

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



**Fiscal Year 2016-2017**

**Unified Planning Work Program (UPWP)**

**Approved by the CAMPO Policy Board on April 13, 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)

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**RESOLUTION No. 16-01**

**FOR THE PURPOSE OF APPROVING THE FY2016-2017 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 13th Day of April 2016**

**APPROVED:**

By:   
\_\_\_\_\_  
**Mayor Rocky Sloan, Chair**  
Corvallis Area MPO

**ATTESTED:**

By:   
\_\_\_\_\_  
**Ali Bonakdar, Director**  
Corvallis Area MPO



## TABLE OF CONTENTS

<b>Chapter</b>	<b>Page</b>
Chapter I - Introduction	1
Chapter II – Planning Tasks	9
Task 100 – Program Management	9
Task 200 – Long Range Transportation Planning	12
Task 300 – Public Transportation Planning	15
Task 400 – Transportation Programming	20
Task 500 – Transportation Project Coordination	22
Chapter III – Other Transportation Planning Activities in the MPO Area	23
Chapter IV - MPO’s Unfunded Projects	24
Chapter V – Budget Summary	25
Glossary of Acronyms	28

## **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](http://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.

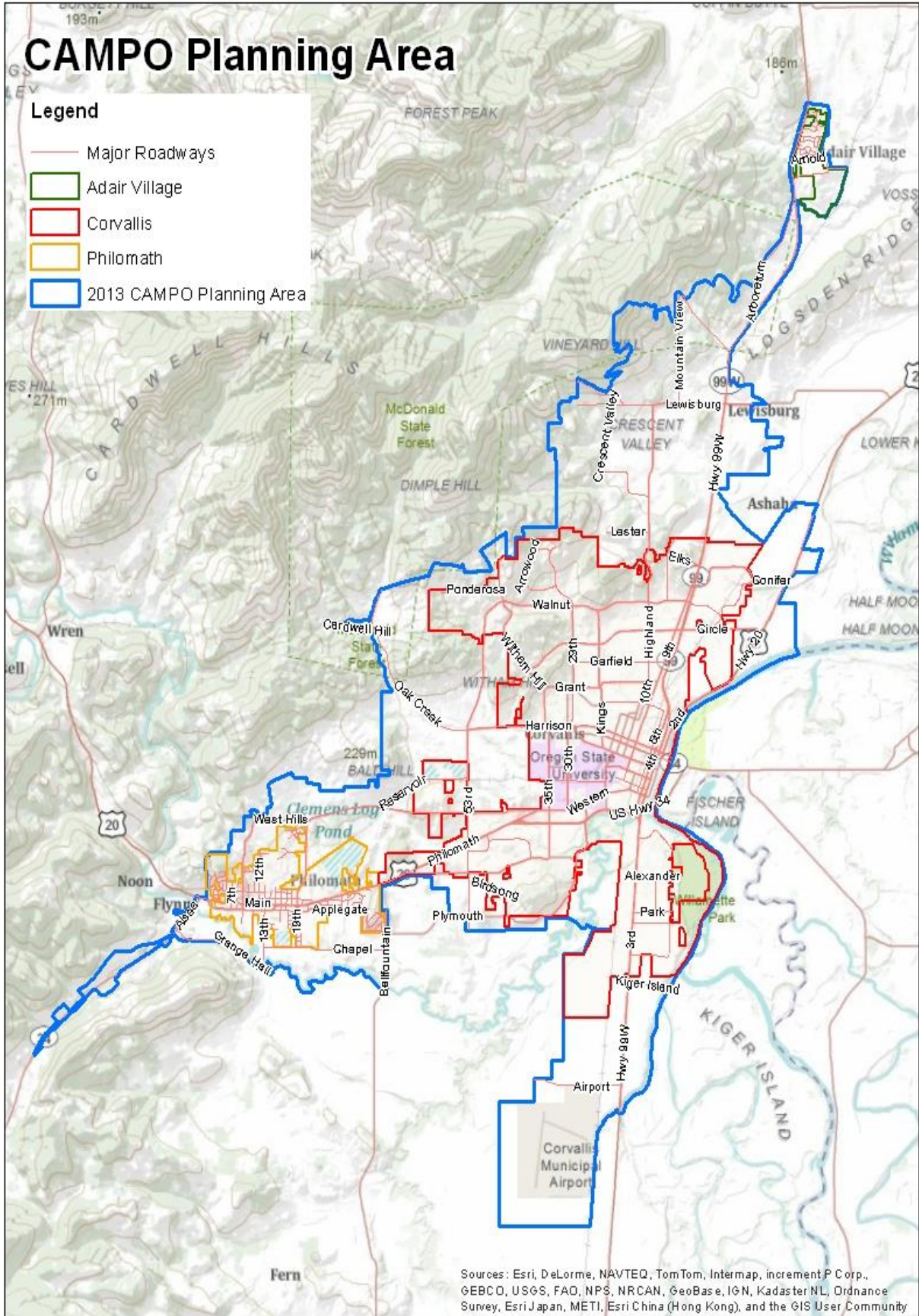
- **Feasibility Study of Converting Corvallis Transit System Fleet from Diesel to Compressed Natural Gas (CNG)**

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**

<b>Subtask</b>	<b>Estimated Schedule</b>
<b>110. MPO Operation</b>	
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



<b>120. Development of MPO Work Program and Budget</b>	
UPWP Development	Feb. 2017
Budget Development	Jan, Feb. 2017
Self Cert Development	March. 2017
Amendments	As Needed
<b>130. MPO Operation Administration</b>	
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%**

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

## **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**

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

**Staff Effort and Cost**

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

<b>Task Component</b>	<b>Federal PL Fund</b>	<b>ODOT Match (Local)</b>	<b>Total PL</b>
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
<b>Total</b>	<b>\$85,125</b>	<b>\$9,742</b>	<b>\$94,867</b>

## **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](http://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 Transit 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-HSTP 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 and 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-HSTP;
- Providing technical assistance and planning data to the development of the CPT-HSTP;
- Participation in the meetings of CPT-HSTP development.

**Product**

A coordinated Benton County CPT-HSTP



**Estimated Completion Schedule**

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

**Staff Effort and Cost**

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

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

## **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**

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

**Staff Effort and Cost**

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

<b>Task Component</b>	<b>Federal PL Fund</b>	<b>ODOT Match (Local)</b>	<b>Total PL</b>
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
<b>Total</b>	<b>\$21,281</b>	<b>\$2,435</b>	<b>\$23,716</b>

## 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. This is a locally initiated project.

### Product

Coordination of OR34 Management Plan

### Estimated Completion Schedule

<b>Subtask</b>	<b>Estimated Schedule</b>
<b>510. US 20 Safety Study</b>	1 <sup>st</sup> Quarter
<b>520. OR34 Management Plan</b>	1 <sup>st</sup> Quarter

### Staff Effort and Cost

#### 500 - Transportation Projects Coordination Percent of Effort = 2%

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

**Chapter III**  
**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 Corvallis Transit Development Plan
4. City of Corvallis Climate Action Plan
5. City of Philomath TSP Update
6. Benton County TSP Update
7. City of Adair Village TSP as part of Benton County TSP
8. US 20 Safety Study
9. OR 34 Scenic Byway Designation
10. Corvallis School District Safe Route to School
11. City of Philomath Streetscaping Project
12. Oregon State University's Transportation Plan and Campus District Plan

**Chapter IV**  
**MPO's Unfunded Projects**  
**For Information Purpose Only**

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, particularly, for compliance with requirements of the American with Disabilities Act. (ADA).
- 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 V**

# **Budget Summary**

**FY2017 Revenue\***

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

\*. The dollar amounts are according to the best estimates and information available at the time of developing the budget.



**FY17 Expenses\***

<b>Cost</b>	<b>Amount</b>	<b>Percent</b>
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%
<b>Total</b>	<b>\$ 237,170</b>	<b>100%</b>

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

## Glossary of Acronyms

ATS	Albany Transit System
CAMPO	Corvallis Area Metropolitan Planning Organization
CED	Community and Economic Development Department of OCWCOG
CAP	Climate Action Plan
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 <sup>st</sup> 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