond to changes in land use, population, employment, new transportation facilities, transit service, and public policy. By showing the impacts and benefits associated with potential improvements, this tool helps transportation planners and policymakers make the most of limited funds and avoid unintended consequences. The model area of CALM is shown in **Figure 26** below.

Figure 25: Overview of Travel Demand Model

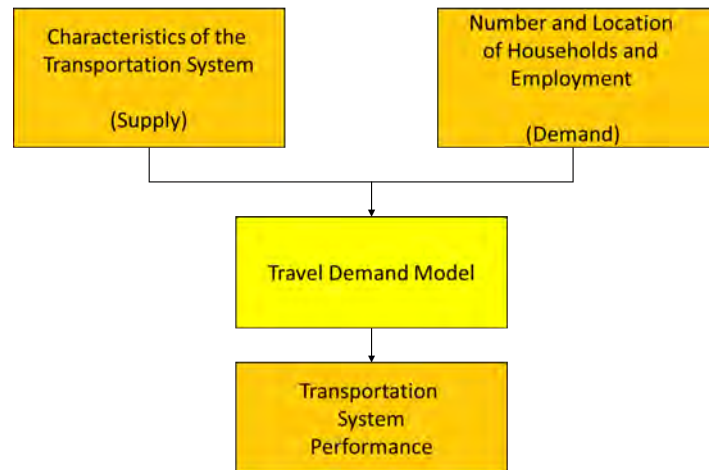
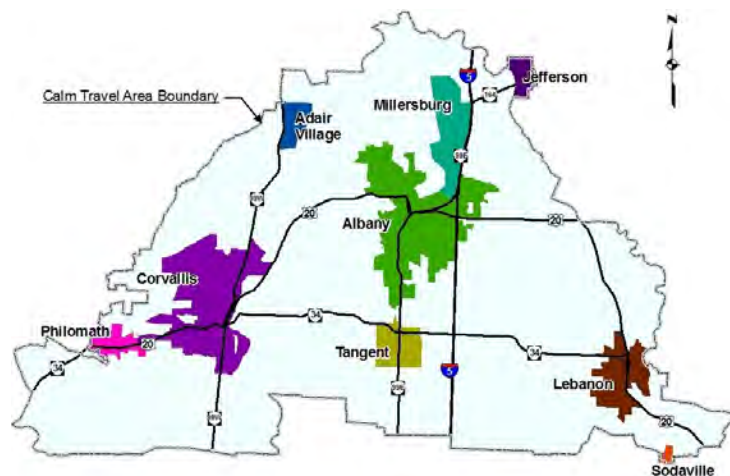


Figure 26: CALM Area



Planners use CALM when preparing long-range transportation plans to evaluate transportation projects and strategies for accommodating growth. CALM forecasts travel changes in response to future land use and transportation scenarios. The model provides objective, quantitative information that enables communities to explore the potential impacts of alternative transportation system investments.

Information from CALM can be produced for an individual jurisdiction or the entire CALM model area. CALM information can also be used as input to other models, such as regional air quality models.

Like all transportation models, CALM is an informational tool designed to assist with decision making. While information on the impacts of different investment scenarios produced by CALM is valuable for planning purposes, modeling does not provide a predetermined "answer" for the future. It simply provides information to enable better decision-making.¹²

Model Calibration

As briefly discussed above, the 2010 CALM model was re-calibrated and validated to represent 2019 conditions. This was completed by first updating land use, population, employment, and transportation network information, along with reviewing and revisiting model parameters and settings. The model outputs were then compared with traffic volumes, and journey to work¹³ mode split data from the American Community Survey (ACS) 2015-2019. Those comparisons can be found in **Figure 27** and **Table 15** below. A detailed report of the effort is available by request.

Figure 27: Model Output Volumes Compared with Collected Traffic Counts

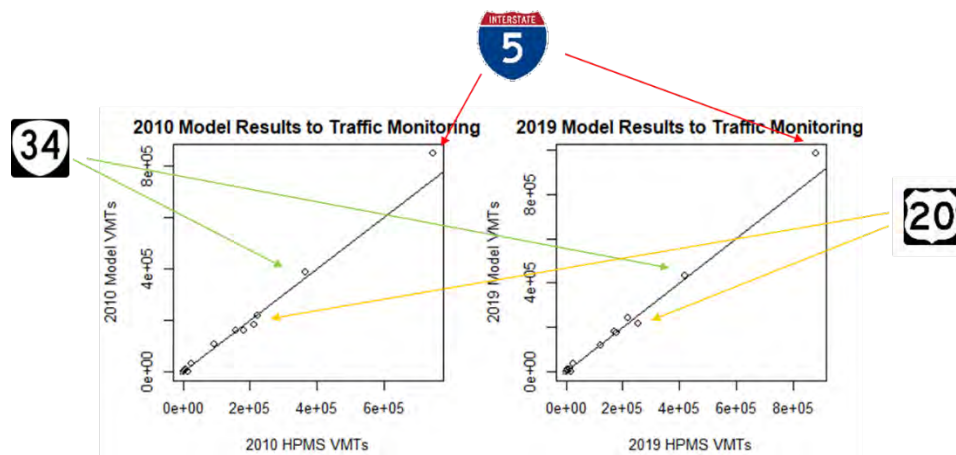


Table 15: Journey to Work Model and Census Data Comparison

Employment Trips Travel Mode*	2015-2019 ACS (Census) Journey to Work Reporting	Model Shares
Drove Alone	65%	64%
Carpooled	9%	13%
Biked	11%	10%
Walked	11%	10%

*Note: these values are for Corvallis residents, regardless of work location.

With a calibrated model, staff proceeded to model the three future scenarios.

¹² The above three paragraphs taken from ODOT's CALM Brochure

¹³ ACS data uses the *Corvallis Urbanized Area*, which is similar to the CAMPO planning area. Slight data discrepancies may exist between the two datasets.

Model Outputs

While the travel demand model can generate a number of outputs, the following metrics were used for analysis of scenarios in the CAMPO region:

- Daily all vehicle roadway vehicle miles traveled (VMT)
- Daily all vehicle roadway vehicle miles traveled, per capita (VMT/capita)
- Total daily delay at afternoon peak, in hours
- Annual delay hours per capita
- Annual congested roadway vehicle miles traveled by functional class, in this case arterials

Table 16 below has each scenario with the corresponding outputs listed above.

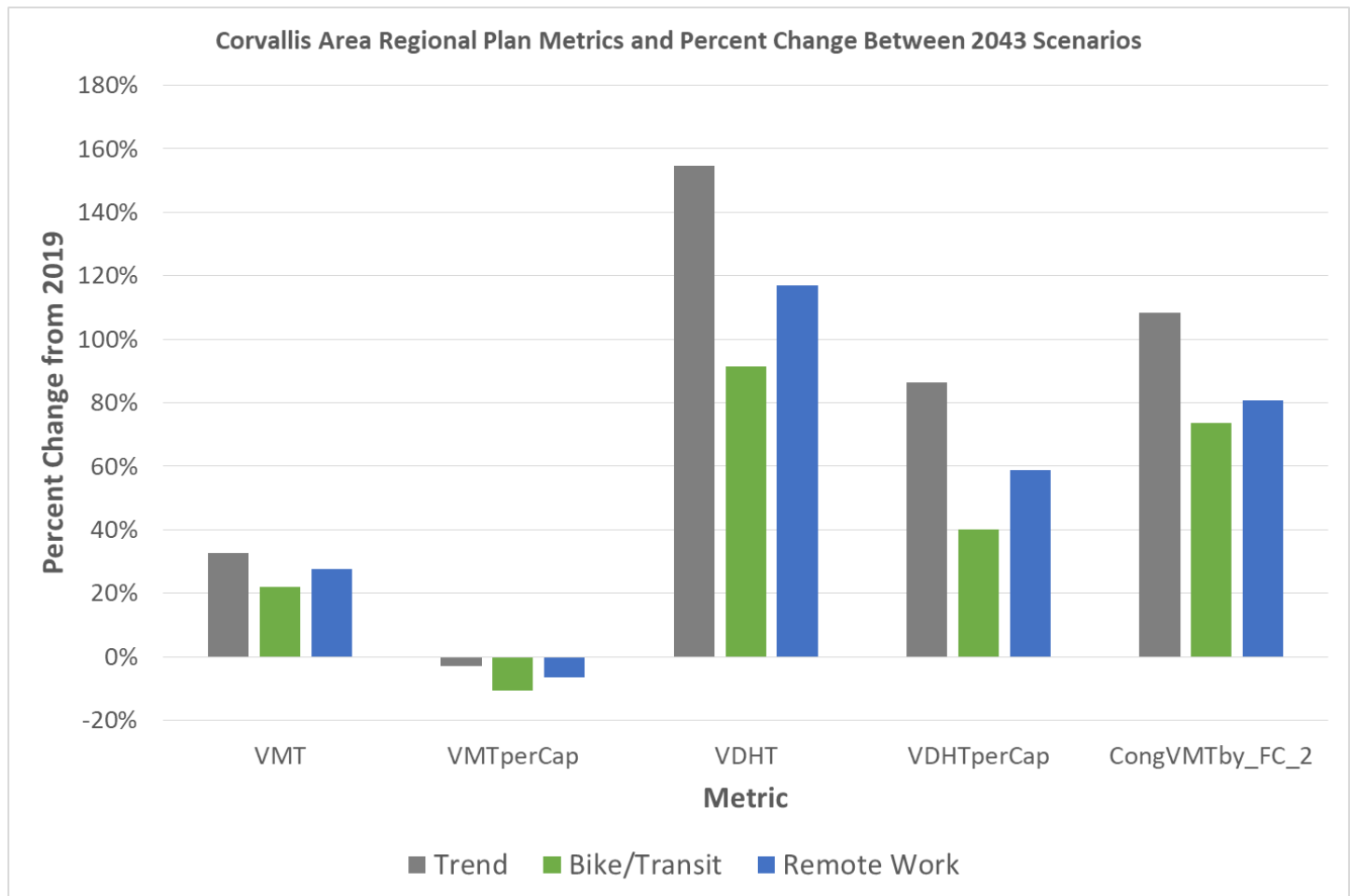
Table 16: Model Scenarios and Corresponding Outputs

Unit	Metric	BASE YEAR 2019	SCENARIO 1 2043 Trend	SCENARIO 2 2043 Invest in Transit/Bike Infrastructure	SCENARIO 3 2043 Work From Home
Daily All Vehicle Roadway VMT	VMT	808,800	1,070,400	988,000	1,030,700
Daily All Vehicle Roadway VMT/Capita	VMTperCap	12.0	11.6	10.7	11.2
Total Daily Delay Hours (PM Peak)	VDHT	380	925	694	780
Annual Delay Hours Per Capita (PM Peak)	VDHTperCap	2.1	3.7	2.7	3.1
Congested Roadway VMT (PM Peak)	CongVMTby_FC_2	8,200	18,100	15,600	16,200

The model outputs were also displayed graphically, in an effort to more easily compare them. For this comparison, the outputs were compared to the base year, 2019, and presented as percent change.

Figure 28 illustrates the three scenarios, compared with 2019 current conditions. Vehicle miles traveled (VMT) is expected to go up in all scenarios, however it is predicted to go up the least under the bike and transit investment scenario. Interestingly, VMT per capita is expected to decrease in all scenarios, and decrease the most in the transit and bike investment scenario. This is likely due to increased housing infill within the city limits of Corvallis. Congestion is predicted to go up in all scenarios, but increase the least amount in the transit and bike investment scenario.

As discussed earlier in this report, Safety is the primary performance measure CAMPO should apply to decision making in long range planning efforts. In terms of implementation however, safety becomes the hardest metric to plan for, as it is predominantly measured via historic patterns. One alternative approach to this is to think more broadly in terms of exposure and risk. Safety is measured on a per 100 million vehicle miles traveled basis, so one attempt to increase safety could be reducing vehicle miles traveled as serious injury risk occurs between vehicles, and vehicles and people. This would be considered reducing exposure. Another approach is to reduce risk via proven safety countermeasures. This approach would consider all roads “unsafe” unless they have implemented enhanced safety strategies. In addition, some emerging research is developing crash modification factors (CMF) which tie improvements to a reduction in crashes.

Figure 28: Model Scenarios and Metric Comparison

Recommended System

In combination with the local performance measures, staff recommended the Policy Board adopt Scenario 2: Investment in Transit and Bicycle Infrastructure. Through a robust discussion about trade-offs, policy directions, and outcomes, the Policy Board adopted the Transit and Bicycle Investment scenario as the preferred scenario.

The regulations for metropolitan transportation plans differ if an MPO chooses to evaluate multiple future scenarios, as opposed to assuming one future in the modeling effort. If multiple scenarios are evaluated, the analysis for future conditions is less rigorous in that performance measures should be used to select the preferred scenario, compared with using performance measures to select individual projects.

In this sense, once the CAMPO Policy Board selected the Transit and Bicycle Investment scenario as the preferred scenario, it satisfied how the Regional Transportation Plan improves the conditions and performance of the system. From here, the project selection becomes more straightforward, and explores the necessary projects to implement the preferred scenario.

Said another way, as opposed to exploring how an individual intersection project may reduce travel time, CAMPO broadly chose to invest in transit and bicycle infrastructure, which means all projects that

increase transit frequency, improve comfortable access to transit stops, or improve the comfort of the bicycle network meet performance requirements.

This page is intentionally left blank

Chapter 4: Goals and Metrics

Goals and Objectives

The 2022 Regional Transportation Plan (RTP) update provided an opportunity to assess and refine the region's transportation goals. This process began with an examination of the goals adopted as part of the 2017 CAMPO RTP and included an examination of existing federal, state and local transportation policies impacting CAMPO's mission. These steps were taken to inform the goal-setting process and serve as a baseline for revising the goals.

During the July 20th, 2021 virtual public open house, which was subsequently made available on the CAMPO website, staff presented the 2017 regional transportation goals and touched on several of the performance metrics discussed below. After the open house staff launched an online outreach survey asking members of the public to evaluate the 2017 RTP goals and suggest changes to improve their relevance and applicability. CAMPO staff received a wide range of comments across a total of 45 surveys. Goals focused on safety and environmental sustainability were the top priorities among survey respondents. An overview of survey responses can be found in [Appendix X](#).

In response to community input received through the survey, CAMPO staff made several changes to the regional transportation goals adopted as part of this plan. The eight regional transportation goals adopted as part of this plan are outlined below. Note, the regional transportation goals are not listed in order of priority and have not been ranked according to priority.

Table 17: Adopted Goals and Objectives

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

Federal Transportation Performance Measures

Title 23, Chapter I, Subchapter E, Part 490 of the Code of Federal Regulations, requires that Metropolitan Planning Organizations establish performance measures for the transportation system, in collaboration with the relevant state Department of Transportation. These measures are intended to promote a performance and outcome-based approach to transportation planning and programming. The categories of measures are:

- Safety
- Pavement Condition
- Bridge Condition
- National Highway System Performance
- Freight Movement on Interstate System
- Congestion Mitigation and Air Quality—Traffic Congestion (not applicable to CAMPO planning area due to population size)
- Congestion Mitigation and Air Quality—On Road Mobile Source Emissions (not applicable to CAMPO planning area due to population size)
- Transit

The Safety and Transit performance measures apply to the entire transportation system while the rest of the measures listed above apply to the National Highway System (NHS) and Interstate System only.

The Corvallis Area Metropolitan Planning Organization (CAMPO) does not have any interstates within the planning area. The National Highway System is comprised of all state and US Highways within the planning area, which are owned and maintained by the Oregon Department of Transportation. Based on these factors, CAMPO adopted the state targets in 2018, which can be found below.

Table 18: FHWA Performance Management Areas, Measures, and Targets for Oregon Department of Transportation¹⁴

Safety					
Base Period	Fatalities (People) (2011-2015)	Fatality Rate (People per 100 Million VMT) (2011-2015)	Serious Injury (People) (2010-2014)	Serious Injury Rate (People per 100 Million VMT) (2010-2014)	Non-motorized Fatalities and Serious Injuries (People) (2010-2014)
Baseline	357	1.04	1,491	4.42	234
2016-2020	328	0.78	1,368	4.06	215
2017-2021	306	0.73	1,274	3.78	200
Pavement Condition					
Performance Measure			2022 Performance Target		
3. Percentage of pavements of the non-Interstate NHS in Good condition			2-Year 50%	4-Year 50%	
4. Percentage of pavements of the non-Interstate NHS in Poor condition			2-Year 10%	4-Year 10%	
Bridge Condition					
Performance Measure			2022 Performance Target		
5. Percentage of NHS bridges classified as in Good condition			10%		
6. Percentage of NHS bridges classified as in Poor condition			3%		
National Highway System Performance					
Performance Measure			2022 Performance Target		
8. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)			78%		
Freight Movement on Interstate System					
Performance Measure			2022 Performance Target		
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)			1.45		
Congestion Mitigation and Air Quality - Traffic Congestion ¹⁵					
Performance Measure			2022 Performance Target		
10. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (PHED measure)			23.96		
11. Percent of Non-SOV Travel			2-Year 33.1%	4-Year 33.5%	

As mentioned above, CAMPO is required to incorporate the **Safety** performance measure into planning and programming, as well as consider alignment and support of statewide targets. More specifically:

§ 450.306 Scope of the metropolitan transportation planning process.¹⁶

(a) To accomplish the objectives in § 450.300 and § 450.306(b), metropolitan planning organizations designated under § 450.310, in cooperation with the State and public transportation operators, shall develop long-range transportation plans and TIPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

¹⁴ As of August 16, 2018

¹⁵ Not applicable for CAMPO -only required for MPOs over 200,000 population, or in regions which are in air quality nonattainment or maintenance designation.

¹⁶ Portions of 450.306 left out for clarity. See Appendix X for complete details.

And,

(d) Performance-based approach.

(1) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in [23 U.S.C. 150\(b\)](#) and the general purposes described in [49 U.S.C. 5301\(c\)](#).

(4) An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including:

This means that in addition to planning and programming for safety, CAMPO should strive to support ODOT in meeting performance targets that apply to the National Highway System and state as a whole.

Local Performance Measures

In addition to the federally required performance measures CAMPO adopted in 2018, the Policy Board adopted a set of local measures to “Reduce Reliance on Single Occupancy Vehicles within the Corvallis Area Metropolitan Planning Region,” in 2020. These measures were adopted in order to meet the Regional Transportation System Plan (RTSP) requirement outlined in Oregon Administrative Rules Chapter 660-012-0035, however, as of the writing of this report, rulemaking for RTSP requirements is still ongoing. Regardless, there was enough support for prioritizing the reduction of reliance on single occupancy vehicles that the Policy Board chose to incorporate them into practice regardless of state requirements. As part of this process, the following goal and objectives were developed:

RTSP Goal: 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.

RTSP Objectives:

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

The perspective of CAMPO is that one way to address regional congestion is through the reduction of single occupancy vehicle trips, so the locally adopted measures align with the state metrics for NHS Performance and Congestion Mitigation and Air Quality—Traffic Congestion.

Connecting Goals with Metrics and Scenarios

Together, the federally required and locally adopted performance measures informed the CAMPO 2043 RTP process. The development of future scenarios, the selection of the preferred scenario, and the eventual programming of projects all align with meeting the performance measures discussed above. Additionally, the changes to the regional transportation goals and objectives outlined above (and supported by public input) align with local and federal performance measures. CAMPO will strive to

make planning and programming decisions that meet or exceed the goals, objectives, and performance measures outlined in this Plan.

Alignment with Locally Adopted Plans

It is important to note that within the Oregon land use context, cities and counties are required to develop Transportation System Plans (TSP), similar to how MPOs are required to develop Regional Transportation Plans. Chapter 1 outlines the connection between the TSPs adopted by Benton County, Corvallis, Philomath and Adair Village, and the CAMPO RTP.

The intent of the CAMPO RTP is to be consistent and complementary to local TSPs, while also acknowledging the different legal and regulatory requirements. MPOs are required to meet federal performance measures and incorporate them into planning decisions, while local cities and counties must adhere to state laws for transportation planning.

Differing Tools for Performance Measurement

The Oregon Highway Plan, adopted in 1999, dictates the use of a measure known as volume to capacity ratio (v/c) when assessing the mobility of intersections on state highways. V/C is a comparison of the actual volume of traffic using the road to the maximum volume that the roadway can effectively handle. For planning purposes, v/c uses 15 minute peak traffic volume divided by the hourly capacity of a given roadway segment or intersection. A lower ratio indicates minimal delays while a ratio approaching 1.00 indicates increased congestion and reduced performance. When the estimated v/c ratio exceeds 1.0, it is referred to as a demand to capacity (d/c) ratio. Travel demand models generate demand which can be used to calculate d/c ratios. This means that for a given time period, there are more people driving motor vehicles desiring to use a facility than it can accommodate. The actual volume will never exceed the capacity of the facility. Instead, the excess demand (unserved trips) may do one or more of the following: divert to other routes; change the time of the trip; distribute to other destinations; change the travel mode; or queue up to be served in following time periods (incurring additional delay).

Another measure commonly used when preparing TSPs and other transportation planning documents is Level of Service (LOS). LOS is a “report card” rating (A through F) based on the peak hour delay experienced by vehicles on a roadway segment or intersection. LOS A, B, and C indicate conditions where traffic moves freely during peak hour travel. LOS F represents conditions where peak hour delay is considered a nuisance, and corresponds to a motorist delay of 50 seconds. While not a requirement, v/c ratios and LOS are frequently used when evaluating local roads which are not a part of the state highway system and are commonly adopted into local TSPs.

Shortcomings to utilizing v/c ratio and LOS include that they focus solely on motor vehicle movement, and any delay to that movement. When compared to measuring daily delay, person throughput or safety for vulnerable users, these metrics narrow decision making to focus predominantly on people who drive alone.

The focus on evaluating peak hour movement can lead to infrastructure expansion prior to exploring alternative metrics or solutions to perceived congestion. For example, whether or not an intersection should be re-constructed or expanded is decided by whether motor vehicles have more than 60 seconds of delay passing through, between 4 and 6 PM in a typical weekday.

Note, ODOT is currently in the process of updating the Oregon Transportation Plan, which could lead to changes to the Oregon Highway Plan and subsequent mobility standards. This could mean changes in the requirement to utilize V/C ratio.

CAMPO Performance Measurement

CAMPO adheres to federal performance measures (as well as locally adopted measures) for evaluating the transportation system. The performance measures adopted in the CAMPO RTP emphasize overall congestion mitigation and travel time reliability across the entire system. In this sense, CAMPO is emphasizing Safety, and Congestion Mitigation through investments in transit and bicycle infrastructure. This does not preclude local jurisdictions from pursuing their own funding for roadway expansion projects, and CAMPO does support increased roadway efficiency through improved signal timing and intelligent transportation systems. It does mean that future planning and programming will prioritize safety projects.

Performance Monitoring

This is CAMPO's first Regional Transportation Plan under the new Federal Performance Standards. As such, it will serve as the baseline monitoring period. **Table 19** below contains the baseline for each federal and local performance measure. In order to track performance, it is important to collect data at regular intervals to measure trends over time. Using the performance measures listed above, CAMPO is committed to tracking annual progress to observe trends over the 4-5 year plan update cycle.

Table 19. Baseline Federal and Local Performance Measures

Metric	2015-2019 Baseline	Data Source
<i>Federal, Safety (non-transit)</i>		
Fatalities (total)	3.8/year	ODOT Crash Data
Fatality Rate (total per 100 million miles)	1.25/year	
Serious Injuries (total)	17.2/year	
Serious Injury Rate (total per 100 million miles)	5.66/year	
Non-Motorized Fatal and Serious Injuries (total bicycle/pedestrian)	4.8/year	
<i>Federal, Safety (transit)</i>		
Fatalities and Injuries	0	Corvallis Transit System
Fatalities and Injuries per 100 thousand vehicle revenue miles	0	
Safety Events	5	
Safety Events per 100 thousand vehicle revenue miles	0.88	
System Reliability (vehicle revenue miles/equipment failures)	24,662	
<i>Local</i>		
Daily Vehicle Miles Traveled (miles)	808,800	CALM/ODOT
Daily Vehicles Mile Traveled Per Capita (miles/person)	12.0	CALM and ACS Population
Percent of Work Trips by Bike	10	ACS Journey to Work Data
Percent of Work Trips by Transit	2	
Percent of Work Trips by Walking	35	
Percent of Workers that Carpool	9	

Chapter 5: Preferred System and Finances

This chapter includes regional policy and project recommendations for CAMPO area through the horizon year 2043, as well as transportation safety and security strategies and recommendations for a coordinated approach to operating and maintaining the system.

Future Land Use

Understanding the relationship between land use patterns (also referred to as the built environment) and transportation is critical to planning for the region's future. Land use patterns have a significant impact on travel demand, and the nature of transportation facilities necessary to support mobility and access. Equally important, investment in transportation infrastructure has a strong influence on where, and what type, of development will take place in the future. This means analyzing land use and transportation jointly is extremely important.

A core part of the long range transportation planning process is to estimate the future land use and model the subsequent travel demand. CAMPO staff worked closely with the ODOT modeling team to anticipate the location of residential and commercial development over the next 20 years. This is completed through a multi-step process of:

- Input projected land use using most recent local comprehensive plans
- Based on total population projections, allocate population, households and employer growth across the region
- Verify household growth using local knowledge and zone by zone review

For the CAMPO region, household growth is expected to occur predominantly on undeveloped portions of land in South Corvallis, Adair Village, West Corvallis and Philomath. Employment is projected to grow at a rate of half as much as households. While the increase will be higher on a percentage basis in Adair Village and Philomath, the overall number of increase in jobs will still occur within the Corvallis city limits.

The anticipated growth in households is one reason CAMPO decided to analyze transportation demand along corridors. We expect these corridors to become even more important for resident travel, as well as expected increases in freight and tourism trips.

Previous RTP Completed or Funded Projects

Since the previous CAMPO RTP was published in 2017, members have made progress in construction of a number of near term and long term projects. Those are listed in **Table 20** below, in addition to projects completed through the MTIP process, and the Coronavirus Aid, Relief, and Economic Security (CARES) Act Stimulus Funding grant cycle in 2021.

Table 20: 2017 RTP Completed or Funded Projects

Project ID (2017 RTP or other if noted)	Project Description	Sponsor	Status
Near Term 1	Philomath Couplet; US 20/34 Resurfacing and Streetscape	Philomath/ODOT	Construction 2022
Near Term 2	53 rd and Country Club Intersection Improvement	Benton County	Design ongoing, funded in 2021-2024 MTIP

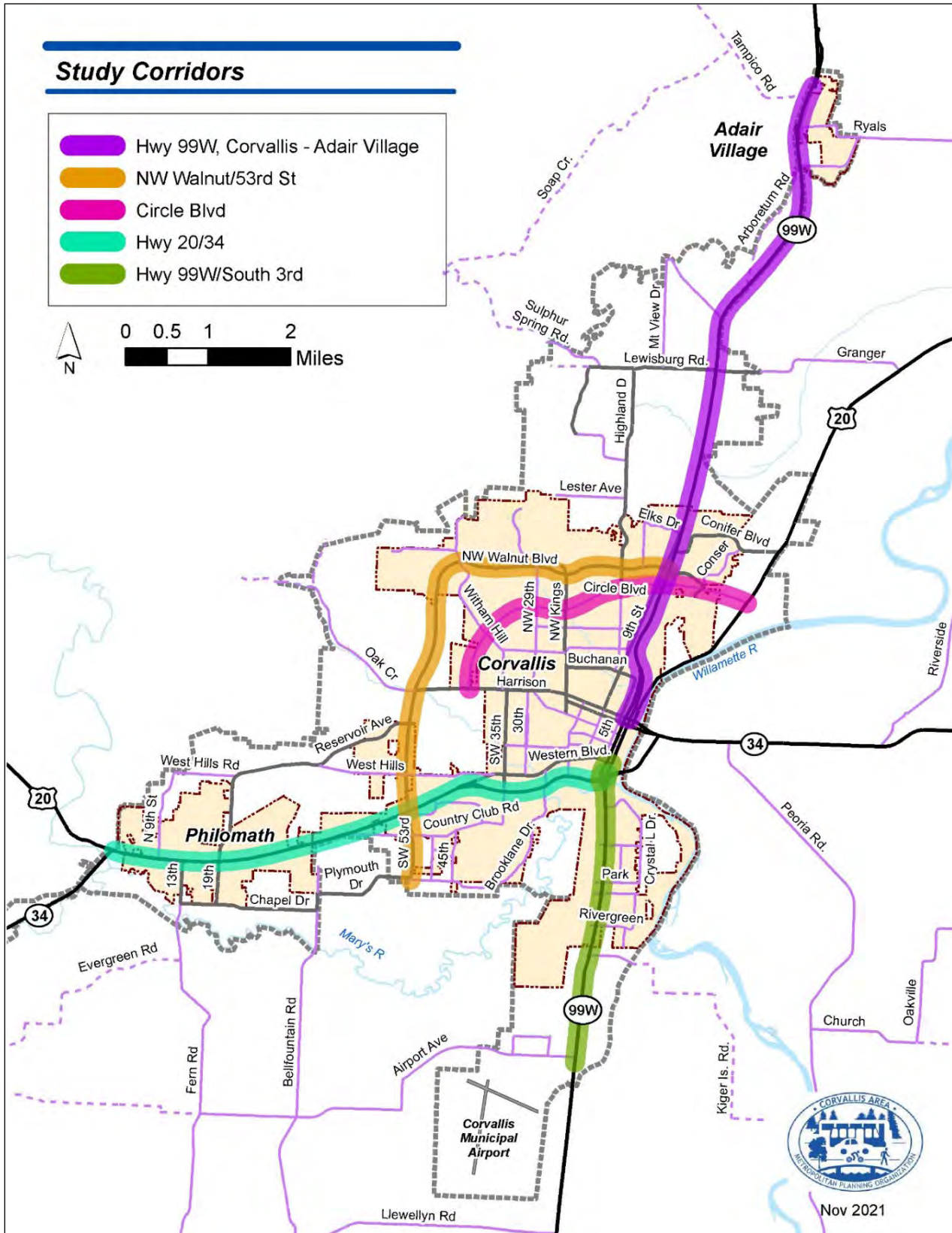
Near Term 4	Construct 13 th Street to urban standards, from Main Street to Chapel Drive in Philomath	Benton County/Philomath	Combined with Philomath Couplet project, construction 2022. Funded in 2021-2024 MTIP
Near Term 5	Irish Bend Covered Bridge Maintenance	Benton County	Complete. Funded in part by CARES Stimulus Grant
Near Term 9	Mary's River Shared Use Path	ODOT/Corvallis	Complete
Near Term 14	Preliminary Engineering Van Buren Bridge Replacement	ODOT	Anticipated completion in 2022
Development Funded 2	Extend Circle Boulevard to Harrison	Development funded	Complete
Illustrative 23	Reconstruct Van Buren Bridge	ODOT	Construction beginning 2022
Other MPO Funded or Regionally Significant Projects			
Project ID (2017 RTP or other if noted)	Project Description	Sponsor	Status
	OR 99W Intersection and ADA Improvements	ODOT/Corvallis	Crossing improvements (RRFBs) constructed in 2021. Curb ramp replacement scheduled for 2022 construction
	Circle Boulevard Road Reconfiguration, addition of buffered bike lanes	Corvallis	Funded through resurfacing project in 2018-2021 MTIP
Corvallis TSP #B43	11 th Street Neighborhood Bikeway	Corvallis	Funded in part through CARES Stimulus Grant
Near Term 13	Willow Lane/Cedar Street multi-use path	Philomath	Funded in part through CARES Stimulus Grant
Long Term 12	11 th Street Bicycle/Pedestrian Improvements	Philomath	Funded in part through CARES Stimulus Grant
Corvallis TSP #P44	35 th /Campus Way Crossing Improvements	Corvallis/OSU	Funded through CARES Stimulus Grant
Corvallis TSP #P34	Monroe Avenue/Kings Blvd Pedestrian Improvements	Corvallis/OSU	Funded through CARES Stimulus Grant

Preferred System and Project Selection

After the CAMPO Policy Board adopted a preferred scenario for the planning horizon, staff began the process of selecting projects. As discussed in Chapter 4, since CAMPO evaluated multiple future scenarios, the project selection became more straightforward. The project development process focused on three priorities: 1) improving safety for all users, 2) increasing transit use, and 3) increasing level of comfort for bicycle facilities.

Early on in the project process, CAMPO agreed to focus the planning analysis on five corridors. These corridors, illustrated in **Figure 29** below, are significant to regional travel. Since all local members recently updated their Transportation System Plans (TSPs) there was less of a need to focus on all streets, and this gave CAMPO the flexibility to narrow in on the important regional travel corridors.

Figure 29: Study Corridors



Staff identified projects through two methods: consulting with technical engineering and planning experts, and soliciting input from the public on locations they considered unsafe, and opportunities to

improve transit and bicycle conditions through the region. It should be noted that many of the transit projects could be construed as pedestrian improvements, and this is due to the fact that the majority of people walk to and from their destination while using transit. As such, these connections are as important as improving bus frequency.

In some instances, project suggestions are planning level in nature and require more analysis. In other instances, an intersection or segment was too complex to readily develop a solution and a suggestion for further study is included. For each corridor, projects are listed with corresponding public input.

Philomath Boulevard Corridor (Highway US 20/OR 34)

Philomath Boulevard, also known as Highway US 20/OR 34, runs from Philomath to Corvallis and is one of the most heavily trafficked corridors in the region. Previously a rural residential area, the corridor is quickly becoming more urbanized through increased commercial, retail and residential development. This growth and changes in land use create a common challenge in transportation planning: creating a walkable, livable neighborhood, while providing for sufficient throughput for tourism, freight and commuter motor vehicle traffic. This corridor was ranked as the top priority by the public during the project development survey. A summary of comments is provided below.

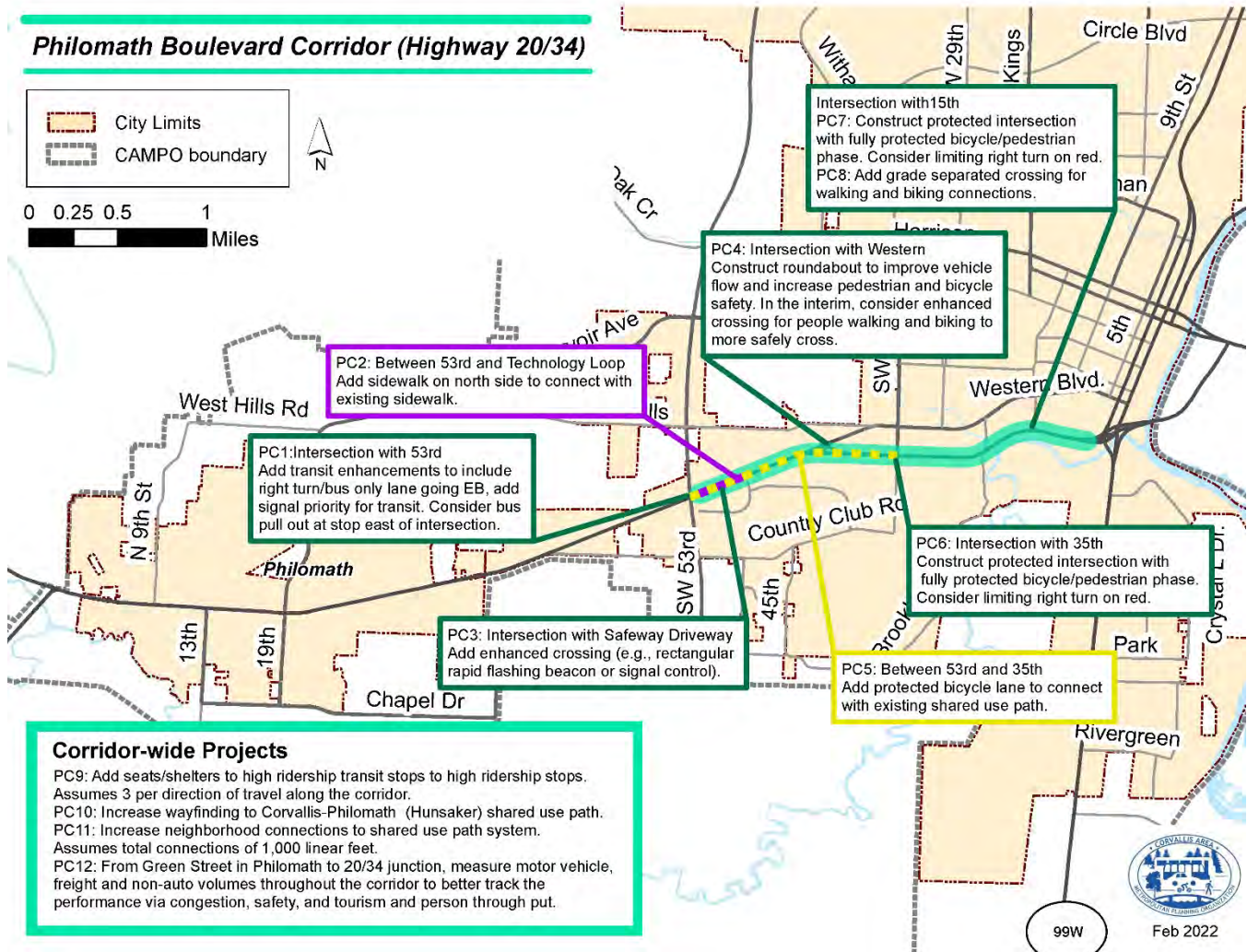
- The most frequently cited location of concern was the intersection of SW 53rd Street and Philomath Boulevard
- A need for better connected sidewalks and bike facilities along Philomath Boulevard was cited by several survey respondents, the missing sidewalk segment on the north side of Philomath Boulevard between SW 53rd Street and SW Technology Loop seems to be of particular concern
- A lack of safe pedestrian/bicycle crossings was mentioned numerous times including references to intersections and a desire for mid-block crossings. Access to the Sunset Shopping Center, Technology Loop, and bus stops along the corridor was mentioned multiple times.
- High speeds were mentioned as a safety concern throughout the corridor, especially in reference 45 mph zones
- Safety is a concern for people using the corridor both for through travel and accessing businesses/shopping amenities locally
- Congestion at intersections leads to acute slow-downs raising the risk of rear-end crashes

A table and map of projects for the Philomath Boulevard Corridor can be found on the following pages.

Table 21: Philomath Boulevard Corridor (Highway US 20/OR 34) Projects

Project Identification	Intersection or Segment	Project Description	Planning Level Cost (2021 Dollars)
PC1 -Corvallis TSP A3, A17, A18, A64 -Benton County TSP CC-46	Intersection with 53 rd St	Add transit and efficiency enhancements such as right turn/bus only lane going EB, add signal priority for transit. Consider bus pull out at stop east of intersection. Consider exclusive pedestrian crossing phase if aligning signals with 35 th .	\$950,000
PC2 -Corvallis TSP P51 -Benton County TSP AT-48	Between 53 rd St and Technology Loop	Add sidewalk on north side to connect with existing sidewalk	\$300,000
PC3	Near SW Blueberry Drive	Add enhanced crossing (e.g., RRFB or signal control)	\$400,000
PC4	Intersection with Western Blvd	Construct roundabout to improve vehicle flow and increase safety for all modes, especially those walking and biking who need to cross Philomath Boulevard. In the interim, consider enhanced crossing for people walking and biking to more safely cross.	\$3,000,000
PC5	Between 53 rd St and 35 th St	Add protected bicycle lane to provide a direction connect between the multiuse path that turns south at 35 th , and the commercial node at Technology Loop/53 rd .	\$672,310
PC6	Intersection with 35 th St	Construct protected intersection, with fully protected bicycle/pedestrian phase. Dependent on PC5, project could only need to protect crossings of Philomath Boulevard. Consider limiting Right Turn on Red (RTOR)	\$225,000
PC7 -Corvallis TSP M47,	Intersection with 15 th St	Construct protected intersection, with fully protected bicycle/pedestrian phase. Consider limiting Right Turn on Red (RTOR)	\$300,000
PC8	Near Intersection with 15 th St	Add grade separated crossing for walking and biking connections	\$1,000,000
PC9	Overall	Add seats/shelters to high ridership transit stops. Assumes 3 per direction of travel along the corridor	\$200,000
PC10 -Philomath TSP B-2	Overall	Increase wayfinding to Corvallis-Philomath (Hunsaker) multiuse path	\$50,000
PC11 -Philomath TSP SUP-7, SW-5/BL-2	Overall	Increase multi-use path connections to future neighborhoods and on street facilities. Assumes total connections of 1,000 linear feet. Requires additional planning efforts.	\$100,000
PC12	Highway 20/34 from Green Street in Philomath to 20/34 Junction	Measure motor vehicle, freight and non-auto volumes throughout the corridor to better track the performance via congestion, safety, and tourism and person through put.	Ongoing, est. \$20,000/year funded through PL dollars
Corridor Total			\$7,197,310

Figure 30. Philomath Boulevard Corridor Projects



Illustrative Projects for Philomath Boulevard

During the planning process, significant conversation surrounding the expansion of Philomath Boulevard to two lanes in both directions arose as an important project. From a planning level, this expansion is identified in the transportation system plans of Corvallis, Benton County and Philomath as a priority. Through discussions with the Oregon Department of Transportation, funding for roadway expansion projects remains minimal or non-existent, unless legislatively mandated.

However in this case, doing nothing could result in negative impacts to the surrounding neighborhoods via high speed cut through traffic. In addition, if the majority of traffic traveling the corridor is through traffic (i.e. I-5 to coast freight or tourism traffic) then transit and bicycle enhancements could limit the amount of improvement in congestion and safety along the corridor. In this sense, the following projects are identified as illustrative specifically for the Philomath Boulevard corridor.

The CAMPO Policy Board, Technical Advisory Committee and staff support a phased and balanced approach to improvements along the corridor. Adding capacity is financially restrictive, yet incremental improvements could help overall flow. Staff are committed to tracking the performance of the corridor through PC12, recognizing future growth could still outpace the improvements from shifting trips to bike and transit modes.

Project Identification	Intersection or Segment	Project Description	Planning Level Cost (2021 Dollars)
PC13 -Corvallis TSP A3, A17, A18 -Benton County TSP CC-146 -Philomath TSP UP-10, ITS-2,	Highway 20/34 from Green Street in Philomath to 20/34 Junction	Support corridor optimization through signal enhancements and intersection improvements	\$10,000,000
PC14 -Corvallis TSP A35 -Benton County TSP CC-11, CC-50 -Philomath TSP UP-9	Highway 20/34 from Green Street in Philomath to 20/34 Junction	Add additional travel lanes to increase capacity for motor vehicle and freight. Project requires additional study. Note: small sections could be improved incrementally as development projects/grants/funding allows. Estimate for additional lanes is \$5 million/mile/lane.	\$50,000,000+
PC14 -Philomath TSP UP5	SW West Hills Road/Western Boulevard from 53rd Street to 35th	Modernize the road to urban standards, to include curb, sidewalk and low stress bicycle facilities (i.e. complete street).	\$5,000,000
Corridor Total			\$65,000,000

Adair Village to Corvallis Corridor (Highway OR 99W)

Adair Village continues to grow, resulting in increased travel along OR 99W, or Pacific Highway West. Located a short distance from Corvallis, and with easy access to Albany and Salem, household growth is expected to double over the next 20 years. With an existing transit stop in the compact city, increasing service now can benefit ridership over the long term. Between the city limits of Corvallis and Adair Village, the highway is a rural two-lane state highway surrounded by agricultural and forest lands. The two lane highway makes biking uncomfortable and the increased development in northeast Corvallis creates even more demand for travel along and across the corridor.

- There is a great deal of interest in biking along this corridor, however, safety is a major concern with many survey respondents indicating they would not feel safe walking or biking along the corridor as currently configured
- Survey respondents are interested in the development of a separated shared use path for people walking and riding bikes between Corvallis and Adair Village, this includes extending the existing shared use path which currently ends at Circle Boulevard
- Survey respondents are interested in proactive solutions along this corridor and are keenly aware that residential growth in Adair Village is likely to generate more demand along the corridor
- The Lewisburg area was commonly cited as being a safety concern for people riding bikes, taking transit, and driving motor vehicles
- Access in and out of Adair Village was cited as being challenging and unsafe by a number of respondents
- Increased visibility of bus stops and a need for more amenities (i.e. signage, lighting, benches) were both mentioned in reference to bus stops along the corridor

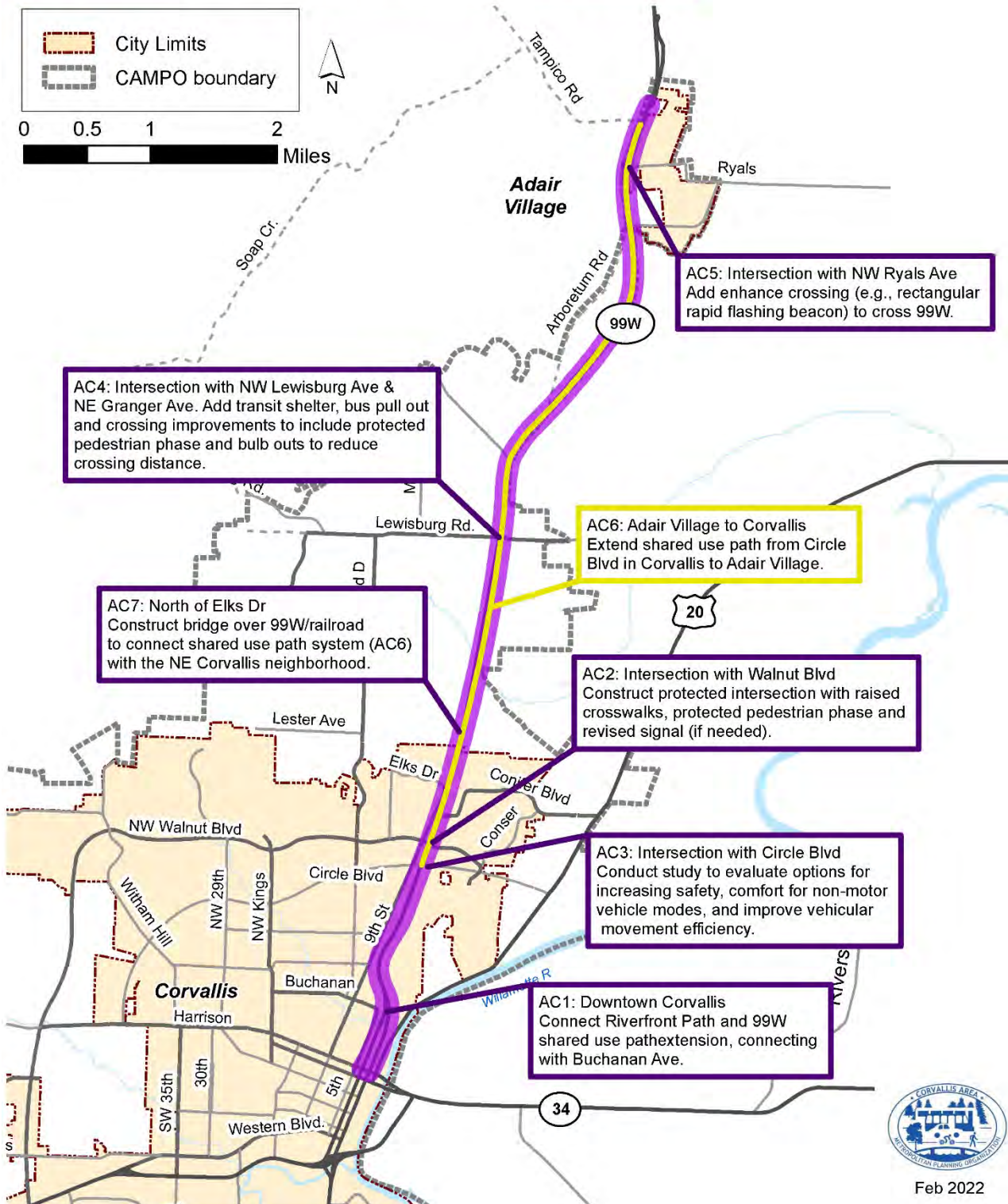
A table and map of projects for the Adair Village to Corvallis Corridor can be found on the following pages.

Table 22: Adair Village to Corvallis Corridor (Highway OR 99W) Projects

Project Identification	Intersection or Segment	Project Description	Planning Level Cost (2021 Dollars)
AC1 -Corvallis TSP PB34, PB85	Downtown Corvallis	Connect Riverfront Path and OR-99W Shared Use Path Extension, connecting with Buchanan Ave.	\$2,500,000
AC2	Intersection with Walnut Blvd.	Construct protected intersection with raised crosswalks, protected pedestrian phase and revised signal (if needed)	\$1,100,000
AC3 -Corvallis TSP PB29, M5, A56	Intersection with Circle Blvd	Conduct study to evaluate options for increasing safety, comfort for non-motor vehicle modes, and improve vehicular movement efficiency	\$250,000
AC4 -Benton County TSP CC-59, T-191, T-192	Intersection with NW Lewisburg Ave/NE Granger Ave	Add transit shelter, bus pull out and crossing improvements to include protected pedestrian phase and bulb outs to reduce crossing distance.	\$400,000
AC5 -Benton County TSP AT-168, CC-117	NW Ryals Ave	Add enhance crossing (e.g., RRFB) to cross OR 99W	\$400,000
AC6 -Benton County TSP AT-108, AT-235	Adair Village to Corvallis	Extend shared use path from Circle Blvd in Corvallis north to Adair Village	\$8,000,000
AC7	North of Elks Drive, final alignment to be determined	Construct bridge over 99W/railroad to connect shared use path system (AC6) with the NE Corvallis neighborhood	1,000,000
Corridor Total			\$13,650,000

Figure 31. Adair Village to Corvallis Corridor Projects

Adair Village to Corvallis Corridor (Highway OR 99W)



Feb 2022

Walnut Boulevard/53rd Street Corridor

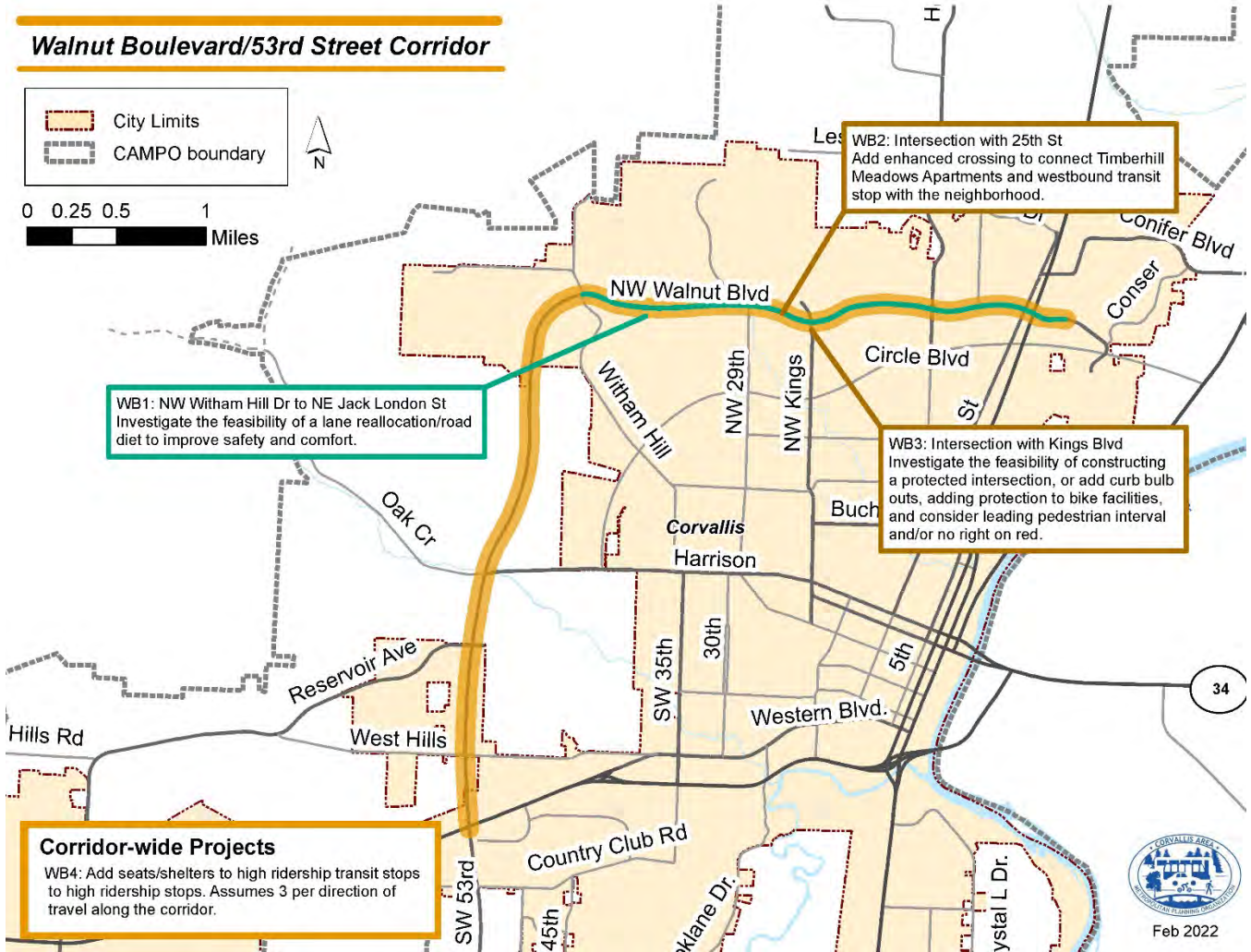
Walnut Boulevard becomes 53rd Street south of Harrison Boulevard and is one of the primary arterials within Corvallis that is not a state highway. The corridor connects Philomath and western Corvallis with northeast Corvallis and Adair Village, and passes through low density residential development, primary schools and local parks.

- High speed traffic along this corridor is a major concern causing some people, especially people traveling bike or with children, to avoid the area entirely; various strategies for slowing down traffic were suggested by survey respondents
- Crossing Walnut Boulevard is seen by several survey respondents as a barrier to safe walking and biking
- Survey respondents suggested making access to the 53rd Street shared use path easier and safer as well as extending the shared use path along Walnut Boulevard
- Intersections along SW 53rd Street were mentioned as safety issues by several survey respondents (intersections with SW Country Club Drive and Philomath Boulevard); visibility issues when crossing SW 53rd Street on Country Club Drive were specifically mentioned including a desire for four way stop signs
- The intersections of Walnut and NW 9th Street as well as Walnut Boulevard and Highway 99W were cited as being complicated and dangerous
- Intersections with SW Reservoir Ave and NW Harrison Boulevard along 53rd Street were also mentioned; this includes instances of southbound vehicles backing up on 53rd Street from Reservoir Ave to Harrison Boulevard, survey respondents noted a large number of vehicles turning right onto Reservoir Avenue and suggested the addition of a right turn lane

Table 23: Walnut Boulevard/53rd Street Corridor Projects

Project Identification	Intersection or Segment	Project Description	Planning Level Cost (2021 Dollars)
WB1 -Corvallis TSP B16	NW Witham Hill Dr. to NE Jack London St.	Investigate the feasibility of a lane reallocation/road diet to improve safety and comfort. This cost is for implementation.	\$200,000
WB2	Intersection with 25 th St	Add enhanced crossing to connect Timberhill Meadows Apartments and westbound transit stop with the neighborhood. This cost is for implementation	\$400,000
WB3	Intersection with Kings Blvd	Investigate the feasibility of constructing a protected intersection, or add curb bulb outs, adding protection to bike facilities, and consider leading pedestrian interval and/or no right on red	\$275,000
WB4	Overall	Add seats/shelters to high ridership transit stops. Assumes 3 per direction of travel along the corridor	\$200,000
Corridor Total			\$1,075,000

Figure 32. Walnut Boulevard/53rd Street Corridor Projects



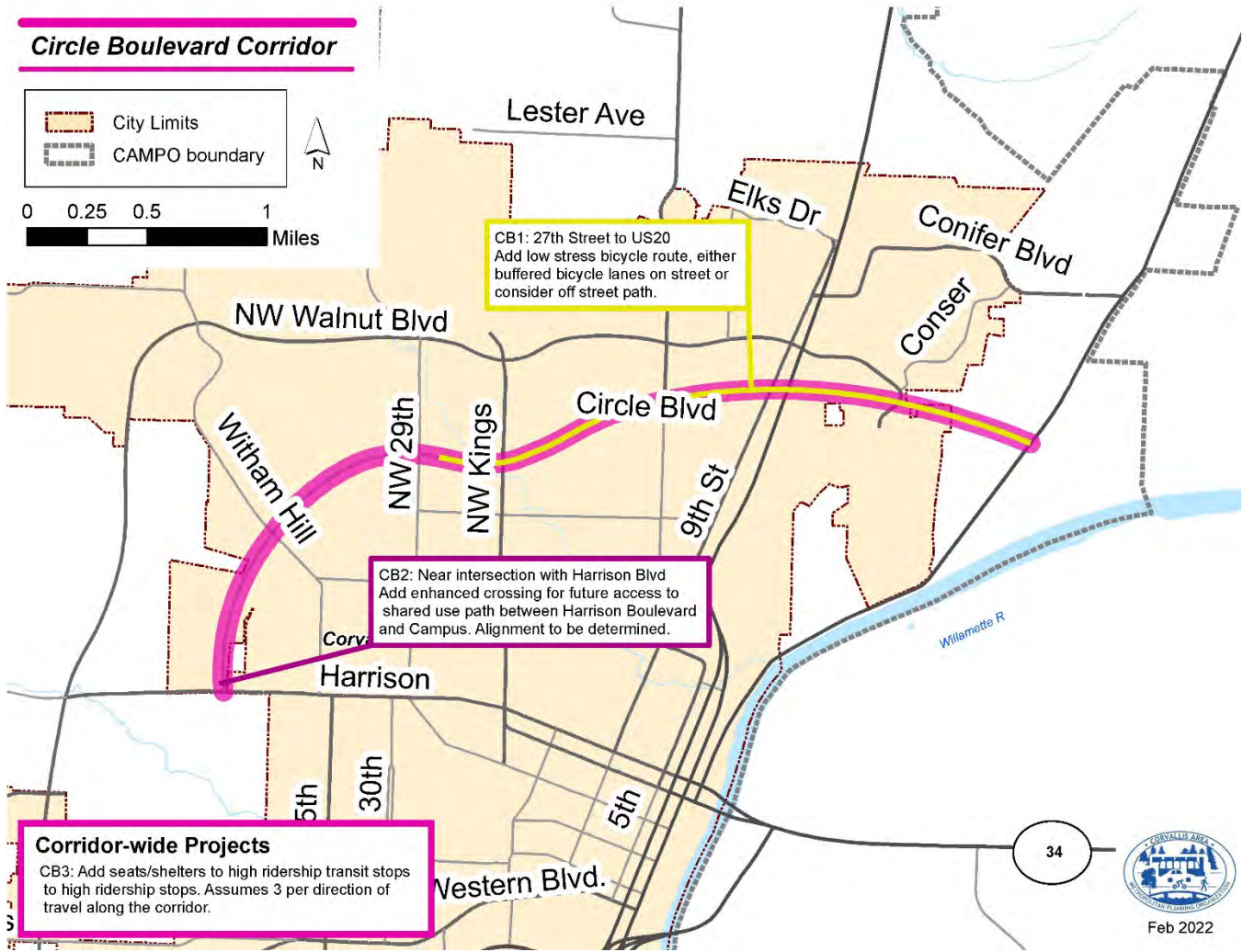
Circle Boulevard Corridor

Circle Boulevard is another primary arterial, in addition to Walnut Boulevard, that connects North Corvallis with West Corvallis. It connects commercial centers, schools, parks, community centers, high density student housing, and low density residential areas.

- The most frequently cited locations of concern along the Circle Boulevard corridor were the intersections with NW 9th Street and Highway OR 99W; specific comments touched on safety issues caused by backups between the two intersections, proximity to the railroad, and difficulty for people walking and riding bikes to safely cross the intersections.
- A number of survey respondents identified the eastern end of the corridor as problematic between NW Kings Boulevard and Highway US 20. Issues with roadway surface condition were mentioned east of 9th street.
- Survey respondents provided overall favorable feedback about the Circle Blvd road reconfiguration between 29th Street and Highland Drive but many indicated a desire to maintain fewer travel lanes through intersections at 29th Street and Kings Boulevard

Table 24: Circle Boulevard Corridor

Project Identification	Intersection or Segment	Project Description	Planning Level Cost (2021 dollars)
CB1 -Corvallis TSP B38	27 th Street to US 20	Add low stress bicycle route, either buffered bicycle lanes on street or consider off street path	\$800,000
CB2 -Corvallis TSP BP2	Near the intersection with Harrison Blvd.	Add enhanced crossing for future access to multi-use path between Harrison Boulevard and Campus. Alignment to be determined	\$400,000
CB3	Overall	Add seats/shelters to high ridership transit stops. Assumes 3 per direction of travel along the corridor	\$200,000
Corridor Total			\$1,281,000



Highway OR 99W South

As of early 2022, the Oregon Department of Transportation, in consultation with the City of Corvallis, is preparing a facility plan (and refinement plan to the City’s TSP) for Highway OR 99W, or South 3rd Street, from the intersection with Western Boulevard south to the Corvallis urban growth boundary near Airport Avenue. That planning will identify a range of improvements, including safety and mobility projects for all modes. In order to avoid duplication of efforts and avoid inconsistencies across planning processes, this plan does not include projects along Highway OR 99W in this corridor. Projects from that process that enhance bicycle and transit use will be amended into the RTP at a later date.

Planning Studies

CAMPO staff have identified the following planning studies to support local Transportation System Plans:

1. Freight and recreational bicycle route study between Philomath and Monroe (i.e. Bellfountain and Fern Road, Benton County TSP project C155)
2. Intersection improvements on Circle Blvd between 9th Street and 99W
3. Scoping study to Identify shared use path alignment between Adair Village and north Corvallis
4. Highway 20/34 corridor investment strategy (joint study with AAMPO) (Corvallis TSP M143)
5. Regional wayfinding and shared use path connections plan
6. Downtown Corvallis Circulation Study (Corvallis TSP M104)
7. Interim RTP Scenario Evaluation (focusing on land use changes)

Inter-regional Projects

The Corvallis Area MPO has significantly strengthened the relationship with its neighboring MPO, the Albany Area MPO (AAMPO) in the last five years. Since the last CAMPO RTP was written in 2017, the two MPOs have held joint Technical Advisory Committee and/or joint Policy Board meetings at least once a year. These meetings help identify regional issues of significance that impact both MPOs, and develop opportunities for partnering on both planning and construction projects.

Both MPOs contribute annual 5303 funding to support the Linn Benton Loop, a regional transit service between Corvallis and Albany. With member overlap in Benton County, both MPOs help support the ongoing developing of the Corvallis to Albany Multiuse Path. While much of the collaboration is captured using PL and 5303 dollars captured in annual Unified Planning Working Programs (UPWP), this plan does include the Corvallis to Albany Multiuse Path as a shared regional priority. The total cost of the project is estimated at \$8.2 million, and is shown in the illustrative project summary. More details on the project are available on CAMPO's website at <https://corvallisareampo.org/planning-programming/current-projects/>

Finances

Federal regulations require MPOs to prepare a financial plan that demonstrates how planned projects can be implemented. CAMPO's financial plan describes the funding resources that are reasonably expected to be available to implement the RTP, both to the MPO for local projects, as well as for local jurisdictions.

The current federal transportation funding law, the Infrastructure Investment and Jobs Act (IIJA), was signed into law in November of 2021, and provides a five-year allocation of funds through various programs. The IIJA replaced the previous federal transportation funding law, Fixing America's Surface Transportation (FAST) Act. The IIJA distributes money from the Federal Highway Trust Fund, which receives money from federal motor vehicle fuel tax, truck-related weight-mile charges, and through Congressional transfers from the General Fund of the US Treasury.

Surface Transportation Block Grant (STBG) Program

Federal funds flow to states through the Surface Transportation Block Group Program (previously known as the Surface Transportation Program) by formula, and are distributed to a variety of programs for specific purposes. ODOT relies on these distributions to fund many of the safety, highway, and bridge improvement projects identified in the Statewide Transportation Improvement Program (STIP), and the majority of federal funding goes to state highways. CAMPO receives an annual allocation of STBG dollars which serves as the primary source of funding under the MPO's

purview. These funds are distributed CAMPO's member jurisdictions for use in improving and maintaining the regional transportation system. As a requirement, projects receiving STBG funding through CAMPO must be identified in the Regional Transportation Plan.

CAMPO's annual share of STBG dollars has been growing over the past several years. In FY2021, CAMPO received approximately \$850,000 in STBG funds. The State of Oregon allows small MPOs to complete fund exchange agreements with ODOT. CAMPO receives \$0.94 for every dollar it puts into the state fund exchange but gains significant flexibility in project delivery.¹⁷

STBG Funding Assumptions

In partnership with MPOs throughout Oregon, ODOT has developed projections for reasonably anticipated federal and state revenues available for transportation projects statewide. CAMPO's estimated apportionment under the federal Surface Transportation Block Grant (STBG) Program, which is the primary source of federal funding under CAMPO's purview, is shown below in **Table 25**.

Table 25: Surface Transportation Block Grant Funding Available for Local Agency Projects in the CAMPO Area

Year	Projected STBG Apportionment (2021 Dollars)	Total STBG Revenue Available (2021 Dollars)
2022	\$842,852	\$25,781,456
2023	\$861,395	
2024	\$880,346	
2025	\$899,714	
2026	\$919,507	
2027	\$939,736	
2028	\$960,411	
2029	\$981,540	
2030	\$1,003,133	
2031	\$1,025,202	
2032	\$1,047,757	
2033	\$1,254,312	
2034	\$1,281,907	
2035	\$1,310,109	
2036	\$1,338,931	
2037	\$1,368,387	
2038	\$1,398,492	
2039	\$1,429,259	
2040	\$1,460,703	
2041	\$1,492,838	
2042	\$1,525,680	
2043	\$1,559,245	

¹⁷ Note- this is scheduled to change to \$0.90 for every dollar in 2022

Table 26. Summary of Corridor Costs

Corridor	Total Cost
Philomath Boulevard	\$7,197,310
Adair Village to Corvallis	\$13,650,000
Walnut Blvd/53rd	\$ 1,075,000
Circle Boulevard	\$1,281,000
Total	\$23,203,310

Fiscal Constraint

Project costs included in this document have been estimated by engineering consultants and local agency engineering staff based on their professional knowledge and experience in implementing similar projects. To demonstrate that the RTP is financially constrained, planned projects were matched with potential funding sources. Anticipated STBG revenues were compared to the projected costs of corridor projects.

Table 27 below demonstrates fiscal constraint through comparing revenues, project costs, and the remaining balance. The Corvallis Area MPO has a strong history of preserving the local system and has dedicated a majority of STBG funding to pavement projects. It is worth noting that pavement preservation projects can be used to further safety and bicycle improvement goals at a much faster rate than standalone projects. Adding buffered bike lanes, adding curb bulb outs, or adjusting signal timing are all more easily completed through an existing project, and at a lower cost, compared with singular spot improvements. To this end, the CAMPO TAC will assess the balance of preservation and modernization projects for each MTIP funding cycle. CAMPO will continue to support preservation projects funding through STBG allocations.

Table 27. Demonstration of Fiscal Constraint

STBG Funds	Value	
Total STBG Funding Available Over the Planning Horizon	\$25,781,456	
Amount after 10 percent reduction for anticipated state exchange	\$23,203,310	
Total Cost of Corridor Projects	\$23,203,310	
	Difference	-
Local TSP Fiscally Constrained Projects	Total Cost	Projected Local Revenue
Benton County	\$23,095,000	\$23,000,000
Philomath	\$3,470,000	\$3,500,000
Adair Village	\$1,250,000	\$1,400,000
Corvallis	\$63,618,620	\$63,000,000

Table 28. Illustrative Project Summary

Unfunded Projects	Value
Planning Studies	\$1,200,000
Low Stress Bike Network Implementation (Corvallis). Entire network, assumed \$75k/mile implementation.	\$1,500,000
Interregional Projects	\$8,200,000
Philomath Boulevard Illustrative Projects	\$65,000,000
Total	\$75,900,00

Pavement preservation projects are identified in local member capital improvement plans and are not included in this RTP.

Incorporation of Local Projects

In order to meet the long range goals of increasing bicycle and transit use, and improving safety, CAMPO will have to rely on projects constructed on the local system that are identified through locally adopted transportation system plans. Fiscally constrained projects identified in each TSP are incorporated into this RTP below, and a table for each member is found below. In addition to the fiscally constrained project tables, which outline the overall investments in the transportation system over the next 20 years, each CAMPO member recently completed a Transportation System Plan Update. Those plans are referenced throughout this document, and in addition to the projects included in this RTP, projects on the illustrative list of the following plans can be submitted for STBG funding, as they align with CAMPO's goals, objectives and performance measures:

- Corvallis Transportation System Plan, 2018
- Corvallis Transit Development Plan, 2018
- City of Philomath Transportation System Plan, 2018
- Benton County Transportation System Plan, 2019
- Adair Village TSP Element, 2019
- Linn Benton Loop Service Development Plan, 2019
- Owns Farm and Jackson Frazier Wetland Conceptual Trail Planning Summary Report, 2021

Table 29. Benton County Fiscally Constrained Projects

Project ID	Name	Cost
CC-07	13 th Street Modernization	\$4,200,000
CC-14	N 9th Street Modernization	\$8,655,000
CC-15	West Hills Road Modernization	\$6,005,000
CC-35	Springhill Drive Modernization	\$4,235,000
Total		\$23,095,000

The Benton County TSP identifies the fiscally constrained projects and their projected revenue sources:

Benton County is expected to have roughly \$23 million available for transportation system improvements through the planning horizon. Most of that funding comes from federal and State discretionary programs. The projections over the planning horizon of current County funding levels compared to estimated expenditures indicates there will not be any available discretionary money to allocate to moving projects identified in the TSP forward. As a result, there are very few County-led solution projects on the Financially Constrained list

Table 30. Adair Village Fiscally Constrained Projects

Project ID	Name	Cost
AdVAT-01	Adair Frontage Road Active Transportation Corridor	\$100,000
AdVAT-12	Arnold Avenue –Adair County Park Shared-use Path	\$1,150,000
Total		\$1,250,000

The Adair Village TSP identifies the fiscally constrained projects and their projected revenue sources:

Adair Village is expected to have roughly \$1.4 million available for transportation system improvements through the planning horizon. Most of that funding comes from federal and State discretionary programs.⁹ The projections over the planning horizon of current funding levels compared to estimated expenditures indicates there will not be any available discretionary money to allocate to moving projects identified in the TSP forward. As a result, there are very few Adair Village-led solution projects on the Financially Constrained list, as shown in the table below.

Table 31. Philomath TSP Fiscally Constrained Projects

Project ID	Name	Cost
<i>City Funded Projects</i>		
Cr-2/BL-1	College Street Safe Routes to School Upgrades	\$30,000
SUP-3	Willow Street/Cedar Street Path (Willow Street to Cedar Street)	\$225,000
SUP-7	Hunsaker Path south to Chapel Drive and north to City Park	\$120,000
SW-4	17 th Street Sidewalks (Applegate Street to 19 th Street & Cedar Street)	\$50,000
SW-5/ BL-2	Applegate Street (16 th Street to 21 st Street)	\$25,000
Up-1	Downtown Safety and Streetscape Project (Assumed Phase 1)	\$1,000,000
TS-1	School Vehicle Circulation Study	\$20,000
NR-9/Up-11	South 16 th Street Modernization and Extension	\$2,000,000
Total		\$3,470,000
<i>ODOT Funded Projects</i>		
Cr-1	US20/OR34 & 17 th Street Highway Crossing Improvements	\$120,000
Int-2	US20/OR34 & 26 th Street Intersection Improvements	\$950,000
ITS-3	Bike Signal Detection	\$23,000
Up-10	US20/OR34 Widening Projects: Corridor Refinement Plan and Preliminary Engineering (does not include construction)	\$1,000,000
Total		\$2,093,000

The following text from the Philomath TSP identifies their fiscally constrained projects and projected funding.

With an estimated \$185 million worth of aspirational transportation system projects identified, the City made reasonable investment decisions to develop a set of transportation improvements that are likely be funded and that meet identified needs through 2040. The City expects to have approximately \$3.45 million to spend on more than 30 transportation improvements for which they will be the primary source of funding through 2040. It would take over \$25 million to construct all of the City-funded projects, meaning over \$21.5 million in investments may not be funded.

The City has also identified over \$60.4 million worth of investments along US20/OR34. The City has recently secured \$3.7 million from ODOT for the US20/OR34 Downtown Improvement project, and the Philomath Urban Renewal District is contributing another \$4 million. ODOT has also indicated that it would be reasonable to assume that up to \$2 million would be available to fund other new projects in Philomath over the next 20 years. Again, over \$50.7 million worth of projects on the state system are not expected to be funded within the TSP planning horizon.

The Financially Constrained list focuses on achieving a relatively even balance of goal areas and high-impact projects, informed by conversations with the CAC, TAC, and general public. By cost, this list is about 55% connectivity and congestion projects, 20% safety projects, and 25% active transportation projects

Table 32: Corvallis Fiscally Constrained Projects (From TSP)

Project ID	Project Name	Funding Share Contribution
A3	US 20-OR 34 Optimization	\$910,000
A6	Conifer Avenue/OR 99W/9 th Street Intersections	\$791,000
A7	OR 99W: Circle to RR Widening	\$5,250,000
A8	Harrison Boulevard/2nd Street	\$540,000
A14	OR 99W/Walnut Boulevard	\$8,380,000
A17	35th Street/US 20-OR 34	\$558,000
A18	Technology Loop/US 20-OR 34	\$560,000
A27	Kings Boulevard/Garfield Avenue Turn Lanes and Signal	\$740,000
A31	Walnut Avenue/Highland Drive Turn Lanes	\$1,022,000
A32	OR 99W/9 th Street/Samaritan Drive/ Elks Drive Realignment	\$2,013,800
A48	Goodnight Avenue/3 rd Street/OR 99W ROW	\$370,000
A54	Harrison Boulevard/3rd Street/OR 99W Improvements	\$108,000
A56	Circle Boulevard/OR 99W Improvements	\$1,846,000
A62	Witham Hill Drive/Circle Boulevard Traffic Control	\$2,592,000
A64	53 rd Street/US 20-OR 34	\$3,161,000
A65	Elks Drive/OR 99W Traffic Control	\$838,000
A70	Crescent Valley Drive/Highland Drive Signal	\$2,394,000
B21	Van Buren Avenue Bike Lanes	\$30,000
B51	5 th Street Buffered Bike Lanes	\$55,000

M2	26 th Street/US 20-Or34 Improvements	\$1,295,000
M3	West Hills Road Modernization	\$8,016,000
M5	Circle Boulevard/9 th Street Improvements	\$1,156,000
M6	Circle Boulevard Extension to Harrison Boulevard	\$488,000
M8	Van Buren Bridge (New Construction)	\$0 (Project already funded)
M27	Country Club Drive/69th Street/US 20-OR 34	\$5,679,000
M47	15th Street/US 20-OR 34	\$1,600,000
M49	Van Buren Avenue/4th Street	\$121,000
M64	9th Street Extension	\$1,506,600
M71	Satinwood Street Extension	\$1,447,620
M104	Downtown Circulation Study	\$350,000
P51	Philomath Boulevard (US 20-OR 34)	\$260,000
PB2	Harrison Boulevard/35 th Street/Campus Way Multi-Use Path	\$495,000
PB9	Northeast Corvallis Multi-Use Path	\$440,000
PB13	OR 99W Multi-Use Path	\$175,000
PB14	US 20-OR 34 Grade-Separated Crossing	\$1,000,000
PB15	South Corvallis Multi-Use Path	\$2,614,000
PB25	SW Cummings Avenue Railroad Crossing	\$500,000
PB29	OR 99W Multi-Use Path and Circle Boulevard	\$275,00
PB31	OR 99W South Corvallis Refinement Study	\$500,000
PB34	R 99W Multi-Use Path Downtown Extension	\$330,000
PB49	Goodnight Avenue – Caldwell Multi-Use Path	\$0 (Parks Master Plan project)
PB80	Tyler Avenue and 3rd Street Crossing	\$65,000
PB81	Tyler Avenue and 2nd Street Crossing	\$25,000
PB85	OR99W –Riverfront Connector	\$2,260,000
PB86	3rd Street/OR 99W/Crystal Lake Drive/Avery Avenue	\$861,600
Total		\$63,618,620

The Corvallis TSP identifies the fiscally constrained projects and their projected revenue sources:

The Corvallis area is expected to have roughly \$63 million available for transportation system improvements through the planning horizon. Most of that funding is assumed to come from federal and State discretionary programs (approximately \$40 million), and the rest from City transportation SDC revenues (approximately \$22.8 million). By state law, SDCs can only be used on projects that add capacity to the system, such as new bike lanes. The projection over the planning horizon of current City funding levels compared to estimated expenditures indicates there will not be any available discretionary money to allocate to moving projects

identified in the TSP forward. As a result, there are very few City-led projects on the Financially Constrained list.

Operational and Management Strategies

In addition to projects, CAMPO is required to identify strategies to improve the performance of the transportation system over the next 20 years. Capital projects are identified earlier in this section. Included below are operational strategies and transit enhancement strategies that are not covered in the objectives identified in Chapter 4.

Operational and management strategies to improve performance of existing facilities to relieve congestion and improve safety

CAMPO has a long history of a “fix-it first” approach to the transportation system and has spent the majority of its STBG allocation since forming on pavement preservation. As federal performance measures and federal policy has shifted in recent years, CAMPO adapted its STBG project selection criteria to emphasize improvements in safety, pedestrian infrastructure and bicycle infrastructure. In addition to this shift, CAMPO solicited the public on strategies that improve the comfort and safety of the transportation system. These strategies are included below.

- Operational/Safety Strategy 1: Support non-automotive modes as a tool to reduce traffic volumes and in turn, reduce congestion, along major corridors in the region. This includes transportation demand management (TDM) programs.
- Operational/Safety Strategy 2: Support congestion reduction through improved efficiency via signal enhancements and intersection improvements.
- Operational Strategy 3: Monitor the performance of streets adjacent to major corridors in order to prevent negative impacts from increased congestion.
- Operational/Safety Strategy 4: Support roadway expansion as a last resort to address congestion.
- Operational/Safety Strategy 5: Support and educate members on FHWA Proven Safety Countermeasures to include, but not limited to, road diets, limited left turns, raised crosswalks, curb bulb outs at intersections, rectangular rapid flashing beacons (RRFBs), protected bicycle lanes, protected intersections, limiting right turn on reds, protected pedestrian signal phases at intersections.
- Operational/Safety Strategy 6: Research crash data in more detail to identify trends in time of day, location, mechanism, etc., and subsequent opportunities for improvement.

Transportation and transit enhancement activities, including the role that intercity buses may play in reducing congestion, pollution and energy consumption in a cost effective manner; and strategies that preserve and enhance intercity bus systems

The Corvallis region is well supported by both intra city and regional transit services, which have only increased since the State of Oregon passed HB2017, which provides additional funding via a payroll tax to local transit agencies. CAMPO has assisted transit agencies over time, including providing technical assistance to Corvallis Transit, providing staff support for the Linn Benton

Loop, and assisting Benton County on transit advisory committees. The strategies below showcase that ongoing support, in addition to

- Transit Enhancement Strategy 1: Continue supporting interregional transit service through the Linn Benton Loop and Coast to Valley.
- Transit Enhancement Strategy 2: Continue supporting fareless transit within Corvallis and on the Philomath Connection.
- Transit Enhancement Strategy 3: Support roadway expansion as a last resort to address congestion. Explore dedicated transit lanes as way to increase people movement between cities.
- Transit Enhancement Strategy 4: Provide technical support as needed on feasibility studies related to electric buses and electric charging infrastructure.

System Monitoring

The transportation system in the MPO's planning region will be measured using the following metrics identified in Chapter 4. These metrics are a combination of federal safety, federal transit, and locally adopted measures. The base year for these measures will be 2019, with reporting completed annually. 2019 is used as the base year to align with both demographic data collected for this report and to align with CALM travel model inputs.

Table 33: Federal and Local Performance Measures

Metric	2015-2019 Baseline	2025 Target	Data Source
<i>Federal, Safety (non-transit)</i>			
Fatalities (total)	3.8/year	Less than 3/year	
Fatality Rate (total per 100 million miles)	1.25/year	Lower than 1.00/year	ODOT Crash Data. New methods of crash prediction as appropriate.
Serious Injuries (total)	17.2/year	Less than 14/year	
Serious Injury Rate (total per 100 million miles)	5.66/year	Lower than 4.00/year	
Non-Motorized Fatal and Serious Injuries (total bicycle/pedestrian)	4.8/year	Less than 3/year	
<i>Federal, Safety (transit)</i>			
Fatalities and Injuries	0	0	Corvallis Transit System
Fatalities and Injuries per 100 thousand vehicle revenue miles	0	0	
Safety Events	5	4	
Safety Events per 100 thousand vehicle revenue miles	0.88	0.80	
System Reliability (vehicle revenue miles/equipment failures)	24,662	27,000	

	<i>Local</i>		
Daily Vehicle Miles Traveled (miles)	805,892	838,000	CALM/ODOT
Daily Vehicles Mile Traveled Per Capita (miles/person)	11.94	11.85	CALM and ACS Population
Percent of Work Trips by Bike	10	12	ACS Journey to Work/CALM

Plan Revisions and Updates

The Corvallis Area MPO's Regional Transportation Plan should be updated at least every 5 years from the date of Policy Board adoption, in accordance with the region being under air quality attainment. If the region should become under nonattainment, then the plan should be updated every 4 years. Revisions to the plan can be made at any time without extending the forecasted horizon year, per 23 CFR 450.324. When revisions are made, the plan shall be submitted to FHWA, FTA, and the Oregon Governor.

This page is intentionally left blank

Chapter 6: Environmental Considerations and Mitigation Activities

Introduction

The Corvallis Area Metropolitan Planning Organization (CAMPO), in partnership with federal, state and local agencies has a role in developing and implementing plans and policies that keep our air, water and land healthy for future generations.

CAMPO's approach to transportation investment places a strong emphasis on environmental sustainability. Adopting investment policies that promote transportation options, including walking, biking and transit, not only have the benefit of improving the health and livability of the region, they also offer the potential to reduce dependence on single-occupant vehicles as the principle mode of transportation. Benefits to CAMPO's approach include the potential for reductions in traffic congestion, Vehicle Miles Travelled (VMT), fossil fuel consumption and greenhouse gas.

This chapter should be used as a starting point for analyzing the environmental consequences of transportation projects during project-specific planning and development. When projects are proposed, this chapter should be reviewed to determine if there are potential environmental conflicts. If potential conflicts are identified, additional information will be needed and further consultations with relevant agencies may be required.

Federal Regulation

Federal legislation stipulates that Metropolitan Planning Organizations (MPOs) must consider environmental factors in the development of long-range transportation plans. Topics for consideration include existing environmental features, comparison of proposed transportation projects to identify potential conflicts, and identification of potential mitigation activities.

Past and Present Mitigation Analysis

The previous iteration of the CAMPO Regional Transportation Plan (adopted in 2017) included a discussion on mitigation activities as well as a detailed Environmental Summary which was included as an appendix. This work was developed in coordination with numerous agencies and involved consultations, meetings, email communication, phone communication, website database searches and informational updates. As a result, the 2017 CAMPO RTP was utilized extensively during the development of this chapter.

Consultation

MPOs are required to consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation when developing a long-range transportation plan. The sections below provide details on CAMPO's consultation activities during the development of this plan.

Environmental Resource Agencies

The Collaborative Environmental and Transportation Agreement for Streamlining (CETAS), which served as a forum for coordination between transportation and environmental resource agencies, was dissolved prior to CAMPO's last RTP update (2017). There is no longer a formal forum for coordinated environmental review of public plans and projects that are subject to the National Environmental Policy Act (NEPA).

To solicit input and feedback on the RTP, CAMPO reached out to state and federal agencies with responsibilities related to environmental and transportation matters who were former participants on CETAS. This included:

- Federal Highway Administration (FHWA)
- National Oceanic and Atmospheric Administration (NOAA)
- Oregon Department of Land Conservation and Development (DLCD)
- Oregon Department of Environmental Quality (DEQ)
- Oregon Department of Fish and Wildlife (ODFW)
- Oregon Department of State Lands (DSL)
- State Historic Preservation Office (SHPO)
- Oregon Department of Transportation (ODOT)
- US Army Corps of Engineers (USACE)
- US Environmental Protection Agency (EPA)
- US Fish and Wildlife Service (USFWS)

Tribal Input

MPOs are required to consult any tribal nation with lands currently or historically in the planning area. There are no tribal nations with current land within the CAMPO planning area, however, there are two federally recognized tribes with historic land in what is now Corvallis. These are the Confederated Tribes of Siletz Indians located in Lincoln County (50 miles to the west) and the Confederated Tribes of Grand Ronde located in Polk County (40 miles to the north).

CAMPO reached out directly to both Tribes in order to gather feedback and gauge interest in additional involvement in the development of the CAMPO RTP. As a result of this outreach, information about the history of Indigenous and Native people in the mid-Willamette Valley is included in Chapter 1 of this document.

Environmental Justice

Title VI of the Civil Rights Act of 1964 states: “No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal assistance.” Title VI prohibits intentional discrimination as well as disparate impact discrimination.

In 1994, President Clinton issued Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The Executive Order focused attention on Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

CAMPO addresses environmental justice in the [CAMPO Title VI Nondiscrimination and Environmental Justice Plan \(2020\)](#).¹⁸ Additional information, including CAMPO’s annual Title VI accomplishment report can be found on the [CAMPO website](#).¹⁹

¹⁸ https://corvallisareampo.org/wp-content/uploads/2020/12/CAMPO-Title-VI-Plan_Final-Signed.pdf

¹⁹ <https://corvallisareampo.org/planning-programming/transportation-equity/>

Water Resources

Stormwater Management

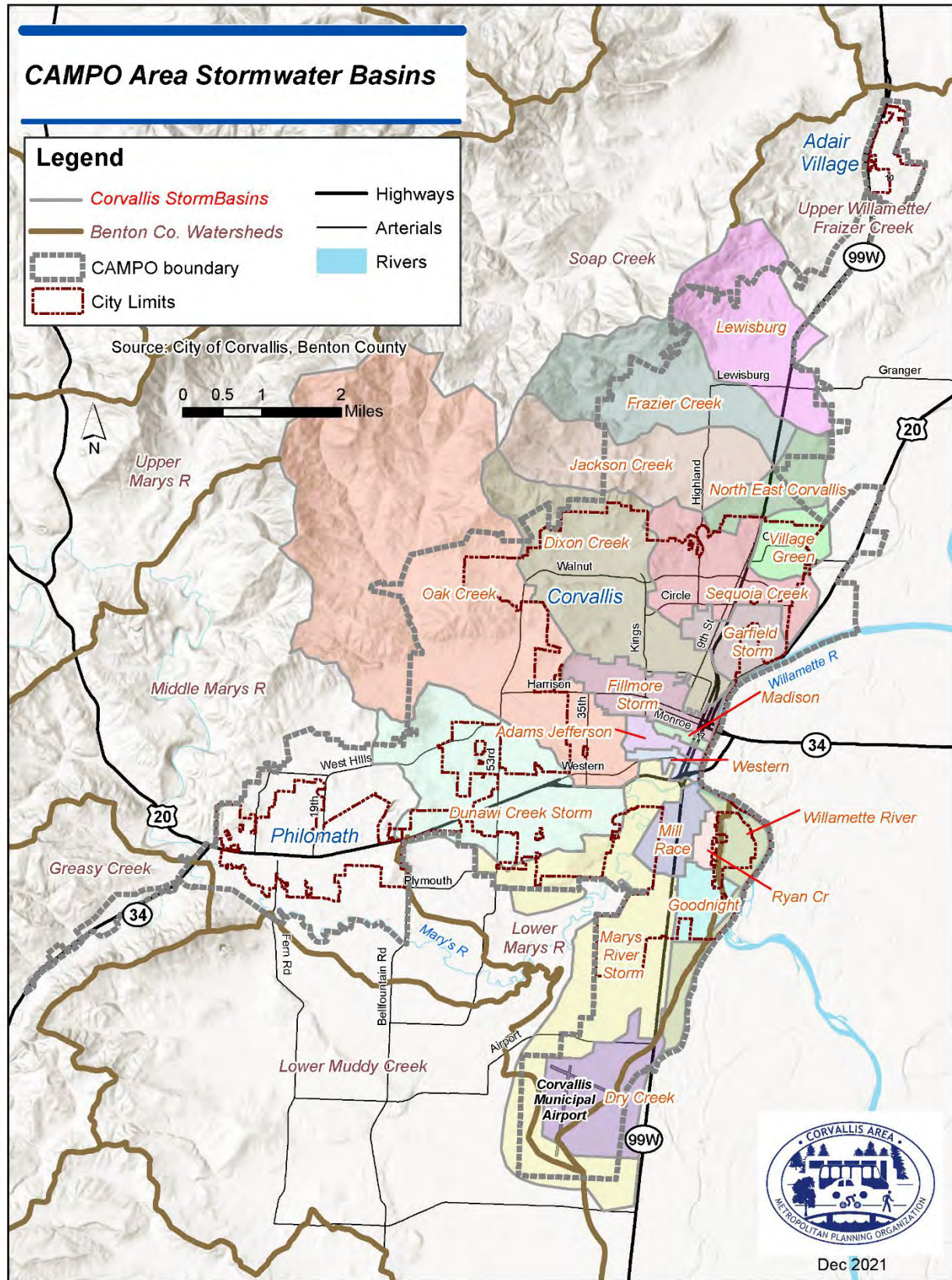
Stormwater runoff from land and impervious surfaces such as paved streets, pathways, sidewalks parking lots, and building rooftops during rainfall and snow events may contain pollutants that could adversely affect water quality. Having a separate stormwater drainage system alleviates some of the residual effects of stormwater runoff.

National Pollutant Discharge Elimination System (NPDES) permits are required for stormwater discharges to surface waters from construction and industrial activities and municipalities if stormwater from rain or snow melt leaves a site through a "point source" and reaches surface waters either directly or through storm drainage. A point source is a natural or human-made conveyance of water through such things as pipes, culverts, ditches, catch basins, or any other type of channel. Municipal sources required to obtain NPDES Permit are classified as either "Phase I" or "Phase II" municipal separate storm sewer systems (MS4s). Phase I MS4s are required for areas with a population greater than 100,000, while Phase II (or "small") MS4s are required for municipalities with populations less than 100,000 located within the Census Bureau-defined Urbanized Area.

Within the CAMPO planning area, Benton County and the cities of Philomath and Corvallis are required to obtain a Phase II Municipal Stormwater Permit from the Oregon Department of Environmental Quality (DEQ) and operate a stormwater conveyance system independent from their sewer system. The City of Adair Village applied for and received a waiver for obtaining a MS4 Phase II permit and is currently exempt from EPA Stormwater requirements.

Benton County as well as the cities of Philomath and Corvallis each maintain a Stormwater Master Plan which provide oversight and guidance for addressing issues with stormwater quantity and quality. These planning documents should be consulted for more information on stormwater management in the CAMPO planning area. A map of stormwater basins in the CAMPO planning area is included below in **Figure 30**.

Figure 33: Stormwater Basins



Wetlands

A wetland can be thought of as the integration of terrestrial and aquatic areas, for which both are interdependent yet separate from one another. A wetland is typically defined first and foremost by the natural water features which host a substantial amount of biodiversity. Important benefits from healthy wetlands include:

- Delaying and storing water to reduce flooding and erosion and providing cool water later into the warm season.
- Capturing pollutants and fostering chemical interactions that improve water chemistry (capturing sediment, phosphorus and fostering denitrification through microbial process).
- Providing refuge and areas to forage for fish during high water levels.

There are two major wetlands which are prominent in the CAMPO planning area:

- **Jackson-Frazier Wetland**: Located along the northern boundary of Corvallis city limits beginning at the north end of Lancaster Street. Jackson-Frazier is part of an extensive network of wetlands located on both sides of Highway 99W and partially inside the Corvallis Urban Growth Boundary.
- **Dunawi Creek Wetland**: Located in southwest Corvallis beginning near Bald Hill and extending to the south and east along Dunawi Creek towards the Marys River.

Having a wetlands designation, these areas enjoy a higher level of environmental protection and conservation, as both are integral to the stability of the native vegetation and wildlife habitats.

Each member agency in the CAMPO planning area has adopted a Local Wetland Inventory which designates Locally Significant Wetlands. Locally Significant Wetlands require a high degree of protection and should be accounted for in the transportation planning process. Local Wetland Inventories can be consulted when seeking wetland information within the CAMPO planning area.

In 2003, the City of Corvallis completed a Natural Features Inventory for streams, wetlands, riparian areas, wildlife habitats, significant vegetation, and tree groves located within the Corvallis Urban Growth Boundary. This document also serves as the City's Local Wetlands Inventory. According to the Oregon Department of State Lands (DSL), the City of Philomath's Local Wetland Inventory was approved in 1997 and Adair Village's Local Wetland Inventory was approved in 2012.

Benton County's Riparian and Wetlands Inventory Report was last updated in 2011. Additionally, Benton County maintains an online interactive mapping application with wetland data which may be used for further analysis. The [Benton County Zoning Map](https://bentoncountygis.maps.arcgis.com/apps/webappviewer/index.html?id=e87c1dfd880543d1a5ed5041745f3d88)²⁰ serves as a starting point for accessing wetland data. The City of Corvallis [Riparian Corridors and Wetland Areas Map](https://archives.corvallisoregon.gov/public/ElectronicFile.aspx?dbid=0&docid=2415780)²¹ may also be consulted for projects inside the Corvallis Urban Growth Boundary.

Figure 31 illustrates wetlands in the CAMPO planning area.

Protected Riparian Corridors

Protected riparian corridors play an important role in maintaining ecologic health and stability surrounding waterways. A riparian zone or corridor may include tree canopies, grassland, wild shrubs, woodland, and sometimes natural rocky embankments essential to the stability of the soils around the waterway. Riparian zones or corridors may be natural or engineered for soil stabilization

²⁰ <https://bentoncountygis.maps.arcgis.com/apps/webappviewer/index.html?id=e87c1dfd880543d1a5ed5041745f3d88>

²¹ <https://archives.corvallisoregon.gov/public/ElectronicFile.aspx?dbid=0&docid=2415780>

or restoration. These zones are important natural biofilters, protecting aquatic environments from excessive sedimentation, polluted surface runoff and erosion. They supply shelter and food for many aquatic animals and shade that is an important part of stream temperature regulation. Riparian corridors provide wildlife with connections between habitats that support different elements of their life stages: breeding, rearing, food, etc. When riparian zones are damaged by construction, agriculture or silviculture, biological restoration can take place, usually by human intervention through erosion control and revegetation.

In the CAMPO planning area, riparian corridors with a high level or partial protection can be found along both the Willamette River and Marys River. Other protected areas can be found along a number of smaller tributaries including but not limited to Dunawi Creek, Oak Creek, Dixon Creek, Steward Slough, and Frazier Creek. The map captured in **Figure 32** illustrates protected riparian corridors in the CAMPO planning area.

As mentioned in the wetlands section above, the interactive [Benton County Zoning Map](#)²⁰ may serve as a useful starting point for additional information on wetlands and riparian corridors in the CAMPO planning area.

Figure 34: Wetlands

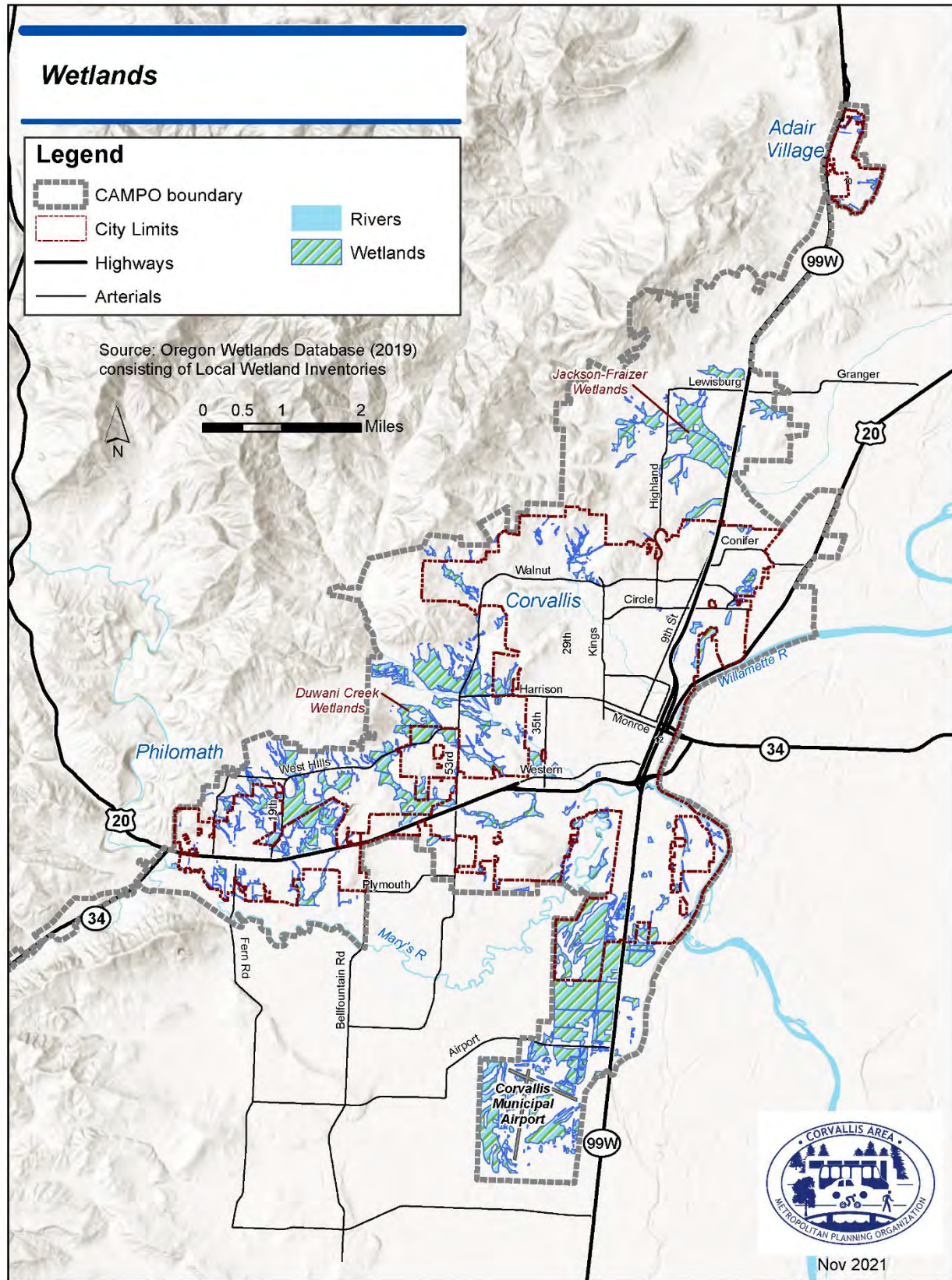
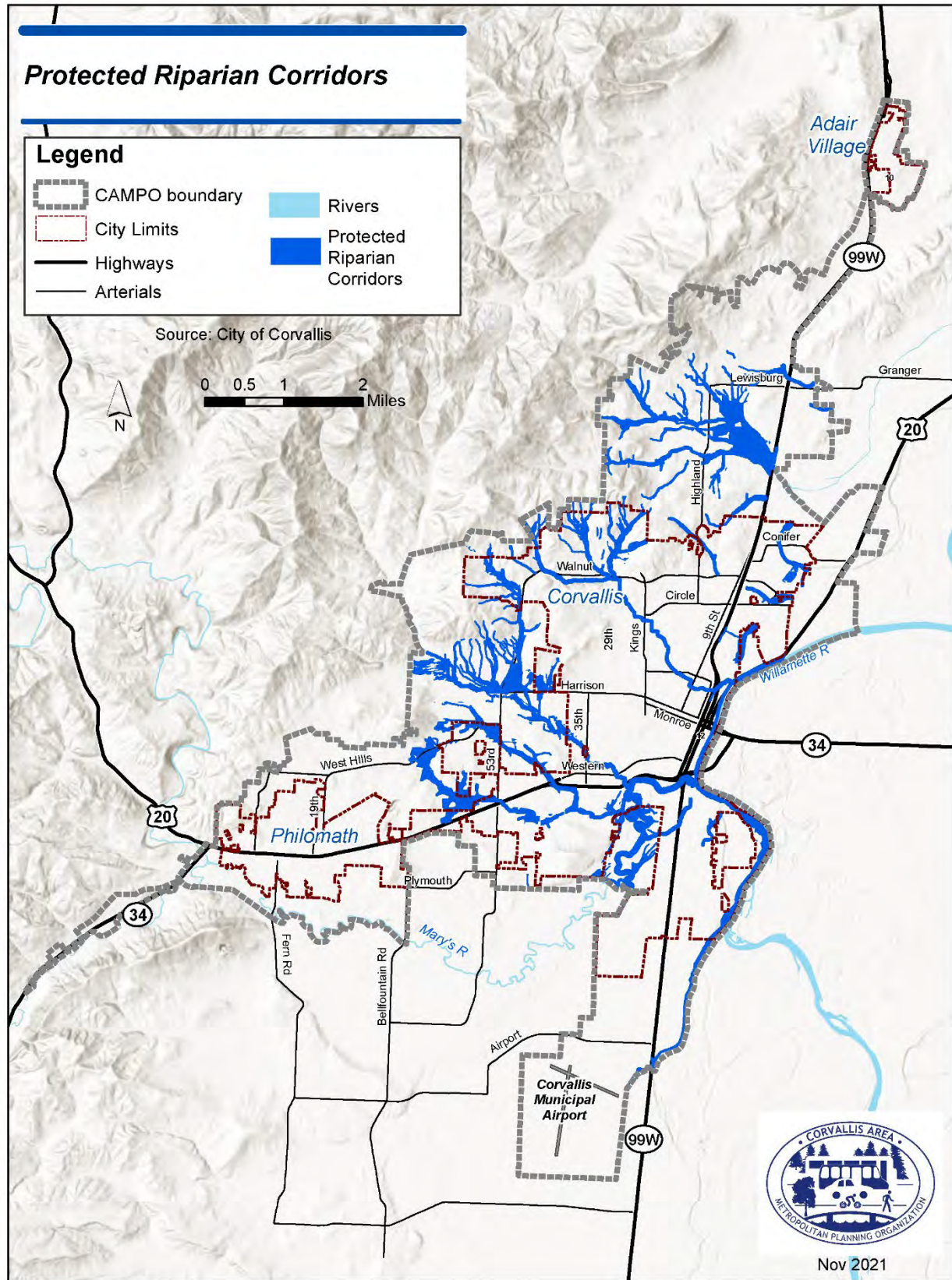


Figure 35: Protected Riparian Corridors



Willamette River Greenway

The Willamette River Greenway was originally established by the Oregon Legislature in 1967 as a grant program to State Parks for land acquisition along the Willamette River. The Greenway evolved from a state parks and recreation program in 1970 to a corridor program in 1972. In 1973 it developed into a land use program under the joint administration by State Parks & Recreation Division, Land Conservation and Development Department and local jurisdictions. The protection of the Willamette River Greenway is Goal 15 in the Statewide Planning Goals. The Greenway designation restricts or prevents certain land use activities from taking place along the Willamette River for the purpose of protecting the integrity of the river and its riparian zone.

Protection of the greenway is discussed under Article 6 of the Corvallis Comprehensive Plan and in Goal 15 of the Benton County Comprehensive Plan.

Floodplains

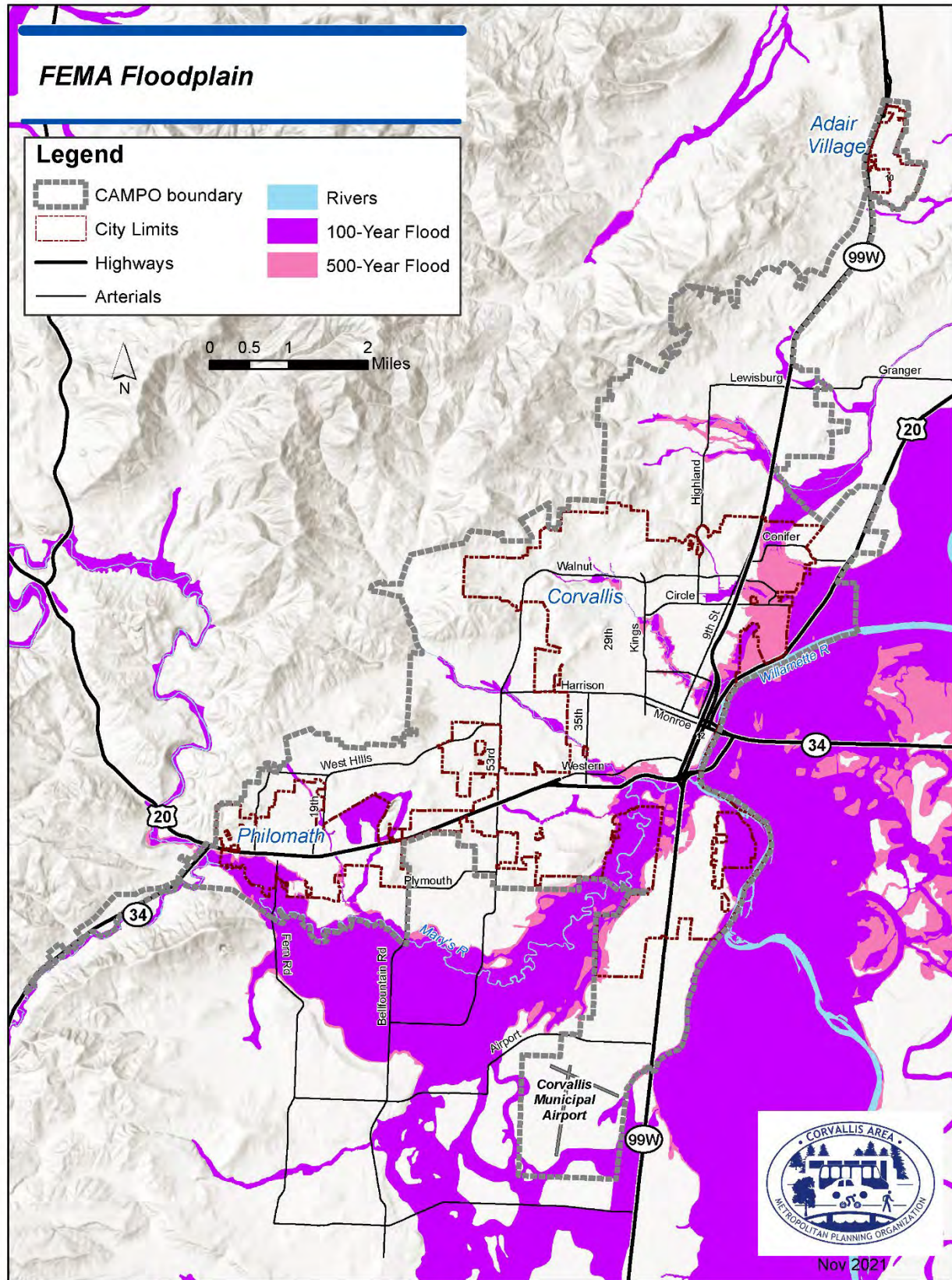
A floodplain is an area designated either by the State or Federal Government as being susceptible to flooding (the inundation of water in an otherwise dry area). Floodplains are usually flat areas near a prominent water feature such as a river, creek, or lake. Typically properties within a floodplain incur certain land use restrictions and higher insurance rates. Thus, identifying a floodplain is critical in land use designation and development.

The identification of floodplains is required under ORS Chapters 196.615, 196.668, 196.815, and 197.230; as well as Oregon's Statewide Planning Goals and Guidelines Goal 7: Areas Subject to Natural Hazards in order to prevent and/or mitigate the potential negative impact on human life, wildlife, and vegetation.

A large area adjacent to the CAMPO planning area on the east side of the Willamette River is located within the 100-year floodplain. The most prominent area within the 100-year floodplain located inside the CAMPO planning area is found in south Corvallis along the Marys River. Other areas at risk for flooding are located along creeks and tributaries in Philomath and Corvallis. **Figure 33** illustrates the 100-Year and 500-Year floodplain.

Benton County maintains an online interactive mapping application with floodplain data which may be used for further analysis. The [Benton County Zoning Map](#)²⁰ serves as a starting point for accessing floodplain data.

Figure 36: Floodplain



Water Quality

Every two years, DEQ is required to assess the quality of Oregon's surface water and report its findings to the United States Environmental Protection Agency (EPA). The purpose of doing this is to determine if surface waters contain pollutants at levels that exceed protective water quality standards. After completing the assessment, DEQ prepares an Integrated Report that meets the requirements of the federal Clean Water Act (CWA) for Section 305(b) (requirement to report on the overall condition of Oregon's waters) and Section 303(d) (requirement to identify impaired waters).

The Integrated Report assigns a Category to all assessed waterbody segments. Waterbodies that do not meet water quality standards (Category 5) are added to the state's 303d list of Impaired Waters. The law requires that DEQ develop Total Maximum Daily Loads (TMDL) for Category 5 waterbodies. TMDL is a calculation of the maximum amount of a pollutant that a waterbody can receive and still meet water quality standards.

- Category 4 - Data indicate that at least one designated use is not supported, but a TMDL is not needed to address the pollutant.
- Category 5 - Data indicate a designated use is not supported or a water quality standard is not attained and a TMDL is needed. This category constitutes the Section 303(d) list that EPA will approve or disapprove under the Clean Water Act.

The 2018/2020 Integrated Report, approved by the EPA in November 2020, is the most recent assessment of water bodies located in the CAMPO planning area. At the time the CAMPO RTP was adopted, the 2022 Integrated Report was out for public comment and the results were not incorporated into the information below.

Category 5 waterways located in the CAMPO planning area include (requiring TMDLs for specific water quality concerns):

- **Dixon Creek** (Dissolved Oxygen-Spawning)
- **Mountain View Creek** (Dissolved Oxygen-Spawning)
- **Dunawi Creek** (BioCriteria)
- **Marys River [Lasky Creek to Greasy Creek]** (Temperature-Year Round)
- **Marys River [Greasy Creek to Muddy Creek]** (Turbidity, Temperature-Year Round)
- **Marys River [Muddy Creek to confluence with Willamette River]** (Iron, Dissolved Oxygen-Spawning, Temperature-Year Round)
- **Willamette River [Confluence of Middle Fork Willamette River and Coast Fork Willamette River to Luckiamute River]** (Temperature-Year Round, Temperature-Spawning, Iron-Aquatic Life, Dioxin, Dissolved oxygen-spawning, Aquatic Weeds Methylmercury, BioCriteria)
- **Muddy Creek [Headwaters to confluence with Willamette River]** (Dissolved Oxygen-Spawning, BioCriteria, Temperature-Year Round)
- **Booneville Channel [Middle channel between Bear Island and West Fork Bonneville Channel]** (Dissolved Oxygen-Spawning)

Category 4 waterways located in the CAMPO planning area include (where a TMDL had already been developed or is not required):

- **Marys River [Greasy Creek to Muddy Creek]** (Flow Modification)
- **Marys River [Muddy Creek to confluence with Willamette River]** (Flow Modification)

- **Willamette River [Confluence of Middle Fork Willamette River and Coast Fork Willamette River to Luckiamute River]** (Dioxin, Methylmercury)

Fish, Wildlife and Habitat Resources

Critical, Threatened, and Endangered and Sensitive Fish and Wildlife Habitats

Under federal law, the United States Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration (NOAA) share responsibility for implementing the federal Endangered Species Act (ESA) of 1973. The Oregon Department of Fish and Wildlife (ODFW) plays a key role in supporting work on the ESA and helps identify critical fish and wildlife habitats.

Once a species is listed as threatened or endangered, it is afforded the full range of protections available under the ESA, including prohibitions on killing, harming or otherwise “taking” a species. Key designations related to the ESA include:

- **Endangered Species:** A species that is in danger of extinction throughout all or a significant portion of its range
- **Threatened Species:** A species that is likely to become endangered in the foreseeable future throughout all or a significant portion of its range.
- **Candidate Species:** Occurs when the USFWS has information on biological status and threats sufficient enough to propose the species as endangered or threatened but a proposed listing regulation is precluded by other higher priority listing activities.

CAMPO staff utilized the Oregon Wildlife Explorer database hosted by the Oregon Biodiversity Information Center (ORBIC) as well as information from ODFW to identify threatened, endangered, and candidate species likely to be located within the CAMPO planning area. **Table 34** outlines threatened, endangered, and candidate species.

Table 34: Threatened, Endangered, and Candidate Fish and Wildlife Species in the CAMPO Planning Area

	Common Name	Scientific Name	State Status	Federal Status
Mammals	Red Tree Vole	Arborimus longicaudus	Sensitive	Candidate
Birds	Streaked Horned Lark	Eremophila alpestris strigata	Sensitive-Critical	Threatened
	Marbled Murrelet	Brachyramphus marmoratus	Endangered	Threatened
	Northern Spotted Owl	Strix occidentalis caurina	Threatened	Threatened
	Yellow-billed cuckoo	Coccyzus americanus		Threatened
	Oregon Vesper Sparrow	Poocetes gramineus affinis	Sensitive-Critical	Species of Concern
Reptiles	Northwestern Pond Turtle	Actinemys marmorata	Sensitive-Critical	Species of Concern
Fish	Oregon Chub	Oregonichtys crameri	None	Threatened
	Upper Willamette River Steelhead	Oncorhynchus mykiss	None	Threatened
	Upper Willamette River Chinook Salmon	Oncorhynchus tshawytscha	None	Threatened
	Oregon Coast Coho Salmon	Oncorhynchus kisutch	None	Threatened

Source: https://www.dfw.state.or.us/wildlife/diversity/species/threatened_endangered_candidate_list.asp

Source: <https://oe.oregonexplorer.info/wildlife/wildlifeviewer/>

CAMPO staff utilized information from the Oregon Department of Agriculture’s website to identify threatened and endangered plant species in the CAMPO planning area. There are seven plant species in the CAMPO planning area that are administratively protected by the State of Oregon or the Federal government. Four plant species are endangered and three are threatened. A listing of relevant plant species is included below in **Table 35**.

Table 35: Threatened and Endangered Plant Species in the CAMPO Planning Area

Common Name	Scientific Name	Status
Golden Paintbrush	Castilleja levisecta	Endangered
Peacock Larkspur	Delphinium pavonaceum	Endangered
Willamette Daisy	Erigeron decumbens	Endangered
Howellia	Howellia aquatilis	Threatened
Bradshaw’s Desert Parsley	Lomatium bradshawii	Endangered
Kincaid’s Lupine	Lupinus oreganus	Threatened
Nelson’s Checkermallow	Sidalcea nelsoniana	Threatened

Source: <https://www.oregon.gov/oda/programs/PlantConservation/Pages/AboutPlants.aspx>

The CAMPO planning area contains multiple Oregon Conservation Strategy Habitats (including Flowing Water and Riparian Habitats, Late Successional Mixed Conifer Forests, Oak Woodlands, Grasslands, and Wetlands).²² Strategy Habitats are habitats of conservation concern within Oregon that provide important benefits to Strategy Species. Species such as the Kincaid’s Lupine are found in sensitive habitat areas identified as wet prairies. Other species, including the Spotted Owl, are found specifically in forest areas containing old growth forest (stands that are 50+ years old). Aquatic, riparian, grasslands, oak savannah, oak woodlands, wetlands, and wet prairies are critical habitats for the following species which may occur in the CAMPO planning area:²³

- Northern Red-Legged Frog
- Western Pond Turtle
- Waterfowl (e.g Dusky Canada Goose)
- Common Nighthawk
- Streaked Horned Lark
- Yellow-breasted Chat
- Oregon Vesper Sparrow
- Western Bluebird
- Western Meadowlark
- Townsend’s Big Eared Bat

Big game species that may, at times, be found in the CAMPO planning area include black-tailed deer, Roosevelt elk, and cougars. These species are commonly involved in vehicle collisions and traffic patterns can impact their movement.

²² <https://www.oregonconservationstrategy.org/strategy-habitats/>

²³ The species listed here are also conservation species listed in the Oregon Conservation Strategy: <https://www.oregonconservationstrategy.org/ocs-strategy-species/>

Fish Passage Barriers

Connectivity between aquatic habitats is important to maintaining a healthy native migratory fish population in Oregon. Without habitat connectivity, river-dwelling fish species become isolated, leading to reduced levels of genetic diversity and fitness.

Currently, many miles of stream habitat in Oregon are not producing fish because of passage barriers. Fish Passage Barriers can be man-made or natural blockages to the free movement of fish species through a waterway. Upstream blockages that prevent spawning of fish, especially those that are identified as threatened or endangered, are of significant importance. Fish barriers can come in the form of culvert blockages, dams, shallow water, or a combination of factors that prevent fish from reaching their spawning grounds.

Transportation projects that may develop new barriers, or intersect existing barriers require adequate fish passage as directed by State law.

The CAMPO planning area overlaps three Conservation Opportunity Areas (Corvallis Area Forests and Balds, Finley-Muddy Creek Area, and Upper Willamette Floodplain). Conservation Opportunity Areas (COAs) are locations conducive to meeting broad fish and wildlife conservation goals.²⁴ The Oregon Department of Fish and Wildlife's (ODFW) Fish and Wildlife Mitigation Plan may be a useful resource when considering impacts to fish and wildlife habitat that must be mitigate.²⁵

Forest Lands

Identification of forest lands within the CAMPO planning area is important for the purposes of mitigating the impact that transportation projects have on the forest environment. Forests play an important role in the ecological diversity of the region and their protection is addressed by Oregon Statewide Planning Goal 4.

Oregon State University manages the majority of forest land adjacent to the CAMPO planning area as part of the 11,250 acre McDonald-Dunn Forest. OSU utilizes the 2005 McDonald-Dunn Forest Plan to guide management practices in this area.

Air Quality and Greenhouse Gas Emissions

Transportation-related air pollutants of concern in Oregon are:

- Fine particulate matter (mostly from wood smoke, other combustion sources, cars and dust) known as PM2.5 (2.5 micrometers and smaller diameter)
- Hazardous air pollutants (also called Air Toxics)
- Ground-level ozone, commonly known as smog
- Greenhouse gas (GHG) emissions contributing to global climate change

The United States Environmental Protection Agency (EPA) identifies transportation (fossil fuel combustion) as the largest source of Greenhouse gas (GHG) pollutants and one of the greatest contributors to smog (ozone-causing pollution).

National Ambient Air Quality Standards

The Clean Air Act requires the EPA to set National Ambient Air Quality Standards (NAAQS) for pollutants that are common in outdoor air, considered harmful to public health and the environment, and that come from numerous and diverse sources. State and local agencies are required to

²⁴ <https://www.oregonconservationstrategy.org/conservation-opportunity-areas/>

²⁵ https://www.dfw.state.or.us/lands/mitigation_policy.asp

monitor air quality and use monitoring data to determine if they are meeting EPA standards. Based on the result of monitoring data, metropolitan areas are classified as either:

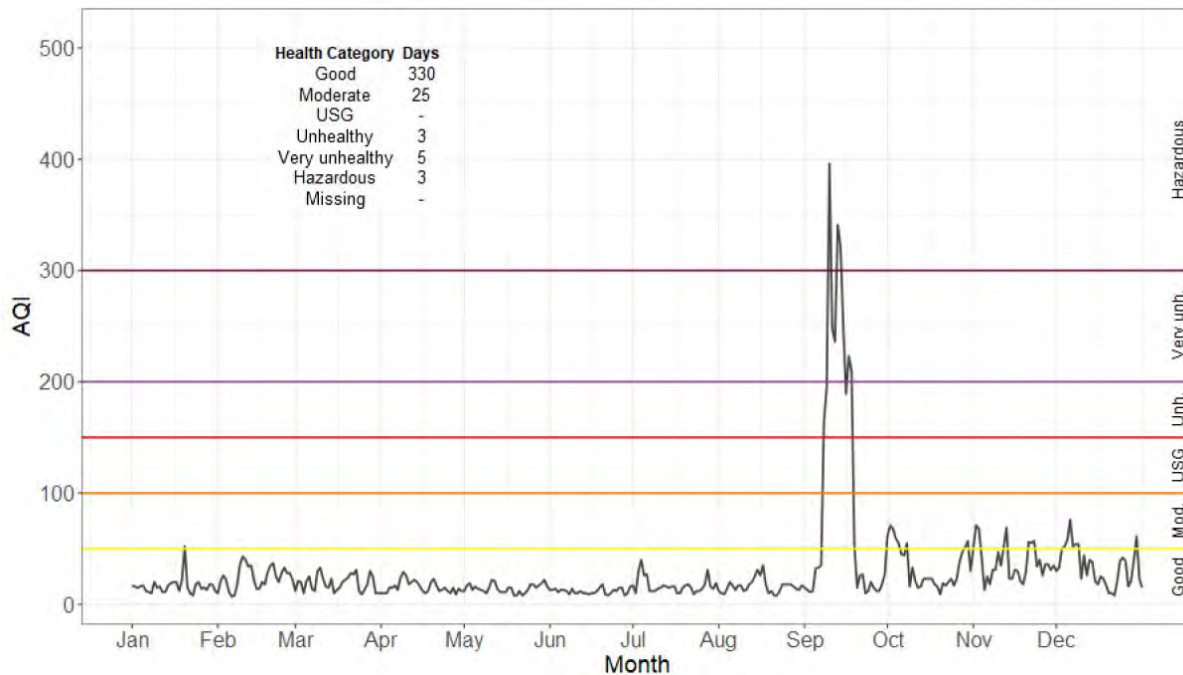
- Attainment (meeting standards)
- Non-attainment (not meeting the standards)
- Unclassifiable (not enough information to determine)

Oregon DEQ operates statewide air quality monitoring. The CAMPO planning area enjoys relatively clean air and is classified as an attainment area.

Air Quality Index

The Air Quality Index (AQI) is a health index which converts concentrations of pollutants into health levels and is based on data collected from the Oregon Department of Environmental Quality’s (DEQ) air monitors. According to DEQ’s most recent Air Quality Monitoring Report, Corvallis had good air quality on 330 days and moderate air quality on 25 days during 2020 (**Figure 34**). Corvallis experienced zero days that were Unhealthy for Sensitive Groups, three that were Unhealthy, five that were Very Unhealthy, and three that were Hazardous.

Figure 37: 2020 Corvallis AQI (Based on PM2.5)



Source: Oregon Air Quality Monitoring Annual Report: 2020;
<https://www.oregon.gov/deq/air/Documents/2020AQMonitoringReport.pdf>

Soil

Soil types react differently under distress based upon a number of factors, including water solubility and grades of coarseness. For example, clay and silt may be more susceptible to landslide than other soil types. Transportation projects occurring on these soils may require additional attention to mitigate potential hazards brought on by the composition of soils prone to natural disaster.

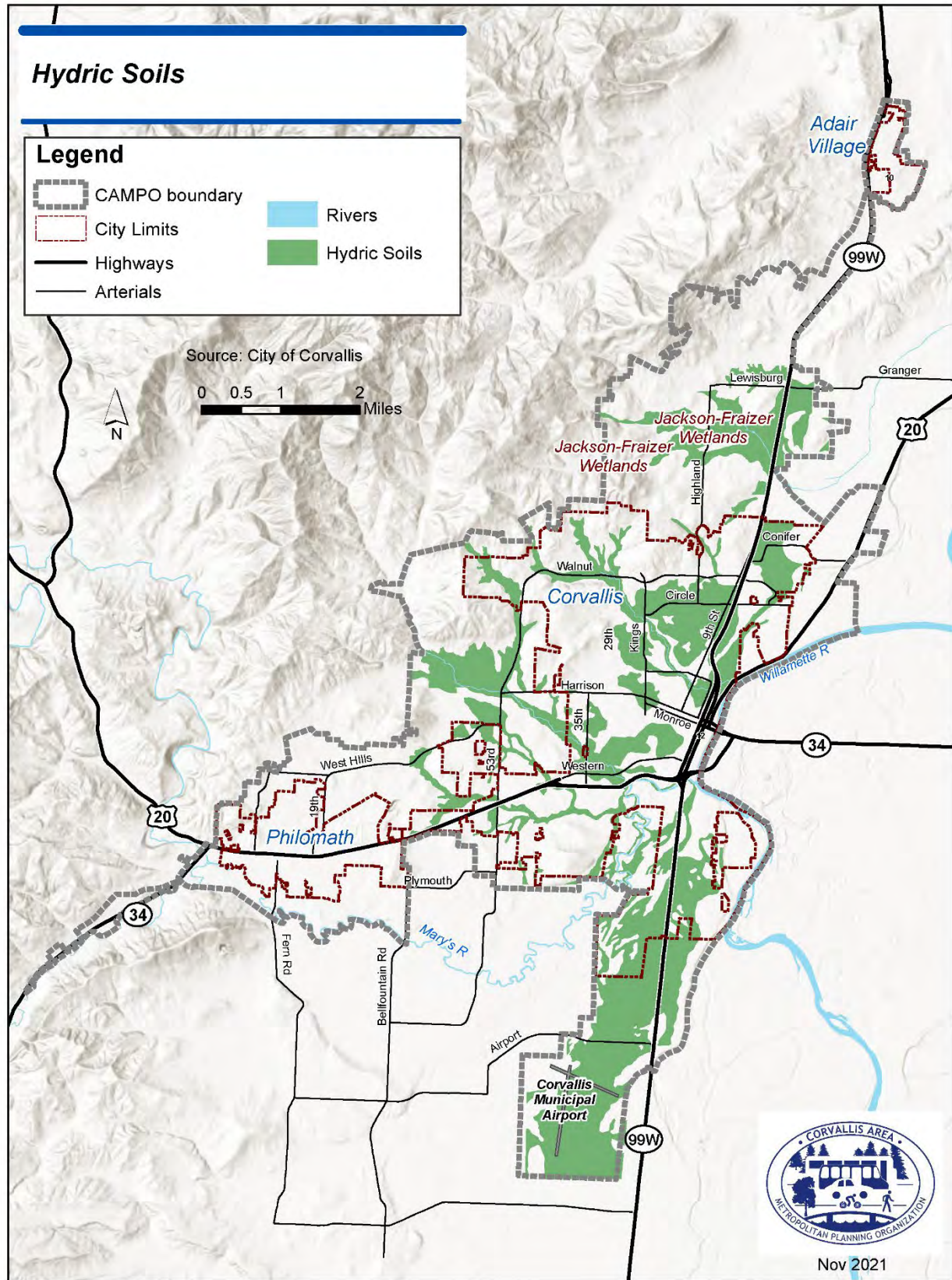
Soil erosion can be broken down into three types:

1. Mass movement erosion (soil loss and movement due to the effects of gravity, including; landslips, slumps and slides)
2. Water erosion
3. Wind erosion.

According to past soil surveys, hydric soils comprised of different types of clay and loam are prominent in the CAMPO planning area.

A map of hydric soils in the CAMPO planning area is included in **Figure 35**.

Figure 38: Hydric Soils



Contaminated Sites

Within the CAMPO planning area there are contaminated sites that have been identified in Oregon DEQ's Environmental Cleanup Site Information (ECSI) database and in Leaking Underground Storage Tanks database. There likely will be new sites identified when there is a spill or through assessment activities during redevelopment.

Some of those sites listed in Oregon DEQ's databases are considered brownfields. Brownfields are sites that have known or perceived contamination that inhibits redevelopment. Sometimes brownfields sites have been contaminated by pollution, by release of hazardous chemicals, and/or waste from past operations. A brownfield can be property which is abandoned, idled, or under-used commercially.

According to the Oregon DEQ Environmental Cleanup Site Information (ECSI) database, there are six brownfields sites in the CAMPO planning area that are on the Confirmed Release List (CRL) and have received either state or federal funding to address contamination. An additional 29 sites are considered suspect and require either site screening or further investigation. Twenty three properties are listed as needing no further action.

Maintained by the Oregon DEQ, these lists provide information on sites with known or suspected releases of hazardous substances. Sites on the Confirmed Release List must have had a release of a hazardous substance that is confirmed by meeting both of the following criteria:

- The release has been documented by qualified observation, owner/operator admission or laboratory data; and
- The release is not excluded from listing by virtue of being insignificant in quantity or hazard, regulated by another program, having been adequately cleaned up or otherwise requiring no further action.

Once listed on the CRL, a site is typically subject to a site assessment, including an in-depth review of a site's operating history and potential extent of contamination, and describes ways in which site contamination could affect human health and the environment.

According to the Oregon DEQ Leaking Underground Storage Tank (LUST) Database there are 466 leaking underground storage sites in Corvallis, 28 in Philomath, and 4 in Adair Village.²⁶ A large number of these tanks were used to store heating oil and may not have been properly decommissioned. Sites identified in the LUST database can also be considered brownfield sites.

Historic and Cultural Preservation

There are several state and federal regulations that call for preservation or enhancement of cultural resources. Of specific relevance to transportation projects are Section 106 of the National Historic Preservation Act (NHPA) of 1966 and 23 CFR 774 (formerly Section 4(f) of the Department of Transportation Act of 1966).

NHPA Section 106 states:

*The head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking **shall**, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be, **take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register.** The*

²⁶ <https://www.deq.state.or.us/lq/tanks/lust/LustPublicLookup.asp>

head of any such Federal agency shall afford the Advisory Council on Historic Preservation established under Title II of this Act a reasonable opportunity to comment with regard to such undertaking.

23 CFR 774 (formerly Section 4(f) of the Department of Transportation Act) states:

The Administration may not approve the use, as defined in § 774.17, of Section 4(f) property unless a determination is made under paragraph (a) or (b) of this section.

(a) The Administration determines that:

(1) There is no feasible and prudent avoidance alternative, as defined in § 774.17, to the use of land from the property; and

(2) The action includes all possible planning, as defined in § 774.17, to minimize harm to the property resulting from such use; or

(b) The Administration determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact, as defined in § 774.17, on the property.

Section 4(f) properties include significant publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places.

Historic Sites, Buildings and Districts

According to the Historic Sites Database maintained by the Oregon State Historic Preservation Office, there are five nationally recognized Historic Districts in the CAMPO planning area:

- Avery-Helm Historic District
- City Park (along Marys River)
- College Hill West Historic District
- Corvallis Downtown Historic District
- Oregon State University Historic District

The table below (**Table 36**) identifies key historic sites, buildings, and districts within the CAMPO planning area which are listed in the National Register of Historic Places. A complete listing of all historic properties, including those which are eligible but not listed in the National Register can be found by utilizing this [database](https://heritagedata.prd.state.or.us/historic/index.cfm).²⁷

Table 36: Key Historic Sites, Buildings and Districts

Property Name	City	Address/Location
Schuster, Charles L, House	Corvallis	228 NW 28th
Fairbanks, J Leo, House	Corvallis	316 NW 32 nd
Pernot, Dr Henry S, House	Corvallis	242 SW 5th St
Wilson, James O, House	Corvallis	340 SW 5th St
Taylor, Jack, House	Corvallis	806 SW 5th St
Helm-Hout House	Corvallis	844 SW 5th St

²⁷ <https://heritagedata.prd.state.or.us/historic/index.cfm>

Pi Beta Phi Sorority House	Corvallis	3002 NW Harrison Blvd
Bexell, John, House	Corvallis	3009 NW Van Buren Ave
Soap Creek School	Adair Village vicinity	37465 Soap Creek Rd
Willamette Community & Grange Hall	Corvallis	27555 Greenberry Rd
Avery-Helm Historic District	Corvallis	[District]
College Hill West Historic	Corvallis	[District]
Oregon State University Historic District	Corvallis	Generally bounded by Monroe & Orchard Aves on north, 30 th Street on west, Washington Way and Jefferson Ave on South, and 15th and 11th Streets on the east
Julian Hotel	Corvallis	103-107 SW 2nd St
Benton County State Bank Building	Corvallis	143 SW 2nd St
Kline, Lewis G, Building	Corvallis	146 SW 2nd
Corvallis Hotel (Pref, Not Historic)	Corvallis	201-211 SW 2nd St
Burnap-Rickard House	Corvallis	518 SW 3rd St
Benton County Courthouse	Corvallis	120 NW 4th St
Woodward, Elias, House	Corvallis	442 NW 4th St
Caton, Jesse H, House	Corvallis	602 NW 4th
Taylor, George, House	Corvallis	504 NW 6th St
Bryson, J R , House	Corvallis	242 NW 7th
Whiteside, Charles and lby, House	Corvallis	344 SW 7th St
Willamette Valley & Coast Railroad Depot	Corvallis	500 SW 7th St
Gaylord, Charles, House	Corvallis	600 NW 7th St
Kline, Lewis G, House	Corvallis	308 NW 8th St
Hadley-Locke House	Corvallis	704 NW 9th St
Bosworth, Dr Ralph Lyman, House	Corvallis	833 NW Buchanan Ave
Lewisburg Hall & Warehouse Company Building	Corvallis	6000 NE Elliott Cir
Whiteside Theatre	Corvallis	361 SW Madison Ave
Farra, Dr George R, House	Corvallis	660 SW Madison Ave
Episcopal Church Of The Good Samaritan	Corvallis	700 SW Madison Ave
First Congregational Church/ Central Park Municipal Building	Corvallis	760 SW Madison Ave
Benton Hotel	Corvallis	408-412 SW Monroe Ave
Camp Arboretum Sign Shop	Corvallis	8392-8399 Peavy Arboretum Loop Rd

Rickard, Peter, Farmstead	Corvallis	25450 Starr Creek Rd
Poultry Building & Incubator House	Corvallis	800 SW Washington Ave
Fiechter, John, House	Corvallis vicinity	Finley
Irwin, Richard S, Barn	Corvallis vicinity	26280 Finley
Children's Farm Home School	Corvallis vicinity	4455 NE Hwy 20
Bethers, George W, House	Philomath	225 N 8th St
Watson, James & Mary, Farmstead	Philomath	23380 Hoskins Rd
Philomath College	Philomath	1101 Main St
King, Isaac, House & Barn	Philomath	37963 Hwy 223
King, Charles, House	Philomath vicinity	22930 Harris Rd

Source: Oregon Historic Sites Database, <https://heritagedata.prd.state.or.us/historic/index.cfm>

The Corvallis Historic Resources Commission is the review body for projects that may affect a designated cultural or historical site within the City of Corvallis. In 2018, the City of Corvallis adopted a Historic Preservation Plan which can be accessed [here](#).²⁸ Information about the Benton County Historic Resources Commission can be found [here](#).²⁹

Tribes with Historic Lands in the CAMPO Planning Area

There are two tribal nations that consider the area where the CAMPO planning area is located as part of their ancestral lands. These are the Confederated Tribes of Siletz Indians and the Confederated Tribes of Grand Ronde. Each Tribe should be contacted on a case-by-case basis as transportation projects move forward. As a result of this outreach, information about the history of Indigenous and Native people in the mid-Willamette Valley is included in Chapter 1 of this document.

Cultural Resource Recommendations for Project Sponsors

When projects listed in the RTP are advanced for implementation, project sponsors are encouraged to cross-reference locations and potential impacts from transportation projects to the local Preservation Plans and inventories. Consultation with the Corvallis Historic Landmarks Commission, the State Historic Preservation Office, and the tribes on a case-by-case basis for proposed transportation projects may be needed to determine the presence of, or potential impact to, any historical or archeological resources or Section 4 (f) property.

For any Section 4(f) property identified, property boundaries shall be defined and jurisdictional responsibilities identified. CAMPO is available to work with the responsible jurisdiction to avoid impacts to the 4(f) lands according to federal requirements.

Natural Hazard Areas

Benton County adopted its current Natural Hazards Mitigation Plan (NHMP) in April 2016. This FEMA approved plan is intended to assist Benton County and the cities of Adair Village, Albany, Corvallis, Monroe and Philomath in reducing risk from natural hazards and to help guide and coordinate

²⁸ City of Corvallis Oregon. Community Development, Historic Preservation Plan. Retrieved from <https://www.corvallisoregon.gov/cd/page/historic-preservation-plan>

²⁹ <https://www.co.benton.or.us/hrc>

mitigation activities throughout the county. The Benton County NHMP is multi-jurisdictional and includes an addenda for the cities of Adair Village, Corvallis, Monroe and Philomath.

A risk assessment performed as part of the Benton County NHMP identified earthquakes as the biggest threat to the region followed by floods, wildfires, winter storms, and windstorms. Additional information on the Benton County NHMP can be found [here](#).³⁰

Recreation Resources

Information on trails, parks, and other recreational sites located within the CAMPO planning area can be found using an interactive map of parks maintained by Corvallis Parks and Recreation located [here](#).³¹

³⁰ <https://www.co.benton.or.us/sheriff/page/natural-hazards-mitigation-plan-nhmp>

³¹ Corvallis Parks Interactive Map.

<https://corvallisoregon.maps.arcgis.com/apps/Viewer/index.html?appid=b81c4e5f3cf64dedbd167201e9fb736f>

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
1	ODOT-TPAU	2	Do what you wish with this, but I would avoid colloquialisms such as "time immemorial". The style seems inappropriate for a technical paper.	Staff considered the change but left the document as is
2	Corvallis Sustainability Coalition Transportation Action Team	2	The first known settlement of Euro Americans in the Corvallis area was not in 1945	Revised
3	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	2	Last paragraph on page change 1945 to 1845 for Avery settlement. Tribal editor will probably notice and change.	Revised
4	FHWA - Oregon Division	7	Can you include the complete date for the Oregon Governor designation? Does CAMPO still have the letter?	We will look for the specific date and incorporate that if found
5	FHWA - Oregon Division	7	Please clarify that the policy board is the MPO.	Revised
6	FHWA - Oregon Division	9	Suggest including TAC and Policy Board links for easy access to meeting information (membership information) and how folks can provide public comments on federally required planning products.	All information is easily accessible on our website, where the plan will be.
7	ODOT-TPAU	9	I would drop the use of "nicknamed" and use the more accurate "acronym" e.g. acronym: CALM. I would be more specific with "modifications to CALM" and add "modifications to the CALM network and land use" since not modifications were made to the structure of the model	Revised
8	FHWA	11	the text states "MPO integration suggested" for the Transportation Safety Action Plan and transit plan. It's not clear what this integration means in terms of the MPO plan or what elements in these plans may engender coordination or review.	Table revised and text added
9	ODOT-TPAU	16	demand definition should be switched to "population, demographics and employment".	Revised
10	ODOT-TPAU	16	Bullets three and four listed in the Key Takeaways are somewhat contradict each other as you indicate challenges in 3 and then use "robust" in 4	Revised
11	ODOT-TPAU	16	To Sam's point above, most of TPAU readers felt that there could be more discussion around addressing the congested OR34/20 corridor with its long delays/queues and corresponding impacts to overall mobility, freight, etc. .	Added additional bullet
12	FHWA	16	minor editorial comments "spares" should read "sparse"	Revised
13	FHWA - Oregon Division	17	Thank you for including social equity, take a look at the federal planning emphasis areas as well!	Glad to include it. Thanks!
14	ODOT-TPAU	18	you may want to include a map showing the CAMPO Planning Area in reference to the Regional Cities describing its location	Noted. Staff chose to leave the report as is.
15	ODOT-TPAU	21	I do have a 2019 version of this (Figure 6) as used in the model, rather the estimated average of a range of years from the ACS	Staff decided to keep ACS data to be consistent with other demographic maps

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
16	ODOT-TPAU	22	Footnote 3 is misleading. While we use census data, that is just one part and the values will likely be different than those in Census, so we might need to re-think the footnote. Maybe "2019 population and employment estimates developed from Census, Department of Employment, and other sources". To that point I would put approximate values like 67,500 and 34,600 for pop are jobs - there are several factors which make it so that we can't provide the level of precision suggested in the current draft.	Revised
17	ODOT-TPAU	22	Statement "Other data sources were used when ACS information was not available" please clarify and provide a little additional information on the other data sources	Removed sentence. I think it was referring to non-demographic data
18	ODOT-TPAU	24	Table 5 - even though the numbers are from census, I would recommend displaying less precision - this is a comment for most of the context setting tables in general.	Noted. Reduced some sig. fig. but for Census data mostly left as is
19	ODOT-TPAU	24	Table 5 - Much of this can be pulled from data (with the exception of median home value) used to create the 2019 TAZ file used in the model. I am not sure how accurate the numbers are when derived at the block group level since the boundaries are not coincident with the mpo boundaries. Also pulling from the model would be consistent with the source for the future years in Tables 13 and 14. Would it be helpful to look at pulling some of these stats from CALM	Staff used ACS data to be consistent and will document methods on data discrepancies accordingly
20	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	30	Figure 9: Switch legend to female/male to match graphic.	Revised
21	ODOT-TPAU	36	Statement "As traveling to work is often 1/3 of all trips". Unclear of the source of this statistic. Oregon Survey work has shown that Work trips only account for about 17 to 20% of all trips. Perhaps we could work with you to improve that figure and site a source.	Will find source/revise statement
22	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	36	Typos in 2nd paragraph. Change "works" to "workers" in 2nd sentence	Revised
23	ODOT-TPAU	39	Curious if Figure 14 (FC Network) matches the model - Steve, can you provide the layer for Figure 14 so that we can compare to the model assumptions on the CALM network.	Staff confirmed this with TPAU
24	City of Corvallis / PW	42	Modify the second sentence of the CTS section to reflect that "Seven of thee provide local weekday service Monday through Sunday, two provide local weekday service Monday through Saturday, 2 provide peak-hour service for work and school commutes...." Contact Tim Bates at 541-754-1761 with further questions.	Revised
25	City of Corvallis / PW	42	You may want to add that the Philomath Connection became fareless on October 1, 2021.	Revised to include this line about the Philomath Connection
26	City of Corvallis / PW	42	Modify the 99 Express paragraph to read "...between Adair Village, Lewisburg, and Corvallis...."	Revised
27	City of Corvallis / PW	42	The North Albany service no longer exists as described in this paragraph. Contact Brad Dillingham at 541-754-1748 with questions.	Revised
28	City of Corvallis / PW	43	Modify the last sentence of the Benton Area Transit Lift paragraph to read "This service is available Monday through Sunday throughout Benton County."	Revised language to correct service dates

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
29	City of Corvallis / PW	45	Modify to state that the City of Corvallis requires 9-foot minimum planted buffer on arterials and collectors.	Revised
30	Oregon State University	45	Roadway Classification -- the font changes between the first and second paragraphs. Also, the following sentence seems oddly worded: "Basic to this concept is the recognition that individual road segments do not serve travel independently in any major way."	Revised
31	City of Corvallis / PW	46	Perhaps you want to list a simple pedestrian crossing stop light along with or as an alternative to the PHB.	Thanks! Added a line in the PHB description
32	Oregon State University	46	Crosswalks and crossings -- OSU also uses raised crosswalks on collectors within the campus boundary. It provides more visibility to pedestrians -- especially those in wheelchairs. Might be worth adding.	Added Raised Crosswalks to the list
33	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	47	Define a curb tight sidewalk. For example, NW Grant has several blocks that seem curb tight to me because the bike lane runs right next to the sidewalk without a parking strip buffer. In Figure 16, NW Grant is shown as "good" green in the graphic because there are sidewalks on both sides but if it was also curb tight that would make those sections yellow.	These maps came from an older (2019) CAMPO project and we acknowledge there are limitations to the methodology used. It would be difficult for us to reproduce the maps at this time so we are leaving this as is for now. These maps were not directly used in project selection process.
34	Oregon State University	52	The Pedestrian System doesn't include sidewalks width requirements for OSU facilities, though OSU is listed on page 38 as having ownership of some facilities. If you want to include information on university sidewalk/walkway requirements for collectors, I can provide that information.	Added language for OSU campus
35	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	53	Figure 17: There are blue pentagon points in the map that don't appear in the legend	Thanks for spotting that, I see those blue pentagons and they shouldn't be there. Those points look like they were left selected in the GIS file when the map was exported. This map is from a 2019 CAMPO project so we're going to have to leave that as is for now.
36	ODOT-TPAU	68	Table 14 (and also 13) - round more	Revised
37	ODOT-TPAU	69	The text for the scenarios only describes the desired scenarios, not the scenarios actually run. On page 72 it jumps right into results implying that the results are for these scenarios as stated. It would be good to have some additional context, or to point to TPAU documentation for further explaining the scenario revisions that were needed to run the tests in CALM. In general, it would be ideal to have a little more information and context on the modeling work that was done. It was also suggested that figures with the model area / TAZs might be good to add.	Comment included in revisions of Comment 38

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
38	ODOT-TPAU	69	<p>When we talked on the 7th, one of the action items was for TPAU to draft edits that we would like to see around better explaining and describing the modeling work done. We could a couple of shots at this, and in the end we opted for less is more. Here are the changes we would like to see, both of which are on page 69 describing the future scenarios:</p> <p>Add a footnote. Suggesting linking the footnote to this text on page 69 – “The three scenarios are presented below*.”</p> <p><i>*To support these scenarios, ODOT conducted a variety of tests related to these three scenarios. More information on all the tests that were run and work conducted are available upon request.</i></p> <p>Scenario 2: Invest in Transit and Bike Infrastructure This scenario assumes a significant investment in transit and intercommunity paths. Corvallis Transit System identifies 15 min frequency during peak travel times in their long term scenario; this scenario assumes implementation of those changes plus increased transit frequency to outlying cities as well. Roughly equivalent to a doubling of transit service. <i>This scenario also examines the impact of roughly doubling bike ridership, such as might occur with improvements in bike infrastructure</i> (for example, multi-use paths such as Corvallis -Albany, Philomath - Corvallis, and include Corvallis - Adair Village).</p>	Revised--added directly to the body text on first request. Revised bike scenario to mention comfort drives ridership
39	ODOT-TPAU	70	I personally I don't care for unnecessary embellishment so I would drop the adjective "powerful"	Revised
40	ODOT-TPAU	70	Request change from - "For this plan update, CAMPO staff worked closely with TPAU to use a pre-built model, calibrate it to 2019 conditions, and assess regional conditions in 2043". To (or something similar) - "For this plan update, CAMPO staff worked closely with TPAU to use a pre-built 2010 model, update it to represent 2019 conditions, and for assessing regional conditions in 2043".	Revised
41	ODOT-TPAU	71	Request change from - "As briefly discussed above, the 2010 CALM model was calibrated to 2019 conditions through updating land use, population, employment, and transportation network information collected by CAMPO staff." To (or something similar) - "As briefly discussed above, the 2010 CALM model was re-calibrated and validated to represent 2019 conditions. This was completed by first updating land use, population, employment, and transportation network information, along with reviewing and revisiting model parameters and settings."	Revised
42	ODOT-TPAU	71	Even though we use the phrase "does not provide the "right answer"" in our materials, I think it's a little out of context here. By stating it that way it makes it sound like the model provides wrong answers. One suggestion might be to change this to "does not provide the "answer"".	Revised
43	ODOT-TPAU	71	"American Community Survey (ACS) 2014-2019" should 2014 be 2015	Revised
44	ODOT-TPAU	72	Table 16 does not align with the updated table provided to CAMPO staff via email on 9-17-21. Table 16 is an earlier draft provided on 9-3-21. The values should be updated accordingly and rounded to show less precision	Values updated and rounded
45	FHWA	73	There is a slight quibble with language here. While safety is measurable through historic patterns there is an emerging science for crash prediction or risk identification to enable the proactive development of strategies.	Revised language. We are interested in discussing this further!

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
46	FHWA - Oregon Division	79	Can you include the date of when the MPO adopted the State's targets? Any ODOT and MPO Coordination that can be captured? Clarify how CAMPO will follow the roles and responsibilities as outlined in the "ODOT Coordination Process with MPOs in Setting, Monitoring, and Reporting State Performance Measure Targets document. How is CAMPO addressing 23 CFR 450.324(f)(4) and 23 CFR 450.306(d)(4)?	Will add
47	Corvallis Resident	80	AC6: The NE Corvallis neighborhood area would greatly benefit from the extension of the multi-use path from Circle to Conifer, at a minimum. There are not safe and accessible routes for kids and adults alike to reach the current multi-use path at Circle from the neighborhoods around Conifer Blvd. And our neighborhood feels a bit cut-off from the rest of Corvallis due to the highway and underdeveloped crossings. I believe that it would encourage more active transportation and open up the rest of Corvallis to this neighborhood for vulnerable roadway users.	Support for path noted. Project revised as appropriate
48	FHWA - Oregon Division	82	What about alignment to state plans?	Alignment to state plans in mentioned in Chapter 1, as well as on the previous pages as it relates to Performance Management
49	ODOT-TPAU	82	The "Differing Tools..." section attempts to boil a lot of complex issues down in a couple of paragraphs. There are couple of elements that TPAU would like to see revised. Instead of starting "Oregon Mobility Standards require...", it would be more correct to say "The Oregon Highway Plan requires...". Then we request that parenthetical on d/c be removed, as we use the term d/c in modeling because it's not the same as v/c, so we don't want to equate the two. We have concerns related to the paragraph that starts with "Shortcomings", mainly that there isn't enough space to fully discuss these issues and topics. As an example, on LOS, TPAU has added in analysis procedures around multi-modal LOS - MMLOS, which isn't mentioned here at all. So the paragraph and section as a whole focuses too much on the shortcomings without properly balancing and discussing the options available. Our request is to cut this section down and just define available performance measures and remove editorials, but at a minimum we hope that if the language stays that elements like MMLOS get added. On the second to last sentence on page 82 we request that it be changed to "Note, ODOT is currently in the process of updating the Oregon Highway Plan which may change or update performance measures".	Revised after discussions with TPAU and re-wording
50	ODOT-TPAU	83	Table 19 (also 28) - update values for CALM with updates to Table 16	Updated
51	ODOT-TPAU	84	"Based on total population projections, allocate population, household and employer growth across the region" : add Population	Revised
52	ODOT-TPAU	88	Table 21 - PC4 – just a note that the roundabout is also intended to improve safety for autos	Added
53	City of Corvallis / PW	89	The AC1 project description is somewhat confusing. Not sure exactly what you are connecting. Is this the same project as PB34 and/or PB85 (see attached) in the Corvallis TSP? Also, you may want to refer to the path in Riverfront Park as the Riverfront Path which is how it is commonly referenced (instead of waterfront).	Thanks! Revised
54	City of Corvallis / PW	89	Somewhat vague description for AC2. Maybe some additional verbiage about treatments to consider or situations to improve.	Added more specific language

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
55	citizen	89	I live in the Soap Creek neighborhood. I wholeheartedly agree with goals AC4 and AC6 and am excited about the ability to bike into town safely! Thank you! I am concerned that there is no plan for improvement to add a turn lane from the north (and perhaps widen intersection and improve the road) at Tampico and Hwy 99 if the landfill expansion is approved and Coffin Butte Road is closed. This will become an extremely dangerous intersection if logging trucks and garbage trucks are forced to use Tampico. Is there a way to change this document after the fact if Valley Landfills wins their appeal? I have major concerns but prefer that our tax dollars pay for the multiuse paths instead! That will truly add to the safety and quality of life in this area. Thank you!	Support for those projects noted. Land use decisions are the purview of Benton County and CAMPO does not have any authority or influence over the matter.
56	Benton County resident	89	We are concerned that there is no apparent reference to the proposed Republic Services CUP application for expansion of the Coffin Butte Landfill in the proposed Regional Transportation Update. Although denied by the Planning Commission, this CUP application is currently under appeal, and contains dramatic proposals that include impacts on the Hwy. 99W. Corvallis - Adair Village Corridor. Their plan is to close Coffin Butte Road, which is currently a major east-west intersection with Hwy. 99W, and redirect traffic either via Wiles Road to Robison Rd., or to Tampico Road. The Wiles Road/Robison Rd. proposal is a head scratcher, because of first having to go W. to Wiles, then N. to Robison, then E. to finally connect with 99W. Benton County has indicated a preference to see Tampico Road become the replacement route. Both the Wiles/Robison and the Tampico Rd. proposal will require considerable road improvements to accommodate the amount and kind of heavy traffic that currently use Coffin Butte Rd., as well as eliminating the direct East/West connections. The current Tampico Rd. intersection is poorly designed and difficult to navigate in the dark or during inclement weather. The possible improvements to Tampico Road would require widening and leveling the existing, narrow road, intruding into peoples property and upgrading the road weight limit to accommodate logging trucks, etc. There would most certainly need to be improvements on Hwy 99W to improve turn lanes, signage, suitable lighting, etc. There are no proposals that include considerations for bike traffic. Both OSU Forestry Dept. and Starker Forests have lodged objections to the proposed closure of Coffin Butte Rd., outlining the conditions they require in order for log trucks to travel this route. Finally, there have been many concerns about the elimination of the emergency route currently provided by Coffin Butte, not just in terms of possible future disasters such as fire, earthquake, etc., but even during current adverse weather conditions such as snow or ice storms. Since Sulpher Springs Rd. is often unsafe at those times, most residents exit the valley via Coffin Butte Rd., as Tampico Rd. is often unsafe as well. Please take the time to address these issues in the current Transportation Update. It is important to create a parallel review of Republic Services proposal alongside future planning for N. Hwy. 99W, rather than allow their project to proceed independent of this. Thank you.	Land use decisions are not the purview of CAMPO. This information has been forwarded to Benton County for their consideration.
57	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	89	AC6: As much as I would love to cycle safely from Adair Village to Corvallis, I think the \$8m would be better spent creating protected bike lanes in the Corvallis urban area for students to cycle to school on Walnut, or to upgrade the SW 53rd multi-use path.	The RTP focuses on regional connections, and this path is supported through many public comments and planning documents.

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
58	City of Corvallis / PW	90	Project WB1 should probably be listed as an investigation of the potential for a lane reduction/road diet. Not sure why it would be limited to between Glenridge and Highland. The Corvallis TSP discusses improving bike conditions between Jack London and Witham Hill through lane removals and/or lane width reductions.	Revised limits and language to include investigate the feasibility.
59	City of Corvallis / PW	90	Like the previous project, WB3 should be an investigation into the feasibility of constructing a protected intersection.	Revised as above
60	Community member, member Corvallis Sustainability Coalition's Transportation Action Team	90	Disagree that it would be beneficial to add a right turn lane on SW 53rd at Reservoir. This will likely encourage even more speeding. When there is no car stopped at the light to go straight, drivers turning right onto Reservoir barely stop as it is. I would like to see a pedestrian scramble crossing at this intersection because there is increasing student housing south of Reservoir on 53rd so a fair number of cyclists and pedestrians who wish to cross diagonally on 53rd must wait for two crossing signals at the corner. When people wait on the NW corner to cross, they tend to block access to cyclists/pedestrians heading east/west on the multi-use path.	A right turn lane can help improve efficiency and with the current shoulder width, motorists are already creating a turn lane. Your suggestion for an exclusive pedestrian phase is noted and will be added to the project description
61	City of Corvallis / PW	91	Could we provide additional information about CB1, or at lease the scope of work assumed for the \$800,000 estimate.	Revised
62	City of Corvallis / PW	91	It is very likely that we will be moving the eastbound transit stop on this route from Harrison, to Circle.	Revised to say near the intersection
63	FHWA	95	Text notes that there are sections to be added on operations. It would seems there are opportunities for intersection signal optimization or other techniques which may be effective for short-term operations benefit.	Agreed! Added those in.
64	Department of State Lands	99	DSL is the Oregon DEPARTMENT of State Lands (not division).	Revised
65	Department of State Lands	100	You may or may not want to include an actual wetland definition. I suggest ours, which we got from/consistent with federal. 141-085-0510(110). The included mention of how important wetlands (and riparian areas) are for biodiversity is an important point to include.	Staff revised wetland definition using suggested text from ODFW
66	Department of State Lands	101	DSL, as far as I know, had nothing to do with the Benton Co. Inventory. The paragraph is a little ambiguous about this. It would be beneficial to know more about the Benton Co. Inventory including methods. DSL does steward another inventory, the Statewide Wetlands Inventory that includes mapping to be used outside of LWI study areas. It would be good to know what the Benton Co. inventory includes so a comparison can be made, and how Benton Co. uses their inventory.	Noted, but with the level of analysis needed for the RTP, staff left existing language
67	DEQ/Water Quality Assessment	106	I sent a revised Word doc. with corrected text separating the Category 4 waters from the Category 5. Category 4 waters do not require a TMDL. Also, Temperature Year Round was missing from Marys River (Muddy Creek to confluence with Willamette River). Edits are in red text.	Revised
68	DEQ/Water Quality Assessment	106	Under the Category 4 waters, for the Willamette River, it is not necessary to to include human health after Dioxin and Methylmercury. Those are just indications that the human health use is impacted rather than aquatic life.	Removed

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
69	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	Bobcat (<i>Lynx rufus</i>) is listed in Table 29. Bobcats are present in the area, but are not Threatened, Endangered, or Candidates for listing. Canada Lynx (<i>Lynx canadensis</i>) are listed as threatened by USFWS but the Corvallis area is well outside their normal distribution. I would remove this line from the table.	Revised
70	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	Red Tree Voles are listed as Sensitive by the state and are Oregon Conservation Strategy Species.	Added Sensitive designation
71	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	The subspecies Streaked Horned Lark and the whole scientific name <i>Eremophila alpestris strigata</i> should be used instead of Horned Lark. State listing status is Sensitive-Critical and it is Oregon Conservation Strategy Species.	Revised and added sensitive-critical designation
72	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	Spotted Owl should be listed as Northern Spotted Owl, <i>Strix occidentalis caurina</i> . State listing status is threatened and it is Oregon Conservation Strategy Species.	Revised
73	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	Oregon Spotted Frog is not found in this area and does not need to be listed.	Removed
74	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	Oregon Vesper Sparrow (<i>Pooecetes gramineus affinis</i>) could also be listed here, as their status with USFWS is currently under review. Federal Listing status is Species of Concern. State listing status is Sensitive-Critical and it is Oregon Conservation Strategy Species.	Added a line of the Vesper Sparrow, thank you!
75	Oregon Department of Fish and Wildlife - District Wildlife Biologist	107	Northwestern Pond Turtle (<i>Actinemys marmorata</i>) could also be listed here, as their status with USFWS is currently under review. Federal Listing status is Species of Concern. State listing status is Sensitive-Critical and it is Oregon Conservation Strategy Species.	Added the Northwestern Pond Turtle
76	Oregon Department of Fish and Wildlife - District Wildlife Biologist	108	I would remove Upland Sandpiper and Common Kingsnake from the list. These species are not normally found in this area. All the others listed are Conservation Strategy Species found within or near the CAMPO. I think it would be worthwhile to cite that they are https://www.oregonconservationstrategy.org/ocs-strategy-species/	Removed Upland Sandpiper and Common Kingsnake. Added citation.

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
77	Oregon Department of Fish and Wildlife - District Wildlife Biologist	108	The CAMPO contains multiple Oregon Conservation Strategy Habitats (including Flowing Water and Riparian Habitats, Late Successional Mixed Conifer Forests, Oak Woodlands, Grasslands, and Wetlands). Strategy Habitats are habitats of conservation concern within Oregon that provide important benefits to Strategy Species. https://www.oregonconservationstrategy.org/strategy-habitats/	Added discussion of Oregon Conservation Strategy Habitats
78	Oregon Department of Fish and Wildlife - District Wildlife Biologist	108	The CAMPO overlaps three specific Conservation Opportunity Areas (Corvallis Area Forests and Balds, Finley-Muddy Creek Area, and Upper Willamette Floodplain). Conservation Opportunity Areas (COAs) are places where broad fish and wildlife conservation goals would best be met. https://www.oregonconservationstrategy.org/conservation-opportunity-areas/	Added discussion of Conservation Opportunity Areas
79	Oregon Department of Fish and Wildlife - District Wildlife Biologist	108	It may also be beneficial to reference some of the Sensitive Fish and Wildlife Habitat Overlay Zones within the county. These would include Bald Eagle nests or roosting sites, Northern Spotted Owl nests, Osprey nests, Great Blue Heron rookeries, and Band-tailed Pigeon Mineral Springs. Also, I think most of the CAMPO falls outside of Goal 5 designated Big Game Habitat for deer and elk, but there might be some small overlap.	This note is appreciated but we were unable to incorporate this into the RTP at this time
80	Oregon Department of Fish and Wildlife - District Wildlife Biologist	108	There could be a reference to the department's Fish and Wildlife Mitigation Plan. It might be usual to consider for when there may be impacts to Fish and Wildlife Habitat that must be mitigated. https://www.dfw.state.or.us/lands/mitigation_policy.asp	Reference added
81	Oregon State University	113	Need to add the word "generally" before "bounded -- as the district boundary does cross some of the listed streets in a few areas	Revised
82			As the # of people who live in Philomath but work in Corvallis grows, it would be wonderful if there were increased options (more frequent) bus routes before the two cities.	Support for intercity transit noted
83	Department of State Lands	100-101	There is no mention of "Locally Significant Wetlands" that each city designated within their LWI as part of their Goal 5 compliance. Upon adoption of the LWI, part of the Goal 5 compliance is to adopt protective ordinances for wetlands, especially the LSWs that should have additional protections. Protection/avoidance of LSWs should be part of the planning process.	Revised to include mention of Locally Significant Wetlands

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
84	TMDL/Watersheds and Regional Solutions	106 and 111	<p>Water Quality Section (Page 106)</p> <p>The 2022 Integrated Report is currently out for public comment. Future reports may change assessment unit listing categories.</p> <p>Approved TMDLs in the CAMPO RTP include the Willamette Basin Mercury TMDL (DEQ, 2019) and the Upper Willamette Basin Bacteria TMDL (DEQ, 2006).</p> <p>The Category 5 temperature listings need additional clarification. The Category 5 listing reflects a court order for DEQ to replace the Willamette Basin Temperature TMDL. The 2006 Willamette Temperature TMDL is in effect until the new one is approved.</p> <p>https://www.oregon.gov/deq/wq/tmdls/Pages/tmdlreplacement.aspx.</p> <p>The flow modification category for Marys River is incorrect. The 2018/2020 Integrated Report for Marys River identifies flow modification as a Category 4C. Category 4C - The impairment is caused by pollution, not a pollutant. For example, flow, or lack of flow, are not considered pollutants, but may be affecting the waterbody's beneficial uses.</p> <p>The second sentence in paragraph two is incorrect. The 303d list of impaired waters only includes waterbodies with a Category 5 listing. The definitions of category 4 and category 5 waters are as follows: Category 4 - Data indicate that at least one designated use is not supported, but a TMDL is not needed to address the pollutant. Category 5 - Data indicate a designated use is not supported or a water quality standard is not attained and a TMDL is needed. This category constitutes the Section 303(d) list that EPA will approve or disapprove under the Clean Water Act. Please contact Sarah Sauter to discuss this section. She can be reached at sarah.sauter@deq.oregon.gov</p> <p>Brownfields Section (Page 112)</p> <p>On page 112, first paragraph, under Brownfields and Hazardous Waste Sites, you indicated that the brownfields site have been contaminated by pollution, hazardous chemicals or wastes. It would be better to indicated that brownfield sites have known or perceived contamination that inhibits redevelopment. Contamination can be from releases of hazardous chemicals or wastes used on site.</p> <p>On page 112, second paragraph under Brownfields and Hazardous Waste Sites, you mention that 6 sites are listed as brownfields in the ESCI database. There are more brownfields sites in Corvallis that were not listed as brownfields. The intersection of Highland Drive and Lewisburg is a very busy road connecting central Corvallis to a rurally located high school as well as our expanding population and recreation areas. It is also very unsafe due to speed and dangerous curves. Please consider the safety of drivers, cyclists and pedestrians who utilize this route in your planning. Sidewalks are virtually non-existent, drivers speed and cross painted lines creating hazards for everyone. Based on traffic patterns, it appears that most students drive to CV High School. These are young and distracted drivers and perhaps they feel that they have no other options because it is unsafe to walk or ride.</p>	<p>Revised Water Quality section. Revised and renamed brownfields section "Contaminated Sites."</p>
85		16, 59, 60,	<p>Highland Drive, between Walnut and Lewisburg, is a very busy road connecting central Corvallis to a rurally located high school as well as our expanding population and recreation areas. It is also very unsafe due to speed and dangerous curves. Please consider the safety of drivers, cyclists and pedestrians who utilize this route in your planning. Sidewalks are virtually non-existent, drivers speed and cross painted lines creating hazards for everyone. Based on traffic patterns, it appears that most students drive to CV High School. These are young and distracted drivers and perhaps they feel that they have no other options because it is unsafe to walk or ride.</p>	<p>CAMPO focused on corridors for this plan update, but has noted the safety concerns and will include strategies in the final RTP.</p>

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
86	West Hills Neighborhood Association	16,76,79,85	<p>Pg 76 question Can we see the raw comments from round one and two public comments? Pg 79 states Air Quality standards do not apply to CAMPO (re: 200K population cap ?) The bottom paragraph on that page is a converse outlook due to multiple federal truck traffic highways in CAMPO. Less idling traffic reduces carbon footprint, fossil fuel consumption and residual exhaust air pollution. A carbon reduction model should drive CAMPO designs. Pg 85 Corridor 1: 20/34 (accepted as top priority) PC 1- \$900K to improve 53rd intersection: EB RT and bus lane. This is only 30% of ODOT project CC-52 budget in TSP for this intersection which needs full funding. PC 3- \$400K RRFB crosswalk at Safeway Drive Needs to be moved mid-block to closely align with the transit stop on N frontage and eliminate pedestrian vs. vehicle conflicts at the high stress retail outlet. Think paratransit. PC 4- \$3Million Roundabout at Western interchange The 53rd intersection experiences more delays, conflict, congestion, vehicles polluting at idle, and a higher crash rate. 53rd is the higher priority for full funding PC 6- \$225K 35th add right turn lane to avoid stacking on red light with limited RT on red PC 7- \$300K 15th add right turn lane to avoid stacking on red light with limited RT on red PC-11- \$100K for neighborhood MUP connections Western Blvd is an excellent location for an MUP connection correlating with repaving in TIP 99 to Adair Corridor: \$8 Million for the MUP is excessive, relative to potential user counts. Have we studied how many users are projected to use it? Maximum public benefit to cost ratios will not be realized with this project. Consider populations: Adair Village: 1,119 (2020 Census). Minimal widening of the cross section for protected bike lanes shows fiscal restraint until populations warrant this expense. Overall consider projects total \$ 10,363,000. Highway 20/34 corridor is at 31% P.2: You might want to mention the two epidemics which together wiped out about 90% of the native population.</p>	Concerns about priorities and projects will be discussed with the TAC and Policy Board for their consideration. No corridor projects were prioritized over others.
87	Corvallis Sustainability Coalition Transportation Action Team	2, 3	<p>p3. The US numbered highway system didn't start until 1925. Hewlett-Packard was not started by an OSU graduate, but the president of the corporation at the time the Corvallis operation was started was an OSU graduate, John Young.</p>	Thank you for the suggestions. Staff incorporated as appropriate
88	TAT	30-36	<p>The graph of male vs. female population has female on the left and male on the right while the key at the bottom of the graph has male on the left and female on the right. This is confusing to people with color-blindness. In general, the large number of OSU students makes most of these statistics meaningless, especially since student income does not represent student financial capacity, since many or most are supported by family. P. 36 "in-balance" should probably be imbalance</p>	Corrected graph and revised text on page 36. Thank you for the perspective on financial capacity.

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
89	Benton Area Transit	40, 42	<p>Hello Stephen,</p> <p>I just want to help with a couple of edits.</p> <ul style="list-style-type: none"> - Page 40 - Benton Area Transit does not provide the 99 Express on behalf of Adair Village. This is a Benton County (Benton Area Transit) service. - Page 42 – Do you want information on any of the expansions that we are hoping to provide in the future? We are hoping to expand the CTV by a run but we are short on the number of drivers. We are also planning to add a 99W service from McMinnville to junction City/Eugene but we are waiting for vehicles/drivers. - Page 42 – North Albany Service has been discontinued due to low ridership. Individuals looking for service in this area can either catch the CTV, the Loop, or they can ride our BAT Lift service between North Albany and Corvallis. 	Revised
90	FHWA	45-55	<p>Also, as a resident of Corvallis – YES PLEASE on a Walnut Road Diet</p> <p>Admittedly this is not possible in context of plan work but is there, or could there be, identification of or consideration to identification of physical or operational barriers in pedestrian system – the bicycle network uses a level of stress approach but, even for bicycles, there may also be physical impediments to bicycle networks. This may be identification for future planning efforts. Additionally for pedestrian network there should be mention of Transition Plan and identification of priority connectivity needs.</p>	Staff will add this to future work efforts
91	Community Member	48 and 53	<p>Hi Steve,</p> <p>Going thru the RTP (great document, BTW; hefty read, though), and noticed figures 16 and 17 are displaying a bit odd (screenshot of 17 attached; 16 displays similar). Are you seeing the same? Mentioning because I know PDFs can render differently, and what may have appeared correctly formatted on one system, can render odd on many others. Let me know if I can help troubleshoot in case you all aren't seeing the same.</p>	Will insure final draft displays correctly

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
92	Community member	48 and 53	<p>Thank you for an exhaustive draft plan.</p> <p>Good to see housing/employment projects for all three cities.</p> <p>Several of the graphs were perhaps landscape or in any case I couldn't see the right side of the double projections of pg 48 Fig 16 pg 54 Fig 17</p> <p>And having experienced several flooding events in the past 50 years I am concerned about 99w/S.3rd flooding closing off South Corvallis from the main city. Fig. 31 the protected Riparian Areas — shows the millrace where it runs under 99w/S.3rd... Is there any responsibility of the road building to make sure that drainage is large enough or the mill race continues to the Mary's to protect the neighborhoods in that area? At one time (County Bldg maps) I saw the various drainages before much of the housing was added showing much land was developed on historical drainages. Historical can't be undone. And the Expansion of Crystal Lake drive (to meet Avery at 99w/S.3rd) has seemed to cause more flooding problems.</p>	<p>Will ensure figures display appropriately. Flooding noted for future planning efforts</p>
93	FHWA	56-61	<p>Suggest a more detailed examination of crash data to identify over-represented crash types or locations (e.g. arterial crashes or severity vs. extent or arterials in MPO).</p>	<p>Staff did not have time to do this for this plan, but we identified this as an action item in the RTP for future effort. Thanks!</p>
94	VNEQS (Valley Neighbors for Environmental Quality and Safety)	88, 89	<p>Re: the Adair Village to Corvallis corridor along Hwy 99 - There is a Conditional Use Permit application (CUP #LU-21-047) underway by the owners/operators of the Coffin Butte Landfill (at Coffin Butte Rd and Hwy 99) with Benton County that will have a huge impact on this corridor should it be allowed to go through, because in it they are requesting the permanent closure of Coffin Butte Road so that they can expand the landfill over it. This will divert some 70,000 or more vehicle trips per year (and growing) through the intersection of Tampico Rd and Hwy 99, a dangerous intersection at the north end of this corridor. There will also be significantly increased freight traffic with the landfill expansion. Further, Adair Village will be heavily impacted by eastbound traffic cutting through the city with the loss of the direct east/west connection at Coffin Butte Rd. if it is closed. These issues need to be assessed and addressed in the 2043 RTP.</p>	<p>Land use decisions are not the purview of CAMPO. This information has been forwarded to Benton County for their consideration.</p>

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
95	Marketing, Communication, Community Health Promotion	88-89	On behalf of Samaritan Health Services, I am participating in a work group of property owners including the City of Corvallis, Benton County and the Greenbelt Land Trust concerning the development of an "access for all" trail plan on the former Owens Farm property along Highway 99 north of Corvallis. The conceptual trail plan calls for the construction of an elevated pedestrian bridge that would provide safe crossing across Highway 99 and connect the Jackson-Frazier Wetlands to the new trails to be developed on the Owens Farm site. We have begun initial outreach efforts concerning the proposed trail plan and will initiate a fundraising plan this year. The trail plan provides long-desired public access to a beautiful, currently underutilized scenic area in close proximity to Corvallis. We encourage and strongly support the inclusion of the pedestrian bridge as part of the revised regional plan.	We will include a project for a pedestrian bridge over 99W. Thanks for sharing this information!
96	City of Corvallis Parks & Recreation Department	94, 76-78	The entities of Benton County, City of Corvallis, Greenbelt Land Trust and Samaritan Health Services have been working in public-private partnership to plan for future public recreational and educational access to the Owens Farm open space property north of Corvallis, on Hwy 99. A conceptual plan has been developed that would construct several miles of universally-accessible trails and pathways through the property, accessible by Hwy 99 and Satinwood St. The plan also calls for pedestrian/bike access across Hwy 99 from the Jackson-Frazier Wetlands, to provide ped/bike connection from the east side of Corvallis to the west, through the beautiful open space area. Future plans would include multi-modal paths that connect to Crescent Valley, allowing for commuting on bike to various schools. Please consider adding reference to the Owens Farm Conceptual Plan into the RTP on the future projects list on page 94, as it supports Goals 1, 5, 6 & 8 listed on pages 76-78.	We will include a project for a pedestrian bridge over 99W. Thanks for sharing this information!

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
97	none	All	<p>It is quite difficult for citizens to provide meaningful comments on this entire document in this format. So I will try to summarize.</p> <p>Goal 1 and objectives 1A and 1B in the 2017 update listed safety for all modes and connectivity as objectives. And I assume there is some priority here. The problem is that, in the end, about the most at-risk sections of the transportation plan either go ignored or don't receive the attention or emphasis needed.</p> <p>This is supposed to be a regional plan. Within the region being studied, the only major arterial or highway that has extensive, major deficiencies along its full length is Hwy 20/34 between downtown Corvallis and the west side of Philomath. Hwy 99 is fine except for some accidents caused by poor decision making regarding crossing locations. Hwy 20 north of Corvallis will soon see safety improvements. Yet Hwy 20/34 through a continuous urban area is lacking in sidewalks, bike lanes, and traffic lanes. No other part of the transportation system is as lacking in amenities than the stretch of Hwy 20/34 from the east side of Corvallis all the way to the west side of Philomath. Through the entire urban area. And this link is a major truck traffic route to the coast.</p> <p>Yet your plan does not draw attention to this very significant deficiency nor draw attention to the fact that it is the ONLY arterial that lacks sidewalks, bike lanes and adequate traffic lanes. Further, this two lane sub standard dangerous arterial WITHIN THE URBAN AREA lacks all the basic amenities that are already provided on other state and local arterials.</p> <p>It begs the question....are the transportation planners blind or are they simply interested in making a long list of possible future opportunities without really stepping up and focusing on the most needed investments?</p> <p>I fear the people working on this plan are more politicians than they are engineers or transportation planners.</p>	<p>Projects along Highway 20/34 were developed with safety in mind, and in concert with local and regional staff. Additional context and projects are added in the final draft related to this corridor. Both the TAC and Policy Board agreed the corridor approach was appropriate for this plan update.</p>

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
98	N.A.	All	The Introduction to Corvallis Area is very well done.	Your comments are noted and will be considered for future planning efforts.
			A better analysis of bicycle use and facilitation outside the main arteries is needed. There may be cost-effective improvements that could reduce hazards. On page 52, for instance, the bland statement “There are good parallel routes on local roadways” fails to acknowledge the often disappearing shoulders beyond the white lines on roads such as Sulfur Springs Road, Mountain View, Walnut/53rd. In some cases no attention has been paid to getting on and off bike lanes and trails, and navigating traffic circles.	
			Pg 88 Adair Village Corridor-- I support a deeper look into a bike trail from Circle to Adair Village	
			Pg 109-- I hope the AQI information will be updated from 2019. Yes, 2020 was a weird year but it may be closer to the new normal. Smoke and cars are contributors.	
			Natural hazard areas interact with transportation?	
			The risk from natural hazards requires a more comprehensive analysis. For instance, given the Flood plain (page 104), what will happen to transportation during a flood? Which roads and bridges will be underwater or washed out, and what will be the effect on routine and emergency access?	
			Other natural hazards are addressed only superficially. Fire for instance, is an important risk”and regional scenario modeling has shown wildfire to be one of the major consequences of earthquakes. I would like to see some realistic scenario modeling, e.g., effects of a grass fire on the east side, or a fire in MacDonald Forest to the north. There are a number of areas, especially in the Wildland Urban Interface, that have only a single road in and out. Which areas are these, and what can be done for them? What is being done to prevent more such subdivisions (e.g., Churchill)?	
99	Oregon State University	Figure 16	The GIS information for campus is not correct, as its showing sidewalks as poor in a section where there is no street (hence, no sidewalk). There's information in the OSU Transportation Plan Figure 3-8 which shows where there are sidewalk and walkway gaps, though not all of the gaps are along streets. Perhaps a follow-up conversation would be advisable.	Thanks for the comment. These maps came from an older (2019) CAMPO project and while we acknowledge there are some mistakes/areas of limitation it would be difficult for us to reproduce the maps at this time. We are leaving the maps as is for now but they were not directly used in project selection process.
100	City of Corvallis / PW	general	The FHWA and ODOT have migrated from using the term multi-use path to shared use path (no hyphen). You may want to consider a similar shift to the more current nomenclature.	Revised
101	FHWA - Oregon Division	General Co	FHWA encourages MPOs and State DOTs to consider the FHWA/FTA Planning Emphasis Areas (PEAs). Also, what about the federal planning factors?	Unfortunately we did not have time to address the PEAs
102	FHWA - Oregon Division	General Co	Appreciate the Tribal Coordination!	Thanks!
103	FHWA - Oregon Division	General Co	Appreciate Table 3, what about the remainder of the requirements in 23 450.324 (a)-(m)	Will add

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
104	FHWA - Oregon Division	General Co	Clarify the future plans to update this MTP, aka it's on a 5 year cycle. Include the date of when the MTP was updated by the policy board to reference when the 5 year clocks starts! Also, what is the process for amending the MTP?	Added to Chapter 5!
105	FHWA - Oregon Division	General Co	As part of the framework of this MTP, there should be a description of the public involvement process that is being followed as indicated in the PPP, how will these public comments be considered? Lastly, there should be some mention of virtual public involvement processes.	Discussion of the public involvement process will be included in the appendix
106	FHWA - Oregon Division	General Co	Any thoughts on mentioning AAMPO / CAMPO planning coordination relationship? I think it is a great planning best practice.	Added to inter-regional projects section. Thanks!
107	FHWA - Oregon Division	General Co	Include links to the UPWP, MTIP, PPP etc	The plans are available on the website, where this plan will be housed
108	FHWA - Oregon Division	General Co	No Mention of "year of expenditure" per 23 CFR 450.324 (f)(11)	
109	Department of State Lands	general we	Do you know if, on a project by project level, each project proposing work in mapped wetlands or waters will have local permitting, or if not will jurisdiction project team submit a wetland land use notice? This may be appropriate.	I'm not sure the answer to that question but believe it would be better answered by each jurisdiction's public works or planning department
110	FHWA - Oregon Division	iii	What is meant by Federal Plans?	Removed "Federal" from section heading
111	citizen of Corvallis	not know p	Walnut (not existent as a through fare 30 years ago) is now the way to cross, circle Corvallis on the North. And there is a school, Bessie Coleman (formerly Husky/Hoover) adjacent to Walnut. Many families could bike to school if it were safe for youth, it is not now, because of the many speeders, and just marking the 'school zone' 20mph doesn't assure folks passage from homes, roads entering Walnut from East of the school, to West beyond Witham Hill. Best to raise a generation of bicyclers rather than car driven children (and parents). I support a protected bike lane along Walnut... from the speeding traffic.	Thanks for the input!
112	Oregon State University / University Land Use Planning	Page 20	Plan current states "including residential neighborhoods north of the OSU campus". Looking at the map, it would be more appropriate to say "including residential neighborhoods north and east of the OSU Campus."	Revised
113	philomath resident	page 84-86	After reviewing the plans for the Hwy 20/34 road way, I have concerns that the proposals do not address supporting the increase in the number of vehicles on this two lane road. This roadway should be enlarged to a 4-5 lane roadway. The proposals do not mitigate the increased and increasing traffic levels on this roadway. With Philomath proposed to double in population this road way congestion will increase significantly. The Roundabout proposed for Western may be a viable traffic tool but only if it is a multi-lane round about otherwise it will slow down traffic and back up east bound traffic when Western travelers can not move across into Western due to the high concentration of traffic travelling west. I also wonder if the Hwy 20/34 road and Applegate Street will be paved in the future. These roadways in the business district in Philomath are quite uneven, cracked and of low quality asphalt. Who is responsible for the quality of the roadway in this area? City of Philomath, State Highways or Corvallis area mpo?	Thank you for the comment, we will be discussing the addition of a project increasing capacity along Highway 20/34 with the CAMPO Policy Board for inclusion in the RTP

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
114	Business Owner / Citizen	pg. 87 & 88	There are only 3 intersections for pedestrians to cross hwy 20/34 in Philomath - where the HWY is 4 lanes WIDE going west bound- very dangerous. Most of the improvements are in Corvallis. (Intersection with 15th is Corvallis or Philomath?) I have watched children near hits in Philomath crossing 20/34 westbound to get to Dollar General - Cars are escalating there to 40mph at exit of town and there is no blinking red light for pedestrians to cross there. A fatality happened last year near Jonas Market only 2 blocks away, same issue. There MUST be pedestrian crossing solutions in Philomath on the WEST side of 20/34 west bound along with traffic slowing reminders. The other place people are always scurrying to avoid being HIT is east bound 20/34 by McDonalds in Philomath. Please, please add funding before more needless fatalities happen, and a kid next time.	Philomath is in the process of re-constructing main street, which will improve pedestrian crossings. As such-- this RTP did not address downtown Philomath.
115	ODOT-TPAU	Possible Ap	Is it possible for the RTP to reference the technical modeling write-up that we did for the RTP analysis in some way, maybe an appendix or footnote... With all due respect, I was disappointed and frankly perplexed to see Table 16 (Model Scenarios and Corresponding Outputs) and unpack the assumptions baked into those scenarios. I understand that the authors chose (or were required?) to use population growth estimates from PSU, though I think you could make a very strong argument that by 2043 we'll see a much more significant population increase in the metropolitan area, in part driven by climate migration. But I was dismayed to see such relatively minor shifts from baseline in Scenarios 2 and 3.	We will add this as an appendix
116	Post Carbon Institute / Corvallis CAAB	Table 16, p	Scenario 2 assumes a very modest 8.3% reduction from baseline due to investments in alternative transportation solutions. That's woefully insufficient for meeting existing climate mitigation goals for the City of Corvallis, let alone what more updated climate science is telling us is collectively required to stay below 1.5°C or even 2°C warming thresholds. If we consider Scenario 2 as the mitigatory/proactive scenario and Scenario 3 as the scenario influenced by external factors, Scenario 3 may be even more faulty in only anticipating a relatively minor shift to work from home. Ignored is the possibility that one or more of the following may occur in the next 20 years (and these are just the ones that I can identify): major economic contraction; the depletion of fossil fuels (specifically oil) and the lack of a 1:1 substitution through EVs; and the breakdown of global supply chains. It is easy to criticize from the outside, I know, but I would have really appreciated to see a fourth scenario considered -- one that looked at much more significant shifts in transportation, due to either proactive or reactive measures or some combination. Even if the likelihood of such a scenario was deemed relatively low, the fact that such a scenario is not being considered could very well lead to unwisely modest planning and investments.	Your observations are noted. We attempted to limit future scenarios to what was "feasible" via collective agreement with staff, elected officials and ODOT. We hope to explore additional scenarios after the RTP is adopted, and will make a note of your suggestions.

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
117	Department of State Landes		<p>Stephen, Thank you for reaching out again. I have some suggested thoughts to include below, but I am not as familiar with your audience of the use of the document as you are, so feel free to include them, change them, or leave them out.</p> <p>Wetlands: - Delay and store water to reduce flooding and erosion and provide cool water later into the warm season. - Capture pollutants including sediment and other pollutants. Chemical interaction is important, such as denitrification through microbial process in the wetland, and capture of phosphorus. - Besides providing a benefit to water chemistry and temperature for fish, wetlands near waterways also provide refuge and areas to forage for fish during high waters that flood the wetland.</p> <p>Waterways: - Waterways are corridors for wildlife providing “highways” between habitats that support different elements of their life stages: breeding, rearing, food, etc.</p> <p>Also, in the bullets on page 99 DSL is referred to as Division of State Lands, but the agency’s name is now Department of... I do not remember the year it was changed; my best guess is about 10 years ago.</p>	Revised

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
118	City of Philomath Councilor/ CAMPO Board		<p>Hi Nick, Great job today on the meeting. I had a question for you that did not seem appropriate to the meeting.</p> <p>From the presentation it seems like there are not really any good answers for the Hwy20/34 corridor to meet all of the transportation needs. I appreciate and understand the emphasis on bike/ped/transit, but it looks to me like there are a lot of conflicts in this corridor. It almost looks like we have decided that since we cannot increase capacity, or really even mitigate congestion at all, we really need to focus on safety. For example, creating the ped/bike crossing situation you described at 53rd Street or at Research Way would be great for walkers or bikers, but it certainly will not help with getting traffic through the corridor faster. Likewise, admitting that I still need to be convinced regarding the efficacy of traffic circles, I really do not see how adding one at the Western intersection is going to help vehicular traffic flow along this corridor either, but it might reduce the number of accidents at this location.</p> <p>As we have discussed before, I am very concerned that the amount of current, planned and inevitable development along this corridor will overwhelm this corridor well in advance of any transit projects, or frankly before active transportation methods are adopted by most of the current residents of Philomath and Western Benton County. For example, we might be able to, in the next 3-6 years, synchronize the traffic signals along the corridor. This is viewed as really the only feasible steps that can be taken to mitigate congestion that I have seen so far. And while you mentioned that Corvallis, Philomath, Benton County and the State have all acknowledged the need for more capacity along this corridor, this is just a smokescreen so that all of those bodies can say that they are considering it. Nobody is really considering it.</p> <p>I think that we should, as a region and County, take a much stronger look at enhancing alternate corridors for moving vehicles. As it stands now, we are already seeing a lot of folks moving to West Hills/Reservoir as an alternative, and that is having an impact on other local roads (like 19th and 9th streets on both the Philomath and the County portions. Since the State does not seem interested in addressing this issue, which we will have to do it locally. Do you have any suggestions on how to</p>	<p>The Philomath Boulevard corridor projects are revised to include illustrative capacity projects, the discussion of nearby streets/corridors, and ongoing monitoring of the corridor.</p>

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
119	Benton County Public Works		<p>Good Morning Steve – hope you are preparing yourself for a long weekend, and some time to relax.</p> <p>I wanted to forward some information on the RTP update, and apologize for clearly having a senior moment or two prior to your presentation on Wednesday. As my email to Brad indicated I honed in on the transit section, and found a couple things that need to be changed. Hopefully the way I laid them out to Brad aren't too confusing. Basically we'd like Benton Area Transit (BAT) used for all references to our transit program. As suggested – maybe we could put something up front to let folks know BAT is Benton County's program or something like that.</p> <p>Remove the reference to 99 Express being done in behalf of Adair – not the case any longer.</p> <p>North Albany service came and went pretty fast. All those rides were rolled back into Demand Response. If you have any questions please let Brad or me know. He will be taking a closer look at the document as he mentions. Laurel will be taking one more look through the rest of our parts, but from what I saw I didn't have any other edits.</p> <p>Thanks for your patience with us sir, and you have a great weekend.</p>	Revised

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
120	DEQ/Water Quality Assessment		<p>Hi Steve, Great job incorporating the impaired waters section! I made a couple of comments on the comment tracker, but it was difficult to include the comment in the right format so I've attached a Word version. Basically, I just separated out the Category 4 from Category 5 waters. Let me know if you have questions.</p> <p>Category 5 waterways located in the CAMPO Planning Area include (requiring TMDLs for specific water quality concerns):</p> <ul style="list-style-type: none"> • Dixon Creek (Dissolved Oxygen-Spawning) • Mountain View Creek (Dissolved Oxygen-Spawning) • Dunawi Creek (BioCriteria) • Marys River [Lasky Creek to Greasy Creek] (Temperature-Year Round) • Marys River [Greasy Creek to Muddy Creek] (Turbidity, Temperature-Year Round) • Marys River [Muddy Creek to confluence with Willamette River] (Iron, Dissolved Oxygen-Spawning, Temperature-Year Round) • Willamette River [Confluence of Middle Fork Willamette River and Coast Fork Willamette River to Luckiamute River] (Temperature Year Round, Temperature-Spawning, Iron-Aquatic Life, Dissolved oxygen-spawning, Aquatic Weeds, BioCriteria) • Muddy Creek [Headwaters to confluence with Willamette River] (Dissolved Oxygen-Spawning, BioCriteria, Temperature-Year Round) • Booneville Channel [Middle channel between Bear Island and West Fork Bonneville Channel] (Dissolved Oxygen-Spawning) <p>Category 4 waterways located in the CAMPO Planning Area include (where a TMDL had already been developed or is not required):</p> <ul style="list-style-type: none"> • Marys River [Greasy Creek to Muddy Creek] (Flow Modification) • Marys River [Muddy Creek to confluence with Willamette River] (Flow Modification) • Willamette River [Confluence of Middle Fork Willamette River and Coast Fork Willamette River to Luckiamute River] (Dioxin-human health, Methylmercury-human health) 	Revised

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
121	ODOT-TPAU		<p>One of our discussions this morning was on D/C vs V/C Here is the definition of D/C in the APM, and Peter provides the page reference below. Please use this to improve the discussion in the RTP:</p> <p>(Follow up) Somehow this sent without my paste. Trying again - Demand to Capacity Ratio When the estimated v/c ratio exceeds 1.0, it is referred to as a demand to capacity (d/c) ratio. Travel demand models generate demand which can be used to calculate d/c ratios. This means that for a given time period, there are more vehicles desiring to use a facility than it can accommodate. This is also known as oversaturation. The actual volume will never exceed the capacity of the facility. Instead, the excess demand (unserved trips) may do one or more of the Typically a travel demand model run would be a constrained run. An unconstrained (infinite capacity) run can be requested that will show the full desired demand on a facility. Analysis Procedure Manual Version 2 9-20 Last Updated 12/2019 following: divert to other routes; change the time of the trip; distribute to other destinations; change the travel mode; or queue up to be served in following time periods (incurring additional delay).</p> <p>Sorry – cleaning this up one more time: Demand to Capacity Ratio When the estimated v/c ratio exceeds 1.0, it is referred to as a demand to capacity (d/c) ratio. Travel demand models generate demand which can be used to calculate d/c ratios. This means that for a given time period, there are more vehicles desiring to use a facility than it can accommodate. This is also known as oversaturation. The actual volume will never exceed the capacity of the facility. Instead, the excess demand (unserved trips) may do one or more of the following: divert to other routes; change the time of the trip; distribute to other destinations; change the travel mode; or queue up to be served in following time periods (incurring additional delay).</p>	Revised to include this statement
122	Oregon Department of Fish and Wildlife - District Wildlife Biologist		I think it would be beneficial to include a reference to big game species found in the area, including black-tailed deer, Roosevelt elk, and cougars. A regional transportation plan should consider how the impacts of future development and changes in traffic can affect movement patterns. Additionally, they are commonly involved in vehicle collisions.	Added a an excerpt about big game species
123	Albany Area MPO		I was going over the projects in the draft RTP when I noticed a typo in PC10. Hunsacker should be Hunsaker. Small thing, and it looks like that's the only mention of the path. I'll change it in the maps. Likely typo on p. 16 - "spares" (should be "sparse"). Symbology of the various maps (e.g. Population Density on p. 21, etc.) should be broken into consistent chunks to accurately represent data variation.	Revised
124	Corvallis resident		The Corvallis City Council adopted a resolution stating its commitment to Vision Zero - might this be discussed as it relates to project selection?	Fixed typo. Will include discussion on Vision Zero, and consider revising map

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
125	Corvallis City Council, walker.		<p>Overall, I really like the emphasis on Bike and pedestrian safety and infrastructure. Corvallis is a small, flat city-- we should be a leader in the state for bike and ped projects and use.</p> <p>I would like us to focus on the neighborhood bikeways, which would allow students to move independently around the community, thus reducing the number of cars dropping off students in the morning and afternoon. The school district has not been publishing the safe routes to school; they did not even know where the maps were (Josh Capps at the city found them for us).</p> <p>Walnut should be redesigned to slow traffic. The restriping of Circle is a good model to begin thinking about Walnut, but it is just the beginning.</p> <p>Please do not increase the number of yellow flashing lights in town. No one who actually walks trusts them. We need red lights. Red means stop. Yellow means, as observed by Robin Williams many years ago, "speed up" to get through before the red light. They feel hazardous. I know about the studies, but I suspect the people doing the studies do not get around by foot.</p>	<p>Thank you for the positive feedback. We have included the low stress bike network as an illustrative project to demonstrate regional support. The Walnut project has been revised to include a standalone study. And all previously listed crossings have been revised to "enhanced crossings" to allow for design flexibility.</p>
126			<p>I appreciate being able to voice my opinions with regard to transportation planning that will impact my family, my community, and my business. Being a business owner is more than a fulltime job and as much as I'd like to be actively involved in community business, I don't have the bandwidth to do both well, so I'm thankful for those in our community who have time to dig in and give informed, educated commentary on the issues that impact us all. So my comments will be based on personal experience and honest frustration. As we've seen traffic increase, especially between Philomath and Corvallis due to so many factors, it has become increasingly frustrating to navigate the stretch of road we have to drive every day. Besides work travel that requires sometimes multiple trips for my family and my employees (depending on where our jobs land daily), we must travel toward Corvallis for groceries, clothing, and any other regular purchases. To say that traffic gets backlogged is an understatement. Roger and I lived in Dundee and fought the bottleneck in that town for years and we're reminded of those days often when we have to stop in Eastbound traffic a mile before the stoplight at 53rd street. Going AROUND the traffic by way of outlying roads is the chosen route much of the time and I'm sure the families who call those roads home, are even more frustrated than those of us who feel squeezed out in their direction. I'm all for progress and I can only imagine the factors that go into this kind of infrastructure planning, but the road less traveled is NOT the stretch between Corvallis and Philomath and we need help!</p> <p>Thank you for your time.</p>	<p>Thank you for the comment, the Philomath Boulevard corridor projects have been revised</p>

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
127	Benton County Health Department		Thank you for incorporating the Owens Farm Conceptual Trail Plan into the RTP and adding the pedestrian bridge concept to the project list. This initiative aligns with the Benton County Community Health Improvement Plan priority area Mental Wellbeing and Community Resiliency and Benton County's 2040 Thriving Communities Initiative's values of access for all to a high quality environment, a resilient community, and equity and health in all actions. The Owens Farm project creates an opportunity to promote "healthy people in a healthy environment" through enhancing a thriving natural landscape and developing a radically inclusive trail system that supports the mental and physical health and wellbeing of all our community members. The Benton County Healthy Communities team looks forward to continuing to be a part of the Owens Farm partnership an supporting the next phases of the of the project. Thank you again for including this project in the RTP!	Thanks for the comment, we will include a project for a pedestrian bridge over 99W.
128	Greenbelt Land Trust		<p>I am writing to urge the inclusion of the Owens Farm Conceptual Trail Plan into the 2043 Regional Transportation Plan.</p> <p>The Owens Farm Conceptual Trail plan, including a pedestrian bridge to connect Owens Farm and Jackson Frazier Natural Area, is a unique opportunity to expand safe, outdoor access for all in North Corvallis. Through a strong partnership between Greenbelt Land Trust, City of Corvallis, Benton County, and Samaritan Health Services, Owens Farm is poised to be an engaging recreation and education site for our entire community. In order to realize this vision for connecting people to the outdoors, it is also important for us to be connecting natural areas. Prioritizing a pedestrian bridge across Hwy 99 will provide an important connection and access opportunity for residents and schools east of the highway.</p> <p>The Owens Farm Conceptual Trail Plan has been strategically crafted by partners over the last five years, vetted through community engagement and designed by trail professionals. The next step is to have the Owens Farm Conceptual Trail Plan incorporated into the 2043 Regional Transportation Plan!</p>	Thanks you, we will include a project for a pedestrian bridge over 99W.
129	Willamette Partnership		I'd love to see the Owen's Farm Conceptual Trail Plan included in the Regional Transportation Plan! Several community groups, along with dozens of community members, have put lots of hard work into building that plan over the past decade, and it would be such a great asset for the community to have. Being so close to the hospital, it would provide doctors, nurses, staff and patients with a way to get outside during the day, a proven stress-reliever that can lead to better outcomes for patients. The group who worked on this plan has also been intentional about getting input from a variety of underrepresented communities, meaning people with disabilities and communities of color are already aware of the trail system and excited to see their input come to fruition. Having this on the RTP would help ensure that the vision can can continue to move forward and bring the trail system to Corvallis. Thank you!	Thank you for the comment. We will include a project for a pedestrian bridge over 99W in the CAMPO RTP.

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
130	Community member, member Corvallis Sustainability Coalition's Transportation Action Team		<p>The writing and organization of the draft is accessible and interesting. Reading Chapters 1 and 2, I learned more about Corvallis and the surrounding area than than I have from any other documents.</p> <p>I strongly support the overall goals of the RTP: safety and connectivity via multimodal transportation. Understanding that population growth has been and will continue happening, we will not build our way out of congestion by adding lanes as there is an inadequate supply of land. We must provide people with multiple means of transportation and encourage/support decreasing use of single-occupancy vehicles. On the whole, I found all of the suggestions of the draft RTP to be valuable and worth supporting. I have one specific suggestion to champion, and two additions to suggest. Regarding specific projects mentioned in this RTP, I support the goal of protected bike lanes on Walnut Blvd from the end of the multi-use path (at MLK Park) to Bessie Coleman Elementary School. That section of Walnut Blvd, near homes, a church and the school, needs protected bike lanes, not 4 lanes of motor vehicles moving at 35mph.</p> <p>There is a heavily traveled section of Highland Drive north of Walnut Blvd that connects to Lewisburg Avenue. This section of Highland is used to access Crescent Valley High School. It is also used to access Hwy 99W via Lewisburg Ave, especially if there are traffic issues anywhere on 99W south of the junction of 99W and Lewisburg Avenue. Most of Highland in this stretch is outside of city limits and lacks sidewalks. Near Highland Dell Drive, there is curvy section of road where vehicles regularly exceed the speed limit and go wide on the curves, erasing the paint that delineates the bike lane. It is an important stretch of road for connectivity as it also leads to Lester Ave, which will eventually push through in an east/west fashion, possibly bringing more traffic onto Highland Drive. At this time, more should be done to make walking and biking more safe along this roadway. Wouldn't it be nice if high schoolers felt safe enough on Highland Drive to ride their bikes to school? With no continuous sidewalks and no protected bike lane, there is no safe route to school on this road that does not involve a car or bus. Traffic volumes on Highland are higher than might be imagined!</p> <p>Recently I became aware that the Greenbelt Land Trust is working on promoting a multi-use path (MUP) to connect several areas of open space via the northern side of Corvallis. This path would need to cross the 99W corridor.</p>	<p>Thank you for the feedback. We will be including a project for a multi use path crossing over 99W. Comments on Highland are noted, Highland is outside the primary corridors evaluated as part of this project.</p>
131	Community member, member Corvallis Sustainability Coalition's Transportation Action Team		<p>Hi Steve, I have a couple comments and a few nitpicking items on the draft RTP. I think the draft document has projects that will be beneficial to our growing transportation needs and the selected study corridors are important to move people through the region. My anecdotal experience is that fewer and fewer people are bicycling and I attribute that to a general feeling of lack of safety around increasing numbers of large speeding vehicles. Even on residential streets people are driving fast!</p> <p>There is going to be more and more development along SW 53rd so I would like to see a protected bike lanes along Walnut and SW 53rd so that students can get to K-12 or OSU safely. I think few people will bike to/from Adair Village so that money could be better spent in the more populous urban area.</p>	<p>The Walnut Boulevard project has been revised to include a standalone study to evaluate options. Philomath Boulevard is the highest ranked corridor, but other than that CAMPO did not prioritize projects among the different corridors</p>

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
132	Community Member		<p>I would like to encourage CAMPO to revise Figure 17 (page 53) and relevant other Figures to reflect that the Level of Traffic Stress should be increased along route 99w from it's intersection with Crystal Lake Dr. south to SE Rivergreen Ave. to match the piece south on 99W (LTS 2 revised to LTS 4). There are more deadly accidents in this stretch, as indicated in Figure 23. The gutter bike lanes are not separated from the truck traffic which barrels through my neighborhood, and the sidewalks are broken and incomplete, Figure 16. Thus current biking and walking is perilous.</p> <p>South Corvallis is mentioned only once on page 98: "Highway 99W South At the time of this report, the Oregon Department of Transportation, in consultation with the City of Corvallis, is pursuing a corridor plan for Highway 99W, or South 3rd Street, from the intersection with Highway 20 south to the Corvallis city limits." I believe this is specifically to address these deadly crossings and very poor bike and pedestrian connectivity, in light of predicted population growth, the fact that this highway corridor cuts South Corvallis into two demographic parts with essentially high speedthrough traffic, and also provides access to the new construction of the Lincoln School(built with solar panels and battery back up to provide disaster sanctuary for South Corvallis) on SE Alexander.</p> <p>Thank you for the opportunity to comment.</p>	<p>The level of traffic stress maps were developed in a previous effort. Your comment is noted and will be revised in future maps.</p>
133	Community Member		<p>Hi, I would like to add my comments regarding the transportation plan. On page 89—Adair Village—there are just a few concerns cited. Please note that Republic, who runs the landfill, is appealing a decision on their expansion plan. In that plan they want to close the part of Soap Creek Road from Highway 99 to Wiles Road. This will severely impact egress for Soap Creek Valley residents in times of emergency. This is because they want to fill this area with garbage. It is a much safer turn onto Highway 99 than Tampico offers. The turn onto Tampico presently is inadequate and dangerous and the site for several accidents every year. Please take all this into consideration when working on your transportation plan. I refer you to CoffinButtefacts.org for more facts on this issue. Thank you for your time.</p>	<p>Land use decisions are not the purview of CAMPO. This information has been forwarded to Benton County for their consideration.</p>

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
134	Community Member		<p>Hello Steve,</p> <p>In reading over the plan, I see that there is no mention (possibly: no awareness) of the potential changes coming to the stretch of Highway 99 beginning at Adair Village and extending north past Robison Road. I'm referring to the possible closing of Coffin Butte Road due to an expansion of the landfill over it.</p> <p>As things are now, Coffin Butte Road at 99W is the safest and most preferred way for traffic of any kind in this area to interface with Highway 99 – especially for cyclists crossing the highway and heavy trucks crossing the highway or entering or leaving the area. Although an idea of upgrading Wiles-Robison is being floated as an alternative route, I think in any real-world scenario we would see the Tampico-99W intersection take up almost all of the dislocated traffic, and that intersection is not suitable nor can it be made suitable within a reasonable budget. The traffic hazards and risks to health and life that would be caused by closing Coffin Butte are still under discussion, as perhaps the most serious impact of the landfill expansion scheme. I urge CAMPO to review the situation and if it finds reason for concern, to voice those concerns pro-actively to the Board of Commissioners when they take up their evaluation of the landfill scheme (sometime between now and March 21). This is a situation where an inch of prevention can save much more than a pound of expensive remediation, and it's important for the Commissioners to be able to weigh all of the costs and risks of the landfill expansion.</p> <p>Thanks for all you do!</p>	<p>Land use decisions are not the purview of CAMPO. This information has been forwarded to Benton County for their consideration.</p>
135	Community member		<p>I highly recommend that when the Regional Transportation Plan is being written, it includes the Owens Farm Conceptual Trail Plan. To develop a universal trail access on Owens Farm, it's very important that this trail plan is included in the regional transportation plan.</p>	<p>The plan has been referenced in the TSP, and some projects included. Thanks!</p>
136	Community member		<p>Currently I am commuting from West Salem to Philomath and the fastest way is to go east to I5 to 34 and in reverse to go home. This is primarily because 99W has no passing lanes between the signal at Lewisburg in north part of Corvallis to McMinnville.</p> <p>The main project, I feel, to improve area flow is to complete the Northside bypass and bridge from 34 to 99W. At the present time it is quicker to use 34 bypass from 20/34 to 34 and then West to 3rd Street than to follow US20 through Corvallis downtown.</p> <p>What basis do you see for not improving arterial roads? Such a plan forces use of residential and rural roads to expedite trips. Then this causes closures on such routes as was done on Timian at 20/34 this week. This also affects bus routes greatly, and I see that as a planned replacement for private automobiles.</p> <p>Changing to electric cars will not reduce auto travel. Poor roads have always limited economic growth. In fact the history of transportation has been to bring more flexible and comfortable modes of transportation in vogue. So the 5 to 10 year plan should show the improvements needed to arterial roads and perhaps the way to finance what is needed.</p>	<p>Your suggestion for a northside bypass and bridge is noted. CAMPO nor it's members have any plans to explore that option in the neat future. The RTP focuses on corridors, CAMPO is not opposed to improving arterial roads, however the focus of this plan is improving safety and reducing congestion via alternative modes</p>

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
137	Community member		<p>Thanks for the detailed presentation today. It reminded me that the planning process undertaken by the City of Corvallis in 2016 includes increased traffic North-bound traffic flow from the residential developments between Kings and 29th north of Walnut and Crescent Valley Drive.</p> <p>My concern is the additional direct connection with Hwy 99W at Granger Road. As it stands, traffic is encouraged to use Walnut or Circle Boulevard to the signals which access Hwy 99W, but future city roads connecting the area north of Walnut with Lester Avenue will result in commuters taking North Highland to Granger Road.</p> <p>Thanks again for the opportunity and encouragement to comment.</p> <p>p.s. I know there is a signal at Lewisburg Road. I live on Mountain View Drive and that is becoming a significant short-cut to and from HWY 99W, especially when traffic backs up at the Lewisburg signal during commute hours.</p> <p>p.p.s This is actually a comment about the HWY 99W Mountain View Road intersection, which is coming under increadsing use.</p>	<p>Thank you for sharing that concern. We will monitor the intersection for future needs</p>
138	Community member		<p>Hi Steve,</p> <p>I don't know where this belongs, but I think it should be noted that Corvallis buses cannot reach both the Benton County Health Department and the Senior Community Center. I understand this is because of the state of the streets, and possibly because of the size and weight of the buses. Do you have any idea where this belongs in the review & comment process?</p>	<p>Thank you for the comment. I would suggest consulting the City of Corvallis' Transit Development Plan for information on route planning/limitations etc.</p>
	Community member	139	<p>Hi Steve,</p> <p>Just out of curiosity, why doesn't the model include a count of people who use the bus to go to work? (p. 72 of the draft plan)</p> <p>Table 15: Journey to Work Model and Census Data Comparison & Model Outputs</p> <p>Employment Trips</p> <p>Travel Mode 2014-2019 ACS (Census)</p> <p>Journey to Work Reporting Model Shares</p> <p>Drove Alone 65% 64%</p> <p>Carpooled 9% 13%</p> <p>Biked 11% 10%</p> <p>Walked 11% 10%</p> <p>Table 16: Model Scenarios and Corresponding Outputs</p>	<p>An earlier version of Table 15 included a "Used Transit" row but we deleted it before it landed in the draft report. We may have taken it out because transit ridership is comparatively low and we were concerned about the margin of error. I'm going to suggest we add those numbers back in. As for Table 16, we may be able to add projected transit mode share for each of the scenarios. I think the biggest thing we were trying to highlight with that table was that Scenario2 (the transit/bike infrastructure investment scenario) produced the best outcomes for limiting congestion and reducing per capita Vehicle Miles Traveled.</p>

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
140	Community member		<p>Hi, Planner Dobrinich. Upon reviewing the draft 2043 Regional Transportation Plan (RTP), two key variables appear to be critical for planning. The first is that the region continues to grow in population and jobs. The second is that the street network is not expected to expand significantly during the RTP planning horizon. With these factors in mind, perhaps the following two strategies can be useful.</p> <ol style="list-style-type: none"> 1. Rail-bus transit that provides service from the Albany Amtrak/Transit Center to Corvallis (HP, Samaritan Health Services/LBCC Benton/CAMPO Office, Downtown, and OSU on one line and Philomath, OSU, Southtown, and the Airport on a second line) 2. Build the new Corvallis bridge over the Willamette River between the two existing bridges while leaving the old bridge in place for biking, walking, and bus transit express service between Corvallis/OSU, LBCC Main, I-5, and Lebanon <p>Thank you for your time and help regarding the matter of transportation planning for our region.</p>	<p>Transit service between Albany and Corvallis is currently offered by the Linn Benton Loop and the Coast to Valley. Your comments on a new bridge over the Willamette are noted.</p>
141	Executive Director, Philomath Youth Activities Club		<p>Good morning Stephen, at a recent community meeting where concern over the increased traffic on the Philomath Blvd (Hwy 20/34) corridor was being discussed, I was provided your name and email below. I am the director of the Philomath Youth Activities Club and have been so for the past 25 years. With the recent developments going into Philomath and the improvements made to the hwy between here and Newport we have seen a SIGNIFICANT increase in traffic in our community. The short drive that our community members must make to Corvallis on nearly a daily basis has become increasingly challenging. You can imagine our disappointment when we found that there is no current (or near future) plans to improve the flow of traffic in this area. It seems like there must be options that allow for smoother traffic flow and safety. I would think aligning the stop lights in the area? Adding a turn lane? Or widening areas where possible?? I realize there are so many variables that I am unaware of but I would strongly encourage the "powers to be" so consider making some improvements in these areas or find a way to communicate to our community why they are not seen as necessary. Thanks for your time and consideration.</p>	<p>The Philomath Boulevard corridor projects are revised to include illustrative capacity projects, the discussion of nearby streets/corridors, and ongoing monitoring of the corridor.</p>

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
			Hi Nick and Steve, Thanks for having the open house, I can definitely see the importance of this long term planning strategy. Must say that I was shocked that the CAMPO committees had not been informed about the possibility that our Benton County Board of Commissioners may be approving the vacation of Coffin Butte Road to allow for a landfill expansion. Coffin Butte Road is outside the CAMPO Region but it is the first road north. It is also the only East to West corridor for five miles in either direction. It has well developed acceleration and deceleration lanes. It has an excellent line of sight in both directions. All of which will never be replaced ever. It would be way too costly.	
	Community member		CAMPO needs to focus on the effects of a vacation and the increased garbage truck traffic throughout the region due to the removal of the existing tonnage cap if expansion is approved. The landfill's own 2020 figures show less than 12% of Solid Waste comes from within Benton County. Removal of the tonnage cap will increase solid waste and garbage truck traffic entering Benton County, literally from all directions. The vacation will divert traffic including many forestry trucks and farming equipment to the Tampico Road and HWY 99 intersection (all of which is in the CAMPO area) which doesn't allow for Eastbound passage, nor does it have an excellent line of sight or acceleration and deceleration lanes. Not only does fog settle at this intersection, South bound traffic is traveling downhill often at high speeds. All East bound traffic will then take Arnold Avenue which happens to be the first left with a designated turn lane driving through Adair Village and a school zone.	Land use decisions are not the purview of CAMPO. This information has been forwarded to Benton County for their consideration.
142			Please take these critical issues into consideration during the CAMPO transportation plan. Dear Sir, I bike this route two or three times a week in all seasons to get to MLK. It's not the most restful ride, but it's doable (for me). When the road narrows to one lane I generally get on the sidewalk, but if pedestrians are present I get back into the bike lane and it's not a problem (for me). I'm more concerned about the speed limit in terms of the occasional dead deer or wild turkey I see on the sidewalk or side of the road. Our urban growth keeps shrinking the areas where these creatures can roam, and that's on us, not them. Slow it down, and enforce it! By the way, when I came to town in 1971 Walnut was a little country back road and most pleasant to ride of a Sunday afternoon. Now it's basically used as a highway. I realize it's a conduit for all the new development going on out that way (Ponderosa Ridge! Yikes!), but isn't safety any transportation authority's number one priority?	
	Community member/ Secretary Preservationworks			Thank you for sharing. Your comments are noted.
143			Just another perspective for you to add to the data base.	

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
144	Community member/ Secretary Preservationworks		<p>Dear Sir,</p> <p>I'm on a roll! I'm copying you again because this historic bridge repurposing issue is one that every sort of transportation agency and transportation advisory board should be endorsing. (In my opinion.) It's hugely about safety.</p> <p>Hello Nick and Steve - thanks for hosting the open houses yesterday, I appreciate your time and energy in preparing and managing this Plan update. I know from prior experience that these planning efforts are not easy.</p> <p>As I mentioned in my comments last night, I think that it is important for the Plan to evaluate the impacts of the closure of Coffin Butte Road, just north of the CAMPO boundary.</p> <p>This road closure is being actively supported by Benton County to facilitate the expansion of the landfill.</p> <p>Closure of this road will result in the re-routing of at least 70,000 Coffin Butte Road trips per year by diverting traffic to Tampico Road and presenting at the intersection of Tampico and Hwy 99, which is in the CAMPO boundary.</p>	<p>CAMPO supports it's members on their decision regarding the Van Buren Bridge. Your comment on saving it is noted</p>
145	Community member		<p>These trips will include all of the forest and agriculture freight trips that now use Coffin Butte Road to access Hwy 99 for both northbound and eastbound destinations.</p> <p>The increased number of trips (and 70,000 is a low estimate of existing trips, not projected increased trips) combined with the re-routing of the freight traffic to a much less safe intersection at Hwy 99 is a recipe for disaster from a safety perspective.</p> <p>Further, the closure of Coffin Butte Road will result in a dramatic increase of eastbound, cut-through traffic into and through Adair Village since the next closest eastbound connections are 5 mile south at Lewisburg or 5 miles north at Airlie Road.</p> <p>Lastly, but certainly not least, the closure of Coffin Butte Road and the subsequent expansion of the landfill will result in a dramatic increase in large truck, landfill bound traffic through some of the most dangerous intersections in the state (per ODOT statistics).</p> <p>The expansion of the landfill will result in the removal of the annual waste tonnage can that can be</p>	<p>Land use decisions are not the purview of CAMPO. This information has been forwarded to Benton County for their consideration.</p>

Comment Numb.	Affiliation/ Department	Page No.	Comment	CAMPO Response
	Community Member		Walnut is an important route for travel from the west side of Corvallis to the north side for shopping, medical, hospital, etc. When I'm out on my bike on the west side and need to go to the north side Walnut is really the best (almost the only) choice of routes. I sometimes jump on the sidewalk when the MUP ends so rudely. And I REALLY don't like riding on the sidewalk. Bikes on the sidewalk is not a good thing for many reasons. That I put off joining the bike lane on the street tells me about my low level of comfort on that street. Motorist speeds are too high on a curve with only paint protecting me. A moments inattention by a motorist could end my life. I also remember that the gutter bike lane along all of Walnut is often gravelly and trashy, a huge hazard for cyclists. Lane reduction would reduce motorist distraction, widen the space for cycling, get cyclists out of the immediate gutter and the trash and gravel that accumulates there, and make road crossing safer for those crossing on foot.	The Walnut Boulevard project has been revised to include a standalone study to evaluate options.
146	Community Member		With new development happening along Reservoir road many of those folks will want to go to North Corvallis for shopping or work. Wouldn't it be great if some of them biked instead of driving. Steve, I appreciate seeing the webinar. I favor the option to emphasize bicycling. I say that as an 82- year-old who does not use a bicycle in town at this time, but as one who depended on it for many many years (since moving here in 1974 until only about 2 years ago). So now I walk to near places and drive to others, always conscious of cyclists.	Thank you for the input!
147				

Corvallis Area Metropolitan Planning Organization

777 NW 9th Street, Suite 204C
Corvallis, Oregon 97330



Date: February 9th, 2022
To: Oregon Transportation Commission
From: Corvallis Area Metropolitan Planning Organization (CAMPO) Policy Board
Re: IIJA Funding

The Corvallis Area Metropolitan Planning Organization (CAMPO) is comprised of the cities of Corvallis, Philomath and Adair Village, and Benton County. As elected members of these communities, we represent the views of CAMPO. And as representatives of these communities that care deeply about climate change, we join other MPOs from around the state to offer recommendations on spending flexible and additional funds from the recently passed Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL).

Currently, transportation is the largest contributor to greenhouse gases (GHG) in Oregon (DEQ, 2018)ⁱ and in fact total emissions from transportation are increasing since 2014, while other sectors are decreasing. Addressing the issue is urgent, as a recently published letter authored by two Oregon State University professors in the journal *Bioscience*ⁱⁱ declared a climate emergency, which is signed by 11,000 other scientists worldwide.

At the same time, we are seeing a sharp increase in the number of serious injuries and fatalities across Oregon, for people traveling by all modes. The passage of HB2017 is demonstrating the value increased funding has to expanding transit, and the IIJA doubles down on that transit investment. However, opportunities remain to expand funding for safety improvements, especially those that target vulnerable users such as people that walk, bike and use mobility devices.

CAMPO recently updated their Regional Transportation Plan, and the majority of serious injuries and fatalities are all along ODOT owned state highways. Furthermore, as the region seeks to increase the percentage of people walking and biking and we see increased residential develop along major arterials, we expect these issues to worsen. Cities and counties are limited in their ability to raise revenue to fund projects locally, due in most part to statewide laws on property tax caps, voter approval of land annexation, and lack of a sales tax.

To this end, we suggest the OTC direct ODOT to make the following investments using additional and flexible funding from the IIJA:

1.) Invest in ODOT-owned urban arterials to address urgent safety concerns, support multimodal needs, and improve the efficiency of existing roadways.

Over the past two decades, the Oregon Transportation Commission, ODOT staff and leadership, and leaders across the state have all frequently highlighted the imperative to address increasing safety concerns on urban arterials: roads owned by ODOT that carry high volumes of vehicle traffic yet run through communities, residential neighborhoods, and commercial centers. For decades ODOT has discussed the importance of bringing these urban arterials up to urban standards—to address deferred maintenance; build necessary safety measures such as sidewalks, crosswalks, and improved lighting; and allow these streets to serve people walking, taking transit and biking as well as they do people driving. In cases where there is mutual interest in transferring ownership of the road, jurisdictional transfer is a possible tool to advance all stakeholder's interests. ODOT's Strategic Action Plan emphasizes the need to invest in

multimodal solutions and address systemic barriers to opportunity; these urban arterials are a perfect opportunity for ODOT to support a multimodal system to accommodate the significant growth expected in our region.

This could easily be accomplished through a “Great Streets” or similar program, in which grants are provided for multimodal corridor investments—improving comfort, safety, and efficiency for all modes.

While a lack of funds has kept ODOT from adequately investing in these roads in the past, the BIL means that the agency should be able to invest in the roads that it has long declared a priority. We urge the Oregon Transportation Commission to use this once-in-a-lifetime opportunity to provide funding and break down existing silos to address serious maintenance, safety, and multimodal challenges on these ODOT-owned urban arterials. We are ready to work with you to make sure that these roads serve the people, businesses, and communities who depend on them.

2.) Increase funding for walking and biking projects that support local efforts to reduce greenhouse gas emissions. With new rules expected regarding Climate Friendly and Equitable Communities, the cities and counties within metropolitan regions will be asked to develop a plan to reduce greenhouse gas emissions from the transportation sector. CAMPO participated in this voluntary effort back in 2016, and it is clear what needs to be done; however the region lacks the funding to do it. Our cities and counties have multi use paths, improved pedestrian crossings and neighborhood bikeway projects already defined, yet limited funding for implementation continues to be a barrier. We support increasing the Community Paths grant program, adding additional funds for bicycle/pedestrian projects not on the state system, and increasing the funding for the All Roads Transportation Safety (ARTS) program.

We welcome further conversation on this issue and appreciate the opportunity to share our views today. If you would like additional information or to set up a time to discuss transportation funding in more detail, please contact CAMPO staff Nick Meltzer at nmeltzer@ocwcog.org.

Sincerely,

Andrew Struthers, Corvallis City Councilor & Policy Board Chair
Matt Lehman, Philomath City Councilor
Patrick Malone, Benton County Commissioner
Vacant, Adair Village

c: Oregon MPO Consortium Staff
Jenny Glass, Oregon Cascades West Community and Economic Development Director

ⁱ <https://www.oregon.gov/energy/energy-oregon/pages/greenhouse-gas-snapshot.aspx>

ⁱⁱ William J Ripple, Christopher Wolf, Thomas M Newsome, Phoebe Barnard, William R Moomaw, World Scientists' Warning of a Climate Emergency, *BioScience*, , biz088, <https://doi.org/10.1093/biosci/biz088>

Dear Oregon Transportation Commission,

As the state's three largest Metropolitan Planning Organizations, representing more than two thirds of the state's population, we deeply appreciate the Oregon Transportation Commission's open process as you begin implementation of the Bipartisan Infrastructure Law (BIL). This is an unprecedented opportunity and a responsibility; at this moment you have the opportunity to prove to the public that comprehensive infrastructure investments will change their lives. We look forward to being your partners in implementing this bill and demonstrating to the public the value of thoughtful, intentional infrastructure investments.

While each of our agencies has sent individual letters highlighting specific policy and project asks for our regions, there are areas of overlap where we all feel strongly enough we wanted to highlight them as a group. In alignment with the Commission's discussion at your January 20th meeting, these areas focus on needs that will advance ODOT's Strategic Plan and the priorities outlined in the Bipartisan Infrastructure Law. We ask that you consider allocating BIL flexible funds to:

1.) Invest more in comprehensive safety treatments on urban arterials, particularly ODOT-owned urban arterials.

The last two years have exacerbated existing traffic safety problems across the state. In some regions, the number of people killed has more than doubled compared to pre-pandemic levels. The data show that Oregonians continue to suffer from fatalities and serious injuries in the same places, on the same roads, over and over. We encourage ODOT to make three significant changes to:

- 1.) Substantially increase the amount of safety funding in the ODOT budget, through the Great Streets bucket and the ARTS program, to address known safety problem areas.
- 2.) Allow the ARTS program to invest in more comprehensive safety treatments up and down entire roadways where the data demonstrate that the safety problem is beyond hotspots.
- 3.) Dedicate additional, specific funds to address long-standing maintenance and safety issues on ODOT-owned urban arterials, with the goal of facilitating jurisdictional transfer when appropriate.

ODOT's Strategic Action Plan emphasizes the need to invest in multimodal solutions and address systemic barriers to opportunity; investing in safety is a necessary step to take to encourage people to get around using different modes, and to begin to undo decades of racist investment that have left BIPOC and low-income communities living and working near roads where they are more likely to experience traffic violence.

2.) Support planning and accountability to reduce greenhouse gas emissions from the transportation system.

With the incoming DLCD ruling, all of the state's MPOs will be asked to develop a plan to reduce greenhouse gas emissions from the transportation sector. Oregon Metro undertook this work seven years ago, now the rest of the MPOs in the state will begin this important effort. This is important work and must be done well, and with the urgency that our climate crisis needs. In order to do that, MPOs will need funding and support to develop and implement the plan, and in the case of those who already have them, strengthen and update the plans to increase accountability.

3.) Support local transportation needs and projects.

All of our regions have major, ongoing, urgent projects, which without further support, hinder the ability to achieve the goals outlined in the Commission's SAP. We have highlighted those needs in our individual letters to you, but they include safety and transit improvements on ODOT-owned urban arterials in the greater Portland region, *BLANK BLANK in the Eugene-Springfield region, and BLANK BLANK in greater Salem.*

We appreciate your time and consideration and look forward to working with you and supporting you as you implement the Bipartisan Infrastructure Law in Oregon.

Sincerely,