



**CORVALLIS AREA
METROPOLITAN PLANNING ORGANIZATION**

301 SW 4th Street, Suite 240 • Corvallis, Oregon 97333
Phone: 541-758-1911 • Fax: 541-758-1903
www.corvallisareampo.org

**TECHNICAL ADVISORY COMMITTEE (TAC)
PROJECT ADVISORY COMMITTEE (PAC)**

**Friday, April 1, 2016
8:30 to 10:00 am**

**Sunset Building - 4077 SW Research Way
Sunset Meeting Room**

AGENDA

- I. Call to Order** Workman
- II. Agenda Review** Workman
- III. Minutes of February 26 and March 1, 2016 Meetings** (Attachment I) Workman
ACTION: Decision
- IV. FY17 Unified Planning Work Program (UPWP)** (Attachment II) Bonakdar
A draft of the FY16 UPWP was reviewed with TAC in February. Representatives of US Department of Transportation and ODOT reviewed the draft TIP and provided comments. Their comments have been incorporated into the attached copy. The TAC is requested to recommend approval to the Policy Board.
ACTION: Decision
- V. Scenario Analysis and Follow up Work** (Attachment III) Bonakdar
The results of Scenario Analysis was presented on March 1st. More presentations on the results will be made. Staff will discuss the follow up work on Scenario Analysis.
ACTION: Discussion
- VI. Updates** Workman
CAMPO's Report
Jurisdictional Report
- VII. Adjourn** Workman

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Emma Chavez at least 72 hours prior to the meeting. Emma can be reached at 541-924-84051. TTY/TTD 711

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
JOINT MEETING WITH REGIONAL TRANSPORTATION PLAN PROJECT ADVISORY COMMITTEE
Friday, February 26, 2016
Sunset Building, Sunset Meeting Room, 4077 SW Research Way**

MINUTES

TAC Members Attending: Lisa Scherf (on behalf of Greg Gescher), Laurie Starha (on behalf of Laurel Byer)

Staff: Ali Bonakdar

Guests: Cody Meyer, Carole Richardson and Doug Walker (via web)

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Call to Order	The meeting was called to order at 8:45 am.	
II. Agenda Review		There were no changes to the agenda.
III. Minutes of November 19, 2015 Meeting	This item was deferred to a future meeting due to lack of quorum.	Deferred to next meeting.
IV. Regional Land Use and Transportation Scenarios of CAMPO's RTP	<p>Carole Richardson, Plangineering, and Doug Walker, Placeways provided a presentation on the use of scenario planning in the RTP update (attached). Although attendance for this TAC meeting was sparse, those present decided to proceed with a consultant team presentation and discussion in preparation for upcoming scenario planning workshops with the public in May. Carole noted that information in today's presentation would also be included in a Planning Assumptions Tech Memo that would be distributed to the TAC and Project Advisory Committee (PAC) members for review.</p> <p>Consultants advised that scenario planning is a national best practice for coordinating land use and transportation policy across multiple jurisdictions. In scenario planning, regional land use patterns are</p>	

	<p>variables, rather than static inputs which allows the impact of land use decisions on the regional transportation system to be better understood.</p> <p>Consultants noted that CAMPO itself has no land use jurisdiction; however, collectively CAMPO member agencies comprise all of the land use jurisdictions in the region, and public preferences expressed through regional planning can be useful for local plans. Consultants were clear that CAMPO’s scenario planning findings are advisory only, and non-binding on local land use agencies. Public messaging will be clear on this.</p> <p>Consultants provided an overview and video clip of the interactive GIS tools that will be used at the scenario planning workshops in May. The purpose of today’s discussion was to collect input on regional planning assumptions and regional indicators that will be used for the May workshops.</p> <p>Consultants reviewed assumptions for regional transportation facility identification, regional population and employment trends, household size, growth and travel trends outside the CAMPO boundary, comparative land use densities, development constraints, pedestrian movements, future technologies, and assumptions used in the Strategic Assessment work underway by CAMPO, ODOT and DLCD.</p> <p>Ali Bonakdar noted that assumptions about future land use densities must be viewed in light of urban growth boundaries. The City of Corvallis has determined that no future scenario should assume an expansion of the UGB.</p> <p>Cody Meyer advised that DLCD has done some work related to statewide zoning parameters that may be helpful for regional planning. He will provide the consultant team with a contact person.</p>	
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	<p>Lisa Scherf advised that the City of Corvallis has a GIS overlay for natural features that may be helpful for understanding development constraints. Kevin Young in the City’s Planning Department could provide it.</p> <p>Consultants noted that the RTP will use financial assumptions developed by ODOT for the CAMPO area; however, future project cost estimates will be derived from local TSP’s and will not be prepared by the RTP team.</p> <p>Ali advised that the CAMPO Policy Board has established funding policies that emphasize preservation and maintenance of the existing system over system expansion. 65% of STP funding allocated to CAMPO goes to preservation and maintenance activities.</p> <p>Consultants provided an overview of different indicators that will be used as participants explore different patterns of special development and future transportation needs at the May workshop. Some indicators will be calculated in real time at the workshop; others that are more computationally intensive will be calculated off line after the workshop. A list of potential indicators was provided as a handout (Attached).</p> <p>Cody inquired about indicators that will be used for pedestrian activity, and noted that issues have recently come to light with the “walk score”. He suggested reviewing recent work by NITC on sustainable transit performance measures which use walking indicators. Doug also noted that the team reviewed recent research by PSU on estimating pedestrian demand. Cody and Doug will follow up by phone on this topic.</p> <p>Consultants inquired about the need for public feedback on parking pricing. For example, scenario planning workshop participants might be able to select an average daily parking cost per household ranging</p>	
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	<p>from zero dollars to ten dollars, and see the resulting effect on greenhouse gas and travel demand. Cody and Lisa noted it could be helpful to have public feedback on this issue for policymakers.</p> <p>Next steps for the consultant team are a working session with regional policymakers at the end of March, to establish themes and parameters for the public scenario planning workshops. Then consultant team will meet again with the PAC in April, to review specific activities for the scenario planning workshops. The public workshops are being scheduled for the week of May 16.</p>	
V. FY17 Unified Planning Work Program (UPWP)	<p>Ali Bonakdar provided a briefing on CAMPO's draft UPWP. The UPWP, which is updated annually, outlines the specific planning tasks for CAMPO staff and consultants that are authorized by the CAMPO Board.</p> <p>The draft document includes an overview of CAMPO's responsibilities under federal metropolitan planning regulations, and a summary of recent transportation planning activities. It provides a status update on planning activities that are underway, and identifies upcoming planning activities for fiscal year 2017, including budget expectations.</p> <p>Major planning activities for 2017 will include continued work on the Regional Transportation Plan update; continued CAMPO staff participation and coordination with local jurisdiction transportation plans; and a study of governance and funding for the Linn-Benton Loop transit service. In addition, CAMPO will continue to meet its ongoing federal requirement to develop and monitor the region's Transportation Improvement Program and other administrative duties.</p>	
VI. Updates	No member updates.	
VII. Adjourn	Meeting was adjourned at approximately 10:30 am.	

**CORVALLIS ARE METROPOLITAN PLANNING ORGANIZATION
STRATEGIC ASSESSMENT UPDATE
Wednesday, March 1, 2016
Corvallis Library
MINUTES**

Attendees: Sara Robertson, OSU – Capital Planning & Development; Blair Girad, Self Employed; Valerie Grigg Devis, and ODOT; Laurel Byer, Benton County.
Staff & Presenters: Brian Hurley, ODOT; Cody Meyer, DLCD; Tara Weidner, ODOT; Ali Bonakdar, CAMPO; and Emma Chavez, OCWCOG

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Meeting called to order at 1:35 pm.		
II. Strategic Assessment Presentation	<p>Brian Hurley and Cody Meyer gave a presentation on the findings of CAMPO’s Strategic Assessment Phase II, Scenario Analysis.</p> <p>Background: HB 2186, among other initiatives, directed the formation of a Metropolitan Planning Organizations (MPO) GHG Emission Task Force to study alternative land use and transportation solutions for the reduction of GHG emissions. In 2010, SB 1059 directed ODOT to develop and adopt statewide transportation strategies for reducing GHG emissions. DLCD was required to adopt GHG emission reduction targets for each of Oregon’s MPOs.</p> <p>Among the eight MPOs in Oregon, only Portland Metro and the Central Lane MPOs are legislatively mandated to conduct scenario planning for</p>	No changes to the agenda.

	<p>the reduction of GHG emissions. The other six MPOs are encouraged to engage in such activities. The Corvallis Area MPO is the first MPO that voluntarily undertook the task for its benefits to the community.</p> <p>In July 2013 the CAMPO Policy Board signed an Intergovernmental Agreement (IGA) with ODOT to perform an assessment of the MPO Area’s GHG emissions by 2035. The task titled as “Strategic Assessment of GHG Emissions” constitutes Phase I of CAMPO’s Scenario Planning effort. In Phase II, which could begin in FY 2015, CAMPO, ODOT and DLCD will examine the impacts of adopting measures and policies that would most effectively reduce greenhouse gases.</p> <p>Phase I – Strategic Assessment: The purpose in Phase I is to evaluate the regions’ adopted plans and recent trends, assess how far those plans help the region reach certain goals, identify alternative paths to achieve those goals and provide information to help inform future plan updates.</p> <p>The key finding in Phase I was that by implementing the regions’ adopted plans, greenhouse gas emissions will be reduced.</p> <p>Phase II – Scenario Analysis: In Phase II the purpose is to evaluate the impacts of specific land use and transportation planning policy areas on reducing GHG emissions and informing local and regional goals. The following policy areas were identified to be analyzed: Land Use Changes, Parking Fee Changes, Alternative Modes and Transportation Options.</p> <p>Representatives reviewed the evaluations criteria, options for each policy identified and key findings.</p> <p><u>Land Use Policy Findings:</u></p> <ul style="list-style-type: none"> •Density and Mixed Use are important for obtaining regional goals 	
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	<ul style="list-style-type: none">•Increased density results in reduced VMT per Capita•Walking and Transit increase and Daily Accidents are reduced•Job accessibility increases while Delay is reduced•Population in compact mixed use areas is key•Household costs are reduced, greater reduction from increased density <p><u>Parking Policy Findings:</u></p> <ul style="list-style-type: none">• Moves the needle on most indicators in the right direction• Household costs can increase without supportive transportation policies• Fees are most effective and synergistic with residential permits• Cash-out is typically slightly less benefit than fees on own• Parking policies showed little impact on auto ownership <p><u>Alternative Modes Findings:</u></p> <ul style="list-style-type: none">• Moves the needle across each evaluation criteria in the right direction including reductions in:<ul style="list-style-type: none">• GHG emissions and air quality pollutants• Social costs• VMT and delay• Household costs• Bikes best impact was for reducing accidents• Transit has the greatest GHG reduction and Household Travel Cost reduction <p><u>Transportation Options Findings:</u></p> <ul style="list-style-type: none">• Moves the needle across each evaluation criteria in the right direction including reductions in:	
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	<ul style="list-style-type: none"> • GHG emissions and air quality pollutants • Social costs • VMT and delay • Household costs • TDM best impact was on reducing accidents • Car sharing can result in reduced auto ownership and household travel costs <p>From these findings, five policy bundles A, B, C, D, and E were created. Representatives reviewed each bundle noting that bundle E had the highest impact. Policy Bundle E: This policy bundle couples the transit oriented development (TOD) in south Corvallis with an aggressive set of transportation policies. Parking districts in central Corvallis are expanded and fees are increased downtown, with addition of cash out parking programs. Transit frequencies are increased and expanded bicycle and pedestrian facilities are also added, coupled with car sharing vehicles were also added.</p> <p>Representatives noted that the CAMPO TAC requested for information to be gathered on climate refugees. Findings included an increase in regional population by nearly 200% of the 2010 populations, 90% of that additional population growth would be accommodated in available land outside of the city core areas.</p> <p>Climate Refugee Land Use/Adopted Plans Resiliency Findings:</p> <ul style="list-style-type: none"> • Mixed results, negatively impacts some measures, while positive on others • Negative impacts in higher GHG, air pollution, vmt, delay than the trend growth scenario 	
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Attachment I Draft Minutes

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IX. Adjourn	Meeting adjourned at 2:30 pm.	

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Attachment I Draft Minutes

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IX. Adjourn	Meeting adjourned at 2:30 pm.	

**CORVALLIS AREA
METROPOLITAN PLANNING ORGANIZATION
(CAMPO)**



Fiscal Year 2016-2017

Unified Planning Work Program (UPWP)

Approved by the CAMPO Policy Board on XX,XX, 2016

Corvallis Area Metropolitan Planning Organization

Policy Board

Hal Brauner	City of Corvallis
Bill Currier/Alan Rowe	City of Adair Village
Annabelle Jaramillo	Benton County Board of Commission
Frannie Brindle	Oregon Department of Transportation
Rocky Sloan (Chair)	City of Philomath

Technical Advisory Committee (TAC)

Laurel Byer	Benton County
Pat Hare	City of Adair Village
Greg Gescher	City of Corvallis
Valerie Grigg-Devis	Oregon Department of Transportation
Barry Hoffman	City of Albany Transit System
Chris Workman (Chair)	City of Philomath

TAC Ex-Officio Members

Federal Highway Administration (FHWA), Oregon Division
Federal Transit Administration (FTA), Region X
Oregon Department of Land Conservation and Development (DLCDD)
Oregon Department of Environmental Quality (DEQ)
Oregon Division of State Lands (DSL)

Staff and Contact

Ali Bonakdar, AICP	Director
Tarah Campi	Part Time Staff

301 SW 4th street, Suite 240
Corvallis, OR 97333
Ph: (541)-758-1911
Fax: (541)-758-3127
www.corvallisareampo.org

RESOLUTION No. 16-01

**FOR THE PURPOSE OF APPROVING THE FY2015-2016 CORVALLIS AREA
METROPOLITAN PLANNING ORGANIZATION'S
UNIFIED PLANNING WORK PROGRAM (UPWP)**

WHEREAS, the Governor of the State of Oregon, pursuant to USC 23 §123 & 450, has designated representatives of the cities of Corvallis, Philomath and Adair Village, Benton County, and, the Oregon Department of Transportation (ODOT) as the Corvallis Area Metropolitan Planning Organization to carry out the requirements of the Metropolitan Transportation Planning Process; and

WHEREAS, among the major requirements of the Metropolitan Transportation Planning Process is the development of an annual Unified Planning Work Program that delineates the MPO's planning and programming activities and its associated working budget over a fiscal year; and

WHEREAS, the Corvallis Metropolitan Planning Organization has developed a Unified Planning Work Program for FY2016-2017, in coordination with local governments, the US DOT and ODOT and in compliance with all applicable federal and state requirements; and

WHEREAS, the City of Corvallis and Benton County have agreed to provide 'in-kind' local match for the Federal Transit Administration's Section 5303 Funds that are applied by the MPO to partially cover the cost of its transportation planning activities in FY2016-2017;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Corvallis Area MPO approves the FY2016-2017 Corvallis Area Unified Planning Work Program and its associated budget.

Dated on this xxth Day of xx 2016

APPROVED:

By: _____
Mayor Rocky Sloan, Chair
Corvallis Area MPO

ATTESTED:

By: _____
Ali Bonakdar, Director
Corvallis Area MPO

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Chapter I INTRODUCTION

What is a Metropolitan Planning Organization?

A Metropolitan Planning Organization is an organization of local governments designated per USC 23, 123 & 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. The MPOs are responsible for development of a Regional Transportation Plan (RTP), development of a Transportation Improvement Program (TIP) and development of a Unified Planning Work Program (UPWP). The Corvallis Area MPO's transportation planning and programming activities are consistent with the area's locally adopted transportation and land use plans.

What is the Corvallis Area Metropolitan Planning Organization?

The US Census Bureau in 2002 declared that, according to the US 2000 Decennial Census, the population of the Corvallis Urbanized Area had reached 58,229. The Corvallis Urbanized Area consists of the cities of Corvallis, Philomath and Adair Village, as well as the densely populated portions of Benton County adjacent to those cities. As a result of surpassing the population criterion of 50,000, the Oregon Governor in December 2002 designated a coalition of local governments and ODOT as the Corvallis Area Metropolitan Planning Organization (CAMPO).

CAMPO is governed by a five-member Policy Board consisting of representatives of the cities of Corvallis, Philomath and Adair Village, the County of Benton and the Oregon Department of Transportation. The Policy Board operates according to the adopted Operating Guidelines.

CAMPO's Technical Advisory Committee (TAC) is made up of professional staff of the above entities, ODOT Regional Planner and a representative from the Albany Transit System. Representatives of relevant federal and other state agencies have ex-officio status on TAC. The TAC reviews technical material and provides recommendations to the Policy Board.

The Oregon Cascades West Council of Governments, under a contract with the Policy Board, provides administrative services and staffing to CAMPO.

The City of Corvallis is the owner of the Corvallis Transit System and their representation on the MPO Policy Board also represents the interests of the transit system.

What is the Purpose of this Document?

The purpose of this document is to outline the transportation planning and programming activities of the Corvallis Area Metropolitan Planning Organization for FY2016-2017. Funding for the MPO activities is made possible through the US Department of Transportation and Oregon Department of Transportation (ODOT). In-kind match for transit Section 5303 is provided by the City of Corvallis and Benton County.

It should be noted that the levels of efforts and dollar amounts allocated to each activity in this document represent the best estimates at this time and may change with the consent of all parties involved.

The tasks in this document are called for by the Metropolitan Planning Rules and by the CAMPO member jurisdictions. Prior to the preparation of this document, staff requested priority tasks from member jurisdictions for inclusion in the FY17 Work Program. The request was made to the members of the Policy Board, the TAC and the professional staff of jurisdictions within the MPO. The TAC and the Policy Board agreed on the inclusion of the tasks described in the following pages in the FY17 UPWP.

Summary of CAMPO's Recent Transportation Planning Activities

CAMPO's most recent Transportation Planning activities include:

- Developed and adopted FY15-18 Transportation Improvement Program (TIP).
In coordination with the development of FY2015-2018 Statewide Transportation Improvement Program (STIP), CAMPO developed its FY15-18 Metropolitan Transportation Improvement Program (MTIP). Development of MTIP follows CAMPO's procedures and policies for the development of such document. It began with solicitation of desired projects from member jurisdictions. Staff compiled projects and the TAC applied the Policy Board approved criteria to the list of desired projects. The TAC recommended a prioritized list to the Policy Board for approval. The TIP was developed in compliance with the requirement of "Financially Constrained" for the Year of Expenditure (YOE). A public open house and a sixteen day comment period on the draft prioritized list was held, prior to the approval by the Policy Board on October 8, 2014.
- Developed Crash Analysis of a Corvallis Area Transportation Safety Plan.
Analyzed Crash Data received from ODOT's Safety Division. Data were analyzed for the type of crash, frequency, location, time of the day, causes of crash and more. The data was depicted in graphs and was overlaid on the Google Map. The Google map with the crash data was posted on the CAMPO's Website. The data was reviewed with a committee of stakeholders made up of law enforcement, emergency response officers and representatives of other cognizant agencies. A public open house had been held in the prior year to gain public input on the most accident prone locations.
- Developed Study of Financing Options for the Linn-Benton Loop Transit Service.
In collaboration with the Albany Area MPO, staff reviewed possible financing options for the operation of the Linn-Benton Loop. A draft report was prepared that was reviewed by the chairpersons of the two MPOs and recommended further investigations of these funding mechanisms. Staff also worked on the formation of governance for the Linn-Benton Loop. It is anticipated that the work on the establishment of governance and a reliable funding mechanism will be carried out into FY16.
- Developed Feasibility Study of a Transit Hub within or Near the Oregon State University (OSU) Campus, presented to the Corvallis City Council.
Requested by the OSU-City of Corvallis Collaboration Committee, CAMPO conducted the feasibility study of operating a transit hub within or near the campus. The purpose of this study was to determine if a transit hub within or near the campus would increase transit ridership by

the student, faculty and staff of OSU. A report was prepared that was presented to the CAMPO Policy Board, and the City of Corvallis Urban Services Committee.

- **Scenario Analysis**

In 2015 CAMPO completed Strategic Assessment of Greenhouse Gas (GHG) Emissions in the CAMPO Area in partnership with ODOT and DLCD. The Strategic Assessment was Phase I of a Scenario Analysis for the reduction of GHG. In Phase II – Scenario Analysis, CAMPO worked with member jurisdictions, ODOT and DLCD staff and developed several land use and transportation scenarios to be evaluated for determining their efficacy in reducing greenhouse gases. Also developed criteria to be applied to the outcome of model evaluation. This work is will be concluded in the early month of 2016.

Status of Regional Transportation Plan

CAMPO developed its first Regional Transportation Plan (RTP) for the Corvallis Area MPO in 2004 through 2006. *The Corvallis Area Metropolitan Transportation Plan: Destination 2030* was approved by the MPO Policy Board in September 2006. The RTP was developed consistent with the existing land use and transportation plans and with the participation of the public. The RTP outlines transportation improvements for all modes of transportation over the next 20 years. A financial plan was developed for the RTP in compliance with the requirements of Financially Constrained plans and programs. In 2007 the MPO amended its RTP with an Addendum to the document to include the additional planning requirements promulgated by the new Transportation Act. The Addendum to the RTP addresses the Environmental Review and other transportation planning studies required of the development of RTPs.

Per the federal regulations, the RTP was updated during the period of 2010-2012. In March 2012 the *Corvallis Area Metropolitan Transportation Plan: Destination 2035*, an update to the *Corvallis Area Metropolitan Transportation Plan: Destination 2030* was adopted by the MPO Policy Board. The Transportation Plan was updated through an extensive public outreach effort that was outlined in the *Special Public Involvement Plan for the updating of the Transportation Plan*. Additionally, an Ad hoc Committee reviewed the material produced and provided input to the updating process. In summer 2012 the MPO developed a Financial Plan and reviewed the environmental impacts of the Transportation Plan Update. These supplemental documents were adopted separately in September 2012. CAMPO's next Regional Transportation Plan for the Area is due in 2017 (For more on RTP See P. 6). It is anticipated that the RTP Updated will be adopted in March 2017.

Budget Assumptions

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act" that provides 5-year funding for the nation's surface transportation. A provision of the Transportation Act, referred to as PL Fund, provides transportation planning dollars for nearly 90 percent of the MPO's annual budget. A 10.27 percent required local match is provided by ODOT. The City of Corvallis, and Benton County's Special Transportation Fund (STF) Program, also provide in-kind match for the MPO's transit planning dollars (FTA Section 5303). In addition, CAMPO is expected to enter into a contract

with ODOT for the performance of Transportation Planning Rules which would provide reimbursement dollars to the MPO.

The budget assumptions in this document are according to the most recent ODOT's allocation of PL and 5303 Funds to each MPO. Additionally, the cost assumptions of the budget are based on the best estimates and the latest information available at the time of developing the document. The annual budget is subject to adjustments as warranted by the usual federal and state budgetary revisions. Adjustments to the CAMPO's annual budget are made through the adoption of budget amendment resolutions by the MPO Policy Board.

Public Participation

It is a goal of CAMPO to gain the maximum possible public input into its transportation planning and programming activities. To this end the agency has developed and formally adopted a **Public Involvement Framework** that outlines strategies and efforts that are conducted in association with the tasks in the Work Program. A copy of the CAMPO's Public Involvement Framework is posted at the CAMPO's Website: www.corvallisareampo.org.

The Framework requires two different types of public outreach for the MPO's transportation planning and programming activities. Major activities such as the development and updating of the Metropolitan Transportation Plan require development of specially designed public outreach efforts. The specially designed document will undergo formal adoption by the Policy Board prior to its implementation. Other activities such as the development of the Transportation Improvement Program follow a prescribed set of procedures which may include:

- Holding a public comment period
- Holding a public meeting
- Posting announcement of the meeting and all relevant material on the website
- Advertising the public comment period and the public meeting in the newspapers and other media
- Collecting comments for review by the Policy Board prior to their decision making
- Responding to the comments
- Holding a permanent spot on the agenda of the Policy Board meetings for the public to provide comments.

In 2010 CAMPO updated its Public Involvement Framework and developed a Public Involvement Plan for the Updating of its RTP. These documents were adopted by the CAMPO Policy Board after meeting all federal requirements that apply to the adoption of such documents. CAMPO conducted an extensive Public Involvement effort in September 2014 for the adoption of CAMPO's FY2015-2018 Transportation Improvement Program (TIP).

Per the directives of the Public Involvement Framework, a Special Public Involvement Plan has been developed for the updating of the RTP. This document outlines the extent of public involvement activities that will be performed specially for the RTP Update. The document is approved by the Policy Board.

Status of Current and Upcoming Planning Activities

- **RTP Update.** Work toward the updating of the RTP began in FY16. To date, in working with consultants hired by ODOT, the following aspects of the RTP Update either have been completed or are well underway:
 1. Coordination of local transportation plans with the updating of the RTP and the interconnectivity of the plans;
 2. Structural organization of the RTP Update and adoption;
 3. Scope of Work for the RTP Update
 4. Review of the existing local and state transportation and land use plans relevant to the updating of the RTP;
 5. Special Public Involvement Plan for the RTP Update;
 6. Utilization of the Community Viz for the visioning and scenario analyses of transportation and land use choices (underway);
 7. An inventory of the existing conditions (underway).

The development of the RTP Update will be in compliance with requirements of Fixing America's Surface Transportation (FAST) and will be coordinated with the local transportation plans. It is anticipated that the RTP Update will be adopted by the Policy Board in March 2017.

- **Scenario Analysis.** The second phase of Strategic Assessment of the GHG that was completed in FY15 began in September 2015 under the title of Scenario Analysis. In working with ODOT and DLCD staff developed transportation and land use scenarios for evaluation by various ODOT models. The scenarios were stemmed from an analysis of the current land use and transportation issues within the MPO Area. Various metrics were developed and were adopted by the Policy Board for the interpretation of the models outcome. Staff presented this experience at national conferences and to a panel of FHWA experts. The Scenario Analysis project will be completed in March or April 2016.
- **Local Jurisdictions' Transportation System Plans (TSPs).** ODOT has financed the development of the City of Corvallis TSP and is in the process of financing the City of Philomath TSP. CAMPO is collaborating with the development of the City of Corvallis and the City of Philomath TSPs, as well as with the development of the City of Corvallis Transit Development Plan (TDP). CAMPO's work on these transportation plans will be coordinated with the requirements of Metropolitan Transportation Planning and ODOT. Development of the City of Corvallis TSP/TDP was launched in January 2015.
- **Study of Governance and Funding Solutions for the Linn-Benton Loop Transit Service.** Staff has been assisting the chairpersons of the Policy Boards of the Albany and Corvallis Areas MPOs with exploration of a reliable funding stream and establishment of governance for the Linn-Benton Loop Transit Service. The two MPOs staff developed a study of possible funding mechanisms for the Loop and drafted an IGA for the establishment of Loop governance. It is anticipated that working on the improvement of

the Linn-Benton Loop transit service will be an ongoing transit planning activity of CAMPO.

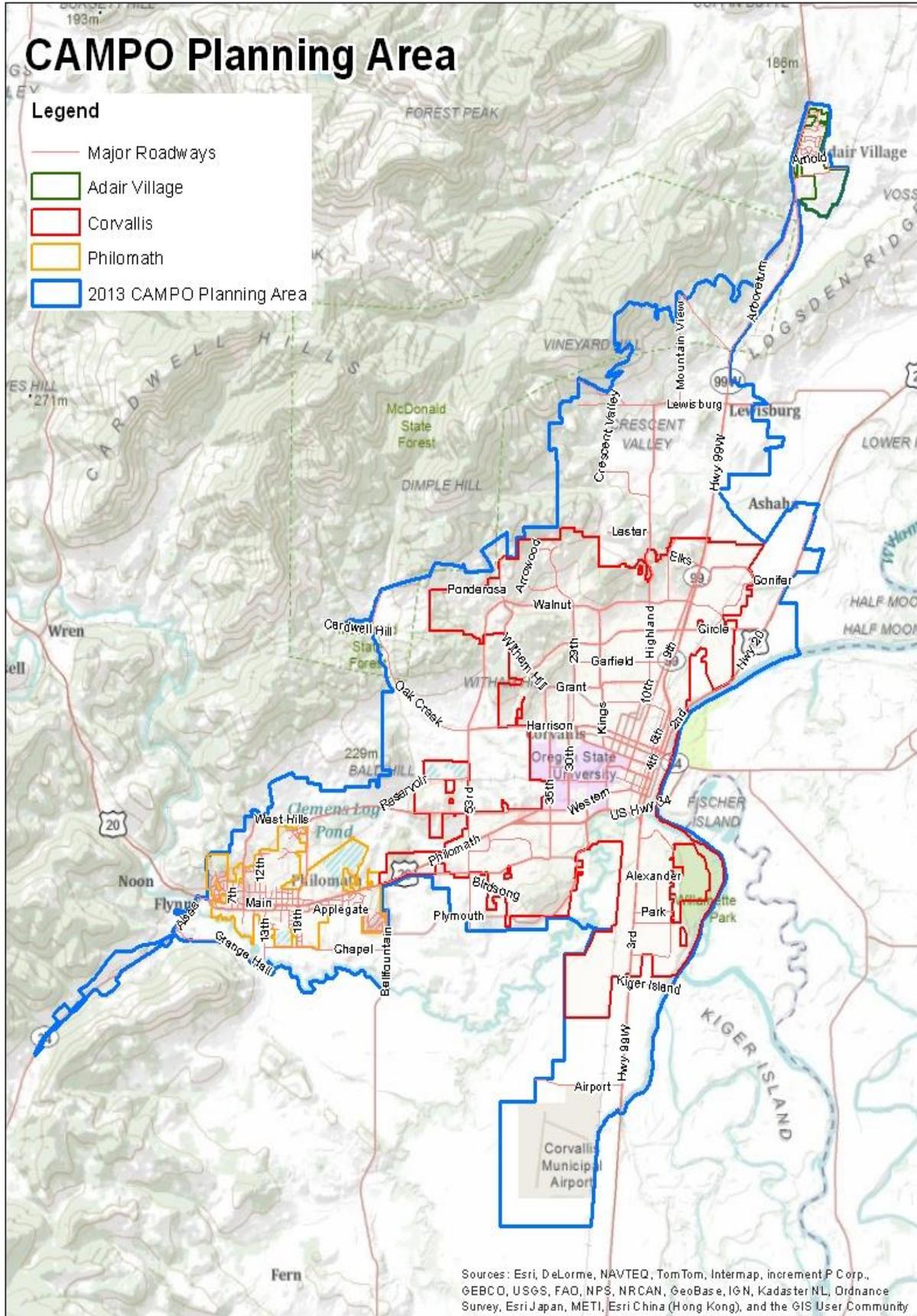
- **Feasibility Study of Converting Corvallis Transit System Fleet from Diesel to Compressed Natural Gas (CNG)**

CAMPO has embarked on a feasibility study of converting the Corvallis Transit System fleet from diesel to CNG. A scope of work has been developed. The study will be looking at the cost of conversion, the technology required for the operation and the facilities needed. It is anticipated that this study will be completed in FY16.

CAMPO Planning Area

Legend

- Major Roadways
- Adair Village
- Corvallis
- Philomath
- 2013 CAMPO Planning Area



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), and the GIS User Community

Chapter II – Planning Tasks

Task 100 – Program Management

Purpose

The purpose of this task is to provide management and administrative support for the MPO's planning and programming activities. Components of this task are:

110 – MPO Operation

The administration of the MPO operation and MPO office will include:

- Working with the MPO Policy Board and the Technical Advisory Committee to meet the transportation planning and programming needs of the MPO Area.
- Holding of monthly meetings of the Policy Board and the Technical Advisory Committee.
- Coordinating the MPO's planning and programming activities with local planning officials, economic development agencies, local environmental organizations, transit providers, ODOT, FHWA, and FTA.
- Attending trainings, transportation-related conferences, and statewide and local transportation-related meetings that are consistent with the use of planning dollars.
- Involving the public in transportation planning and programming activities; public education; implementation of the CAMPO's public participation process.
- Coordination of MPO's transportation planning and programming with the Cascades West Area Commission on Transportation (CWACT) and the associations of peer MPOs.
- Coordination of regional transportation issues with the Albany Area MPO
- Supervising staff.

Product

A well managed MPO operation.

120 – Development of MPO Work Program and Budget

Activities under this item will include:

- Development of the FY18 Unified Planning Work Program and its approval.
- Development of the FY18 MPO operation budget and its approval.
- Development of the FY18 Self Certification Process Document and its approval.

- Amendment of the FY17 Unified Planning Work Program for changes to both narratives and adopted budget.

Product

An FY18 UPWP and a Self Certification document by spring 2017.
 Amendments to the FY17 UPWP and the budget as warranted.

130 – MPO Administration

Activities under this item will include:

- Compliance with required paperwork and documentation of activities as well as the maintenance of the MPO records.
- Accounting, bookkeeping and invoicing.
- Preparation and submittal of Quarterly Reports to ODOT.
- Preparation of the agency’s financial audit.
- Upkeep and maintenance of the agency’s website.
- Attending organizational and personnel-related meetings.

Product

Compliance with federal and state transportation planning regulations
 Quarterly Reports and Invoices
 Financial Audit Results
 Up-to-date website

Estimated Completion Schedule

Subtask	Estimated Schedule
110. MPO Operation	
Working w/ Policy Board	Ongoing
Holding Monthly Meetings	Ongoing
Staff Supervision	Ongoing
Attending Training, Conferences	Ongoing
Transp. Planning coordination	Ongoing
Public Outreach/Education	Ongoing
Coordination with CWACTION	Ongoing

120. Development of MPO Work Program and Budget	
UPWP Development	Feb. 2017
Budget Development	Jan, Feb. 2017
Self Cert Development	March. 2017
Amendments	As Needed
130. MPO Operation Administration	
Records	Ongoing
Accounting	Ongoing
Quarterly Report	Every 3 Months
Financial Audit	Once a year
Website Maintenance	Ongoing
Organizational Matters	Ongoing

Staff Effort and Cost

100 - Program Management
Percent of Effort = 31.76%

Task Component	Federal PL Fund	ODOT Match (Local)	Total PL
110. Operation	\$30,411	\$3,480	\$33,892
120. UPWP	\$16,895	\$1,933	\$18,828
130. Admin	\$20,274	\$2,320	\$22,594
Total	\$67,580	\$7,734	\$75,315

Task 200 – Long Range Transportation Planning

Purpose

The purpose of this task is to provide for the long range transportation planning needs of the Corvallis Urbanized Area.

CAMPO's long range transportation planning activities in FY17 will include:

1. Updating of the CAMPO's Regional Transportation Plan (RTP);
2. Participation in the Updating of the Local Transportation System Plans (TSPs);
 - a. City of Corvallis TSP;
 - b. City of Philomath TSP;
 - c. Benton County TSP;
3. Development of a Regional Transportation System Plan (RTSP).
4. Travel Demand Forecasting Model

210-Updating of the Corvallis Area Regional Transportation Plan (RTP)

The updating of CAMPO's Regional Transportation Plan began in FY16 and will continue through FY17. The updating of the RTP will be in compliance with requirements of Fixing America's Surface Transportation (FAST) Act.

A substantial portion of the updating process will be complete by FY 17. In FY17 CAMPO will produce the following work:

- Developing the goals and objectives of the Plan based on the results of Scenario Analysis and the results of a workshop using Community Viz tool;
- Updating of the Existing Conditions;
- Holding of a workshop on the development of recommended projects;
- Holding of Public Open House meetings;
- Compliance with transportation planning requirements of the FAST;
- Development of a financial Plan;
- Adoption of the Plan Update;
- Continuation of the work on the Plan Update:
 - Evaluation of the recommended transportation system through the Travel Forecasting Model.
 - Adjusting the list of recommended projects.
 - Development of transportation policies.

Product

An adopted 2040 Regional Transportation Plan for the CAMPO Area.

220 – Participation in the Updating of Local TSPs

The cities of Corvallis and Philomath and Benton County are currently updating their TSPs. It is imperative that the local transportation systems and plans are well coordinated and are consistent with the goals of the Regional Transportation Plan. The MPO will collaborate with the updating process of these plans to achieve a well-coordinated transportation system. Activities under this task will include:

- Serving on the Technical Advisory Committee of these plans
- Providing transportation related data and technical expertise;
- Coordination of TSPs with the Metropolitan Regional Transportation Plan.

Product

Coordinated transportation plans and systems within the Corvallis Urbanized Area.

230 – Development of a Regional Transportation System Plan (RTSP)

The State of Oregon requires development of an RTSP. Following the adoption of the RTP, staff will work on incorporating the requirements of the State of Oregon Transportation Planning Rules (TPR) into the adopted RTP. These extra measures will be developed as an Appendix to the RTP to make the document in compliance with the requirements of RTSP. It is anticipated that the work on the completion and adoption of the RTSP by the local jurisdictions would continue in FY18. Activities under this task will include:

- Review requirements of TPR
- Develop measures and incorporate into the RTP
- Work with local governments for adoption

Product

A Regional Transportation System Plan

240 – Travel Demand Forecast Model

CAMPO has been working with TPAU in the making of the regional Corvallis, Albany, Lebanon Model (CALM). As part of the updating of the RTP CAMPO will develop various alternatives and transportation scenarios to be evaluated by CALM. TPAU will be producing maps and future networks in support of the RTP update. CAMPO and TPAU will interpret projected volumes and network deficiencies.

Product

Projected volumes and identification of future transportation network deficiencies.

Estimated Completion Schedule

Subtask	Estimated Schedule
210. Updating of the RTP	
Goals, Exiting Transportation Facilities, Public Outreach	1 st Quarter
Recommend Projects, Alt. Analysis, Public Outreach	2 nd Quarter
Compliance with FAST, Public Outreach, Adoption	3 rd Quarter
220. Participation in the Updating of Local TSPs	
City of Corvallis TSP	Ongoing
City of Philomath TSP	Ongoing
Benton County TSP	Ongoing
230. Development of RTSP	
Identify additional elements required by TPR	3 rd Quarter
Develop strategies for meeting the requirements	4 th Quarter
240. Travel Demand Forecasting Model	
Develop transportation scenarios for TPR update	3 rd Quarter
Analyze future network and deficiencies	3 rd Quarter

Staff Effort and Cost

**200 - Long Range Transportation Planning
Percent of Effort = 40%**

Task Component	Federal PL Fund	ODOT Match (Local)	Total PL
210. Updating of the RTP	\$25,537	\$2,922	\$28,480
220. Coordination with Local TSPs	\$18,827	\$2,143	\$20,870
230. Development of RTSP	SPR	ODOT	\$25,000
240 – Travel Demand Forecasting	\$18,421	\$2,108	\$20,529
Total	\$85,125	\$9,742	\$94,867

Task 300 – Public Transportation Planning

Purpose

The purpose of this task is to provide for the public transportation planning needs of the Corvallis Area MPO. Components of this task are:

1. Assistance to CTS with the programming of transit projects and coordination of public transportation services within the Urbanized Area;
2. Participation in the development of the City of Corvallis Transit Development Plan;
3. Inter-City Transit Planning;
4. Feasibility Study of Converting Corvallis Transit Fleet into Compressed Natural Gas (CNG);
5. Participation in the development of Coordinated Public Transit-Human Services Transportation Plan.

310 – Transit Planning Assistance

Transit services in the Corvallis Area MPO are provided by the Corvallis Transit System (CTS), Philomath Connection and Benton County Special Transportation Fund (STF) Program. Interurban transportation between the Corvallis Area and Albany Area MPOs are provided by the Linn-Benton Loop Service, operated by the City of Albany Transit Service (ATS).

The Corvallis Transit System, owned by the City of Corvallis, is the primary transit service in the Corvallis Area and is operated under a contract by First Student, Inc. The City of Corvallis is the recipients of the FTA's Sections 5307 funds for the Corvallis Area MPO. The Philomath Connection, a component of the CTS, runs between the City of Corvallis and Philomath. The CTS and Benton County STF Program contribute 'in-kind' match to the MPO's transit planning dollars (FTA's Section 5303).

MPO staff and the City of Corvallis transit authorities cooperate closely for the improvement of the area's transit service. The Regional Transportation Plan has been developed and updated in consultation with the City's transit authorities and the Transit Master Plan. In FY14 CAMPO evaluated the feasibility and effectiveness of a transit hub on or near OSU campus. The study was reviewed with the Corvallis City council and is posted on the CAMPO Website:

www.corvallisareampo.org.

As a matter of policy, the MPO integrates transit solutions into its transportation plans, programs and projects and promotes the use of transit. The following transit planning activities are provided on a routine basis:

- Incorporating transit option into the regional transportation solutions;
- Supporting transit agencies in seeking funding opportunities;

- Assisting transit agencies with their development of capital and operation budgets;
- Inclusion of their capital and operation budget in MTIP and STIP;
- Conducting studies in support of transit planning and operation.

Product

Enhanced transit service planning
 Provision of financial and operational information
 Supported Transit Plan
 Coordinated transit service within the MPO Area.

320 – Participation in the Development of the City of Corvallis Transit Development Plan

Purpose

The purpose of this task is to provide assistance to the development of the TDP and to coordinate transit planning activities within the MPO Area.

Description

CAMPO is participating in the development of the City of Corvallis Transit Development Plan which is being developed in conjunction with the Corvallis TSP. Activities under this task will include:

- Serving on the Technical Advisory Committee;
- Providing transit related data and technical expertise;
- Coordination of transit services in the region.

Product

A Coordinated Trans Development Plan

330 – Inter –City Public Transportation Planning

Purpose

The purpose of this task is to provide for the public transportation needs of commuters within the MPO’s travelshed.

Description

The area’s major employers, OSU, the Good Samaritan Medical Center and Hewlett Packard Co., along with other employers attract 17,700 daily commuters to the City of Corvallis. The City of Albany with its housing stocks, Linn-Benton College and its vast retail establishments is both the origin and destination of many regional trips. The distribution of jobs, houses and shopping opportunity in this area have created a travelshed that expands along an east-west

corridor from the City of Philomath to the City of Lebanon. A lion share of these trips, however, is between the cities of Corvallis and Albany.

The Linn-Benton Loop Service that currently serves interurban travels between Albany and Corvallis is operating at near full capacity with little or no additional resources for expansion. At the same time, there is a significant pent-up demand for an enhanced public transportation service between the two cities as well as access to the Amtrak Train Station in Albany.

Since 2013 the Albany and Corvallis Areas MPO s have worked together to a) establish a governance for the Linn-Benton Loop; and b) identify and establish a reliable funding stream for the operation of the Loop. In FY 14 staff of the two MPOs explored funding sources that would provide a reliable revenue stream for the Loop transit service. Later staff worked on the development of an IGA for the formation of Loop governance. The Loop governance will be composed of representatives of the Corvallis Area MPO, the Albany Area MPO, OSU and Linn-Benton Community College.

Activities under this task will include:

- Continued work on the formation of Linn-Benton Loop governance and finalization of the signage of IGA.
- Serving as the liaison between CAMPO Policy Board and the Linn-Benton Loop Transit service and serving on a yet-to-be-formed Technical Advisory Committee.
- Further exploration of a reliable funding stream for the operation of Linn-Benton Loop.
- Supporting the joint MPO Policy Boards with collection of technical information, data, development of maps and preparation of reports to facilitate the formation of governance and the establishment of a reliable funding stream.
- Working on development of shuttle service between Corvallis and Albany to serve Amtrak passengers.

Product

Improved connectivity between the Albany and Corvallis areas via public transportation
Executed Loop Governance

340 – Feasibility Study of Converting Transit Fleet from Diesel fuel to Compressed Natural Gas (CNG) Fuel

Purpose

The purpose of this study is to find out the logistics and the costs of converting the existing buses of CTS from diesel to CNG.

Description

In an effort to provide for cleaner air and reduce harmful emissions, the City of Corvallis is looking into converting the existing diesel burning buses into burning Compressed Natural Gas (CNG), which is a cleaner fuel. This would require conversion of the buses fueling systems as

well as converting the current fueling equipment and stations. CAMPO has been working with the City of Corvallis staff and has developed a draft scope of work for this study. Activities under this task will include:

- Finalization of Scope of Work
- Gathering data on the logistics of the conversion
- Identifying needed equipment and space
- Estimation of the costs
- Estimation of Air Quality benefits

Product

A determination of feasibility, needed equipment and associated costs of the conversion.

350 – Assistance with the Development of the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP)

Purpose

The purpose of this task is to assist with the development of the CPT-HST and provide coordination of transit planning activities within the MPO Area.

Description

Benton, Linn and Lincoln counties in cooperation with ODOT have launched an update to their adopted Coordinated Public Transit-Human Services Transportation Plan. The Plan is a federally required document that identifies key transportation needs for seniors, individuals with disabilities, low income people. The Plan recommends strategies for meeting those needs. Staff will participate in the update of the CPT-HSTP for Benton County.

Activities under this task will include:

- Ensuring consistency between the Regional Transportation Plan and the CPT-HST;
- Providing technical assistance and planning data to the development of the CPT-HST;
- Participation in the meetings of CPT-HST development.

Product

A coordinated Benton County CPT-HST

Estimated Completion Schedule

Subtask	Estimated Schedule
310 – Transit Planning	Ongoing
320 – Corvallis TDP	Ongoing
330 – Intercity Transit Planning	Ongoing
340 – Feasibility study of CNG	1 st Quarter
350 – CPT-HST	1 st Quarter

Staff Effort and Cost

300 – Public Transportation Planning (Transit)
Percent of Effort = 16.244%

Federal	Corvallis Transit System In Kind Match	Benton County STF Program In Kind Match	Total
\$ 38,527	\$2,205	\$2,205	\$42,937

Task 400 – Transportation Programming

Purpose

The purpose of this task is to continually perform transportation programming for the Corvallis MPO Area through the development of new Transportation Improvement Programs (TIP) and the upkeep of the existing TIP for inclusion in the Statewide Transportation Improvement Program (STIP). Past performances under this task include development of FY2015-2018 TIP and its inclusion in the FY15-18 STIP.

Components of this task are:

410 – Work toward Development of FY2018-2021 TIP

ODOT has begun the development of the FY18-21 STIP. CAMPO will work with ODOT and the ACT on the preparatory work for the development of a new TIP/STIP. Activities will include:

- Request to MPO 's member jurisdiction to submit their desired projects;
- Compilation of projects;
- Revision of Funding Priority Criteria;
- Application of funding priority criteria;
- Prioritization of projects;
- Development of the a complete FY2018-2021 TIP;
- Compliance with requirement of Financially Constrained in the Year of Expenditure.
- Holding of public meeting and public commenting period as prescribed by the adopted Public Involvement Framework.
- Approval and submittal to the Governor.

Product

Development of FY2018-2021 TIP for inclusion in STIP

420 – TIP Amendment

In October 2014 CAMPO adopted FY2015-2018 TIP. This task provides for the necessary amendments to the FY15-18 TIP and STIP documents. The amendments are generally initiated either by member jurisdictions or by ODOT for roadway programs, transit programs, and other special purpose funds. CAMPO provides two types of amendments to the approved TIP, Administrative Amendments and Formal Amendments. Administrative amendments are performed by staff when proposed changes to a project do not substantially alter scope, cost and schedule of the project. Substantial changes to the projects require the Formal Amendment by the Policy Board.

Product

Up-to-date FY15-18 TIP document for incorporation into FY15-18 STIP

430 – TIP Project Tracking and Funding

This task provides for tracking the implementation of the projects in the TIP and STIP, tracking STP funds spending and allocation and maintenance of the Corvallis Area MPO's STP Balance.

Product

Readily Available STP balance

List of Obligated Projects posted on the website:

<http://www.corvallisareampo.org/Page.asp?NavID=6>

Estimated Completion Schedule

Subtask	Estimated Schedule
410. Work toward Development of FY18-21 TIP	Ongoing
420. TIP Amendments	Ongoing
430. Project and Fund Tracking	Ongoing

Staff Effort and Cost

**400 - Transportation Programming
Percent of Effort = 10%**

Task Component	Federal PL Fund	ODOT Match (Local)	Total PL
410. Work toward Development of FY18-21 TIP	\$9,576	\$1,096	\$10,672
420. TIP Amendment	\$2,128	\$243	\$2,371
430. Project & Fund Tracking	\$9,576	\$1,096	\$10,672
Total	\$21,281	\$2,435	\$23,716

Task 500 - Transportation Project Coordination

Purpose

The purpose of this task is to coordinate ODOT’s sponsored transportation projects and studies with the MPO Policy Board, the Technical Advisory Committee, stakeholders and the public. Components of this task are:

510— US 20 Safety Study

ODOT Region 2 has embarked on a safety study of the US 20 corridor between Corvallis and Albany. The goal of the study is to identify safety issues along this corridor and related operational improvements, access management strategies or other transportation strategies that can help address those safety issues. CAMPO staff is participating in the development of the study.

Product

Coordination between ODOT and MPO Policy Board on the US 20 Study.

520 – OR 34 Designation of Scenic Byway

The municipalities along OR 34, from I-5 to Waldport are requesting ODOT to designate this segment of OR34 as Scenic Byway. OCWCOG has undertaken the development of the required management study for the corridor. CAMPO staff will participate in the development of the Management Plan and the designation process and will keep the Policy Board abreast of its progress.

Product

Coordination of OR34 Management Plan

Estimated Completion Schedule

Subtask	Estimated Schedule
510. US 20 Safety Study	1 st Quarter
520. OR34 Management Plan	1 st Quarter

Staff Effort and Cost

500 - Transportation Projects Coordination Percent of Effort = 2%

Task Component	Federal PL Fund	ODOT Match (Local)	Total PL
US 20 Safety Study	\$2,979	\$341	\$3,320
OR 34 Management Plan	\$1,276	\$146	\$1,423
Total	\$4,256	\$487	\$4,743

Chapter III

MPO's Unfunded Projects

The purpose of this section is to list projects deemed to be a necessary component of the MPO's transportation planning activities, yet the lack of adequate funding prevents the MPO from undertaking them.

- 1. Transportation Modeling** - Currently Transportation Modeling for CAMPO is performed by ODOT' TPAU. It is highly important that the local input into the Model be enhanced by the results of a local household survey and development of other necessary socio-economic measures. It also would be highly beneficial if CAMPO could maintain and access its Travel Forecasting Model in-house.
- 2. Inventory of Sidewalks** – Examining the condition and connectivity of sidewalks within the MPO Area.
- 3. Bicycling Safety Study** – Identifying high volume bicycling routes within the MPO Area and improving those routes by appropriate safety measures, particularly mitigating the issues of “right hook” and left turn movements.
- 4. Commuting Impact Analysis** – According to the American Community Survey (ACS) 19,000 people come to the MPO Area every day for jobs and 9,000 people leave the MPO Area for jobs outside of the MPO. This commuting pattern has a substantial impact on the MPO's transportation system, infrastructure and GHG emission. Getting a good grasp of the origin, destination and the route and mode choices of this group would be highly valuable to the MPO's transportation planning activities.

Chapter IV

Budget Summary

FY2017 Revenue*

Funding Source	Breakdown	\$ Amount	Estimated Carryover	Total
PL	Federal (FHWA)	121,179	35,000	156,179
	ODOT Match	13,869	3,595	17,464
	Total	135,048	38,595	173,643
Section 5303	Federal (FTA)	38,527		38,527
	In-Kind Match (Corvallis/Benton Co.)	4,410		4,410
	Total	42,937		42,937
Total PL and 5303 Cash		173,575	38,595	212,170
Grants	ODOT's RTSP	25,000		25,000
Total	Total Cash with Grants	198,575	38,595	237,170
	Total Labor	4,410		4,410

FY17 Expenses

Cost	Amount	Percent
Personnel	\$143,939	60.7%
Board/Committees/Meetings	\$ 500	0.2%
CED Administration	\$ 10,000	4.2%
Advertising	\$ 500	0.2%
Computer Maintenance	\$ 500	0.2%
Contract/Contingency	\$ 54,648	23.0%
Copying	\$ -	0.0%
Dues/Memberships	\$ 800	0.3%
Bank Charge	\$ -	0.0%
Finance Indirect	\$ 2,723	1.1%
Indirect Expense	\$ 4,164	1.8%
Legal Services	\$ -	0.0%
Postage	\$ 100	0.0%
Printing	\$ 500	0.2%
Rent	\$ 7,496	3.2%
Supplies	\$ 3,000	1.3%
Technology Group	\$ 2,800	1.2%
Telephone	\$ 1,000	0.4%
Training	\$ 500	0.2%
Travel	\$ 4,000	1.7%
Total	\$ 237,170	100%

*Budgeted cost is based on current best estimates. The actual incurred cost may be different.

Chapter V
Other Transportation Planning Activities in the MPO Area

For Information Purpose Only

The following is a list of concurrent transportation planning activities within the MPO Area:

1. City of Corvallis City Council's **Imagine Corvallis 2040**
2. City of Corvallis TSP Update
3. City of Philomath TSP Update
4. Benton County TSP Update
5. City of Adair Village TSP as part of Benton County TSP
6. US 20 Safety Study
7. OR 34 Scenic Byway Designation
8. Corvallis School District Safe Route to School
9. City of Philomath Streetscaping Project

Glossary of Acronyms

ATS	Albany Transit System
CAMPO	Corvallis Area Metropolitan Planning Organization
CED	Community and Economic Development Department of OCWCOG
CPT-HSTP	Coordinated Public Transit-Human Service Transportation Plan
CR	Continuing Resolution
CTS	Corvallis Transit System
CWACT	Cascades West Area Commission on Transportation
DEQ	Department of Environmental Quality
DLCD	Department of Land Conservation and Development
DSL	Division of State Land
GHG	Green House Gases
GreenSTEP	Greenhouse Gas Strategic Transportation Energy Planning
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IGA	Intergovernmental Agreement
ITS	Intelligent Transportation System
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Plan
OCWCOG	Oregon Cascades West Council of Governments
ODOT	Oregon Department of Transportation
OSU	Oregon State University
PL Fund	Funds allocated to Metropolitan Transportation Planning activities
RSPM	Regional Strategic Planning Model
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act, a Legacy for Users
Section 5303	FTA's program of financing transit planning activities of MPOs
Section 5307	FTA's program of financing urban transit systems
Section 5310	FTA's program of financing transit for the elderly and people with disabilities
Section 5311	FTA's program of financing rural transit services
SHRP	Strategic Highway Research Program
SmartGAP	Smart Growth Area Planning
STF	Special Transportation Fund
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TDP	Transit Development Plan
TGM	Transportation Growth Management
TIP	Transportation Improvement Program
TPAU	Transportation and Planning Analysis Unit of ODOT

TSP	Transportation System Plan
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation

CAMPO Strategic Assessment Phase II Scenario Analysis- Findings

CAMPO Technical Advisory Committee

March 1, 2016

ODOT, DLCD



Corvallis Area
Metropolitan Planning Organization



**Oregon Department of Land
Conservation and Development**

Overview

- Background
- Scenario Policy Options
- Scenario Analysis Findings
 - Policy Options
 - Policy Bundles
 - Climate Refugee Scenario
- Next Steps
 - Recommendation to Policy Board

Background



Scenario Planning in Oregon

Strategic Assessment of Transportation and Land Use Plans



Oregon Statewide Transportation Strategy



**Central Lane
Scenario Planning**

Greenhouse Gas Reduction Toolkit

Oregon Greenhouse Gas Reduction Toolkit:
Strategy Report
OREGON SUSTAINABLE TRANSPORTATION INITIATIVE

Development Types
This report highlights how strategies that promote infill, compact mixed-use, and transit oriented development types can help advance greenhouse gas reduction goals.

- IMPROVE COST EFFICIENCY
- IMPROVE MOBILITY AND ACCESS TO GOODS
- IMPROVE HEALTH AND LIVABLE COMMUNITY
- IMPROVE ECONOMIC DEVELOPMENT
- INCREASE TRANSIT USE

Oregon Greenhouse Gas Reduction Toolkit:
Case Study
OREGON SUSTAINABLE TRANSPORTATION INITIATIVE

OLD TOWN SQUARE
Making a Shopping Center a Community Center

**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**

Phase I –

Strategic Assessment

July 2014

Purpose:

- To evaluate the region's Trend Scenario and recent trends
- Assesses how far those plans help the region reach certain goals, such as its greenhouse gas reduction target
- Identifies alternative paths to achieving these goals
- Provides information to help inform future plan updates

Phase II –

Scenario Analysis

March 2016

Purpose: To evaluate the impacts of specific land use and transportation planning policy areas on reducing GHG emissions and informing local and regional goals.

Policy Areas Identified for Analysis:

- Land Use Changes
- Parking Fee Changes
- Alternative Modes
- Transportation Options

Analysis evaluates a full range of factors that affect household travel

	Regional Context	<ul style="list-style-type: none"> • Demographics • Income Growth • Fuel Price 	
Local Actions	Community Design	<ul style="list-style-type: none"> • Future Housing (Single- & Multi-family) • Parking Fees • Transit service • Biking • Roads 	
	Marketing & Incentives	<ul style="list-style-type: none"> • TDM (home & work-based, ridesharing) • Car Sharing • <i>Education on Driving Efficiency</i> • Intelligent Transportation Systems 	
Collaborative Actions	Fleet & Technology	<ul style="list-style-type: none"> • Vehicle Fuel Economy (mpg) • Fuels • Commercial Fleets 	
	Pricing	<ul style="list-style-type: none"> • <i>Pay as you drive insurance</i> • Gas taxes • <i>Road user fee</i> 	

Strategic Assessment

Phase I Key Findings

- 1) By implementing the region's adopted plans greenhouse gas emissions (GHG) will be reduced
 - a) Adopted local plans, in combination with state led actions, result in an 18.5% GHG reduction per capita
 - b) Additional work is needed to reach the state target of a 21% GHG reduction
 - c) Reaching the GHG target is feasible and requires combinations of strategies
 - d) The region has multiple options to consider to reach that target
 - e) Changes to pricing or ambitious changes to vehicles and fuels are critical

Scenario Analysis



Scenario Analysis Lingo

Trend Scenario (2040) based on:

- A future year under current adopted regional and local land use and transportation plans (Cities, County, RVMPO, RVTD)

Scenarios (2040) based on:

- Alternative future conditions

* Scenario results are compared to the trend scenario

Scenario Analysis Considerations

- Less ambitious scenarios than the sensitivity test scenarios in the Phase I Strategic Assessment
- All scenarios had small impacts relative to Trend Scenario (typically 1-2% rarely over 5%)
- Policy combinations had larger impact
- Assume retail/services accompany density
- Model does not fully capture trips between districts

Scenario Policy Options

Land Use Changes

- Decrease development in central area and direct development to outer areas
- Increase development in central area
- Most new development is concentrated near alternative mode facilities
- New developments in form of mixed use

Alternative Modes

- Expand transit service
- Expand bicycle & pedestrian facilities

Transportation Options

- Work based marketing programs
- Home based marketing programs
- Expand Car-sharing
- Telecommuting
- Transit Subsidies
-

Parking Fee Changes

- Expand parking fee coverage areas
- Increase parking fees
- Cash-out parking programs

Evaluation Criteria

GHG Emissions Reduction

- GHG emissions

Public Health

- Air quality (criteria air pollutants)
- Walk and bike trip miles
- Social costs (safety, pollution, energy security)
- Accident rates

Sustainability

- Percent of population living in mixed use areas
- Vehicle delay
- Vehicle Miles Traveled
- Trips diverted to bike

Equity

- Household transportation costs
- Driving costs as percentage of household income
- Transportation share of income for low income households
- Job Accessibility by income group

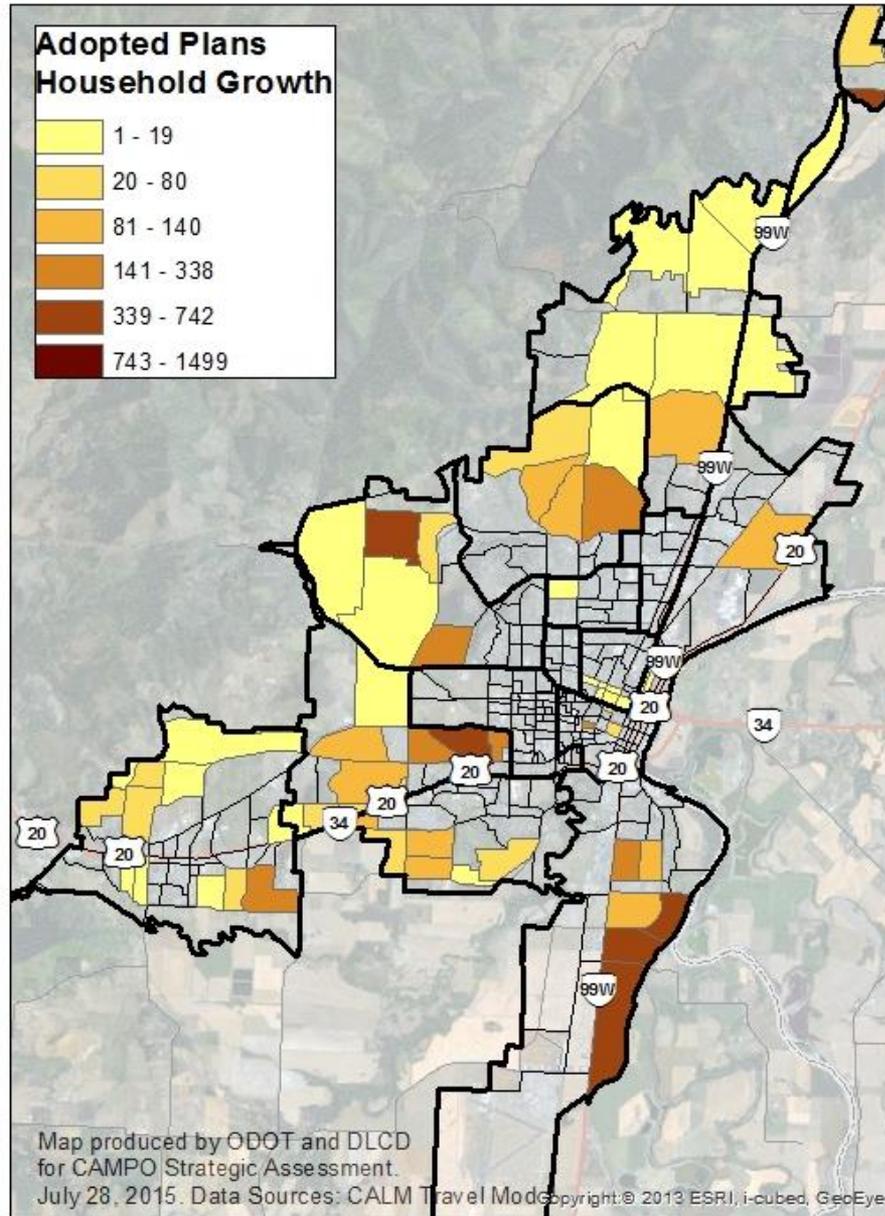
Land Use Policy Options

Policy Option	Trend 2040	Scenario Analysis 2040
1 Decrease developments in central area and direct new developments to outer areas	363 new households to Philomath 600 new households to Adair Village	914 new households to Philomath 1333 new households to Adair Village
2 Increase developments in central areas	374 new households in central/downtown Corvallis	1657 new households in central/downtown Corvallis
3 Most new development is concentrated near South Corvallis TOD	2580 new households in S Corvallis area	3863 new households in S Corvallis area
4 Climate Refugees (double pop growth, 90% outside core areas)	33,915 households	41,432 households (~200% increase in 2010 households)

**Same control total of households for each scenario*

***Growth in population density assumes a corresponding growth employment and mixed use*

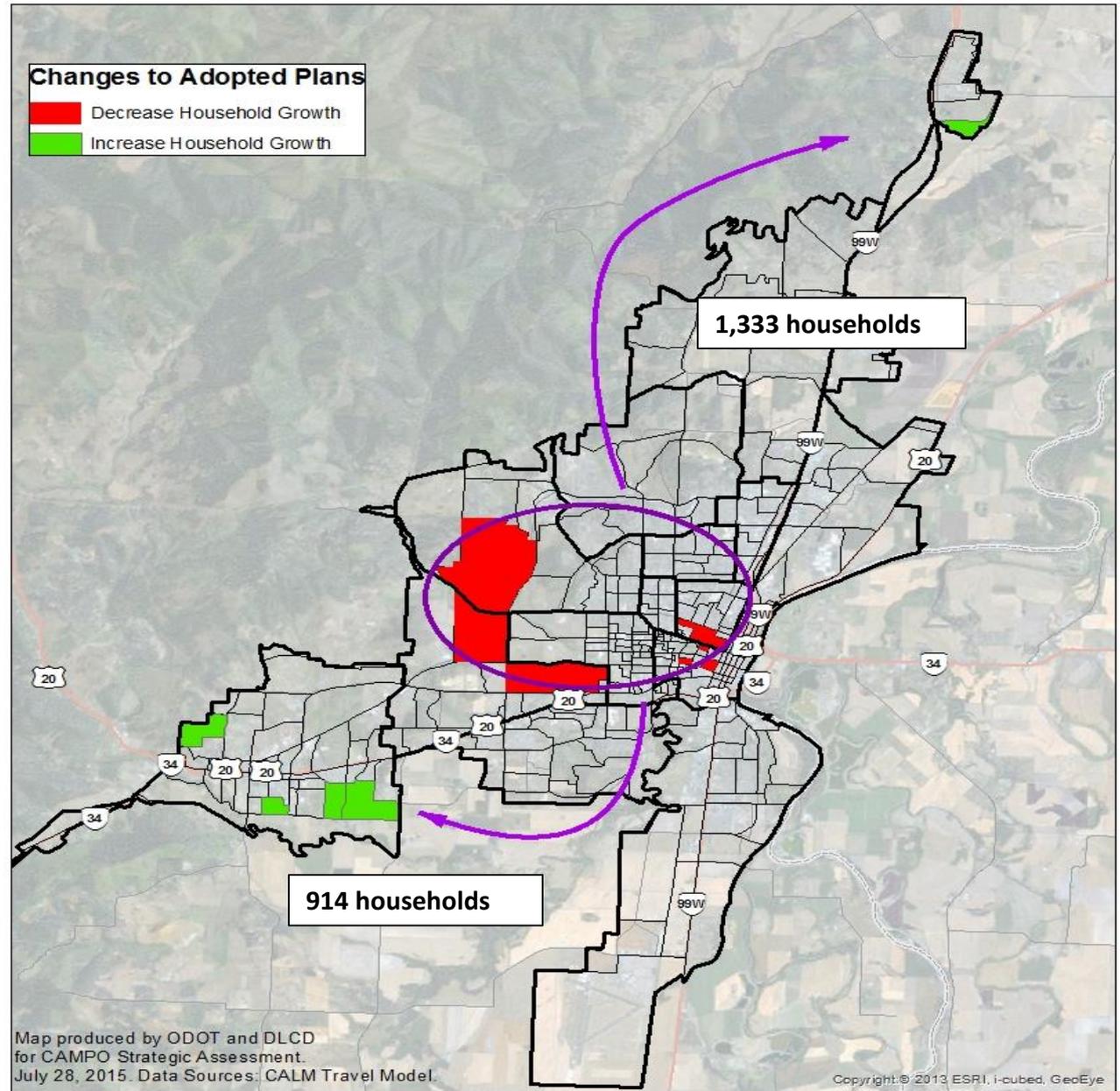
Trend Scenario Land Use Growth Areas



Land Use

Policy 1

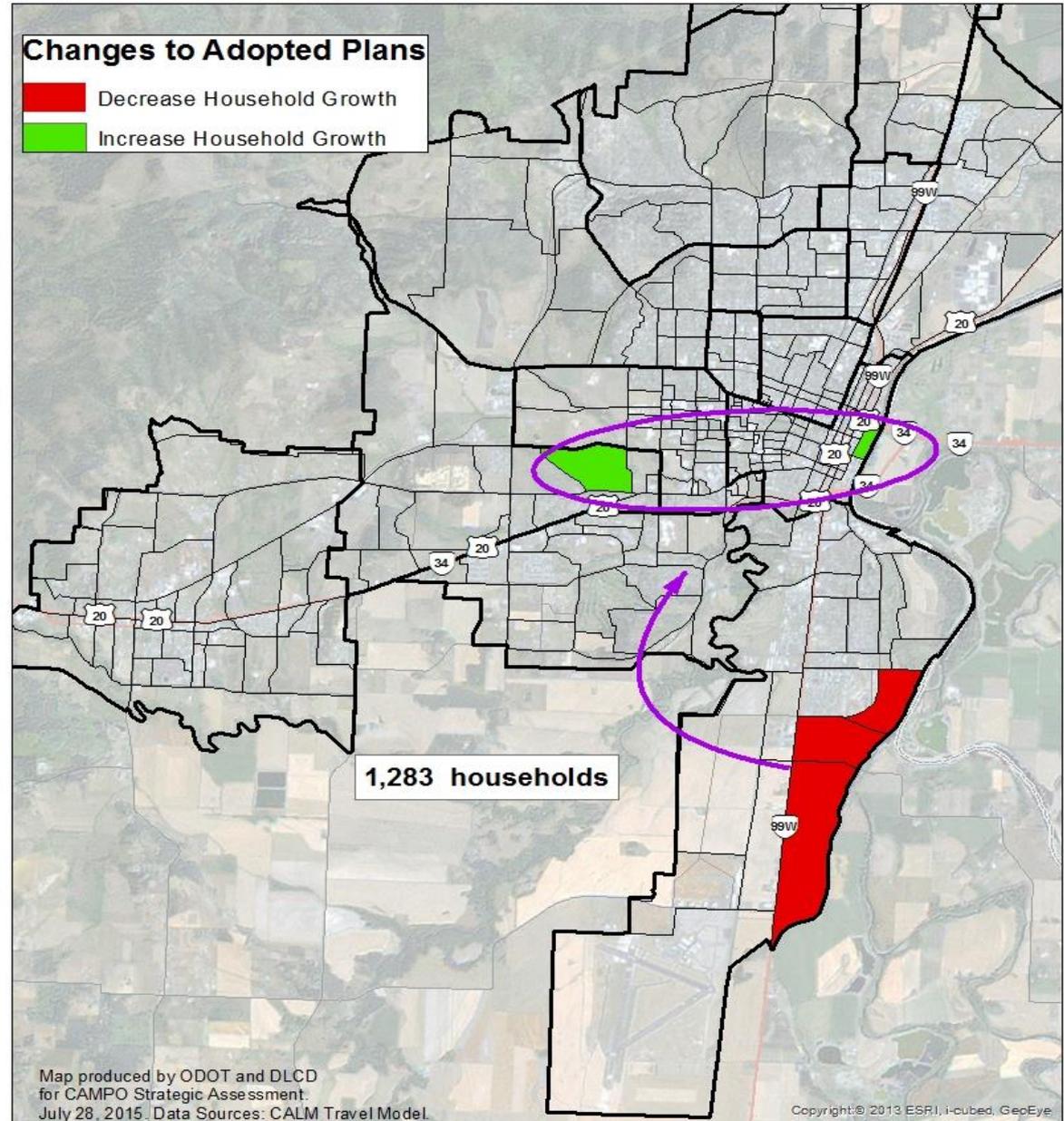
Decrease developments in central area and direct new development to outer areas



Land Use

Policy 2

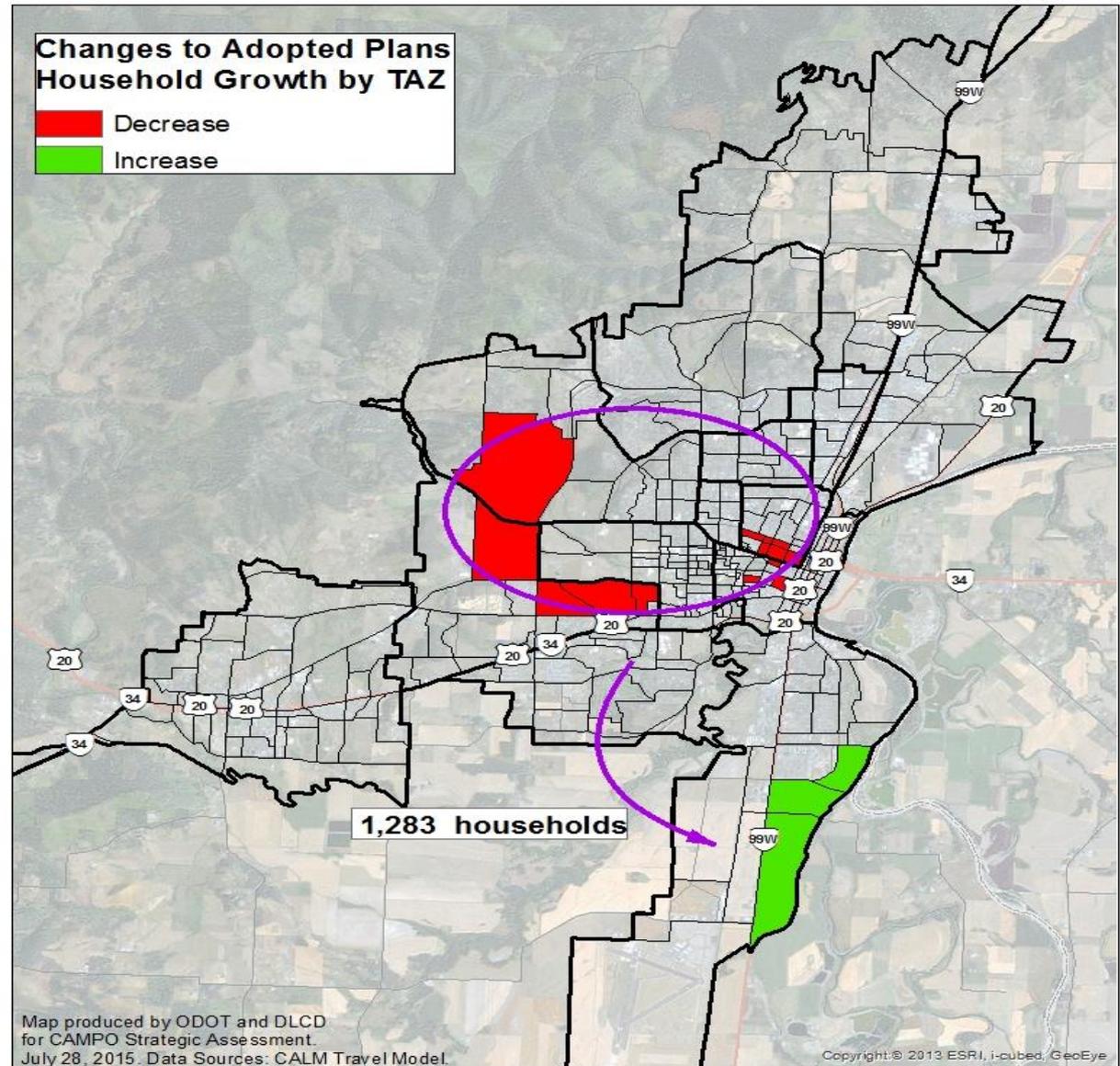
Increase developments
in central areas



Land Use

Policy 3

Most new development is concentrated near alternative mode facilities



Land Use Policy Findings

Key Findings

- Density and Mixed Use are important for obtaining regional goals
- Increased density results in reduced VMT per Capita
- Walking and Transit increase and Daily Accidents are reduced
- Job accessibility increases while Delay is reduced
- Population in compact mixed use areas is key
- Household costs are reduced, greater reduction from increased density

Parking Policy Options

	Policy Option	Trend Scenario 2040	Scenario Analysis 2040
1	Expanded parking districts	Existing Neighborhood Parking Districts	Expands coverage surrounding University to cover Corvallis Ballot Measure 02-88 Districts
2	Increase parking fees downtown	\$1.2/\$5 per day	\$5 per day
3	Cash-out parking programs	0% work trips	6.7% work trips

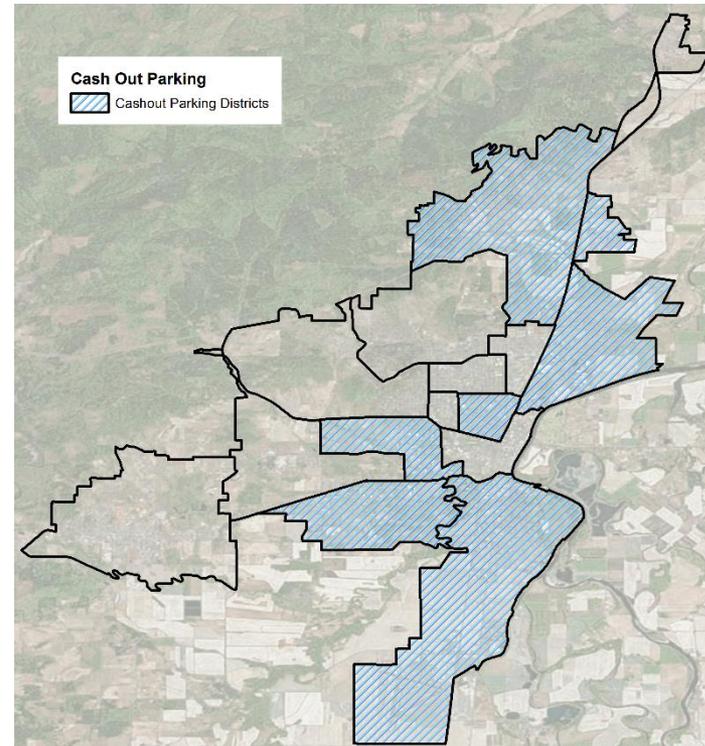
Parking 3

Description:

Percentage of employees at major firms participating in Cash-out parking programs

Policy Option	Trend Scenario 2040	Scenario Analysis 2040
Cash-out parking programs	0% work trips	6.7% work trips

Cash-out Participants	Total MPO Employment	% of MPO employees participating
4,616	31,460	15%



Parking Policy Findings

Key Findings

- Moves the needle on most indicators in the right direction
- Household costs can increase without supportive transportation policies
- Fees are most effective and synergistic with residential permits
- Cash-out is typically slightly less benefit than fees on own
- Parking policies showed little impact on auto ownership

Alternative Modes Policy Options

	Policy Option	Trend Scenario 2040	Scenario Analysis 2040
1	Increase transit frequency	15 & 30 min headways pm peak	15 min headways pm peak (11.94 service miles per capita)
2	Expand transit to Philomath and Adair Village	11.94 service miles per capita	12.24 service miles per capita
3	Expand bicycle facilities	20% diversion	12-24% diversion (higher surrounding OSU)

Alternative Modes 1,2

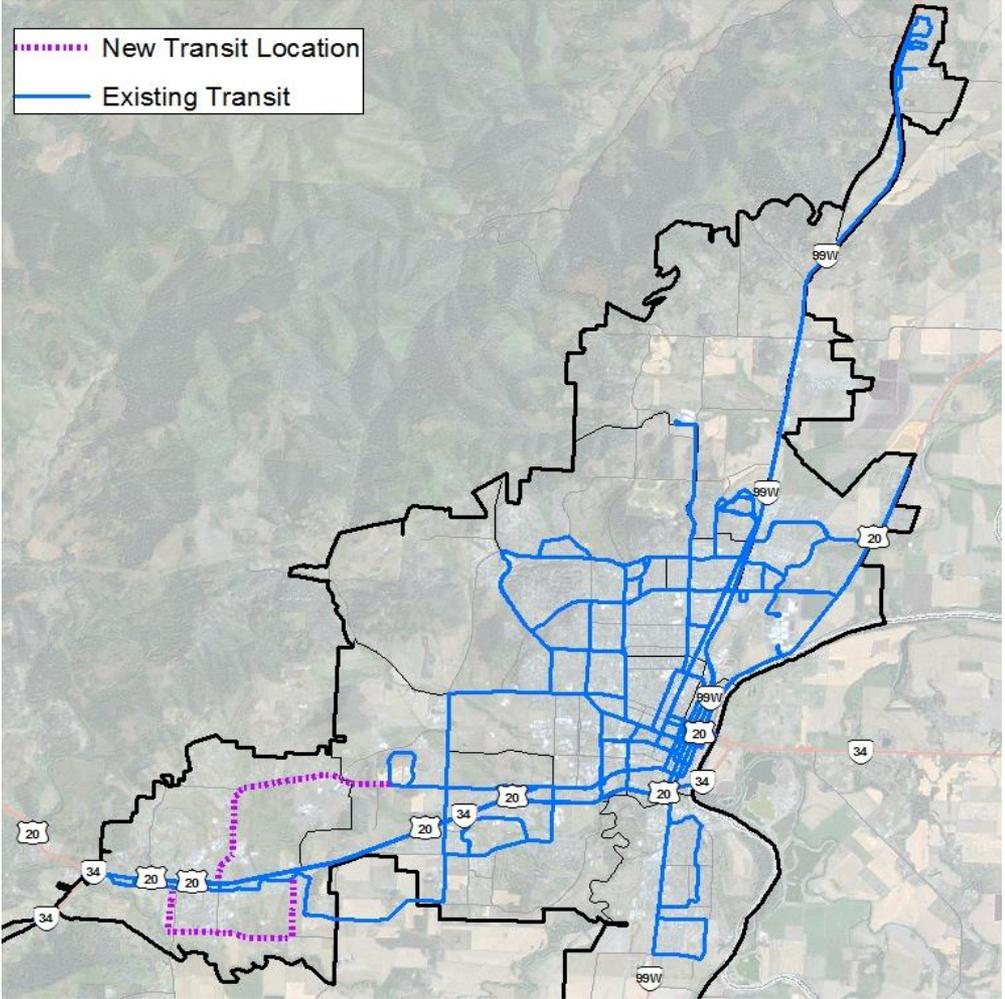
Alt Mode Policy 1

Service Frequency: Increase frequency of existing lines to 15 minute headways during peak 6 hour period

Alt Mode Policy 2

Service Coverage + Subsidy: Expand transit lines adjacent to new development in Philomath

	Annual Service Miles	Service Miles per Capita
2010	374,010	5.73
2040 Trend	454,016	5.73
2040 Policy 1	1,012,814	11.94
2040 Policy 2	1,038,844	12.24



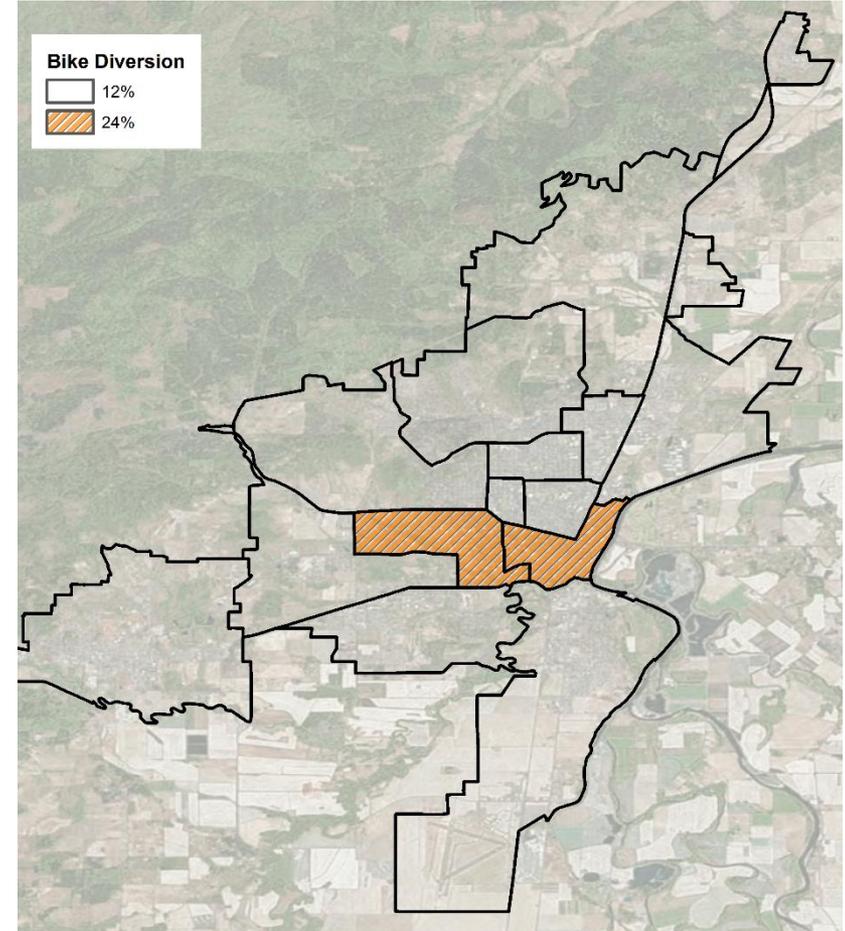
Alternative Modes 3

Expand Bike-Ped Facilities:

Additional diversion of trips to Bike and Pedestrian modes for the areas around the OSU campus and group quarters population

MPO Bicycle Diversion Rate*

	Campus Area	Rest of MPO
2010	9%	9%
2040 Trend	12%	12%
2040 Policy 3	24%	12%



* Bicycle Diversion Rate: the number of individuals taking trips less than 10 miles that are diverted from single occupant vehicles to walk/bike or other light vehicles.

Alternative Modes Findings

Key Findings

- Moves the needle across each evaluation criteria in the right direction including reductions in:
 - GHG emissions and air quality pollutants
 - Social costs
 - VMT and delay
 - Household costs
- Bikes best impact was for reducing accidents
- Transit has the greatest GHG reduction and Household Travel Cost reduction

Transportation Options Policy Options

	Policy Option	Trend Scenario 2040	Scenario Analysis 2040
1	Home/Work-based marketing programs	5% home based/3% work based	5.2% home based/5.4% work based (home based expands IMP pilot in 3 districts)
2	Expanded car sharing	50 vehicles	59 vehicles

Transportation Options

Policy 1

Increase household based Individualized marketing, and work based campaigns to targeted areas.

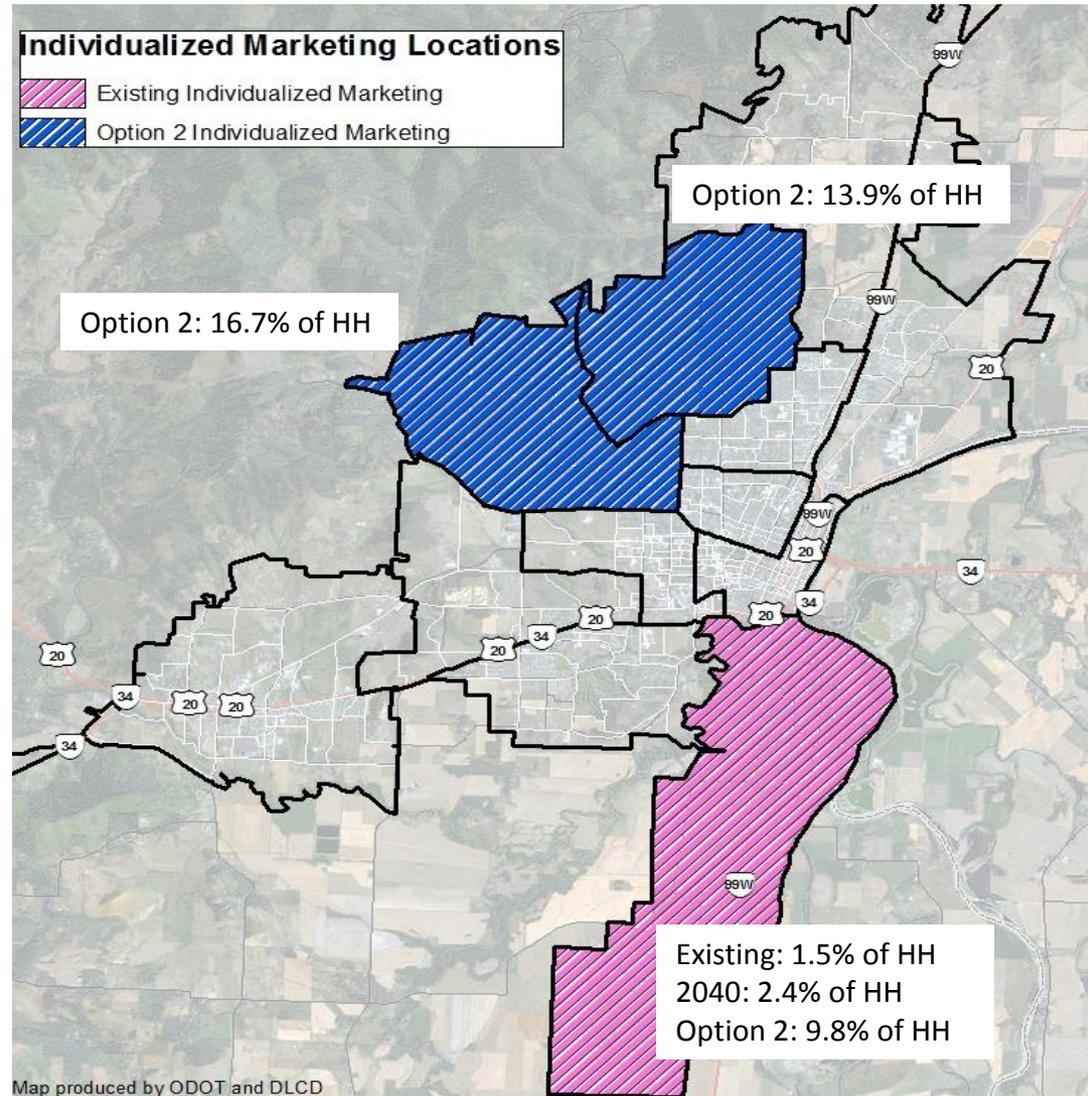
Participants

2040 Trend

5% home based/3% work based

2040 Policy 1

5.2% home based/5.4% work based

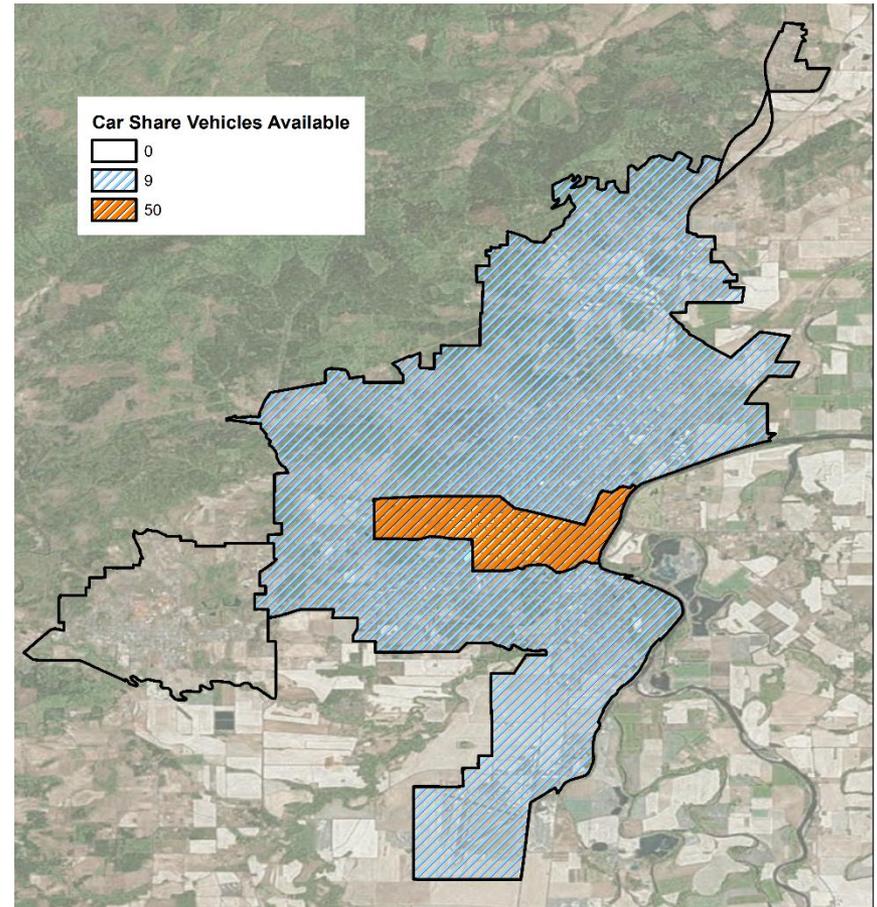


Transportation Options

Policy 2

Expanded car-sharing vehicles.

	Total	OSU Campus	Corvallis
2040 Trend	50	50	0
2040 Policy 2	59	50	9



Transportation Options Findings

Key Findings

- Moves the needle across each evaluation criteria in the right direction including reductions in:
 - GHG emissions and air quality pollutants
 - Social costs
 - VMT and delay
 - Household costs
- TDM best impact was on reducing accidents
- Carsharing can result in reduced auto ownership and household travel costs

Key Findings

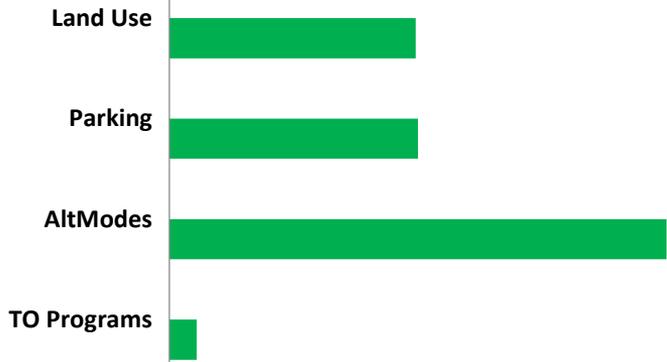


Key Findings

Max Positive Impact of Policies in Isolation*

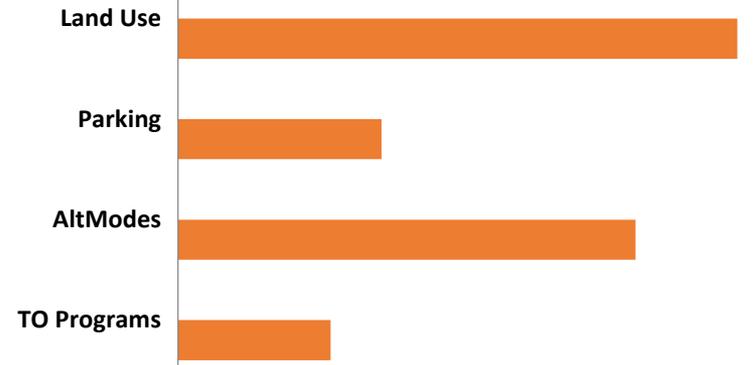
GHG Reduction

- Reduce GHG Per Capita



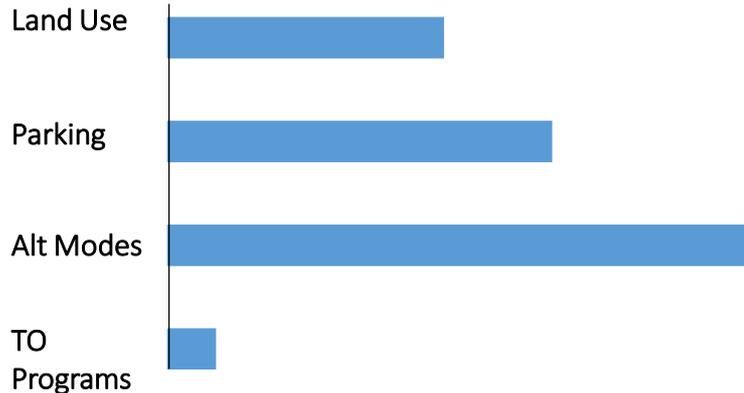
Public Health

- Reduce Accidents Per Capita



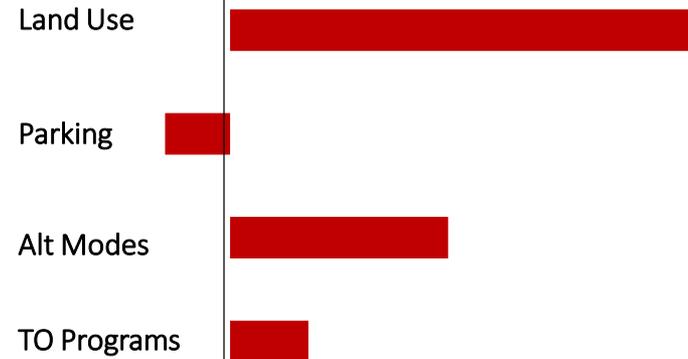
Sustainability

- Reduce Auto Delay Per Capita



Equity

- Reduce Low Income Travel Costs



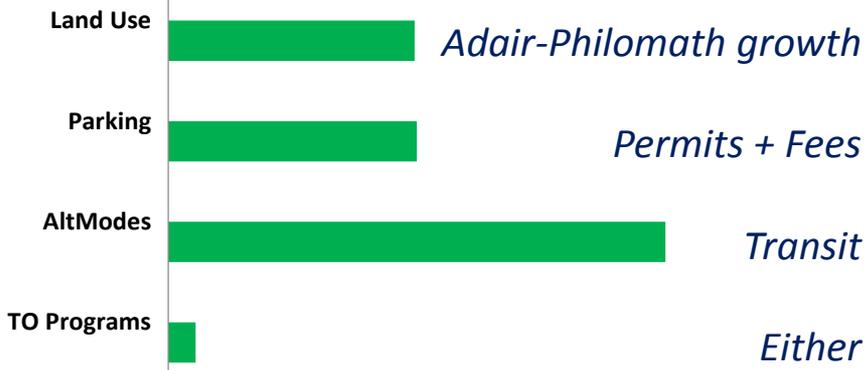
* All less than 2% change from 2040 Trend Scenario

Key Findings

Max Positive Impact of Policies in Isolation*

GHG Reduction

- Reduce GHG Per Capita



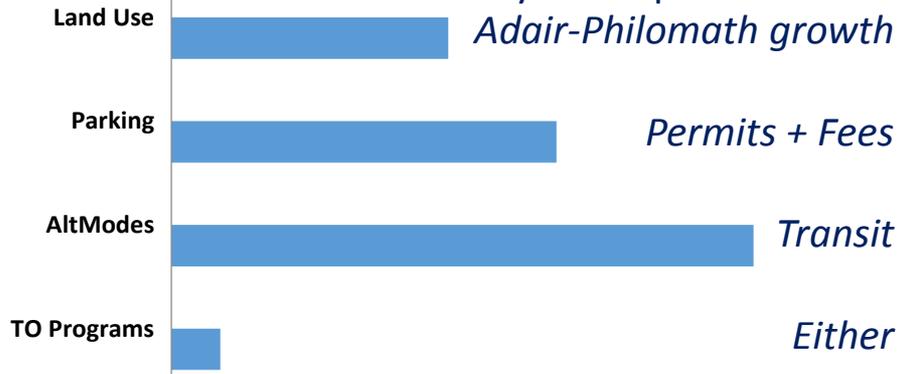
Public Health

- Reduce Accidents Per Capita



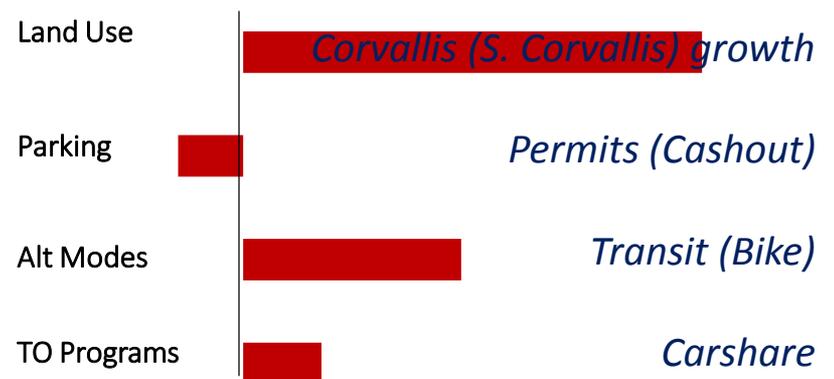
Sustainability

- Reduce Auto Delay Per Capita



Equity

- Reduce Low Income Travel Costs

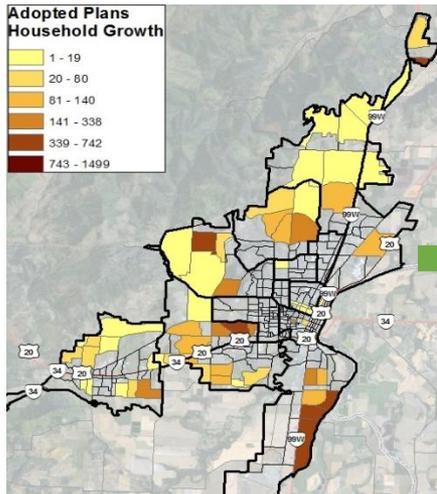


* All less than 2% change from 2040 Trend Scenario

Policy Bundle A

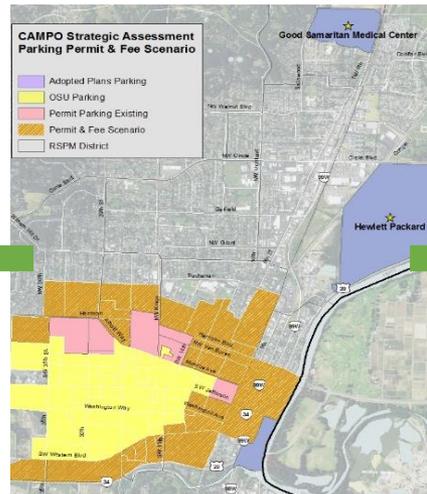
Land Use

Trend Scenario



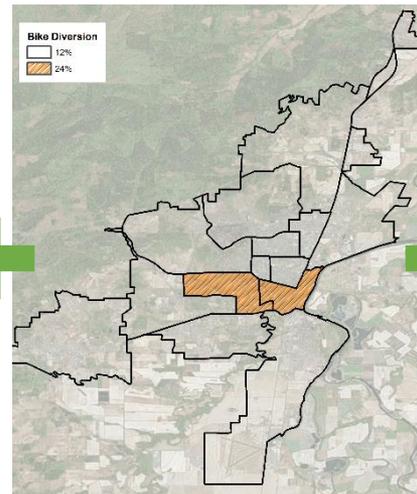
Parking

- Expanded parking districts
- Increased fees downtown
- Cash out parking



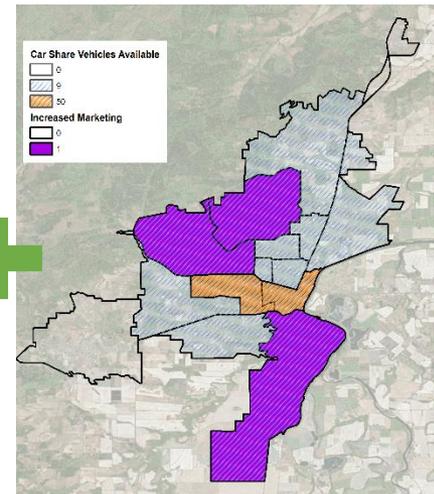
Alternative Modes

- Expand bicycle facilities



Transportation Options

- Home/Work-based marketing
- Car Sharing

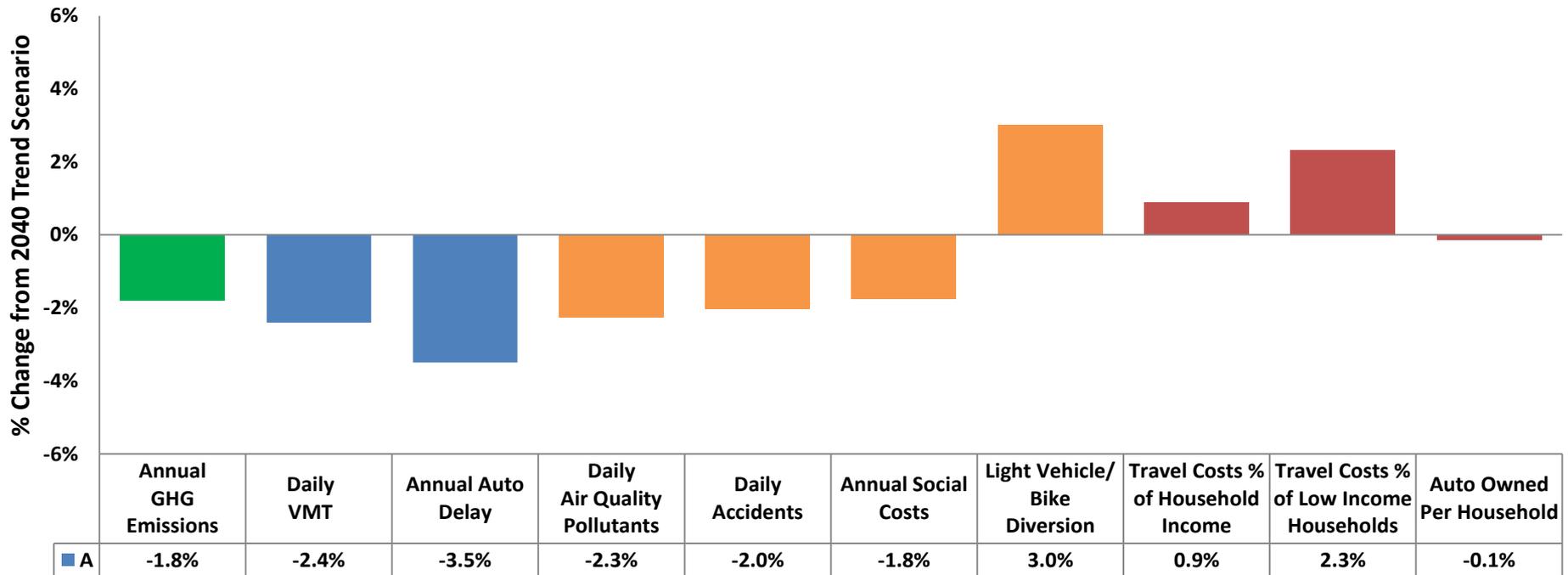


Changes from Trend Scenario – This policy bundle uses the land use pattern from Trend Scenario reference case and bundles the most aggressive levels of parking, alternative modes, and transportation options policies in the analysis. In this way, this scenario serves as a book end to understanding the likely effects of implementing an aggressive set of transportation policies if adopted land use plans.

Policy Bundle A

Key Findings:

- Transportation policies reduce driving
- Lack of investment in transit and increased parking fees raise household transportation costs
- Walk and transit trips remain unchanged, primarily as a result of the unchanged population living in mixed use areas



Outputs with no Movement

Annual Walk Trips | % Population in Mixed Use | Job Accessibility

Policy Bundle B

Land Use

Parking

Alternative Modes

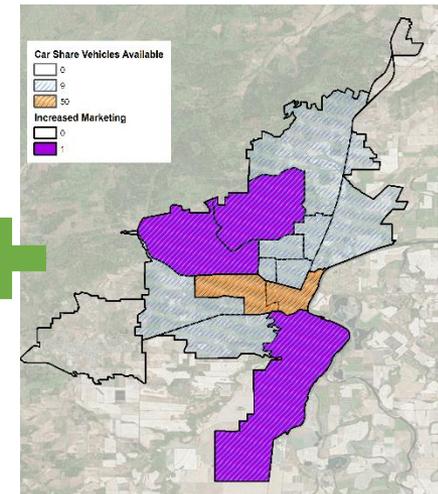
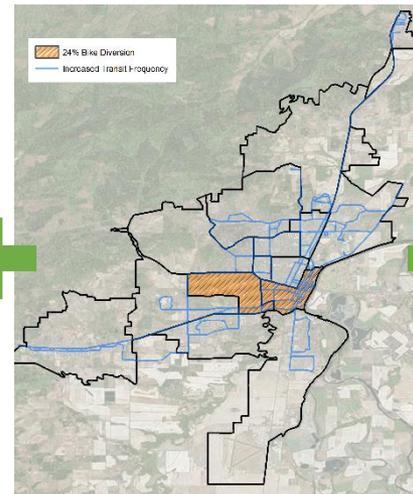
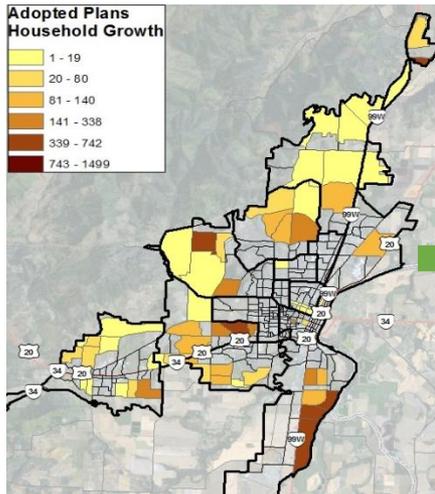
Transportation Options

Trend Scenario

Cash-out Parking

- Increased transit frequency
- Expand bicycle facilities

- Home/Work-based Marketing
- Car Sharing

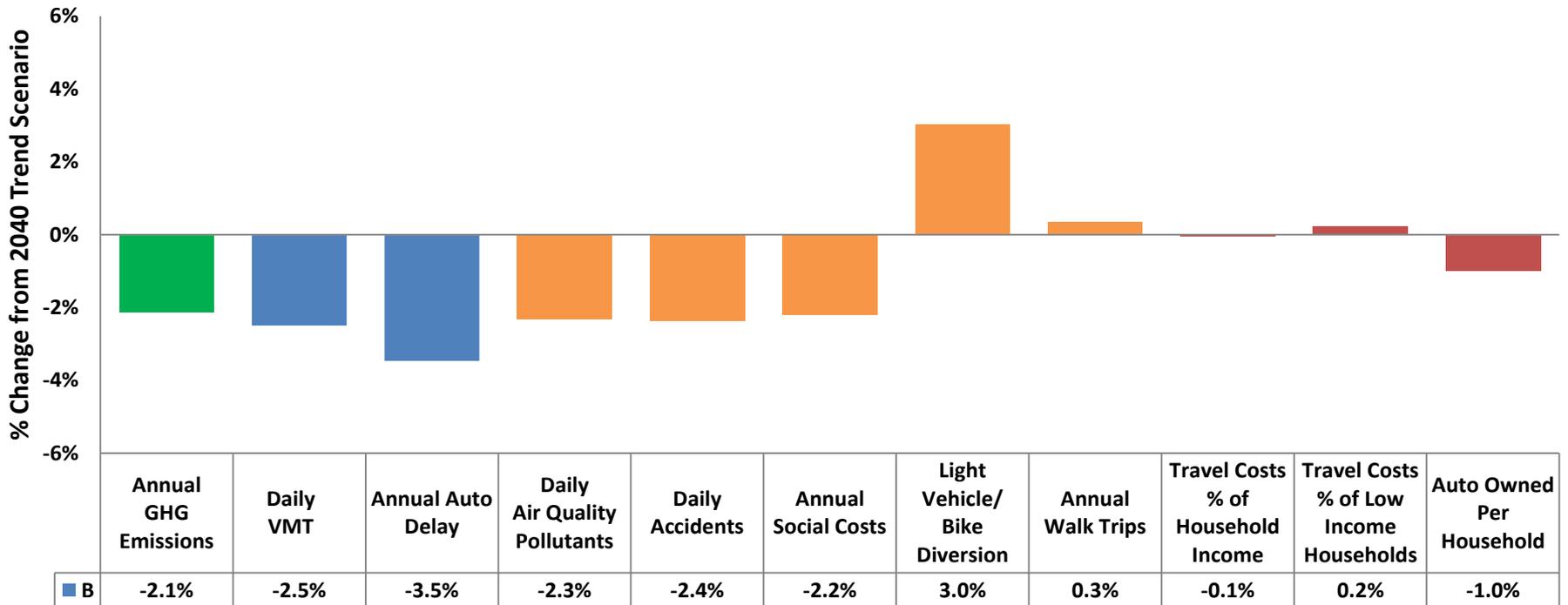


Changes from Trend Scenario – This policy bundle is similar to policy bundle A, in that it envisions the Trend Scenario land use pattern, but with a less aggressive set of transportation policies. The politically difficult issues of parking are left alone, with only cash out parking at large employers implemented. Transit frequencies are increased to 15 minutes for the am and pm peak periods and expanded bicycle and pedestrian facilities are added along with car sharing vehicle.

Policy Bundle B

Key Findings:

- Similar relative impact as Policy Bundle A
- Increased transit frequencies help off set increased costs of transportation policies
- Limited gains from transit policies, primarily due to lack of increased densities and mixed use development from Trend Scenario



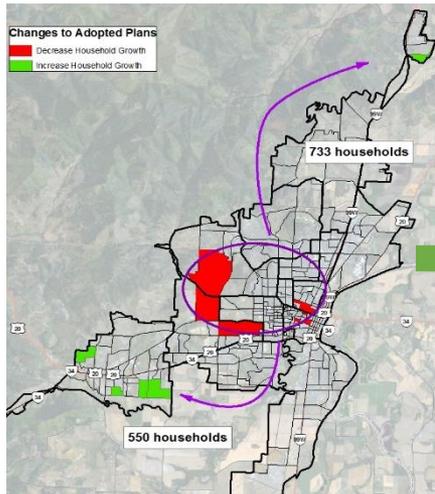
Outputs with no Movement

% Population in Mixed Use | Job Accessibility

Policy Bundle C

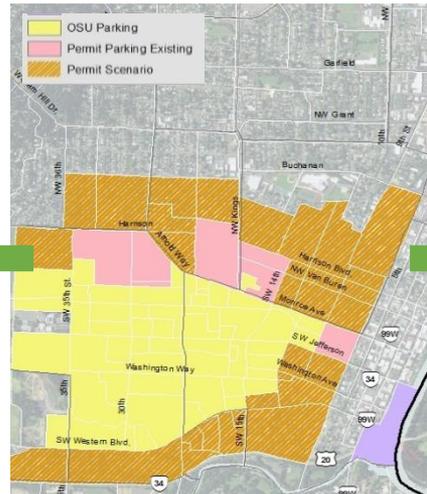
Land Use

Decrease developments in central area and direct new developments to outer areas



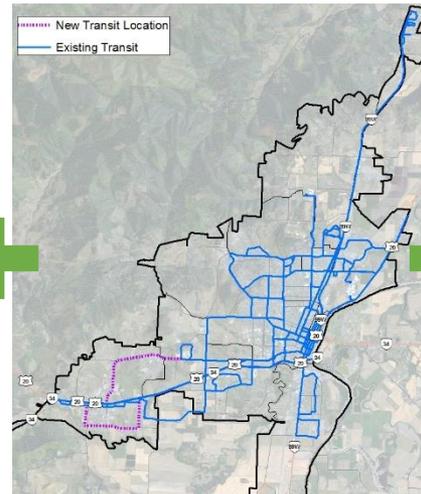
Parking

Expanded parking districts



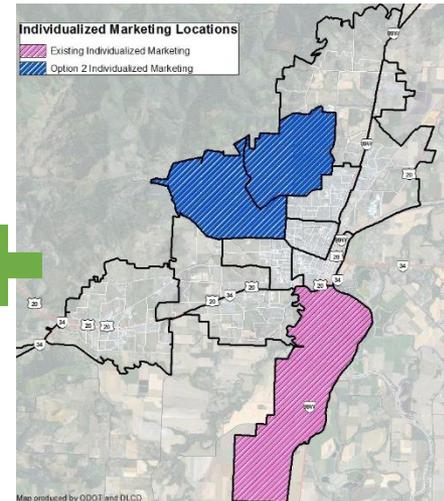
Alternative Modes

Expand transit to Philomath and Adair Village



Transportation Options

- Home/Work-based Marketing
- Transit Subsidies

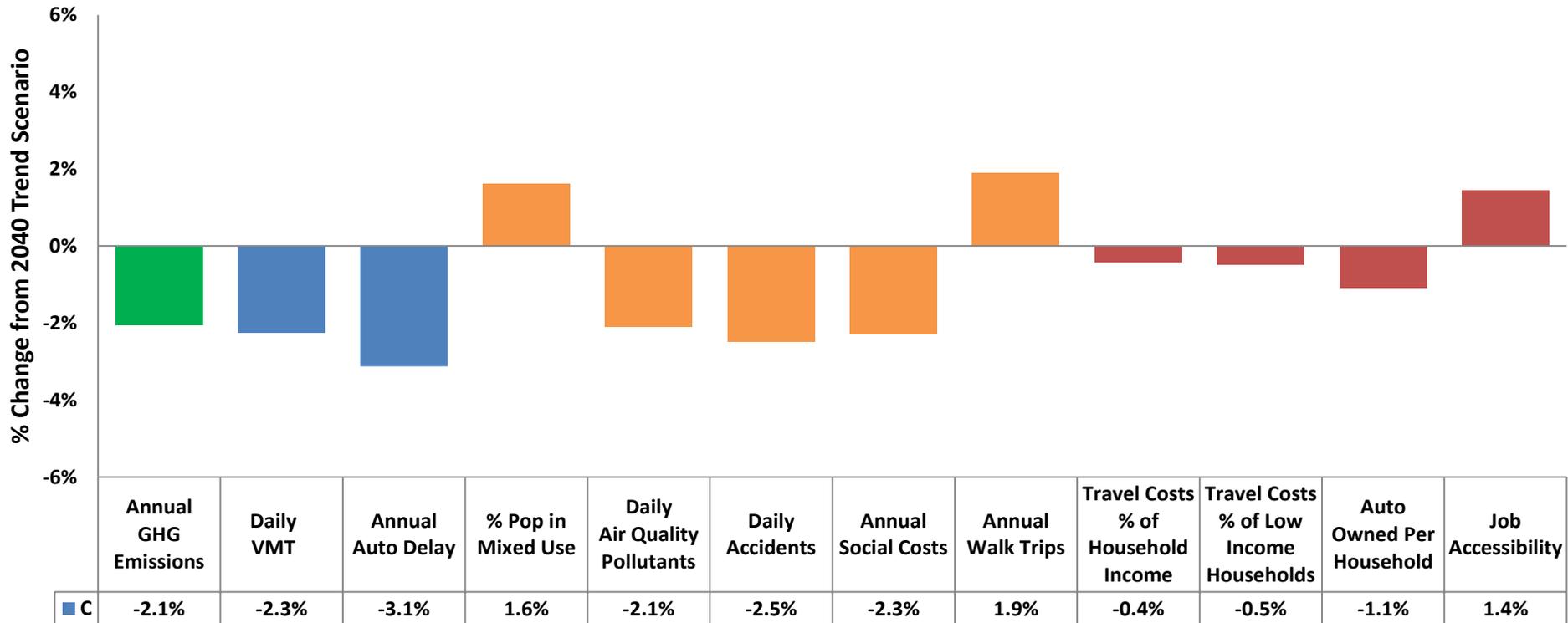


Changes from Trend Scenario – This policy bundle envisions a decentralized regional growth pattern, coupled with a complementary set of transportation policies. Parking districts are expanded, but fees left alone. Transit routes are added to Philomath and Adair Village are added to accommodate growth. Both home and work-based transportation options marketing programs are expanded.

Policy Bundle C

Key Findings:

- Land use pattern results in higher population living in mixed use areas than centralized growth scenarios
- Increased residential densities and mixed use in satellite cities supports driving reductions despite central location
- Enhanced transit supports reductions in driving and transportation costs



Policy Bundle D

Land Use

Parking

Alternative Modes

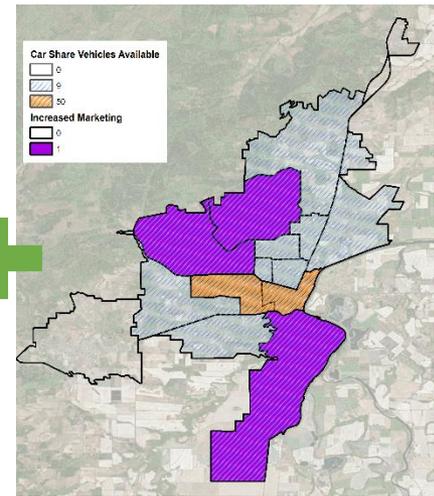
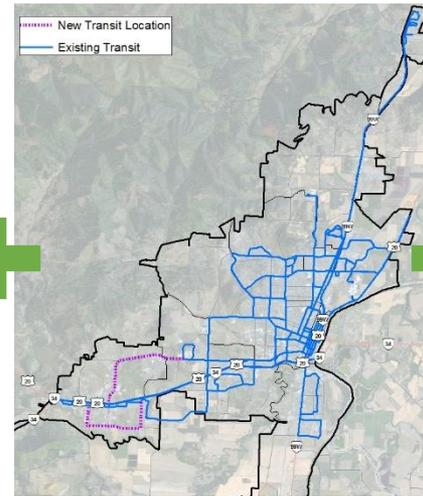
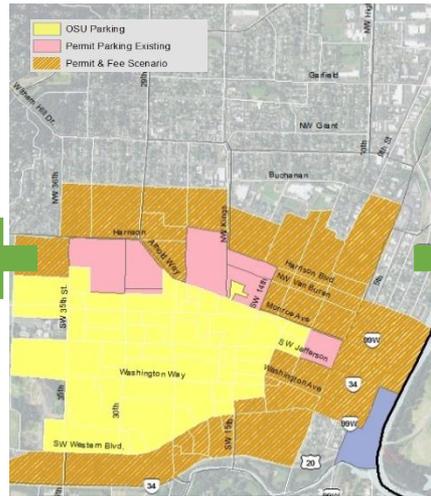
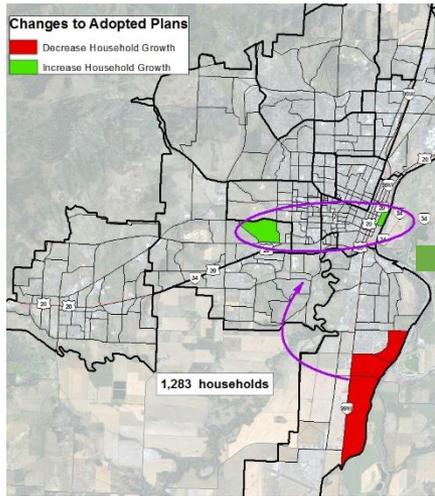
Transportation Options

Increase development in central areas

- Expanded parking districts
- Increased fees downtown

- Increased transit frequency
- Expand bicycle facilities

- Home/Work-based Marketing
- Car Sharing

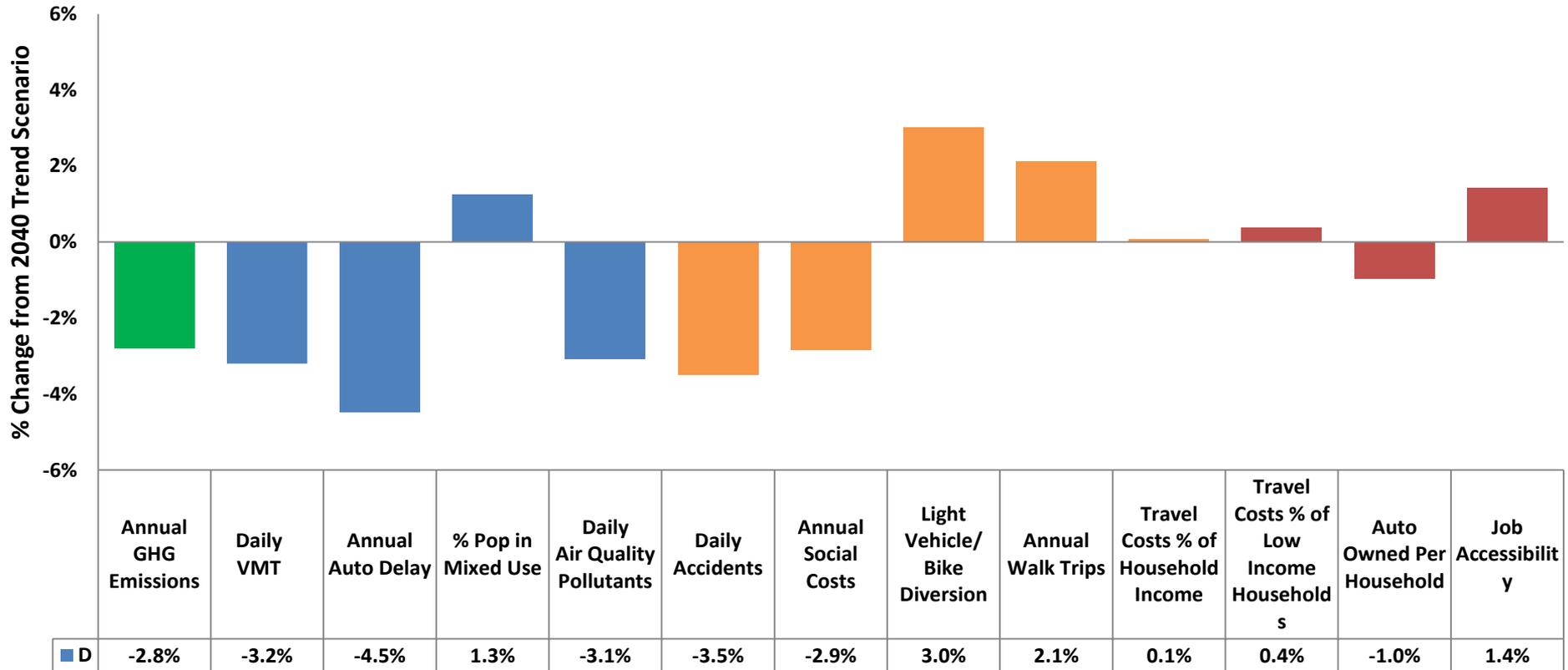


Changes from Trend Scenario – In this policy bundle, household growth is concentrated into central Corvallis from the outer areas. Parking districts in central Corvallis are expanded and the fees in downtown are increased to compensate for the increased population. Transit frequencies are increased and expanded bicycle and pedestrian facilities are added along with car sharing vehicles.

Policy Bundle D

Key Findings:

- Moves the needle in the right direction across most indicators
- Strikes a balance of tradeoffs for equity indicators, however the transportation costs for lower income households rise slightly



Policy Bundle E

Land Use

Parking

Alternative Modes

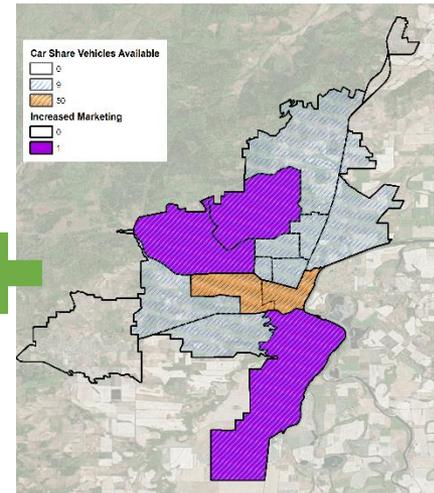
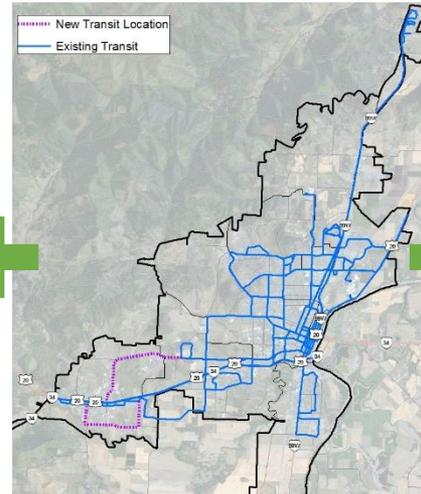
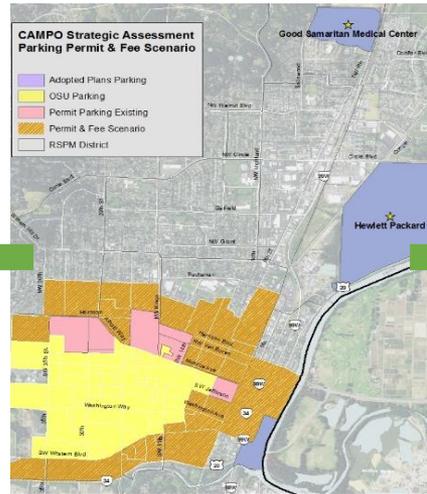
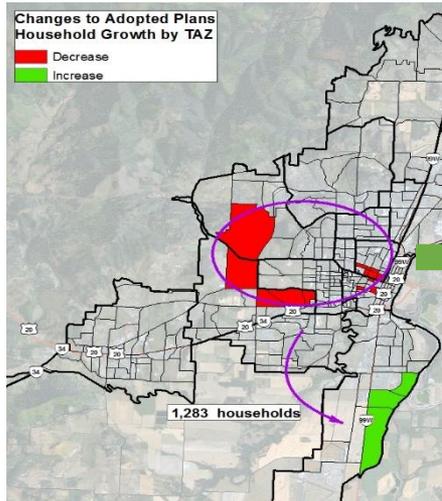
Transportation Options

Most new development is concentrated near alternative mode facilities

- Expanded parking districts
- Increased fees downtown
- Cashout parking

- Increased transit frequency
- Expand bicycle facilities

- Home/Work-based Marketing
- Car Sharing

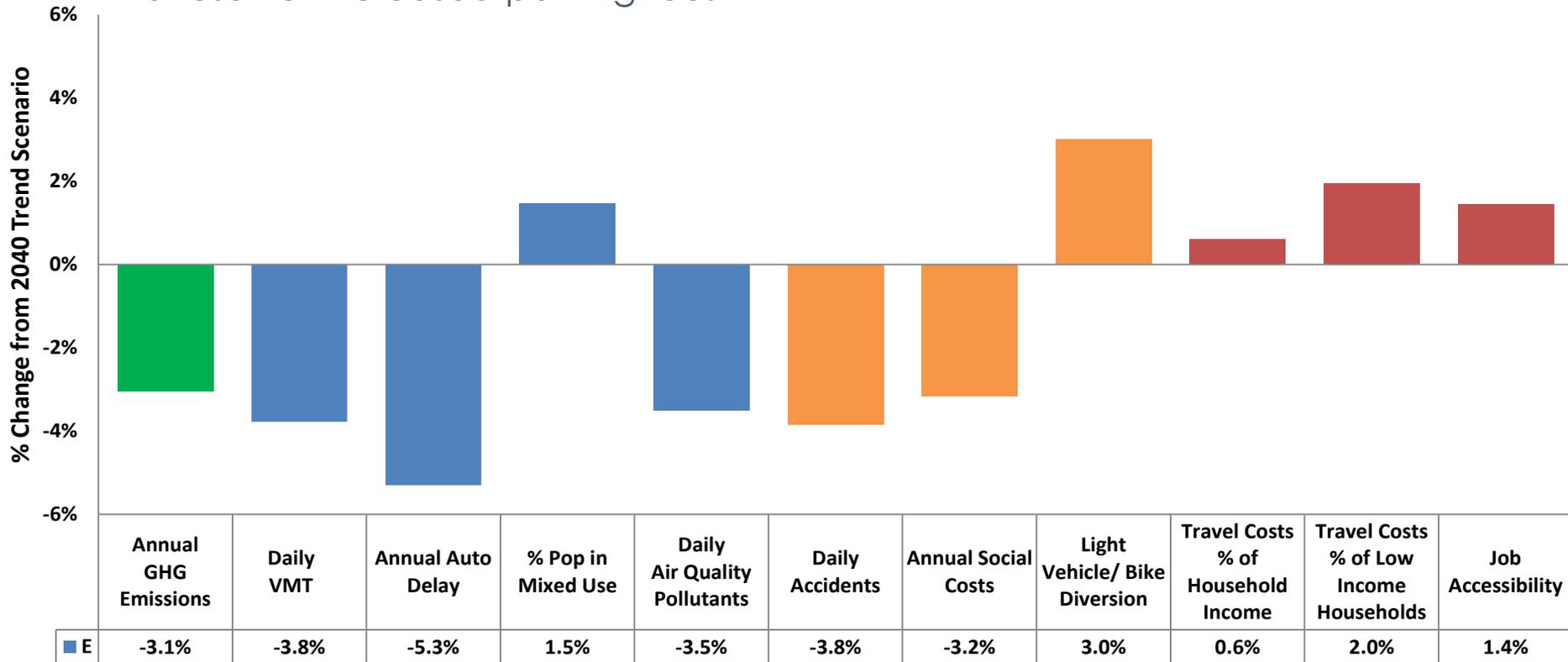


Changes from Trend Scenario – This policy bundle couples the transit oriented development (TOD) in south Corvallis with an aggressive set of transportation policies. Parking districts in central Corvallis are expanded and fees are increased downtown, with the addition of cash out parking programs. Transit frequencies are increased and expanded bicycle and pedestrian facilities are also added, coupled with car sharing vehicles were also added.

Policy Bundle E

Key Findings:

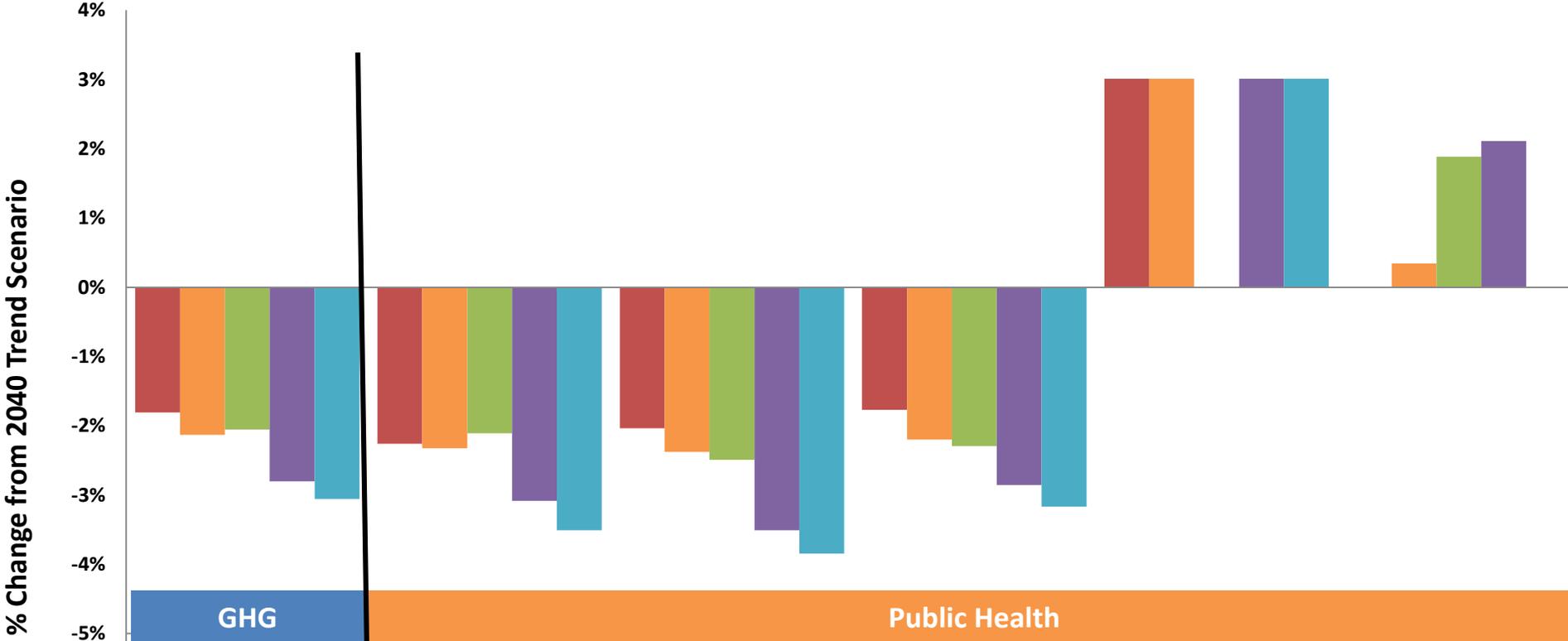
- Highest impacts of all scenarios bundles on GHG and Sustainability indicators
- Increases household transportation costs for low income households likely a result of increased parking fees



Outputs with no Movement

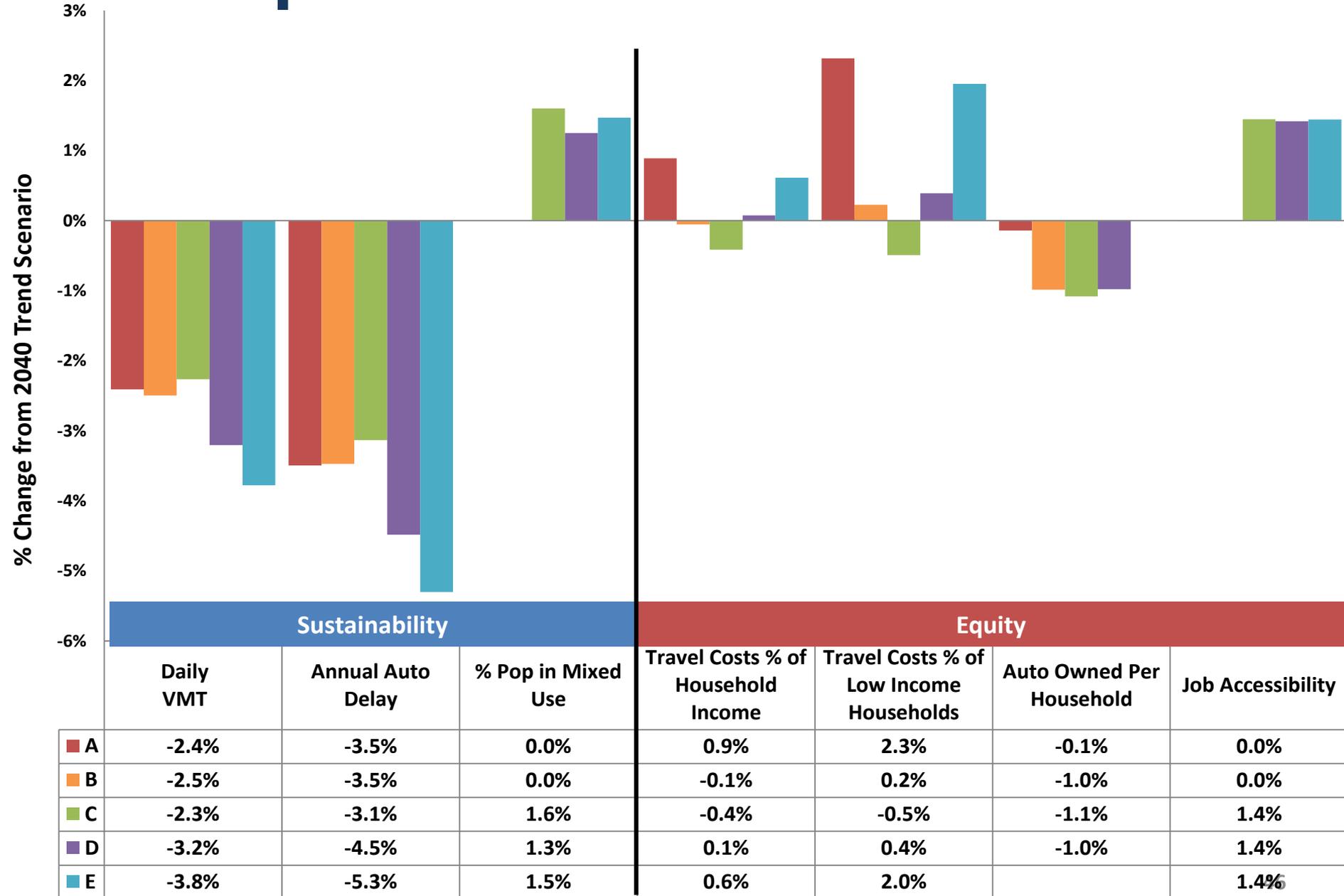
Annual Walk Trips | Auto Owned per Household

Compare Combination Scenarios



	GHG	Public Health				
	Annual GHG Emissions	Daily Air Quality Pollutants	Daily Accidents	Annual Social Costs	Light Vehicle/ Bike Diversion	Annual Walk Trips
■ A	-1.8%	-2.3%	-2.0%	-1.8%	3.0%	0.0%
■ B	-2.1%	-2.3%	-2.4%	-2.2%	3.0%	0.3%
■ C	-2.1%	-2.1%	-2.5%	-2.3%	0.0%	1.9%
■ D	-2.8%	-3.1%	-3.5%	-2.9%	3.0%	2.1%
■ E	-3.1%	-3.5%	-3.8%	-3.2%	3.0%	0.0%

Compare Combination Scenarios



Climate Refugees

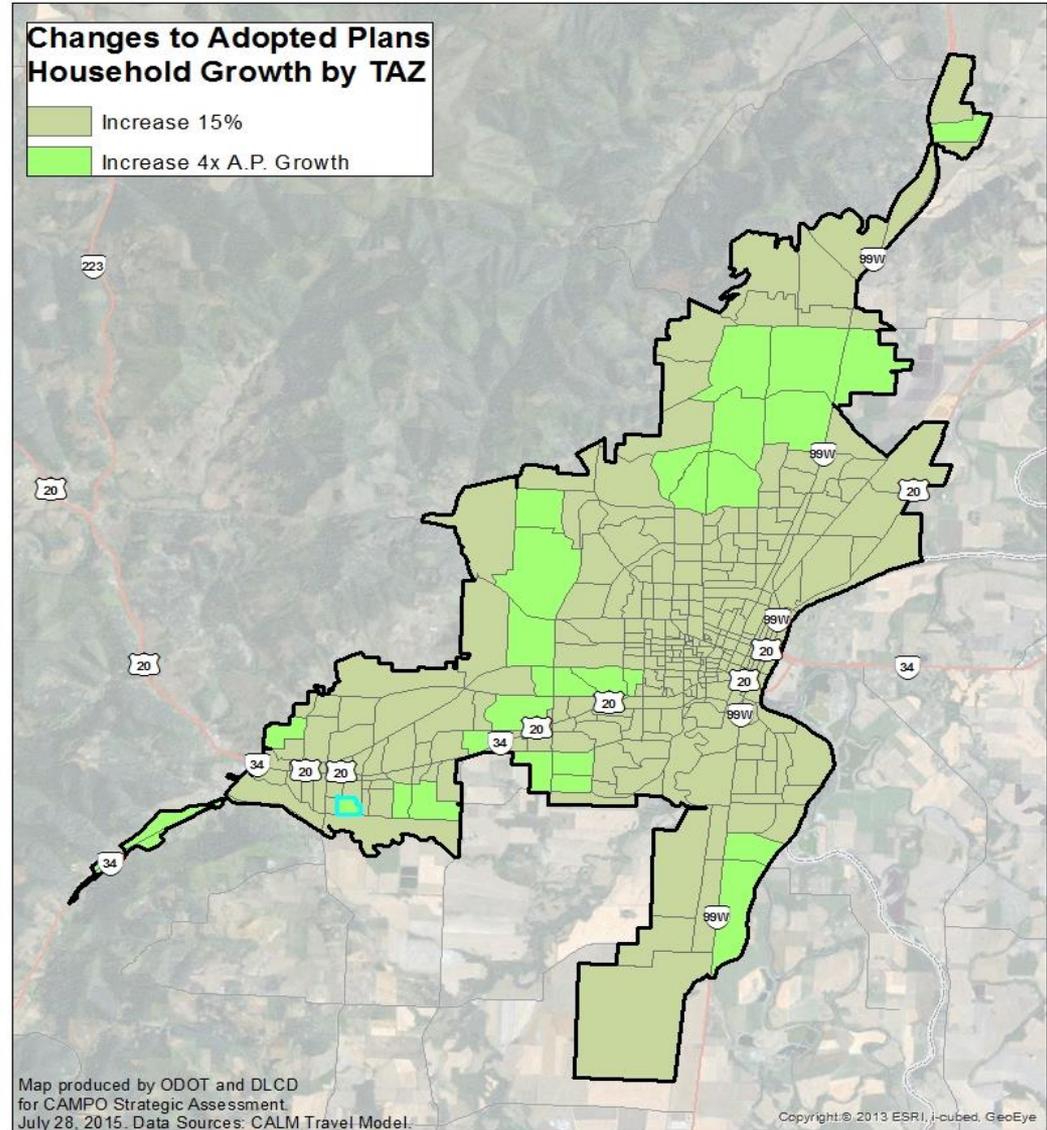
-Doubling in Population Growth



Climate Refugee Land Use

- Increase in regional population by nearly 200% of the 2010 population
- Approximately 90% of the additional population growth would be accommodated in available land outside of the city core areas

Climate Refugees Scenario	Trend 2040	Scenario Analysis 2040
Double population growth from current forecasts	33,915 new households	41,432 new households



Climate Refugee Land Use/ Adopted Plans Resiliency Findings

Key Findings

- Mixed results, negatively impacts some measures, while positive on others
- **Negative** impacts in higher GHG, air pollution, vmt, delay than the trend growth scenario
- **Positive** impacts from increased growth in the higher percentage of population living in mixed use areas. Results in reduced social costs and accidents, while increasing walking, transit, and job accessibility

Policy Option	Trend 2040	Scenario Analysis 2040
Climate Refugees (2x population growth, 90% outside core areas)	33,915 new households	41,432 new households

Climate Refugee Policy Bundle

Land Use

Parking

Alternative Modes

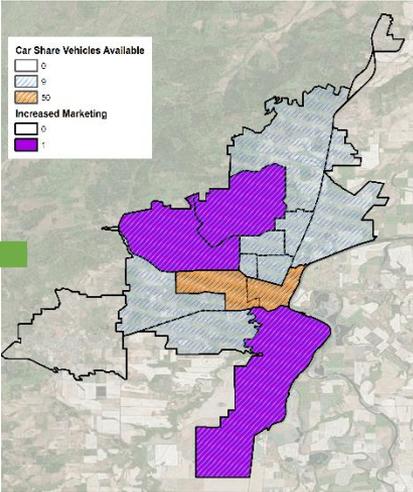
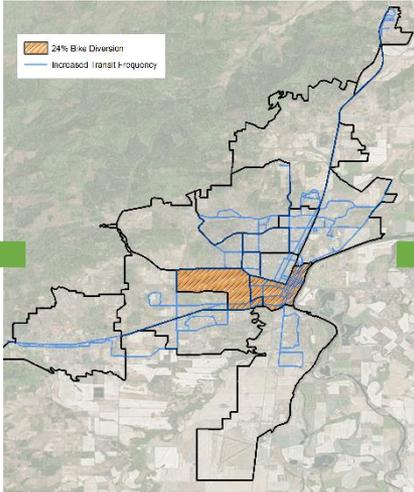
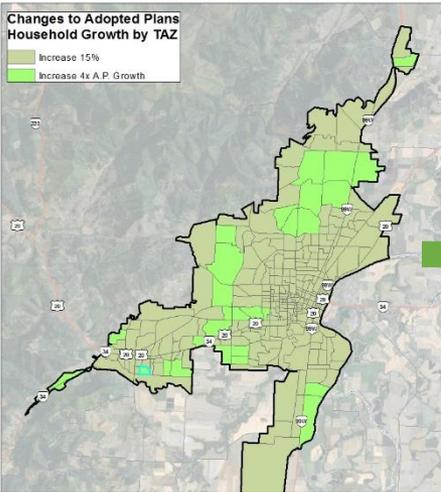
Transportation Options

Doubles population growth from current forecasts

- Expanded Districts
- Increased fees downtown
- Cashout Parking

- Increased transit frequency
- Expand bicycle facilities

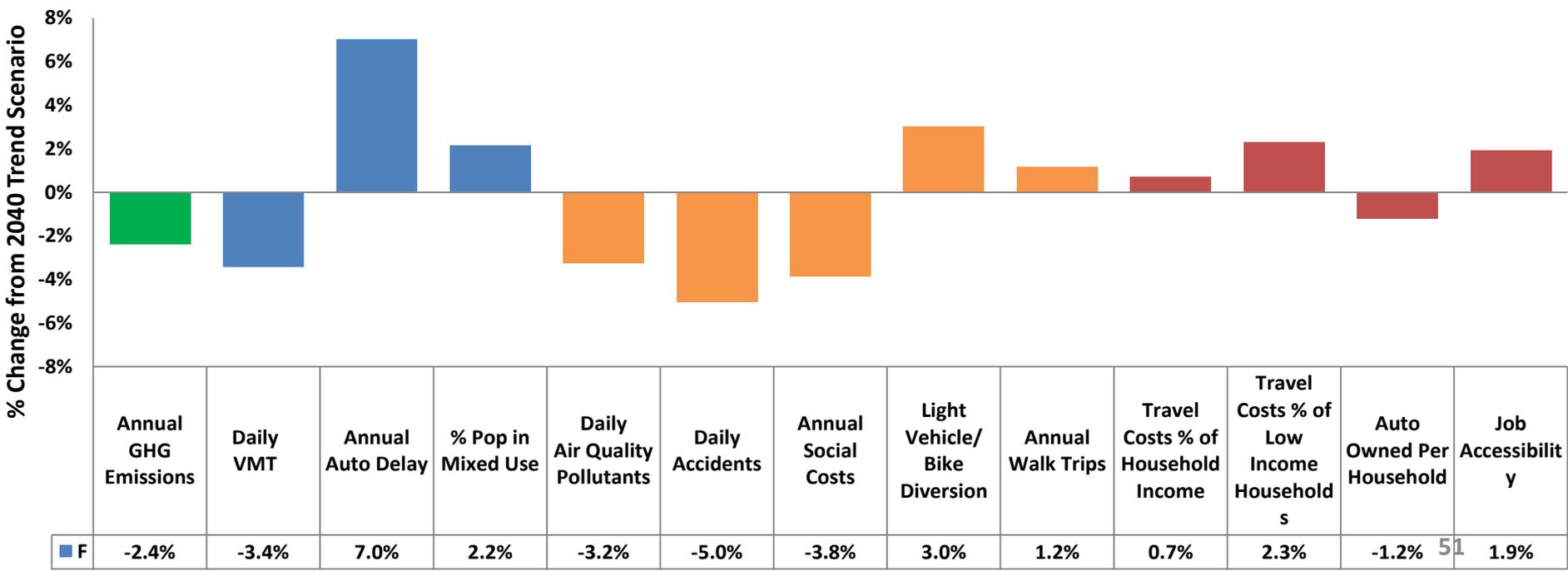
- Home/Work-based Marketing
- Car Sharing



Changes from Trend Scenario – This policy bundle is built around the “climate refugee” scenario under which the region is subjected to much higher population growth from people fleeing drought in the southern states than anticipated under current growth forecasts. Land use pattern from the existing Trend Scenario are maintained, but densities in growth areas are increased. Similar to Policy Bundle A, a full complement of aggressive transportation policies are implemented to mitigate the increased demand for travel.

Climate Refugee Policy Bundle Findings

- Population growth results in the highest increase of population in mixed use areas of all scenarios, with resulting lower per capita VMT, accidents and the lowest auto ownership.
- Increased population even with slightly lower VMT per capita leads to increased delays. The high costs (like E) from parking are coupled with higher travel costs due to the congested conditions.
- The delay puts a damper on the GHG and air pollution benefits. While they are positive, they are slightly less than Policy Bundle E.



Next Steps

- Policy Board Presentation
- Final Report Published End of March
- CAMPO Regional Transportation Plan Update

Contacts



ODOT - Brian Hurley

brian.j.hurley@odot.state.or.us

DLCD - Cody Meyer

cody.meyer@state.or.us