



## CORVALLIS AREA Metropolitan Planning Organization

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

**Policy Board Meeting**  
**Wednesday, April 10, 2019**  
**4:00 pm to 6:00 pm**

**Philomath Police Department**  
**Policy Conference Room; 1010 Applegate Street,**  
**Philomath, OR**

### AGENDA

- |              |  |                                  |
|--------------|--|----------------------------------|
| <b>I.</b>    | <b><u>Call to Order</u></b>  | Policy Board Chair, Barbara Bull |
| <b>II.</b>   | <b><u>Agenda Review</u></b>  | Chair                            |
| <b>III.</b>  | <b><u>Minutes of March 13, 2019 Meeting</u></b><br><i>Review and decision on minutes. (Attachments A)</i><br><b>ACTION: Decision</b>   | Chair                            |
| <b>IV.</b>   | <b><u>Previous Meeting Business</u></b><br><i>-CAMPO Glossary</i><br><i>-Regional Boundary Map</i><br><i>-Member binders</i>   | Meltzer                          |
| <b>V.</b>    | <b><u>CAMPO FY20 UPWP</u></b> (Attachment B)<br><i>Review of changes to UPWP after state and federal review and adoption.</i><br><b>ACTION: Decision</b>   | Meltzer                          |
| <b>VI.</b>   | <b><u>Capacity Improvements on Highway 20 Letter</u></b> (Attachment C)<br><i>CAMPO received a letter from some member communities regarding congestion on Highway 20</i><br><b>ACTION: Discussion</b> | All                              |
| <b>VII.</b>  | <b><u>Regional Performance Measures</u></b> (Attachment D1 & D2)<br><i>Continued discussion on the memo provided at the last meeting</i><br><b>ACTION: Discussion</b>                                  | All                              |
| <b>VIII.</b> | <b><u>General Updates</u></b><br><i>CAMPO Staff Report</i><br><i>Jurisdictional Reports</i>  | Chair                            |
| <b>IX.</b>   | <b><u>Other Business &amp; Announcements</u></b>   | Chair                            |

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

**METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD MEETING  
Wednesday, March 13, 2019  
ODOT Corvallis Office  
MINUTES**

**Policy Board Members Present:** Barbara Bull, Eric Niemann, Alan Rowe, and Pat Malone

**Policy Board Members Absent:** John Huestis

**Alternates Present:** Mary Steckel, James Feldmann, and Gary Stockhoff

**Staff Attending:** Nick Meltzer, Stephanie Nappa, Phil Warnock, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Call to Order	The Chair Barbara Bull called the meeting to order at 4:00 pm.	
II. Agenda Review		<b>There were no changes to the agenda.</b>
III. Minutes of February 13, 2019	Councilor Bull thanked staff for the detailed minutes of February 13 <sup>th</sup> .	<b>Consensus by the Policy Board to approve the February 13, 2019 meeting as presented.</b>
IV. Previous Meeting Business	<p>Staff Nick Meltzer advised that the CAMPO glossary and Regional boundary map will be presented at the next meeting. He questioned members if it would be helpful for staff to create a binder for Board members with all pertinent CAMPO information. Bull and Mayor Niemann noted that it would be very helpful to them. Bull advised that Mary Steckel was working on a document of decision making authority, funding, and other helpful transportation information that might be useful in the binder. Steckel said she could send that to staff.</p> <p>Safe Lane Coalition – Meltzer briefly reviewed Attachment B with members. The policy board can consider the following options, among others:</p> <ol style="list-style-type: none"> <li>1. Staff can explore timing and funding opportunities for a Safe Routes to School/Safe Benton County position</li> </ol>	

	<ol style="list-style-type: none"> <li>2. Staff can prepare a memo to submit to regional safe routes coordinators or district staff</li> <li>3. Staff can dedicate time to working with regional school officials to implement the signs over the spring</li> </ol> <p>Niemann questioned if there is a way to promote awareness through monthly school board/district meetings. Feldman noted that the non-infrastructure ODOT program has education built into it. Niemann advised that in Philomath on 19<sup>th</sup> and Applegate there is a choke point to get to the school that needs to be addressed.</p> <p>Meltzer stated that staff could present to the school Board what was heard from Lane Coalition. He noted that CAMPO could work with the COG to find funding for a Regional Safe Routes to School (SRTS) Coordinator. Steckel stated that this could be redundant and it may be best for local programs to work on this outreach.</p> <p>Bull questioned if there was a Regional Transportation Demand Management (TDM) staff. COG Staff Phil Warnock advised that the COG got involved with SRTS a few years ago when it was noted that some schools didn't have a very robust SRTS program. COG is hoping to ramp back up and look for opportunities such as where a coordinator type of positions would be needed. COG could look into whether this is scalable, if there is an interest for a part time coordinator. He went on to note that this does not need to come from an MPO funding source, but a resource for the Region through other means.</p> <p>Bull questioned if there could be a discussion with the school on what their interests are.</p> <p>Feldman sated that it's important to ensure Jenna Berman does not get pulled into SRT, as she is not in that position.</p>	
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	<p>Niemann stated that the school board has a liaison that between the council and school district, and that there is also school officers. He stated that their participation would be warranted.</p> <p>Steckel suggested that it would be best to go to them when they are already meeting.</p> <p>Meltzer advised that CAMPO staff can work with COG to come up with a plan on how to make this work and have the safe lane staff make a presentation to school board.</p> <p>Warnock stated that it would be good to offer ways to increase the opportunities.</p> <p>Steckel wanted to make sure members noted that if the funding source for a Regional SRTS Coordinator came for CAMPOs STBG funds, currently those are all going towards preservation and improvement projects.</p> <p>Warnock advised that those are not the intentions and that COG would be looking to apply for additional funds.</p> <p>Meltzer stated that staff will provide an update on this work to members at their next meeting.</p> <p>Niemann suggested that a school board calendar from each community be emailed to staff.</p>	
<p>V. Loop Board Business</p>	<p>Meltzer reported that in January CAMPO Policy Board member, Pat Malone volunteered to attend the February meeting. Meltzer noted that a Loop Board representative needs to be officially appointed. Malone is welcomed to serve if he wishes to and there are no objections.</p> <p>Meltzer went on to state that at the February meeting of the Loop Board, the Board approved updating the IGA to accept an at-large member. This request was made by Linn County Commissioner Roger Nyquist in order</p>	<p><b>Malone agreed to continue to serve as the Loop Board member. Members met consensus.</b></p> <p><b>Malone moved to amend the IGA as presented.</b></p>

	<p>for Hal Brauner, former City of Corvallis Councilor to continue to serve on the Loop Board.</p> <p>Malone stated that he has interest in a combined AAMPO-CAMPO MPO. Mary Steckel stated that AAMPO and CAMPO have had those conversations, but there has been hesitancy due to transit funds and how the City of Corvallis meets performance measures that allows them to receive additional funds. If the two MPOs combine, the performance measures may not be met, and those funds would be lost.</p> <p>Members agreed that the discussion opens up a lot of opportunity to find out why we are, where we are.</p> <p>Steckel stated that it all comes down to funding, and that if the MPOs are combined, there is more competition for funds.</p> <p>Bull advised that it would be helpful to have a joint AAMPO/CAMPO Policy Board meeting.</p>	<p><b>Nieman seconded. Members met Consensus.</b></p>
<p>VI. Electric Bus Study</p>	<p>Meltzer stated that the previous fiscal year, CAMPO did a compressed gas study. There were concerns with it due to fracking so the next iteration of the study is on electric busses.</p> <p>Stephanie Nappa went on to review the feasibility study. Nappa advised that the study includes literature review, bus information, and summaries of interviews with agencies implementing electric busses or that are looking to implement electric busses. It also includes a brief overview of Corvallis's needs and challenges, as well as a proposed cost.</p> <p>Meltzer advised that Campos's responsibility is to provide the technical assistance and provide a recommendation, however, it is up to the City to make a decision. He noted that at the last Benton County STIF meeting for transit funding, it was stated that the City of Corvallis would be purchasing electric busses.</p>	<p><b>Meltzer advised that staff will update the feasibility study based on the TAC and Board's comments and provide a final draft at an upcoming meeting.</b></p>

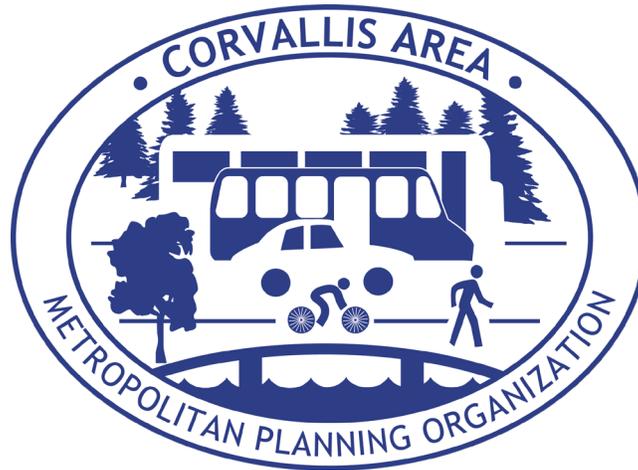
	<p>Mary Steckel clarified that it is part of the Transit Development Plan and the direction the City wants to go. However, there are questions that still need to be answered. She noted that she appreciates the concise information put together by CAMPO staff. She questioned if there was a way in the comparison, to talk about the current costs such as disposal of batteries.</p> <p>Meltzer advised that one of the takeaways from the interviews was that smaller agencies were diving in and seeing how it things would go, while larger agencies were doing studies prior to going head on.</p> <p>Meltzer went on to note that staff received feedback from the CAMPO TAC to check on the range of current the current transit system.</p> <p>Feldmann stated that he would like to see more specifics as to why other agencies want electric buses.</p> <p>Malone questioned if there are there other funds for electric buses. Nappa answered that the Governor has a desire for transitioning to electric buses and it is possible that funds may come out of those discussion.</p> <p>Malone questioned if the charging station costs are specific to a manufacturer. Nappa stated that they are not.</p> <p>Steckel questioned if an electric car could also fuel up on a bus station. The answer was that the bus stations are wireless and specific for busses.</p>	
<p>VII. State Transportation Improvement Process</p>	<p>Meltzer advised that the list of project for the 2021-2024 (STIP) is due to the State in September. The CAMPO area receives roughly \$800 thousand a year to spend on projects. CAMPO need to decide what to allocate funds for by December.</p> <p>Members questioned the process, and Steckel noted that historically, the TAC works on the project list and the Policy Board makes final approval.</p>	

	<p>She also noted that federal funds need to be spent on arterial and collectors.</p> <p>Bull asked for a briefing of the history of the STIP project list process.</p>	
<p>VIII. Regional Performance Measures</p>	<p>Meltzer stated that goal 12, the transportation planning rule has certain requirements for local TSPs. During the most recent update, the City of Corvallis did not show a 5% reduction in their VMTs. This enacted alternative measures. The rule governing this, is under review and subject to change with the understanding that broadly, what is being worked on is reducing congestion by single-travel motor vehicles. The Board felt that it was important to see how it could be tracked over time.</p> <p>When asked, Meltzer clarified that if any City within the MPO does not meet the threshold, the alternative measures have to be set and decided upon at a regional level through the MPO. The measures also need to be approved by the individual communities. CAMPO decided to work on this as an MPO, therefore staff will work with the MPO, then with each member jurisdiction.</p> <p>Meltzer advised that he has a proposed goal that CAMPO could work towards and proposed objectives. He would like approval on those and discuss performance measures in April. He went on to review the proposed goals.</p> <p>Meltzer advised that the regional performance measures are required by the State, whereas a regional performance plan is required by the Federal Governments.</p> <p>Feedback from members:</p> <ul style="list-style-type: none"> <li>• Capture electric vehicles</li> <li>• Reduce vehicle use by making it more costly</li> <li>• Telecommute</li> <li>• Explain why want to reduce reliance on motor vehicles</li> <li>• Should reduce GHG, VMT, and congestion</li> <li>• Have financial implications</li> </ul>	<p><b>Staff will update the document and bring back at the next meeting.</b></p>

	<ul style="list-style-type: none"><li>• No need to expand roads</li></ul> <p>Members felt that they needed more time to review the information presented in order to provide feedback.</p>	
IX. General Updates	<p>Philomath – Niemann reported that there is a concern with near misses at The Boulevard Apartment site.</p> <p>Benton County – Malone and Feldmann reported that the engineering contract for the Albany to Corvallis Bikeway is at DOJ.</p>	
X. Other Business & Announcements		<b>Meeting adjourned at 6:01 pm.</b>

# **Fiscal Year 2020 Unified Planning Work Program (UPWP)**

July 1, 2019 – June 30, 2020



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

Submitted April 10, 2019

The development of this document and the implementation of tasks outlined in this document are made possible through the US Department of Transportation (US DOT) funds, under the Federal Highway Administration's Public Law (PL) and Federal Transit Administration's Section 5303. The required matching dollars for PL fund is provided by the Oregon Department of Transportation (ODOT) and the matching fund for the transit fund is provided in the form of In-Kind Match by the City of Corvallis Transit System (CTS) and Benton County's Special Transportation Fund (STF).

**RESOLUTION No. 19-01**

**FOR THE PURPOSE OF APPROVING THE FY2019-2020 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 FY 2020, 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 FY2019-2020;

**NOW, THEREFORE, BE IT RESOLVED**, that the Policy Board of the Corvallis Area MPO approves the FY2019-2020 Corvallis Area Unified Planning Work Program and its associated budget.

**Dated on this 10th Day of April, 2019**

**APPROVED:**

**By:** \_\_\_\_\_  
**Barbara Bull, Chair**  
Corvallis Area MPO

**ATTESTED:**

**By:** \_\_\_\_\_  
**Nicholas Meltzer, Staff**  
Corvallis Area MPO

## ABOUT THE CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION

### Policy Board

Barbara Bull (Chair)	City of Corvallis
Alan Rowe	City of Adair Village
Patrick Malone	Benton County Board of Commission
John Huestis	Oregon Department of Transportation
Eric Niemann	City of Philomath

### Technical Advisory Committee (TAC)

Gary Stockhoff	Benton County
Greg Gescher (Chair)	City of Corvallis
James Feldmann	Oregon Department of Transportation
Pat Hare	City of Adair Village
Rebecca Houghtaling	Oregon State University
Barry Hoffman	City of Albany Transit System
Chris Workman	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 (DLCD) Oregon  
Department of Environmental Quality (DEQ)  
Oregon Division of State Lands (DSL)

### Staff and Contact

Nicholas Meltzer, PE	Lead CAMPO Staff
Emma Chavez	Administrative Assistant

### Address

Corvallis Area Metropolitan Planning Organization  
777 NW 9<sup>th</sup> Street, Suite 204C  
Corvallis, OR 97333  
Ph: (541)-758-1911  
Fax: (541)-758-3127  
[www.corvallisareampo.org](http://www.corvallisareampo.org)

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## SECTION I: INTRODUCTION

### **What is a Metropolitan Planning Organization (MPO)?**

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

### **What is the Corvallis Area Metropolitan Planning Organization?**

The Corvallis Area Metropolitan Planning Organization (CAMPO) serves as the metropolitan planning organization (MPO) for the Corvallis Urbanized Area, as designated by the Oregon Governor on December 2002. This region includes the Cities of Corvallis, Philomath, Adair Village, and parts of Benton County.

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. CAMPO's Technical Advisory Committee (TAC) is made up of professional staff of the above entities, an ODOT Regional Planner, a representative from Oregon State University, and a representative from the Albany Transit System. The 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?**

In accordance with federal regulations, the functions and responsibilities of CAMPO include development of a Regional Transportation Plan (RTP), development of a Transportation Improvement Program (TIP) and development of a Unified Planning Work Program (UPWP), as noted above. In addition, the MPO produces an annual list of obligated projects and a Public Participation Plan (PPP). CAMPO must also demonstrate compliance with Title VI and other non-discrimination requirements. The Fiscal Year 2020 UPWP demonstrates how CAMPO will fulfill these requirements between July 1, 2019 and June 30, 2020.

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.

## SECTION II: WORK PROGRAM OVERVIEW

### Funding Sources and Match Documentation

Funding from FHWA, FTA, and ODOT supports the CAMPO planning program. The Fixing America's Surface Transportation Act, or "FAST Act" currently provides funding authorization for the nation's surface transportation. A provision of the Transportation Act, referred to as PL Funding, provides transportation planning dollars to support MPOs across the country and acts as the majority of CAMPO's annual budget. Additional CAMPO support comes from FTA 5303 planning funds.

FHWA apportions funds to ODOT and ODOT allocates funds to MPOs using a formula developed cooperatively by ODOT and MPOs, and approved by FHWA. The budget assumptions in this document are according to the most recent ODOT's allocation of PL and 5303 Funds to each MPO. The expenditure assumptions of the budget are based on the best estimates and the latest information available at the time of developing the document.

ODOT State Planning and Research (SPR) or Oregon Transportation Growth Management (TGM) funds often provide support for other specific planning tasks not yet funded or in process at the time of UPWP development. Additionally, CAMPO applies for other federal and state grant opportunities that are applicable and of interest to the region.

### Amendments

Amendments to the UPWP to add or remove funds from the UPWP budget, move funds from one task to another, to add new tasks, or to alter portions of a task are allowed. MPO Staff process these amendments on as-needed basis and decide the level of engagement needed by the Technical Advisory Committee and/or Policy Board.

### Engagement and Process

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). Engagement levels vary depending on the deliverable.

For the development of the UPWP, CAMPO engages stakeholders and the public by:

- Emailing stakeholders and interested parties regarding draft UPWP discussion and opportunity for public comment via email or during regularly scheduled CAMPO meetings
- Holding a 15-day comment period prior to a decision by the Policy Board to adopt the UPWP.
- Providing public comment opportunities at all Policy Board and TAC meetings.
- Providing notifications regarding the UPWP public comment period on the CAMPO website, along with agendas and minutes for all Policy Board and TAC meetings.

## SECTION III: CAMPO FY18-19 ACCOMPLISHMENTS

CAMPO's most recent Transportation Planning activities include:

### **Participating in the Development and Review of Local Transportation System Plans**

In March 2017 CAMPO adopted its Regional Transportation Plan with a horizon year of 2040. The Plan that was in work for the past three years was an update to the CAMPO's RTP that had been adopted in 2012 with a horizon year of 2035. To the extent possible, the development of RTP was coordinated with the development of the City of Corvallis Transportation System Plan (TSP). The public involvement of the RTP development was directed by a Special Public Involvement Plan for the Updating of the RTP, adopted by the CAMPO Policy Board. Other companion documents developed as part of this update are a Financial Plan for the implementation of projects in RTP and an Environmental Review of the projects recommended in the RTP Update.

### **Feasibility Study of Electric Buses for Corvallis Transit System**

During FY18, CAMPO evaluated the feasibility of compressed natural gas (CNG) buses for the Corvallis Transit System. During the development of this report, public concern was raised that the life cycle of compressed natural gas is not environmentally sustainable due to much of it being gathered through fracking. As such, there was a request by CAMPO to evaluate the feasibility of battery electric buses (BEBs). As of the writing of this document, CAMPO is currently working on the feasibility study, and expects to complete it by Spring 2019.

### **Linn-Benton Loop Service Development Plan**

CAMPO supports the Linn Benton Loop by serving on the Technical Advisory Committee, and helping staff the Linn Benton Loop Board. This fiscal year, CAMPO also sponsored and participated in the development of a Service Development Plan for the Loop. This study evaluated improvements and developed a 10 year vision for increasing service and ridership on the Loop.

### **Transportation Performance Measures**

CAMPO collaborated with ODOT in the development of Transportation Performance Measures and the establishment of Targets. In FY18, the Technical Advisory Committee and the Policy Board agreed to adopt ODOT's Safety Performance Measures and Targets. In FY19, the TAC and Policy Board also decided to adopt ODOT's measures for Bridge Condition, Pavement Condition, and Transportation System Performance. CAMPO will continue to work with ODOT on reporting requirements for these federally mandated performance measures.

### **Updating CAMPO Data and Information Portal**

While CAMPO's website contains all current and relevant documents including the RTP, TIP, meeting agendas and meeting minutes, much of the data and maps outside these documents has not been updated for some time. Currently, CAMPO is evaluating how to make the website more useful to members and considering a major update. As part of this, a number of new maps and data resources are being prepared, with an expected completion of late Spring 2019.

**Status of CAMPO and Regional Transportation Documents**

<b>Key Documents</b>	<b>Current Status</b>	<b>Next Update</b>
CAMPO Regional Transportation Plan (RTP)	Adopted on March 30, 2017	2022
CAMPO Regional Transportation System Plan (RTSP)	In development. Completion expected in Q1-Q2 of FY20	2022
Transportation Improvement Program (TIP)	Approved June 2017	Spring 2020
FY 20 Unified Planning Work Program	Adoption scheduled for April 2019	January 2020
Title VI and Environmental Justice Plan	Completed	2022
Public Involvement Framework	Updated in 2011	As Warranted
<b>Other Documents</b>	<b>Current Status</b>	<b>Next Update</b>
Benton County Transportation System Plan	Adopted March 2019	-
Corvallis Transportation System Plan	Adopted December 2018	-
Corvallis Transit Development Plan	Adopted August 2018	-
Philomath Transportation System Plan	Adopted August 2018	-
Adair Village Transportation System Plan	Developed at part of Benton County TSP. Adoption expected in Spring 2019	TBD
<b>Performance Measure Adherence</b>	<b>Current Status</b>	<b>Next Update</b>
Transportation Safety	Supported ODOT's Measures, January 2018	2021
Bridge and Pavement	Supported ODOT's Measures, November 2018	2021
Transportation System	Supported ODOT's Measures, November 2018	2021
Transit Performance Measures	Supported ODOT's Measures, 2018	

**Status of Regional Transportation Plan**

CAMPO developed its first Regional Transportation Plan (RTP) for the Corvallis Area MPO in 2004 through 2006. In 2007 CAMPO amended the RTP with an Addendum to comply with additional planning requirements that came with the new SAFETEA-LU Transportation Act. Per the federal regulations, the RTP was updated in March 2012 with a horizon year of 2035. 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.

Work toward the updating of the RTP began in FY2016. To the extent possible, the RTP was coordinated with the development of the City of Corvallis Transportation System Plan and other regional transportation plans. In working with the consultants, a Special Public Involvement Plan was developed and adopted by the Policy Board. In compliance with Federal Regulations, a Financial Plan and an Environmental Review of the projects in the Plan were developed. The Plan and its companion documents were adopted by the Policy Board on March 30, 2017. The RTP Update and its associated documents are posted on the CAMPO's Website: [www.corvallisareampo.org](http://www.corvallisareampo.org)

## SECTION IV – PLANNING TASKS

### Task 100 – Program Management

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 regular 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.
- Compliance with all applicable federal requirements, particularly, Americans with Disabilities (ADA), Title VI requirements and the Environmental Justice.
- Coordination of regional transportation projects within the Corvallis Area MPO, including but not limited to:
  - Van Buren Bridge
  - Highway 20 Safety Project
  - Other projects as necessary

**Product:** Regular meetings of the MPO Policy Board and Technical Advisory Committee, and up to date website, and a CAMPO presence at regional and state meetings.

**Schedule:** Task is ongoing through the fiscal year

## 120 – Development of Future Year Work Program

Activities under this item will include:

- Development of the FY21 Unified Planning Work Program and budget, and subsequent approval.
- Amendments to the FY20 Unified Planning Work Program

**Product:** An FY21UPWP that outlines the work program and budget for the coming year. Amendments to the FY20 UPWP and the budget as warranted.

**Schedule:** Completion expected in the 3<sup>rd</sup> quarter.

## 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 semi-annual and annual Reports to ODOT.
- Preparation of the agency's financial audit.
- Posting of Obligated Transportation Projects on the Website, per Federal Requirements.
- Upkeep and maintenance of the agency's website.
- Attending organizational and personnel-related meetings.

**Product:** Compliance with federal and state transportation planning regulations, semi-annual reports and invoices, financial audit results, up to date website.

**Schedule:** Task is ongoing through the fiscal year.

## 140 – Regional Planning Study Abroad Program

The University of Oregon Department of Community and Regional Planning invited CAMPO staff to attend a study abroad program titled "Sustainable Bicycle Transportation in Europe," this summer. The program is an immersive study of transportation planning in Cophagen and Odense, Denmark, and the day to day activities include traveling through the city and meeting with Danish transportation planners and engineers. In addition to students from around the country, the program includes working professionals from the Eugene-Springfield area. CAMPO staff were invited to add a regional perspective to the conversation, as well as bring back lessons learned to the greater Willamette Valley. Upon return, staff will host multiple brown bag lectures and provide a write up for regional staff, with photos. PL funds will only be used to cover staff time for the trip.

**Product:** Lessons learned presentation with photos and detailed notes.

**Schedule:** Task completion expected in 1<sup>st</sup> quarter.

### 150 – Voluntary RTSP Development

Upon the conclusion of their transportation system plan (TSP) update, the City of Corvallis did not demonstrate a 5% reduction in their VMT over the planning period, thereby enacting the alternative measure requirement outlined in the Transportation Planning Rule, or Goal 12 of the Oregon land use system. After discussion at the February 13, 2019 meeting, the Policy Board decided to move forward with developing alternative measures as a voluntary step in transportation performance management.

This task includes development of alternative performance measures with the CAMPO Policy Board, CAMPO Technical Advisory Committee, and member communities.

**Product:** Regional chapter to the RTP that identifies alternative measures adopted by CAMPO's member communities

**Schedule:** Started in FY 19, expected completion in Q2 of FY 20.

TASK 100: PROGRAM MANAGEMENT		
Task Component	FY19-20	FY18-19
110. MPO Operation	\$24,000	\$29,274
120. Development of Future Year Work Program	\$6,000	\$16,263
130. MPO Administration	\$40,000	\$19,516
140. Regional Planning Study Abroad	\$8,000	-
150. Voluntary RTSP Development	TBD*	
	<b>Total</b>	<b>\$78,000</b>
	<b>Percent of Effort</b>	<b>38%</b>
		<b>\$65,053</b>
		<b>36%</b>

\*As of April 2019, ODOT has set aside approximately \$7,000 for voluntary adherence to the RTSP. This could increase depending on need.

### [Task 200 – Long Range Transportation Planning](#)

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

### **Task 210: NACTO Bikeway Training**

The National Association of City Transportation Officials provides expert guidance on the use of urban bikeways, and is available for technical trainings around the country. Their design guide has been endorsed by FHWA and is used by multiple transportation agencies. With all of CAMPO's members recently completing their TSP, this training will provide staff with the knowledge to implement multi-modal solutions. The training will be held in Corvallis and open to CAMPO community's staff, as well as our regional partners.

**Product:** One training, between 1-2 days in length, to be hosted in Corvallis in the summer of 2019.

**Schedule:** Completion expected in 1<sup>st</sup> quarter.

**Task 220: Development of a Regional Count Program**

MPO's across Oregon have successfully implemented a multi-modal count program to track movement across their communities. With the recent completion of local transportation system plans (TSPs), a count program will accomplish a number of objectives including:

- Understanding travel patterns of those that walk, bike, use transit and drive
- Potentially help prioritize improvements through the identification of "hot spots" for travel by people that walk and bike
- Potentially help evaluate the success of neighborhood bikeway implementation
- Further refine regional travel models and understanding of mode shift

**Product:** *Purchasing count equipment, establishing methodologies and working with partners to develop cooperative agreements.*

**Schedule:** *Expected to start in Q1 and continue throughout the fiscal year and into subsequent fiscal years.*

**Task 230 – Technical Assistance to CAMPO Members**

CAMPO is continually working to better serve its communities. Understanding that many cities are understaffed and/or overworked, we propose 40 hours of staff time to each member community to work towards a long range transportation project. Whether that's assistance on an existing project, completing a quick analysis that's been on the to-do list for months, or doing some conceptual design work for transportation improvements. Projects would have to adhere to requirements in 23 CFR 450, which outline the tasks eligible for reimbursement with PL funding. This includes but is not limited to:

- Transportation Scoping Studies
- Bicycle/Pedestrian/Vehicle Count Analysis
- Transportation System Plan Project Identification
- Conceptual Design Recommendations

**Product:** *160 hours of staff time to CAMPO members. A summary of tasks completed presented to the TAC and Policy Board.*

**Schedule:** *Task is ongoing throughout the fiscal year.*

**Task 240 – White Paper on Emerging Technology**

States, cities and regions across the United States are facing a number of challenges, and potential benefits, with the advent of technological advances in mobility and transportation. Dockless bikeshare and electric scooters are two modes that have proliferated in cities up and down the West Coast in the past year. There is ongoing conversation about whether these new technologies are a nuisance, or provide a measurable benefit to the transportation system at large. In addition, the roll out of autonomous and connected vehicles is unknown and there are many policy implications for cities to consider. This task will take a broad brush approach to researching what other cities are doing, evaluate any guidance and collaboration opportunities with Oregon Department of Transportation, and provide recommendations on what CAMPO's member cities should consider for policy implementation.

**Product:** *White Paper on Policy Issues Related to Emerging Technology in Transportation.*

**Schedule:** *Task completion expected in 2<sup>nd</sup> quarter.*

**Task 250 – Joint AAMPO Project**

As the greater Corvallis-Albany region grows in both population and employment, there will be increased stress on the major commute routes through the region. This Task allocates money towards joint activities with AAMPO to address regional travel demand. This includes, but is not limited to:

- Hosting joint TAC meetings
- Developing a regional bicycle route map
- Planning for regional freight connections and subsequent improvements
- Exploring funding opportunities for local transportation project implementation

Funding for AAMPO’s contribution is expected to come from their carryover funds.

**Product:** Meeting minutes, regional maps, plans and lists of funding opportunities.

**Schedule:** Task is ongoing throughout the fiscal year.

<b>TASK 200: LONG RANGE TRANSPORTATION PLANNING</b>			
<b>Task Component</b>	<b>FY19-20</b>	<b>FY18-19</b>	
210: NACTO Bikeway Training	\$18,000	-	
220: Regional Count Program	\$25,000	-	
230: Technical Assistance to Communities	\$12,000	-	
240: White Paper on Emerging Technology	\$9,146	-	
250: Joint AAMPO Project	\$20,000	-	
	<b>Total</b>	<b>\$84,146</b>	<b>\$55,054</b>
	<b>Percent of Effort</b>	<b>41%</b>	<b>31%</b>

**Task 300 – Public Transportation Planning**

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 Assistance**

Transit services in the Corvallis Area MPO are provided by the City of Corvallis (Corvallis Transit System and Philomath Connection) and Benton County (99 Express and Coast to Valley). Interurban transportation between the Corvallis Area and Albany Area MPOs is provided by the City of Albany (Linn-Benton Loop Service) and a transit shuttle between Corvallis and the Albany Train Depot.

The Corvallis Transit System, owned by the City of Corvallis, is the primary transit service in the MPO Area and is operated under a contract by MTS. The City of Corvallis is the recipient of the FTA’s Sections 5307 funds in the Corvallis Area MPO. The Philomath Connection, operated by the City of Corvallis on behalf of the City of Philomath (via an Intergovernmental Agreement), serves Philomath and runs between the cities of Corvallis and Philomath. Benton County is a recipient of the FTA’s Section 5310

and the State Special Transportation Fund (STF) monies. Both CTS and the County STF Program are eligible to receive other FTA or State funds.

Public Transit Agency Safety Plan. In FY 20, CAMPO will assist Corvallis Transit in developing their Public Transit Agency Safety Plan (PTSP), a new requirement from the Federal Transit Authority (FTA). Through the use of templates and guidance provided FTA, CAMPO staff will work with Corvallis Transit staff to complete the plan by the deadline of July 1, 2020. Part of the required 5303 Match Funding will come from this Task.

**Products:** Attendance at county STIF meetings, technical assistance as needed to Corvallis Transit System and Benton County Transit, information dissemination from state and federal partners. Public Transit Agency Safety Plan (PTASP).

**Schedule:** Task is ongoing throughout the fiscal year.

### **320 – InterCity Public Transportation Planning**

The purpose of this task is to specifically address regional travel needs, including trips made to and from the City of Corvallis, a majority of which are between the city of Corvallis and the City of Albany.

The area’s major employers, OSU, the Samaritan Regional Medical Center and Hewlett Packard Co., along with other employers attract approximately 19,000 daily commuters to the City of Corvallis. 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. The bulk of these trips, however, are between the cities of Corvallis and Albany.

The Linn-Benton Loop Service that currently serves interurban travels between Albany and Corvallis is operating at or near full capacity with little or no additional resources for expansion. There is a significant amount of unmet demand for an enhanced public transportation service between the two cities.

Since 2013 the Albany and Corvallis Areas MPOs along with other stakeholders have worked together and have a) established a governing board with adopted bylaws for the Linn-Benton Loop; b) established a Technical Advisory Committee with adopted bylaws for the Loop; c) investigated the feasibilities of a reliable revenue stream for the Linn-Benton Loop, and; d) developed a scope of work for a transit development plan for the Loop.

Activities under this task will include:

- Providing technical assistance to the Linn-Benton Loop Governing Board
- Serving on the Technical Advisory Committee of the Loop and as the liaison between CAMPO Policy Board and the Linn-Benton Loop Transit Service.
- Working to implement the result of the Linn Benton Loop Service Development Plan, with an expected adoption date of April 2019.

**Product:** Regular attendance at Loop TAC and Board meetings, disseminating information from Loop Service Development Plan to regional partners, technical assistance as needed.

**Schedule:** Task is ongoing throughout the fiscal year.

<b>TASK 300: PUBLIC TRANSPORTATION PLANNING</b>		
<b>Task Component</b>	<b>FY19-20</b>	<b>FY18-19</b>
310: Transit Planning Assistance	\$13,000	\$10,730
320: Inter-city Public Transportation Planning	\$15,000	\$15,880
<b>Total</b>	<b>\$28,000</b>	<b>\$42,919</b>
<b>Percent of Effort</b>	<b>14%</b>	<b>24%</b>

*Note: The total does equal the sum of the parts for FY19, as the electric bus study, Task 330, was included in last year's work program. The study was completed in FY19.*

### Task 400 – Transportation Programming

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). The development of the 2021-2024 TIP has begun and CAMPO anticipates supporting both local and state efforts.

#### **410 – Preparation for FY2021-2024 TIP**

Work toward the development of FY21-24 TIP and STIP has begun. CAMPO will work with its Technical Advisory Committee and ODOT for the development of the FY21-24 TIP and STIP.

The development of CAMPO's FY2021-2024 TIP will include public outreach efforts and solicitation of comments through the holding of a public involvement meeting and the posting of the projects on the website. The advertisement of the public involvement in the newspaper will include the specific language required by the FTA's requirement of Program of Projects (POP).

Staff will develop the FY20 Self Certification Process Document, will approve it by the Policy Board and will submit it to ODOT along with FY2021-2024 TIP.

**Product:** A FY 21-24 TIP in line with ODOT requirements and in recognition of Transportation Performance Measures and Targets, posting of TIP projects and documents on CAMPO's website, self-Certification document.

**Schedule:** Initial completion in 1<sup>st</sup> quarter with follow up activities throughout the fiscal year.

**420 – TIP Amendment**

This task provides for the necessary amendments to the FY18-21 TIP and STIP documents. The amendments are generally initiated either by member jurisdictions or by ODOT. CAMPO recently updated its TIP Amendment Policy, which can be found in the Appendix.

**Product:** Up-to-date FY18-21 TIP document for incorporation into FY18-21 STIP.

**Schedule:** Task is ongoing throughout the fiscal year.

TASK 400: TRANSPORTATION PROGRAMMING		
Task Component	FY19-20	FY18-19
410: Preparation for 2021-2024 TIP	\$7,500	\$7,695
420: TIP Amendments	\$7,500	\$7,695
<b>Total</b>	<b>\$15,000</b>	<b>\$15,390</b>
<b>Percent of Effort</b>	<b>7%</b>	<b>9%</b>

## SECTION V: BUDGET SUMMARY

The following budget tables detail the planned activities for Fiscal Year 2019-2020. In addition, a breakdown of expenses and funding sources is provided.

### FY20 Budget by Subtask

Task	FY19-20 Amount	FY19-20 % Overall Budget	FY18-19 Amount	FY18-19 % Overall Budget
<b>TASK 100: Program Management</b>	<b>\$78,000</b>	<b>38%</b>	<b>\$65,054</b>	<b>36%</b>
110: MPO Operation	\$30,000			
120: Development of Future Year Work Program	\$6,000			
130: MPO Administration	\$36,000			
140: Regional Planning in Europe	\$6,000			
<b>TASK 200: Long Range Transportation Planning</b>	<b>\$84,146</b>	<b>41%</b>	<b>\$55,054</b>	<b>31%</b>
210: NACTO Bikeway Training	\$18,000			
220: Regional Count Program	\$25,000			
230: Technical Assistance to Communities	\$12,000			
240: White Paper on Emerging Technology	\$9,146			
250: Joint AAMPO Project	\$20,000			
<b>TASK 300: Public Transportation Planning</b>	<b>\$28,000</b>	<b>14%</b>	<b>\$42,919</b>	<b>24%</b>
310: Transit Planning Assistance	\$13,000			
320: Inter-city Public Transportation Planning	\$15,000			
<b>TASK 400: Transportation Programming</b>	<b>\$15,000</b>	<b>7%</b>	<b>\$15,390</b>	<b>9%</b>
410: Preparation for 2021-2024 TIP	\$7,500			
420: TIP Amendment	\$7,500			
<b>TOTAL</b>	<b>\$205,146</b>	<b>100%</b>	<b>\$180,276</b>	<b>100%</b>

\*\$205,146 is the ODOT estimate for funding as of March 2019

FY20 Budget by Fund Source

<b>Task</b>	<b>Task Budget Total</b> (Personnel + Non-Payroll + Contracted Staff)	<b>PL Funds</b>	<b>FTA 5303</b> Funds	<b>PL Match Funds</b> (10.27% from ODOT)	<b>5303 Match</b> (Funds and In-kind)
Task 100: Program Management	\$78,000	\$70,028	\$0	\$8,015	\$0
Task 200: Long Range Transportation Planning	\$84,146	\$59,263	\$18,100	\$6,783	\$2,072
Task 300: Public Transportation Planning	\$28,000	-	\$23,227	-	\$2,658
Task 400: Transportation Programming	\$15,000	\$13,460	\$0	\$1,541	\$0
<b>Total FY19-20 Budget</b>	<b>\$205,146</b>	<b>\$142,751</b>	<b>\$41,327</b>	<b>\$16,338</b>	<b>\$4,730</b>

FY20 Expenses

<b>Cost</b>	<b>Amount</b>	<b>Percent of Total Budget</b>
<b>CAMPO Personnel</b>	<b>\$135,903</b>	<b>66%</b>
<b>Contracted Task Support*</b>	<b>\$32,870</b>	<b>16%</b>
<b>Non-Payroll Expenses</b>	<b>\$36,373</b>	<b>18%</b>
<i>Advertising</i>	\$500	
<i>Bank Charges</i>	\$0	
<i>Board/Comm/Meeting Expense</i>	\$1,000	
<i>Copying</i>	\$1,000	
<i>Dues and Memberships</i>	\$4,000	
<i>Legal Expenses</i>	\$400	
<i>Licenses and Fees</i>	\$1,000	
<i>Overhead and Administration</i>	\$13,581	
<i>Postage</i>	\$150	
<i>Printing</i>	\$1,000	
<i>Rent</i>	\$9,292	
<i>Supplies</i>	\$250	
<i>Telephone</i>	\$700	
<i>Training</i>	\$2,500	
<i>Travel</i>	\$1,000	
<b>Total</b>	<b>\$205,146</b>	<b>100%</b>

\*Contracted task support includes part time work from the COG Assistant Transportation Planner and GIS Specialist

## SECTION VI: PLANNING EMPHASIS AREAS

FHWA, in consultation with FTA, develops Planning Emphasis Areas (PEAs) which outline specific policy, procedural and technical topics that MPOs and State DOTs should consider as they implement their annual Work Programs. PEAs address a mix of planning issues and priority topics identified during on-going reviews of metropolitan and statewide planning processes as requiring additional work.

The following planning emphasis areas were outlined in a memo from FHWA dated March 18, 2015. To our knowledge, this is the most recent identification of emphasis areas.

### Models of Regional Planning Cooperation:

This Emphasis area seeks to promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. Cooperative efforts can consider linkages between the transportation plans and programs, corridor studies, projects, data, and system performance measures and targets across MPO and State boundaries. Efforts may include coordinated planning process and products, especially among neighboring urbanized areas.

### Ladders of Opportunity:

This Emphasis Area seeks to improve access to essential services by addressing transportation connectivity gaps. Essential services include housing, employment, health care, schools/education, and recreation.

### MAP-21 Implementation:

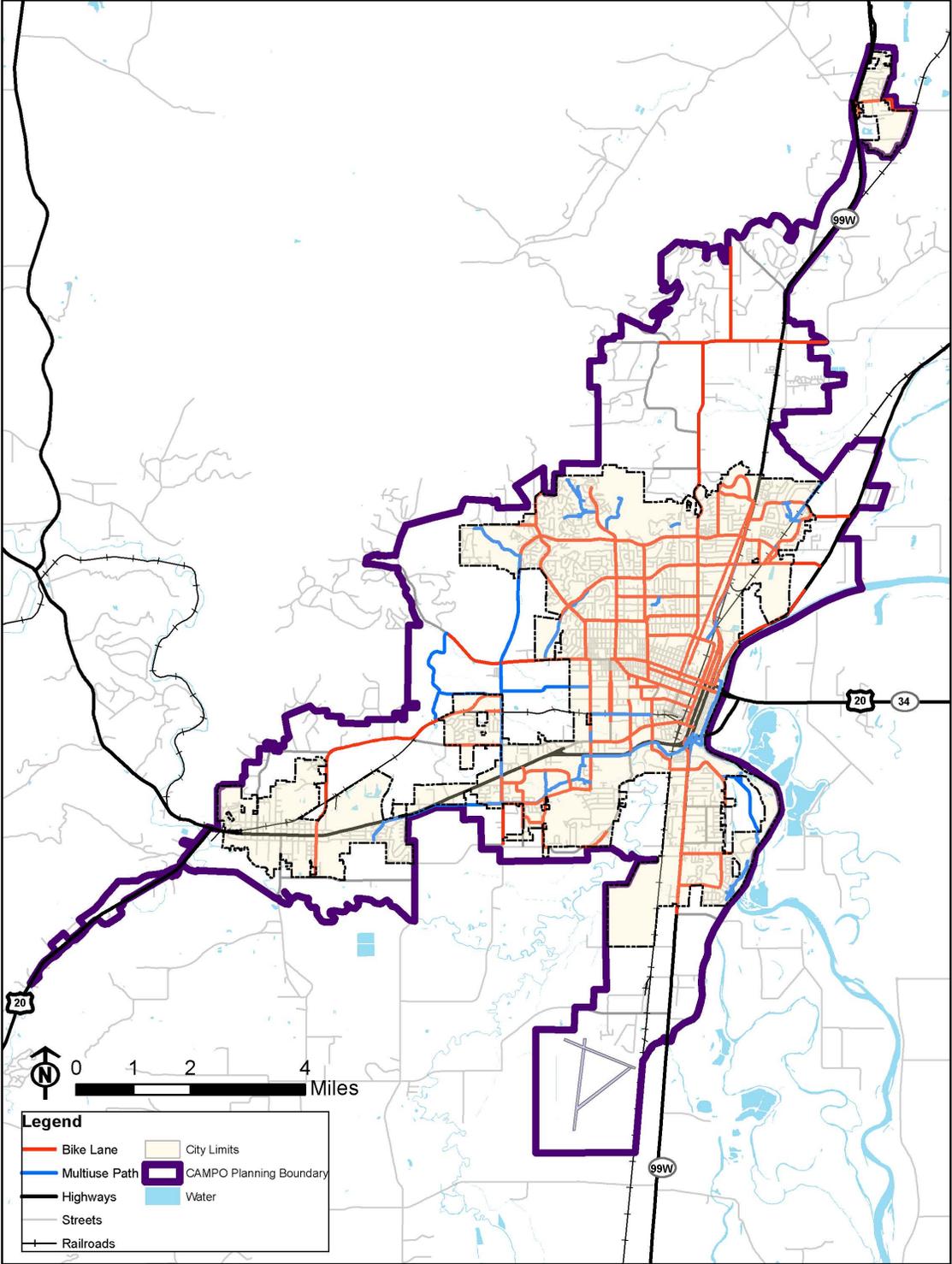
The third emphasis area promotes a transition to Performance Based Planning and Programming. This includes the development and use of transportation performance measures, target setting, performance reporting, and transportation investments that support the achievement of performance targets. These components will ensure the achievement of transportation system performance outcomes.

Below is a matrix outlining how the Corvallis Area MPO's UPWP addresses the PEAs

Task	Models of Regional Planning Cooperation	Ladders of Opportunity	MAP 21 Implementation
<b>TASK 100: Program Management</b>			
110: MPO Operation			X
120: Development of Future Year Work Program	X		X
130: MPO Administration	X		
140: Regional Planning in Europe	X	X	
<b>TASK 200: Long Range Transportation Planning</b>			
210: NACTO Bikeway Training	X	X	
220: Regional Count Program			X
230: Technical Assistance to Communities		X	X
240: White Paper on Emerging Technology		X	
250: Joint AAMPO Project	X		

<b>TASK 300: Public Transportation Planning</b>			
310: Transit Planning Assistance	X	X	X
320: Inter-city Public Transportation Planning	X	X	X
<b>TASK 400: Transportation Programming</b>			
410: Preparation for 2021-2024 TIP	X	X	X
420: TIP Amendment			
<b>TASK 500: Transportation Project Coordination</b>			
510: Van Buren Bridge	X		
520: Highway 20	X		
530: Other Projects in Region			

APPENDIX A: CAMPO PLANNING AREA MAP



## APPENDIX B: OTHER TRANSPORTATION PLANNING ACTIVITIES IN THE MPO AREA

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

1. Regional Park and Ride Study by the Cascades West Council of Governments (CWCOG). Under a Transportation Growth and Management (TGM) grant, the COG is studying the need, appropriate location, and amenities for Park and Ride facilities within the counties of Linn, Benton and Lincoln.
2. Multimodal Network Connectivity. CAMPO and AAMPO received a grant from FHWA to pilot the implementation of the Guidebook for Measuring Multimodal Network Connectivity. This project intends to evaluate bicycle and pedestrian mobility across the region of both Albany and Corvallis MPOs, in an effort to prioritize current gaps in the overall network.
3. Oregon State University (OSU) recently completed a transportation plan for their campus to evaluate, understand and plan for how students and faculty travel about campus. The plan intends to help direct investment and identify priorities in relation to campus transportation needs. As part of the plan, OSU identified a desire to conduct bicycle and pedestrian counts, for which CAMPO plans to collaborate in the upcoming fiscal year.
4. Other projects as appropriate.

## APPENDIX C: GLOSSARY OF ACRONYMS

ATS	Albany Transit System
CAMPO	Corvallis Area Metropolitan Planning Organization
CED	Community and Economic Development Department of OCWCOG
CPT-HSTP	Coordinated Public Transit-Human Service Transportation Plan
CTS	Corvallis Transit System
CWACT	Cascades West Area Commission on Transportation
DEQ	Department of Environmental Quality
DLCD	Department of Land Conservation and Development
GHG	Green House Gases
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
RTP	Regional Transportation Plan
ROI	Return on Investment
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
STF	Special Transportation Fund
STIP	Statewide Transportation Improvement Program
STBGP	Surface Transportation Block Grant 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

## **APPENDIX D: SUMMARY OF COMMENTS**

See comment tracker following this page

Corvallis Area MPO FY19-20 UPWP  
Comment Tracker

Attachment B

Item	Page	Comment	By	CAMPO Response
1	1	1st paragraph, change USC 23, 123, 450 to "23 USC and 23 CFR 450"	FHWA	Changed
2	1	Under purpose, Try to be consistent with the text/list of products from the "What is a Metropolitan Planning Organization (MPO)?" paragraph.	FHWA	Adjusted to match
3	1	Second to last paragraph references AAMPO, that should be CAMPO. Also, that paragraph seems to read that [CAMPO] will fulfill requirements on RTP, PPP, and Title VI. The RTP is not a current task and PPP/Title VI is good to go til 2022. The language on PPP/Title VI isn't as clear as in AAMPO.	ODOT	Unclear--AAMPO has the same statement
4	2	Under Funding Sources, Clarify FHWA's MPO planning funds are PL and FTA's MPO planning funds are 5303. If you go into this much detail about PL funds, you should also discuss FTA's 5303 funds in detail as well.	FHWA	Revised
5	2	Revise to reflect: FHWA apportions funds to ODOT and ODOT allocated funds to MPOs using a formula developed cooperatively by ODOT and MPOs, approved by FHWA.	FHWA	Changed
6	2	Under amendments, Major changes require ODOT and Federal approval.	FHWA	Noted.
7	2	Insure in-kind support by City of Corvallis and Benton County are approved by ODOT (Jeff Flowers)	ODOT	Will do.
8	3	Provide a brief update on electric bus feasibility study	FTA	Completed at March 1 UPWP Review
9	3	Revise "this fiscal year" to which year is meant as it could be confusing	FHWA	Done
10	3	Add "Fiscal Year" to Feasibility Study	ODOT	Done

Corvallis Area MPO FY19-20 UPWP  
Comment Tracker

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11	4	Clarify April in FY 20 UPWP means April 2019	FHWA	Added
12	4	PM Table: What about Transit PMs. Also next update to PMs is 2021	FHWA	Revised accordingly
13	4	Make table terminology consistent across the board, some are "approved, completed, or update"	ODOT	Adjusted to match
14	4	Status of Regional Transportation Plan background paragraph not necessary, dates back to 2004	ODOT	This is left in for general public knowledge
15	4	The CAMPO RTSP is described as an in development project to be completed in 2019 but it's not described elsewhere. Clarify if it will be completed before or after 6/30/19.	ODOT	Added RTSP as task and clarified completion date
16	4	Philomath TSP adopted in August 2018.	ODOT	Changed
17	4	In the table on key documents, does the entry for the RTSP need to be slightly tweaked based on our conversation at the last CAMPO meeting?	CAMPO	Revised
18	5	For each of the major MPO sections, please call out the schedule, similar to the scope and budget. Many tasks will be ongoing, but to the extent possible, please include major milestones separate from the text to make the document more user-friendly.	FTA	Added "Schedule" section to each each sub-task under "product"
19	6	Task 140: Can you identify which funds are used for the Regional Planning Study Abroad task?	FTA	Updated to note just staff time
20	6	Task 140: If proposing to use Federal planning funds, is this activity necessary, reasonable, and allocable to deliver the Federal planning program? That's part of the test of being eligible for Federal aid. I'm not sure this is. Please explain.	FHWA	Updated to note just staff time
21	6	Task 140: Can federal funds be applied to travel abroad type activities? How will this be paid for?	ODOT	Updated to note just staff time

Corvallis Area MPO FY19-20 UPWP  
Comment Tracker

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22	6	Add "annual" to semi-annual reporting	ODOT	Done
23	7	Task 210: Will this training be held in Corvallis Area	FHWA	Yes. Added language to reflect that.
24	7	Task 230: If it's not a planning activity required under 23 CFR 450, this may not be eligible. Please explain.	FHWA	Understood. Added clarifying language
25	7	Task 240: ODOT has some efforts in emerging technologies. It may benefit CAMPO to coordinate with ODOT on this task.	FHWA	Added statement to note collaborating
26	7	Task 240: Is this task being completed in-house? Or will it be consulted out?	ODOT	Planned in house, but may be consulted out
27	7	Added RTSP to Task 100	CAMPO	Added
28	8	Task 250: This is confusing, please clarify.	FHWA	Added detail about potential tasks and activities
29	8	Spell out acronyms	ODOT	Done
30	8	Task 250 is a joint task but I didn't see that in the AAMPO UPWP. Is that budget only CAMPO's share or does it include Dana's time for AAMPO. I didn't spot budget for it in the AAMPO plan.	ODOT	Added note about AAMPO using carryover funds for their half
31	9	Please add transit PMs to table on page 4	FHWA	Added
32	9	Corvallis Transit: is there specific technical assistance planned for the 2019-2020 time period?	FTA	Nothing specific, however we are available as needed and have provided significant assistance in previous work programs

Corvallis Area MPO FY19-20 UPWP  
Comment Tracker

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33	9	In the second paragraph under Task 310, change the transit vendor from First Student to MTS. The Corvallis Transit System is not operated by First Student anymore.	CAMPO	Revised
34	9	In the table, why is Task 250 in italics? Is that to indicate something special about that task?	CAMPO	Revised and changed.
35	10	Provide a brief update on the Linn Benton Loop Service Development Plan	FTA	Planned adoption by May 1, 2019
36	10	Is this activity completed? If no, please add to this UPWP what work will be done in this UPWP timeframe.	FHWA	Yes. Added note to reflect so.
37	10	Task 410: 21-24 TIP: Lets discuss how CAMPO will	FHWA	Discussed at UPWP review
38	10	FY 21-24: Include "TIP"	FHWA	Added
39	10	Add FY 21 to FY20-24 TIP	ODOT	Changed
40	10	Added Public Transit Agency Safety Plan to Task 300 with new agreement between CAMPO and CTS	CAMPO	Added
41	10	In the middle of the second paragraph, and after "Intergovernmental Agreement)," add the phrase 'serves Philomath and'. It's important to both communities to recognize that the system serves Philomath as well. This will help Philomath electeds maintain support for the PC within their community.	CAMPO	Added
42	10	In the paragraph that starts "Since 2013...", in the (d) phrase, there is an 'of' missing between 'scope' and 'work'.	CAMPO	Added

Corvallis Area MPO FY19-20 UPWP  
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43	11	Task 500: Please explain the MPO staff's role in coordinating with ODOT and Policy board on these construction projects?	FHWA	Removed Task 500 after discussion at UPWP Review and added specific projects into Task 100 Operations
44	13	Summary budget table needs to include: Federal share by type of funds, Matching rate by type of funds, State and/or local matching share,	FHWA	Added budget by fund source/match
45	14	Dues/Indirect: Please see FHWA's memo Eligibility of Membership Dues for FHWA/FTA Planning Funds and ensure expenses are consistent with this guidance. <a href="https://www.fhwa.dot.gov/hep/guidance/duesmemo.cfm">https://www.fhwa.dot.gov/hep/guidance/duesmemo.cfm</a>	FHWA	Noted.
46	14	Has ODOT approved CAMPO's ICAP? Here is FHWA's guidance on Allocating Indirect Costs to Projects. <a href="https://www.fhwa.dot.gov/cfo/indirect_costs.cfm">https://www.fhwa.dot.gov/cfo/indirect_costs.cfm</a>	FHWA	As far as I know, yes.
47	14	FY19 Funding: Is local match cash or in-kind match	FHWA	Proposed In-Kind. Will confirm with Jeff Flowers
48	14	Consider combining the funding and expenses table, funding before expenses.	ODOT	Noted.
49	15	We have not received FHWA PEAs since 2015.	FHWA	Noted.
50	18	Do any of these activities include PL or 5303 funds?	FHWA	No

General:

- Has CAMPO signed the new MPO-ODOT-Transit Provider Agreement?
- Does the existing ODOT-MPO agreement specific to TPM work or does it need to be updated?
- How is CAMPO addressing the new (as of 2016) performance-based planning and programing requirements in 2019 MTP and 2021-2026 MTIP development?
  - o Phase-in date was May 27, 2018.
  - o Have you started drafting a system performance report for MTP?
  - o Has PMs and targets impacted/changed decision-making processes?
  - o Any challenges, successes, questions, trainings needed?
- How does CAMPO coordinate MPO planning with Statewide planning (ie. With the OTP, OFP)?
- Is CAMPO participating in the Financial Planning training in May?

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FHWA

All questions discussed at UPWP review  
on March 1, 2019

March 26, 2019

Albany Area Metropolitan Planning Organization  
1400 Queen Avenue SE, Suite 205  
Albany, OR 97322

Corvallis Area Metropolitan Planning Organization  
777 NW 9th Street, Suite 202C  
Corvallis, OR 97330

Dear AAMPO and CAMPO Planners:

### **Evaluation of Capacity Improvement Options for US Highway 20**

We are far behind in planning for the role that US Highway 20 plays in regional growth and emergency preparedness...and falling further behind. The Cities of Adair Village, Albany, and Millersburg, along with Benton County, are seeking support and assistance for performance of a regional study to evaluate capacity improvement options for Highway 20 and its crossings of the Willamette River. Linn Benton Community College also recognizes the importance of this regional study, and fully endorses this request.

The Highway 20 bridges over the Willamette River in Albany are becoming increasingly congested and no longer meet the performance standards contained in the Oregon Highway Plan. In effect they are just one bridge; one structure carries the northbound traffic while the other carries southbound traffic. The congestion has both local and regional impacts: freight mobility is degraded and inhibited between the Oregon Coast and Interstate 5, drivers routinely experience significant peak-hour delays when using the bridges, and virtually any type of "incident" on or near the bridges results in gridlock and queuing that can back traffic up for miles. The City of Adair Village is expected to grow at a rapid rate in the near future: with 200 homes currently being built and 880 new homes proposed, the town's population is estimated to triple in five years. Commercial traffic from north Corvallis must take Highway 20 through Albany or deviate to Highway 34 to the south. The Highway 20 bridges, built in 1925 and 1973, are at or near capacity due to the significant growth in the area over the last 90 years.

The current performance of the bridge crossings is not a surprise. Albany's 1997 Transportation System Plan (TSP) projected that the bridges would be operating at capacity by 2015, and Albany's 2010 TSP update and contained similar findings. Subsequently, AAMPO's 2018 Regional Transportation Plan (RTP) acknowledged that:

*"Willamette River Crossing Capacity – the planned improvements in this RTP do not fully address congestion issues near the Willamette River crossing Highway 20. While an investment package including a new Willamette River Crossing was included in the RTP development process, it became clear that the needs and benefits/impacts of such an improvement were of a larger-regional scale (e.g., including both AAMPO and CAMPO). A larger-regional study of the improvement options for US 20 and OR 34 could be considered."*

Because the US 20 corridor and the river crossing are part of the state highway system, Oregon Department of Transportation (ODOT) support and involvement is a required component of any study. Local agencies in the region do not have the ability nor authority to independently develop or adopt plans for the highway system.

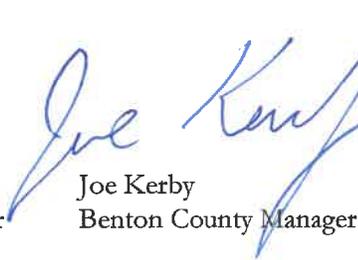
Despite 20 years' advance notice and significant local interest, the initial steps needed to start the process of evaluating US 20 capacity improvements and a new bridge connection have yet to be taken.

ODOT staff acknowledge the problems facing the US 20 corridor but have been reluctant to support studying the issue. An often-referenced concern is the current shortage of funding for infrastructure capacity projects. There is no question that highway funding is in short supply, but the US 20 corridor is currently at capacity and the situation will only worsen with time. Once a plan and improvement package for the corridor is developed, identifying and securing funds will likely take many years; but that process can't even begin until a study and evaluation are done that identifies the needed improvements. The longer we delay a study, the more time will pass before construction can begin, and the risks of catastrophic failure during a Cascadia-type earthquake or severe flooding will mount while the region's economy and growth will be severely inhibited.

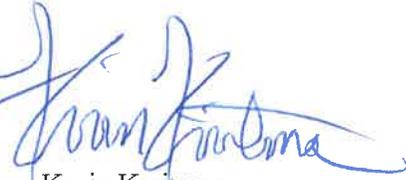
Sincerely,



Pat Hare  
Adair Village City Administrator



Joe Kerby  
Benton County Manager



Kevin Kreitman  
Millersburg City Manager



Greg Hamann  
President, Linn-Benton Community  
College



Peter Troedsson  
Albany City Manager

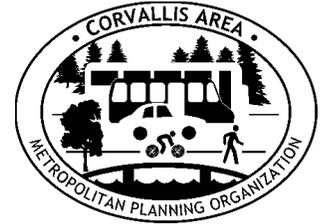
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- c: Sara Gelser, State Senator, 8<sup>th</sup> District  
Shelley Boshart-Davis, State Representative, 15<sup>th</sup> District  
Dan Rayfield, State Representative, 16<sup>th</sup> District  
Mike Nearman, State Representative, 23<sup>rd</sup> District

# MEMORANDUM

Corvallis Area Metropolitan Planning Organization  
777 NW 9<sup>th</sup> Street, Suite 202C  
Corvallis, Oregon 97330

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**Date:** April 3, 2019  
**To:** CAMPO Policy Board  
**From:** Nick Meltzer, CAMPO Staff  
**Re:** Transportation Performance Measures

This memorandum presents an overview of performance measures for the Corvallis Area MPO region to assess long term trends in transportation. Included herein is background information on the topic, an overview of best practices for goal and outcome setting, a proposed set of goals and objectives, and the start of a list of potential performance measures for both urban and rural communities.

## Background

Goal 12 of the Oregon land use system identifies the transportation planning requirements for both cities and metropolitan planning organizations. Also known as the Transportation Planning Rule, or TPR, one long standing requirement states municipalities within metropolitan areas must identify alternative measures on how they will reduce reliance on automobile travel over the next 20 years, or demonstrate a 5% reduction in Vehicle Miles Traveled (VMT) using travel demand models. The alternative measures must be developed regionally *with* the MPO and surrounding municipalities. The full text of the law can be found in Attachment A.

Upon the conclusion of their transportation system plan (TSP) update, the City of Corvallis did not demonstrate a 5% reduction in their VMT over the planning period, thereby enacting the alternative measure requirement. During this time, the Department of Land Conservation and Development (DLCD) initiated a rulemaking process to update part of the TPR, which would eliminate the regional requirement for developing alternative measures. This rulemaking process was put on pause however, leaving the existing requirement in place.

During conversations with the Corvallis Area MPO (CAMPO) Policy Board, the Department of Land Conservation and Development (DLCD) and Oregon Department of Transportation (ODOT), there were discussions on multiple paths the MPO could take knowing there could be legislative or rulemaking changes in the next 6-12 months. Recognizing this, CAMPO staff presented three options:

1. Wait to develop measures until rulemaking is completed sometime in 2020;
2. Re-evaluate the situation after the legislative session is over in the event new climate legislation is passed or updates to the TPR are made legislatively;
3. Move forward with the existing requirement to develop alternative performance measures

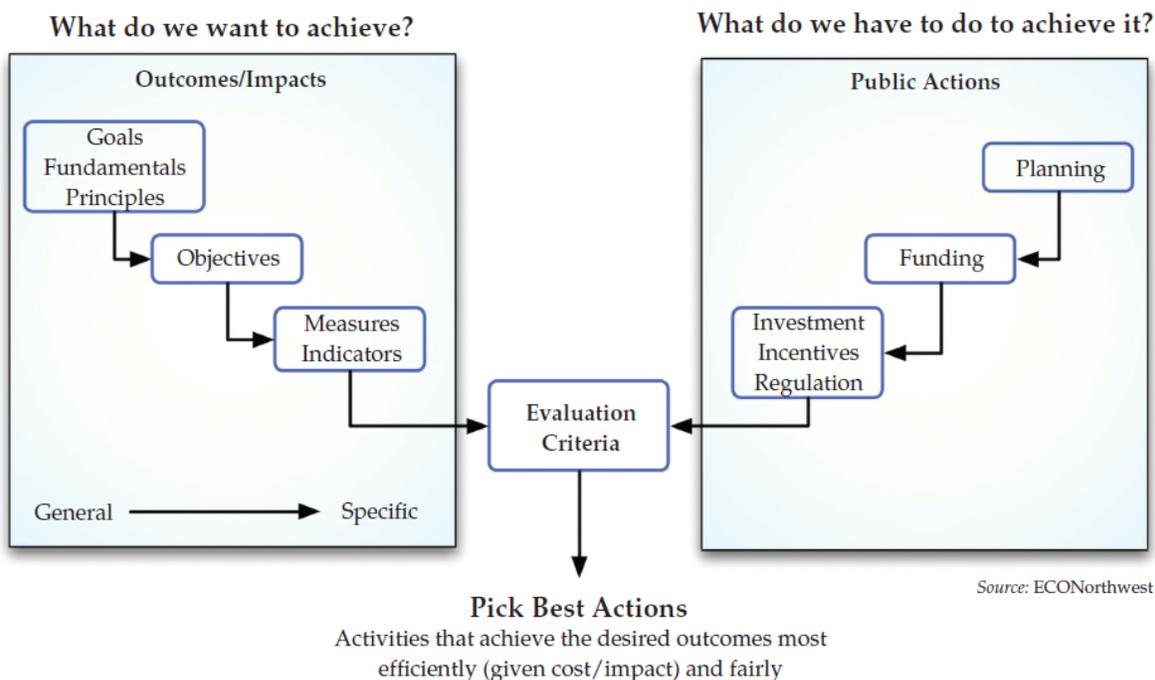
After discussion at the February 13, 2019 meeting, the Policy Board decided to move forward with developing alternative measures as a voluntary step in transportation performance management. With the combined understanding that automobile congestion in the Corvallis

region is a problem, they decided developing measures to help track progress in reducing this reliance on the automobile was in the best interests of the region's citizens.

### Introduction to Goals, Measures and Outcomes

Prior to discussing potential performance measures, it is important to define terms as well as discuss how the terms relate to each other. This excerpt is taken from *The Transportation/Land Use Connection*, by Terry Moore:

*Public policy gets adopted to achieve public objectives. Thus, at the most basic level, an evaluation of public policy must answer two questions: What do we want to achieve? And What do we do to increase the likelihood that we will achieve it?*



1. **Goals are broad statements of desired outcomes.** Examples: increase environmental quality, economic prosperity, transportation choice, social justice. If the high-level goals get parsed into sub-goals, they are often called objectives. Logically, since goals and objectives are the categories of things people care about, they are roughly synonymous with the term impacts: the objectives are about good impacts that a community wants to increase, and bad impacts that it wants to reduce.

2. **Measures are specific statements of outcomes.** They should fall under ("nest within") one of the higher-level goals or objectives. Examples: number of new jobs by type; reported crimes per capita; amount of new investment in lower-income neighborhoods. Measures are also called indicators.

3. **The measures—which should be consistent with, related to, and more specific than the goals—are evaluation criteria:** logically, policy choices should be evaluated based

*on how effectively they achieve desired outcomes as specified by the measures deemed to best reflect those outcomes.*

One example of a transportation department in a larger city that is actively working to reduce reliance on motor vehicles connected their goals with metrics is the Department of Mobility and Infrastructure at the City of Pittsburgh. The following goals were developed by their department and actively help prioritize programs and projects:

- *No one dies or is seriously injured traveling on city streets.*
- *Every household in Pittsburgh can access fresh fruits and vegetables within 20 minutes' travel of home, without the requirement of a private vehicle.*
- *All trips less than one mile are easily and enjoyably achieved by non-vehicle travel.*
- *Streets and intersections can be intuitively navigated by an adolescent.*
- *The combined cost of transportation, housing and energy does not exceed 45 percent of household income for any income group.*

While their goals are more broad based, it provides an example of easily understandable, specific, and measurable goals.

### **Transportation Policy Goal**

With this understanding, a proposed goal for this process is:

Reduce reliance on motor vehicles within the CAMPO region, especially single occupancy trips.

This is based on the understanding transportation is the largest contributor to greenhouse gases, so that by reducing reliance on motor vehicles (both single occupancy and in general), the region is also reducing VMT and in turn, reducing greenhouse gases. In addition, the demand to expand roads will be reduced, which will result in financial savings. Along these lines, proposed objectives (or outcomes) to achieve this goal include:

Increase travel by bicycle

Increase travel by foot

Increase travel by transit

Increase telecommute mode share

Make driving more expensive (price parking, congestion pricing, etc.)

Increase electric vehicle use

Decrease demand on transportation through land use

## Measures and Indicators

There are many ways to measure change, including Value change (up or down), Percent change (up or down), or the presence of a program/project/policy (yes/no). While thinking about the measures and indicators available, it is important to consider how progress will be measured, and therefore how effective the indicator will be.

The objectives identified above can be grouped into two categories: transportation and land use. While the Corvallis Area MPO has some jurisdiction over regional transportation, it does not have any role in local land use. However, as transportation demand is driven by land use policies, it is important to recognize those local policies have the potential to influence the reduction on reliance of motor vehicles.

The following list of transportation measures is by no means exhaustive, and represents a first pass at identifying indicators to be used in measuring performance. While land use is harder to objectively measure, the list of indicators is drawn from what is known as the “Five Dimensions” of how built environment influences travel behavior: destinations, density, diversity, distance and design.

### Transportation Measures/Indicators:

- Mode split
- Miles of LTS 2 or lower of on street bicycle facilities
- Percent of population within ½ mile of LTS 2 or lower bicycle facility
- Percent of population within walking distance to school
- Percent of population within ½ mile of transit stop served by 30 minute headways
- Use of Transportation Demand Management (carpooling, vanpool, bike/walk incentive) Programs
- Traffic volumes remains constant or decreases
- Number of serious injury/fatalities decreases

### Land Use Measures

#### *Destinations (Jobs/Housing Mix)*

- Commute Flow Data
- New Housing Starts

#### *Density (Increasing walkability)*

- Housing Density (dwelling units/acre) increases
- Parking requirements

#### *Diversity (Reducing demand for long trips)*

- Percent of population within 20 minute walk/10 minute bike of major destinations (grocery store, school, etc.)
- Percent of land zoned as multi-use

- Increase in residential housing density surrounding neighborhood centers

*Distance (Reducing auto demand)*

- Jobs within ¼ mile of transit stops
- Median Housing cost

*Design (Safety/Comfort/Convenience of Travel by non-auto modes)*

- Street frontage requirement
- Sidewalk offset requirement
- Bicycle lane cross section

It should be noted this list is not exhaustive nor is it recommended all of the measures be tracked. This is a first attempt at thinking about what is possible to measure, with the next step narrowing down the list to what is feasible to measure.

**DLCD Rulemaking Performance Measures**

During the Department of Land Conservation and Development’s Rulemaking process for updating the Transportation Planning Rule (TPR, aka Goal 12), a list of draft performance measures was established. That list is below.

<b>Summary of Draft Performance Measures</b>				
<p>These are the recommended performance measures that would be published by the department for use by local jurisdictions, at their option. If a local jurisdiction would like to use some different measures, in part or in total, this option is available. This is simply one set of good measures.</p> <p>There are 13 measures. With options available, local jurisdictions choosing to use these measures would use 9 or 10 measures.</p>				
<b>Bicycle</b>	<i>Choose one</i>	<i>Both</i>	Linear feet of all bike projects implemented	Page 2
			Linear feet of high quality bike facilities constructed	Page 2
			Bike Level of Traffic Stress	Page 3
<b>Land Use</b>	<i>Both</i>		% of households in Place Types mixed use or TOD areas	Page 4
			% of employment in Place Types mixed use or TOD areas	Page 4
<b>Mode Share</b>			% Non-auto commute mode share	Page 5
<b>Pedestrian</b>	<i>Choose one</i>		% of streets with sidewalks on both sides	Page 5
			Linear feet of sidewalks built or repaired	Page 6
<b>TDM</b>			Number of Transportation Options staff per capita	Page 6
<b>Transit</b>	<i>Both</i>		Households within ¼ mile walk to priority transit corridor	Page 7
			Transit revenue hours per capita	Page 7
<b>Streets</b>	<i>Choose one</i>		Lane miles of managed lanes	Page 8
			Street reconfigurations prioritizing non-auto modes	Page 8

Figure 1. DLCD Draft Performance Measures, taken from 2 February 2018 memorandum

**Process + Timeline**

The Corvallis Area MPO is not currently bound to any timeline in regards to implementing the voluntary performance measures, however that does not mean the process should be dragged out. As this process requires an immense amount of coordination among different cities, departments and staff, a proposed schedule is outlined below:

- Initial goal and objective setting
- Select and refine a list of measures/indicators for local jurisdictions to choose from
- CAMPO staff work with CAMPO Policy Board members and local jurisdictional staff to determine which measures are best suited for their community
- A refined list of performance measures for each jurisdiction will be combined for Policy Board approval
- Approval will be required by LCDC
- Performance Measure tracking begins

This process is expected to take between 6 and 12 months.

**Conclusion**

This memorandum summarizes the voluntary effort by the Corvallis Area MPO to meet the Oregon state Regional Transportation System Plan (RTSP) requirement. Additional work and information will be forthcoming in future months, as this process further develops.

**Attachments**

Attachment A: Transportation Planning Rule

Attachment B: Regional Transportation Plan Policy Crosswalk

## Attachment A: Transportation Planning Rule

### OAR Chapter 660, Division 12 Transportation Planning

*(4) In MPO areas, regional and local TSPs shall be designed to achieve adopted standards for increasing transportation choices and reducing reliance on the automobile. Adopted standards are intended as means of measuring progress of metropolitan areas towards developing and implementing transportation systems and land use plans that increase transportation choices and reduce reliance on the automobile. It is anticipated that metropolitan areas will accomplish reduced reliance by changing land use patterns and transportation systems so that walking, cycling, and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.*

*(5) MPO areas shall adopt standards to demonstrate progress towards increasing transportation choices and reducing automobile reliance as provided for in this rule:*

*(a) The commission shall approve standards by order upon demonstration by the metropolitan area that:*

*(A) Achieving the standard will result in a reduction in reliance on automobiles;*

*(B) Achieving the standard will accomplish a significant increase in the availability or convenience of alternative modes of transportation;*

*(C) Achieving the standard is likely to result in a significant increase in the share of trips made by alternative modes, including walking, bicycling, ridesharing and transit;*

*(D) VMT per capita is unlikely to increase by more than five percent; and*

*(E) The standard is measurable and reasonably related to achieving the goal of increasing transportation choices and reducing reliance on the automobile as described in OAR 660-012-0000.*

*(b) In reviewing proposed standards for compliance with subsection (a), the commission shall give credit to regional and local plans, programs, and actions implemented since 1990 that have already contributed to achieving the objectives specified in paragraphs (A)–(E) above;*

*(c) If a plan using a standard, approved pursuant to this rule, is expected to result in an increase in VMT per capita, then the cities and counties in the metropolitan area shall prepare and adopt an integrated land use and transportation plan including the elements listed in paragraphs (A)–(E) below. Such a plan shall be prepared in coordination with the MPO and shall be adopted within three years of the approval of the standard.*

*(A) Changes to land use plan designations, densities, and design standards listed in subsections (2)(a)–(d);*

*(B) A transportation demand management plan that includes significant new transportation demand management measures;*

*(C) A public transit plan that includes a significant expansion in transit service;*

*(D) Policies to review and manage major roadway improvements to ensure that their effects are consistent with achieving the adopted strategy for reduced reliance on the automobile, including policies that provide for the following:*

*(i) An assessment of whether improvements would result in development or travel that is inconsistent with what is expected in the plan;*

*(ii) Consideration of alternative measures to meet transportation needs;*

*(iii) Adoption of measures to limit possible unintended effects on travel and land use patterns including access management, limitations on subsequent plan amendments, phasing of improvements, etc.; and*

*(iv) For purposes of this section a "major roadway expansion" includes new arterial roads or streets and highways, the addition of travel lanes, and construction of interchanges to a limited access highway*

*(E) Plan and ordinance provisions that meet all other applicable requirements of this division.*

*(d) Standards may include but are not limited to:*

*(A) Modal share of alternative modes, including walking, bicycling, and transit trips;*

*(B) Vehicle hours of travel per capita;*

*(C) Vehicle trips per capita;*

*(D) Measures of accessibility by alternative modes (i.e. walking, bicycling and transit); or*

*(E) The Oregon Benchmark for a reduction in peak hour commuting by single occupant vehicles.*

*(e) Metropolitan areas shall adopt TSP policies to evaluate progress towards achieving the standard or standards adopted and approved pursuant to this rule. Such evaluation shall occur at regular intervals corresponding with federally-required updates of the regional transportation plan. This shall include monitoring and reporting of VMT per capita.*

*(6) A metropolitan area may also accomplish compliance with requirements of subsection (3)(e), sections (4) and (5) by demonstrating to the commission that adopted plans and measures are likely to achieve a five percent reduction in VMT per capita over the 20-year planning period.*

*The commission shall consider and act on metropolitan area requests under this section by order. A metropolitan area that receives approval under this section shall adopt interim benchmarks for VMT reduction and shall evaluate progress in achieving VMT reduction at each update of the regional transportation system plan.*

## Attachment B: Transportation Plan Policy Crosswalk

Goal Category	CAMPO RTP (3/17)	Corvallis TSP (12/18)	Benton County TSP (3/19)	Philomath TSP (7/18)
<b>Mobility</b>	Provide for the safe, convenient and efficient movement of people and goods within and between urban centers. (1)	Provide an efficient transportation system that supports economic vitality by facilitating the local and regional movement of people and goods. (1)	The transportation system should efficiently connect people with where they want to go. (4)	Develop a transportation system that provides mobility and accessibility for all members of the community, and reduces reliance on motor vehicle travel (2)
<b>Equity</b>	Improve the affordability and equitability of the transportation system. (3)	Provide a diversified and accessible transportation system that ensures mobility for all members of the community and provides viable alternatives to automobile travel. (3)	Transportation investments should serve everyone in the community and recognize disparities in people's access to transportation modes. (2)	Develop a transportation system that provides mobility and accessibility for all members of the community, and reduces reliance on motor vehicle travel (2)
<b>Safety</b>	Provide for the safe, convenient and efficient movement of people and goods within and between urban centers. (1)	Provide a transportation system that enhances the health and safety of residents. (2)	A safe transportation system minimizes risks and conflict. (1)	Enhance transportation safety (3)
<b>Efficiency</b>	Efficiently manage and operate the regional transportation system. (2)	Provide a sustainable transportation system through responsible stewardship of financial and environmental resources. (4)	Investments in transportation should manage assets efficiently and responsibly. (6)	Maintain efficient motor vehicle travel along the street network and through US20/OR 34 (1)
<b>Economic Development</b>	Promote the region's economic vitality through transportation policy and investment. (5)	Provide an efficient transportation system that supports economic vitality by facilitating the local and regional movement of people and goods. (1)	Transportation should support a thriving economy. (5)	Develop and maintain a transportation system that supports economic vitality (4)

<b>Sustainability</b>	Promote environmental sustainability. (6)	Provide a sustainable transportation system through responsible stewardship of financial and environmental resources. (4)	The transportation system should allow a community to live harmoniously with the environment. (7)	Provide a sustainable transportation system through responsible stewardship of financial and environmental resources (5)
<b>Public Health</b>	Promote public health through transportation policies and investment. (4)	Provide a transportation system that enhances the health and safety of residents. (2)	The transportation system should encourage healthy lifestyles. (3)	
<b>Transportation Options</b>	Promote and expand transportation options for all people. (8)			
<b>Coordination</b>				Maintain coordination with local and state agencies and plans (6)

Table 21. Summary of System Performance Between Existing and Future Conditions

EVALUATION CRITERIA		EXISTING CONDITIONS	2040 BASELINE CONDITIONS	2040 WITH ALL ILLUSTRATIVE PROJECTS	
Vehicle-Miles Traveled (VMT) per capita - daily		5.41	5.80	5.84	
Major intersections that do not meet applicable vehicle mobility performance standards or targets		10	17	4	
Peak hour travel time on freight routes, in minutes		56	68	59	
Percent of total jobs within 1/4-mile walking distance of transit stops served by at least 30 transit vehicles per day		34%	35%	67%	
Percent of total households within 1/4-mile walking distance of transit stops served by at least 30 transit vehicles per day		34%	32%	60%	
Span and frequency of transit service - number of routes that provide 30 or more trips per day		2	2	6	
Percent of arterial and collector roadway miles with transit service providing 30 or more transit vehicles per day		9%	9%	17%	
Percent of the arterials and collectors with biking facilities		79%	79%	84%	
Bicycle Level of Traffic Stress - Percent of high-quality (or low-stress) on all roads		70%	70%	77%	
Percent of population and employment within 1/8-mile of high-quality pedestrian or bicycle facilities	Ped	Population	56%	50%	52%
		Employment	55%	53%	54%
	Bike	Population	93%	89%	89%
		Employment	88%	85%	85%
Percent of all roads with walking facilities on both sides of the roadway		71%	71%	74%	
Pedestrian Level of Service - Percent of high-quality collector and arterial segments		20%	18%	37%	
Pedestrian Level of Service - Number of low or medium-low quality intersections		15	15	13	

Note: Criteria for Existing Conditions including VMT per capita calculations or population/household/employment data are based on 2010 land use data. All other Existing Conditions criteria are based on 2014 data.

The VMT per capita calculations do not account for the comprehensive set of transit investments included in Corvallis's Transit Development Plan. However, sensitivity testing of the impacts of significant transit investments indicate that implementation of the long-term transit strategies from that plan could reduce VMT per capita by as much as six percent.