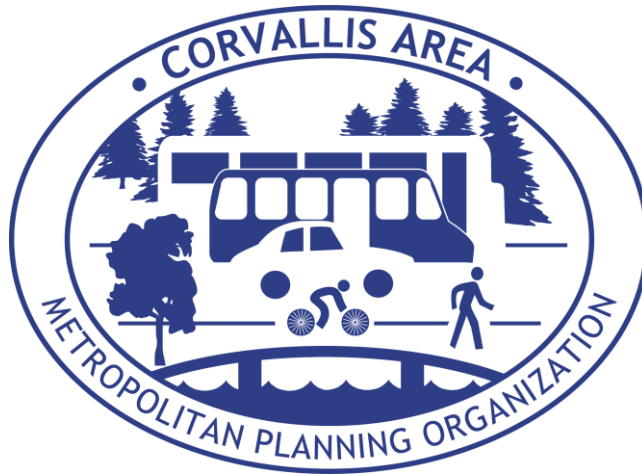


Fiscal Year 2023 Unified Planning Work Program (UPWP)

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

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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~~ included in [Appendix E](#). 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% |

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

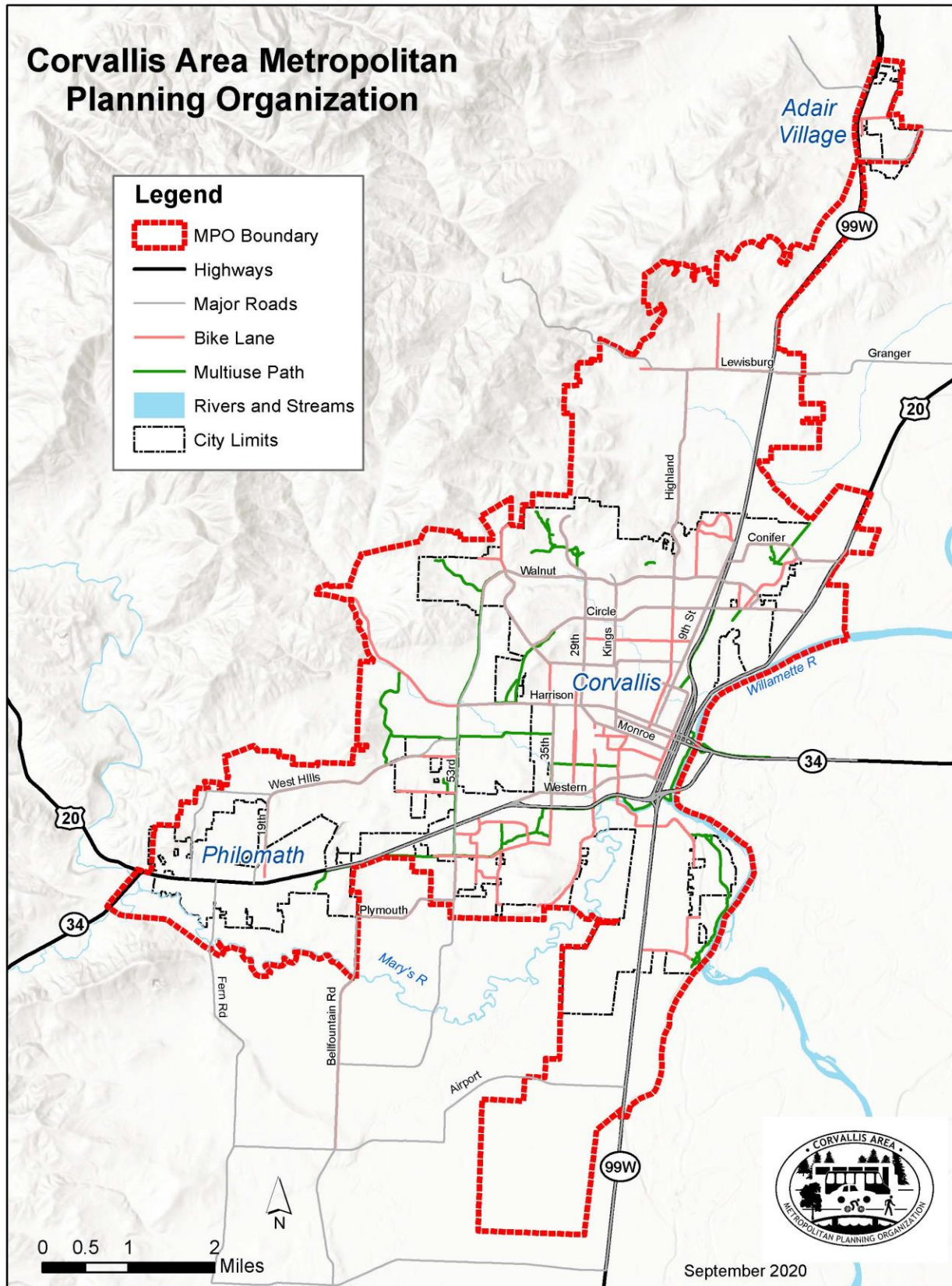
| Task | Task Budget Total (Personnel + Non-Payroll + Contracted Staff) | PL Funds | FTA 5303 Funds | PL Match Funds (10.27% from ODOT) | 5303 Match (Funds and In-kind) |
|--|--|------------------|-----------------------|---|--|
| Task 100: Program Management | \$62,000 | \$55,633 | \$0 | \$6,367 | \$0 |
| 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 |
| Section 5307 | FTA's program of financing urban transit systems |
| Section 5310 | FTA's program of financing transit for the elderly and people with disabilities |
| Section 5311 | FTA's program of financing rural transit services |
| | SHRP |
| | Strategic Highway Research Program |
| STF | Special Transportation Fund |
| STIP | Statewide Transportation Improvement Program |
| STBGP | Surface Transportation Block Grant Program |
| TAC | Technical Advisory Committee |
| TDP | Transit Development Plan |
| TGM | Transportation Growth Management |
| TIP | Transportation Improvement Program (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: FY2024-27 MTIP/STIP DEVELOPMENT SCHEDULE

| FY 2024-2027 MTIP/STIP Development Schedule | | | |
|---|-------------|---|--|
| Year | Month | CAMPO Tasks/Deadlines | ODOT Tasks/Deadlines |
| 2022 | April | * Request <u>5307 and 5310 transit 5307</u> -projects from CT transit agencies, 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 |

APPENDIX F: SUMMARY OF COMMENTS

See comment tracker following this page