



CORVALLIS AREA Metropolitan Planning Organization

777 NW 9th Street, Suite 204C; Corvallis, Oregon 97330
Contact: Steve Dobrinich, sdobrinich@ocwcog.org

TECHNICAL ADVISORY COMMITTEE

Thursday, February 24, 2022

9:00 am - 11:00 am

Via Zoom by clicking [HERE](#)

Passcode: 2022

Via Phone: 1-669-900-9128

Meeting ID: 895 0756 5931

AGENDA

- | | | | |
|----|-------|---|--------------------------|
| 1) | 9:00 | Call to Order and Agenda Review | Chair, James
Feldmann |
| 2) | 9:05 | Public Comments | Chair |
| 3) | 9:15 | Minutes of January 27, 2022 (Attachment A) | Chair |
| | | <i>Action: Decision on Minutes</i> | |
| 4) | 9:20 | FY2023 Unified Planning Work Program (UPWP) Review
(Attachment B1-B2)
<i>Overview of FY2022 UPWP</i> | Steve
Dobrinich |
| | | <i>Action: Consensus on forwarding FY2023 UPWP to Policy Board</i> | |
| 5) | 10:30 | Other Business and Jurisdictional Updates | Chair |
| | | <ul style="list-style-type: none">• CAMPO Updates<ul style="list-style-type: none">○ RTP adoption -to view adopted RTP click here○ 2024-27 MTIP Process• Jurisdictional Updates | |
| 6) | 11:00 | Adjournment | Chair |

ATTENDENCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	
Lisa Scherf	City of Corvallis	
Chris Workman	City of Philomath	
Gary Stockhoff	Benton County	
Rebecca Houghtaling	Oregon State University	
James Feldmann	Oregon Department of Transportation	
Ex-Officio Members	Jurisdiction	Attendance
Mary Camarata	Oregon Department of Environmental Quality	
Barry Hoffman	Albany Transit System/Linn Benton Loop	
Patrick Wingard	Department of Land Conservation and Development	
Jasmine Harris	US Federal Highway Administration	
Jeremy Borrego	US Federal Transit Administration	
Mark Bernard	ODOT Regional Transit Coordinator	
	Oregon Department of State Lands	

Quorum Requirement: 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.

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, January 27, 2022
Via Zoom**

DRAFT MINUTES

TAC Members: Gary Stockhoff, Rebecca Houghtaling, James Feldman, Chris Workman and Lisa Scherf

Ex-Officio: Mark Bernard

Guests: Daniel Wood, Wendy Byrne

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

TOPIC	DISCUSSION	DECISION / CONCLUSION
<p>1. Call to Order and Agenda Review</p>		<p>Meeting was called to order at 9:01 by Staff Nick Meltzer.</p> <p>There were no changes to the agenda.</p>
<p>2. Election of Officers</p>	<p>TAC discussed filling role of TAC Chair. James Feldmann nominated to serve as Chair for 2022. Rebecca Houghtaling willing to serve as Chair in 2023.</p>	<p>Consensus for James Feldmann with ODOT to serve as Chair.</p>
<p>3. Public Comments</p>	<p>Comment submitted by Daniel Wood via zoom and email:</p> <p>“Good morning and thank you for the opportunity to comment</p> <p>Philomath Highway between Philomath and Highway 99 is a hot mess. Parallel Corridors are experiencing ever increasing overburdens due to failing intersections between 53rd and Highway 99. Any actionable improvements on this segment are urgently needed and past overdue.</p> <p>Work to improve throughput on Country Club holds some promise, while SW West Hills remains a dangerous route due to sight distance issues over the two knolls which deserve high priority multijurisdictional attention.</p>	

	<p>But parallel corridors must not be the answer to addressing VHD issues on 20/34. As a federal freight route, safety and throughput must be balanced by improvements that lessen residual air pollution and improve safety. Addressing the many issues between 53rd and Highway 99 must take fiscal priority. We need a four-lane road between 53rd and Sylvia to move sufficient volume, avoiding congestion and abrupt stoppages in this commercial zone. This will allow a 35MPH posting to increase safety.</p> <p>I am encouraged by the additional crosswalk project for this segment, but it must be a mid-block RRFB crosswalk with a pedestrian refuge island to mitigate risk of use. It needs to align with the transit pullout just east of 53rd to be viable.</p> <p>I am confused by the perceived priority focus on the Western interchange. The issues there are obvious, yet I remain convinced higher priority must be given to improving the 53rd street intersection, at an equal cost, as this is where the eastbound congestion begins, driving the overburdens onto Country Club, West Hills and Reservoir.</p> <p>I am encouraged by forward progress on paper but concerned with consistent delays in implementation. Let's put a plan in place and apply for federal funding now. Thank you for your time and consideration as you work toward a better transportation future for our area.”</p>	
<p>4. Minutes of December 9, 2021</p>		<p>Consensus to approve the December 9, 2021 meeting minutes as presented.</p>
<p>5. COVID Stimulus Funding MOU</p>	<p>Staff Nick Meltzer opened the agenda by reminding TAC members that CAMPO approved several projects for COVID stimulus funding. The projects are listed on page one of Attachment C. Staff is proposing an MOU with each entity for the purpose of disbursing funds. The IGA includes partner/jurisdictions responsibilities which include project progress reports. Staff is requesting feedback on the draft MOU.</p>	<p>Consensus to recommend the CAMPO Policy Board approve the MOU language</p>

	<p>Rebecca Houghtaling with OSU asked what the procedures will be when jurisdictions submit a joint project. OSU and the City of Corvallis jointly applied for projects; however, some aspects may be on City Right-of-Way and others may be on OSU Right-of-Way. How will the funds be disbursed? Meltzer advised that it will be up to the jurisdictions and he, Lisa, and Rebecca can discuss and decide after this meeting.</p> <p>Lisa Scherf with the City of Corvallis noted that the project dollar amounts are rough estimates. Some projects may cost more than estimated and some may cost less. Scherf asked if there is an ability to shift funding between the projects submitted by each jurisdiction. Meltzer responded that he is open to what members think.</p> <p>Meltzer went on to state that the funds are cash in hand and the MOU is a documentation of how the funds are being spent. If jurisdictions want to put all of their projects into one MOU and COG to write one check, that would work for Staff.</p> <p>Chris Workman stated that he is open to that suggestion. He went on to note that the important thing that the TAC worked on was ensuring equitable distribution of funds and that was accomplished.</p> <p>Houghtaling added that if jurisdictions are being clear on what projects the funds are going towards and they are reporting on those projects, there shouldn't be an issue.</p> <p>Chair Feldmann asked if the MOU spells out what happens if the project changes. Meltzer responded that it does not and Houghtaling went on to ask if the process would be like a STIP amendment to which Meltzer responded that this would be a good way to handle changes. Meltzer went on to add that the total funds will not change but rather the project and there does not seem to be any issues with that for the TAC.</p>	
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	<p>Workman asked a project specific question on 11th Street Bike/Ped Improvements. He advised that the city is looking to form a Local Improvement District on 11th Street and neighbors are contributing to the sidewalk improvements of the project. If the Council goes with a Local Improvement District limited to sidewalk, the city could take on the street improvement project as a standalone city project. Workman expressed that he wants to ensure the TAC doesn't have any concerns with the \$140,000 to go toward the street project which is going to widen the street at the curb gutter and sidewalks on both sides. There is the caveat that the city is collecting funds from residents for the sidewalk improvements. The project is an \$882,000 project with approximately \$200,000 worth in sidewalk and curb work; therefore \$140,000 needs to go towards the overall project. Workman stated that he wants to ensure he is able to face his Council and advise that this has all been openly discussed with the CAMPO TAC and no issues have been raised.</p> <p>There were no objections or concerns raised by members.</p> <p>Chair Feldmann stated that CAMPO will have an RTP that will not match project numbers, he asked Staff to define projects #12 and #13. Meltzer advised that Staff will take care of that.</p> <p>Feldmann then asked if there is language in the MOU in regard to project completion deadlines. Meltzer advised that the funds are committed and will not be spent elsewhere but staff has suggested completion of four years. When asked, members noted that they are comfortable with the four-year suggestion.</p> <p>Houghtaling thanked Staff Meltzer and Dobrinich for their work completed to make this funding available to jurisdictions.</p>	
<p>6. MTIP/STIP Amendments</p>	<p>Dobrinich provided an overview of Attachment D; Attachment D covers a full amendment to the Statewide Transportation Improvement Program (STIP) that pending TAC approval will go to the CAMPO Policy Board for approval in February. The two-week public comment</p>	<p>Consensus to approve Amendment Number 21-24-1815 and forward to CAMPO Policy Board</p>

	<p>period began this morning and was published in the newspaper and on CAMPO's website.</p> <p>K22302: US20: Conifer Blvd to Merloy Ave</p> <p>Project Description: Add a center two way left turn lane to improve traffic flow and increase safety.</p> <p>Amendment Number & Description:</p> <p>Amendment Number: 21-24-1815</p> <p>Add \$3,316,876.97 to construction phase to fund current estimated cost and contaminated soil disposal.</p> <p>\$1.775M is needed to support current cost estimates from the Design Acceptance Plan. These funds will come from the ROW phase which was funded at \$2.6M but previously obligated at \$825k.</p> <p>The remaining funds (approximately\$1.5M) will allow for some additional volatility in the materials and labor pricing at bid as well as potential for more contaminated soil disposal currently under investigation. The source of these funds are savings from when K21191 (US20: Safety upgrades (Albany to Corvallis)) was bid and awarded.</p> <p>NOTE: In the broader context funding and work items for K22302 should be viewed alongside K21191. The design for 22302 was completed as part of K21191 and together they account for approximately \$28 million in safety spending along the US 20 Corridor between Albany and Corvallis.</p> <p>Financial Impact:</p>	
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	<p>Add \$3,316,876.97 increasing K22302 total from \$4,886,200.00 to \$8,203,076.97</p> <p>Project Sponsor: ODOT</p>	
<p>7. Draft 2043 Regional Transportation Plan</p>	<p>Meltzer reminded members that he sent out a memo late Tuesday afternoon that contains a summary of the comments received on the Regional Transportation Plan (RTP). Meltzer went on to review the summary of comments on the RTP as well as staff responses/updates to the document.</p> <p>Meltzer advised that the list of projects cross references the local TSPs. He went on to note that staff noted the projects very specifically for them to be memorialized. ODOT's feedback was that the projects were too specific and should be more general for further design flexibility. The thought from Staff is that if they are more general then the projects could change when they are really intended to support the transit and bike scenario. Staff is looking for the TAC to weigh in on that feedback.</p> <p>Chair Feldmann stated that capturing the projects as high quality or high/low stress might make sense without getting too specific. Meltzer responded that people view low stress differently. Lisa added that description could include "transit improvements" and Meltzer responded that that could be updated. Chair Feldmann stated that the TAC does not need to go through every project but reviewing project descriptions to have the appropriate level of detail is warranted. Lisa stated that the projects do need to have some level of specificity to put a dollar amount on it. Meltzer stated that staff will revise the project descriptions as appropriate.</p> <p>Houghtaling stated that she would like to see maps corresponding to the area where projects are. The map also helps the public to better understand the projects and project descriptions. Meltzer advised that staff is working on a map, and he showed the draft to members stating that the maps are yet to be completed.</p>	<p>Staff will send the updated RTP document to the TAC early next week. When the draft goes out, Staff will share if the Board meeting will be moved to give the TAC more time to review and recommend the document.</p>

	<p>Meltzer asked members if they are supportive of identifying the additional projects as illustrative to match with the TSPs. Members voiced their support.</p> <p>Chair Feldmann asked what the difference is between the table with all the TSP projects and illustrative project table. Meltzer responded that the table with the illustrative projects are listed in the RTP because they are of regional significance.</p> <p>Lisa Scherf asked about PC and what it means to add a protective bike lane to connect to the existing multiuse path. Meltzer responded that the path doglegs out and does eventually wrap around to the commercial area. The intent was to make a straight-line connection where the path doglegs out into the neighborhood to get it to Safeway.</p> <p>Scherf then asked if projects PC5 and PC6 go together. Meltzer responded that they do in a way, but the protective part was really for the crossing of Philomath Blvd. PC6 is intended to address the concern that people want to cross the street and so the protected intersection is intended for bike/ped crossing. To these responses, Scherf stated that she would want that to be made very clear on the descriptions.</p> <p>Chair Feldmann stated that the PC7 cost estimate may be incorrect. Scherf added that she likes the concept of PC 7 and asked for an example. Meltzer advised that public input noted the path was not well connected to the residential areas, so this is a broad project. Scherf responded that she did not take the time to look if land use would allow for this project.</p> <p>On the illustrative list, Workman stated that he does not like the wording of “additional lanes should be a last resort”. Could note it instead as “additional lanes are financially restricted but still an option to consider”. Workman stated that with the population growth in Philomath; the city will need to need to do all the bike and pedestrian</p>	
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	<p>work but that will not be sufficient to address future demand on Hwy 20 going west out of Corvallis. That will continue to be a problem until additional travel lanes for vehicles are added. Houghtaling and Stockhoff agreed with Workman and Stockhoff suggested removing the sentence all together. Meltzer advised that the sentence will be removed or revised based on the discussion.</p> <p>Meltzer noted that under the Adair Village to Corvallis Corridor Projects, the Owens Farm Plan was missed, and the understanding is that the Plan was supported by Benton County. Staff wants to confirm with TAC if they would like the Plan added to the project list. Members agreed to list it.</p> <p>Scherf stated that it might not make sense to have a standalone crossing at Harrison. Meltzer asked if there is still a need to identify a crossing at Harrison. Scherf responded that there is not a crossing there at this time and any project that enhances the crossing, is bigger than putting an RFP in. It would involve redoing the multiuse path and those things would not be done unless there was an actual facility there now. After discussion, members agreed to keep the project but wrap in the connection to Campus but not Campus Way. Meltzer noted that we will revise CB2 to match PB2 and ensure there is no notation of it connecting to Campus Way. Staff will also confirm with Scherf to ensure language is accurate.</p> <p>Meltzer continued reviewing the RTP.</p> <p>Member of the public Daniel Wood asked for clarification on whether the TAC just decided to move all Philomath projects to the illustrative list. He stated that if that is the case, his concern is that the Philomath which has high density population is listed at \$8 million and Adair Village with lower density population is listed at \$14 million which seems disproportionate. He stated that was his feedback.</p>	
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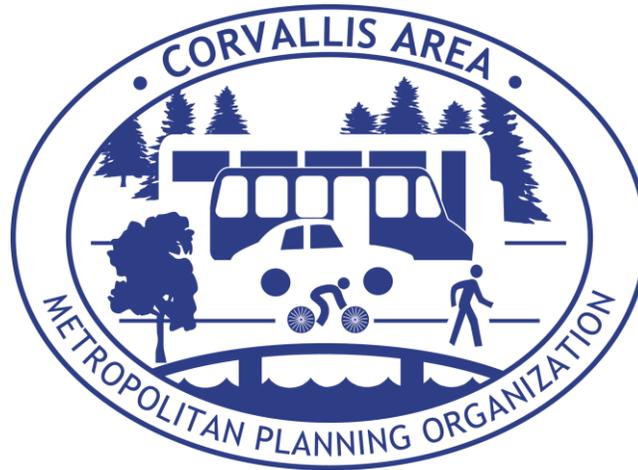
	<p>Chair Feldmann asked if there was a preference on how to move forward with recommendation of the RTP and if members would like to review the document again after the discussed updates.</p> <p>Scherf noted that she has some word smithing she would like to do and Houghtaling stated that based on Daniel Woods comment she wouldn't mind reviewing the document again or recommending it to the Board pending discussed revisions and consideration of Woods comments regarding density. She did note that it may be more appropriate for the board to address those concerns. Workman agreed that he would review it via email and unless there are substantial changes, a recommendation could be made via email.</p>	
<p>8. Other Business and Jurisdictional Updates</p>	<p>CAMPO Updates</p> <ul style="list-style-type: none"> • FY023 UPWP review meeting with ODOT. A review with federal and state partners is scheduled for February 7th. Staff has submitted the draft UPWP for review. • Semi-Annual Report. The semi-annual report has been submitted to ODOT. <p>Jurisdictional Updates</p> <p>Philomath is continuing engineering on the Streetscape project. There were stormwater issues with the project last month. Staff provided an update to the Council and Council gave approval to continue with the project avoiding a delay. The city also has some bids out for Landmark Drive improvements. The project will give some buildable industrial lots on the east end of town. The city continues working on a Local Improvement District for 11th Street. Mount Union will get an overlay this summer and starting the process for South 16th Street next summer.</p> <p>Benton County is getting ready to talk with the Board of County Commissioners on project priorities based on the TSPs and projects that are in the queue and will discuss how to strategize for all of those. The County is advancing its community path along Highway 20 in</p>	

	<p>parallel with an ODOT project. The project is at the southern end of the Corvallis to Albany path. The northern end is stalled but Albany to Rainwater is moving forward and then that leaves the middle section. The County and ODOT will be discussing all the opportunities and options coming up for the path. Benton Area Transit services have not been cut but they will be assessing costs due to the driver shortage challenges. Staff is proud of the program. Two new buses were ordered yesterday for the McMinnville to Junction City pilot. Scherf added that the pilot will have some shared branding as it will be like the Coast to Valley service.</p> <p>Corvallis is close to ordering three or four paratransit vehicles. The City is using a portion of CARES funds to purchase the vehicles and the other portion is coming from transit operating and capital funds. Everyone is having issues nationwide. Trimet has cut their service by 9% and CTS has also cut some service. CTS has cut back on two of their most popular routes and it is a big deal for those that use that service. This is due to lack of drivers and not lack of funds to operate. On the active transportation side, the city has three projects that will be finished by end of fiscal year: the low stress neighborhood bikeway installation, a bicycle guide signage project, and installation of more green signage on conflict zones. The city has lost many staff and is in the same economy as everyone else.</p> <p>OSU has a couple projects coming up. There will be work at the track and field including street improvements on the west side of 15th Street between Philomath Blvd and Western. Changes to Washington Way are not moving forward yet but OSU be doing the waterline this summer. OSU just hired two new infrastructure managers that came from the City of Corvallis. One of them will be the manager for the Mobility Hub project.</p> <p>ODOT is applying for optimization enhanced funding for Hwy 34 between 53rd and the 99 interchange. Will know next month if the application is approved. On the South Corvallis Facility Plan, ODOT</p>	
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	received the motor vehicle analysis from modeling team and will hold a stakeholder meeting in the next couple of months.	
9. Adjournment		Meeting adjourned at 10:42 am.

Fiscal Year 2023 Unified Planning Work Program (UPWP)

July 1, 2022 – June 30, 2023



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

Adopted **March XX**, 2022

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

RESOLUTION No. 22-02

**FOR THE PURPOSE OF APPROVING THE FY 2023 CORVALLIS AREA METROPOLITAN
PLANNING ORGANIZATION'S
UNIFIED PLANNING WORK PROGRAM (UPWP)**

WHEREAS, the Governor of the State of Oregon, pursuant to USC 23 §123 & 450, has designated representatives of the cities of Corvallis, Philomath and Adair Village, Benton County, and, the Oregon Department of Transportation (ODOT) as the Corvallis Area Metropolitan Planning Organization to carry out the requirements of the Metropolitan Transportation Planning Process; and

WHEREAS, among the major requirements of the Metropolitan Transportation Planning Process is the development of an annual Unified Planning Work Program that delineates the MPO's planning and programming activities and its associated working budget over a fiscal year; and

WHEREAS, the Corvallis Metropolitan Planning Organization has developed a Unified Planning Work Program for FY 2023, in coordination with local governments, the US DOT and ODOT and in compliance with all applicable federal and state requirements; and

WHEREAS, the City of Corvallis and Benton County have agreed to provide 'in-kind' local match for the Federal Transit Administration's Section 5303 Funds that are applied by the MPO to partially cover the cost of its transportation planning activities in FY 2023;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Corvallis Area MPO approves the FY 2023 Corvallis Area Unified Planning Work Program and its associated budget.

Dated on this XX Day of March, 2022

APPROVED:

Andrew Struthers, Chair
Corvallis Area MPO

ATTESTED:

Stephen Dobrinich, Staff
Corvallis Area MPO

ABOUT THE CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION

Policy Board

Vacant	City of Adair Village
Councilor Andrew Struthers (Chair)	City of Corvallis
Councilor Matt Lehman (Vice-Chair)	City of Philomath
Commissioner Patrick Malone	Benton County
Savanah Crawford	Oregon Department of Transportation

Technical Advisory Committee (TAC)

Pat Hare	City of Adair Village
Lisa Scherf	City of Corvallis
Chris Workman	City of Philomath
Gary Stockhoff	Benton County
James Feldmann (Chair)	Oregon Department of Transportation
Rebecca Houghtaling	Oregon State University
Barry Hoffman	Linn-Benton Loop Transit

TAC Ex-Officio Members

Jasmine Harris	Federal Highway Administration (FHWA), Oregon Division
Jeremy Borrego	Federal Transit Administration (FTA), Region X
Mark Bernard	Oregon Department of Transportation
Oregon Department of Land Conservation and Development (DLCD)	Oregon
Department of Environmental Quality (DEQ)	
Oregon Division of State Lands (DSL)	

CAMPO Staff

Nicholas Meltzer	Transportation Manager
Steve Dobrinich	Transportation Planner
Emma Chavez	Operations Supervisor

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SECTION I: INTRODUCTION

What is a Metropolitan Planning Organization (MPO)?

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

What is the Corvallis Area Metropolitan Planning Organization?

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

CAMPO is governed by a five-member Policy Board consisting of representatives of the cities of Corvallis, Philomath and Adair Village, Benton County and the Oregon Department of Transportation. CAMPO's Technical Advisory Committee (TAC) is made up of professional staff of the above entities, an ODOT Transportation Planner, a representative from Oregon State University, and a representative from the Albany Transit System. The representatives of relevant federal and other state agencies have ex-officio status on the TAC. The TAC reviews technical material and provides recommendations to the Policy Board.

The Oregon Cascades West Council of Governments, under a contract with the Policy Board, provides administrative services and staffing to CAMPO.

The City of Corvallis is the owner of the Corvallis Transit System and their representation on the MPO Policy Board also represents the interests of the transit system.

What is the Purpose of this Document?

In accordance with 23 CFR 450.308, the functions and responsibilities of CAMPO include development of a Regional Transportation Plan (RTP), development of a Metropolitan Transportation Improvement Program (MTIP) and development of a Unified Planning Work Program (UPWP), as noted above. In addition, the MPO produces an annual list of obligated projects and a Public Participation Plan (PPP). CAMPO must also demonstrate compliance with Title VI and other non-discrimination requirements. The Fiscal Year 2023 UPWP demonstrates how CAMPO will fulfill these requirements between July 1, 2022 and June 30, 2023.

It should be noted that the levels of efforts and dollar amounts allocated to each activity in this document represent the best estimates at this time and may change with the consent of all parties involved.

SECTION II: WORK PROGRAM OVERVIEW

Funding Sources and Match Documentation

Funding from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the Oregon Department of Transportation (ODOT) supports the CAMPO planning program. The Infrastructure, Investment, and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL), currently provides funding authorization for the nation's surface transportation. A provision of the Transportation Act, referred to as PL Funding, provides transportation planning dollars to support MPOs across the country and acts as the majority of CAMPO's annual budget. Additional CAMPO support comes from FTA 5303 planning funds.

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

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

Amendments

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

Larger amendments to the UPWP may necessitate Policy Board approval of an updated UPWP as well as multiple MTIP and STIP amendments. For example, a MTIP/STIP amendment may be needed to update the amount of planning funds the MPO receives under the MPO's annual work plan project, an additional amendment may then be needed to allocate those new funds to a specific project included in the MTIP/STIP. Depending on the amount of funds and degree of change, proposed amendments to the UPWP, STIP, and MTIP may require public comment periods as directed by the CAMPO Policy Board. CAMPO's MTIP revision policy is posted on the CAMPO website, under the Transportation Improvement Program tab:

<https://corvallisareampo.org/planning-programming/tip/>

Engagement and Process

It is a goal of CAMPO to gain the maximum possible public input into its transportation planning and programming activities. To this end the agency has developed and formally adopted a **Public Participation Plan** that outlines strategies and efforts that are conducted in association with the tasks in the Work Program. A copy of the CAMPO's Public Participation Plan is posted at the CAMPO's Website:

www.corvallisareampo.org. Engagement levels vary depending on project.

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

- Emailing stakeholders and interested parties regarding draft UPWP discussion and opportunity for public comment via email or during regularly scheduled CAMPO meetings
- Holding a 15-day comment period (held March XX to March XX, 2022) prior to a decision by the Policy

Board to adopt the UPWP

- Providing public comment opportunities at all Policy Board and TAC meetings
- Providing notifications regarding the UPWP public comment period on the CAMPO website, along with agendas and minutes for all Policy Board and TAC meetings

Federal Performance Based Planning Requirements

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 National Highway System (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.

While CAMPO does not have direct jurisdiction over any infrastructure, the Safety and Transit performance measures apply to all public roads.

Safety

The CAMPO region experienced multiple bicycle and pedestrian fatalities over the previous five years. In an effort to help understand the travel patterns of people that walk and bike for transportation, CAMPO initiated a multi-modal count program. The count program is now an ongoing part of the CAMPO work program and will extend into the next fiscal year. Research shows people who walk and bike are more likely to be seriously or fatally injured than people in motor vehicles. As such, one of the first steps in preventing serious injuries and fatalities is understanding where they are happening and how that correlates with overall travel patterns. Both the Oregon Department of Transportation and City of Corvallis already provide widespread counts for motor vehicles, the CAMPO count program extends this to people walking and riding bikes.

The City of Corvallis adopted a Vision Zero resolution during the summer of 2020. It is the goal of CAMPO to provide information, education and resources to help address safety for residents, regardless of the mode of transportation they choose.

Transit

CAMPO staff led the development of the Public Transit Agency Safety Plan (PTASP) for the Corvallis Transit System (CTS), as well as the Philomath Connection, which is operated by CTS. This means CAMPO is familiar with the transit performance measures and has incorporated annual updating of the document into this work plan.

Summary

The following table provides a summary of ODOT and CAMPO’s adopted performance measures.

Performance Measure Adherence	Current Status	Next Update
Transportation Safety	Supported ODOT’s Measures, January 2018	2022*
Bridge and Pavement	Supported ODOT’s Measures, November 2018	2022*
Transportation System	Supported ODOT’s Measures, November 2018	2022*
Transit Performance Measures	PTASP Adopted December 2020	January 2023

*Next update refers to mid performance period review and update of statewide measures.

SECTION III: CAMPO FY21 ACCOMPLISHMENTS

The Corvallis Area MPO spent much of Fiscal Year 2021 and 2022 completing the 2043 Regional Transportation Plan. Staff worked closely with ODOT’s Transportation Planning and Analysis Unit to develop and evaluate multiple future scenarios. Something unique this RTP attempted is a “corridor analysis” in which planning is focused on regional connections between our member communities. Staff held three virtual open house events, refining our engagement techniques, and receiving over 200 comments from the public on project development. By working closely with the CAMPO TAC and Policy Board, the plan accomplishes a regional collaborative approach to planning.

Staff tracked the development of federal transportation bill re-authorization closely, and worked to distribute information on the potential implications of new legislation to CAMPO members.

Work on the count program, partnering with local members, and increasing our knowledge on diversity, equity and inclusion topics continued throughout the year. CAMPO is providing in-kind match for both a Corvallis Bikeshare Study, and an e-bike Pilot Program, which is a partnership with Corvallis/Benton County Economic Development.

Status of CAMPO and Regional Transportation Documents

Key Documents	Current Status	Next Update
CAMPO Regional Transportation Plan (RTP)	Approved February 2022	2027
CAMPO Reducing Reliance on Single Occupancy Vehicle Trips (Locally adopted performance measures)	Approved in February 2020	2022
FY2021-2024 Metropolitan Transportation Improvement Program (MTIP)	Approved August 2019	2023
FY23 Unified Planning Work Program	Adoption scheduled for March 2022	2023
Title VI and Environmental Justice Plan	Updated and approved in 2020	2023
Public Involvement Framework	Updated and approved in 2020	2023
Other Documents	Current Status	Next Update
Benton County Transportation System Plan	Adopted March 2019	-
Corvallis Transportation System Plan	Adopted December 2018	-
Corvallis Transit Development Plan	Adopted August 2018	-
Philomath Transportation System Plan	Adopted August 2018	-
Adair Village Transportation System Plan	Adopted November 2019	-

SECTION IV – PLANNING TASKS

Task 100 – Program Management

The purpose of this task is to provide management and administrative support for the MPO’s planning and programming activities. Components of this task are:

Task 110 – MPO Operation

The administration of the MPO operation and MPO office will include:

- Working with the MPO Policy Board and the Technical Advisory Committee to meet the transportation planning and programming needs of the MPO Area.
- Holding regular meetings of the Policy Board and the Technical Advisory Committee.
- Coordinating the MPO’s planning and programming activities with local planning officials, economic development agencies, local environmental organizations, transit providers, ODOT, FHWA, FTA and Tribal governments.
- Attending trainings, transportation-related conferences, and statewide and local transportation-related meetings. At a minimum, staff expect to attend:
 - The National Association of City Transportation Officials (NACTO) annual conference
 - The Association of Metropolitan Planning Organization (AMPO) annual conference
 - Technical trainings offered by OSU and other state entities as available
- Involving the public in transportation planning and programming activities; public education; implementation of the CAMPO’s public participation process.
- Coordinating the MPO’s transportation planning and programming with the Cascades West Area Commission on Transportation (CWACT) and the associations of peer MPOs.
- Participating in the Oregon Modeling Steering Committee (OMSC), helping to guide the Oregon Modeling Improvement Program.
- Complying with all applicable federal requirements, particularly, Americans with Disabilities (ADA), Title VI requirements and Environmental Justice Executive Order 12898 and DOT Order 5610.2(a).
- Coordinating regional transportation projects within the Corvallis Area MPO, including but not limited to:
 - Mid-Willamette Valley Inter-Modal Center Project
 - Highway US 20 Safety Project
 - Salem-Albany Transit Pilot Project
 - Highway OR 99W Transit Pilot
 - Other projects as necessary

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

Schedule: Task is ongoing through the fiscal year

Task 120 – MPO Administration

Activities under this item will include:

- Complying with required paperwork and documentation of activities as well as the maintenance of MPO records.

- Accounting, bookkeeping and invoicing.
- Preparing and submitting semi-annual and annual reports to ODOT.
- Preparing the agency’s financial audit.
- Upkeep and maintenance of the agency’s website.
- Attending organizational and personnel-related meetings.

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

Schedule: *Task is ongoing through the fiscal year*

Task 130 – Annual Document Review

This sub task is intended to review, update and publish any changes to the major documents CAMPO is required to maintain. An annual review at the least will be conducted, with updates completed as necessary. This includes:

- Posting of Obligated Transportation Projects on the website, per Federal Requirements.
- Reviewing the Title VI/Non-discrimination Plan.
- Reviewing the Public Participation Plan.
- Developing the FY24 Unified Planning Work Program and budget, and subsequent approval.
- Amending the FY23 Unified Planning Work Program as needed.

Product: *An FY24 UPWP that outlines the work program and budget for the coming year. Amendments to required federal planning documents as needed.*

Schedule: *Completion expected in the third quarter*

Task 140 – MPO Education and Training

This sub task is intended to educate and inform newly appointed Policy Board members, as well as members of the public about the role MPOs have in coordinating regional transportation planning. Additional trainings on principles of transportation planning will also be considered. Materials will include the following:

- What is an MPO
- MPO’s role in transportation planning
- Transportation planning principles
- Walking, bicycling, and transit tours of the CAMPO planning area
- Transportation oriented speaker series (may be done in conjunction with AAMPO and local jurisdictions)

TASK 100: PROGRAM MANAGEMENT	
Task Component	FY23
110: MPO Operation	\$30,000
120: MPO Administration	\$20,000
130: Annual Document Review	\$6,000
140: MPO Education and Training	\$6,000
Total	\$62,000
Percent of Effort	25%

Task 200 – Long Range Transportation Planning

The purpose of this task is to provide for the long range transportation planning needs within the Corvallis Metropolitan Planning Area. While some tasks could be perceived as “short range,” they generally contribute to the long term needs and knowledge of the region, and intentionally help to build technical capacity of member jurisdictions (i.e. without the MPO they would not have the same opportunity). This task is funded through a combination of PL and 5303 Funds.

Task 210 – Regional Transportation Plan Implementation

An update to the Corvallis Area MPO’s Regional Transportation Plan (RTP) was recently completed in spring 2022. The purpose of this work item is to shift staff effort from RTP development to project implementation including dissemination of information about the plan and pursuit of project funding.

***Product:** Development of high-level overview document summarizing the CAMPO RTP for elected officials and general public, progress funding projects listed in RTP, amendments to RTP as needed*

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

Task 220 – White Paper on Emerging Mobility Technology

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

***Product:** White paper on policy issues related to emerging technology in transportation*

***Schedule:** Task completion expected in 2nd quarter*

Task 230: Technical Assistance to Communities

CAMPO continues to work to provide service to member communities. This work item allocates 30 hours of staff time to the four member jurisdictions to work towards a long range transportation project. Technical assistance can apply to a variety of work tasks but must adhere to requirements in 23 CFR 450, which outline the tasks eligible for reimbursement with PL funding. This includes but is not limited to:

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

Product: 120 hours of staff time to CAMPO members. A summary of tasks completed presented to the Technical Advisory Committee and Policy Board

Schedule: Task is ongoing throughout the fiscal year

Task 240: CAMPO Multi-Modal Count Program

The Corvallis Area MPO started a multimodal count program in FY20 and plans to continue this program on

an ongoing basis. This task will cover staff time to deploy counters, collect data, and prepare summary reports. Counts have been identified through conversations with the TAC and Policy Board. Each location will be counted for between two and eight weeks. Summary reports will be published on CAMPO’s website. The program will accomplish a number of objectives including:

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

Product: Continued deployment of mobile counters, selection of permanent count locations, interfacing with other MPOs and state partners to build a statewide multimodal count program.

Schedule: Expected to continue throughout the fiscal year and into subsequent fiscal years.

TASK 200: LONG RANGE TRANSPORTATION PLANNING	
Task Component	FY23
210: Regional Transportation Plan Implementation	\$15,000
220: White Paper on Emerging Mobility Technology	\$12,000
230: Technical Assistance to Communities	\$12,000
240: CAMPO Multi-Modal Count Program	\$25,000
Total	\$64,000
Percent of Effort	26%

Task 300 – Inter-Regional Transportation Planning

The purpose of this task is to focus on the inter-regional needs and opportunities of the Corvallis Area Metropolitan Planning Area. Due to the inextricable ties with Albany Area Metropolitan Planning Organization (AAMPO), and commute sheds extending well beyond the MPO boundary, this task focuses on projects that impact both MPO areas. This task is funded through a combination of PL and 5303 Funds.

Task 310 – AAMPO Coordination

As the greater Corvallis-Albany region grows in both population and employment, there will be increased stress on the major commute routes through the region. This Task allocates money towards coordination with AAMPO to address regional travel demand. Started in Fiscal Year 2020, both AAMPO and CAMPO expect the conversation to continue into FY23. These specific sub tasks include, but are not limited to:

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

AAMPO has identified similar funding to contribute in their upcoming UPWP. As projects are expected to develop over the fiscal year, meeting minutes are the primary anticipated work product. Other projects listed in this work program also include significant coordination with AAMPO (Tasks 330 and 510). Any project will be approved by both Policy Boards prior to beginning.

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

Schedule: Task is ongoing throughout the fiscal year

Task 320 – Transit Planning Coordination and Assistance

Oregon passed House Bill 2017, which allocates significant funding for transit expansion. With new funding every two years, cities, counties and transit agencies are actively working to keep up with increases in transit funding and service while balancing other transportation needs. With service expanded unilaterally across the state, CAMPO staff work to keep everyone in the region updated on regional transit improvements. In FY21, CAMPO prepared the Public Transit Agency Safety Plan (PTASP) for Corvallis Transit System. As that document requires updating once a year, that will be incorporated into this task.

Additional activities will include:

- Providing staffing assistance to the Linn-Benton Loop Governing Board
- Serving on the Technical Advisory Committee of the Loop and as the liaison between CAMPO Policy Board and the Linn-Benton Loop Transit Service
- Continuing to implement the results of the Linn-Benton Loop Service Development Plan
- Updating Corvallis Transit's Public Transit Agency Safety Plan (PTASP)

Products: Technical assistance as needed to Corvallis Transit System and Benton County Transit, information dissemination from state and federal partners. Public Transit Agency Safety Plan (PTASP) annual update. Potential match for STIF regional transit enhancement projects.

Schedule: Task is ongoing throughout the fiscal year.

Task 330: Transit Workforce Study

Transit systems nationwide have struggled to maintain service during the COVID 19 pandemic. Both Albany

Transit System (ATS) and Corvallis Transit System (CTS) have suffered from a lack of bus drivers – resulting in the closing of bus routes and delays in planned transit expansions. The Transit Workforce study will identify strategies to help reduce negative impacts to transit service associated with lack of bus drivers. The study, conducted jointly with AAMPO, may include interviews and focus groups with current and past bus drivers, case studies of other transportation agencies, and an exploration of educational partnerships for bus driver licensing.

Product: Identification of strategies for reducing negative impacts to transit service associated with lack of bus drivers

Schedule: Expected to begin in the 1st quarter of FY23 and continue through the end of the 4th quarter

Task 340: Travel Modeling and OHAS

This task is focused on the regional travel demand model and data collection, analysis and development. An up to date travel demand model is useful for both MPO led and non-MPO led plans and projects (e.g. corridor studies, capital projects, land use planning studies and land use developments). CAMPO staff will continue to work with ODOT’s Transportation Planning and Analysis Unit (TPAU) to refine the Corvallis Albany Lebanon Model (CALM), used by both CAMPO and AAMPO.

This task also includes work related to the Oregon House Hold Activity Survey (OHAS). The OHAS is a periodic statewide effort, led by the Oregon Modeling Steering Committee (OMSC), to capture demographic and travel behavior of Oregon residents. This data is used to update travel demand models and answer other transportation related questions. CAMPO is involved in the OHAS effort though the MPO’s commitment to provide funding (Task 430) as well as attendance at OMSC and OHAS meetings, proving input and feedback on the OHAS effort.

Product: Up to date regional travel demand model, active participation in OHAS effort

Schedule: Ongoing, OHAS effort is expected to conclude in 2024

TASK 300: INTER-REGIONAL TRANSPORTATION PLANNING	
Task Component	FY23
310: AAMPO Coordination	\$5,000
320: Transit Planning Coordination & Assistance	\$15,000
330: Transit Workforce Study	\$15,000
340: Travel Modeling and OHAS	\$10,000
Total	\$45,000
Percent of Effort	18%

Task 400 – Transportation Programming

The purpose of this task is to continually perform transportation programming for the Corvallis MPO Area through the development of new Metropolitan Transportation Improvement Programs (MTIP) and the upkeep of the existing MTIP for inclusion in the Statewide Transportation Improvement Program (STIP).

Task 410 – MTIP Amendments

This task provides for the necessary amendments to the FY21-24 MTIP and STIP documents. The amendments are generally initiated either by member jurisdictions or by ODOT.

Product: Up-to-date FY21-24 MTIP document

Schedule: Task is ongoing throughout the fiscal year

Task 420 – FY2024-2027 MTIP Development

With a new Statewide Transportation Improvement Program expected to be adopted in 2023, the process to develop it begins in 2022. This task will involve a review of project evaluation criteria, the solicitation of projects, public engagement, and development of an MTIP document to be included in the STIP.

Product: 2024-2027 MTIP/STIP

Schedule: Detailed project schedule is on the next page. Work in the MTIP is expected to commence in April 2022 and wrap up in late 2022/early 2023.

Task 430 –Oregon Household Activity Survey (OHAS) Funding Set-Aside

CAMPO is expected to participate in the 2030 Oregon Household Activity Survey, coordinated by ODOT, the Oregon Modeling Steering Committee and statewide MPO partners. The OHAS is necessary to develop data that feeds the Corvallis-Albany-Lebanon Model (CALM). These regional models are a required part of long range planning for MPOs. Setting aside money now for the survey in 10 years will allow CAMPO to offset the costs without using STBG funds member agencies need for construction projects. Annually, \$8,000 will be set aside, for a total of \$80,000 over 10 years. This money will be held in an account by ODOT through a memorandum of understanding.

Product: Starting in FY 21 and continuing to FY30, A total of \$80,000 to contribute to the 2030 OHAS

Schedule: Ongoing for this fiscal year and into the future

TASK 400: TRANSPORTATION PROGRAMMING	
Task Component	FY23
410: MTIP Amendments	\$8,000
420: FY2024-2027 MTIP Development	\$8,000
430: OHAS Funding Set-Aside	\$8,000
Total	\$24,000
Percent of Effort	10%

FY 2024-2027 MTIP/STIP Development Schedule			
Year	Month	CAMPO Tasks/Deadlines	ODOT Tasks/Deadlines
2022	April	* Request transit 5307 projects from CTS, work to draft	Finalization of Scoping; Project Selection
	May	* Review evaluation criteria with TAC	Finalization of Scoping; Project Selection
	June	* Develop project solicitation form * Finish evaluation criteria discussion with PB	Finalization of Scoping; Project Selection
	July	* Cushion month	Finalization of Scoping; Project Selection
	August	* Cushion month	STIP-FP open for Draft STIP entry
	September	* Call for projects from TAC * Send transit projects, MPO annual planning projects, and STBG bucket projects to ODOT for entry into draft STIP	STIP-FP open for Draft STIP entry
	October	* Present evaluated list of projects to TAC. May eval prior or with group * Compile prioritized project list and post for public review	STIP-FP open for Draft STIP entry
	November	* Review public comments with TAC, edit project list as appropriate * TAC approval to send prioritized list to Policy Board * Policy Board approval of prioritized project list	STIP-FP locked down for changes
	December	* Draft MTIP document * Review MTIP document with TAC and Policy Board	Financial Constraint Occur Draft STIP Prepared for OTC
	2023	January	* Policy Board approval of MTIP Document
February		* Cushion month	STIP/MTIP (including AQCD) Public Comment Period
March		* Send projects from MTIP to ODOT / work with ODOT on project entry if needed	Minor adjustments or project removals to Draft STIP/MTIP based on public input; redemonstrate financial constraint
April			STIP-FP locked down for changes
May			
June			Final MTIPs Approved
July			OTC adopts final 24-27 ST MTIPs signed by Governor STIP to FHWA/FTA
August			
September			USDOT approval of final 24-27 STIP

Task 500 – Special Projects

Task 510: Highway US 20/OR 34 Planning Study

Highway 20/34 between Philomath and I5 is a key corridor connecting the CAMPO and AAMPO regions, transporting commuters, recreationalists, freight, and local residents. The corridor is expected to see increased traffic as the region grows in population. While many jurisdictions identify the Highway 20/34 Corridor as an issue during their recently developed transportation system plans, none of them dive into the details of solutions.

This project, in coordination with AAMPO, ODOT’s Transportation Planning and Analysis Unit (TPAU), and consultants, will investigate a range of multi-modal investments that can decrease demand along the corridor for single occupancy vehicles, thereby reducing greenhouse gas emissions, reducing the need to expand the highway, and allowing for efficient travel by all modes.

Product: Identification of project stakeholders and goals, existing and future conditions analysis, identification of corridor solutions and implementation measures, final plan document

Schedule: Expected to begin in October 2022 and continue through October 2023 (2nd quarter)

Task 520: Special Project Pool

The special project pool task is included here to enable CAMPO to pursue projects of interest as opportunities arise. Projects will require support of the CAMPO Technical Advisory Committee and Policy Board.

Product: Product is dependent on the projects pursued and interests of the CAMPO TAC and Policy Board

Schedule: Schedule is dependent on projects pursued

TASK 500: Special Projects Pool	
Task Component	FY23
510: Highway US 20/OR 34 Planning Study	\$50,000
520: Special Projects Pool	\$1,540
Total	\$51,540
Percent of Effort	21%

Task Schedule

The table below summarizes non-continuous tasks CAMPO is undertaking during State Fiscal Year 2023. Note that dates may change as projects evolve.

Non-continuous tasks being undertaken in SFY Year 2023	Quarter 1			Quarter 2			Quarter 3			Quarter 4		
	July 2022	Aug	Sep	Oct	Nov	Dec	Jan 2023	Feb	Mar	Apr	May	Jun
Task 220: White Paper on Emerging Mobility Technology												
Task 330: Transit Workforce Study												
Task 420: FY 2024-2027 MTIP Development												
Task 510: Highway US 20/OR 34 Planning Study												

SECTION V: BUDGET SUMMARY

The following budget tables detail the planned activities for Fiscal Year 2023 in comparison with Fiscal Year 2022. In addition, a breakdown of expenses and funding sources is provided.

FY23 Budget by Subtask

Task	FY23 Amount	FY22 Amount	Dollar Change	Percent Change
TASK 100: Program Management	\$62,000	\$73,000	(\$11,000)	
110: MPO Operation	\$30,000			
120: MPO Administration	\$20,000			
130: Annual Document Review	\$6,000			
140: MPO Education and Training	\$6,000			
TASK 200: Long Range Transportation Planning	\$64,000	\$102,000	(\$38,000)	
210: Regional Transportation Plan Implementation	\$15,000			
220: White Paper on Emerging Mobility Technology	\$12,000			
230: Technical Assistance to Communities	\$12,000			
240: CAMPO Multi-Modal Count Program	\$25,000			
TASK 300: Inter-Regional Transportation Planning	\$45,000	\$75,000	(\$30,000)	
310: AAMPO Coordination	\$5,000			
320: Transit Planning Coordination and Assistance	\$15,000			
330: Transit Workforce Study	\$15,000			
340: Travel Modeling and OHAS	\$10,000			
TASK 400: Transportation Programming	\$24,000	\$29,190	(\$5,190)	
410: MTIP Amendments	\$8,000			
420: FY2024-2027 MTIP Development	\$8,000			
430: 2030 OHAS Set-Aside	\$8,000			
TASK 500: Special Projects	\$51,540	\$0	\$51,540	
510: Highway US 20/OR 34 Planning Study	\$50,000			
520: Special Project Pool	\$1,540			
TOTAL	\$246,540	\$279,190	(\$32,650)	

*\$246,540 is the ODOT estimate for funding as of January, 2022.

FY23 Budget by Fund Source

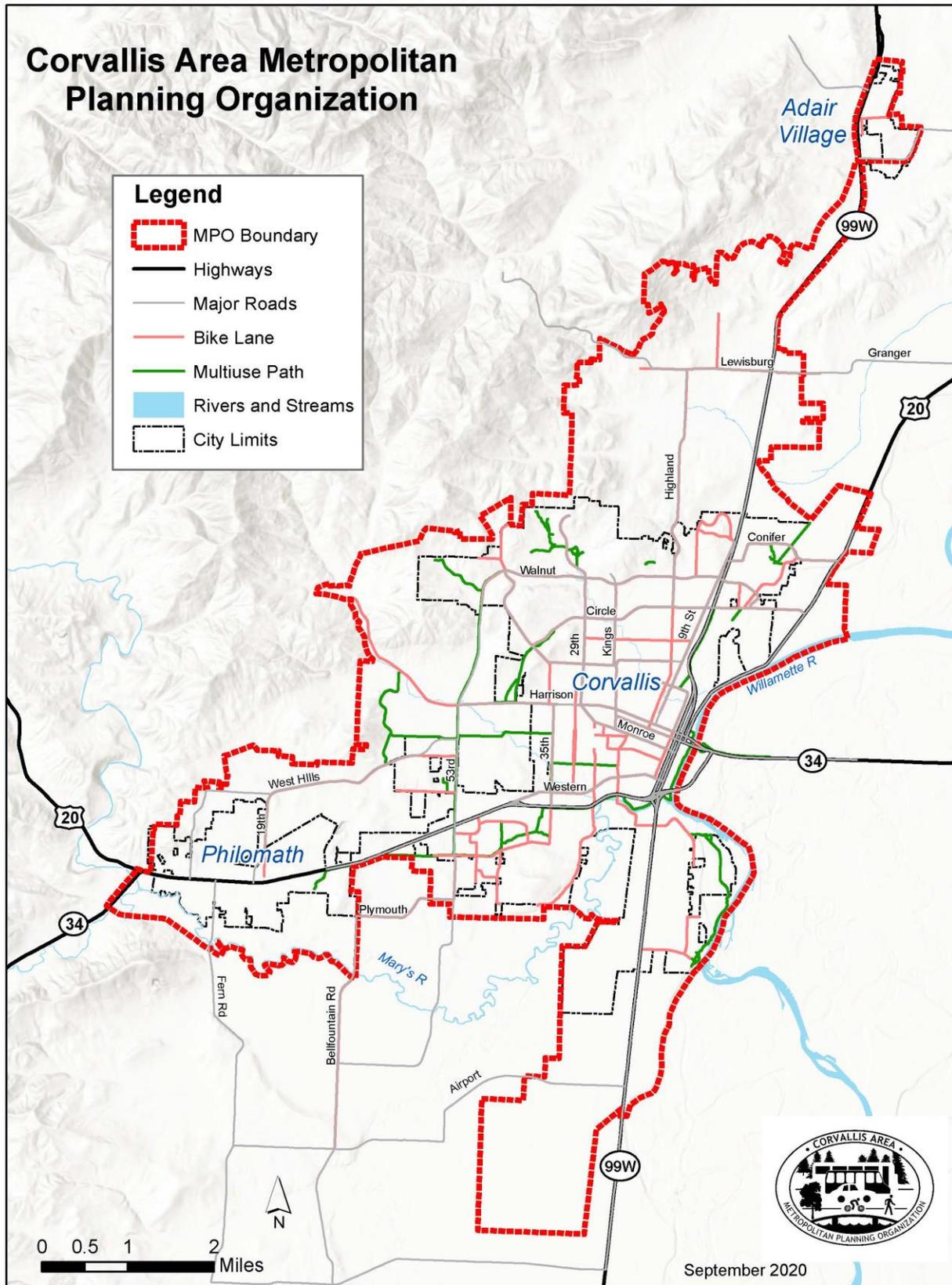
Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303 Funds	PL Match Funds (10.27% from ODOT)	5303 Match (Funds and In-kind)
Task 100: Program Management	\$62,000	\$55,633	\$0	\$6,367	\$0
Task 200: Long Range Transportation Planning	\$64,000	\$57,427	\$0	\$6,573	\$0
Task 300: Inter-Regional Transportation Planning	\$45,000	\$0	\$40,379	\$0.00	\$4,622
Task 400: Transportation Programming	\$24,000	\$21,535	\$0	\$2,465	\$0
Task 500: Special Projects	\$51,540	\$42,219	\$4,028	\$4,832	\$461
Total SFY23 Budget	\$246,540	\$176,814	\$44,406	\$20,237	\$5,083

FY23 Expenses

Cost	Amount	Percent of Total Budget
CAMPO Staff Payroll Expenses	\$195,000	79%
CAMPO Non-Payroll Expenses	\$43,448	18%
Advertising	\$1,000	
Board/Comm/Meeting Expense	\$1,000	
Contract Expenses (OCWCOG & External)	\$6,552	
Copying	\$500	
Dues and Memberships	\$1,000	
Legal Expenses	\$1,000	
Licenses and Fees	\$2,000	
Maintenance and Repair	\$1,000	
Overhead and Administration	\$16,448	
Postage	\$500	
Printing	\$500	
Rent	\$11,000	
Supplies	\$500	
Telephone	\$1,000	
Training	\$4,000	
Travel	\$2,000	
Special Projects Pool	\$1,540	1%
Total	\$246,540	100%

*Contracted task support includes part time work from the COG Assistant Transportation Planner and GIS Specialist, as well as technical assistance from external contractors.

APPENDIX A: CAMPO PLANNING AREA MAP



APPENDIX B: OTHER TRANSPORTATION PLANNING ACTIVITIES IN THE MPO AREA

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

1. *Oregon 99W South Corvallis Facility Plan*. This Oregon Department of Transportation project, in collaboration with local jurisdictions, will amend the Oregon Highway Plan and provide a refinement plan to the City's Transportation System Plan for OR 99W through South Corvallis. Developed in coordination with the South Corvallis Area Plan, CAMPO staff is actively participating in the planning study.
2. *South Corvallis Area Plan*. A City of Corvallis led project that predominantly focuses on land use, some transportation elements will be addressed as well.
3. *Philomath School Circulation Safety Study*. Awarded as a scoping study during the FY21-24 Metropolitan Transportation Improvement Program (MTIP), the study will evaluate existing circulation challenges at Philomath elementary, middle and high schools, and the surrounding neighborhoods. The project will develop analysis and design options to address issues with bus access, private vehicle access, school student highway crossings, and local neighborhood access and turn movement restrictions. The MPO is leading this work using Surface Transportation Block Grant (STBG) exchange funds.
4. *Adair Village Trails Plan*. Awarded as a scoping study during the FY21-24 Metropolitan Transportation Improvement Program (MTIP), this project will result in a trails plan for Adair Village, which is experiencing significant housing growth. The study will include identification of safe routes to school, connections to parks, green space, and other amenities in the community, opportunities for new bike and pedestrian paths and connectivity to regional bike paths. The MPO is leading this work using Surface Transportation Block Grant (STBG) exchange funds.

APPENDIX C: GLOSSARY OF ACRONYMS

ATS	Albany Transit System
CAMPO	Corvallis Area Metropolitan Planning Organization
CED	Community and Economic Development Department of OCWCOG
CPT-HSTP	Coordinated Public Transit-Human Service Transportation Plan
CTS	Corvallis Transit System
CWACT	Cascades West Area Commission on Transportation
DEQ	Department of Environmental Quality
DLCD	Department of Land Conservation and Development
GHG	Green House Gases
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IGA	Intergovernmental Agreement
ITS	Intelligent Transportation System
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
OCWCOG	Oregon Cascades West Council of Governments
ODOT	Oregon Department of Transportation
OSU	Oregon State University
PL Fund	Funds allocated to Metropolitan Transportation Planning activities
RTP	Regional Transportation Plan
ROI	Return on Investment
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act, a Legacy for Users
Section 5303	FTA's program of financing transit planning activities of MPOs
5307	FTA's program of financing urban transit systems
Section 5310	FTA's program of financing transit for the elderly and people with disabilities
Section 5311	FTA's program of financing rural transit services
	SHRP
	Strategic Highway Research Program
STF	Special Transportation Fund
STIP	Statewide Transportation Improvement Program
STBGP	Surface Transportation Block Grant Program
TAC	Technical Advisory Committee
TDP	Transit Development Plan
TGM	Transportation Growth Management
TIP	Transportation Improvement Program (See MTIP)
TPAU	Transportation and Planning Analysis Unit of ODOT
TSP	Transportation System Plan
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation

APPENDIX D: FHWA AND FTA JOINT PLANNING EMPHASIS AREAS

FHWA and FTA issued new, joint Planning Emphasis Areas (PEAs) in December 2021. These updated Planning Emphasis Areas are intended to be used by metropolitan planning organizations, state departments of transportation, transit agencies, and federal land management agencies in their Unified Planning Work Programs and State Planning and Research Work Programs. The link below provide additional information about the new PEAs.

<https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas>

Task	Tackling the Climate Crisis	Equity and Justice 40	Complete Streets	Public Involvement
TASK 100: Program Management				
110: MPO Operation				
120: MPO Administration	X			X
130: Annual Document Review				X
140: MPO Education and Training		X	X	
TASK 200: Long Range Transportation Planning				
210: Regional Transportation Plan Implementation	X	X	X	
220: White Paper on Emerging Mobility Technology				
230: Technical Assistance to Communities				
240: CAMPO Multi-Modal Count Program	X	X	X	X
TASK 300: Inter-Regional Transportation Planning				
310: AAMPO Coordination				
320: Transit Planning Coordination and Assistance	X	X		
330: Transit Workforce Study	X			
340: Travel Modeling and OHAS				
TASK 400: Transportation Programming				
410: MTIP Amendments				X
420: FY2024-2027 MTIP Development	X		X	X
430: 2030 OHAS Set-Aside				
TASK 500: Special Projects				
510: Highway US 20/OR 34 Planning Study	X	X	X	X
520: Special Project Pool				

Task	Strategic Highway Network	Federal Land Management Agency Coordination	Planning and Environment Linkages	Data in Transportation Planning
TASK 100: Program Management				
110: MPO Operation	X	X	X	
120: MPO Administration		X	X	
130: Annual Document Review				X
140: MPO Education and Training			X	X
TASK 200: Long Range Transportation Planning				
210: Regional Transportation Plan Implementation	X		X	X
220: White Paper on Emerging Mobility Technology			X	X
230: Technical Assistance to Communities	X			X
240: CAMPO Multi-Modal Count Program			X	X
TASK 300: Inter-Regional Transportation Planning				
310: AAMPO Coordination	X			
320: Transit Planning			X	X
330: Transit Workforce Study			X	
340: Travel Modeling and OHAS				X
TASK 400: Transportation Programming				
410: MTIP Amendments				X
420: FY2024-2027 MTIP Development				
430: 2030 OHAS Set-Aside				
TASK 500: Special Projects				
510: Highway US 20/OR 34 Corridor Investment Strategy	X		X	X
520: Special Project Pool				

APPENDIX E: SUMMARY OF COMMENTS

See comment tracker following this page

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Item	Page	Comment	By	CAMPO Response
1	3	Safety: The City of Corvallis does not have a count program according to staff (all of their counts are ad-hoc as requested). Any counts would have to come from the existing CAMPO count program.	ODOT	Thank you, we will check-in with the City
2	3	Second paragraph, first sentence under "Safety." Clarify sentence regarding the relationship between (population?) growth and Vision Zero.	ODOT	Revised
3	4	Bikeshare Study- I don't recall this being presented to the TAC/PB yet. Is this upcoming in early 2022?	ODOT	This will most likely come before the TAC and Board at some point
4	4	Text edit delete space in "FY 23"	ODOT	Revised
5	5	Edit name of intermodal facility to "Mid-Willamette Valley Inter-Modal Center"	ODOT	Revised
6	5	Test edits- add word "US" and "Highway" to bullet points	ODOT	Added
7	7	Task 210- last sentence of first paragraph: Define what this means? Besides posting the RTP to the webpage, what else will be done to disseminate it? And define the pursuit of project funding (e.g., applying for grants, if so, which ones?).	ODOT	The product line below this description indicates that this is referencing a high level overview document summarizing the CAMPO RTP for elected officials and general public. Left funding wording as is.
8	7	Task 220: Emerging <u>Mobility</u> Technology? Define the type of emerging technology. Any involvement from AAMPO on this? If so, add to AAMPO UPWP	ODOT	Added word "Mobility" to title. This project will be led by CAMPO.
9	7	Text edits under task 230	ODOT	Revised
10	7	Task 240: I think of regional as larger than the MPO planning area and including other areas such as the AAMPO planning area. Clarify if this count program extends beyond CAMPO area.	ODOT	Renamed as "CAMPO Multi-Modal Count Program"
11	8	Task 240: Provide more definition around how much counting will be done and how summarized. For example, approximately X locations for Y weeks each. Annual summary report or a summary report for each count?	ODOT	Added language
12	10	Text edit, change word from CAMPO to AAMPO when speaking about partnering	ODOT	Revised
13	10	Task 310: Why is AAMPO coordination half the amount as what AAMPO lists for CAMPO coordination?	ODOT	AAMPO is able and willing to allot more funds to this task as compared to CAMPO because of the MPO's larger budget.
14	11	Task 410: If amendments are decreasing significantly, why is the budgeted amount similar to last UPWP?	ODOT	This was an oversight on MPO's side. The reference to amendments decreasing has been removed.
15	11	Text edit adding "M" to "TIP" in the project table at bottom of page	ODOT	Added
16	12	Task 500: Even with explanation, not clear why this is separated out. Other tasks are also non-recurring and have varying levels of interest.	ODOT	Task 500 is separated out to more easily accommodate anticipated additional funding associated with the IJA and provide a place for MPO funds that have not yet been budgeted towards specific projects or tasks.
17	12	Task 510: Update task based on 2/27 conversation with ODOT on this topic	ODOT	Project title and task have been adjusted based on conversation with ODOT.
18	12	Task 510: In the first sentence commuters is missing the 'r'.	ODOT	Revised

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19	12	Table for Task 500: Special Projects Pool: There does not appear to be enough funding for a consultant to complete this work even with AAMPO contribution. Is the assumption that ODOT or other source will be needed to complete this?	ODOT	Discussed during check-in meeting
20	12	Task 520: Special Project Pool -Given small amount, consider reallocating to Task 230, etc.	ODOT	This task is separated out to more easily accommodate anticipated additional funding associated with the IJJA and provide a place for MPO funds that have not yet been budgeted towards specific projects or tasks.
21	13	Text edit removing space at the top of project table	ODOT	Revised
22	14	FY 23 Budget by funding source table under the 5303 match (Funds and in-kind) if using in-kind it needs to be identified.	ODOT	We plan to incorporate in-kind match and will submit forms.
23	14	FY2023 Expenses Table -Where is the OHAS set-aside allocated below? Clarify.	ODOT	Table updated
24	14	FY2023 Expenses Table -Include header for Payroll Expenses	ODOT	Table updated
25	14	FY2023 Expenses Table _Given asterisk, consider term like COG Personnel to clarify the type of expense rather than intent of expense. Is this all payroll related?	ODOT	Table updated
26	16	"Appendix C -Other Transportation Activities": If these are funded and led by MPO, should they be addressed in the tasks above?	ODOT	Added additional language to each of the last two project descriptions
27	17	Text edits to glossary	ODOT	Revised
28		Please coordinate with ODOT and reference process regarding in kind match, if applicable.	FHWA	We plan to incorporate in-kind match and will submit forms.
29		FYI - FHWA released the new National Roadway Safety Strategy website on 1/27/22: National Roadway Safety Strategy US Department of Transportation - https://www.transportation.gov/NRSS	FHWA	Thank you!
30		Thank you for including Appendix D, any initial thoughts on how these PEAs will be incorporated into the planning process? It looks like they will be folded into the MTP for AAMPO, and a tad too late for CAMPO's MTP. If you need any resources for a particular PEA, let us know! We have some resources for the PEAs and the others are underway	FHWA	PEAs did not make it into the CAMPO Regional Transportation Plan but we will work to incorporate them in the future as more information and guidance becomes available (guidance forthcoming from FTA and FHWA).
31		If you do not have any written tribal coordination procedures, I would recommend both MPOs work on this task to address to address 23 CFR 450.316(b-e), and 23 CFR 450.324(g), as applicable. However, we appreciate the on-going AAMPO and CAMPO's tribal outreach and specifically the in depth tribal government involvement on the most recent CAMPO MTP. Would leave to hear how it went!	FHWA	CAMPO will work to draft a tribal coordination procedures document, following the best practices identified in ODOT's coordination procedures document.
32		Regarding the "Status of CAMPO/ AAMPO and Regional Transportation Documents table," please be specific with dates (as able). We use this table to easily locate schedules for these documents.	FHWA	Reviewed and updated

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33	Regarding amendments to UPWPS, this may be a larger discussion, it would be good to walk through the process. AAMPO's UPWP amendment last year is a good example of how this process should be clear for all folks involved.	FHWA	Additional text has been added to this section
34	Given the STIP Timeline is available, why is the TIP development schedule "TBD" or "ongoing." FYI - SKATS has a nifty side by side TIP / STIP timeline to better demonstrate their TIP development schedule.	FHWA	Task 420 has been updated and now includes an MTIP timeline
35	Any training needs?	FHWA	AAMPO/CAMPO staff plan to attend AMPO and NACTO trainings in the fall as well as other trainings and webinars throughout the year