



## CORVALLIS AREA Metropolitan Planning Organization

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**Policy Board Meeting**  
**Wednesday, March 9, 2022**  
**3:30 pm to 5:30 pm**  
**Via Zoom by clicking [HERE](#)**  
**Phone: 1-669-900-9128**  
**Meeting ID: 854 7042 4656**  
**Password: 2022**

### AGENDA

- |    |      |  |                                |
|----|------|--|--------------------------------|
| 1) | 3:30 | <b>Call to Order and Agenda Review</b>   | <b>Chair, Andrew Struthers</b> |
| 2) | 3:35 | <b>Public Comments</b>   | <b>Chair</b>                   |
| 3) | 3:45 | <b>Approve minutes of February 9, 2022 Meeting (Attachment A)</b>  | <b>Chair</b>                   |
|    |      | <i><b>ACTION:</b> Decision on Minutes</i>  |                                |
| 4) | 3:50 | <b>FY2023 Unified Planning Work Program (UPWP) Review (Attachment B1-B2)</b><br><i>Overview of FY2023 UPWP</i>   | <b>Steve Dobrinich</b>         |
|    |      | <i><b>Action:</b> Approval of FY2023 UPWP pending close of comment period</i>  |                                |
| 5) | 4:15 | <b>MTIP/STIP Amendments (Attachment C)</b>   | <b>Dobrinich</b>               |
|    |      | <i><b>Action:</b> Information Only</i>   |                                |
| 6) | 4:30 | <b>Other Business and Jurisdictional Updates</b> <ul style="list-style-type: none"><li>• <i>CAMPO Updates</i><ul style="list-style-type: none"><li>○ <i>2024-27 MTIP Development Process</i></li><li>○ <i>To view adopted RTP <a href="#">click here</a></i></li></ul></li><li>• <i>Jurisdictional Updates</i><ul style="list-style-type: none"><li>○ <i>Results from ODOT Pedestrian and Bicycle Strategic Funding Open House (<b>Attachment D</b>)</i></li></ul></li><li>• <i>Transportation Growth Management Pre-Application Open</i></li><li>• <i>Discussion on future in-person and virtual meetings</i></li></ul> | <b>All</b>                     |
| 7) | 5:30 | <b>Adjournment</b>   | <b>Chair</b>                   |

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Member Jurisdictions:

Cities of Corvallis, Philomath, Adair Village, Benton County and Oregon Department of Transportation

## ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Position to be filled (previously held by Alan Rowe)	City of Adair Village	
Councilor Andrew Struthers	City of Corvallis	
Councilor Matt Lehman	City of Philomath	
Commissioner Pat Malone	Benton County	
Savannah Crawford	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Pat Hare	City of Adair Village	
Greg Gescher	City of Corvallis	
Christ Workman	City of Philomath	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

**Quorum Requirement:** MPO business may be conducted provided a quorum of the Parties attends. A quorum consists of at least seventy-five percent of the Parties on the Policy Board. The Policy Board members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a public noticed meeting place where the public can attend, hear, understand and/or read the comments of the members participating by telephonic or electronic means and the members so participating can fully hear, understand, and/or read the comments of the other members participating in the meeting

*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 541-924-8405. TTY/TTD 711*

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD REMOTE MEETING  
Wednesday, February 9, 2022  
3:30 – 5:30 pm  
Via Zoom**

**Board Members:** Pat Malone, Andrew Struthers, Matt Lehman and Savannah Crawford

**Alternate Members:** James Feldmann, Greg Gescher and Gary Stockhoff

**Guests Present:** Daniel Wood

**CAMPO Staff:** Nick Meltzer, Steve Dobrinich, Jenny Glass

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review		<b>Meeting called to order at 3:32 pm by Councilor Andrew Struthers, Chair</b>
2. Public Comment	<p>Thank you for the opportunity to comment today, regarding project proportionality.</p> <p>It is my understanding that none of the corridor projects highlighted in the draft have been prioritized, one over the other, while some are shown in the RTP draft as illustrative and others are not.</p> <p>With new federal funds soon to enter the pipeline, a plan must be readied to address the greatest needs first, providing solutions for wider public benefit.</p> <p>While planning for future growth is crucial, addressing existing problems along heavily utilized corridors must take precedence.</p> <p>We need to acknowledge population densities, traffic counts, congestion and stress levels in determining prioritization.</p> <p>The need to empower active transportation must be balanced with reductions in congestion. Walking and biking alongside diesel trucks in long lines with daily commuters will not encourage an increase in</p>	

	<p>healthy active transportation. By example, an improved bike path connecting Technology to 35th by reducing lane widths, in all probability, will not see adequate use due to the "exhaust fog" created by congestion.</p> <p>Active transportation is best placed on parallel corridors, like Country Club and West Hills.</p> <p>Not providing sufficient transit pullouts increases multimodal challenges. The Philomath to Corvallis corridor is segmented in terms of downtown districts, commercial zones and retail zones, with distances in between challenging to your average pedestrian and bike rider.</p> <p>Transit should be given priority for users wanting to reduce their motor vehicle use.</p> <p>We need improvements to meet this opportunity. At minimum, an additional transit pullout should be planned at Sylvania, where adequate ROW exists. Neighborhood residents and a significant population of houseless individuals access the city transit route at that location, also within easy walking distance of Sunset Center retail and medical services.</p> <p>Ample ROW at 35th makes a transit pullout plausible, further encouraging safe access to transit.</p> <p>Have park and ride facilities ever been considered along this segment of corridor?</p> <p>I note an increase in Benton Area Transit trips over unsafe West Hills, where no stops currently exist, presumably to avoid congestion on the highway. In my view, transit on parallel corridors represents missed regional ridership accessed from the Highway, which is the only major arterial between the two cities.</p>	
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	<p>I am encouraged by forward progress in identifying projects, but see the need to refine the order of implementation based on population densities. In light of fiscal constraints we need to weigh reasonable user expectations vs. expense of construction.</p> <p>There is stiff competition for upcoming funding and we need to be prepared to submit early applications.</p> <p>I do appreciate all of the hard work and thought that has been given to the RTP update, and I look forward with expectations of federal funds providing improvements constructed in the near future.</p> <p>I also submitted my comments via email, and I thank you for your time and consideration.</p> <p>Daniel Wood, President West Hills Neighborhood Association</p> <p>James Feldmann asked if Mr. Wood's comments were requested edits to the RTP or general observations. Mr. Wood responded as far as proportionality, he was addressing the projects that are in the RTP with the exception of a Park and Ride and the additional possibility for transit pullouts at 35<sup>th</sup>. He did not mention that he was requesting the RTP to be modified.</p>	
<p>3. Approve Minutes of January 12, 2022 meeting</p>	<p>No correction to January 12<sup>th</sup> meeting minutes.</p> <p>Motion to approve by Commissioner Pat Malone, second by Councilor Andrew Struthers.</p> <p>Approved unanimously.</p>	<p><b>Consensus to approve the January 12, 2022 meeting minutes.</b></p>
<p>4. COVID Stimulus Funding MOU</p>	<p>Staff Meltzer stated that last summer the CAMPO TAC and Policy Board approved the presented COVID Stimulus Funding project list. As we went through the process with the AAMPO Board they requested that Staff develop a memorandum of understanding (MOU) for transparency purposes. The stimulus funding was received as cash with no requirement strings attached. Therefore the purpose of the</p>	<p><b>Consensus to approve the MOU as presented.</b></p>

	<p>MOU is to document for transparency and accountability, where the funds are going.</p> <p>Staff is hoping to develop one MOU for each jurisdiction which covers multiple projects. There's no framework set up for project changes or overruns because this is the amount that's been committed so that's what's available.</p> <p>The CAMPO TAC forwarded the MOU as presented to the Policy Board with recommendation to approve.</p> <p>Commissioner Malone asked what future trail is meant under the "Adair Village –Future Trails" project. Meltzer advised that Staff is in the middle of developing an Adair Trails Plan and hoped to include this project in the list as a starting project. Once a specific trail is in mind, it would be brought to the TAC and Board. Commissioner Malone stated that he is interested in making progress on the North Corvallis to Adair path along 99W and that he wants to ensure projects are coordinated and on the right plans in case funding becomes available. He went on to note that he sees strong and fearless riders who bike along Hwy 99W as well as Adair Village is booming in terms of new housing.</p> <p>Meltzer noted that staff can work with Adair Manager Pat Hare to iron out those details a little more. Commissioner Malone stated that it sounds like Adair has a cooperative developer who may just need some guidance. He stated that we should take advantage of that opportunity.</p> <p>Chair Struthers asked for clarification as to whether jurisdictions with more than one project will only have one MOU. Meltzer noted that that was discussed with the TAC and it is a possibility if that is what members would prefer.</p> <p>Gary Stockhoff voiced that the MOU's are fairly simple therefor, they can complete two if needed.</p>	
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	<p>Councilor Lehman asked if there is a hard deadline on when the projects will need to be completed. Meltzer stated that there is not however, the funds are in hand. There were discussions to have a four-year deadline but that can be flexible.</p> <p>Commissioner Malone moved to approve the COVID Stimulus Funding MOU as presented. Councilor Lehman seconded. Motion passed.</p>	
<p>5. MTIP/STIP Amendments</p>	<p>Staff Steve Dobrinich reviewed the MTIP/STIP Amendment noting that the TAC reviewed and recommended the amendment for final approval by the board. He stated that no comments were received during the two-week public comment period. The project in question breaks down as follows:</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: 21-24-1815</p> <p>Amendment Description:</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</p>	<p><b>Consensus to approve the Amendment 21-24-1815 as presented.</b></p>

	<p>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> <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>Commissioner Malone asked if this is ODOT internal rebalancing. Savannah Crawford answered that what happened was that as the project was broken into three different phases, extra funds were leftover after the first phase. That extra money goes back to original bucket of funds rather than the project funds. ODOT then has to amend the MTIP/STIP to transfer those extra funds over from the phase one of the project into phase two.</p> <p>Commissioner Malone moved to approve Amendment 21-24-1815 as presented. Savannah Crawford seconded the motion. Motion carried.</p>	
<p>6. 2043 Regional Transportation Plan</p>	<p>Staff Meltzer noted that staff will provide an overview of the RTP document including information on edits that have been made and comments received with a highlight on chapter five which had most of the changes.</p> <p>Meltzer went on to note that members received the RTP document and comment tracker with CAMPO responses in the meeting agenda packet. Over one-hundred and forty comments from members of the public and stakeholders across the state and federal agencies. We</p>	<p><b>Consensus to approve the 2043 Regional Transportation Plan with updated language from Savannah Crawford as follows:</b></p> <p><i>Page 101 under Incorporation of Local</i></p>



	<p>received another one hundred plus comments from the TAC. There has been a lot of input and the document was updated based on the input received. Meltzer first reviewed a virtual handout summarizing big picture comments received from member jurisdictions and the public. The handout was a memo which previously went to the CAMPO TAC and many of the suggested changes were incorporated into the RTP document. He then moved to review updates to Chapter 5.</p> <p>Updates to Chapter 5 include:</p> <ul style="list-style-type: none"> <li>• Table 20 – renamed to “Completed or funded Projects”</li> <li>• Table 21 – cross referenced the corridor projects with all the local TSP projects where applicable.</li> <li>• Table 21 – revised a lot of the language of the projects, making them more specific or vague based on the need.</li> <li>• Table 21 – added PC12 as part of the conversation on how to track how the corridor is “behaving”. The project is set aside noting that CAMPO is committed to tracking the ongoing efforts of the corridor.</li> <li>• Figure 30 (and others) – added maps of corridors with project locations</li> <li>• Page 89 – added discussion and identified illustrative projects for Philomath boulevard. This attempts to capture discussion the TAC and Board have had about capacity along Hwy20/34. While increased capacity for corridor is identified in local plans, we’ve heard from ODOT that there isn’t a lot of funding for those projects. Recognizing where that leaves us the RTP focuses on incremental approaches including shifting people to other modes of travel while including incremental capacity improvements as an option going forward. Those incremental improvements are noted on Page 90.</li> <li>• Page 90 – as an option for incremental capacity or efficiency projects; added projects PC13-PC15. <ul style="list-style-type: none"> <li>○ It was noted that the second PC14 should actually be listed as PC15.</li> </ul> </li> </ul>	<p><i>Projects, within the illustrative list discussion, note that “these illustrative lists of the following TSP documents are incorporated by reference”.</i></p>
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	<ul style="list-style-type: none"> <li>○ Greg Gescher stated that under PC15, there should be a city project listed. Gescher stated that he will get the information from the cities TSP and forward it to Staff.</li> <li>• Table 22 – the projects are mostly the same but revised language and cost estimates as needed. There was an addition of AC7 to construct a bridge over Highway 99W and the railroad connecting the future shared use path system.</li> <li>• Table 23 – project WB1 description; added not that “This cost is for implementation” so it is more clear.</li> <li>• Some projects in Chapter 5 were revised to match TSP limits and hold consistency.</li> <li>• Table 24 – biggest change was to CB2 project description. The transit stop is changing so language was updated to match.</li> <li>• Highway OR 99W south – language revised to say that they are in the planning process and projects will be added to the RTP.</li> <li>• Inter-regional Projects – included discussion on projects for the space between Albany and Corvallis that is not within either MPO.</li> <li>• Table 26 “Summary of Corridor Costs”:- was revised based on the revised projects.</li> <li>• Table 27 Demonstration of Fiscal Constraint – noted fiscally constrained demonstrated for both the RTP and local TSPs.</li> <li>• Table 28 – added summary of illustrative projects.</li> <li>• Incorporation of Local Projects – added Owens Farm and Jackson Frazier Wetland Conceptual Trail Planning Summary Report, 2021.</li> <li>• Table 29 – all the tables for the fiscally constrained projects.</li> <li>• Operational and Management Strategies – added strategies.</li> </ul> <p>Moving down to the “Plan Revisions and Updates” section Meltzer advised that the Plan is required to be updated every five years but once the Plan is approved, CAMPO can update as needed by taking it to the TAC and Board for review and approval without having to redo the entire process. When we get the Hwy 99W Corridor Plan we can</p>	
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	<p>revise the RTP, bring that to the TAC and Policy Board and have public comment. We wouldn't have to revise the demographic data and modeling at that point.</p> <p>Dobrinich added that after the last TAC meeting Staff sent the document out for additional review and received text edits from members. There is an updated version of this document with some edits. These are mainly text edits (i.e. fixes to footnotes, improved graphics, references to appendices). He stated that Staff can review those changes if members would like them to.</p> <p>Councilor Struthers asked if there were any questions or comments.</p> <p>Mayor Lehman stated that he appreciates to see the discussion of Philomath Boulevard capacity was included in the final draft.</p> <p>Crawford asked what the timeline for final approval of the updated RTP -are we on a tight timeline for this or could it wait another month? Meltzer stated that it could wait another month, we are required to meet federal requirements that it's updated within 5 years. It is fairly easy to edit after adopt and the document does need to be updated in six months' when the 99W Plan is completed. Crawford state that the document feels like it's still in draft form. She voiced that ODOT also has additional comments that may be minor with a larger change to strengthen the language around the illustrative project list on page 101 about how the RTP references the the local TSP projects lists. It really needs to says that the RTP incorporates TSP projects "by reference". Crawford stated that from a land use perspective, CAMPO needs to make sure they can tie the project lists by reference to the RTP. Crawford noted that there are some large projects not listed in the RTP that are within the corridors and ODOT is okay with that, but we want to make sure that CAMPO is being solid with referencing.</p> <p>Meltzer responded that he needed more clarification from Crawford since all the fiscally constrained projects from the TSPs are included in the RTP. Crawford stated that there are some large capacity type</p>	
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	<p>improvements that are listed as illustrative projects in the TSPs, as the document is stated now – it's not strong enough to state that they are listed by reference. Right now, the RTP is technically not pointing to all those other lists from a legal perspective. Crawford stated that she had her legal group a DOJ look at the language. Meltzer asked why the RTP must point to the illustrative list for the TSPs when the TSPs have them identified and we must be fiscally constrained. CAMPO not listing the illustrative projects is not prohibiting any jurisdictions from pursuing illustrative projects. Crawford stated that ODOT must be compatible with the RTP as well and when there are projects not noted in the RTP, we must go through and note which projects are in the local TSPs and not in the RTP. She stated that if CAMPO is not willing to update the language, she will need to take it back to legal because there are some major concerns.</p> <p>Chair Struthers asked if there is just some concerns about legal language from ODOT that need to be discussed with Staff. Crawford stated that yes, if the group isn't willing to accept that language today than we'll have to take this conversation offline.</p> <p>James Feldmann stated that he did not see a final version until this morning and that he noted that there are a lot of typos that need to be updated. If we do accept the RTP as presented today I just want to be able to send a few more edits to staff for incorporation into the Plan.</p> <p>Commissioner Malone noted that the document may not be ready however, how big of a deal is it that Staff Meltzer will not be available next month. Does that constrain our efforts to move forward?</p> <p>Chair Struthers noted that Staff Dobrinich and Jenny Glass will be around and if there still needs work to be done, he feels it will be taken care of.</p> <p>Meltzer stated that he is a little concerned that the draft was open for public comment on December 10<sup>th</sup> which gave partners time to comment, with a preference that they submit comments by January 15</p>	
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	<p>yet comments we did not receive the majority of comments until January 24<sup>th</sup>. He went on to state that his concern is that there will continue to be edit requests and the document does need to be approved in March at the latest or we risk being out of compliance. Crawford responded that for a document this size, two months is not a lot of time to comment. Crawford stated that for her illustrative list comments she only heard CAMPO staff's reasoning on why illustrative projects are not included today and while she is okay with that response, what she is concerned about is running into an issue as to why the projects are not listed which means the RTP language needs to be sufficient in pointing to the TSPs.</p> <p>Chair Struthers requested to have the line on page 101 pointed out to review more closely. Crawford read the section which states "<i>In addition to the fiscally constrained project tables, which outline the overall investments in the transportation system over the next 20 years, each CAMPO member recently completed a Transportation System Plan Update. Those plans are referenced throughout this document, and in addition to the projects included in this RTP, projects on the illustrative list of the following plans can be submitted for STBG funding, as they align with CAMPO's goals, objectives and performance measures.</i>"</p> <p>Crawford stated that this language does not indicate that the TSP illustrative project lists are incorporated by reference. This is just saying that the RTP aligns with the project lists. ODOT needs the document to say that this document incorporates the illustrative project lists projects by reference.</p> <p>Meltzer requested a main motion for the resolution with an amendment from Crawford noting the exact language as she is requesting.</p> <p>Main motion to adopt the resolution by Mayor Matt Lehman. Seconded by Commissioner Pat Malone.</p>	
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	<p>Amendment to the motion made by Savannah Crawford to page 101 under Incorporation of Local Projects. She stated that within the illustrative list discussion, we need to note that “these illustrative lists of the following TSP documents are incorporated by reference”. Seconded by Matt Lehman. Motion to accept amendment approved unanimously.</p> <p>Motion on resolution to adopt 2043 CAMPO RTP passed unanimously.</p> <p>The Chair thanked everyone for their work.</p>	
<p>7. OTC Infrastructure Bill Funding Letter</p>	<p>Meltzer reported that a request came in from another MPO in the State which is getting ready to submit a letter to the OTC regarding funding investments. The MPO asked if CAMPO would be interested in drafting their own letter and signing off on a group letter. Meltzer reviewed both letters with members.</p> <p>Staff suggests CAMPO submit its own letters and cautioned about signing onto a joint letter because it is more focused on large MPO needs which could dilute CAMPOs needs.</p> <p>Chair Struthers stated that his preference is on the second letter which is the letter that would come directly from CAMPO.</p> <p>Commissioner Malone moved to approve signing off on a CAMPO letter. Motion seconded by Councilor Lehman. Motion carried. Crawford abstained. Motion passed 3 to 0.</p> <p>Members discussed the joint letter and Chair Struthers noted that he would like the region called out including specific projects. Meltzer stated that he is unsure if the draft letter is in final draft format. CAMPO could state that they are interested in a letter from CAMPO if the letter is reworked and CAMPO can include some of its projects. That then begs the question of what projects would be included.</p>	<p><b>Motion to send CAMPO letter approved 3-0. Savannah Crawford abstained.</b></p>

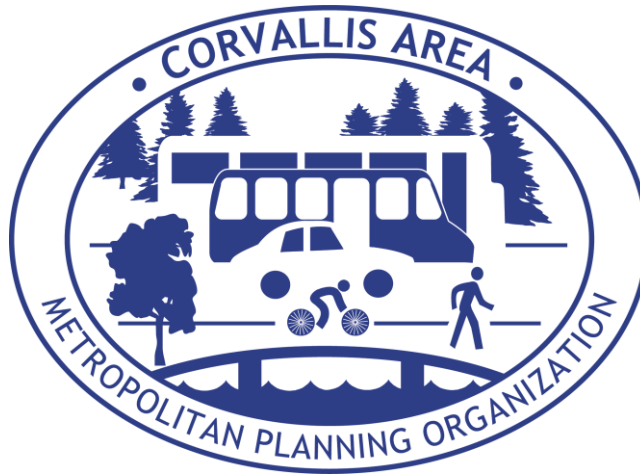
	<p>Commissioner Malone noted that OMPOC is holding a meeting this Friday and asked if the letters will be discussed. Meltzer answered that Staff can make the request of Metro. Members met consensus for Staff to take the letter back and work with Metro/OMPOC on the second letter.</p>	
<p>8. Other Business and Jurisdictional Updates</p>	<p>Councilor Lehman for Philomath - 11<sup>th</sup> Street project is raising up some issues about how Philomath funds its roadways. He noted that increases in road costs are too onerous to put on any one person.</p> <p>Commissioner Malone for Benton County – the county has been working up a priority list of regional projects, some of which have funding and some that the county is hoping to have funding for in the near/medium future.</p> <p>Savannah Crawford for ODOT - ODOT applied for an enhance grant to fund signal optimization along Highway 20/34 last year and should hear back by the end of the month. They completed a scoping effort and ODOT has a baseline of what it would take to upgrade the signals. Currently, the estimates are coming in at \$8 to \$10 million which matches the submitted grant proposal. Things such as RRFB’s and other crossings would increase the costs. ODOT hopes to receive funding for the project. One of the priorities continues to be the Philomath Boulevard Project.</p> <p>James Feldmann for ODOT – For the South Corvallis Facility Plan, TPAU is doing motor vehicle analysis. With the RTP complete, RTP modeling could be used rather than modeling done as part of the City of Corvallis TSP. However, if ODOT used CAMPO modeling it would delay the project. Feldmann asked for the Board’s preference.</p> <p>Chair Struthers asked which of the two which would give the most accurate information. He went on state that he would prefer to not continue to delay things if it’s not needed.</p>	

	<p>Feldmann responded that neither is right or wrong, and that CAMPO assumptions are that there will be more walking and biking in the future as compared to the City's TSP.</p> <p>Meltzer responded that the numbers are probably not that different.</p> <p>Gescher stated that he would be in favor of moving ahead and noted that it might be useful to do comparisons in the future to give us a range.</p> <p>Gary Stockhoff stated that it would be good to move it forward and not lose time.</p> <p>The numbers inform the process, but they don't tell us what we do or don't do. James Feldmann stated that he will bring an update at the next CAMPO Board meeting.</p> <p>Commissioner Malone also agreed to keep moving forward.</p> <p>Members agreed to discuss a possible in-person meeting for April or May at the March meeting.</p> <p>Commissioner Malone asked Crawford if it's possible for her to share what type of improvement would take place if the signal optimization study was funded for Philomath Blvd. Crawford answered that the study notes the anticipated travel reduction along the corridor. The technology that would be using now is more advanced than seven years ago. ODOT has not ran the figures at this time but can bring that back to the Board at a later time.</p>	
<p>9. Adjournment</p>	<p>Next meeting scheduled for March 9<sup>th</sup>, 2022</p>	<p><b>Meeting adjourned at 5:01 pm.</b></p>



# 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:**

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**Andrew Struthers, Chair**  
Corvallis Area MPO

**ATTESTED:**

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**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

### Address

Corvallis Area Metropolitan Planning Organization  
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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](http://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 3 to March 17, 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
<b>Total</b>	<b>\$62,000</b>
<b>Percent of Effort</b>	<b>25%</b>

### 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 2<sup>nd</sup> 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
<b>Total</b>	<b>\$64,000</b>
<b>Percent of Effort</b>	<b>26%</b>

### 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

<b>TASK 300: INTER-REGIONAL TRANSPORTATION PLANNING</b>	
<b>Task Component</b>	<b>FY23</b>
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
<b>Total</b>	<b>\$45,000</b>
<b>Percent of Effort</b>	<b>18%</b>



### 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
<b>Total</b>	<b>\$24,000</b>
<b>Percent of Effort</b>	<b>10%</b>

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 (2<sup>nd</sup> 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
<b>Total</b>	<b>\$51,540</b>
<b>Percent of Effort</b>	<b>21%</b>

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
<b>TASK 100: Program Management</b>	<b>\$62,000</b>	<b>\$73,000</b>	<b>(\$11,000)</b>	
110: MPO Operation	\$30,000			
120: MPO Administration	\$20,000			
130: Annual Document Review	\$6,000			
140: MPO Education and Training	\$6,000			
<b>TASK 200: Long Range Transportation Planning</b>	<b>\$64,000</b>	<b>\$102,000</b>	<b>(\$38,000)</b>	
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			
<b>TASK 300: Inter-Regional Transportation Planning</b>	<b>\$45,000</b>	<b>\$75,000</b>	<b>(\$30,000)</b>	
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			
<b>TASK 400: Transportation Programming</b>	<b>\$24,000</b>	<b>\$29,190</b>	<b>(\$5,190)</b>	
410: MTIP Amendments	\$8,000			
420: FY2024-2027 MTIP Development	\$8,000			
430: 2030 OHAS Set-Aside	\$8,000			
<b>TASK 500: Special Projects</b>	<b>\$51,540</b>	<b>\$0</b>	<b>\$51,540</b>	
510: Highway US 20/OR 34 Planning Study	\$50,000			
520: Special Project Pool	\$1,540			
<b>TOTAL</b>	<b>\$246,540</b>	<b>\$279,190</b>	<b>(\$32,650)</b>	

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

FY23 Budget by Fund Source

<b>Task</b>	<b>Task Budget Total</b> (Personnel + Non-Payroll + Contracted Staff)	<b>PL Funds</b>	<b>FTA 5303 Funds</b>	<b>PL Match Funds</b> (10.27% from ODOT)	<b>5303 Match</b> (Funds and In-kind)
Task 100: Program Management	\$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
<b>Total SFY23 Budget</b>	<b>\$246,540</b>	<b>\$176,814</b>	<b>\$44,406</b>	<b>\$20,237</b>	<b>\$5,083<sup>1</sup></b>

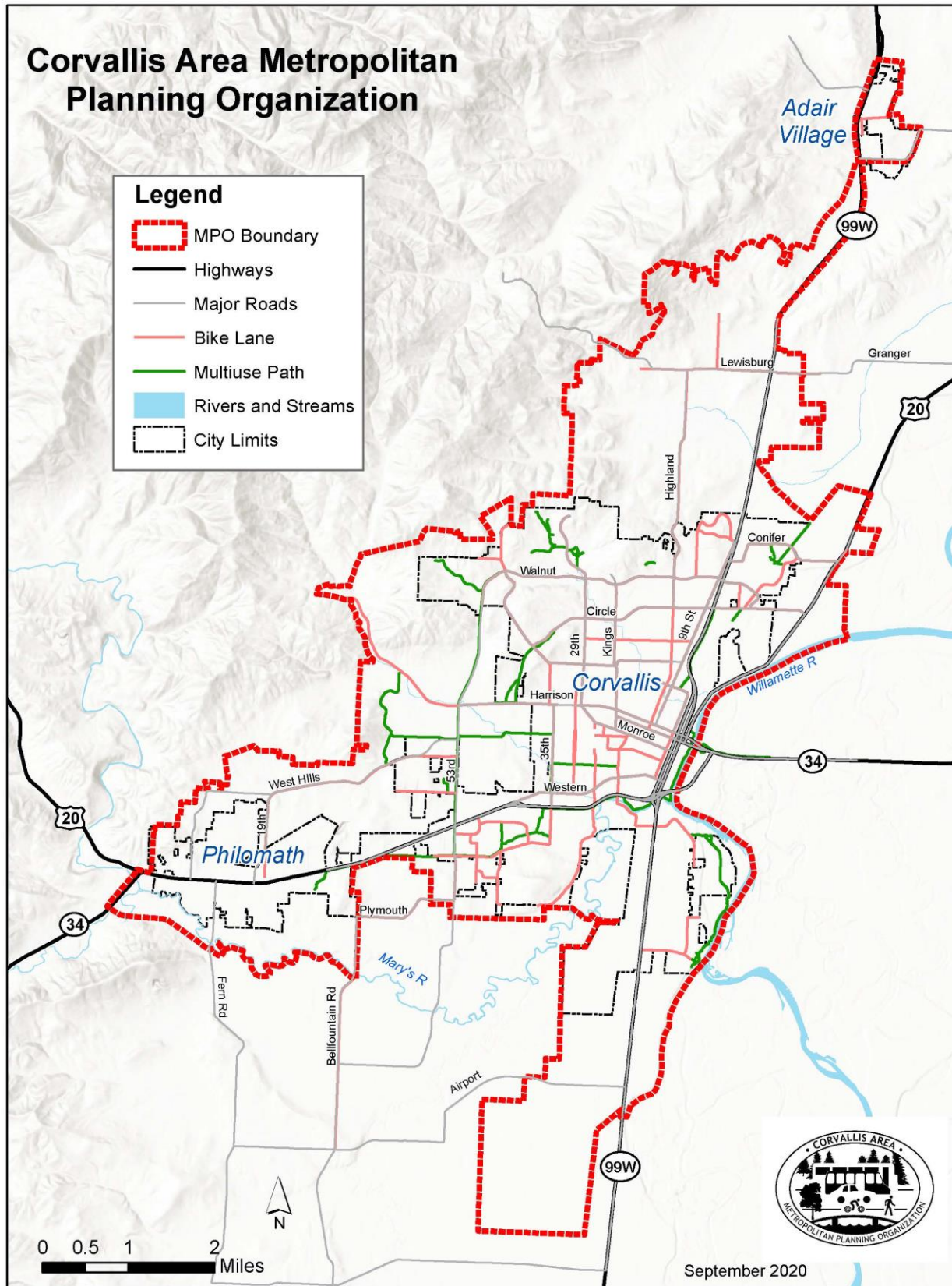
FY23 Expenses

<b>Cost</b>	<b>Amount</b>	<b>Percent of Total Budget</b>
<b>CAMPO Staff Payroll Expenses</b>	<b>\$195,000</b>	<b>79%</b>
<b>CAMPO Non-Payroll Expenses</b>	<b>\$43,448</b>	<b>18%</b>
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	
<b>Special Projects Pool</b>	<b>\$1,540</b>	<b>1%</b>
<b>Total</b>	<b>\$246,540</b>	<b>100%</b>

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

<sup>1</sup> Note, this number is less than the total estimated in-kind amount. Excess in-kind match will be carried over to the next fiscal year. For additional information see Appendix F.

# 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 <sup>st</sup> 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
<b>TASK 100: Program Management</b>				
110: MPO Operation				
120: MPO Administration	X			X
130: Annual Document Review				X
140: MPO Education and Training		X	X	
<b>TASK 200: Long Range Transportation Planning</b>				
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
<b>TASK 300: Inter-Regional Transportation Planning</b>				
310: AAMPO Coordination				
320: Transit Planning Coordination and Assistance	X	X		
330: Transit Workforce Study	X			
340: Travel Modeling and OHAS				
<b>TASK 400: Transportation Programming</b>				
410: MTIP Amendments				X
420: FY2024-2027 MTIP Development	X		X	X
430: 2030 OHAS Set-Aside				
<b>TASK 500: Special Projects</b>				
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
<b>TASK 100: Program Management</b>				
110: MPO Operation	X	X	X	
120: MPO Administration		X	X	
130: Annual Document Review				X
140: MPO Education and Training			X	X
<b>TASK 200: Long Range Transportation Planning</b>				
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
<b>TASK 300: Inter-Regional Transportation Planning</b>				
310: AAMPO Coordination	X			
320: Transit Planning Coordination and Assistance			X	X
330: Transit Workforce Study			X	
340: Travel Modeling and OHAS				X
<b>TASK 400: Transportation Programming</b>				
410: MTIP Amendments				X
420: FY2024-2027 MTIP Development				
430: 2030 OHAS Set-Aside				
<b>TASK 500: Special Projects</b>				
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 <u>CTSt</u> 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: IN-KIND MATCH OVERVIEW**

This appendix provides an overview of in-kind match funding as shown in the Fiscal Year (FY) 2023 Corvallis Area MPO Unified Planning Work Program (UPWP). The Corvallis Area MPO Unified Planning Work Program (UPWP) shows the details for tasks one through five as listed below in the “FY23 Budget by Fund Source” table. This table is also included above in Section V of the UPWP.

### FY23 Budget by Fund Source

<b>Task</b>	<b>Task Budget Total</b> (Personnel + Non-Payroll + Contracted Staff)	<b>PL Funds</b>	<b>FTA 5303 Funds</b>	<b>PL Match Funds</b> (10.27% from ODOT)	<b>5303 Match</b> (Funds and In-kind)
Task 100: Program Management	\$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
<b>Total SFY23 Budget</b>	<b>\$246,540</b>	<b>\$176,814</b>	<b>\$44,406</b>	<b>\$20,237</b>	<b>\$5,083<sup>2</sup></b>

The sections below provide additional detail on in-kind match by source.

### CAMPO Technical Advisory Committee Meetings

- 10 TAC Meetings at 1.5 hour per meeting
- \$60/hour loaded rate per staff person
- Total \$3,600

<b>CAMPO TAC MEETING</b>		
<b>Jurisdiction</b>	<b>Loaded rate/hour</b>	<b>Rate for 10 1.5 hour meetings</b>
Corvallis	\$60	\$900
Philomath	\$60	\$900
Benton County	\$60	\$900
OSU	\$60	\$900
<b>Total</b>		<b>\$3,600</b>

### CAMPO Policy Board Meetings

- 10 Policy Board Meetings at 2 hours per meeting
- \$16/hour for elected official volunteer time
- Total \$1,280

<b>CAMPO POLICY BOARD MEETINGS</b>		
<b>Jurisdiction</b>	<b>Loaded rate/hour</b>	<b>Rate for 10 2 hour meetings</b>
Corvallis	\$16	\$320
Adair Village	\$16	\$320
Philomath	\$16	\$320
Benton County	\$16	\$320
<b>Total</b>		<b>\$1,280</b>

<sup>2</sup> Note, this number is less than the total estimated in-kind amount. Excess in-kind match will be carried over to the next fiscal year.

Other In-Kind Sources

- CAMPO Multi-Modal Count Program:
  - Corvallis \$60/hour, 20 hours per year. Total \$1,200 .
- US20/OR34 Planning Study (split with AAMPO)
  - 10 staff people over 3 meetings, 2 hours long each. Approximately \$3,600 total, and \$1,800 per MPO (AAMPO and CAMPO)

Overall In-Kind Breakdown

<b>Item</b>	<b>Amount</b>
10 TAC Meetings	\$3,600
10 Policy Board Meetings	\$1,280
CAMPO Count Program	\$1,200
US20/OR34 Planning Study	\$1,800
<b>Total</b>	<b>\$7,880</b>

**OVERALL ESTIMATED IN-KIND TOTAL: \$7,880**

**ESTIMATED IN-KIND TO BE USED AS MATCH IN FY2023: \$5,083**

| **APPENDIX FG: SUMMARY OF COMMENTS**

See comment tracker following this page

Corvallis Area MPO FY23 UPWP  
Comment Tracker

Attachment B2

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

**Corvallis Area MPO FY23 UPWP**  
Comment Tracker

**Attachment B2**

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 - <a href="https://www.transportation.gov/NRSS">https://www.transportation.gov/NRSS</a>	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

Corvallis Area MPO FY23 UPWP  
Comment Tracker

Attachment B2

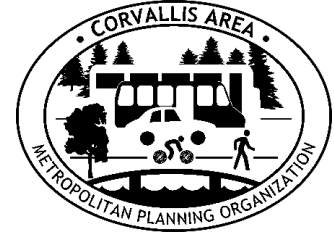
33	Regarding amendments to UPWPS, this may be a larger discussion, it would be good to walk through the process. AAMPO's UPWP amendment last year is a good example of how this process should be clear for all folks involved.	FHWA	Additional text has been added to this section
34	Given the STIP Timeline 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



# MEMORANDUM

Corvallis Area Metropolitan Planning Organization  
777 NW 9<sup>th</sup> Street, Suite 204C  
Corvallis, Oregon 97330

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**Date:** February 23<sup>th</sup>, 2022  
**To:** CAMPO Technical Advisory Committee and Policy Board  
**From:** Steve Dobrinich, CAMPO Staff  
**Re:** Statewide Transportation Improvement Program (STIP) Amendments

## Overview

The purpose of this memorandum is to provide an update on recent and ongoing amendments to the Statewide Transportation Improvement Program (STIP) relevant to the Corvallis Area Metropolitan Planning Organization (CAMPO). A summary table of amendments can be found on the following page.

## Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally-funded transportation projects. The current STIP (FY2021-2024) went into effect October 1, 2020 and expires September 30, 2024. CAMPO acts as the regional coordinator to the STIP helping ensure that amendments and other adjustments are processed appropriately. CAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

## Amendment Types

There are three types of STIP and MTIP amendments processed by CAMPO:

- **Full Amendments:** Require the greatest level of scrutiny including communicating project information to the Policy Board. The Technical Advisory Committee (TAC) determines if significant public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with notification requirements. Additional items for consideration include provision of a public comment period (two weeks), holding a public meeting, and any other actions deemed advisable by the TAC.
- **Administrative Amendment:** Require less scrutiny and are usually familiar to local staff members. Administrative amendments are brought to the TAC for discussion and approval. The Policy Board is notified of Administrative Amendments at their next regularly scheduled meeting.
- **Adjustment:** For minor changes, CAMPO staff has the authority to approve adjustments. Adjustments do not require committee approval or public notice.

Additional details on STIP and MTIP amendments can be found in the CAMPO MTIP policy [HERE](#).

## Action Requested

- Amendment #: 21-24-1900 -No action required
- Amendment #: 21-24-1940 -Approve amendment (CAMPO TAC)
- Amendment #: 21-24-1941 - Approve amendment (CAMPO TAC)

Key Number & Project Name	Project Description	Amendment Number & Description	Amendment Type	Financial Impact	Project Sponsor
<b>K20688: OR34: Van Buren Bridge (Corvallis)</b>	Replace bridge due to deterioration.	<u>Amendment Number: 21-24-1900</u> Advance the 'other' phase to start in 2022.	Adjustment	None	ODOT
<b>K22580: CWCOG Transportation Options FFY22- 24</b>	Cascades West Council of Governments (CWCOG) funding to promote and encourage the use of alternative transportation options during federal fiscal years 2022, 2023 and 2024.	<u>Amendment Number: 21-24-1940</u> Add new project using \$319,320.42 (total cost) split from K21556 and \$158,017.61 (total cost) split from K21817.  <u>Notes</u> <i>K21556 is TDM/rideshare (NW Oregon) (FFY22, 23 &amp; 24). This is a bucket of funds for transferring to TDM projects.</i>  <i>K21817 is Regional TO Provider Rideshare/TDM FFY22, 23 &amp; 24</i>	Administrative Amendment	Add \$477,338.03 to new project	OCWCOG
<b>K22581: Transportation Options FFY22 - FFY24 (City of Corvallis)</b>	Funding to promote and encourage the use of alternative transportation options by the City of Corvallis during federal fiscal years 2022, 2023 and 2024.	<u>Amendment Number 21-24-1941</u> Add new project using funds split from K21556.  <u>Notes</u> <i>As noted above, K21556 is a bucket of funds for transferring to TDM projects</i>	Administrative Amendment	Add \$164,249.41 to new project	City of Corvallis

## **Oregon Department of Public Transportation: Public Transportation Division 2021 Pedestrian and Bicycle Strategic Open House – Survey Feedback**

### **Introduction**

This document provides an overview of public feedback from the 2021 Open House for the [ODOT Pedestrian and Bicycle Strategic \(PBS\) Program](#). It is intended to let those who participated know the overall responses to the open house as well as to show how their input will be used by ODOT to shape future decision-making.

### **Survey Overview: Participation**

The PBS Open House took place from September 15 to October 31, 2021. By the close of the survey, ODOT PTD received 466 responses. 52.60 percent of these were from the Portland area and 47.4 percent were from other parts of the state.

Of those who responded 75.2 percent gave their race as White, and 11.6 percent identified as coming from a Black, Indigenous, or Person of Color (BIPOC) background. The average income given by those who responded was \$70,300, with 56 percent respondents giving their income as \$75,000 or above. The average per-capita income in the State of Oregon from 2015-2019 was \$33,763.

ODOT's Public Transportation Division (PTD) recognizes that more work needs to be done to engage those on low incomes, those from BIPOC communities and those from outside the Portland area. Some actions towards this goal are listed in the next steps section below.

### **Survey Overview: Specific Project Responses**

Respondents were positive about ODOT's priorities with 57 percent (265 people) of total survey respondents stating that they were "very supportive" or "supportive" of projects in their area.

The projects with the most responses of "very supportive" or "supportive" were:

- Tigard Safe Routes to School (Hall Blvd) – 24 percent
- Corvallis Pedestrian and Bicycle Safety Improvements (OR99W) – 15 percent
- Portland and other jurisdictions (McLoughlin Blvd, OR99E) – 14 percent
- Portland (Barbur Blvd, OR99W) – 13 percent

Other projects of impact to "very supportive" or "supportive" survey respondents were:

- Philomath US20 Pedestrian and Bicycle Improvements
- Springfield Highways OR126/OR528 Pedestrian Improvements
- Waldport US101 & OR34 Pedestrian and Bicycle Improvements

### **Survey Overview: General Issues**

General themes that emerged from the survey were:

- 279 people provided information on a problem such as gaps in sidewalks and bicycle infrastructure at one of the 36 locations cited in the survey.
- 234 people cited a complete lack of any bicycle (paths, bike lanes, etc.) or pedestrian (paths, sidewalks, crosswalks, etc.) infrastructure along local routes.
- 79 people pointed out vehicle speed being a barrier or stressor along local routes.

**Oregon Department of Public Transportation: Public Transportation Division  
2021 Pedestrian and Bicycle Strategic Open House – Survey Feedback**

- 16 people mentioned vehicle lane width or street width as a barrier to walking or biking along local routes.

**Survey Overview: Priorities for Additional Funding**

Respondents' top 5 priorities for additional funding, if it were to become available were:

- Physically separated bicycle facilities – 49 percent
- Crossing improvements - 42 percent
- Shared use paths - 38 percent
- Striped bike lanes – 25 percent

Other priorities that received multiple mentions were: road restriping to add bus lanes, more protected crossings near bus stops, better coastal and rural bus services, and bicycle library for low-income residents.

**Next Steps: How Will Responses Be Used?**

Responses will be used in three different ways:

1. Provide information to ODOT project teams working in on the PBS projects in the 2024-27 Statewide Transportation Improvement Program (STIP).
2. To inform our planning and prioritization around future funding opportunities.
3. Having analyzed the income and demographics of respondents it is clear that our respondents are predominantly high-income and White. We are therefore planning additional engagement activities in small-group settings to gather feedback from members of marginalized groups, many of whom are more reliant on bike, pedestrian and transit facilities than the general population.