

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



Fiscal Year 2014-2015

Unified Planning Work Program (UPWP)

Approved by the CAMPO Policy Board on March 12, 2014

Corvallis Area Metropolitan Planning Organization

Policy Board

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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)
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RESOLUTION NO. XX-XX

**FOR THE PURPOSE OF APPROVING THE FY2014-2015 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 FY2014-2015, 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 has 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 FY2014-2015;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Corvallis Area MPO approves the FY2014-2015 Corvallis Area Unified Planning Work Program and its associated budget.

Dated on this 12th Day of March 2014

APPROVED:

By: _____
Councilor Hal Brauner, Chair
Corvallis Area MPO

ATTESTED:

By: _____
Ali Bonakdar, Director
Corvallis Area MPO

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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 FY2014-2015. 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 following describes how this document was developed:

In 2006 and 2007, at the request of the Policy Board, staff developed a list of priority transportation planning tasks for the next three years. The list included planning activities requested by the Policy Board, processes required by federal and state transportation planning regulations, tasks warranted for the operation of the MPO and tasks (studies) requested by the public during the public participation process of the Metropolitan Transportation Plan.

As part of updating the Metropolitan Transportation Plan several transportation studies were identified and were included in the Transportation Plan. Other tasks in that list have been gradually included in the past Work Programs.

Prior to the preparation of this document, staff requested priority tasks from member jurisdictions for inclusion in the FY15 Work Program. The request was made to the members of the Policy Board, the TAC and the professional staff of jurisdictions within the MPO.

Summary of CAMPO's Past Transportation Planning Activities

CAMPO's most recent Transportation Planning activities include:

- Updating of the Corvallis Area Metropolitan Transportation Plan: Destination 2035. The first RTP for the area was adopted in September 2006. The RTP Update was adopted in March 2012.
- Development of the Environmental Considerations of the Transportation Plan Update, adopted in September 2012.
- Development of the RTP Financial Plan, adopted in September 2012
- Development of a Bicycle Safety Education brochure in collaboration with the bicycling community under a FHWA Technology Transfer grant. This project was completed in early FY2012.
- Updating of the Public Involvement Framework document. This document was initially developed in 2004 and was updated in 2010.
- Development of a Special Public Involvement Plan for the Transportation Plan Update in 2010. This document was implemented along with the development of the Transportation Plan Update.
- Development of CAMPO's Title VI and Environmental Justice Plan in 2011. This document has been reviewed by the Policy Board and has been sent to ODOT Title VI Officer. CAMPO's Title VI Plan has not yet been formally adopted.

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. The signing of the SAFETEA-LU by the President in August 2005 promulgated new transportation planning requirements applicable to the development of RTPs. In 2007 the MPO amended its RTP with an Addendum to the document to include the additional planning efforts required by the enactment of SAFETEA-LU. The Addendum to the RTP addresses the Environmental Review and other transportation planning measures required of the development of RTPs. The RTP is in compliance with the requirements of Metropolitan Transportation Planning rules.

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. The RTP Update is in full compliance with the requirements of the Metropolitan Transportation Planning rules. CAMPO's next Regional Transportation Plan for the Area is due in 2017.

9th Street Improvement Plan

In 2007 the MPO applied for a TGM Project to improve 9th Street, from Polk to Elks Dr. The 9th Street Improvement Plan was developed under the guidance of a Project Advisory Committee. The recommendations of the Plan incorporated a great deal of public input gained through the project's extended public outreach efforts. The Plan included recommendations to improve all modes of transportation. The final 9th Street Improvement Plan was adopted by the CAMPO Policy Board in 2009 and was accepted by the Corvallis City Council in 2010.

Budgeting Assumptions

On July 6, 2012, the President signed into the law a transportation reauthorization act, known as Moving Ahead for Progress in the 21st Century, dubbed as MAP-21. A provision of this Act, referred to as PL Fund, provides transportation planning dollars for nearly 90 percent of the MPO's annual budget. A 10.27 percent local match is provided by the ODOT. The City of Corvallis, and as of FY2015 Benton County's Special Transportation Fund Program, also provide in-kind match for the MPO's transit planning dollars (FTA Section 5303).

Due to the emergence of three new MPOs in Oregon, the distribution of PL Fund and the FTA's 5303 Fund to the MPOs was recently reformulated by ODOT. The new formula reduced the allocation of PL fund to CAMPO by approximately \$40K. This loss was partially recovered by the state fund for the conduct of the first phase of CAMPO's Scenario Planning, called Strategic Assessment of GHG Emissions. It is anticipated that similar amount of fund will be available for the conduct of Phase II of Scenario Planning.

The various funding sources mentioned above have helped the MPO to retain a part time employee. This additional staff time is crucial to the timely completion of the tasks in UPWP.

The budgeting 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.

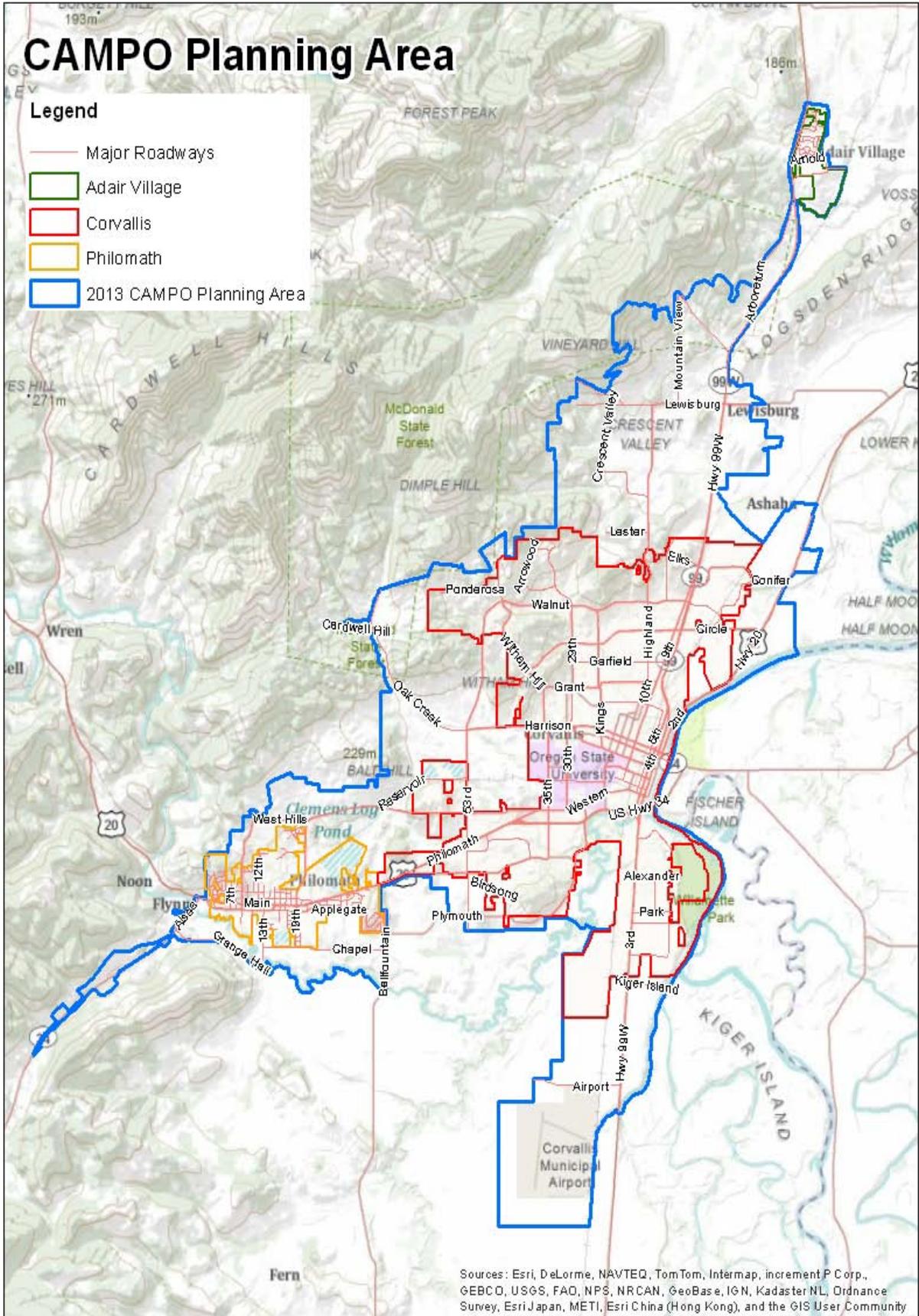
Status of Current and Upcoming Planning Activities

- **CAMPO's Transportation Safety Plan.** The development of Transportation Safety Plan began in FY 2013 and is expected to be complete by the end of FY14. Additional follow up work on the Transportation Safety Plan is being considered at this time. The extent and schedule of this follow up work will be determined in FY15.
- **Strategic Assessment of GHG Emissions.** CAMPO is currently working with ODOT on estimating the amount of GHG emission that the area will produce by 2035 as a result of implementing current transportation and land use plans. This work ensues Phase I of CAMPO's Scenario Planning and is scheduled for completion by the end of FY14. Phase II of this effort is included in this document as a placeholder for FY15 tasks. For additional information, please see P. 13. Further details on this task will be available following the results of discussions with ODOT.
- **Updating of the Transportation Demand Model.** CAMPO staff and the staff of jurisdictions within CAMPO are working with ODOT and ODOT's consultant on the updating of their portion of a travelshed model referred to as CALM. This work will be complete by or before the end of FY14.
- **Feasibility Study of a Second Transit Hub.** CAMPO is currently working on the feasibility of maintaining another transit hub within or near the OSU Campus. This study should be concluded by the end of FY14.
- **Short-Term Study of Governance and Funding Source for the Linn-Benton Loop Transit Service.** On February 11, 2014, a joint body of the Policy Boards of the Albany and Corvallis Areas MPOs requested staff of the two MPOs to work with stakeholder and review alternatives for establishing a funding mechanism and governance for the Linn-Benton Loop Transit Service. This study will be concluded in May 2014. Follow up work on this issue will continue throughout FY15. For more details, please see P. 18.

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

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:

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

Product

A well managed MPO operation.

120 – Development of MPO Work Program and Budget

Activities under this item will include:

121. Development of the FY16 Unified Planning Work program and its approval.
122. Development of the FY16 MPO operation budget and its approval.
123. Development of the FY16 Self Certification Process Document and its approval.

124. Updating of the Title VI Report.

125. Amendment of the FY15 Unified Planning Work Program for changes to both narratives and the budget.

Product

An FY16 UPWP and a Self Certification document by March 2015.
Amendments to the FY15 UPWP and the budget as warranted.

130 – MPO Administration

Activities under this item will include:

131. Maintenance of the MPO records and response to required paperwork.

132. Accounting and bookkeeping.

133. Preparation and submittal of Quarterly Reports to ODOT and US DOT.

134. Preparation of the agency’s financial audit.

135. Upkeep and maintenance of the agency’s website.

136. Attending organizational and personnel-related meetings.

Product

Compliance with federal and state transportation planning regulations

Estimated Completion Schedule

Subtask	Estimated Schedule
110 - MPO Operation	
111 – Working w/ Policy Board	Ongoing
112 – Holding Monthly Meetings	Ongoing
113 – Staff Supervision	Ongoing
114 – Attending Training, Conferences	Ongoing
115 – Transp. Planning coordination	Ongoing
116 – Public Outreach/Education	Ongoing
117 – Coordination with CWACT	Ongoing

120 - Development of MPO Work Program, Budget and Title VI Plan	
121 – UPWP Development	Feb. 2015
122 – Budget Development	Jan, Feb. 2015
123 – Self Cert Development	March. 2015
124 – Amendments	As Needed
130 - MPO Operation Administration	
131 – Records	Ongoing
132 – Accounting	Ongoing
133 – Quarterly Report	Every 3 Months
134 – Financial Audit	Once a year
135 – Website Maintenance	Ongoing
136 – Organizational Matters	Ongoing

Staff Effort and Cost

100 - Program Management
Percent of Effort = 33%

Task Component	Federal PL Fund	ODOT Match (Local)	Total PL
110 – Operation	\$32,207	\$3,686	\$35,893
120 – UPWP	\$17,893	\$2,048	\$19,940
130 – Admin	\$21,471	\$2,457	\$23,928
Total	\$71,570	\$8,192	\$79,761

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 FY15 will include:

1. Participation in the Development of the City of Corvallis' Transportation System Plan (TSP);
2. Participation in the Development of the City of Philomath's TSP;
3. Travel Forecasting Model (CALM)
4. Technical Assistance to the Corvallis School District's Safe Route to School project
5. Scenario Planning, Phase II.
6. Development of a Regional Transportation System Plan (RTSP), "a placeholder"

210 – City of Corvallis TSP

The City of Corvallis current TSP dates back to 1996. As such, the City is embarking on the development of a new TSP. The development of the City of Corvallis' TSP is anticipated to be a multi-year task and will be assisted by services of a consultant.

The MPO will collaborate with the City of Corvallis' staff, the consultant and ODOT to facilitate the development of the TSP. Activities under this task will include:

211. Participation in the stakeholder meetings and providing feedback;
212. Providing transportation related data;
213. Coordination of TSP with the Metropolitan Regional Transportation Plan.

Product

Support to the development of the City of Corvallis' TSP

220 – Philomath's TSP

The current City of Philomath's TSP has been developed in 1999 and it has been developed primarily to address the issue of the "Couplet," formed by US20/OR34 and Applegate Street through the downtown. As such, the City Philomath would benefit from the updating of its TSP. The development of Philomath's TSP is anticipated to be a multi-year effort and will use the assistance of a consultant. The city may need to apply for a TGM grant to secure funding for the development of the TSP.

The MPO will collaborate with the City of Philomath's staff, ODOT and the consultant for the development of the TSP. Activities under this task will include:

- 221. Assistance with the development of the TGM grant application;
- 222. Participation in the stakeholder meetings and providing feedback;
- 223. Providing transportation related data;
- 224. Coordination of TSP with the Metropolitan Regional Transportation Plan.

Product

Support to the development of the City of Philomath's TSP

230 – Travel Demand Model

The Corvallis Area MPO Travel Demand Model is being updated as part of a regional model called CALM. The MPO will review the output of the model for accuracy and test of reasonableness. There will be additional exchange of data between the MPO and the ODOT's Planning Analysis Unit (TPAU). The MPO also may require running of the model for its Scenario Planning or the City of Corvallis and Philomath TSP development.

Activities under this task will include:

- 231. Review and analysis of the model output;
- 232. Provision of local transportation and socio-economic data to TPAU;
- 233. Requesting model run for testing various transportation system scenarios.

Product

Quantitative analysis of transportation planning, policies and decisions

240 – Corvallis School District's Safe Route to School

In 2013 the Corvallis School District in partnership with Benton County's Health Department and CAMPO applied for a received a Non-Infrastructure Safe Route to School. This 3-year application was approved and is being implemented. CAMPO's contribution to this project includes:

- 241. Providing technical assistance to the project
- 242. Development of GIS maps as required by the project.

Product

A well developed Non-Infrastructure Safe Route to School Project.

250 – Scenario Planning, Phase II

Purpose

The purpose of this task is to determine which set of policies and measures will be the most effective in reducing the area's GHG emissions.

Background

The Oregon Legislature directed ODOT and the Department of Land Conservation and Development (DLCD) to develop guidelines for reducing Greenhouse Gas (GHG) emissions in Oregon. The guidelines developed by ODOT and DLCD include the conduct of Scenario Planning as a planning tool in reducing GHG emissions. Currently the Legislation requires the Portland Metro MPO and the Eugene/Springfield MPO to perform Scenario Planning. Although the conduct of Scenario Planning is not required of the balance of the Oregon MPOs, it is strongly recommended by ODOT and DLCD.

In FY13 CAMPO evaluated the feasibility of conducting Scenario Planning in the Corvallis Area MPO. Following meetings with representatives of the State and the evaluation of the task, the Policy Board decided to undertake Scenario Planning for the Corvallis Area MPO.

In FY14 CAMPO entered into an Intergovernmental Agreement (IGA) with ODOT to perform the first phase of Scenario Planning titled: Strategic Assessment of GHG Emissions. Per the IGA, CAMPO provided local data and the projection of land use and transportation related activities to ODOT for input into the GreenSTEP Model. The model, in turn, would estimate the amount of GHG produced in the CAMPO area in 2035.

Phase II of Scenario Planning will be to develop alternative policies and measures for input into the model and evaluating the impacts of those policies and measures in reducing the area's GHG emissions. These evaluations will reveal which bundle of policies and measures will return the highest benefits in reducing the area's GHG emissions.

Phase II of Scenario Planning will be further defined in details in an IGA between ODOT and CAMPO.

Product

Identification of transportation policies and socio economic measures that would return the highest levels of GHG emission reductions to the community

260 – Development of a Regional Transportation System Plan

Purpose

The purpose of this task is to comply with the State of Oregon Transportation Planning Rules (TPR, 0060-12).

Background

In the past CAMPO's transportation planning efforts have not focused on compliance with the state requirements of TPR. As the cities of Corvallis and Philomath are embarking on the development of their Transportation System Plans (TSPs), opportunities arise for CAMPO to begin the development of a Regional Transportation System Plan.

This 2-year task will begin when the development of the local TSPs has demonstrated substantial progress. The funding for this task will be fully provided by the State of Oregon.

This write up is to serve as a placeholder for the inclusion of this task which is contingent upon the availability of further detailed information on development and completion schedule of the City of Corvallis TSP, as well as on the required funding. Upon the availability of this information, the FY2015 UPWP and its associated budget will be amended for the inclusion of this task.

Product

A Regional Transportation System Plan for the CAMPO Planning Area in compliance with requirements of TPR

Estimated Completion Schedule

Subtask	Estimated Schedule
210 – Corvallis TSP	
214. Participation in the meetings;	Ongoing
215. Providing transportation related data;	Ongoing
216. Coordination of TSP with RTP.	4 th Quarter

220 – Philomath TSP	
221. Assistance with the TGM grant app;	Prior to FY15
222. Participation in the meetings;	Ongoing
223. Providing transportation related data;	Ongoing
224. Coordination of TSP with RTP.	4 th Quarter

230 – Travel Demand Model	
231. Review and analysis of the model output	1st Quarter
232. Provision of local data to TPAU	Ongoing
233. Requesting model run for scenarios.	4th Quarter

240 - Corvallis School District’s Safe Route to School	
241. Providing technical assistance;	Ongoing
242. Development of GIS maps.	Ongoing

250 – Scenario Planning, Phase II	
Subtask	Estimated Schedule
251. To be Determined by the IGA	1 st Quarter 2 nd Quarter 3 rd Quarter 4 th Quarter

Staff Effort and Cost

**200 - Long Range Transportation Planning
Percent of Effort = 33%**

Task Component	Federal PL Fund	ODOT Match (Local)	Total PL
210 – Corvallis TSP	\$20,604	\$2,358	\$22,961
220 – Philomath TSP	\$11,473	\$1,313	\$12,786
230 – Travel Demand Model	\$9,055	\$1,036	\$10,092
240 - School District SR2S	NA	NA	\$3,000
250 – Scenario Planning	NA	NA	\$25,000
Total	\$41,132	\$4,708	\$73,839

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:

310 – Transit Planning

Transit services in the Corvallis Area MPO are provided by the Corvallis Transit System (CTS) and Benton County Special Transportation Fund (STF) Program. Interurban transit 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 recipient of the FTA's Sections 5307 funds in the MPO Area. The Philomath Connection, a component of the CTS, runs between the City of Corvallis and Philomath. The City of Corvallis Transit System contributes 'in-kind' match to the MPO's transit planning dollars (FTA's Section 5303). Benton County has also agreed to provide in-kind match for a portion of the required match.

MPO staff and the City of Corvallis transit authorities cooperate closely for the improvement of the area's transit service. The Corvallis Area Metropolitan Transportation Plan has been developed and updated in consultation with the City's transit authorities and the Transit Master Plan. In FY08 and FY09 the MPO worked with CTS and the Albany Transit System (ATS) to coordinate transit services in the region. In FY10 the MPO worked on the financial feasibility of extending a transit route to the City of Adair Village in cooperation with the City of Adair Village City Council and CTS. This work led to inauguration of service between the City of Adair Village and Corvallis operated by Benton County. Currently the MPO is looking into the feasibility of establishing another transit hub within or near the OSU Campus.

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:

311. Assistance with securing funding for the current transit services and its expansion.
312. Assistance to CTS with the programming of transit projects and their funding processes.
313. Providing transit-related information collected from federal and state agencies and technical assistance to the area's transit providers.
314. Participate in, collaborate with and provide technical assistance to the development of the City of Corvallis Transit Development Plan, as a standalone document that supplements the TSP.

315. Work on the coordination of transit services within the MPO Area and beyond for a seamless transfer on the east-west corridor between the City of Philomath and the City of Albany. Staff's involvement in the Linn-Benton Loop Service is expected to increase.

Product

Enhanced transit service planning

Provision of financial and operational information

Supported Transit Plan

Coordinated transit service within the MPO and between the two adjacent MPOs

320 – Investigation of Better Connectivity between Albany and Corvallis

Purpose

The purpose of this task is to identify transit improvement measures that would provide better connectivity between the Corvallis and Albany areas.

Description

The area's major employers, OSU, the Good Samaritan Medical Center and Hewlett Packard Co., 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.

The Oregon Passenger Rail project analyzed several routes and options for a higher speed passenger rail service between Eugene and Portland. The option of a service through the City of Corvallis was not selected due to its additional travel length, higher cost and environmental issues. The Oregon Passenger Rail Leadership Council, however, acknowledged and emphasized the need for finding a public transportation solution for the corridor.

On February 11, 2014, the Policy Boards of the Corvallis and Albany Areas MPOs directed their respective staff to evaluate alternatives and recommend preferred alternatives for a reliable funding mechanism and appropriate governance for the Linn-Benton Service. It is anticipated that the work required for the implementation of those directives will extend well into FY15.

Activities under this task will include:

- 321. Establishing the need for a more reliable public transportation service between the cities of Corvallis and Albany as well as between the trip generators in the two cities. Examples of the trip generators are the educational institutions and the Albany Railroad Depot.
- 322. Pursuing and securing a reliable funding mechanism for the service
- 323. Establishing an efficient form of governance and organizational structure for the service
- 324. Exploring the most appropriate mode of transportation and technology for the corridor

This activity will be spearheaded by the Policy Boards of the two MPOs with the staff of the two MPOs providing the technical support. The study will be conducted in collaboration with the ODOT's Public Transit and Rail Division and the Federal Transit Administration (FTA). The completion of this task may extend into FY16.

Product

Improved connectivity between the Albany and Corvallis areas via public transportation

Estimated Completion Schedule

Subtask	Estimated Schedule
310 – Transit Planning	
311 – Assistance with funding of transit	As needed
312 – Assistance with programming	Ongoing
313 – Providing transit-related information	Ongoing
314 – Assistance with Transit Plan	3 rd Quarter
315 - Coordination of transit services	Ongoing
320 – Investigation of Better Connectivity	
321. Establishing the need for a more reliable service;	1 st Quarter
322. Pursuing and securing a reliable funding mechanism;	2 nd Quarter
323. Establishing an efficient form of governance;	3 rd Quarters
324. Exploring the most appropriate mode of transportation.	4 th Quarter

Staff Effort and Cost

300 – Short Range Transportation Planning (Transit)
Percent of Effort = 23.2034%

FTA	Corvallis In-Kind Match	County In-Kind Match	Total IN-Kind Match	Grand Total
\$56,083	\$10,516	\$3,505	\$14,021	\$70,104

Breakdown of FTA Fund by Subtask

		FTA	Corvallis In-Kind	County In-Kind	Total (FTA + Match)
311	Assistance with funding	\$ 5,608	\$ 1,052	\$ 351	\$ 6,660
312	Assistance with Programming	\$ 5,608	\$ 1,052	\$ 351	\$ 6,660
313	Providing Transit Related Info	\$ 5,608	\$ 1,052	\$ 351	\$ 6,660
314	Assistance with Transit Plan	\$ 5,608	\$ 1,052	\$ 351	\$ 6,660
315	Coordination	\$ 5,608	\$ 1,052	\$ 351	\$ 6,660
Total		\$ 28,042	\$ 5,258	\$ 1,753	\$ 33,299
321	Establish the need	\$ 7,010	\$ 1,314	\$ 438	\$ 8,325
322	Securing Funding Source	\$ 7,010	\$ 1,314	\$ 438	\$ 8,325
323	Establishing Governance	\$ 7,010	\$ 1,314	\$ 438	\$ 8,325
324	Exploring the technology	\$ 7,010	\$ 1,314	\$ 438	\$ 8,325
Total		\$ 28,042	\$ 5,258	\$ 1,753	\$ 33,299
Grand Total		\$ 56,084	\$ 10,516	\$ 3,506	\$ 70,105

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 criteria for funding prioritization of candidate projects under STIP Program, development of five consecutive MTIP documents since 2004.

Components of this task are:

410 – Complete Development of FY15-18 TIP

The majority of work on the development of FY15-18 TIP and inclusion in the STIP should have been done before the beginning of FY15. It is anticipated that some of this work would spill over into FY15. This would be related to the coordination of MTIP with STIP and the quality assurance that the entire MTIP is included into the STIP.

Product

An adopted FY2015-2018 TIP incorporated into FY15-18 STIP

420 – TIP Amendment

This task provides for the necessary amendments to the FY15-18 and 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 incorporated into STIP.

430 – TIP Project Tracking and Funding

This task provides for tracking the implementation of the projects in the TIP and STIP, tracking of the STIP fund and maintaining the Corvallis Area MPO's STIP Balance. This task will be performed throughout the year as applications for implementation of projects are submitted by jurisdictions.

Product

Readily Available STIP balance and list of Obligated Projects.

Estimated Completion Schedule

Subtask	Estimated Schedule
410 – Complete Development of FY15-18 TIP	1st Quarter
420 – TIP Amendments	As Needed
430 – Project and Fund Tracking	Ongoing

Staff Effort and Cost

**400 - Transportation Programming
Percent of Effort = 12.1%**

Task Component	Federal PL Fund	ODOT Match (Local)	Total PL
410 – Complete FY15-18 TIP	\$11,809	\$1,352	\$13,161
420 – TIP Amendment	\$2,624	\$300	\$2,924
430 – Project & Fund Tracking	\$11,809	\$1,352	\$13,160
Total	\$26,242	\$3,004	\$29,246

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—Philomath Couplet TIGER Project

ODOT in partnership with the City of Philomath will be developing an application for the improvement of the Philomath Couplet (US20/OR34) under the Transportation Investment Generating Economic Recovery (TIGER). Upon the approval of this application the MPO will coordinate this project within the MPO area.

Product

Improved Philomath Couplet

520 – Oregon Passenger Rail

In the past CAMPO participated and monitored the selection of alternative routes for the Draft Environmental Impact Statement (EIS). The development of the draft EIS is currently underway. Involvement in this project is of interests to CAMPO.

Product

Serving the interests of CAMPO by remaining involved in the development of the Oregon Passenger Rail

Estimated Completion Schedule

Subtask	Estimated Schedule
510 - TIGER Grant	Ongoing
520- Oregon Passenger Rail	Ongoing

Staff Effort and Cost

500 - Transportation Projects Coordination Percent of Effort = 1.14.0%

Task Component	Federal PL Fund	ODOT Match (Local)	Total PL
Philomath TIGER grant	\$1,741	\$199	\$1,940
Oregon Passenger Rail	\$746	\$85	\$831
Total	\$2,487	\$285	\$2,771

Other Transportation Planning Activities in the MPO Area

For Information Purpose Only

Statewide Effort: Oregon Sustainable Transportation Initiative (OSTI)

And

Statewide Transportation Strategies (STS)

The 2010 Oregon Legislature passed Senate Bill 2059, a statewide, comprehensive bill aimed at reducing greenhouse gas (GHG) emissions from transportation. SB 1059 names the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD) as the lead agencies in implementing its requirements. ODOT and DLCD are to:

- *Coordinate and consult with stakeholders, local governments, Metropolitan Planning Organizations (MPOs) and other state agencies to develop a state-level strategy to reduce greenhouse gases from transportation.*
- *Develop a toolkit to assist local governments and MPOs in reducing greenhouse gases from transportation.*
- *Develop guidelines for scenario planning, and provide information to LCDC to set transportation-related greenhouse gas reduction targets for areas served by metropolitan planning organizations.*
- *Conduct outreach and education to the public.*
- *Work with local governments within areas served by an MPO to consider what actions they might take, transportation-wise, to reduce greenhouse gases in the short-term.*

Several transportation planning documents with direct impacts on the work of MPOs are being developed by the Oregon Sustainable Transportation Initiative (OSTI). These are:

- *Statewide Transportation Strategies*
- *Technical Report on GHG Reduction*
- *Toolkit Report*
- *GHG Reduction Target and Rulemaking Report*
- *Scenario Planning Report*

CAMPO staff has served on the Technical Advisory Committee of STS and has actively participates in the meetings of STS Steering Committee, the Target and Rulemaking Committee, Toolkit development and the Scenario Planning Committee.

Corvallis Sustainability Coalition Plan

The Corvallis Sustainability Coalition is a network of organizations and individuals formed in 2007 to bring together businesses, non-profits, faith communities, educational institutions, and governmental entities to accelerate the creation of a sustainable community - one that values environmental quality, social equity, and economic vitality.

The Coalition's four guiding objectives are:

- 1. Reduce and ultimately eliminate our community's contribution to fossil fuel dependence and wasteful use of scarce metals and minerals. Use renewable resources whenever possible.*
- 2. Reduce and ultimately eliminate our community's contribution to dependence upon persistent chemicals and wasteful use of synthetic substances. Use biologically safe products whenever possible.*
- 3. Reduce and ultimately eliminate our community's contribution to encroachment upon nature, e.g., land, water, wildlife, forests, soil, ecosystems, and Protect natural ecosystems.*
- 4. Support people's capacity to meet their basic needs fairly and efficiently.*

The Coalition has developed a Community Sustainability Action Plan that is being implemented.

Staff participates in the meetings of the Corvallis Sustainability Coalition and particularly in their meetings of the Transportation Action Team.

OSU- City of Corvallis Collaboration

In an effort to enhance the livability of the Corvallis community and minimize the impacts of growth associated with Oregon State University, the city of Corvallis and Oregon State have launched a Collaboration Project that utilizes an extensive planning and citizen involvement process.

The Project utilizes four citizen work groups to evaluate current matters and concerns associated with traffic and parking; planning and housing issues; and livability matters in neighborhoods nearby the university.

A joint steering committee made up of city and OSU representatives oversees the overall Collaboration Project, as well as the three work groups.

The work groups will engage with community and campus stakeholders – as well as planning, housing and traffic experts – to evaluate and recommend potential solutions and new strategies to the Corvallis City Council and the leadership of Oregon State University.

Priority topics to be addressed include:

- *neighborhood parking*
- *code enforcement*
- *infill design*
- *rental housing codes*
- *traffic mitigation*
- *housing density in OSU neighborhoods*

FY15 Budget

FY2015 Revenue

Funding Source	Breakdown	\$ Amount	Estimated Carryover	Total
PL	Federal (FHWA)	\$ 127,972	\$ 13,460	\$ 141,432
	ODOT Match	\$ 14,647	\$ 1,540	\$ 16,187
	Total	\$ 142,619	\$ 15,000	\$ 157,619
Section 5303	Federal (FTA)	\$ 51,083	\$ 5,000	\$ 56,083
	In-Kind Match (Corvallis & Benton County)	\$ 12,771	\$ 1,250	\$ 14,021
	Total	\$ 63,854	\$ 6,250	\$ 70,104
Grants	Scenario Planning, II	\$ 25,000		\$ 25,000
	School District SR2S	\$ 3,000		\$ 3,000
Total	Total Cash*	\$ 221,702	\$ 20,000	\$ 241,702
	Total Labor	\$ 12,771	\$ 1,250	\$ 14,021

Note: Rounding may have caused up to \$2 up and down.

Carryover amount is according to the best estimate and is subject to amendment.

FY15 Expenses

Cost	Amount	Percent
Personnel	\$137,199	56.8%
Board/Committees/Meetings	\$ 500	0.2%
CED Administration	\$ 10,261	4.2%
Advertising	\$ 500	0.2%
Contract/Contingency	\$ 65,109	26.9%
Copying	\$ -	0.0%
Dues/Memberships	\$ 765	0.3%
Bank Charge	\$ -	0.0%
Finance Indirect	\$ 2,939	1.2%
Indirect Expense	\$ 3,282	1.4%
Legal Services	\$ -	0.0%
Postage	\$ 100	0.0%
Printing	\$ 2,000	0.8%
Rent	\$ 7,496	3.1%
Supplies	\$ 3,000	1.2%
Technology Group	\$ 2,851	1.2%
Telephone	\$ 1,200	0.5%
Training	\$ 500	0.2%
Travel	\$ 4,000	1.7%
Total	\$241,702	100%

Total Revenue	Total Expenses
\$241,702	\$241,702

Share of Expenses for FTA Section 5303 Fund

Cost	Section 5303	Percent	In-Kind	Total
Personnel	\$ 31,835	75%	\$10,516	\$ 42,350
Board/Committees/Meetings	\$ 116		\$ -	\$ 116
CED Administration	\$ 2,381		\$ -	\$ 2,381
Advertising	\$ 116		\$ -	\$ 116
Contract/Contingency	\$ 15,107		\$ -	\$ 15,107
Copying	\$ -		\$ -	\$ -
Dues/Memberships	\$ 178		\$ -	\$ 178
Bank Charge	\$ -		\$ -	\$ -
Finance Indirect	\$ 682		\$ -	\$ 682
Indirect Expense	\$ 762		\$ -	\$ 762
Legal Services	\$ -		\$ -	\$ -
Postage	\$ 23		\$ -	\$ 23
Printing	\$ 464		\$ -	\$ 464
Rent	\$ 1,739		\$ -	\$ 1,739
Supplies	\$ 696		\$ -	\$ 696
Technology Group	\$ 662		\$ -	\$ 662
Telephone	\$ 278		\$ -	\$ 278
Training	\$ 116	25%	\$ 3,505	\$ 3,621
Travel	\$ 928		\$ -	\$ 928
Total	\$ 56,083		\$14,021	\$ 70,104

Glossary of Acronyms

ACS	American Community Survey
ATS	Albany Transit System
BETC	Business-Energy Tax Credits
CAMPO	Corvallis Area Metropolitan Planning Organization
CED	Community and Economic Development Department of OCWCOG
CTS	Corvallis Transit System
CWACT	Cascades West Area Commission on Transportation
GHG	Green House Gases
Green STEP	Greenhouse Gas Strategic Transportation Energy Planning
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
OSTI	Oregon Sustainable Transportation Initiative
PL Fund	Funds allocated to Metropolitan Transportation Planning activities
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 5339	FTA's program for financing capital projects related to bus purchase and facility.
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
STF	Special Transportation Fund
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAZ	Transportation Analysis Zone
TGM	Transportation Growth Management
TIP	Transportation Improvement Program
TPAU	Transportation and Planning Analysis Unit of ODOT
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation
UZA	Urbanized Area