

## CORVALLIS AREA Metropolitan Planning Organization

777 NW 9<sup>th</sup> Street, Suite 204C; Corvallis, Oregon 97330  
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### TECHNICAL ADVISORY COMMITTEE

Thursday, December 19, 2019

9:00 - 11:00 am

CAMPO Office, 777 NW 9<sup>th</sup> Street, Suite 204C  
Corvallis, OR 97330

### AGENDA

- |       |   |                           |
|-------|---|---------------------------|
| 9:00  | 1. Call to Order and Agenda Review  | Chair,<br>Greg Gescher    |
| 9:05  | 2. Public Comments  | Chair                     |
| 9:10  | 3. Minutes of August 28 and October 31, 2019 Meetings<br>(Attachments A & B)  | Chair                     |
|       | <i>ACTION: Decision on Minutes</i>  |                           |
| 9:15  | 4. Regional Bike Wayfinding Signage<br><i>Discussion on regional "standard" for adoption</i>  | Lisa Scherf,<br>Corvallis |
| 9:30  | 5. Performance Measures (Attachment C)<br><i>Review of discussion from last meeting and update on draft list of<br/>Performance Measures</i>                      | All                       |
| 10:00 | 6. Regional Count Program Discussion<br><i>Overview of new equipment and existing motor vehicle counts in the<br/>region.</i>                                     | All                       |
| 10:30 | 7. FY2020 UPWP Review and FY2021 UPWP Planning (Attachment D)<br><i>First quarter check in FY2020 UPWP and discussion on topics to<br/>include in FY2021 UPWP</i> | Staff, Nick<br>Meltzer    |
| 10:45 | 8. Other Business or General Updates <ul style="list-style-type: none"><li>• CAMPO Staff Report</li><li>• Jurisdictional Reports</li></ul>                        | Chair                     |
| 11:00 | 9. Adjournment<br><i>Next meeting January 30<sup>th</sup> (Confirm day and time work for 2020)</i>  | 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*

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
Thursday, August 29, 2019  
CAMPO Office, Corvallis**

**DRAFT MINUTES**

**Members Attending:** Gary Stockhoff, James Feldmann, and Rebecca Houghtaling, Chris Workman,

**Members Absent:** Greg Gescher and Pat Hare

**Staff:** Nick Meltzer, and Dana Nichols

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order		<b>Meeting called to order by Nick Meltzer at 9:05 am.</b>
2. Agenda Review		<b>There were no changes to the agenda.</b>
3. Public Comments		
4. Minutes of June 27, 2019 Meeting		<b>No quorum (only 3 members present). Minutes will be approved at the next meeting.</b>
5. FY2021-2024 Transportation Improvement Program	<p>Meltzer expressed that the Policy Board had a robust discussion at their last meeting and approved all projects as submitted. There still needs to be a conversation about the timeframe for when each entity will take the money.</p> <p>Houghtaling asked for some clarification about the Policy Board discussion, specifically for some guidance about the how the process went. Meltzer replied that at the Policy Board meeting John Heustis asked if there was agreement at the TAC level. Staff provided a memo to the Policy Board regarding the discussion at the TAC level and the fact that they were not in complete agreement, but did reach consensus. Meltzer also added that ODOT had some concerns about the lack of criteria in the application process, though ultimately the process CAMPO used was fine.</p>	

	<p>Houghtaling asked if the Policy Board would be comfortable setting some criteria in the future so that they could be clear about their reasoning behind their decisions, especially in consideration of modernization v. preservation. Meltzer said they considered meeting after the STBG process was over and discuss the process. Discussion ensued about the pros and cons of changing STBG policies now rather than before the next cycle.</p> <p>Feldmann asked what the TAC thought about not having an application process. Does the TAC care one way or another what the application looks like from each entity? While not married to a specific format, there was a desire to have consistent information submitted for each project. Keep it simple and keep it consistent. Workman added that if it's working right now, then don't change the process. If there are things that need to be changed, we should change the format to add those things in.</p> <p>Meltzer added that burdensome applications may prevent smaller communities who don't necessarily have the resources to submit an application.</p> <p>The TAC discussed briefly some of the timing of projects, between Benton County, Corvallis, and Philomath. The school in Philomath has an interest in moving sooner rather than later. Benton County can push their project out. Corvallis submitted a preferred timeline for their projects. Meltzer suggested that perhaps the Philomath project could switch places with something in the Corvallis region. Discussion will continue internally regarding the timing of projects.</p> <p>Meltzer asked Feldmann when ODOT will send state projects in and when the MPOs actual TIP document needs to be done by.</p> <p>Feldmann brought up that we will have a new Area Manager through ODOT. John Heustis is moving to Area 3 temporarily and Area 2 will get Savannah Crawford, who is moving into John's position for the next year.</p>	
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<p>6. Regional Performance Measures</p>	<p>Meltzer referenced Attachment A, which summarizes the process thus far. The conversation with the Policy Board and DLCD found that roughly 5-10 total measure are set, and the performance measures are for the region and can be met by any entity in the region. Meltzer's hope for today's meeting is to set those performance measures to present to the Policy Board. Some measures should be challenging.</p> <p>Houghtaling asked for clarification about the number of measures for each objective. Meltzer stated that we should be looking at 1-2 measures for each objective. Feldmann added that the TAC might look at one source of information rather than individual modes for a measure (i.e. ACS data for mode split for "Commute to Work" rather than looking at biking, walking, transit individually.) Meltzer stated that he thought DLCD wanted more specificity than that. Houghtaling stated that ACS data is good as a longitudinal study, though it shouldn't be the only source. There was a general consensus that the process should be achievable and easy-not duplicative of other similar efforts. Houghtaling also added that data on GIS can be used for each jurisdiction. The COG has a GIS analyst that can provide this service for smaller jurisdictions.</p> <p>Feldmann stated that he liked the measure of new miles constructed. Houghtaling asked what happens when you're "built-out". Meltzer said you can visit and refresh these measures as time moves on – maybe with the RTP. Discussion ensued about which of the measures for Objective 1 (Increase percent of trips by bicycle) should be used. Feldmann expressed that he would like to use the measure of quality over quantity, because he feels that we've hit a percentage of people biking that won't change until the quality of bike lanes improves. Agreement on Bike Mode Split. Houghtaling added from a technical standpoint, miles is easier to measure than population. Workman stated that if we're building high-quality bike lanes near few people, we're not going to be very successful either. Feldmann asked if we could do a "short-list" and move on. Agreement that: Bicycle Mode Split, Percentage of population with ½ miles of "high quality" bicycle facility, and Miles of "high quality" bicycle facilities constructed/added</p>	<p><b>Staff will provide an updated list of measures for the next meeting.</b></p>
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	<p>will make the short list for Objective 1. Feldmann stated a need to define “high quality”. Meltzer stated that this could be defined differently in each jurisdiction (for example in Corvallis, v. in the county). Goals of the measures include both tracking project progress, but also provide support for future projects that help the region meet performance measures. Feldmann would like to capture multi-use path extensions, also talk about “low-stress networks”.</p> <p>Moving to Objective 2: Increase percent of trips by foot. Meltzer likes percent of streets with sidewalks on both sides. Stockhoff stated that it might be difficult to get sidewalks on both sides. Houghtaling added that this is an urban v rural issue, since in Corvallis it might be different than in the County. Miles of sidewalk repaired or constructed might be better to capture improvements happening throughout the CAMPO region. Agreement on this measure. Definition should include separated paths as well as sidewalks. Feldmann asked if ramp improvements should count as part of the measurement. Agreement that it should not. Also agreement on Pedestrian Mode Split.</p> <p>Objective 3: Increase percent of trip by transit. Agreement that Transit Mode Split should be used again. Another discussion about the urban-rural divide. Particularly around “percent of population within 1.4 miles of transit stop”. May be more useful to use ½ mile to capture improvements in smaller jurisdictions.</p> <p>Workman asked if we should limit or combine the number of objectives since there are quite a few measures in play.</p> <p>Objective 4: Increase telecommute and carpool mode share. Feldmann added that ACS data covers this. Workman asked if this was different than transit mode split. It is, it is a typo in the memo. Feldmann and Stockhoff both stated they felt TDM might be difficult to measure. Houghtaling asked how we would collect data on which employers offer TDM programs? Meltzer stated that existing organizations run programs like this that we could tap into. Concern about consistency in reporting (is the data reliable and consistent each</p>	
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	<p>year?). Meltzer felt that this measure is an easy win. The TAC asked for further clarification about how. Meltzer stated that he's seen TDM programs that are very successful. Still concern about how it's measured. TAC requested to get rid of Objective 4 since it's covered under ACS data – could it be included in other measures? Agreement to not set a measure at this time for Objective 4.</p> <p>Objective 5: Utilize pricing strategies to accurately reflect the true societal costs of driving. Meltzer stated that this measure is similar to Objective 4 in that it might be hard to measure. Feldmann expressed a desire to address parking, though Meltzer pushed back that it might not apply to jurisdictions outside of Corvallis. Stockhoff added that since the measure only has to be reached by one entity, this measure can still apply-especially if the parking is a regional issue even though it's primarily located in Corvallis. Feldmann suggested that the measurement might be as simple as recording a change in policy. Discussion ensued about the types of policy changes that might affect changes in behavior. Feldmann asked Meltzer to look into a parking-related measure that would be easy to track overtime. Stockhoff added that if parking is the only measure under objective 5, then it might make more sense to add it to measure 7 for land use.</p> <p>Objective 6: Increase electric vehicle use + infrastructure. Stockhoff stated that Benton County has plans to add in more infrastructure and add additional electric vehicles to their fleet. Meltzer asked if you could query at the DMV to find out how many electric vehicles are registered. Feldmann would love to see a measure that captured policy changes at the city-level. For example, requirements for multi-family residential to have a charging station. Feldmann would like to capture public and private investment. Meltzer would like to only have one measure for this objective. Agreement that charging stations is the best measure – both public and private.</p> <p>Objective 7: Decreased demand on transportation through land use. Greg suggested he liked traffic volumes, new dwelling units constructed in mixed use zones. Meltzer also added that housing</p>	
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	<p>density is easy data to find. Feldmann added that he would like to have at least one land use-related measure, but he's open to what that is. Discussion ensued about the other sub-categories and measures. Meltzer asked how the TAC felt about density. HB2001 came up as a possible boon to success on this measure. Workman stated that with the University, we're likely above other cities on density. We're not comparing ourselves to other cities, but rather to our baseline from previous years. General consensus that the top choices are traffic volumes, jobs + housing mix and housing density.</p> <p>Checking in to see how many measure shave been selected so far: 12 measures, though 4 of them can be combined into ACS data for commute to work. Meltzer will write a memo for the next meeting and bring it back for further refinement and discussion.</p> <p>Feldmann asked about micro-mobility and how that is affected or captured in the region's performance measures. How do we capture these modes in the future if people are moving from, for example, bike to scooter. Will it make our numbers look like they're going down?</p> <p>Workman asked if we could change the name of the report from "Regional Performance Measure Report" to something that is more inclusive of the conversation. Meltzer thought this name comes from the State law for an RTSP. Workman stated that the name suggests a more broad discussion of transportation measures, not the more specific details related to reducing greenhouse gases that the report addressed. Agreement for more detailed description of what we are actually measuring. Feldmann asked who is responsible for measuring this annually. The MPO? Federal law requires the MPO to do it, though the State law is up in the air right now and might move from a state requirement to a city requirement. It is voluntary right now but maybe become an annual CAMPO task.</p> <p>Interesting to get the traffic counts and compare them to ACS when that data comes out in December. Meltzer might apply for a smaller TGM grant to support staff time related to measuring throughout the</p>	
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	<p>first couple of years. Additional conversations with DLCD will be required to see where this process is heading.</p>	
<p>7. General Updates</p>	<p>NACTO Urban Bikeway Design Training –Meltzer stated that in two weeks he would start bugging folks about attending</p> <p>Meltzer will be attending the NACTO conference in two weeks. A recap will be provided. He will also be doing a public presentation about the Europe trip.</p> <p>Joint TAC meeting notice went out.</p> <p>Feldmann brought up the Van Buren Bridge project.</p> <p>Stockhoff talked to Lisa Scherf about filling Lee Lazaro’s position. Job description went out. Benton County has a new contract with dial-a-bus-repairs needed for current fleet. Agreement for new property fell through. Funding for Amtrak connector ran out in 2018, ODOT found additional money to fund it until the new STIF money comes in for the Coast to Valley Express. Unsure what the deficit is, but the costs will be covered somehow. Stockhoff also added a caution that railroad related projects might take longer than expected.</p> <p>Houghtaling brought up the Washington Way project and discussed the issues they’ve also been having with the railroad. Timelines have been thrown off, but they’re still hoping to construct next summer.</p> <p>Workman is working on the MOU with ODOT today and tomorrow. Murray Smith is moving forward on the streetscape project. The</p>	

	apartment complex is moving along-about to pour foundation and get island in for crossing. Feldmann asked what was going in on the north side. It's a sidewalk. Early occupancy of some units.	
8. Other Business		<b>There was no other business to discuss.</b>
9. Adjournment		<b>Meeting adjourned at 10:47 am.</b>

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
Thursday, October 31, 2019  
CAMPO Office, Corvallis**

**DRAFT MINUTES**

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

**Members Absent:** Pat Hare and Rebecca Houghtaling

**Guests Attending:** Jasmine Harris (phone), and Becky Knudson.

**Staff:** Nick Meltzer, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review		<b>Meeting called to order by The Chair, Greg Gescher at 9:05 am.</b>  <b>There were no changes to the agenda.</b>
2. Public Comments		<b>There were no public comments.</b>
3. Minutes of August 28, 2019 meeting	Members did not receive the August 28, 2019 meeting minutes in their packets. They received the June 27, 2019 meeting minutes which also need to be approved. Greg Gescher provided clarification for the June 27 <sup>th</sup> meeting minutes.  Staff will bring the August 28, 2019 meeting minutes for review to the next TAC meeting.	<b>Consensus to approve the June 27, 2019 meeting minutes.</b>  <b>Staff to bring previous meeting minutes that have yet to be approved to the final 2019 TAC meeting.</b>
4. Performance Measures	Staff Nick Meltzer reviewed the performance measures document with members. Q&A was conducted, clarifications were made, and member feedback was provided.  Gescher indicated that he would like to verify that the city can get the data that needs to be collected before the document goes to the Board	<b>The city of Corvallis will verify data collection prior to the next Board meeting.</b>  <b>Staff to update the</b>

	<p>for final approval.</p> <p>Jasmine Harris with FHWA stated that CAMPO will want to think of the performance measures on a high level when selecting them, and to ensure they fit CAMPO's goals, and objectives.</p>	<p><b>document based on today's discussion and provide more detail for the next TAC meeting.</b></p>
5. STBG Budget Balancing	<p>Meltzer noted two issues while discussing STBG projects 1. Philomath school wants to actively talk about their Circulation Study which would require shifting funds to work on it this fiscal year, and 2. Don't have a policy if have leftover STBG funds each year.</p> <p>Gescher noted that a process for leftover STBG funds has not been developed. He advised that the funds remained in the pot, and that may be what CAMPO continues to do. He went on to question if CAMPO had programmed projects by year this time around. Meltzer answered that CAMPO did program the projects by year. Gescher asked for the document showing how the projects are programs. Meltzer will email that out to members.</p> <p>Meltzer went on to advise that staff does not have a method to track the progress and funding of the project because the agreements are between the jurisdictions and the State. Members discussed this issue and suggested for cites to provide a project fund expenditure summary to staff. Staff will then develop a TIP progress report.</p> <p>In regards to the Philomath Circulation Study, the city would like to change the grant agreement, in order to receive the \$25,000 this year. Meltzer questioned what needs to be done in order to take care of that. Gescher advised that he doesn't see that it would be an issue, and he will look into what needs to be done. It was noted that a full amendment to the STIP may need to be completed.</p> <p>Meltzer went on to note that historically all the fund exchange dollars were included in the STIP. Moving forward, those funds will no longer be in the STIP and will no longer require full amendments. ODOT allows the MPOs to exchange STBG funds for state funds, therefore there is no reason for them to be in the STIP. This will allow for more</p>	<p><b>Greg Gescher will work with staff and Philomath in regards to the Philomath Circulation Study and disbursing \$25,000 this year.</b></p> <p><b>Jurisdictions to provide staff with project fund expenditure reports, and staff to develop a TIP progress report with the information received.</b></p>

	flexibility, and reduces a large administrative burden.	
6. FY2020 UPWP Review and FY2021 UPWP Planning	<p>Meltzer reported that CAMPO will need to start preparing for the FY2021 UPWP. The FY2021 UPWP needs to be submitted in January of 2020. Meltzer went on to provide a quick overview of the current UPWP and work completed. Meltzer asked what members may want to include in next year's UPWP. He noted that CAMPO has already identified continuing the count program.</p> <p>James Feldmann questioned where CAMPO is with the next RTP update. Meltzer answered that the next RTP update is scheduled for FY2021. Meltzer asked Harris what the requirement is for starting the work on the RTP. Harris advised that CAMPOs plan is on a five year cycle and needs to be adopted by the CAMPO Board within the five years. Meltzer advised that based on those details, CAMPO will need to begin the update in FY2021.</p> <p>Gescher questioned when the Transit Safety Study will begin. Meltzer advised that it begins in November of this year, and is scheduled to be completed by July 2020.</p> <p>Meltzer noted that the Policy Board is very interested in SRTS, and CAMPO may want to put efforts into it this coming year. He asked members to email him with additional suggestions.</p>	<b>Jurisdictions to email staff with recommendations to the FY2021 UPWP.</b>
7. Oregon Household Activity Survey	<p>Feldman reported that the Oregon Model Steering Committee is preparing for another round of household surveys. The survey is completed every ten years, coinciding with the 2020 census. In order for the MPOs to participate, they need to assist with 50% of the funding. This requires recommendation from the TAC, and approval by the Board.</p> <p>Meltzer noted that the data gathered during the survey is what drives the Corvallis Albany Lebanon Model (CALM). This data can be used during RTP and TSP updates. Since CAMPO did not participate during the last round, data from similar communities was used.</p> <p>Becky Knudson advised that although, CAMPO did not participate</p>	<p><b>Consensus to make a recommendation the Policy Board to fund the Oregon Household Activity Survey.</b></p> <p><b>Staff to provide a list of funding options to the Policy Board.</b></p>

	<p>during the last survey, there was minimal data gathered from the CAMPO area. This survey cycle, CAMPOs cost would be \$82,635, and the MPOs are able to make a payment plan. Realistically, the survey would not start until 2022, and may need to go through 2024. There is not a guarantee on how it will play out.</p> <p>Knudson went on to advise that the purpose of the survey is to help answer questions about population and demographics. The survey captures ethnicity, income, modes of travel, and many other factors. She stated that the survey could be tailored to the MPO needs.</p> <p>Member feedback:</p> <ul style="list-style-type: none"> <li>• Determine what the survey data would be used for before making a recommendation to the Board</li> <li>• Determine where the funds would come from</li> <li>• If use PL funds, that takes away from staff time</li> <li>• As other MPOs how they are using the data</li> <li>• What is the benefit for the cost</li> <li>• AAMPO and CAMPO are very different and CAMPO will want accurate data that reflects its area</li> </ul> <p>Members stated that they see value in participating in the survey, however, they are unsure how CAMPO would fund it. They requested that staff develop a list of potential funding sources to present to the Board for their decision.</p>	
<p>8. Other Business or General Updates</p>	<ul style="list-style-type: none"> <li>• CAMPO Staff Reports Staff is working with Project A to update the CAMPO website. Meltzer reviewed the new website framework with members. Harris suggested adding a link to the Title VI and ADA complaints process. Chris Workman suggested write out acronyms. Members also suggested that the website include Philomath and Adair Village photos. Meltzer asked members to send any editorial suggestions to staff.</li> <li>• Jurisdictional Reports Benton County – updating their website and rebranding the</li> </ul>	

	<p>county transit. The county has hired a replacement for Lee Lazaro. Additionally, the county has received the first STIF check. Lastly, Amtrak Connector seizes operation on November 4<sup>th</sup>. On November 5<sup>th</sup> the Coast to Valley has been expanded to pick up those routes.</p> <p>Philomath – transitioned over to a new bus route. There have been no complaints. The old signs are down, and new signs are up. The boulevard apartments still need paving done for the new routes, and Philomath is working with ODOT on the MOU for transit services.</p> <p>Corvallis – transit expansion is on full swing. Sunday numbers are looking very good. The city is also working the Bolt bus that is coming into town. Looking for a stop at the transit mall.</p> <p>ODOT – South Corvallis 99W facility plan is at DOJ. Hoping for it to be out to bid by end of year. The South Corvallis area plan is being kicked off. The Corvallis council voted to not take the Van Buren bridge and it will need to be disposed of.</p>	
9. Adjournment	End of the year meeting – Thursday, December 19 <sup>th</sup> , 9-11 am.	<b>Meeting adjourned at 10:55 am.</b>

# MEMORANDUM

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

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**Date:** December 12, 2019  
**To:** CAMPO TAC  
**From:** Nick Meltzer, CAMPO Staff  
**Re:** CAMPO RSTP Alternative Measures

This memorandum presents an overview of the measures for reducing reliance on single occupancy vehicles for the Corvallis Area MPO region. This is in part for adherence the Oregon Transportation Planning Rule, TPR, also known as Goal 12.

At discussion of the February 13, 2019 meeting, the Corvallis Area Metropolitan Planning Organization (CAMPO) Policy Board decided to develop alternative measures in line with the Oregon Transportation Planning Rule (Appendix A) 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.

After agreement on the goal of the process and subsequent objectives at the April 10, 2019 meeting, staff prepared this report to document the process and outline the various measures that could be implemented.

At the August 29<sup>th</sup> Technical Advisory Committee meeting, a robust discussion on each of the measures results in a list of 13 proposed metrics for submittal to the Policy Board. These draft measures are re-produced below for final approval by the TAC. At the November 13 meeting, the Policy Board met consensus for approving the 14 measures outlined below.

## Goal

Reduce reliance on automobiles within the CAMPO region, especially single occupancy vehicle trips. In the interim, support high efficiency and electric vehicles as a greenhouse gas reduction strategy.

## Proposed Measures

The TAC determined the following metrics to be easily measurable over time, in addition to being specific actions that are good indicators of a reduction in greenhouse gas emissions.

1. *Bicycle Mode Split (Obj. 1)*
2. *Percent of population within ½ mile of "high quality" bicycle facility (Obj. 1)*
3. *Miles of "high quality" bicycle facilities constructed/added (Obj. 1)*

4. *Pedestrian Mode Split (Obj. 2)*
5. *Feet of sidewalk repaired or constructed (Obj. 2)*
6. *Transit mode split (Obj. 3)*
7. *Percent of population within ½ mile of transit stop (Obj. 3)*
8. *Public electric vehicle charging stations (Obj. 6)*
9. *Transportation Reduction—Locational Traffic Volumes (Obj. 7)*
10. *Destinations—New dwelling units constructed in mixed use zones (Obj. 7)*
11. *Destinations—Jobs/housing mix (Obj. 7)*
12. *Density—housing density (dwelling units/acre) (Obj. 7)*
13. *Distance—Jobs within ½ mile of a transit stop(Obj. 7)*
14. *Parking—number of public parking spots*

### **Data Collection and Methodology**

The following table outlines the measures, methods, update schedule and lead staff. Two definitions are required for the measures: high quality bicycle facilities and mixed use zones

- *High Quality Bicycle Facilities.* This measure focuses on getting more people to make trips by bicycle, so focusing on buffered or protected infrastructure. Multi-use paths will be tracked separately and incorporated into the overall total.
- *Mixed Use Zones:* The goal of this measure is to locate housing near retail and services. In this sense any new dwelling units constructed in zone designations that allow a mix of uses including retail or commercial are acceptable

Broadly, the measures can be divided into the following categories; in order of required effort: Collected, Reported, Calculated and Measured.

<b>Measures</b>	<b>Method</b>	<b>Update</b>	<b>Lead Staff</b>
1. Bicycle Mode Split 4. Pedestrian Mode Split 6. Transit Mode Split	American Community Survey (ACS) Data generated annually by the US Census  Longitudinal Employer Household Dynamics	Bi-annually	CAMPO

11. Jobs/housing mix 12. Housing density	(LEHD) Data, also published by US Census		
3. Miles of "high quality bicycle facilities" 5. Feet of sidewalk constructed or repaired 8. Public electric vehicle charging stations 14. Number of public parking spaces 10. New dwelling units in mixed use zones	Generated by cities/counties	Annually	Cities report information to CAMPO, CAMPO staff compiles
2. Percent of population with ½ mile of "high quality" bicycle facility 7. Percent of population within ½ mile of transit stop 13. Jobs within a ½ mile of a transit stop	Using data from above overlaid with population density	Annually	CAMPO staff analysis based on metrics reported above. Initial year will require more effort on data gathering and analysis.
9. Locational traffic volumes	ODOT Counters and Tube Counters	Annually	CAMPO Staff/ODOT Staff

### Next Steps

Staff requests the TAC review these performance measures and methods, make any edits and forward a recommendation on to the Policy Board.

### Appendices

Appendix A: Complete List of Performance Measures

Appendix B: DLCD List of TPR Recommended Measures

**Appendix A: Complete List of Performance Measures****Objective 1: Increase percent of trips by bicycle**

Measure	Taken From	Data Source	Notes
Bicycle Mode Split		ACS Data	
Percent of population within ½ mile of "high quality" bicycle facility	Corvallis TSP	GIS Mapping	
New miles of bicycle facilities constructed or added		City Public Works	
Miles of "high quality" bicycle facilities constructed/added	DLCD, Corvallis TSP	City Public Works	
Miles of bicycle facilities		GIS Mapping	
Miles of protected or off highway bicycle facilities	Corvallis TSP (modified)	GIS Mapping	
Bicycle parking requirements in development code		City	

**Objective 2: Increase percent of trips by foot**

Measure	Taken From	Data Source	Notes
Pedestrian Mode Split		ACS Data	
Percent of streets with sidewalks on both sides	DLCD, Corvallis TSP	GIS Mapping	
Miles of sidewalk repaired or constructed	DLCD	City Public Works	
Percent of school aged population within walking distance to school (1 mile)		GIS Mapping	
Sidewalk construction or future easement requirement in development code		City Public Works	

Typical street section includes greenstrip between roadway and sidewalk		Document review	
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### Objective 3: Increase percent of trips by transit

Measure	Taken From	Data Source	Notes
Transit mode split		ACS Data	
Percent of population within ¼ mile of transit stop		GIS Mapping	
Percent of population within ¼ mile of transit stop with 30 minute headways	Corvallis TSP (modified), Rogue Valley MPO	GIS Mapping	
Transit ridership per capita (annual rides per person)		Transit provider	

### Objective 4: Increase telecommute and carpool mode share

Measure	Taken From	Data Source	Notes
Transit mode split		ACS Data	
Number of employers with transportation demand management (TDM) programs			
Subsidize incentive programs for TDM at employers			
Support alternate work schedules			

### Objective 5: Utilize pricing strategies to accurately reflect the true societal costs of driving (priced parking, congestion pricing, etc.)

Measure	Taken From	Data Source	Notes
Paid parking	Other	City knowledge	
Congestion pricing	Other	State/FHWA enabled	
Local gas tax	Other	City knowledge	
Vehicle Miles Traveled Funding Fee	Other	State enabled	

### Objective 6: Increase electric vehicle use + infrastructure

Measure	Taken From	Data Source	
Public electric vehicle charging stations		ACS Data	
Electric buses		Transit provider	
Electric vehicle registrations		State DMV database	
Local incentive for purchasing electric vehicle			

### Objective 7: Decrease demand on transportation through land use

Sub-Category	Measure	Taken From	Data Source
<i>Transportation Reduction</i>	Traffic volumes VMT per capita Transportation Demand Management (TDM) Programs	Corvallis TSP	
<i>Destinations (Jobs/Housing Mix)</i>	New dwelling units constructed in mixed use zones Jobs + Housing mix (Commute inflow/outflow)	DLCD, Rogue Valley MPO	
<i>Density (Increasing walkability)</i>	Housing Density (dwelling units/acre)		

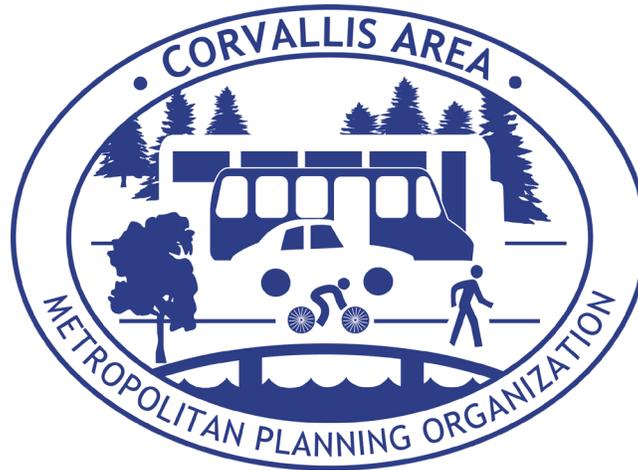
	Maximum Parking requirements		
<i>Diversity (Reducing demand for long trips)</i>	<p>Percent of population within 1 mile of neighborhood center</p> <p>Percent of land zoned as multi-use</p> <p>Increase in residential housing density surrounding neighborhood centers</p>		
<i>Distance (Reducing auto demand)</i>	<p>Jobs within ¼ mile of transit stops</p> <p>Median Housing cost</p>	Corvallis TSP	

**Appendix B: DLCD List of TPR Recommended Measures**

Category	TPR Recommended Measures		RSPM Inputs	
<b>Bicycle</b>	<i>Choose one</i>	<i>Both</i>	Linear feet of all bike projects implemented	Bike Diversion
			Linear feet of high quality bike facilities constructed	
		Bike Level of Traffic Stress		
<b>Land Use</b>	<i>Both</i>	% of households in mixed use or TOD areas	% Population in Mixed Use areas UGB Acres to Population Growth	
		% of employment in mixed use or TOD areas		
<b>Mode Share</b>	% Non-auto commute mode share		None	
<b>Pedestrian</b>	<i>Choose one</i>	% of streets with sidewalks on both sides	None, uses mixed use measure	
		Linear feet of sidewalks built or repaired		
<b>TDM</b>	Number of Transportation Options staff per capita		% Workers Participating Workplace TDM % Households Participating Household Marketing TDM	
<b>Transit</b>	<i>Both</i>	Households within ¼ mile walk to priority transit corridor	Transit Service Miles	
		Transit revenue hours per capita		
<b>Streets</b>	<i>Choose one</i>	Lane miles of managed lanes	Freeway Lane Miles Arterial Lane Miles Access Management (% coverage) Signal Optimization (% coverage)	
		Street reconfigurations prioritizing non-auto modes		
<b>Parking</b>	None		Daily Parking Cost (2015 \$) % Workers Paying for Parking % Non-Workers Paying for Parking % Worker Parking Buyout	
<b>Vehicles</b>	None		# of Car Share Vehicles	

# **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
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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.

TASK 300: PUBLIC TRANSPORTATION PLANNING		
Task Component	FY19-20	FY18-19
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 competed 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 it’s 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.*

<b>TASK 400: TRANSPORTATION PROGRAMMING</b>		
<b>Task Component</b>	<b>FY19-20</b>	<b>FY18-19</b>
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 Funds</b>	<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:

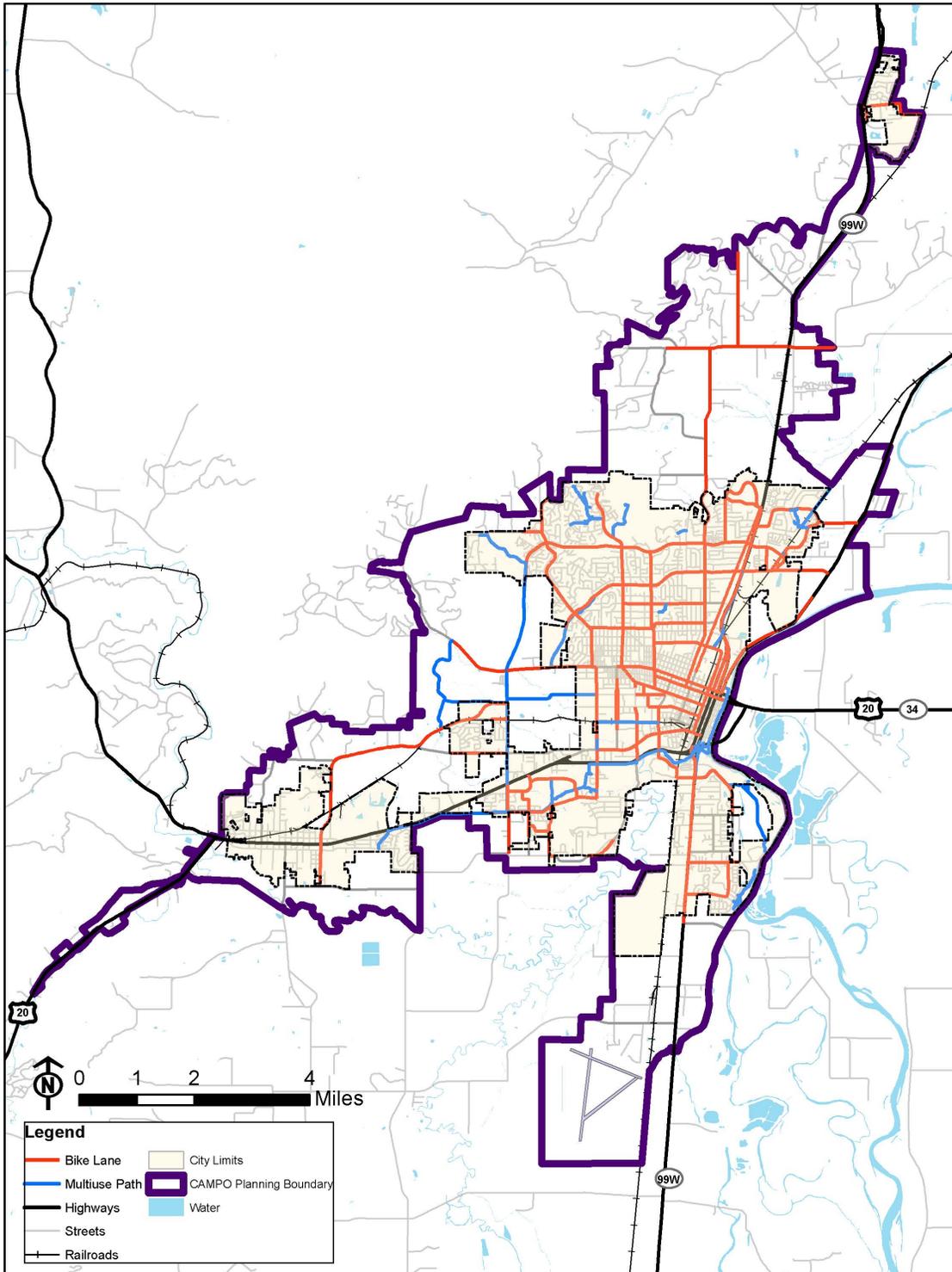
The third emphasis area promotes a transition to Performance Based Planning and Programming. This includes the development and use of transportation performance measures, target setting, performance reporting, and transportation investments that support the achievement of performance targets. These components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

Attachmetn D

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

Attachmetn D

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

Attachmetn D

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

Attachmetn D

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  
Comment Tracker

Attachmetn D

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