



CORVALLIS AREA Metropolitan Planning Organization

777 NW 9th Street, Suite 204C; Corvallis, Oregon 97330
541-223-7040 | sdobrinich@ocwcog.org

TECHNICAL ADVISORY COMMITTEE

Thursday, October 28, 2021

9:00 am - 11:00 am

Via Zoom by clicking [HERE](#)

Passcode: 2020

Via Phone: 1-669-900-9128

Meeting ID: 821 4499 9347

AGENDA

- 1) 9:00 Call to Order and Agenda Review Chair, Gary Stockhoff
- 2) 9:05 Public Comments Chair
- 3) 9:15 Minutes of July 29, 2021 (Attachment A) Chair
ACTION: Decision on Minutes
- 4) 9:20 CAMPO TAC Ex-Officio Membership (Attachment B1 & B2) Chair
Discussion on proposal to add ODOT Regional Transit Coordinator to CAMPO TAC as an ex-officio member. Guidelines for adding new members to the TAC are outlined in Section 8 of Attachment B1.
Action: Discussion and recommendation to the Policy Board
- 5) 9:30 Updates to CAMPO Metropolitan Transportation Improvement Program (MTIP) (Attachment C) Steve Dobrinich
Staff made several updates and reorganized project tables in the CAMPO MTIP while adding recently approved projects to the document. This agenda item will provide an overview of changes.
ACTION: Information Only
- 6) 9:45 Regional Transportation Plan Update (Virtual Handout) Meltzer/
Dobrinich
Staff will provide a recap of the October RTP open house sessions and discuss current progress on the RTP update
Action: Discussion
- 7) 10:30 Bicycle and Pedestrian Count Data (Attachment D) Dobrinich
Overview of Eric E. Austin Memorial Bypass Summer Report including comparison to data collected during the previous winter
Action: Information only
- 8) 10:40 Other Business and Jurisdictional Updates Chair
 - The November and December meetings fall on Holidays. Discuss rescheduling the meetings.

- *CAMPO Updates*
- *Jurisdictional Updates*

9) 11:00 Adjournment

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, July 29, 2021
Via Zoom**

DRAFT MINUTES

Members: Ex-Officio: Gary Stockhoff, Rebecca Houghtaling, Lisa Scherf, and James Feldmann

Ex-Officio: Jasmine Harris

Guest: Rob Upson,

Staff: Nick Meltzer, Steve Dobrinich, Jenny Glass, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review		Meeting was called to order at 9:01 am by Chair Gary Stockhoff. STIP Adjustments added as agenda item 6b.
2. Public Comments		There were no public comments.
3. Minutes of June 24, 2021 meeting		Consensus to approve the June 24, 2021 meeting minutes as presented.
4. Highway 20 Corridor Investment Strategy	<p>Staff Steve Dobrinich reviewed Attachment B. He noted that at the joint AAMPO/CAMPO Board meeting in March, staff received direction to put together a Transportation Growth Management (TGM) grant application for the Highway 20 Corridor Investment Strategy. The application is due tomorrow. Staff included this agenda topic to review application materials that are being submitted.</p> <p>Conversations about improvements along Highway 20 have been taking place for several years and are mentioned in multiple Transportation System Plans (TSPs) and Regional Transportation Plans (RTPs). In 2008; CAMPO in collaboration with the Cascades West Area Commission on Transportation (CWACT), applied for a</p>	

	<p>TGM grant to study the Highway 20 Corridor, however, the project was not funded.</p> <p>The subject resurfaced in 2016 and inspired the current TGM grant application. The MPO Boards agreed to focus on investigating long term population, housing, and job growth along the corridor; exploring a phased approach to fulfill the short term identified needs; and identifying long term projects and costs along the corridor.</p> <p>Staff Nick Meltzer added that all the recent TSP updates noted Highway 20 as an issue. This application would take it to the next step.</p> <p>Quorum was reached and Chair Stockhoff returned to the previous agenda item.</p>	
<p>5. Regional Transportation Plan (RTP) Update</p>	<p>Meltzer reported that two RTP virtual open houses were held last week on July 20. There were 10-11 attendees at the daytime session and 6-7 at the evening session. The open houses were recorded and video from the daytime session has been posted to the CAMPO website. As part of the virtual open house staff introduced a RTP goals and metrics survey as a tool to gather input on the plan. The survey will remain open until August 10, a link has been posted on the CAMPO website. Meltzer moved on to review the results of the existing conditions analysis and what the model is showing via the presentation shared at the open house.</p> <p>Member Feedback:</p> <ul style="list-style-type: none"> • James Feldmann asked if the RTP will look at Kiger Island in South Corvallis and noted that it was in the Benton County TSP. <ul style="list-style-type: none"> ○ Meltzer responded that he is unsure if this is an option but will discuss with Benton County. • James asked if the total population was for Corvallis or the CAMPO Region. <ul style="list-style-type: none"> ○ Meltzer advised that it should be for the CAMPO region but the number warrants verification and Staff will verify. • Rebecca Houghtaling stated that there is discrepancy in mode splits between what campus recognizes vs what the model and 	

	<p>what the city of Corvallis TSP shows. She advised that this is understandable but wondered if in the discussions with TPAU, there was any discussion on mode splits and how its discrepancy may be affecting the model in the assignment of trips and vehicle trips</p> <ul style="list-style-type: none">○ Meltzer reported that he is unsure what the consultants did with the model for the city's TSP update. If they used the 2010 model off the shelf or something updated. COG Staff gathered a lot of data from 2019 to input into the model and then the consultants ran it. Journey to work is split off for reference purposes because the census doesn't have an all modes split. It only has journey to work. When you look at comparisons between the model and the Census journey to work data they are fairly accurate.● Lisa Scherf noted that she was not very involved in the 2010 modeling. She wondered if this is still the right way to model transportation for CAMPO's RTP update in order to consider areas that will have different journey to work numbers. Scherf went on to state that it does not seem to make sense to use a model that includes Albany, Lebanon, and Millersburg for CAMPOs RTP update. Scherf expressed that this could deemphasize active modes and solutions that include active modes. She went on to note that she understands the in and out migration between all the communities. However; the RTP is addressing solutions specific to CAMPO but it is considering modes, splits, traffic to and from other places.<ul style="list-style-type: none">○ Meltzer noted that the model is for the entire region but CAMPO could analyze smaller portions of the model and compare it to itself. Also, what happens at the intersection from Corvallis to Philomath are also impacted by people coming and going from a different jurisdiction. We need to consider if the model under predicts investments in alternative modes. We know that the answer is probably yes but staff is working with the modelers to answer those questions. There are	
--	--	--

	<p>limitations with the model but Staff and consultants are doing their best to actively represent data and to some degree it is required to use the model.</p> <ul style="list-style-type: none"> • Houghtaling stated that when she brought up the question about the mode split and modeling it is because historically when OSU collects data on mode splits, they have a much lower drive alone rate and higher walk and bike split than seen in the report. She stated that there will be some discrepancy but the percentages are very different. • Chair Stockhoff asked if the open house attendees were members of the public or city/county officials. <ul style="list-style-type: none"> ○ Meltzer advised that the majority were members of the public and that many were interested on West Hill Road and the West Hills neighborhood. 	
<p>6. CAMPO Fiscal Year End Summary</p>	<p>Meltzer noted that CAMPO completes several tasks for yearend reporting that Staff is aiming to share with members moving forward. Meltzer went on to review CAMPO's FY2021 Annual Report which is submitted to ODOT. Members did not have any questions on the report.</p>	
<p>6.b. STIP Amendments</p>	<p>Dobrinich reported that there were two STIP adjustments that Staff has approved. No action is needed from the TAC. Those are the following.</p> <p>K22360: Chapman Crossing Illumination Move \$115,000 from construction to preliminary engineering (construction remains fully funded) and slip the right of way, utility and construction phase to 2022.</p> <p>K22361: OR99: Chapman Crossing Advanced Warning Light Move \$115,000 from construction to preliminary engineering (construction remains fully funded) and slip the right of way, utility and construction phases to 2022.</p> <p>Jasmine Harris with FHWA pointed out that ODOT issued an amendment matrix to define the difference between a full amendment and an administrative amendment and the two amendments presented</p>	

	are administrative modification that only require Staff approvals and do not require federal action.	
7. Other Business and Jurisdictional Updates	<p>OCWCOG Updates</p> <p>CAMPO Stimulus Funding Project List: The CAMPO Policy Board approved the list of stimulus funding projects that the TAC submitted last month. Members did discuss that one of the projects that Corvallis submitted; was also submitted as part of the DeFazio member designated projects. If the transportation bill passes, that would be funded. The Board asked if the list should be approved as is based on this information or make changes. The decision was made to approve the list as presented and make amendments as needed based on the outcome of the transportation bill.</p> <p>Houghtaling noted that the initial list was longer than that approved and asked if the transportation bill does get approved; should the Board take another look at the longer list for possible amendments. Members and Staff agreed to do that.</p> <p>Meltzer went on to report that at the AAMPO Board meeting yesterday; there was consensus for Staff to put together a memorandum of understanding (MOU) with each member jurisdiction whose projects will get funded. Staff will do the same with CAMPO. The MOU would indicate the project name, amount, and a request for a report when the project is completed.</p> <p>Feldmann asked if there is a list of Member Designation projects for the CAMPO area. Scherf stated that the project the city of Corvallis applied for is intended to cover more enhanced crossings on 9th Street. For Benton County; Stockhoff reported that the county applied for three projects for the member designated funds and only one was funded for the six new Benton Area Transit (BAT) buses. For the American Rescue Plan Act (ARPA) funds, that is an agency by agency. Currently, the Board is gathering information on how to disburse those but the projects have yet to be identified.</p>	<p>Consensus to cancel the August 26th TAC meeting.</p>

	<p>August TAC Meeting: Staff is proposing to take a summer recess and cancel the August meeting and reconvene in September. The plan had been to return to in-person at end of September; however, Staff will continue to assess based on news about the COVID-19 Delta variant. Members held a discussion on possible meeting spaces at Benton County Commissioners Office and OSU when in-person meetings start up again and also discussed remote and in-person working status. Lastly, members discussed continuing to have remote availability when the committee returns to in-person meetings and/or having a hybrid of in-person and remote meetings.</p> <p>Jurisdictional Updates</p> <p>ODOT Update:</p> <ul style="list-style-type: none"> • Recently held a public meeting for the South Corvallis Facility Plan where they introduced the concepts developed at the concept development workshop the previous day. Close to 25 people attended the meeting. A virtual open house and tabling events are scheduled for August. <p>OSU Update:</p> <ul style="list-style-type: none"> • Moving forward with the Community Hall Slope ADA project. • Facility Services recently moved to the shop building on the NW corner of Western and 35th. • There will be finished street improvements on the north side of Western, west of 35th street. • Still on track for having students back in the fall but will continue to assess. <p>Corvallis Update:</p> <ul style="list-style-type: none"> • The street resurfacing project from 6th to shy of Kings and 29th to Circle will continue for some time as the is getting ready to do some of the grinding work and simultaneously they are not done with the ramp replacement work, therefore the resurfacing will be this way for some time. • There is another resurfacing project on 36th Street from 	
--	--	--

	<p>Harrison to Grant scheduled for this summer where the city intended to remove parking to put buffer bike lanes. The city has now put a pause on the cross section and is putting it back to its current status, keeping the parking and instead removing a foot from each travel lane to put a six foot bike lane instead of a five foot bike lane. The new public works director would like to develop a more objective process for evaluating when you don't have enough right of way to do what the TSP would say you should do for a facility that is classified as a collector.</p> <ul style="list-style-type: none"> • The city has cooperated with OSU to purchase new bus shelters which will be going up this month. • CTS is under contract to begin electrifying its fleet. Lisa and Tim Bates will be attending a conference that should provide good information on bus electrification. • Active Transportation; the city is close to finalizing the guidelines for neighborhood bikeway standards and there is a project this year to start rolling it out. Lisa expressed that something they would like to do is develop a 10-year implementation plan for the low stress network. The city will form and operational advisory group to help with the implementation plan. • Transit; there is hope to expand the Coast to Valley service however, it has been very difficult to hire drivers. <p>FHWA Update:</p> <ul style="list-style-type: none"> • Senior Planner Rachel Tupica is also an equity officer and she has had visitors talk to FHWA staff about equity and diversity. Equity is one of the new federal initiatives under the Biden Administration. Something interesting that was mentioned by one of the visitors is that, it was noted in the newspaper that Albany was the first location in Oregon history to hold a meeting against segregation. ODOT has an equity office and they are developing a blue print defining what equity is and will eventually will be working with the regions and it may trickle down to the MPOs. Feldmann added that this work has allowed ODOT to compensate stakeholders who attend community 	
--	--	--

	<p>groups and those type of activities.</p> <p>Benton County Update:</p> <ul style="list-style-type: none"> • In the process of acquiring new cameras for its buses. This will make the buses safer for everyone. In the future, buses will be ordered with the camera systems already in place. • The Corvallis Council approved the annexation agreement for Mary's Annexation. The majority of the first part of the development will be on 53rd Street and the 3rd phase on West Hills Road. • Working with a lot of projects to move them forward. A bigger effort at this time is the evacuation routes project. There is an agreement in place now with OSU for the use of the route through McDonald Forest and another one being developed through the sheep farm. Also working on an agreement for a route through Bald Hill. 	
8. Adjournment	Next meeting September 30, 2021.	Meeting adjourned at 10:21 am

INTERGOVERNMENTAL AGREEMENT
For the purpose of
ESTABLISHING THE CORVALLIS AREA METROPOLITAN PLANNING
ORGANIZATION (MPO)
And specifying
MPO COOPERATION WITH THE STATE DEPARTMENT OF TRANSPORTATION

This agreement is made and entered into by and between the City of Adair Village, Benton County, City of Corvallis, City of Philomath, and the State of Oregon, acting by and through its Department of Transportation ("ODOT"). The governmental entities establishing the Corvallis Area Metropolitan Planning Organization ("MPO"), as it is created through this agreement or in the future, will be referred to throughout this agreement as "Party" or "Parties." The State Department of Transportation of Oregon will be referred to throughout this agreement as "ODOT".

1. Introduction

Based on the results of the US Census 2000, the Corvallis Urbanized Area has exceeded 50,000 in population. Federal regulations (29CFR part 450) require that an MPO be designated for the area to conduct a continuing, cooperative and comprehensive transportation planning process that results in plans and programs that consider all transportation modes and supports metropolitan community development and social goals. Federal regulation (29CFR part 450) also allows state departments of transportation to be a voting member of any MPO policy boards created under these regulations. The plans and programs shall lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods.

ORS 190.010 allows units of local government to join together to form intergovernmental entities for the performance of any or all functions and activities that a party to the agreement, its officers, or agents have the authority to perform. ORS 190.110 allows state agencies to enter into cooperative agreements with units of local government.

Pursuant to these statutes, an intergovernmental entity is hereby created by the Parties to this agreement, to be called the Corvallis Area Metropolitan Planning Organization. Further, the MPO and ODOT agree to cooperate to meet all federal and state requirements regarding the conduct of MPO responsibilities. This agreement shall be governed and construed in accordance with the laws of the State of Oregon.

2. Purpose

- 2.1 To carry out planning, coordination and integration of activities necessary to maintain a comprehensive, cooperative, and continuing transportation planning program; and further, as specified by the Policy Board, carry out other related specific tasks.

- 2.2 To establish a setting in which to undertake effective decision-making processes regarding transportation in the metropolitan area; evaluate transportation alternatives that are realistic and scaled to address the needs of the metropolitan area; develop and maintain a long range transportation plan for the metropolitan area which covers a 20 year planning horizon; and develop a Transportation Improvement Program (TIP) to establish how transportation funding will be used for regional transportation purposes to address the modernization, operation and maintenance of transportation facilities and service needs within the metropolitan area.
- 2.3 To promote public participation in the decision making process.
- 2.4 To exercise leadership and initiative in planning and assisting development of efficient, integrated transportation system facilities and services in the metropolitan area.

3. Planning Area Defined

The urbanized area for the MPO identified by the US Census 2000 includes those portions of the Cities of Adair Village, Corvallis, and Philomath, together with the nearby unincorporated areas of Benton County that comprise a population of 58,229 persons in the year 2000. The MPO boundary contains that land area determined by the US Census as urbanized, together with that area within the acknowledged urban growth boundaries for the City of Adair Village, City of Corvallis, and the City of Philomath. The urban growth boundaries for the three cities within the MPO is that area that the State of Oregon, Benton County, and each city have agreed is necessary to provide for a 20-year supply of developable land. No additional land needs to be included at this time in order to provide this 20-year supply of developable land for future urbanization. Where the boundary appears to coincide with a transportation facility (e.g., highways, bridges, rail lines), that facility is also included within the urbanized area.

Exhibit "A" is the map which shows the area to be included in the MPO boundary.

4.0. Governing Body of MPO

4.1 Policy Board Membership.

The Policy Board for the MPO consists of officials representing each Party to this agreement, initially including the City of Adair Village, Benton County, City of Corvallis, and City of Philomath. ODOT shall also be a member of the Policy Board of the MPO. This membership is consistent with the requirements of federal law related to metropolitan planning organizations. A Party with elected officials will be represented by an elected official.

- 4.1.1 The Policy Board voting structure will reflect the various population sizes of the Parties. However, no single Party will have such a number of votes that unilaterally controls decisions. Each Party has one vote, except the City of Corvallis has three votes. This representation is established because the City of Corvallis is the most populous city within the urbanized area.
- 4.1.2 ODOT shall have one vote on the Policy Board.
- 4.1.3 It is foreseen that transportation entities (e.g., transportation district or port authority) serving the urbanized area may be created as an entity separate from the Parties. If such an entity is formed, it shall be provided with Policy Board membership upon approval of the modified IGA by the Parties and the Oregon Transportation Commission for ODOT. The appropriate ratio of Policy Board votes for each Party and ODOT will be reconsidered if such an entity is formed.
- 4.1.4 MPO Parties will be encouraged to have their MPO representative also represent the government entity on the Cascades West Area Commission on Transportation (ACT). The ODOT representative will also be encouraged to represent ODOT on the Cascades West Area Commission on Transportation.

5. Policy Board Members, Terms of Office, Officers and Meetings

- 5.1 Each Party will appoint its initial Policy Board member at its first business meeting following MPO designation by the Governor of Oregon. Thereafter, members will be appointed to the Policy Board by the represented Parties at the beginning of the calendar year. Any vacancy on the Policy Board shall be filled by the represented Party with the vacancy. Policy Board members may be re-appointed by the represented Party.
- 5.2 ODOT shall appoint a representative following MPO designation by the Governor of Oregon. ODOT may replace that representative from time to time by written notice to the Chair.
- 5.3 Parties and ODOT may designate an alternate member to the Policy Board as prescribed for the member. If a Party or ODOT will be represented at a particular meeting by a person other than the regular member or designated alternate, that person must declare that fact when the meeting is called to order.
- 5.4 Members with three (3) consecutive unexcused absences from Policy Board meetings will result in the Chair contacting the respective member's highest elected official or the ODOT Director.
- 5.5 The Policy Board shall elect a Chair and Vice Chair at its first meeting. Thereafter, the Policy Board shall elect a Chair and Vice Chair at the first meeting of each

calendar year. In the absence of the Chair, or upon her/his inability to act or serve, the Vice Chair shall have the powers of the Chair.

- 5.6 The Policy Board and its committees shall follow the Oregon Public Meeting Laws.
- 5.7 The first meeting of the Policy Board shall be held within sixty (60) days of the effective date of designation by the Governor of the State of Oregon. Thereafter, regular meetings of the Policy Board shall be held at such time and place as shall be determined by the Policy Board. Special meetings of the Policy Board may be called by the Chair or by a majority of the members. All Policy Board members are entitled to notice of any meeting. No action may be taken unless all Policy Board members are given notice. Notice of meetings to Policy Board members may be given telephonically, by other means of electronic communication, or as specified in the MPO By-Laws. All required notices to the Public of Policy Board meetings shall meet, at a minimum, the public notice requirements of the Public Meetings laws of the State of Oregon as set forth in ORS 192.640.
- 5.8 MPO business may be conducted provided a quorum of the Parties attends. A quorum consists of at least seventy-five percent of the Parties on the Policy Board. The Policy Board members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a public noticed meeting place where the public can attend, hear, understand and/or read the comments of the members participating by telephonic or electronic means and the members so participating can fully hear, understand, and/or read the comments of the other members participating in the meeting.
- 5.9 Policy Board will make decisions using the following procedures:
- * The Policy Board will strive to reach decisions on a consensus basis.
 - * If representatives of two Parties or one Party and ODOT, conclude that consensus cannot be attained, then the Policy Board shall review the *Common Interests of the MPO Policy Board in Consensus Decision-Making* attached hereto as Exhibit "B".
 - * After the review of common interests, a vote will be called if requested by representatives of three Parties or two Parties and ODOT.
 - * Decisions made by vote require a majority of the Policy Board votes as defined in 4.1.1 and 4.1.2 of this agreement.

6. Bylaws

The Policy Board may adopt bylaws to establish procedures for management of the MPO. The bylaws may be periodically amended by the Policy Board.

7. Powers and Responsibilities of the MPO

- 7.1 The MPO will remain a separate entity from its Parties with a separate budget, its own governing body and separate operating principles as outlined in this IGA.
- 7.2 The Policy Board is responsible for all actions, agreements, and functions to be carried out by the MPO, including the management, supervision, policy and direction of all programs, functions and activities established and operated under the MPO. To this end, the MPO:
 - 7.2.1 Shall appoint the Director and Fiscal Agent and there shall be established a regular reporting cycle;
 - 7.2.2 Shall serve in a review capacity to insure that all federal and state assisted development projects are consistent with integrated regional transportation plans and programs;
 - 7.2.3 May accept contributions and grants-in-aid;
 - 7.2.4 May contract with the Federal Government for planning assistance and other transportation-related planning projects, products, and services;
 - 7.2.5 May contract for the provision and receipt of planning or associated products or services;
 - 7.2.6 Shall administer grants, Federal Highway Administration (FHWA) planning funds and Federal Transit Administration (FTA), and other funds;
 - 7.2.7 May own property, facilities and equipment;
 - 7.2.8 Shall, in a manner that complies with applicable state and federal requirements, maintain financial records, supporting documentation for financial records and records relating to procurement and management of contracts for implementation of its work plan;
 - 7.2.9 May create advisory committees; and
 - 7.2.10 Shall take actions as are reasonably necessary to carry out its responsibilities.
- 7.3 The MPO is responsible for development of the following:
 - 7.3.1 Annual Unified Planning Work Program (“UPWP”) and budget;
 - 7.3.2 Regional Transportation Plan;
 - 7.3.3 Transportation Improvement Program;

- 7.3.4 Title VI Civil Rights Compliance Review;
- 7.3.5 Audit of MPO activities; and
- 7.3.6 Other products authorized by the Policy Board as specified in the UPWP.
- 7.4 In fulfilling its responsibilities, the MPO shall coordinate with other entities responsible for transportation planning, facilities, and services. This includes the Cascades West Area Commission on Transportation (ACT), Linn County, Linn Benton Loop Commission, and the City of Albany. Coordination efforts may include representation on the Technical Advisory Committee (TAC), special committees and outreach regarding specific transportation issues.
8. Formation of Committees
- 8.1 Technical Advisory Committee.
- The Policy Board identifies the need to create a standing committee to be known as the MPO Technical Advisory Committee (TAC). Membership of the TAC includes the governmental entities within the metropolitan area that are impacted by the decisions and that have significant contributions to the MPO, but these entities do not necessarily need to be parties to this agreement. The TAC includes appropriate technical and/or managerial staff representatives from each of the participating governmental entities. In addition, there may be one or more ex-officio, non-voting members from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as well as other representatives from other agencies. In the future, the Policy Board may add additional organizations, as well as a citizen representative, a business representative or a freight stakeholder, as voting or as ex-officio members. Initial membership in the TAC is stated in Section 8.2.
- 8.1.1 The TAC has authority and primary responsibility to conduct or have conducted technical reviews and analyses regarding all work activities of the approved UPWP, and any related issues as specified by the Policy Board and to advise the Policy Board on appropriate actions to be taken. The TAC works closely with the MPO staff, providing guidance and direction for development of the annual UPWP/Budget and work activities defined therein.
- 8.1.2 The TAC may recommend creation of special committees and recommend individuals it deems qualified to serve on the committees to the Policy Board. The Policy Board will consider such recommendations at its next opportunity.
- 8.1.3 The TAC may create subcommittees consisting of its own members to investigate a particular work task or issues relevant to the MPO.

8.1.4 Organization and management of the TAC shall be according to bylaws adopted by the TAC and approved by the Policy Board.

8.2 TAC Membership

8.2.1 Upon designation of the MPO by the Governor of the State of Oregon, the initial voting membership on the TAC shall include:

- * City of Adair Village
- * Benton County
- * City of Corvallis
- * City of Philomath
- * Oregon Department of Transportation

8.2.2 Upon designation of the MPO by the Governor of the State of Oregon, the ex-officio members of the TAC shall include:

- * Federal Highway Administration
- * Federal Transit Administration
- * Oregon Department of Land Conservation and Development
- * Oregon Department of Environmental Quality
- * Oregon Division of State Lands

8.3 Transportation related advisory committees created by any Party, in addition to their jurisdictional responsibilities outside the MPO, may also be advisory to the MPO. The Policy Board recognizes that it does not have a role in selecting members to these advisory committees.

8.4 The Policy Board may create special MPO committees, as it deems necessary. A special committee may be either an ad hoc committee for a specific work task or a standing committee for one or more work tasks. Membership on such a committee will be decided by the Policy Board. Any such special committee will be advisory to the Policy Board and/or TAC.

8.5 The Policy Board and TAC may also conduct outreach to transportation, business, environment, and general community interests in a variety of ways including appointments to standing or special committees and public comment opportunities.

9. MPO Finances

9.1 The fiscal year for the MPO shall commence on July 1 of each year.

9.2 The MPO shall provide for an annual financial audit. The audit is a public record, and shall be made available to all Parties and ODOT.

- 9.3 The Policy Board does not have the authority to obligate any Party to spend its funds on MPO business. An action by the Policy Board that could impact a Party's funds will be a recommendation that must be ratified by the affected Party or Parties.
- 9.4 The Parties intend to accomplish the mandatory MPO requirements with the planning funds provided by FHWA, FTA, and ODOT. Parties recognize that ODOT currently pays the local government match for FHWA funding. Parties further recognize that the State of Oregon's Transportation Planning Rule (TPR) has MPO requirements that exceed the FHWA and FTA minimum requirements.

Should funding from FHWA, FTA and ODOT be insufficient to pay for services to meet the mandatory requirements, Parties shall contribute funding sufficient to pay for services to meet these requirements. Individual shares of additional funding shall be based upon a proposal by the Policy Board as ratified by the individual Parties.

The Parties recognize that expanded planning initiatives that exceed the mandatory MPO requirements may benefit each Party differently and that no funding formula can anticipate this benefit. Appropriate funding shares for such planning initiatives will be proposed by the Policy Board on a case by case basis, based upon benefits to the Parties. No Party is required to participate and fund expanded planning initiatives.

10. MPO Staff

- 10.1 The MPO may contract for staff or hire staff directly as necessary, including legal counsel. The MPO staff consists of a Director and supporting staff required to accomplish the work identified in the UPWP within the MPO's financial resources. The Director of the MPO shall report directly to and take direction from the Policy Board. Supporting staff personnel shall report directly to and take direction from the Director.
- 10.2 MPO Parties may donate personnel to serve as staff to the MPO, subject to the provisions of Section 12, below.

11. No Joint and Several Liability

- 11.1 Pursuant to ORS 190.080(3), the Parties specifically do not agree to be jointly and severally liable with each other or with the MPO for any tort (as defined by ORS 30.260(8)). Each Party agrees that it assumes sole liability and will indemnify, defend and hold all other Parties and the MPO harmless from any claim or action of any nature whatsoever brought as the result of actions of any elected or appointed official, employee or agent of that Party, regardless of whether that official, employee or agent is acting on behalf of the MPO. Each Party agrees that it will maintain general liability insurance in an amount sufficient to fully indemnify, defend and hold every other Party harmless from any claim made as a result of the actions of that Party's officials, employees, or agents. In the event the MPO is unable to meet fully

its liabilities, the MPO shall be liable first, then the amount of deficiency shall be calculated. Each party agrees that it will contribute to any such deficiency in an amount proportionate to the population within the MPO area the Party represents.

- 11.2 To the extent that the MPO has officers, agents, employees or contractors who are not officials, employees or agents of the Parties, the MPO must indemnify, defend and hold harmless the Parties from any tort claim made as a result of the actions of those officers, agents, employees or contractors. In the event the MPO is unable to meet fully its liabilities, the MPO shall be liable first, then the amount of deficiency shall be calculated. Each party agrees that it will contribute to any such deficiency in an amount proportionate to the population within the MPO area the Party represents.
- 11.3 Nothing in this agreement shall be construed to increase tort liability that any Party or the MPO would otherwise have under Oregon Law. Specifically, all Parties agree that the responsibility of any one Party to defend, indemnify, or hold harmless any other Party or Parties is subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 – ORS 30.300.
- 11.4 To the extent that the MPO has officers, agents, employees or contractors who are not officials, employees or agents of the Parties, the MPO must maintain general liability insurance in an amount sufficient to fully indemnify, defend and hold the Parties harmless from any claim made as a result of the actions of those officers, agents, employees or contractors.
- 11.5 Pursuant to ORS 190.080(3), the Parties specifically do not agree to be jointly and severally liable with each other or with the MPO for any contractual or quasi-contractual obligation. The Parties agree that the MPO shall be solely responsible for any obligations arising from any agreement or contract whatsoever.
- 11.6 Except as provided in 11.7 below, the Parties agree that in all documents executed by the MPO, memorializing any agreement or contract whatsoever, the following language must appear: “This agreement is entered into with the specific understanding that the Parties of the MPO have not assumed any obligations of the MPO and are not responsible in any manner whatsoever for any claims deficiencies, damages or defaults on the part of the MPO.”
- 11.7 Nothing in this agreement precludes any Party or Parties to this agreement from assuming responsibilities for specific debts, liabilities or obligations of the MPO. Any such assumption must be in writing and approved by the governing body of the Party or Parties. To the extent that any Party or Parties has assumed the responsibilities of the MPO under a specific agreement, such assumption must be specifically included within the agreement documents.
- 11.8 Each Party agrees to indemnify, defend and hold harmless every other Party and the MPO for any claims arising under a quasi-contractual theory as the result of the actions of an elected or appointed official, employee, agent or contractor of that Party.

The MPO will be solely responsible for any claims arising under a quasi-contractual theory as the result of the actions of an official, employee, agent or contractor of the MPO who is not an official, employee or agent of a Party.

12. Employment Liabilities.

12.1 Each Party shall be responsible for any and all claims arising from its respective employer/employee relationships with respect to any donated employee of the Party during any time that the employee of the Party is working on MPO matters. For the purpose of this agreement, elected and appointed public officials are included in the employer/employee relationship. Examples of the employer/employee relationship include selection, termination, discipline, benefits and equal employment opportunity issues.

12.2 Each Party shall provide its own Workers Compensation coverage as provided by law with respect to any employee of the Party during any time that the employee of the Party is working on MPO matters.

13. Effectiveness, Duration, Amendment, Termination and Withdrawal

13.1 This agreement and the formation of the MPO shall be effective upon the approval of this agreement by passage of an ordinance by the City of Adair Village, Benton County, the City of Corvallis, the City of Philomath and upon approval of the State of Oregon by approval from the Oregon Transportation Commission for ODOT, and upon designation of the MPO by the Governor of Oregon.

13.2 This agreement shall be perpetual unless terminated by agreement of the Parties. This agreement shall also terminate if, consistent with 23 CFR Chapter 1, Section 450.306(a), there is withdrawal of any Party or Parties causing seventy-five percent (75%) of the affected metropolitan population, including the central city or cities as defined by the Bureau of the Census, to no longer be represented.

13.3 Any Party may withdraw at any time, upon no less than 90 days notice, given in writing to all other Parties, provided seventy-five percent (75%) of the affected metropolitan population, including the central city or cities as defined by the Bureau of the Census, urbanized population remains represented by units of general-purpose local governments on the Policy Board. The Party withdrawing from the Policy Board will do so by act of its governing body through written notice to the other Parties. Unless dissolution pursuant to Section 13.4 is required, the MPO will continue to function and perform its duties regarding the area described in Paragraph 3.0 and as shown on the attached map.

13.4 Withdrawal of any Party or Parties, causing more than seventy-five percent (75%) of the affected metropolitan population, including the central city or cities as defined by the Bureau of the Census, to no longer be represented, shall not be considered a

withdrawal, but shall constitute dissolution of the MPO for purposes of determining the disposition of assets and indebtedness, if any, of the MPO.

- 13.5 Amendments to this Agreement may be made by vote of the Policy Board and ratification by passage of an ordinance by the City of Adair Village, Benton County, City of Corvallis, and the City of Philomath and upon approval by the State of Oregon by motion from the Oregon Transportation Commission for ODOT. Before the Policy Board may vote on any amendment to this agreement, the proposed amendment must be provided in writing to all Parties at least sixty (60) days before the meeting when the Policy Board votes.
- 13.6 Upon termination of this Agreement and dissolution of the MPO, all Planning Documents and other MPO current work products and planning documents required by federal law of an MPO shall be copied and distributed with at least one copy of each document given to each Party. All records, working files, and source documents shall also be copied and distributed with at least one copy of each document for each Party that requests a copy.
- 13.7 Upon termination of this Agreement and dissolution of the MPO, title to all assets of the MPO, other than Planning Documents and other MPO work products, shall be disposed of in the following manner:
 - 13.7.1 All assets, including all records, documents and work products, shall be distributed to any successor organization existing at the time of dissolution and distribution that serves as the Metropolitan Planning Organization for seventy-five percent (75%) of the affected metropolitan population, including the central city or cities as defined by the Bureau of the Census, in the geographic area set out in Section 3, above, provided that the successor organization also agrees to assume any outstanding indebtedness or other liabilities incurred .
 - 13.7.2 In the event there is no successor organization, all funds not needed to fulfill the contractual obligations of the MPO shall be returned to the funding source. If the funding source does not allow return of the funds, the funds shall be distributed to the Parties still active in the MPO at the time of dissolution in proportion to the population within the MPO area the Party represents.
 - 13.7.3 All assets other than funds shall be sold or converted to cash and distributed to the Parties still active in the MPO at the time of dissolution in proportion to the contribution of the Party in obtaining the asset. If the contributions of the Parties in obtaining an asset cannot be determined, then that asset shall be sold or converted to cash and the cash shall be distributed to the Parties still active in the MPO at the time of dissolution in proportion to the proportion of the population within the MPO area the Party represents.

13.7.4 Any Party that withdraws from the MPO prior to an agreement to terminate this agreement and dissolve the MPO shall not be entitled to any distribution from the assets of the MPO, regardless of that Party's contribution to obtaining the asset.

13.7.5 Notwithstanding any of the above, if a Party agreed to assume all responsibility for a debt, liability, or obligation of the MPO, which allowed the MPO to obtain a specific asset, then upon dissolution of the MPO, such a specific asset should be distributed to the relevant Party.

13.7.6 Nothing within this agreement should be seen as limiting the ability of the Parties to agree to distribute specific assets in a different manner in return for a Party assuming specific liabilities, responsibilities or obligations of the MPO.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

On December 11, 2002, the Oregon Transportation Commission approved this agreement. At that time, the Commission authorized the Deputy Director, Transportation Development Division to execute this agreement.

The Oregon Transportation Commission on January 16, 2002, approved Delegation Order No. 2, which authorizes the Director to approve and execute agreements for day-to-day operations when the work is related to a project included in the Statewide Transportation Improvement Program or a line item in the biennial budget approved by the Commission.

On January 31, 2002, the Director of the Oregon Department of Transportation approved Subdelegation Order 2, delegating day-to-day authority to the Deputy Directors, Division Managers, Chief of Staff, Technical Services Manager/Chief Engineer, Branch and Regions Managers for their respective Branch or Region, which includes authority to approve and execute personal services contracts and intergovernmental agreements up to \$75,000 when the work is related to a project included in the Statewide Transportation Improvement Program or in other system plans approved by the Oregon Transportation Commission, or in a line item in the approved biennial budget.

<p>CITY OF CORYALLIS By: <u>Jan A. Nelson City Mgr</u> 12/20/02</p>	<p>CITY OF PHILOMATH By: <u>Darryl Kyle</u></p>
<p>BENTON COUNTY By: <u>Carroll J. J. J.</u></p>	<p>CITY OF ADAIR VILLAGE By: <u>James Myward</u></p>

County Commissioner By: <u>[Signature]</u> County Commissioner By: <u>[Signature]</u> County Commissioner	
STATE OF OREGON, By and through its Department of Transportation By: <u>[Signature]</u> 12/24/02 Deputy Director, Transportation Development	
Approved for Legal Sufficiency By: <u>[Signature]</u> ADKH Assistant Attorney General	

Approved As To Form:
[Signature] 12-10-02
Office of County Counsel

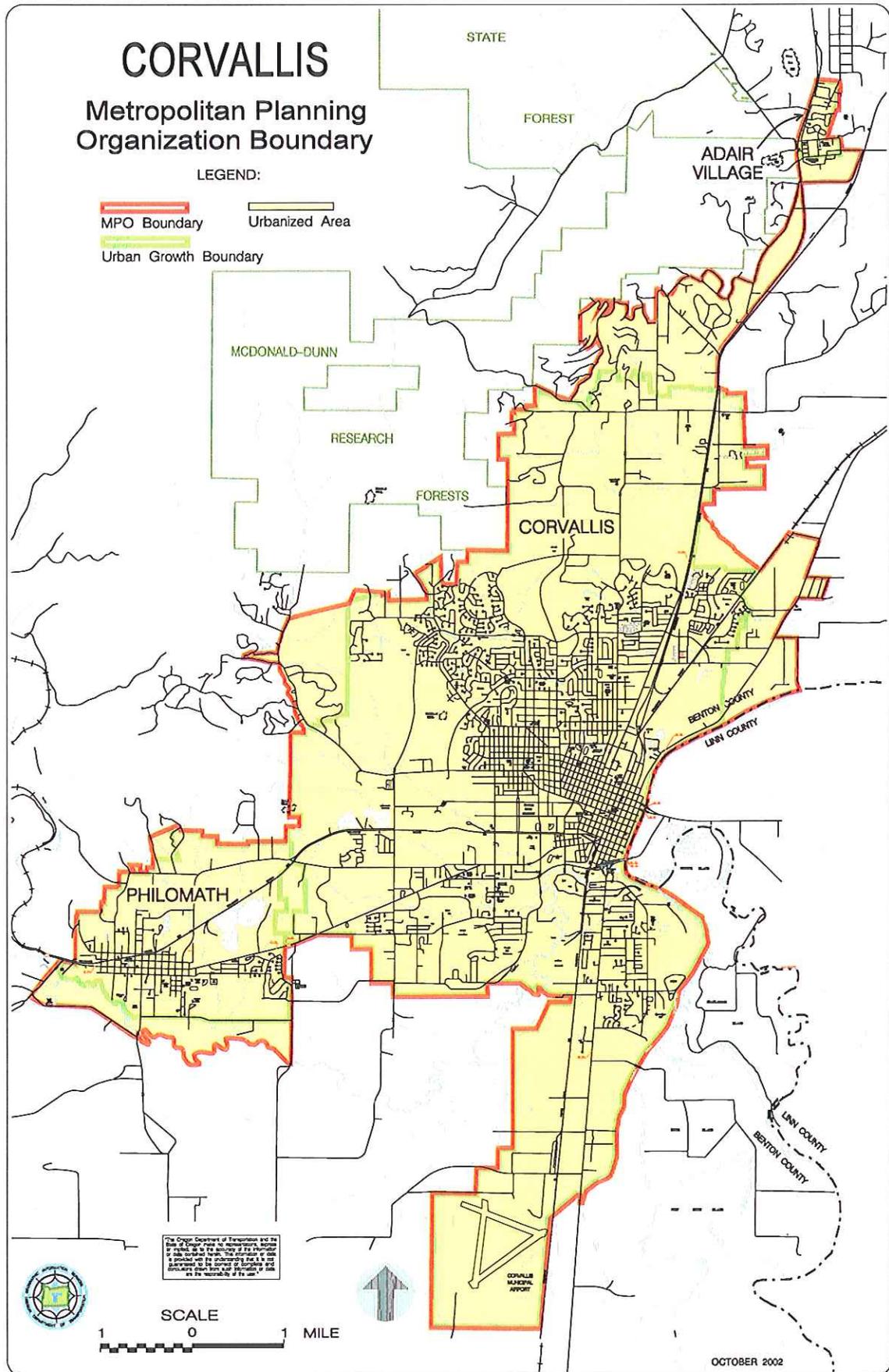


Exhibit "B"

Common Interests of the MPO Policy Board in Consensus Decision-Making

1. Quick/efficient
2. Uses available information (no hidden agendas or information)
3. Takes all players into account
4. High value on decisions that Policy Board members can support (may be in conflict with #1)
5. One party should not control/prohibit decisions
6. Builds trust among all partners (builds upon #2)

These common interests will be reviewed by the MPO Policy Board members after two Parties make a request for review.

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
OPERATING GUIDELINES**

ADOPTED December 18, 2003

Purpose of the Operating Guidelines

These Operating Guidelines combine the provisions of the CAMPO Intergovernmental Agreement that address the operational parameters of the Technical Advisory Committee with additional operational guidance. In the case of any conflict between the IGA and these operating guidelines, the IGA shall prevail. The additional provisions are intended to refine and augment the provisions of the IGA. (Note: IGA provisions are in the gray text boxes.)

Responsibilities of the Technical Advisory Committee (TAC)

The TAC has authority and primary responsibility to conduct or have conducted technical reviews and analyses regarding all work activities of the approved UPWP, and any related issues as specified by the Policy Board and to advise the Policy Board on appropriate actions to be taken. The TAC works closely with MPO staff, providing guidance and direction for development of the annual UPWP/Budget and work activities defined therein.

The Policy Board and TAC may also conduct outreach to transportation, business, environment, and general community interests in a variety of ways including appointments to standing or special committees and public comment opportunities.

Committees

The Policy Board identifies the need to create a standing committee to be known as the MPO Technical Advisory Committee (TAC). [The initial membership of the TAC is identified in the IGA.] In the future, the Policy Board may add additional organizations, as well as a citizen representative, a business representative or a freight stakeholder, as voting or as ex-officio members.

The Policy Board may create special MPO committees, as it deems necessary. A special committee may be either an ad hoc committee for a specific work task or a standing committee for one or more work tasks. Membership on such a committee will be decided by the Policy Board. Any such special committee will be advisory to the Policy Board and/or the TAC.

The TAC may recommend creation of special committees and recommend individuals it deems qualified to serve on the committees to the Policy Board. The Policy Board will consider such recommendations at its next opportunity.

The TAC may create subcommittees consisting of its own members to investigate particular work tasks or issues relevant to the MPO.

Frequency and Notice of Meetings

The TAC shall meet at least quarterly or more frequently, if needed. An annual calendar of meetings shall be established in January of each year. The TAC may modify this schedule during the course of the year.

Agendas and related materials shall be distributed to TAC members at least seven days prior to a regularly scheduled meeting and in as timely a manner as possible for special or emergency meetings.

Quorum

MPO business may be conducted provided a quorum of the members attends. A quorum consists of at least a majority of the voting members. The TAC members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a meeting place where the public can attend, hear, understand and/or read the comments of the members participating by telephonic or electronic means and the members so participating can fully hear, understand, and/or read the comments of the other members participating in the meeting.

Procedures for Formulating Recommendations

The TAC shall make decisions following a procedure similar to the procedure used by the Policy Board:

- * The TAC will strive to reach decisions on a consensus basis.
- * If two members of the TAC conclude that consensus cannot be attained, then the TAC shall review *Common Interests in Consensus Decision Making*. See attachment A.
- * After the review of common interests, a vote will be called if requested by three members of the TAC.
- * Decisions made by vote require a majority of the TAC votes.

If a member of the TAC is unable to participate in a TAC meeting, that member may designate an alternate to participate in his/her place. The alternate shall declare their status at the start of the meeting.

Officers

The members of the TAC shall select a Chair at the first meeting of the calendar year. In the absence of the Chair, those in attendance shall select a member to chair the meeting.

The term of office for the Chair shall be one year. In order to facilitate rotation of the Chair among members of the TAC, the Chair is limited to serving one full-year term and any portion of a previous year, if elected to fill the remainder of a term. In no case shall the Chair serve more than two consecutive years.

Development of Meeting Agendas

The Director will consult with the Chair in the drafting of meeting agendas, except in situations where timing does not permit the review or the need for review is waived by the Chair. Opportunity for public comment shall be provided at all TAC meetings.

Review and Amendment of the Operating Guidelines

Organization and management of the TAC shall be according to bylaws adopted by the TAC and approved by the Policy Board.

The TAC will review the Operating Guidelines annually. The purpose of the review is to orient new TAC members to the operating procedures of the MPO and to reaffirm or amend the Guidelines so that they remain current and functional. The Operating Guidelines drafted by the TAC and any subsequent amendments shall be submitted to the Policy Board for review and approval.

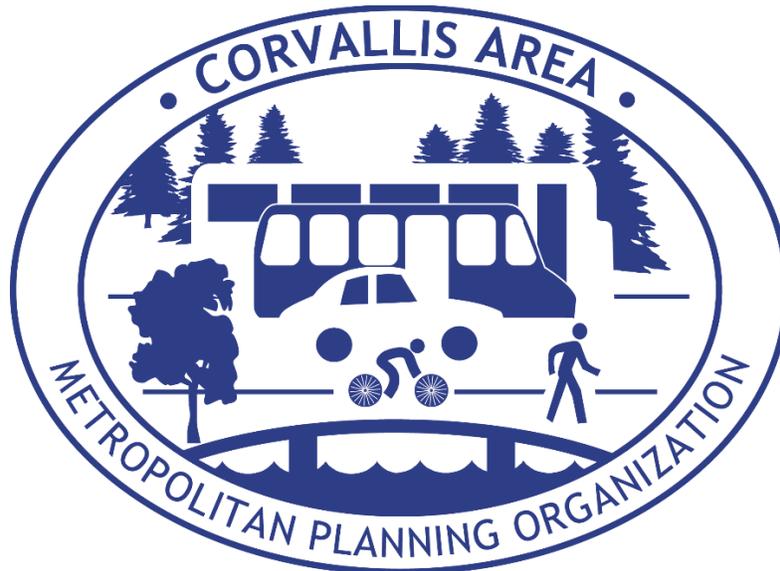
The following documents may be consulted for additional information regarding the roles and responsibilities of the MPO, Policy Board and Technical Advisory Committee:

- Intergovernmental Agreement for the purpose of Establishing the Corvallis Area MPO and specifying MPO Cooperation with the State Department of Transportation (*December 2002*)
- Intergovernmental Agreement between Corvallis Area MPO and Oregon Cascades West Council of Governments (*July 2003*)

Attachment A: Common Interests in Consensus Decision-Making

1. Quick/efficient
2. Uses available information (no hidden agendas or information)
3. Takes all players into account
4. High value on decisions that members can support (may be in conflict with #1)
5. One party should not control/prohibit decisions
6. Builds trust among all partners (builds upon #2)

**Corvallis Area Metropolitan Planning Organization
(CAMPO)**



**FY2021-2024
Transportation Improvement Program (TIP)**

Approved by the
Corvallis Area Metropolitan Planning Organization Policy Board on

May 13, 2020

Amended September 24, 2021

Approved by Governor Kate Brown on _____, 2020

RESOLUTION No. 2020-01

**FOR THE PURPOSE OF AMENDING THE FY2021-2024 CORVALLIS AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the Governor of the State of Oregon has designated representatives of the City of Corvallis, City of Philomath and City of Adair Village, Benton County, and the Oregon Department of Transportation (ODOT) as the Corvallis Area Metropolitan Planning Organization to carry out the Metropolitan Transportation Planning Process; and

WHEREAS, among the major requirements of the Metropolitan Transportation Planning Process is the development of a Transportation Improvement Program that enumerates priority transportation projects in the Corvallis Urbanized Area; and

WHEREAS, the Corvallis Metropolitan Planning Organization has developed an FY2021-2024 Transportation Improvement Program in coordination with ODOT and the local transit agency in compliance with all applicable federal and state requirements; and

WHEREAS, the FY2021-2024 Transportation Improvement Program meets the requirement of Financially Constrained; and

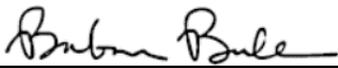
WHEREAS, the public has been notified and afforded reasonable opportunities to review and comment on the content of the FY2021-2024 TIP; and

WHEREAS, the selection of priority projects in the FY2021-2024 TIP has been coordinated with the Cascades West Area Commission on Transportation (CWACT);

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Corvallis Area MPO approves the Corvallis Area FY2021-2024 Transportation Improvement Program.

Dated this 13th day of May 2020

APPROVED:

By: 
Barbara Bull, CAMPO Policy Board Chair
Councilor, City of Corvallis

ATTESTED:

By: _____
Nicholas Meltzer, P.E., Staff
Corvallis Area MPO

Table of Contents

Contents

INTRODUCTION	1
PUBLIC INVOLVEMENT.....	3
FEDERAL REQUIREMENTS AND PERFORMANCE MEASURES	5
PERFORMANCE MEASURES	6
PLAN POLICY AND INTEGRATION	8
PROJECT LIST AND SELECTION PROCESS	9
A. SELECTION OF STATE LED PROJECTS.....	9
B. SELECTION OF CAMPO LED PROJECTS (UNDER STBG)	9
C. FUND ALLOCATION	10
FINANCIAL CAPACITY.....	16
REVENUE PROJECTION ASSUMPTIONS.....	16
A. <i>Federal Funds</i>	16
B. <i>Local Match Fund</i>	16
C. <i>Statement of Financial Capability</i>	17
CONCLUSION	18
APPENDIX A: STATUS OF PREVIOUSLY PROGRAMMED PROJECTS.....	19
APPENDIX B: PROJECT SELECTION CRITERIA FOR CAMPO’S STBG FUNDS.....	20
APPENDIX C: SUMMARY OF COMMENTS AND RESPONSES.....	22
APPENDIX D: FUNDING SOURCES	25
1. FEDERAL PROGRAMS.....	25
A. <i>Federal Highway Administration</i>	25
B. <i>Federal Transit Administration</i>	27
2. STATE PROGRAMS	27
3. LOCAL PROGRAMS	29
APPENDIX E: GLOSSARY OF TERMS.....	30
APPENDIX F: CAMPO TIP AMENDMENT POLICY.....	32

Introduction

What is a Metropolitan Planning Organization?

A Metropolitan Planning Organization (MPO) is an organization of local governments and the state Department of Transportation in an area with a collective population of 50,000 or more. These areas are called Urbanized Areas by the U.S. Census Bureau. As a condition for receiving federal transportation dollars, an MPO must have a *continuing, cooperative and comprehensive* transportation planning process with the state. The MPO transportation plans and programs must be consistent with locally adopted comprehensive plans.

What is the Corvallis Area Metropolitan Planning Organization?

Formed in 2002, the Corvallis Area Metropolitan Planning Organization (CAMPO) is comprised of the cities of Adair Village, Corvallis and Philomath, the county of Benton, and the Oregon Department of Transportation. . CAMPO is governed by a five-member Policy Board consisting of elected representatives from each city or county, as well as a staff person from the Oregon Department of Transportation (ODOT).

What is the Transportation Improvement Program?

The Transportation Improvement Program (TIP) is a short-range capital improvement program that enumerates priority transportation projects in the Corvallis Metropolitan Area for funding. The TIP encompasses a period of three fiscal years (FY) and is updated every two years. This TIP document covers the period of FY2021 through 2024.

The TIP development process relies upon building consensus among federal, state and local agencies on funding priorities of near term transportation projects. These projects may range from improving highways and funding transit to adding bicycle lanes on major urban streets and preserving existing roads.

Copies of the TIP are provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

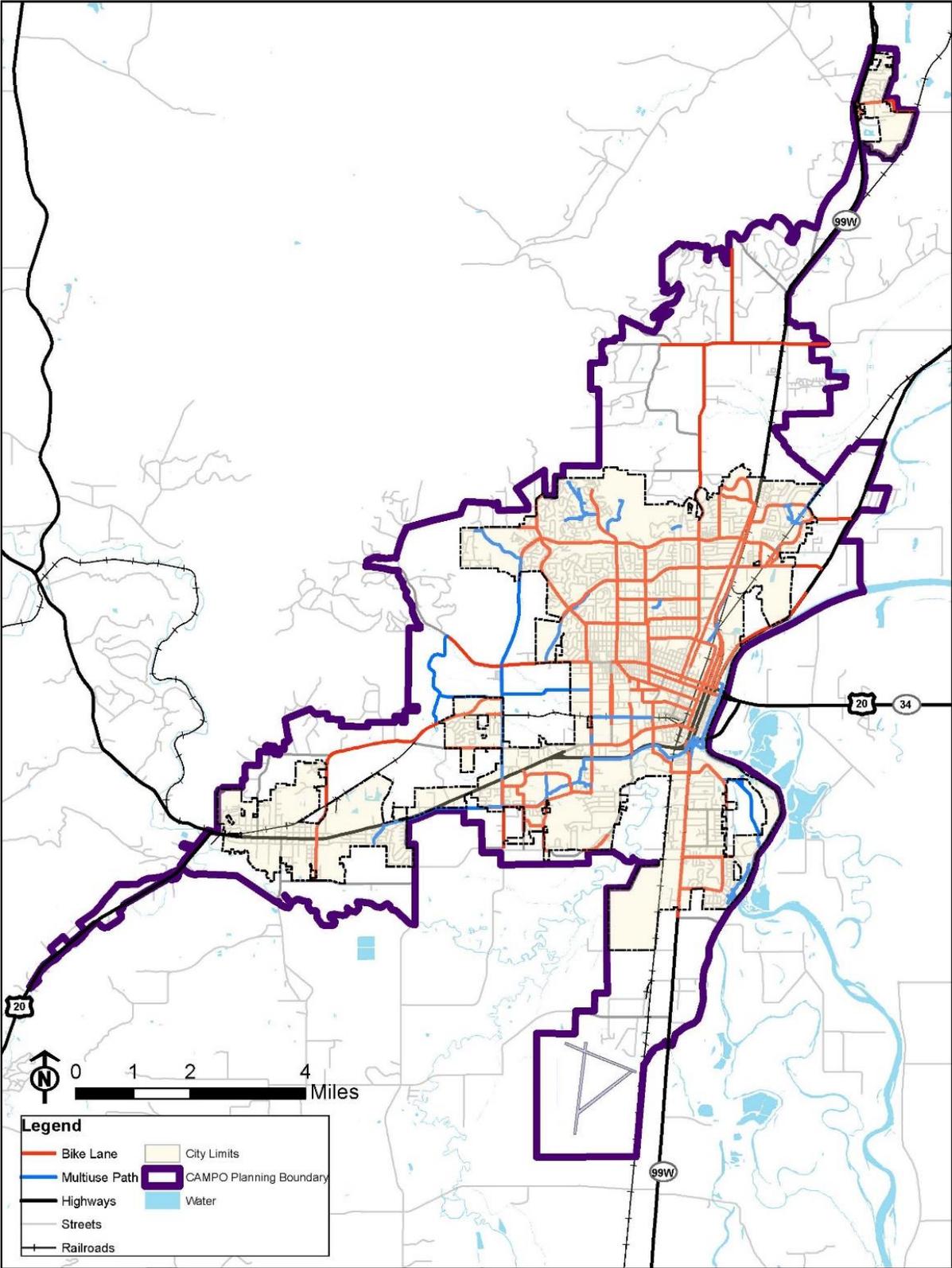
How are projects funded?

Transportation projects identified within this document are funded through a combination of federal, state and local dollars. The Corvallis Area MPO receives additional federal funding to help address regional transportation needs. These federal dollars are exchanged with state dollars to allow more project flexibility. Often, projects require more funding than is available, so funding also comes from local city and county revenues.

How are projects selected?

Projects were selected by the CAMPO Technical Advisory Committee (TAC) and submitted for final approval by the Policy Board. Selection criteria were developed by CAMPO staff and approved by the Policy Board prior to the request for projects. More information about this process is contained within the document.

Figure 1: Corvallis Metropolitan Planning Area



Public Involvement

Federal and state laws require that MPOs adopt a process for involving the public in their planning and programming activities. The CAMPO Policy Board regards public involvement as an integral part of CAMPO's activities. The sections below describe steps taken by CAMPO to involve the public in the development of this plan.

Virtual Open House

The Technical Advisory Committee, made up of technical staff from member jurisdictions, evaluated and recommended projects to the CAMPO Policy Board. After recommended projects were submitted by TAC members, a bi-lingual virtual open house served as the main form of public engagement. A flyer requesting input (*Figure 2*) was distributed through public information officers at ODOT, Corvallis, Benton County, Philomath and Adair Village. The flyer brought people to a landing page on CAMPO's website that had details on the TIP process, a link to FHWA's website with more details on the TIP, and information on their role in commenting on the process. One link included an interactive map displaying all of the submitted projects with details on location and cost. Respondents could then submit comments on each project using an online form. All materials, including the flyer, website, map and comment form were bi-lingual. The public comment period was open from July 3rd through July 24th of 2019.

Figure 2: TIP Public Input Flyer

Your Input Is Requested!
Se Solicitan Sus Sugerencias!!

On Funding Regional Transportation Projects
Sobre la Financiación de Proyectos de Transporte Regional

<http://www.corvallisareampo.org/FY2024TIP>

The Corvallis Area Metropolitan Planning Organization (CAMPO) anticipates up to \$3.48 Million in funding for transportation projects between 2021 and 2024. Your input is requested on those projects and will be provided to the CAMPO Policy Board for final decision. **Comments will be open between 3 July and 24 July, 2019.**

La Organización de Planificación Metropolitana del Area de Corvallis (CAMPO) anticipa hasta \$3.48 millones en financiamiento para proyectos de transporte entre los años 2021 y 2024. Sus sugerencias se solicitan en esos proyectos y se proporcionará a la Junta Directiva de CAMPO para la decisión final. **Comentarios estarán abiertos entre Julio 3 y Julio 24, 2019.**

More on CAMPO:
The Corvallis Area Metropolitan Planning Organization is federally designated and comprises the Cities of Corvallis, Philomath, Adair Village, Benton County, and the Oregon Department of Transportation. For More Information visit www.corvallisareampo.org

Más sobre CAMPO:
La Organización de Planificación Metropolitana del Area de Corvallis esta designada federalmente y es compuesta por las siguientes ciudades; Corvallis, Philomath, Adair Village, el Condado de Benton, y el Departamento de Transportación de Oregon. Para obtener más Information, visite www.corvallisareampo.org

Nineteen comments were received. A summary follows, while the details of each comment are found in Appendix C.

- There was support or conditional support for the majority of projects with comments.
- The poor quality of roads in Corvallis was mentioned in support of preservation.
- There were multiple mentions of including pedestrian, bicycle and vehicular safety improvements (i.e. road diets, buffered bike lanes, etc.) in the conditional support comments.
- There were both comments in support of, and against 13th Street in Philomath.

After review of each of the comments, the TAC agreed that taken collectively, the comments did not warrant any adjustments to the projects or their score.

Comment Period for FY2021-2024 TIP Draft Document

Following its completion, the draft TIP document was posted on CAMPO's website for public review at: www.corvallisareampo.org. The document was made available to the public for input and comments both online for two weeks during April. Due to the Coronavirus pandemic, a virtual open house was again used for soliciting public comment. This virtual open house was advertised through the local newspapers.

Comments received from the public were presented to the Policy Board prior to their deliberation of the final TIP document.

Coordination with Area Commission on Transportation

The Area Commissions on Transportation (ACTs) are advisory bodies to the Oregon Transportation Commission (OTC) primarily for providing recommendations on funding of Modernization transportation projects. All five governmental entities represented on the CAMPO Policy Board are also members of the Area Commission on Transportation. This cross-membership facilitates communication and coordination between the two bodies. The MPO informs the Cascades West Area Commission on Transportation (CWACT) of its transportation planning and programming activities. For the 2021-2024 TIP, CAMPO updated the CWACT on selected projects at the August 22, 2019 meeting. The draft TIP was reviewed at the April 23, 2020 meetings.

Federal Requirements and Performance Measures

Title 23 of U.S. Code § 450.324-336 contains federal regulations applicable to the Transportation Improvement Program. The following is selected high points of these regulations:

- The MPO, in cooperation with the state(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area.
- The TIP shall be updated at least every four years and approved by the MPO Policy Board and the Governor. The frequency and cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process.
- The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP prior to approval. The TIP shall be published or made readily available by the MPO for public review including electronically accessible formats.
- The TIP shall include capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding, under 23 USC, and 49 USC. Chapter 53.
- The TIP shall include, for each project or phase, sufficient descriptive material, estimated total project cost, the amount of federal funds and identification of responsible agency to carry out the project.
- Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.
- The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources that are reasonably expected to be available. Only projects for which funds can reasonably be expected to be available may be included.
- An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established. After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP.

Performance Measures

As a federally designated metropolitan planning organization, CAMPO is required to develop and adopt performance targets for Safety, Pavement Condition, Bridge Condition, National Highway System (NHS) Performance, and Freight Movement/Reliability. Neither of the Congestion Mitigation and Air Quality (CMAQ) measures apply as the Corvallis region is in attainment.

There are no portions of Interstate within the Corvallis Area Metropolitan Planning Organization's planning area, and all portions of the NHS within the planning area are owned and maintained by the Oregon Department of Transportation. This fact, coupled with the limited staff capacity of a small MPO, led CAMPO to adopt the state targets for Safety, Pavement/Bridge Condition, NHS Performance and Freight Reliability. The list of performance measures is included below.

Oregon Department of Transportation Performance Management Targets, of which the Corvallis Area MPO adopted.

Safety					
Base Period	Fatalities (People) (2011-2015)	Fatality Rate (People per 100 Million VMT) (2011-2015)	Serious Injury (People) (2010-2014)	Serious Injury Rate (People per 100 Million VMT) (2010-2014)	Non-motorized Fatalities and Serious Injuries (People) (2010-2014)
Baseline	357	1.04	1,491	4.42	234
2013-2017	357	0.94	1,491	4.42	234
2014-2018*	350	0.89	1,461	4.33	229
2015-2019	343	0.83	1,432	4.24	225
2016-2020	328	0.78	1,368	4.06	215
2017-2021	306	0.73	1,274	3.78	200
*2014-2018 is the first period that targets must be established for the HSIP Program. The federal performance areas and targets addressing safety are contained in the Oregon Transportation Safety Action Plan .					
Pavement Condition					
Performance Measure			2022 Performance Target		
1. Percentage of pavements of Interstate System in Good condition			35%		
2. Percentage of pavements of Interstate System in Poor condition			0.5%		
3. Percentage of pavements of the non-Interstate NHS in Good condition			<u>2-Year</u> 50%	<u>4-Year</u> 50%	
4. Percentage of pavements of the non-Interstate NHS in Poor condition			<u>2-Year</u> 10%	<u>4-Year</u> 10%	

Bridge Condition	
Performance Measure	2022 Performance Target
5. Percentage NHS bridges classified as in Good condition	10%
6. Percentage of NHS bridges classified as in Poor condition	3%
National Highway System Performance	
Performance Measure	2022 Performance Target
7. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	78%
8. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	78%
Freight Movement on Interstate System	
Performance Measure	2022 Performance Target
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)	1.45

While CAMPO does not have direct jurisdiction over any infrastructure, significant efforts are made to align planning and programming with the intent of the performance measures. Some examples of this include:

- Hosting a National Association of City Transportation Officials (NACTO) bikeway training to help engineers design safer infrastructure for more vulnerable road users.
- During 2021-2024 Surface Transportation Block Grant (STBG) project selection, letting jurisdictions choose to fund pavement preservation projects, thereby helping maintain pavement condition on the local system and reducing the burden for supplementary grants.
- Including evaluation criteria in the STBG process that prioritize projects (including resurfacing) that improve bicycle or pedestrian accommodations, as well as prioritize overall improvements in freight routes.
- Developing regional transportation performance measures to reduce vehicle congestion throughout the CAMPO planning area.
- Developing a multi-modal count program to aid in the collection of data for regional planning and information sharing.
- Participation in the Performance Measure Coordination and Reporting Process with the Oregon Department of Transportation.
- Attending statewide MPO coordination meetings and national conferences to learn from other regions on best practices and available trainings related to safety and asset management.

Plan Policy and Integration

The Transportation Improvement Program (TIP) allocates federal funding given to metropolitan planning organizations for the explicit purpose of addressing regional transportation issues. Projects for funding are identified from long range metropolitan transportation plans. In this sense, the TIP is project programming that stems from project planning.

The Corvallis Area MPO Regional Transportation Plan (RTP) was last updated in 2017, and will be updated again by 2022. Within that time frame, FHWA and ODOT released transportation performance measures as part of the MAP-21 legislation, and carried into the FAST Act, which are the current and previous federal transportation authorization bills, respectively. As mentioned in the previous section, the federal performance measures primarily impact state and federal roads within CAMPO's boundary, which the MPO does not have jurisdiction over. However, CAMPO strives to meet the intent of the performance measures through improving safety, maintaining a state of good repair on regional pavement conditions and bridges; and insuring the National Highway System is reliable for both freight traffic and the traveling public.

As the 2017 CAMPO Regional Transportation Plan outlines regional needs, all modernization projects submitted for TIP funding are required to be an identified project in the RTP. For preservation projects, local jurisdictions utilize their own asset management systems, which helps CAMPO meet the Pavement Condition and Safety performance measures.

The Corvallis Area MPO maintains a Public Participation Plan (PPP), last approved in 2011 and available on CAMPO's website. For major activities such as the Transportation Improvement Program, CAMPO's PPP states a specific public engagement plan will be developed, including the notification processes included in routine activities, at a minimum. For the FY2021-2024 TIP process, CAMPO developed a specific public engagement strategy that involved:

- A specific page on CAMPO's website with details on the TIP process and how to engage as a member of the public.
- Opportunities for public comment at both TAC and Policy Board meetings
- A two week comment period on TAC selected projects
- A flyer requesting public comment submitted to all member public information officers
- A two week comment period on the draft TIP

TIP Project Selection Criteria were revised for the first time since CAMPO's inception, for this TIP process. The goals from the 2017 CAMPO Regional Transportation Plan were used to develop evaluation criteria for projects in the FY2021-2024 TIP.

In this sense, the CAMPO RTP, PPP and Performance Measures are in alignment with the FY2021-2024 TIP.

Project List and Selection Process

By adopting the TIP, the CAMPO Policy Board prioritizes and selects the projects for implementation and funding as scheduled. No additional action by the Policy Board is required for the funding of these projects up to the dollar amounts programmed in the TIP. If additional funds become available or if a project experiences an unexpected delay, the Policy Board may select other projects from the TIP to take advantage of the additional funds or to replace a delayed project.

A. Selection of State Led Projects

Major capacity improvement projects not funded with CAMPO's STBG allocation are prioritized by ODOT. ODOT's transportation projects have been coordinated with CWACT.

B. Selection of CAMPO Led Projects (Under STBG)

The MPO Area receives STBG funds annually that are pooled and allocated to the highest priority transportation projects. Prior to requesting projects for inclusion in the FY2021-2024 TIP, the evaluation criteria was brought to both the TAC and Policy Board for update and approval.

Table 1: Corvallis Area MPO STBG Allocations

	FY2021	FY2022	FY2023	FY2024	FY2021-2024
Corvallis Area MPO	\$853,880*	\$873,088	\$892,296	\$911,927	\$3,531,192
<i>*Note: The FY 2021-2024 numbers are estimates based on FY2020 funding and a 2.2% growth rate. This is due to the current federal transportation bill expiring in September 2020.</i>					

Selection of STBG projects took place through the following steps:

- 1. Request for Projects.** The MPO requested that its member jurisdictions submit a list of desired transportation projects for STBG funding. A request for projects was distributed via CAMPO's TAC and interested parties list serve two weeks prior to the submission deadline. No official application form was used, the burden was placed on the applicant to discuss how their projects met the evaluation criteria. Desired projects were compiled into a master list of candidate projects for funding.
- 2. Project Evaluation.** The selection criteria were updated in preparation of the FY2021-2024 TIP and adopted by the Policy Board in May 2019. The MPO Technical Advisory Committee (TAC) applied selection criteria to candidate projects. Preservation and modernization projects were scored separately by the TAC based on the approved criteria. Following evaluation, the TAC's prioritized list of candidate projects for funding was made available for public comment. The selection criteria are attached as Appendix B.
- 3. Approval of Projects.** The Technical Advisory Committee submitted a list of recommended projects to the Policy Board for discussion and approval. Historically, the TAC submitted lists of preservation and modernization projects separately, and let the

Policy Board decide on project selection. In this TIP cycle, the TAC felt a shorter list of prioritized projects would more accurately represent regional needs. This “recommended” list of projects was submitted to Policy Board. After discussion on the process, the Policy Board approved the list submitted by the TAC.

Something new for this cycle is funding for scoping studies. A scoping study is loosely defined as a conceptual planning exercise to help better understand larger investments. The TAC agreed these would be evaluated on a case by case basis, and only up to 10% of the annual funding would be used for this type of project.

C. Fund Allocation

Per a previously adopted policy, a majority of the MPO’s STBG allotment is allocated to the preservation and maintenance of the existing transportation system. This allocation is generally in the form of resurfacing roadways projects. However, if modernization projects are submitted, they are evaluated on a case by case basis by the Technical Advisory Committee for adoption into the TIP.

The projects selected for STBG funding within CAMPO are listed below. Because these projects utilize the Oregon Department of Transportation’s state fund exchange with federal monies they are not incorporated into the STIP. Projects are reproduced here for transparency and in case the state fund exchange program ceases to exist. CAMPO receives \$0.94 for every dollar it puts into the state fund exchange but gains significant flexibility in project delivery.

Table 2: FY2021-2024 MPO Selected Projects (STBG State Exchange)

Projects	Improvement	<u>Project Sponsor</u>	Year	STBG Funding
School Vehicle Circulation Study	Scoping	Philomath	2021	\$20,000
Trails Connectivity Plan	Scoping	Adair Village	2021	\$25,000
53 rd and Country Club	Intersection Improvement	Benton County	2021	\$650,000
13 th Street Streetscape	Streetscape Modernization	Benton County/ Philomath	2022	\$520,000
Circle Blvd Paving	Preservation	Corvallis	2023	\$754,000
Western Blvd Paving	Preservation	Corvallis	2023-2024	\$626,000
Walnut Blvd Paving	Preservation	Corvallis	2024	\$824,000

Table 3: MPO Projects (PL and 5303 Funding)

ODOT Key No.	Project	Description	<u>Applicant</u>	Fund 1 (FHWA)	Match (State)	Fund 2 (FTA)	Match (Local)	Project Total Cost Estimate	Fiscal Year(s)
<u>20603</u>	<u>Corvallis area MPO planning SFY22</u>	<u>Planning funds for projects identified in state fiscal year 2022 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).</u>	<u>CAMPO</u>	<u>\$177,669.73</u>	<u>\$20,335.10</u>	<u>\$50,414.84</u>	<u>\$5,770.20</u>	<u>\$254,189.87</u>	<u>2021</u>
<u>21842</u>	<u>Corvallis area MPO planning SFY23</u>	<u>Corvallis Area MPO planning funds for FFY 2022. Projects will be selected in the future through the MPO process</u>	<u>CAMPO</u>	<u>\$149,648.10</u>	<u>\$17,127.90</u>	<u>\$43,196.00</u>	<u>\$4,943.98</u>	<u>\$214,916</u>	<u>2022</u>
<u>21852</u>	<u>Corvallis area MPO planning SFY24</u>	<u>Corvallis Area MPO planning funds for FFY 2023. Projects will be selected in the future through the MPO process</u>	<u>CAMPO</u>	<u>\$149,720.79</u>	<u>\$17,136.21</u>	<u>\$44,088.00</u>	<u>\$5,046.07</u>	<u>\$215,991</u>	<u>2023</u>
<u>21863</u>	<u>Corvallis area MPO planning SFY25</u>	<u>Corvallis Area MPO planning funds for FFY 2024. Projects will be selected in the future through the MPO process</u>	<u>CAMPO</u>	<u>\$149,793.47</u>	<u>\$17,144.53</u>	<u>\$44,980.00</u>	<u>\$5,148.17</u>	<u>\$217,066</u>	<u>2024</u>

Table 4: Public Transportation Projects (5307, 5310, 5311, 5339)

ODOT Key No.	Project	Description	Applicant	Federal Funds	Match	Project Total Cost Estimate
<u>20955</u>	<u>FY21 loop operations (CAMPO)</u>	<u>Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.</u>	<u>City of Albany</u>	<u>\$157,600 (5307)</u>	<u>\$157,600.00</u>	<u>\$315,200.00</u>
<u>21964</u>	<u>Enhanced Mobility Program - Benton County FFY22</u>	<u>Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.</u>	<u>ODOT Transit</u>	<u>\$162,377.5 (5310)</u>	<u>None</u>	<u>\$162,377.50</u>
<u>21975</u>	<u>Enhanced Mobility Program - Benton Co FFY23</u>	<u>Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.</u>	<u>ODOT Transit</u>	<u>\$166,250 (5310)</u>	<u>None</u>	<u>\$166,250.00</u>
<u>21984</u>	<u>Enhanced Mobility Program - Benton Co FFY24</u>	<u>Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.</u>	<u>ODOT Transit</u>	<u>\$85,000 (5310)</u>	<u>\$85,000</u>	<u>\$170,000.00</u>
<u>22016</u>	<u>Oregon Transportation Network - Benton Co FFY22</u>	<u>Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.</u>	<u>ODOT Transit</u>	<u>182,213.01 (5310)</u>	<u>\$20,855.09</u>	<u>\$203,068.10</u>
<u>22034</u>	<u>Oregon Transportation Network - Benton Co FFY23</u>	<u>Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.</u>	<u>ODOT Transit</u>	<u>182,213.00 (5310)</u>	<u>\$20,855.10</u>	<u>\$203,068.10</u>
<u>22049</u>	<u>Oregon Transportation Network - Benton Co FFY24</u>	<u>Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.</u>	<u>ODOT Transit</u>	<u>182,213.00 (5310)</u>	<u>\$20,855.10</u>	<u>\$203,068.10</u>
<u>22111</u>	<u>Corvallis Transit - preventive maintenance 2020</u>	<u>FTA grant program 5307 for preventative maintenance.</u>	<u>City of Corvallis</u>	<u>\$249,790.40 (5307)</u>	<u>\$62,447.60</u>	<u>\$312,238.00</u>
<u>22212</u>	<u>FY22 Linn-Benton Loop Capital Project - set aside (CAMPO)</u>	<u>FY22 Corvallis Area MPO (5307) pool funds set aside for Linn-Benton Loop transit to improve traffic flow. Projects to be determined at later date through approval of Loop Policy Board.</u>	<u>City of Albany</u>	<u>\$179,655</u>	<u>\$44,914</u>	<u>\$224,569</u>
<u>22217</u>	<u>FY23 Linn-Benton Loop Capital Project - set aside (CAMPO)</u>	<u>FY23 Corvallis Area MPO (5307) pool funds set aside for Linn-Benton Loop transit to improve traffic flow. Projects to be determined at later date through approval of Loop Policy Board.</u>	<u>City of Albany</u>	<u>\$188,640</u>	<u>\$47,160</u>	<u>\$235,800</u>

<u>22173</u>	<u>Corvallis Transit - ADA paratransit compliance 2020</u>	<u>Corvallis Transit system for compliance of ADA paratransit requirements.</u>	<u>City of Corvallis</u>	<u>\$37,280.00 (5307)</u>	<u>\$9,320.00</u>	<u>\$46,600.00</u>
<u>22221</u>	<u>FY24 Loop Operations (CAMPO)</u>	<u>Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.</u>	<u>City of Albany</u>	<u>\$167,500 (5307)</u>	<u>\$167,500.00</u>	<u>\$335,000.00</u>
<u>22292</u>	<u>Corvallis Transit System (CTS) Camera System</u>	<u>Install camera system at the Downtown Corvallis Transit Center for safety and security purposes.</u>	<u>City of Corvallis</u>	<u>\$20,800.00 (5307)</u>	<u>\$5,200.00</u>	<u>\$26,000.00</u>
<u>22330</u>	<u>Purchase Battery Electric Buses</u>	<u>Purchase battery electric buses that will replace CTS biodiesel buses that have reached their useful lives. (FTA 5307 funds)</u>	<u>City of Corvallis</u>	<u>\$1,480,000.00 (5307)</u>	<u>\$370,000.00</u>	<u>\$1,850,000.00</u>
<u>22331</u>	<u>Purchase Equipment and Construct Bus Charging Facilities (Corvallis)</u>	<u>Purchase bus charging equipment which will serve new battery electric busses. Design and construct bus charging facilities at City of Corvallis Public Works Department's bus parking lot. (FTA 5307 funds)</u>	<u>City of Corvallis</u>	<u>\$388,000 (5307)</u>	<u>\$97,000</u>	<u>\$485,000.00</u>
<u>22332</u>	<u>Project Administration for Battery Electric Bus Projects</u>	<u>Project administration for bus procurement, protocols for future Battery Electric Bus acquisitions, and technical analysis of charging infrastructure. (FTA 5307 funds)</u>	<u>City of Corvallis</u>	<u>\$241,600.00 (5307)</u>	<u>\$60,400.00</u>	<u>\$302,000.00</u>
<u>22491</u>	<u>Corvallis Transit -1% Safety and Security</u>	<u>City of Corvallis transit safety and security using FTA 5307 grant funds. Enhanced lighting at Downtown Transit Center to improve safety through increased visibility.</u>	<u>City of Corvallis</u>	<u>\$18,881.00 (5307)</u>	<u>\$4,720.00</u>	<u>\$23,601.00</u>
<u>22494</u>	<u>Corvallis Transit –ADA Paratransit Vehicle Purchase FY2022</u>	<u>Purchase new paratransit vehicle using FTA 5307 grant funds to ensure continued high quality service. Project helps fulfill ADA paratransit requirements.</u>	<u>City of Corvallis</u>	<u>\$75,000 (5307)</u>	<u>\$18,750.00</u>	<u>\$93,750.00</u>
<u>22495</u>	<u>Corvallis Transit –Paratransit Operations FY2022</u>	<u>FTA grant program 5307 for paratransit operations to ensure continued provision of service. Project helps fulfill ADA paratransit requirements.</u>	<u>City of Corvallis</u>	<u>\$50,000 (5307)</u>	<u>\$12,500.00</u>	<u>\$62,500.00</u>
<u>22496</u>	<u>Corvallis Transit –Preventive Maintenance FY2022</u>	<u>FTA grant program 5307 for preventative maintenance to ensure continued upkeep of service.</u>	<u>City of Corvallis</u>	<u>320000 (5307)</u>	<u>\$80,000.00</u>	<u>\$400,000.00</u>
<u>22497</u>	<u>Corvallis Transit –Fixed Route Operations FY2022</u>	<u>FTA grant program 5307 funds for fixed route operations of Corvallis Transit System to improve traffic flow.</u>	<u>City of Corvallis</u>	<u>\$1,424,215 (5307)</u>	<u>\$1,424,215.00</u>	<u>\$2,848,430.00</u>

Table 5: ODOT Sponsored Other State and Federally Funded Projects in the Corvallis Area MPO FY2021-2024

<u>ODOT Key No.</u>	<u>Project Route/Highway</u>	<u>Description of Improvement</u>	<u>Applicant</u>	<u>Project Total Cost Estimate</u>	<u>Fiscal Year(s)</u>
<u>20071</u>	<u>OR99W: Corvallis stormwater system</u>	<u>Replace current stormwater system with new drainage to prevent collapses and plugs during the winter</u>	<u>ODOT</u>	<u>\$1,795,633.22\$ 2,313,077</u>	<u>2017, 2021</u>
<u>20193</u>	<u>NW Oregon (Southern Portion) curve warning upgrades</u>	<u>Install chevrons and updated curve warning signs at various locations to increase safety</u>	<u>ODOT</u>	<u>\$1,955,071.27</u>	<u>2019, 2021</u>
<u>20221</u>	<u>Albany and Corvallis Signal Improvements</u>	<u>Add signal enhancements at several intersections to improve safety.</u>	<u>ODOT</u>	<u>\$3,531,920.00</u>	<u>2019, 2021</u>
<u>20688</u>	<u>OR34: Van Buren Bridge (Corvallis)</u>	<u>Replace bridge due to deterioration</u>	<u>ODOT</u>	<u>\$71,633,000.00</u>	<u>2017, 2020-22</u>
<u>21191</u>	<u>US20: Safety upgrades (Albany to Corvallis)</u>	<u>Add various enhancements at several locations to improve safe</u>	<u>ODOT</u>	<u>\$19,471,186.30</u>	<u>2018, 2020-21</u>
<u>21514</u>	<u>US20: Philomath Couplet</u>	<u>Complete elements of the Philomath Downtown Safety and Streetscape Project to improve livability and accessibility of the City's downtown area. Resurface the roadway to create a smoother driving surface.</u>	<u>City of Philomath</u>	<u>\$1,232,000\$1 3,230,000</u>	<u>2020- 2022</u>
<u>21552</u>	<u>US20: Harrison Blvd. (Corvallis)</u>	<u>Replace failing signal to improve driver safety</u>	<u>ODOT</u>	<u>\$4,217,400.</u>	<u>2021- 2024</u>
<u>22302</u>	<u>US20: Conifer Blvd to Merloy Ave</u>	<u>Add a center two way left turn lane to improve traffic flow and increase safety.</u>	<u>ODOT</u>	<u>\$6,661,200.00</u>	<u>2022- 2023</u>
<u>22360</u>	<u>OR99: Chapman Crossing Illumination</u>	<u>Install/move permanent illumination at crossing to improve pedestrian safety by increasing nighttime visibility.</u>	<u>ODOT</u>	<u>\$400,000.00</u>	<u>2021- 2022</u>
<u>22361</u>	<u>OR99: Chapman Crossing Advanced Warning Light</u>	<u>Install advance warning flashing lights ahead of crosswalk to alert motorists when flashing lights are activated to improve pedestrian safety at crossing.</u>	<u>ODOT</u>	<u>\$400,000.00</u>	<u>2021- 2022</u>

<u>22417</u>	<u>OCWCOG bikeshare location study</u>	<u>Innovation grant award to Oregon Cascades West Council of Governments (OCWCOG) to re-plan their bikeshare system with consideration of being a first and last mile solution augmenting transit service</u>	<u>OCWCOG</u>	<u>\$25,000</u>	<u>2021</u>
<u>22462</u>	<u>Tunison Community Path (Corvallis)</u>	<u>Project refinement study for a community path along OR99 from Butterfield Place to just north of Avery Ave, totaling approximately 0.5 miles. The path will improve access and safety for people walking and biking through the Tunison neighborhood.</u>	<u>City of Corvallis</u>	<u>\$554,000.00</u>	<u>2022</u>
<u>22511</u>	<u>OR34: Roadside Barrier Upgrades</u>	<u>Upgrade the roadside barrier along this corridor to improve safety for the traveling public.</u>	<u>ODOT</u>	<u>\$2,298,953.00</u>	<u>2022-2024</u>

Financial Capacity

The Fixing America’s Surface Transportation (FAST) Act requires development of a financial plan as part of the Transportation Improvement Program (TIP) planning process. Per the Metropolitan Transportation Planning Regulations, projects in the TIP must be ***Financially Constrained***. This means that a “reasonably anticipated funding source” must be identified for the funding of each project in the TIP. The financial plan must demonstrate which projects can be implemented using current revenues and funding sources and which projects are to be implemented using proposed new revenue sources, while at the same time demonstrating that the existing system of transportation facilities is being adequately operated and maintained. Cost estimates and replacement schedule(s) must support this determination.

Below is a demonstration of how the projects listed for funding in this document are Financially Constrained.

Revenue Projection Assumptions

A. Federal Funds

Federal Highway Administration Funds

The Corvallis Urbanized Area annually receives approximately \$3.53 million of Surface Transportation Block Grant Program (STBG) funds for its transportation improvement projects between 2021 and 2024. These federal funds are then exchanged with state dollars per ODOT’s state fund exchange program.

Federal Transit Administration Funds

The Corvallis Transit System (CTS) currently receives funding from FTA’s Section 5307 Program funds for its capital and operation improvement programs as the urban transit provider within the MPO area. CTS receives additional funding through a bonus program called Small Transit Intensive City (STIC). As a result of greater than the average ridership, CTS is currently eligible to receive STIC funds.

The City of Corvallis also contributes a portion of that revenue to the City of Albany for the operation of the Linn-Benton Loop Transit Service.

B. Local Match Fund

Financial Capability of Sponsors Benton County, the City of Adair Village, the City of Corvallis and the City of Philomath are all sponsoring transportation projects in the Corvallis Area’s TIP document. City and county budgets are approved by the respective governing bodies of the jurisdiction. Projects submitted by the MPO members are identified in their respective capital improvement plans, which are also adopted by a governing body. As there is no match requirement for STBG funds that become state exchange dollars, the financial capability is assessed through a series of checks in balances through annual obligated project lists, internal accounting of STBG state fund exchange dollars, and communication with CAMPO’s Technical Advisory Committee.

Local Match for Transit Dollars There is a variety of non-federal revenue sources for the Corvallis Transit System. These are State grants, Transit Operation Fee (TOF), Oregon State

University, and miscellaneous sources, such as advertising and donations. The transit operations fee has been in place since 2010 and is tied to the city water utility bill. It is indexed to the consumer price index (CPI), and any changes require a vote by the City Council.

The capital improvement and operation projects programmed for CTS are based on a reasonable assumption of the availability of these funds over the next three years.

C. Statement of Financial Capability

Based on local budgets, existing capital improvement plans and the system of checks and balances, the CAMPO FY 2021-2024 Transportation Improvement Program is Financially Constrained. The table of projects over time compared with annual allotment is below.

***Table 6: Balancing Anticipated Revenue and Programmed Costs
FY2021-24***

Assuming STBG Allotment in Table 1

Projects	Year	Cost	Sponsor	STBG Exchange Dollars	Fund Balance
School Vehicle Circulation Study	2021	\$20,000	Philomath	\$847,647*	\$827,647
Trails Connectivity Plan	2021	\$25,000	Adair Village	\$827,647	\$802,647
53 rd and Country Club	2021	\$650,000	Benton County	\$802,647	\$152,647
13 th Street Streetscape	2022	\$520,000	Benton County/ Philomath	\$973,350	\$453,350
Circle Blvd Paving	2023	\$754,000	Corvallis	\$1,292,108	\$538,108
Western Blvd Paving	2023	\$626,000	Corvallis	\$1,395,320	\$769,320
Walnut Blvd Paving	2024	\$760,000**	Corvallis	\$769,320	\$9,320
*This is more than the 2021 STBG exchange allocation as savings resulted from previous TIPs **Project reduced from original request of \$824,000 to demonstrate financial constraint					

Conclusion

The following appendices provide additional detail on the FY2021-2024 Transportation Improvement Program background and processes. These appendices include:

- Appendix A: Status of Previously Programmed Projects
- Appendix B: Project Selection Criteria for CAMPO STBG Funds
- Appendix C: Summary of Comments on FY2021-2024 TIP
- Appendix D: Funding Types Present in the TIP
- Appendix E: Glossary of Terms
- [Appendix F: CAMPO TIP Amendment Policy](#)

Appendix A: Status of Previously Programmed Projects

Federal regulations require MPOs to provide the status of projects from the previous TIP in terms of completed, delayed or modified. The table below summarizes the status of transportation projects listed in the FY2018 - 2021 TIP:

Table 7: Status of FY2018-2021 Projects

No.	Projects	From - To	Sponsor	Improvement	Total Cost	Obligated (Y/N)	Completed (Y/N)
1	Walnut Blvd	Highland Blvd to Jack London St	Corvallis	Overlay/ Grind inlay	\$531,400	Y	Y
2	Harrison Blvd	Kings Blvd to 29 th St	Corvallis	Overlay/ Grind inlay	170,200	Y	Y
3	9th St	Grant Ave to Circle Blvd	Corvallis	Resurfacing	\$730,921	Y	Y
4	Kings Blvd	Monroe Ave to Beca Ave	Corvallis	Resurfacing	\$361,008	Y	Y
5	Circle Blvd	Highland Blvd to Dogwood Dr.	Corvallis	Resurfacing	\$561,006	Y	N
6	53rd Street	Reservoir Rd to Harrison Blvd	Benton County	Resurfacing	\$400,000	Y	N
7	Witham Hill	Fernwood Pl to Canary Pl	Corvallis	Resurfacing	\$384,640	Y	N
8	Witham Hill Dr.	Canary Pl to Walnut Blvd	Corvallis	Resurfacing	\$114,912	Y	N
9	Conifer Blvd	Powderhorn Dr. to Conser St.	Corvallis	Resurfacing	\$270,421	Y	N
10	Fern Rd	Chapel St. to Grange St.	Benton County	Resurfacing	\$155,000	N	N
11	53rd Street & Country Club Intersection*		Benton County	Construct Roundabout	\$850,000	N	N

*Project not fully funded in 2018-2021, as TIP shows allocation of \$200,000

Appendix B: Project Selection Criteria for CAMPO’s STBG Funds

For the 2021-2024 TIP, changes were made to the evaluation criteria in order to make it easier to evaluate projects and to be more in line with the current Regional Transportation Plan. The updated evaluation criteria were adopted by the Policy Board in May 2019. Clarification on eligibility was also made—historically only projects along arterials and collectors were thought to be eligible and while that is the primary focus of STBG funding, exceptions do exist including corridor programs, recreational trails, pedestrian and bicycle projects, and safe routes to school projects, all which are within the public right of way. The request for projects is copied below.

Project Eligibility + Funding

Projects must be within the Corvallis Area MPO, an identified project in the 2017 CAMPO Regional Transportation Plan (found [here](#)) for the Modernization category, and identified in a local plan for the Preservation category. Projects should generally be located on arterials or collectors. Other projects are eligible as identified by FHWA on their Surface Transportation Block Grant [website](#) and copied below:

In general, STBG projects may not be on local roads or rural minor collectors. There are a number of exceptions to this requirement, such as the ability to use up to 15% of a State’s rural suballocation on minor collectors. Other exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; inspection/evaluation of bridges, tunnels, and other highway assets; port terminal modifications; and projects within the pre-FAST Act title 23 definition of “transportation alternatives.” [23 U.S.C. 133(c)]

Projects will be evaluated and ranked by the Technical Advisory Committee, and made public for comment before final approval by the CAMPO Policy Board.

Evaluation Criteria

The following criteria are proposed for project evaluation in the FY2021-2024 TIP. These criteria are subject to change and approval by the TAC. Projects will be sorted into Preservation and Modernization, and then combined into one overall funding list.

Applicants for funding must demonstrate how their proposed project meets the evaluation criteria identified on the following page.

PRESERVATION	
Pavement Condition (30 pts)	Fair (30 pts) Poor (15 pts) Good (5 pts)
Bicycle/Pedestrian/Transit Improvement (30 pts)	Improves bicycle facilities (15 pts) Project along high frequency transit route (15 pts)
Safety Improvement (30 pts)	Identified High Crash Location (10 pts) Addresses documented safety issue (10 pts) Improves freight operations on designated route (10 pts)
Project Leverage (10 pts)	Funding this project will leverage other larger opportunities to increase overall project impact (10 pts)
Total	100 pts

MODERNIZATION	
Project Readiness (30 points total)	A scoping study is completed (8 pts) Project is in within existing ROW (8 pts) No extensive environmental permits required (7 pts) Match funding is already identified (7 pts)
Bicycle/Pedestrian/Transit (30 points total)	Improves bicycle facilities (8 pts) Improves pedestrian facilities (8 pts) Improves bus stop (7 pts) Project along transit stop (7 pts)
Safety (30 points total)	High crash location (8 pts) Addresses documented safety issue (8 pts) Upgrades signal system to improve efficiency (7 pts) Improves freight operations on designated route (7 pts)
Intercommunity Impact (10 pts)	Project identifies benefits to multiple communities (10 pts)
Total	100 pts

Scoping Studies

Up to 10% of funds will be used to conduct scoping studies for long range, complex projects identified by CAMPO members. Projects will be evaluated for funding on a case by case basis.

Public Process + Timeline

The technical advisory committee will evaluate projects at their June meeting. The preliminary project list will be open for public comment in July, and the Policy Board will make their final decision in August. Details on the Policy Board and TAC meetings can be found at the CAMPO website: www.corvallisareampo.org. Any questions or additional information can be requested through staff at the contact information listed above.

The public process will consist of a virtual open house that contains a map and description of each project. The virtual open house will available in both English and Spanish languages. It will be advertised through handouts at established group meetings as well as community destinations. The virtual open house will also be noticed in the newspaper. All handouts and announcements will be bi-lingual.

Appendix C: Summary of Comments and Responses

The purpose of this Appendix is to provide a summary of comments received during the development of the FY2021-24 TIP. Comments are organized by agency and stakeholder as well as by project.

PUBLIC COMMENTS

Comments from Virtual Open House

Project	Comments
Project 1: Philomath School Circulation Scoping Study	Please prioritize this project. My child travels from Philomath Elementary to Clemens Elementary for after school programming and the trip can take up to 45 minutes (for 10 blocks). It is a sign of the entire system being twisted up and contorted.
Project 1: Philomath School Circulation Scoping Study	Minimal cost, do it.
Project 3: Corvallis Circle Blvd Preservation	Neutral in support of funding
Project 3: Corvallis Circle Blvd Preservation	Circle near the Hewlett-Packard campus is very fast, wide and dangerous for people walking and riding bicycles. Alternatives to the current striping need to be considered to slow traffic speeds and improve safety for all road users. Support for this funding should be contingent on the City of Corvallis implementing safety improvements on this roadway. Buffered or protected bike lanes and a road reconfiguration should be a key consideration.
Project 3: Corvallis Circle Blvd Preservation	This section of road is absolutely TERRIBLE and with the amount of traffic that uses this major artery should have the #1 spot for funding and timeline to completion.
Project 4: Corvallis Western Blvd Preservation	Many stretches of Western Blvd are consistently littered with potholes, and though they sometimes get temporarily get fixed, the fixes appear TEMPORARY. I highly support funding for long term preservation.
Project 4: Corvallis Western Blvd Preservation	The stretch of Western Blvd from Hwy 20 to 35th street is increasingly heavily traveled as more of Corvallis's population moves to the western areas and towns. The road is degrading to the point that the county/city cannot keep up with increasing pothole maintenance. It is also an area that is unsafe for bicyclists. This area would greatly benefit from considerable attention, despite the mild inconvenience of closing the section for a while.
Project 5: Corvallis Walnut Blvd Preservation	Walnut in this section is four lanes with high speeds and few safe crossings for people walking. The bicycle lanes are also uncomfortable for all but the most bold. Many people (especially older adults and children) use the sidewalk to ride. Repaving Walnut in this section is an excellent opportunity to redesign the roadway to better support safety through slowing speeds, improving bike facilities and creating safer crossing opportunities. Walnut in it's current condition creates a challenge for people living to the north to access schools, green space and shopping. Funding should be dependent on safety improvements and a road reconfiguration should be considered.
Project 6: Corvallis Conifer Blvd Preservation	Pedestrian safety improvements should be included in the proposed design. Ensure bike lanes are upgraded to at least current design guidelines in TSP.
Project 6: Corvallis Conifer Blvd Preservation	Support funding

Project 8: Benton County West Hills Road Preservation	This stretch of road is narrow for cars even without bikes. This should be funded.
Project 9: Benton County/Philomath 13th Street Modernization	Because of the high truck traffic desperately needed! Local traffic also uses to access the schools. Traffic nightmare!
Project 9: Benton County/Philomath 13th Street Modernization	Hello, my name is Scott and I'm a Philomath resident. I believe the scope of this project is too large. The street is currently in decent condition. There are very few pedestrians who use this street and I'm sure the current sidewalks are sufficient for most. Who needs a 10 ft wide sidewalk? I suggest improving one sidewalk, maintaining the street as is and leave it at that. I'd rather my tax dollars go to improving 20E through town - it needs paving.
Project 9: Benton County/Philomath 13th Street Modernization	Cost seems prohibitive for the benefit
Project 10: Benton County/Philomath 9th Street Modernization	This stretch of 9th street is dangerous and should be widened/safety enhancements made. Fund this second after the circle blvd project, especially with the increased traffic using this route to bypass Philomath as more people/traffic have increased the usage of 20/34 between Corvallis and Philomath.
Project 11: Benton County 53rd and Country Club Intersection	Find a cheaper alternative to this to fit within the budget.
General Comment	Add bus access to new development off Harris Blvd. or there will be serious traffic problems.
General Comment	Climate change is having devastating effects on our planet. Automobile use is a large contributor to climate change. We need to immediately divest from car-centric infrastructure and do everything we can to encourage alternative forms of transportation. This is an urgent issue that demands all of our attention.
General Comment	Why are there no projects in South Corvallis? South Corvallis has major traffic issues that negatively affect the safety of the people that live there. Increase transit access and provide safe biking and walking facilities to protect people who choose not to drive everywhere.

ODOT COMMENTS

- Page 8: “as well as if the stand fund exchange program ceases to exist”
 - Typo: State fund exchange program
 - Include a description of the cost of exchange—\$0.94 for every dollar
- I'd recommend making CAMPO and AAMPO TIP organization consistent with each other where feasible given different Policy Boards, etc. For example, look at the table of contents of each TIP and see what could be aligned. This would facilitate review by folks that read both documents at Benton County, COG, ODOT, and FHWA.

FHWA COMMENTS

- Include a placeholder for the Oregon Governor's approval date
- Missing link between the TIP and CAMPO's RTP (specifically what are the TIPs investment priorities in relation to the plan), I see that it is kind of addressed on page 15
- With the understanding that the TIP has to be updated every four years, however, in Oregon it is being updated every 2 or 3 years? – Suggest indicating the actual TIP update cycle.

- Is the 2 week public involvement process as proposed below follow CAMPO's Public Participation Plan procedures?
- Identify performance targets or reference where that is documented (since the RTP has not been updated right?) and demonstrating a link between the TIP and performance target achievement
- Missing a description of CAMPO's performance measure tracking process
- Make sure all projects include a project description and budget information is missing (will this information be available for the public to comment on?)
- Any specific ADA projects that can be captured here vs "ADA Program"?
- Suggest participating in the financial constraint working group Ted Leybold is leading (specifically to discuss fiscal constraint and I am not sure if "financial plan" discussions are taking place?)
- Appreciate Appendix A, it would be even better if the obligation and completed fields were completed too!

Appendix D: Funding Sources

The Fixing America's Surface Transportation (FAST) Act provides federal transportation assistance dollars to states and MPOs and local governments under several programs. The Federal Highway Administration and the Federal Transit Administration administer these programs. Apportionment of funds to each state is according to a formula set forth by Congress. The Oregon Department of Transportation distributes transportation funds to the MPOs and local governments. The following is a summary of transportation fund programs that are most relevant to the Corvallis Area MPO:

1. Federal Programs

Federal programs broadly include two funding sources: the Federal Highway Administration (FHWA) with focuses on surface transportation including freight, motor vehicles, bicyclists and pedestrians; and the Federal Transit Administration (FTA) which focuses on transit. Within these federal funding sources, there are monies that CAMPO receives directly, and monies used for regionally significant projects within CAMPO's planning area.

A. Federal Highway Administration

The Corvallis Area MPO directly receives the following funds

Surface Transportation Block Grant Program (STBG) The STBG Program is a multi-modal program which provides funds for a broad range of transportation uses and may be used for projects on any Federal-aid highway that is not functionally classified as a local or rural minor collector. STBG funding has the most flexible eligibilities among all Federal-aid highway programs, funds can be used for highway, transit, bicycle, pedestrian and other transportation options projects. The STBG program promotes flexibility in state and local transportation decisions and provides funding to best address transportation needs. Funds for smaller MPOs (including CAMPO) are distributed through ODOT using a state fund exchange. The Corvallis Area MPO receives approximately \$850,000 annually in federal STBG funds.

Metropolitan Planning Metropolitan Planning funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint ODOT, FHWA and FTA responsibility. Distribution of these planning funds is done by formula, developed by ODOT in consultation with the MPOs and approved by the OTC. MPO funds are allocated through the ODOT Region and programmed into the metropolitan TIP (Corvallis Area MPO's TIP is funded from the Region 2 allocation).

Regionally significant projects delivered by the Oregon Department of Transportation or local entities can use the following funds:

Highway Safety Improvement Program (HSIP) The HSIP is a core Federal-aid funding program. The intent of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State owned public roads and roads on Tribal lands. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. Following the HSIP requirements, ODOT has developed a safety program, known as the All Roads Transportation Safety (ARTS) Program. Safety projects selected under the ARTS Program are typically stand-alone projects. However, these projects may be combined with other Enhance or Fix-It projects as deemed appropriate. While CAMPO does not have access to HSIP funds, ODOT could utilize HSIP to directly fund projects in the CAMPO service area.

National Highway Performance Program (NHPP) Funds The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan. NHPP funds are primarily used to fund upgrade and improvement projects on the Interstate system and U.S. numbered routes. Local examples of NHS are I-5, OR 34 and US 20.

Transportation Alternatives Program (TAP) The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. While CAMPO does not have access to TAP funds, ODOT could utilize TAP to directly fund projects in the CAMPO service area.

Statewide Planning and Research (SPR) SPR funds are used for planning and research activities that benefit the long term needs of the transportation system. This includes metropolitan planning funds, corridor studies, explorations of new products or technology, state of practice research in various transportation topics, and in general other long range planning studies and projects.

Federal Lands Access Program (FLAP) The Federal Lands Access Program (FLAP) improves facilities that provide access to, are adjacent to, or are located within Federal lands. Funding supplements State and local resources for public roads, transit systems and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Funds are distributed by formula among States that have Federal lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers.

Emergency Relief Program (ER) The ER program assists State and local governments with the expense of repairing serious damage to Federal-aid and Federal Lands highways resulting from natural disasters or catastrophic failures. ER funds can be used only for emergency repairs to restore essential highway traffic, to minimize damage resulting from a natural disaster or catastrophic failure, or to protect the remaining facility and make permanent repairs.

B. Federal Transit Administration

The Federal Transit Administration (FTA) carries out the federal mandate to maintain and improve public transportation services. It is the principal source of federal assistance to help plan, develop, and improve comprehensive public transportation service. The funding programs administered by the FTA include, but are not limited to, the following:

Section 5303- Provides funds for transit planning activities of states and metropolitan planning organizations.

Section 5307- These funds are allocated to the urbanized areas by statutory formula for capital improvements and operation of transit systems. The funds could be used for planning public transportation and the development of transit services.

Section 5310- The fund provides for transit services and the purchase of rolling stocks that directly benefit transportation of elderly and people with disabilities. The funds are distributed to states based on the population of elderly and people with disabilities in the state.

Section 5311- Funds for 5311 are provided to states for distribution to transit entities in non-urban areas with a population of less than 50,000. The funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of transit services.

Section 5339- Section 5339 (Bus and Bus Facilities Program) provides capital funds to transit projects for replacement, rehabilitation, purchase of buses or bus-related equipment, and for construction of bus-related facilities. Section 5339 funds cannot be used for operating assistance.

2. State Programs

The State of Oregon provides a variety of transportation improvement funds to the cities and counties. Some of these funds have been created by the Oregon Legislature and some by the Oregon Transportation Commission (OTC). The largest source of funding for transportation capital improvements and activities statewide is the Oregon Highway Fund. The Highway Fund derives its revenue through fuel taxes, licensing and registration fees, and weight-mile taxes assessed on freight carriers as well as other sources.

Immediate Opportunity Fund (IOF) The Immediate Opportunity Fund (IOF) supports primary economic development in Oregon. It does this by building and improving streets and roads in strategic locations. The IOF only funds strategic projects that require a quick response and commitment of funds because other sources are unavailable or insufficient. It is not a substitute for other funding sources. The IOF is a discretionary program and

restricted to job retention and committed job creation opportunities. The maximum amount available for a single project is \$500,000.

Jurisdictional Exchange ODOT has identified over 1,000 miles of state highways that primarily serve local purposes. These include urban arterials serving mostly local travel, urban streets that are parallel to highway bypasses, and roads that function like county roads. Through negotiated agreements, ODOT will transfer jurisdiction of these highways to local governments. The agreements may include the cost to maintain or improve the facility based on the condition of the highway at the time of transfer.

Transportation and Growth Management (TGM) The TGM program is a partnership between ODOT and the Oregon Department of Land Conservation and Development (DLCD). The program helps governments across Oregon with skills and resources to plan long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses

Fix it

The Fix-It program includes all the capital funding categories that maintain or fix ODOT's portion of the transportation system. The 2021-2024 STIP includes approximately \$1.1 billion dedicated to the Fix-It program. Fix-It needs are derived from a statewide asset management system that evaluates the current and future projected asset condition to prioritize potential investment actions. The management system analyzes infrastructure; such as, facility integrity, crash occurrences, and cost effectiveness.

Eligible Fix-It projects include restoration, rehabilitation and repair of:

- Bicycle and pedestrian facilities on state highways;
- State-owned bridges;
- Culverts;
- Highway Pavement;
- Salmon (fish passage); and
- Site Mitigation and Repair

Fix-It also includes safety and operations activities, including:

- Illumination, signs and signals;
- Landslides and Rockfalls;
- Intelligent Transportation Systems;
- Rail-Highway Crossings;
- Roadway safety improvements identified by the safety management system;
- Transportation Demand Management activities allocated to support Region operations; and
- Work Zone Safety

Enhance Highway

Enhance Highway programs fund projects that enhance or expand the transportation system. ACTs recommend high-priority investments from state and local transportation plans in many of the Enhance programs.

Most Enhance Highway funding in the 2021- 2024 STIP (\$663 million) comes from allocations made by the Oregon Legislature to specific projects in House Bill 2017. In addition, ODOT established the State Highway Leverage Program (\$24 million) to distribute funding to ODOT Regions and allow ACTs to provide input on adding enhancement features and elements to Fix-It projects on the State Highway System. Non-highway enhancement projects are not eligible for these funds.

Non-Highway

State and federal law provide direction to establish three subcategories of non-highway funding in the 2021-2024 STIP.

Public Transportation: Based on legislative direction and longstanding practice, approximately \$43.5 million in FHWA formula funding is transferred to public transportation for service for the elderly and disabled and for purchase of mass transit vehicles in urbanized areas.

State Highway Fund Bicycle and Pedestrian: ODOT's share of the 1 percent State Highway Fund set aside and the new Safe Routes to School Program (SRTS) created by House Bill 2017 to fund infrastructure improvements will provide a total of approximately \$60 million for the 2021-2024 STIP.

Non-Highway Discretionary:

Approximately \$51 million is allocated to specific programs within this program. Funding can go to non-highway needs either in or outside the highway right of way.

3. Local Programs

In addition to the funding sources discussed above, CAMPO jurisdictions receive transportation revenue from other sources including: Oregon gas tax and vehicle registration revenues; System Development Charges (SDCs); local parking fees; and franchise fees. These revenues are used for local projects and provide the necessary match for federally funded projects. Transit service in Corvallis is partially funded through a Transit Operation Fee which is collected monthly from all Corvallis utility customers – residential, commercial, non-profits – and is indexed to the average price of a gallon of regular grade gasoline.

Other transportation funding sources which can potentially be utilized include developer extractions; street utility fees; special assessments/ Local Improvement Districts (LIDS); revenue bonds; general obligation bonds; urban renewal funding; and special road districts

Appendix E: Glossary of Terms

ADA	Americans with Disabilities Act
ARTS	All Roads Transportation Safety
CAMPO	Corvallis Area Metropolitan Planning Organization
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CTS	Corvallis Transit System
CWACT	Cascades West Area Commission on Transportation
FAST-Act	Fixing America's Surface Transportation Act (federal surface transportation legislation)
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FTA	Federal Transit Administration
FY	Fiscal Year (Oregon state fiscal year from July 1 to June 30)
HSIP	Highway Safety Improvement Program
IOF	Immediate Opportunity Fund
LIDS	Local Improvement Districts
MAP-21	Moving Ahead for Progress in the 21 st Century (federal surface transportation legislation)
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
NHS	National Highway System
OAR	Oregon Administrative Rules
ODOT	Oregon Department of Transportation
ORS	Oregon Revises Statutes
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
RTP	Regional Transportation Plan
SDCs	System Development Charges
SIP	State Implementation Plan
SPR	Statewide Planning and Research
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant Program
STF	State Special Transportation Fund
STIC	Small Transit Intensive City
STIF	Statewide Transportation Improvement Fund
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TOF	Transit Operation Fee
UPWP	Unified Planning Work Program
U.S.C.	United States Code
USDOT	U.S. Department of Transportation

Allocation- An administrative distribution of funds for programs that do not have statutory distribution formulas.

Appropriation- Legislation that allocates budgeted funds from general revenues to programs that have been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Appropriations Act- Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.

Apportionment- A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among the States. It also refers to the distribution of funds as prescribed by a statutory formula.

Authorization- Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Capital Costs- Non-recurring or infrequently recurring cost of long-term assets, such as land, buildings, vehicles, and stations.

Federal-aid Highways- Those highways eligible for assistance under Title 23 of the United States Code, as amended, except those functionally classified as local or rural minor collectors.

Key Number- Unique number assigned by ODOT to identify projects in the TIP/STIP.

Maintenance- Activities that preserve the function of the existing transportation system.

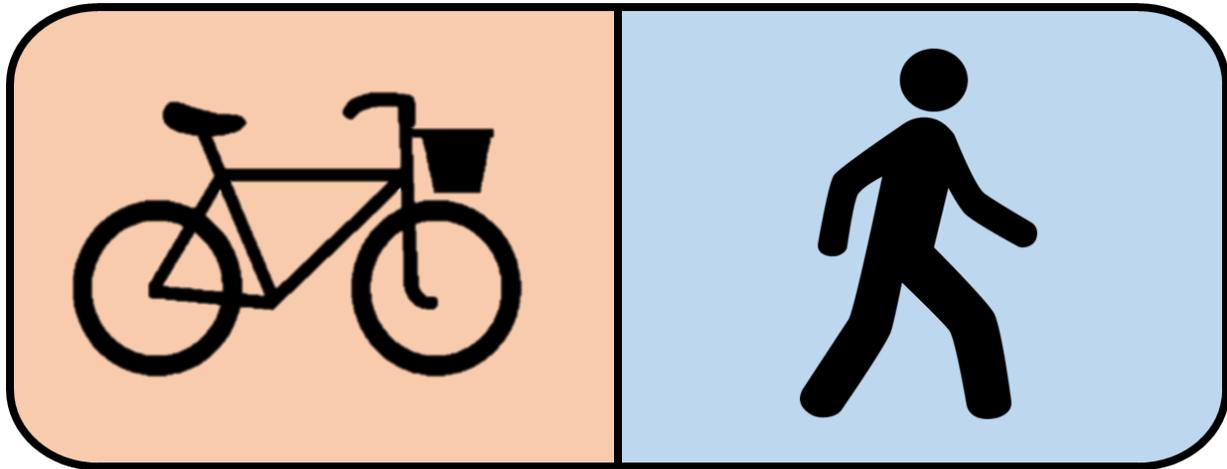
Modernization- Projects that add capacity to the transportation system by constructing new lanes or widening existing facilities, and projects that add traffic lights, curb and gutter, sidewalks, bikeways or storm-water drainage.

Preservation- Projects that improve or maintain the existing transportation system's operation, productivity, safety or useful life without expansion of capacity.

Regionally Significant- From OAR 340-252-0030 (39) "Regionally significant project" means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network.

Appendix F: CAMPO TIP Amendment Policy

Bicycle and Pedestrian Counts

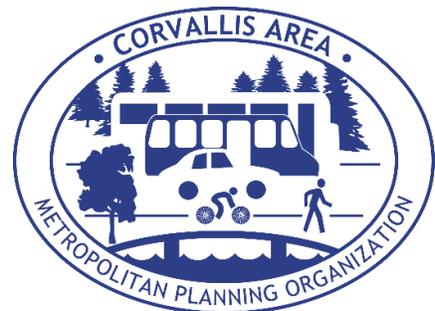


Summer Report for Eric E. Austin Memorial Bypass

October 6, 2021

Prepared By:

Corvallis Area Metropolitan Planning Organization
777 NW 9th Street, Suite 204C
Corvallis OR, 97330
www.corvallisareampo.org/



Introduction

Purpose of this Report

The purpose of this report is to provide an overview of bicycle and pedestrian count data collected by the Corvallis Area Metropolitan Planning Organization's (CAMPO) automated counter. This report covers six weeks of counting on the Eric E. Austin Memorial Bypass (formerly the Marys River/Crystal Lake Multi-Use Path) in Corvallis. The six week reporting period covered in this report began on Monday, June 28, 2021 and extended through Sunday, August 8, 2021. This is the second deployment of CAMPO's counting equipment at this location. CAMPO staff produced two reports on the first round of bicycle and pedestrian counts, links to those reports can be found here:

- [Two Week Report \(Nov. 23 to Dec. 6\)](#)
- [Eight Week Report \(Nov. 23 to Jan. 17\)](#)

Information about bicycle and pedestrian counts at other locations can be found [HERE](#).

Part four of the report includes a seasonal comparison of count numbers during the winter and summer.

Counter Equipment and Set Up

In late 2019 CAMPO purchased two mobile MULTI bicycle/ pedestrian counting units. Each counting unit is comprised of (1) a pyro-box which utilizes passive infrared technology to detect the body heat of passing cyclists and pedestrians and (2) pneumatic tubes which capture air pulses generated by bicycles passing over them. The different types of trips are classified using an intelligent device called the Smart Connect which is capable of differentiating between pedestrians and cyclists. Data is then collected and stored to be analyzed with Eco-Counter software.¹

Figure 1 and **Figure 2** show the counter equipment set up in the field.

Figure 1: Counter Set Up



Figure 2: Pyro Box on Pole

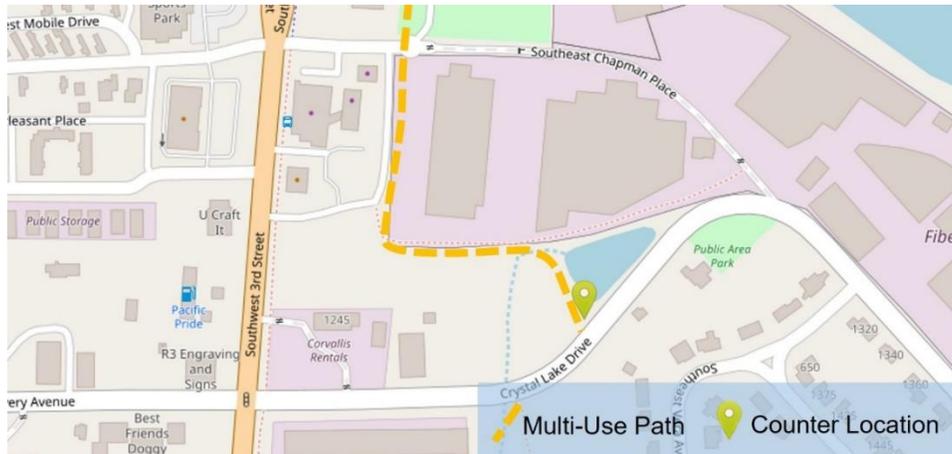


¹ <https://www.eco-compteur.com/en/produits/multi-range/mobile-multi/>

Count Location

The automated counting equipment was installed at the south entrance to the Eric E. Austin Memorial Bypass. Count equipment was set up across the path in order to log the number of people walking and riding bikes and collect information on direction of travel. The count location can be seen in the map below (*Figure 3*).

Figure 3: Count Location



Why Count People Walking and Riding Bikes?

Program Purpose: Develop a better understanding of how people walking and riding bikes are traveling throughout the CAMPO planning area.

Program Goals:

1. Measure the long-term usage of bicycle and pedestrian facilities (including changes in use over time)
2. Evaluate the impact of projects
3. Understand safety trends
4. Help prioritize long-range infrastructure investment

What is in this Document?

The remainder of this document is broken into four parts:

- **Part 1 – Six Week Summer Data** provides summary information covering the entire six week counting period and highlights several key statistics
- **Part 2 – Daily & Weekly Totals** focuses on daily and weekly count totals including both aggregate data and information arranged in two week intervals
- **Part 3 – Weather Conditions** explores daily temperature and compares daily high temperature with total number of counts
- **Part 4 – Seasonal Comparison** focuses on changes in the number of people walking and riding bikes during winter and summer

Part 1 – Six Week Summer Data

Figure 4: Six Week Summer Data

	Combined (Walking + Biking) 	People Walking 	People Riding Bikes 
TOTAL	15,028	4,613	10,415
PERCENTAGE	100%	30.7%	69.3%
TOTAL NORTH BOUND	7,972	2,618	5,354
TOTAL SOUTH BOUND	7,056	1,995	5,061
% NORTH BOUND	53.0%		
% SOUTH BOUND	47.0%		
WEEKLY AVERAGE	2505	769	1736
DAILY AVERAGE	358	110	248

Figure 5: Weather Information²

Average Daily High Temperature During Reporting Period	Average Daily Low Temperature During Reporting Period
85.7 degrees	55.8 degrees

² Weather data is from weather.com

Information on daily precipitation was initially collected for the two weeks during the winter, however, additional data is no longer available at this point in time and therefore not included in this report.

Part 2 – Daily & Weekly Totals

Figure 6: Daily Count Totals – Six Week Period

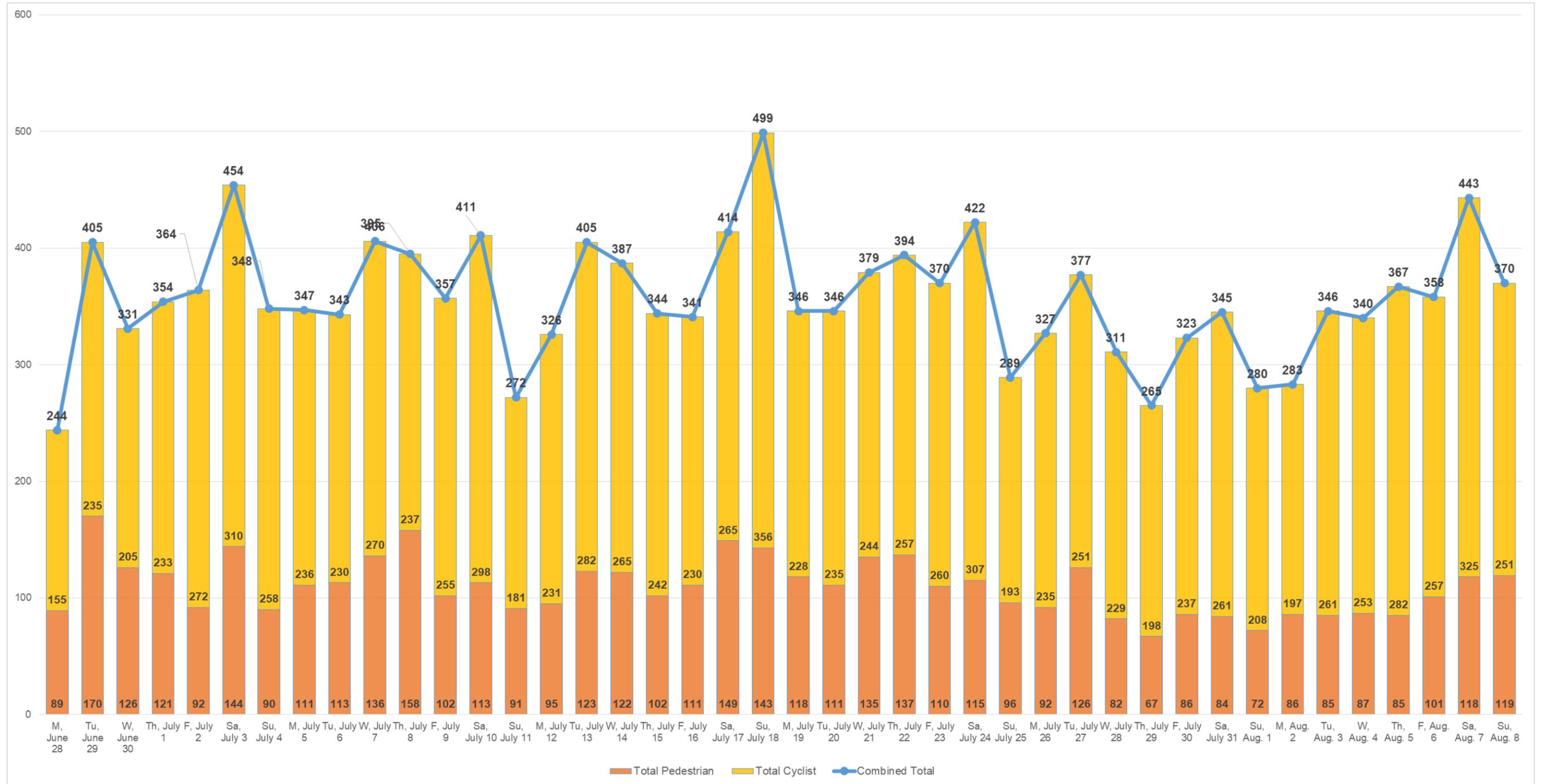
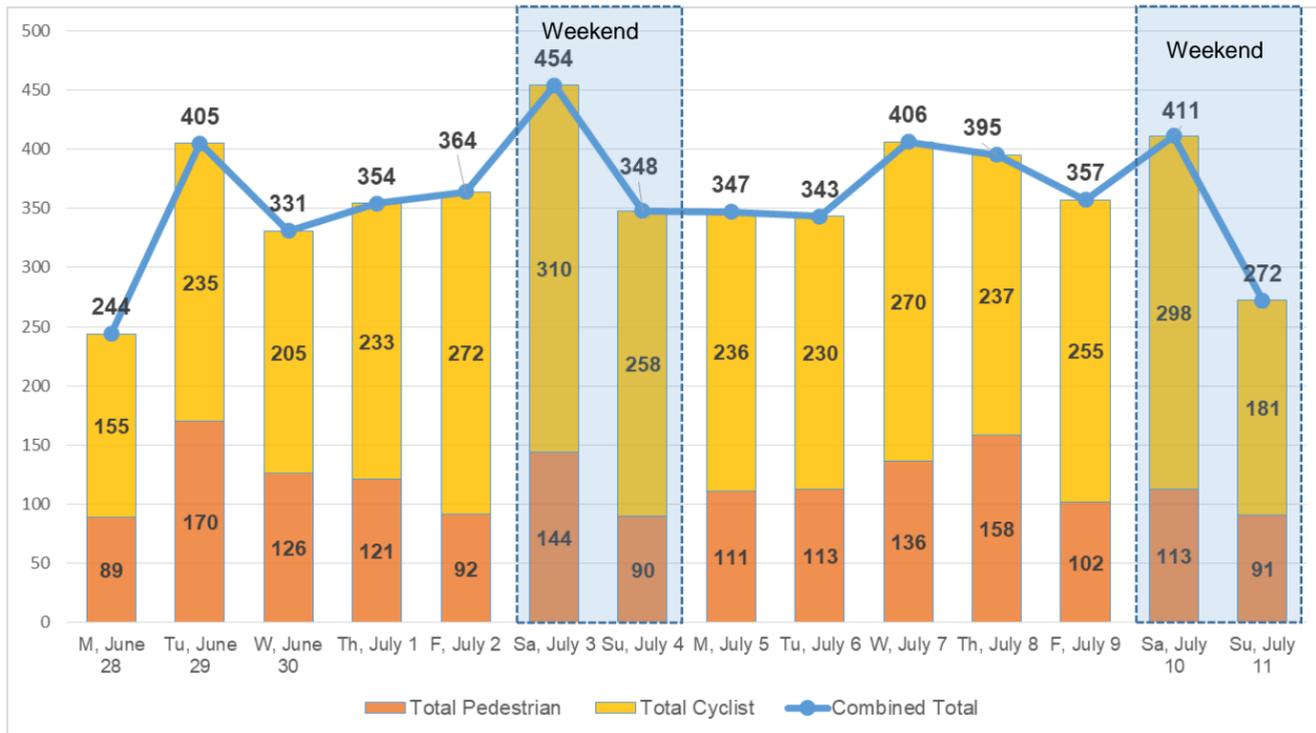


Figure 7: Daily Count Totals –June 28 through July 11



Note, the tables displayed on this page depict the same data captured in **Figure 6**. The information here simply breaks the data into two week intervals for viewing purposes.

Figure 8: Daily Count Totals –July 12 through July 25

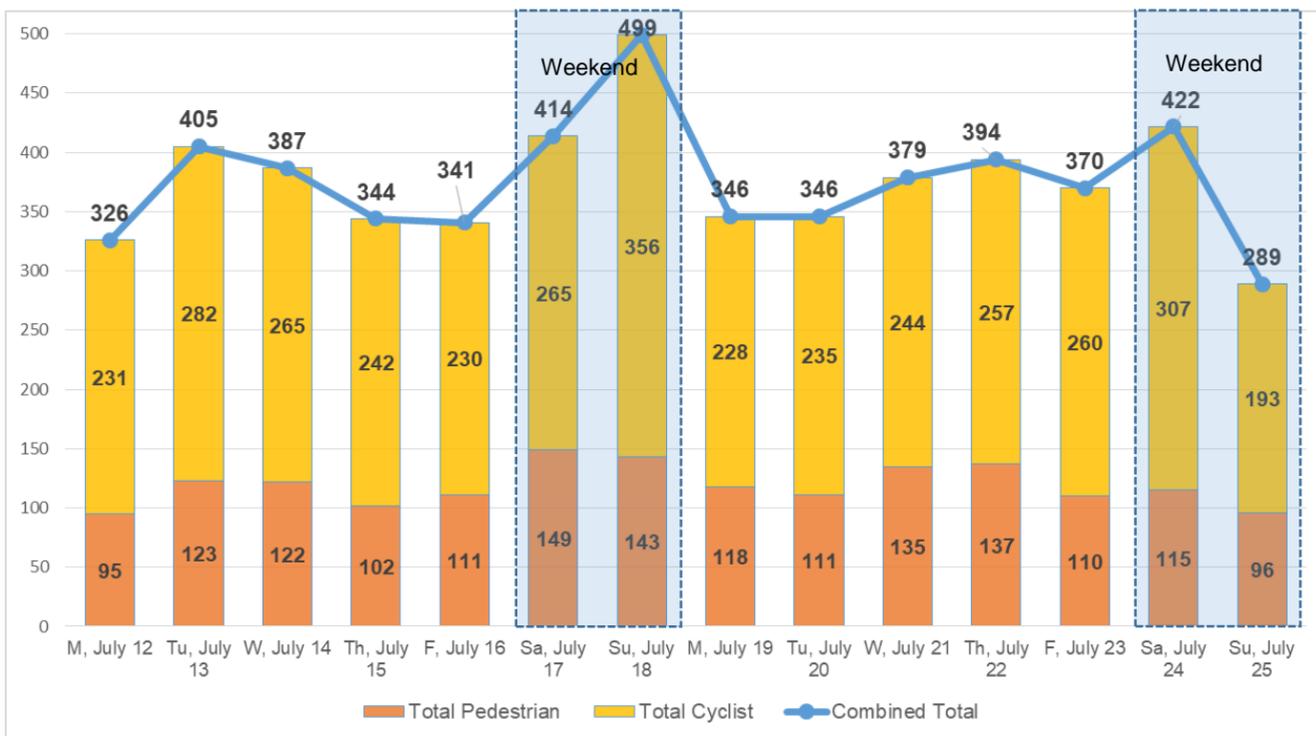
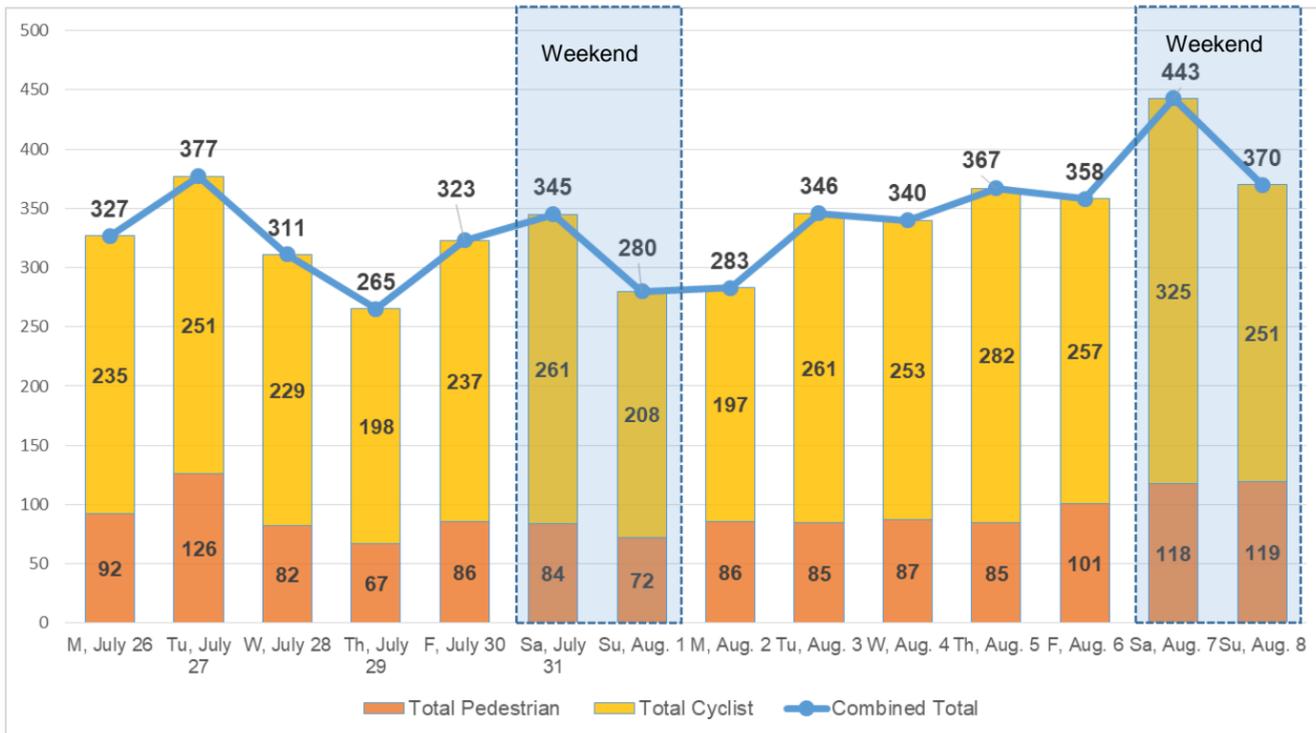


Figure 9: Daily Count Totals –July 26 through Aug. 8



Part 3 – Weather Conditions

Figure 10: Daily High Temperature (Fahrenheit) and Total Counts

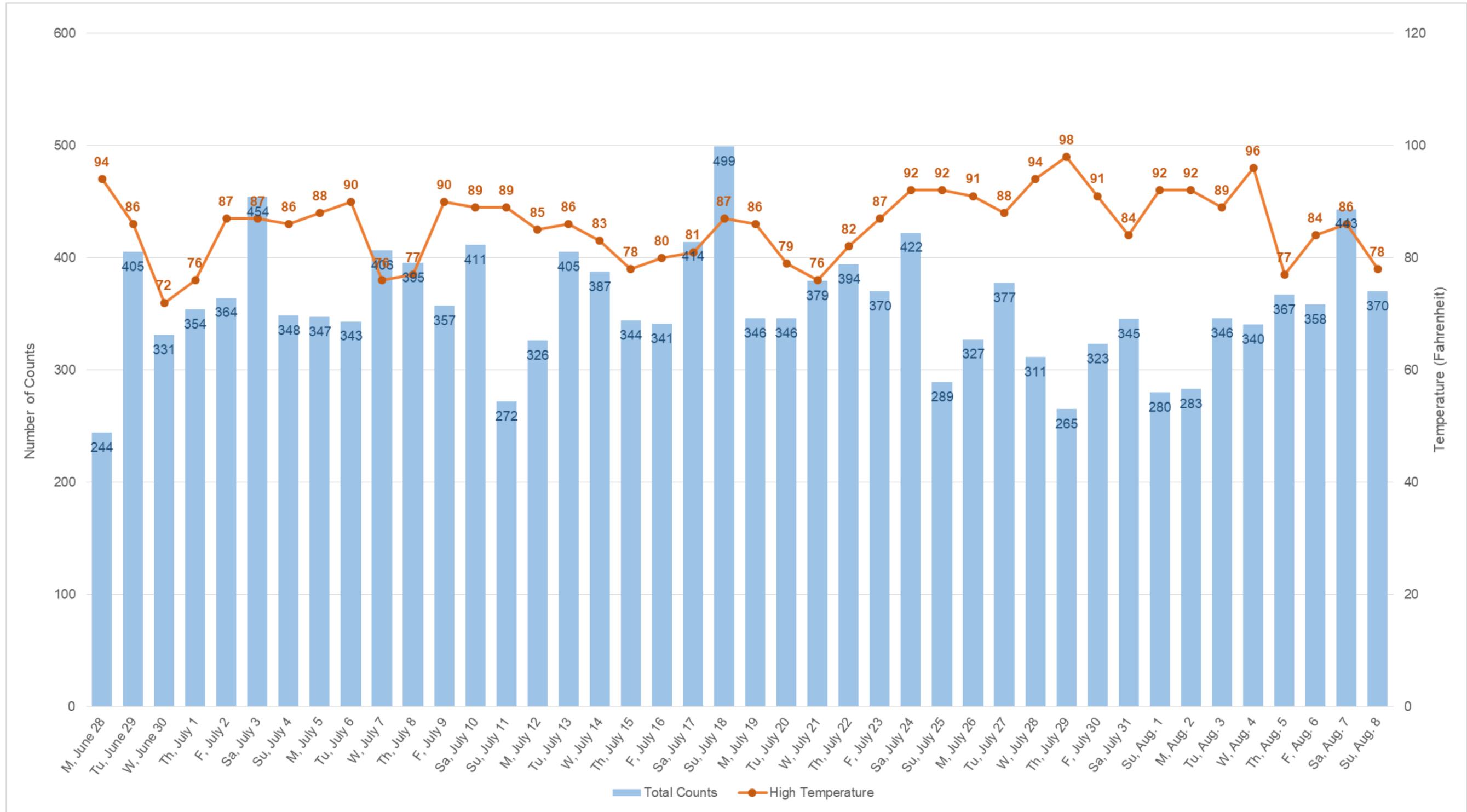
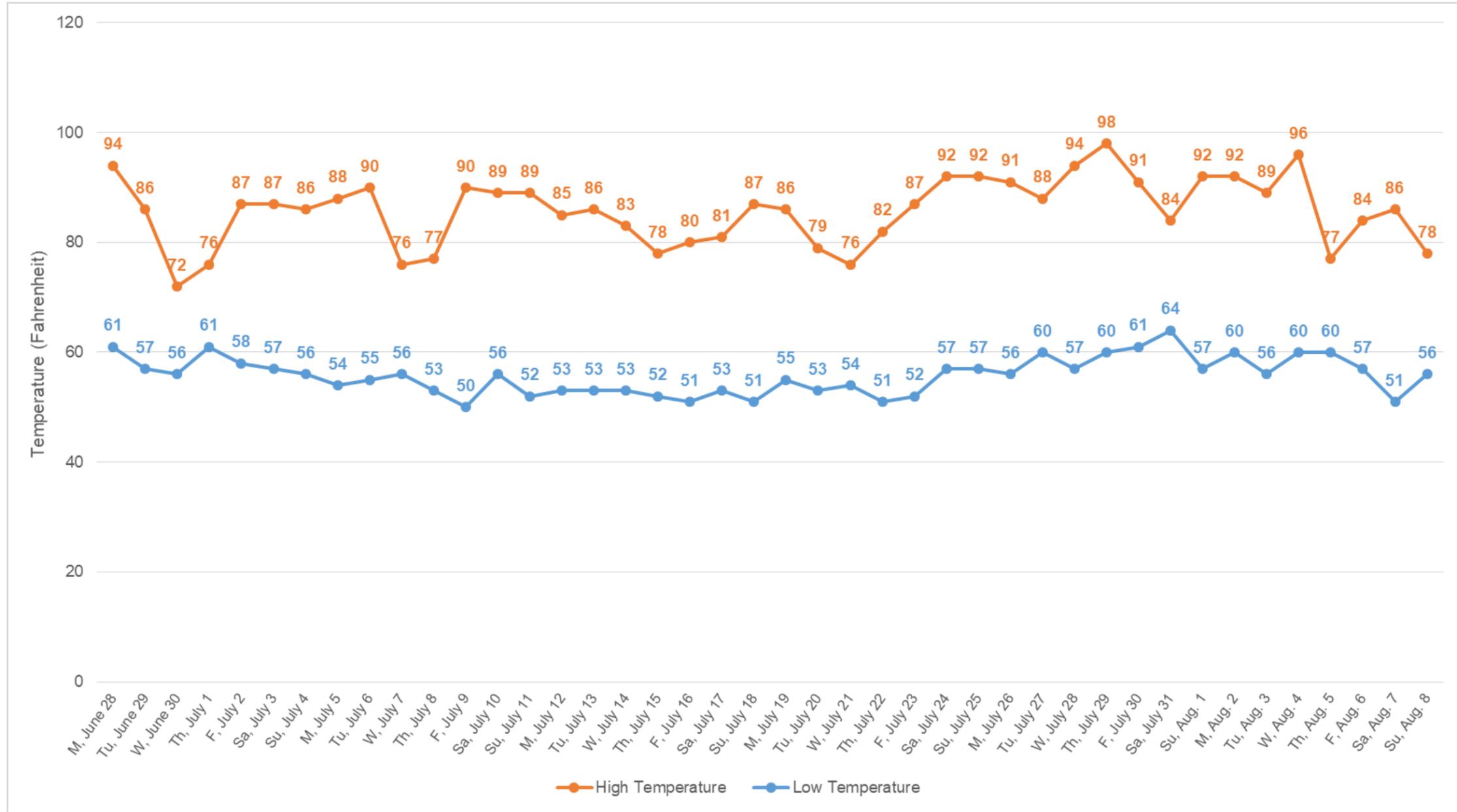


Figure 11: Daily Temperature (Fahrenheit)



Part 4 –Seasonal Comparison

After completing bicycle and pedestrian counts during both winter and summer CAMPO staff can now begin comparing changes over time. First, it is important to note that the winter counts were conducted over an eight week period (56 days) while the summer counts only cover a six week period (42 days). Despite counting for two weeks fewer, the total number of people walking and riding bikes on the Eric E. Austin Memorial Bypass grew significantly during the summer. A total of **8,669 walkers and bikers were counted during the winter reporting period** while a total of **15,028 were counted during the summer reporting period**.

While there was also growth in the number of people walking during the summer the majority of the observed increase came from people riding bikes. **Over ten thousand people riding bikes were counted on the Eric E. Austin Bypass during the six week summer reporting period** accounting for 69.3% of total users. The sharp increase in the share of summer biking can most likely be attributed to warmer, dryer weather and longer days.

During both the winter and summer reporting period slightly more people used the multiuse path going northbound than southbound.

Figure 12: Winter (Eight Week) Summary Data

Winter (Eight Weeks)			
	Combined (Walking + Biking)	People Walking	People Riding Bikes
TOTAL	8,669	4,207	4,462
PERCENTAGE	100%	48.5%	51.5%
TOTAL NORTH BOUND	4,692	2,277	2,415
TOTAL SOUTH BOUND	3,977	1,930	2,047
% NORTH BOUND	54.1%		
% SOUTH BOUND	45.9%		

Figure 13: Summer (Six Week) Summary Data

Summer (Six Weeks)			
	Combined (Walking + Biking)	People Walking	People Riding Bikes
TOTAL	15,028	4,613	10,415
PERCENTAGE	100%	30.7%	69.3%
TOTAL NORTH BOUND	7,972	2,618	5,354
TOTAL SOUTH BOUND	7,056	1,995	5,061
% NORTH BOUND	53.0%		
% SOUTH BOUND	47.0%		

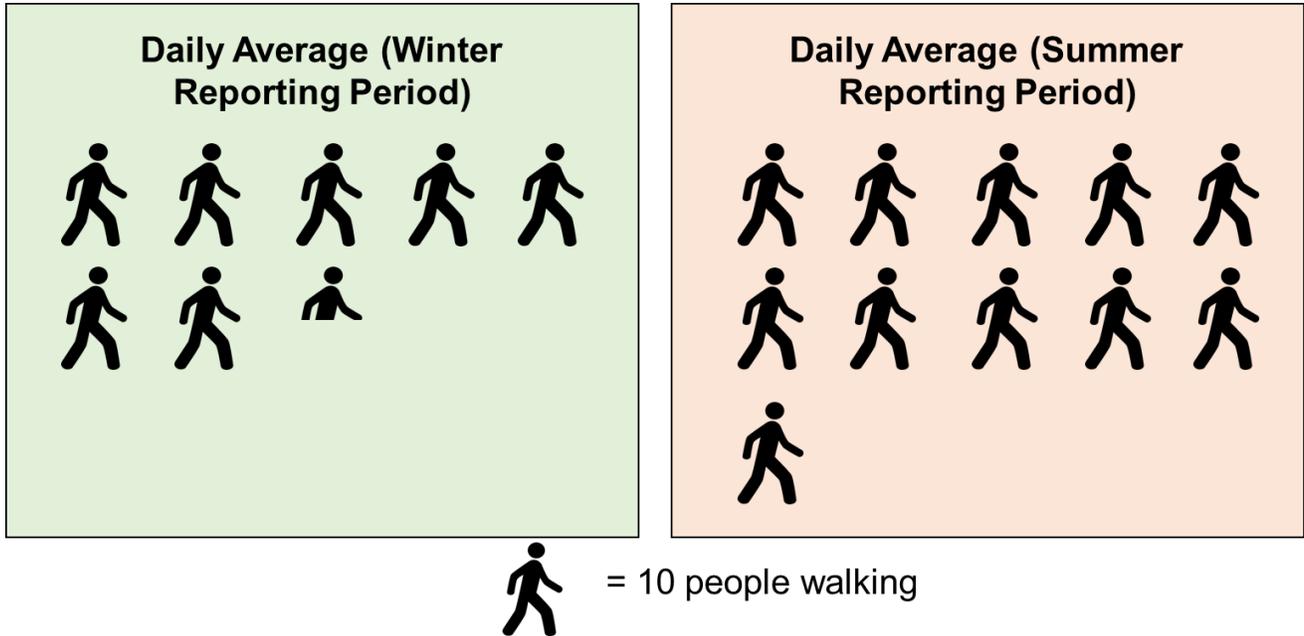
Figure 14 captures average use of the Eric E. Austin Memorial Bypass during the winter and summer reporting periods. Presenting weekly and daily averages allows for direct comparison using a consistent time frame. Key takeaways include:

- The average number of users (walking and biking combined) **more than doubled** during the summer (131% increase)
- The average number of people walking increased by 46% during the summer reporting period
- The average number of people riding bikes during the summer **tripled** with a 211% increase

Figure 14: Comparison of Weekly and Daily Averages

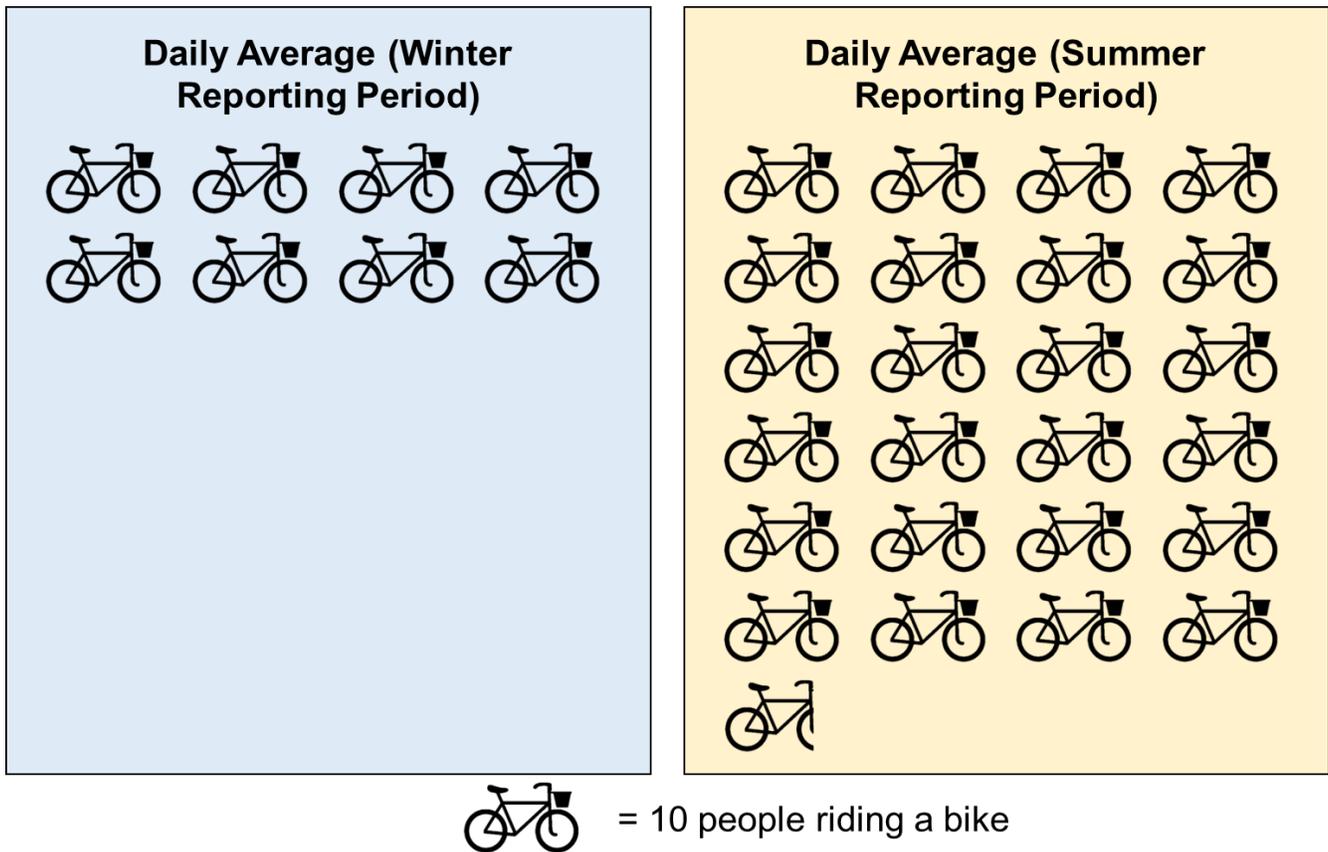
Combined (Walking + Biking)			
	Winter (Eight Weeks)	Summer (Six Weeks)	Percent Change
WEEKLY AVERAGE	1084	2505	131% Increase in summer
DAILY AVERAGE	155	358	
People Walking			
	Winter (Eight Weeks)	Summer (Six Weeks)	Percent Change
WEEKLY AVERAGE	526	769	46% Increase in summer
DAILY AVERAGE	75	110	
People Riding Bikes			
	Winter (Eight Weeks)	Summer (Six Weeks)	Percent Change
WEEKLY AVERAGE	558	1736	211% Increase in summer
DAILY AVERAGE	80	248	

Figure 15: Daily Average –People Walking (Visual Comparison)



*Winter Reporting Period = 75 people walking daily; Summer Reporting Period = 110 people walking daily (a 46% increase)

Figure 16: Daily Average –People Riding Bikes (Visual Comparison)



*Winter Reporting Period = 80 people biking daily; Summer Reporting Period = 248 people biking daily (a 211% increase)