



CORVALLIS AREA Metropolitan Planning Organization

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Policy Board Meeting
Wednesday, August 10, 2022
3:30 pm to 5:30 pm

VIRTUAL MEETING
Via Zoom to join click [HERE](#)
Phone: 1-253-215-8782
Meeting ID: 854 7042 4656
Password: 2022

AGENDA

- | | | | |
|----|------|--|--------------------------------|
| 1) | 3:30 | Call to Order and Agenda Review | Chair, Andrew Struthers |
| 2) | 3:35 | Public Comments | Chair |
| 3) | 3:45 | Approve minutes of May 11, 2022 Meeting (Attachment A) | Chair |
| | | <i>ACTION: Decision on Minutes</i> | |
| 4) | 3:50 | Metropolitan Transportation Improvement Program (MTIP) Project Evaluation Criteria and Application Instructions (Attachment B1, B2 & B3)
<i>Discuss criteria for evaluating projects seeking CAMPO Surface Transportation Block Grant (STBG) funding as part of FY2024-2027 MTIP. Discuss STBG application instructions.</i> | Staff |
| | | <i>Action: Approve evaluation criteria (Attachment B2) and discuss application instructions (Attachment B3)</i> | |
| 5) | 4:20 | Sponsor Eligibility for MTIP/STBG Funding (Attachment C)
<i>Discuss sponsor eligibility for CAMPO STBG funding as part of FY2024-2027 MTIP.</i> | Staff/All |
| | | <i>Action: Information and Discussion</i> | |
| 6) | 4:40 | Historic Distribution of CAMPO Surface Transportation Block Grant (STBG) Funding (Attachment D1 & D2)
<i>Review historic distribution of CAMPO's STBG funding.</i> | Staff/All |
| | | <i>Action: Information Only</i> | |
| 7) | 4:50 | MTIP/STIP Amendments (Attachment E1 & E2)
<i>Administrative Amendments related to Philomath Couplet and Oregon Household Activity Survey (OHAS) approved by staff.</i> | Staff |
| | | <i>Action: Information Only</i> | |

Member Jurisdictions:

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

8) 5:00 Other CAMPO Updates Staff

- Letters of Support for 5539/Low-No Emissions Grant Program (**Attachment F & G**)
- New grant programs through Infrastructure Investment and Jobs Act (IIJA) (**Attachment H**)
 - Safe Streets for All Grant Program: <https://www.transportation.gov/SS4A>
 - Reconnecting Communities Pilot Grant Program: <https://www.transportation.gov/grants/reconnecting-communities>
- CAMPO Annual Report (**Attachment I**)
- Upcoming meetings:

CAMPO Policy Board	CAMPO TAC
Aug 10	Aug 25
Sept 14 –in-person/hybrid	Sept 29 –in-person/hybrid

9) 5:10 Jurisdictional Updates All

- Jurisdictional Updates

10) 5:30 Adjournment Chair

ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Vacant	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	
Chris 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

Attachment A

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD REMOTE MEETING
Wednesday, May 11, 2022
3:30 – 5:30 pm
Via Zoom**

Board Members	Jurisdiction	Attendance
Position to be filled (previously held by Alan Rowe)	City of Adair Village	no
Councilor Andrew Struthers	City of Corvallis	yes
Councilor Matt Lehman	City of Philomath	yes
Commissioner Pat Malone	Benton County	yes
Savannah Crawford	Oregon Department of Transportation	yes
Alternates	Jurisdiction	Attendance
Pat Hare	City of Adair Village	no
Greg Gescher	City of Corvallis	yes
Chris Workman	City of Philomath	no
Gary Stockhoff	Benton County	yes
James Feldmann	Oregon Department of Transportation	Yes

Guests: Daniel Wood, Rob Upson

CAMPO Staff: Steve Dobrinich, Emma Chavez, Stephanie Nappa, Sarah Lindsey

TOPIC	DISCUSSION	DECISION / CONCLUSION
Call to Order and Agenda Review		Meeting called to order at 3:31 pm by the Chair, Councilor Andrew Struthers. There were no changes to the agenda.
Public Comment		There were no public comments.

Attachment A

<p>Approve Minutes of March 9, 2022, meeting</p>	<p>There were no corrections to March 9, 2022, meeting minutes.</p> <p>Commissioner Pat Malone made a motion to approve the minutes as presented. Motion seconded by Councilor Matt Lehman. Motion carried.</p>	<p>Consensus to approve the March 9, 2022, meeting minutes as presented.</p>
<p>FY2023 Unified Planning Work Program (UPWP) Review</p>	<p>Chair Struthers introduced the topic of the FY2023 UPWP stating that the Policy Board previously reviewed this document during the March 2022 meeting. The Board decided to hold off on approval until the close of the public comment period.</p> <p>Staff Steve Dobrinich provided an overview of the FY2023 Unified Planning Work Program (UPWP). The FY2023 UPWP will serve as CAMPO’s work plan starting on July 1, 2022, through June 30, 2023. The UPWP is broken down into same five task areas:</p> <ul style="list-style-type: none"> • Program Management • Long Range Transportation Planning • Inter-Regional Transportation Planning • Transportation Programming • Special Projects <p>The public comment period for the UPWP closed on March 17, 2022, no public comments were received.</p> <p>Dobrinich moved on to review a couple changes which have been made to the document since last time the Board reviewed:</p> <p>First, Dobrinich noted that a reference to motorized vehicle counts conducted by the City of Corvallis has been deleted. The city corrected us that they do not conduct vehicle counts and rely on ODOT motor counts.</p> <p>Next, the FY23 budget lists \$246,540 as the total budgeted amount. This number was derived from an ODOT estimate provided in January. That number will be changing, and there is a STIP amendment to that effect later on today’s agenda. Staff is leaving the number in the UPWP budget as it is for now but will plan to update it at a later time.</p> <p>With the new infrastructure bill, and after talking to other MPOs in Oregon, we know this number is likely to go up again. Since making the change in the UPWP budget can happen anytime during the next fiscal year we are waiting to do so. When the</p>	<p>Consensus to approve the FY2023 UPWP.</p>

Attachment A

UPWP budget is updated, the new funds will go into the special project pool, then the group can discuss project spending.

The goal of the MTIP/STIP amendment later in the agenda (agenda item #6) is to update the amount for CAMPO planning funds listed in the Statewide Transportation Improvement Program (STIP). This is changing because the statewide allocation has gone up. There is a formula agreed upon by ODOT, League of Oregon cities and the Association of Oregon Counties, that calculates the distribution of planning funds to the MPOs, when that total number went up so did the numbers for each MPO. Staying as is for now.

Dobrinich moved on to review the MTIP Development schedule, month by month, over the next year and a half for 2022-2023, kind of a sketch of the timeline for developing the FY2024-27 MTIP. Staff began discussing the MTIP/Surface Transportation Block Grant (STBG) evaluation criteria during the April TAC meeting. Staff plans to continue the evaluation criteria discussion with the TAC during the next meeting. Staff will also work on developing a project solicitation packet. This will lead to project requests in August, early September, and talk about what projects to fund.

Dobrinich shared Appendix E -the comment tracker and asked whether there were any other questions about the UPWP.

James Feldmann; ODOT – Steve, we talked about this earlier, but I wanted to bring it up for the group. Task 4430 calls for an \$8,000 set aside for the Oregon Household Activity Survey (OHAS), and we will want to capture the payment for the current survey that's happening next year. I don't know if that would be an amendment to this or edits made now but I could see that being taken care of later.

Staff Steve Dobrinich - Thanks for mentioning that, James. I'm still figuring on the details on that one. I noticed that we have the OHAS listed twice -Task 340, and Task 430. I believe Task 340 is for the current OHAS and Task 430 is for future 2030 update.

James Feldmann; ODOT- I don't remember the dollar amount you need to contribute to the next year, and whether the number listed for Task 340 jives with that.

Staff Steve Dobrinich – That's what I'm trying to figure out. I am going to have to do some follow up internally. My understanding is that we do have the funds for the current OHAS development, but I need make sure that is true and then it likely needs

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	<p>to get into our MTIP as well. This just came up today, not a lot of background. Board may hear about this again soon.</p> <p>Motion by Commissioner Pat Malone to approve UPWP as presented. Second from Councilor Matt Lehman. Unanimously approved.</p> <p>Councilor Matt Lehman - Not sure this is appropriate time to bring this up, seems like Philomath is seeing a large increase in cost estimates for projects we have going on. I have an overriding concern that we are not going to be able to do things that we think we are going to be able to do with the amount of money we have because of the environment we are in. I do not have a particular outcome I am looking for, but good to have a conversation as a group.</p> <p>Chair Struthers I think it is knowing expenses are going up everywhere, I think it is something you deal with in the moment. We are experiencing that here in Corvallis also, you can't budget for that and that is something as a Policy Board we are going to have a keep an eye on.</p> <p>Staff Steve Dobrinich - Similar issue came up during the TAC meeting, several jurisdictions brought up projects that were exceeding estimated costs and have to be pushed back. Not sure with new ones if we can offset them, I think it is on the radar with our partners.</p> <p>Councilor Matt Lehman - Should we start preparing and sacrificing so we do not come out of the blue and catch people off guard.</p> <p>Staff Steve Dobrinich - Good idea with current MTIP and as we develop our new projects, worthwhile to think about costs going up, maybe things we were able to do in a previous cycle.</p> <p>Action: Approve FY2023 UPWP</p> <p>Commissioner Pat Malone motioned to approve the FY2023 UPWP as presented. Seconded by Councilor Matt Lehman. Motion carried.</p>	
Project Updates	<p>OCWCOG, Transportation Planner, Stephanie Nappa began an update on the Mobility Hubs Project and Corvallis Bikeshare Plan.</p> <p>Nappa indicated that the Mobility Hubs Project was funded with a STIF Discretionary grant that we have been working on with the consultants Parametrix. The project is a</p>	

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partnership between OCWCOG, Oregon State University, Linn Benton Community College (LBCC) and transit providers in the region.

Nappa moved on to provide an overview on Mobility Hubs:

- Essentially, it's a fancy transit stop
- Provide connections between transit and other types of transportation modes- e.g., carpool, park and ride,
- Additional amenities may include food carts, bathrooms, wayfinding signage, package delivery pickup
- It's sort of a mix and match of types of services and amenities you can include based on project needs

We are designing one of these for both OSU and LBCC. The OSU location is on SW Jefferson Way near SW 15th Street, where the Linn-Benton Loop and Coast to Valley Express stop on Jefferson. The idea with that location is to consolidate all the transit service to the location where the Coast to Valley currently stops. Shifting all the nearby stops to one mid-block location. There will be space for future bikeshare.

LBCC is further ahead than OSU in the process because they had previously worked with an architect to design a Mobility Hub concept. Idea was to improve the transit stop the Linn Benton Loop serves and make it into a grand south entrance to campus, make into a grand south entrance into campus. When LBCC had put out the idea of improving campus stops. The COG noted this, ODOT has designated this location (as well as the OSU location) as "Key Transit Hubs" we thought we would play it up a little bit, make them into Mobility Hubs and make it a really nice transit amenity for clients riding the Linn Benton Loop in connecting across the region. The LBCC design is going to stay pretty close to the concept the architect drafted. OSU's is going to be a little bit different.

Councilor Matt Lehman – I'm in a little bit of a unique situation here, I travel around the country for work. You mentioned the park and ride as a possibility Most of the park and rides I've seen associated with transit does not encourage you to park long term, especially at night. Has this been discussed or addressed in conversation about the mobility hubs?

Staff Steph Nappa - we have not talked about the airport connection or long-term parking in reference to LBCC. With OSU it's a little bit different because the airport shuttle might use the mobility hub site there and there is a parking lot across the

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street that could potentially be used for longer term parking. LBCC has space, I would think, maybe there could be conversation about the airport shuttle servicing there as well, they currently have an alternate spot. This is something we could explore.

Staff Steph Nappa continued, once the conceptual design is complete which we are hoping to wrap up sometime this month. We will be focusing on the cost estimate because the goal is to submit a request for consecution funding during the next round of STIF grant funds in the October/November timeframe. The full PS&E for the project will be done by June of 2023 but want to get cost estimate done in time for application. That is our target right now.

Commissioner Pat Malone – Glad to see the drawings, this has been simmering for a while. Great idea to be a part of the package to encourage people to consider transportation options and making them attractive rather than telling folks to go out to the back parking lot that is dark and there might be a bus sometime. I think looking forward to following these projects as they make some progress.

Staff Steph Nappa - It has been fun, the consultant team is great, LBCC has an awesome design, OSU's will look a little different but will be a really comfortable and attractive space for people to access transit. I'm excited to come back with the full conceptual design.

Councilor Andrew Struthers - On the airport buses, I believe they go through the Albany train station because Amtrak comes through there, is there an opportunity to connect the hubs and the trains station?

Staff Steph Nappa – The Linn-Benton Loop and Linn Shuttle connect between LBCC and the train station. A separate project I'm working on is a revamp of the Albany transit system, another connection through Albany transit.

Councilor Andrew Struthers – I may have missed you say this but the OSU vision for campus has plans for multiple mobility hubs. I wanted to note that because OSU is looking at multiple mobility hubs because it is such a big campus.

Staff Steph Nappa - This is project is designing the first mobility hub, but the idea is to then take same design elements to the other mobility hubs. Start out with this one and then repeat it elsewhere on campus.

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Corvallis Bikeshare Plan

Staff Steph Nappa – moved on to discuss the Corvallis Bikeshare Plan. This is a project we have been working on for a little while. Some CAMPO planning funds dedicated to this and there is a subsection of the project that is funded through an ODOT Innovation Grant.

Key partners- include OSU, City of Corvallis and ODOT.

We had the Pedal Corvallis Program that operated from 2016 into 2020. We had 50 bikes and 10 stations sparsely spread out in the community. Even though stations were not in the most convenient location, and we did not have a lot of station density we had an average of 400 trips per month which is impressive considering the limitations with the system and that it was more or less a pilot. OSU was a key trip generator; a lot of students were taking it to campus. Our vendor, Zagster, shut down the system at the start of the COVID pandemic. Zagster shut down systems nationwide including Salem, Bend and Ashland. Zagster shut them down because operator model did not want to have to deal with the enhanced cleaning schedules and their operating model did not really support that. They went bankrupt shortly after that. We have been without a bikeshare system since March 2020, take a lesson learned and plan something, bigger, and more functional, and a part of Corvallis.

Staff Stephanie Nappa – The goals of the new system are to start by using standard pedal bikes on a station-based system. Station-based means you have to pick up and return bikes to the stations. Targeting 100-150 bikes, focusing on OUS and downtown Corvallis, serving student trips because they were key trip generators, and this approach aligns with a lot of OSU's goals around reducing parking demands on campus. It is also a nice amenity for students, so they do not have to worry about theft or maintenance. That is why targeting OSU first. For context, the Eugene system has 300 bikes. In the future want to add electric assist bikes similar to what Portland has done. We cannot do that in Corvallis right now because of Corvallis' E-mobility ban, we will set up a good system and try to re-evaluate electrification in future. Maybe even look at adding e-scooters. Integration with transit is going to be a key part of the expansion. Thinking about Bikeshare as an extension of the transit system, making first and last mile connections to expand transit. I will talk more about that when I get to the innovation grant. Further out consider expanding to the broader CAMPO region including Philomath and Adair Village. And some day into Albany.

Innovation grant

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Staff Stephanie Nappa – The Innovation Grant that I mentioned is focused on transit integration. The question this project is trying to answer is -can I use Remix’s transit planning software to plan a bikeshare system that is integrated with transit. Remix is an online transit planning software that a lot of transit agencies and transit consultants use to plan out transit systems, that is its whole purpose, right now it is not set up to do bike share planning. Right now, testing it out to see if a way to adapt it to meet that need. If I am successful, we will be able to test different scenarios to see how different expansions could impact transit access, serving low-income areas, or access to jobs. It is a really cool tool if I can get it to work for our needs. That is a separate aspect of this same project.

The last thing to mention about bikeshare is a potential ODOT investment. With the federal IIJA funding, there is lot of support for transit and bike infrastructure. ODOT is considering using a portion of funding for an innovative mobility pilot. Part of that pilot would be either grant for capital costs associated with bike share, like stations and bikes. Or there is potential to create a statewide operator agreement with Cascadia Mobility. Cascade Mobility is the nonprofit operator that runs Eugene’s system. The idea is ODOT would have an agreement with Cascade Mobility to do day to day operations -customer service, bike maintenance, bike rebalancing; all the things that cities do not really have the ability to do that. If that works out it could be really exciting for supporting the bikeshare system in Corvallis. In the back of my head are the questions of how are we going to pay for it and who is going to run it?

Councilor Andrew Struthers -So as a Corvallis Rep. I understand why you are focusing on OSU and a little bit of the downtown. When I think about the students, they are looking at Monroe up Kings to WinCo and the Timberhill Shopping Center. Is one of the focuses where OSU students are actually engaging. A lot of what students are interested in is along Monroe and up NW Kings to WinCo and the Timberhill Shopping Center. I realize there is a phase 1 plan and then phase 2 expanding the program but I was thinking about where expansion is going to go to?

Staff Stephanie Nappa – something I have been thinking about a lot is where do we draw the boundaries, where do students need to actually get to? Early on in the process (2021) I did a public survey, that’s where goals of doing a regular bike pedal bike system with stations came from feedback to that survey. I did not get as much OSU feedback as I would of like, but I did a couple focus groups, and then recently had a student leadership class reach out about helping with bikeshare. I tasked them with doing some short surveys of students around campus. I’m excited to see what the outcomes form their surveys are.

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	<p>Councilor Andrew Struthers - Thinking about the high schools during expansion, low-income families to get around to school, the barrier for people who can get them. Can we get these slides, I know my council will be very interested in hearing about this program coming back in the near future?</p> <p>Commissioner Pat Malone - There have been various programs, were you saying the Portland program is being reinvented? They got a pretty good support from Nike to launch it 5 years ago. What have we learned from our original program? There have been a number of these have tried, they last for a while, then run out of gas. As we're redesigning, what can we learn from the programs before us? Seems like having enough resources to not only start it but keep it going. I'm glad it's back on the drawing board. Sometimes it takes a couple starts and stops to learn how to successfully design a program.</p> <p>Staff Stephanie Nappa – The Portland system has Nike as their title sponsor, for Eugene Peace Health is title sponsor. Title sponsorship is pretty key because it provides ongoing sustained funding for the operations of the system. It's like transit, it doesn't self-fund. Ridership fees to cover the full operating feeds unless the price is higher but then your affordability issues. A lot of cities are thinking about bikeshare as a form of public transit because of the level of staff time it takes to maintain the bikes, keep them rebalanced and do all the things it takes to operate the system. This is different than what you see with E-Scooter systems. For example, Bird scooters just launched in Albany. Because of the volume of trips, they generate a lot of e-scooter systems are self-funded. It is also a lot easier to pick up 10 scooters at a time because they are smaller than bikes. The operating costs are different and so is trip volume. Many E-scooters systems are self-funded which is why you see many of the private companies focusing there instead of bikeshare. Lessons from the first system -need to have more station density, need to figure out the funding to make it sustainable.</p> <p style="text-align: center;">Action: Information Only</p>	
<p>MTIP/STIP Amendment (Attachment C)</p>	<p>Staff Steve Dobrinich introduced the amendment #21-24-2038 to the MTIP/STIP. This amendment adds \$52,622 in CAMPO planning funds. Dobrinich stated that the CAMPO TAC has recommended this amendment for approval. The comment period will close May 17, 2022, staff does not anticipate any comments, but Board approval would be effective pending the close of the comment period.</p>	<p>Consensus to approve the amendment # 21-24-2038 unanimous.</p>

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	<p>This increase in our planning funds for FY2023, happening for all the MPO's in the state. Upon approval, the updated numbers will go into the MTIP/STIP, then be budgeted into the work plan at a later time.</p> <p>Dobrinich reiterated that this amendment will add \$52,622 to the MTIP/STIP. I believe these numbers will shift again this summer or fall due to the infrastructure bill, changes to the budget can be made at a later time.</p> <p>Commissioner Pat Malone - motion tentative, take effect after public comment area?</p> <p>Staff Steve Dobrinich – The comment period has been posted on the CAMPO website and in the newspaper. The comment period ends at 5:00pm on Tuesday, May 17.</p> <p>Commissioner Pat Malone moved to approve amendment # 21-24-2038 after May 17, 2022 (if not major comments/challenges), Councilor Matt Lehman seconded motion. Unanimous vote to approve.</p> <p>Action: <i>Approve amendment # 21-24-2038</i></p>	
<p>Edits to CAMPO MTIP Document (Attachment D)</p>	<p>Staff Steve Dobrinich - Several edits were made to the Metropolitan Transportation Improvement Program (MTIP) document. The first two were approved to add transportation options funding projects -one for OCWCOG and one for the City of Corvallis. Both projects have been added to the STIP. Additionally, there were three projects funding the Linn Benton Loop that were in the STIP but not in the CAMPO MTIP. Those have been to the MTIP as well. Does not need approval, just wanted to let you know they were added.</p> <p>Dobrinich stated that in the future CAMPO may begin to add transit projects differently. Transit funding is split out by year and then by activity such as operations, capital improvements, preventive maintenance, and safety. I learned that the Bend MPO splits projects out by year but keeps all the activities under one project. This means they have a single MTIP/STIP transit entry for each year. Bend then adds notes about how the funding is split between activities.</p> <p>Action: <i>Information Only</i></p>	
<p>Other Business and Jurisdictional Updates</p>	<p><u>CAMPO Updates</u></p> <p>Staff Steve Dobrinich -We are currently working on getting signatures on Memorandum of Understanding for distributing Covid stimulus funding approved by the Board. Benton County already has signatures, I believe I just got the COG</p>	

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signature in my inbox so Benton County will be able request the stimulus funds soon. Still working out some details of an MOU with OSU and City of Corvallis. Other requests for funding have not been made by communities. Hopefully we can start writing checks for these funds.

During the last TAC meeting we started a conversation about the evaluation criteria for Surface Transportation Blog Grant (STBG). The TAC is going to have another conversation and then the criteria will come before the Board. This is the criteria that supports the development of CAMPO's Metropolitan Transportation Improvement Program (MTIP).

In March this group expressed interest in having an in-person meeting, we can look at doing next board meeting in person, either June or July based on agenda items. Next meeting in person?

Councilor Andrew Struthers - Yes.

Jurisdictional Updates

Councilor Andrew Struthers - Corvallis we had our first in-person City Council meeting on May 2 since March 2020. City of Corvallis is back in person, we are in a new world of hybrid meetings. At the June meeting, we will kick-off our new Multimodal Advisory Committee to go over various modes of transportation. Corvallis has been revamping our committees

City of Corvallis is in the middle of budget season. We had our Public Works meeting and there was discussion of potentially a citywide evaluation for what roads to look at for lane reallocation. This came out of a community request to look at Walnut which is mentioned in the Regional Transportation Plan we just adopted. City staff is taking holistic look but that may be depending on a grant, but I'll let Greg comment. One other thing about budgets, Matt, every year we do street resurfacing and street rehabilitation projects, we had to axe a project for next year due to costs. So definitely seeing cost run ups impacting street projects right now.

Greg Gescher - We will be applying for a Transportation Growth Management (TGM) grant that will help us look at opportunities for reallocation of space for bicycle facility improvements, looking for opportunities that may have bike lanes that are not buffered or streets that still need bike lanes. We put some money aside in our budget to specifically look at Walnut if we don't get that grant as we requested through our budgeting process. That is on the horizon.

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Commissioner Pat Malone – The Cascades West ACT supported an ODOT funding process which selected resurfacing the runway at the Corvallis airport and replacing runway lights, current runway lights do not work. I always need help; this is a \$46 million pot of money, and this project was approximately \$350,000 needed to get this \$4 million project over the finish line. It is the City of Corvallis project, but I am chair of CW ACT got help from Commissioner Nyquist, and as far as I know that is grinding its way through the ODOT process. The Corvallis Airport has been designated by FEMA as critical structure, 99W has a lot less bridges that can fall down than I-5.

Benton County has submitted 7 projects to federal partners Senators Wyden and Merkley and Congressman DeFazio, not just transportation projects. A couple projects are getting some attention from Wyden's office -the 53rd Street overpass which is in the \$12 to \$15 million range. The question came back is that scalable? The County's response was that one was not scalable. We submitted a \$6 million request for the middle section of Corvallis to Albany multiuse path and that one is scalable. It's nice to hear back that these asks, we get word from the Senators office looking for project suggestions. I don't know where the process goes after we submit our request. There is significant transportation funding available, fair amount of interest in alternate transportation. On the Mobility Hubs, would there be charging stations for electric bikes?

Staff Dobrinich - Steph logged off of the meeting but I can pass your question along.

Commissioner Pat Malone - Even if we did not have bike share, if you are able to charge a bike while going to class that might be nice. Pacific Power gave our Economic Development group a \$60,000 grant to subsidize up to \$1,200 per electric bike for low-income households. That works out to 50-60 subsidized bikes from the Pacific Power grant, another way to help people get around our area without a car. It has taken longer than expected to use up the vouchers because of lack of availability of electric bikes but I think we are either finished or close to being finished with second round of program. Steph educated my on-title sponsors, we want a title sponsor, to get someone with deep pockets to invest in the bikeshare efforts.

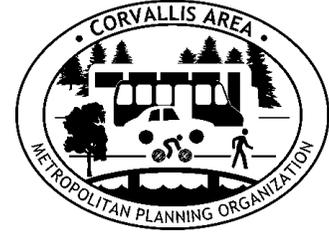
Savannah Crawford – ODOT – Commissioner Malone you reminded me regarding the IJA grants. As we start seeing grants come available through the IJA funding pots, ODOT has created an online tool for local jurisdictions if they want a letter of support, we can provide you a letter.

Attachment A

	<p>Councilor Matt Lehman - Moving forward on a Local Improvement District (LID) on Landmark Dr, and there is already a preliminary plan for an industrial site being discussed.</p> <p>We are moving forward with our streetscape projects, we had to allocate some additional funds, we had to look at what funding pots that would come from and what we can't do next year as a result. Streets are really expensive, and I know there is a big push from the state to increase housing and we have a very serious issue with housing. I'm afraid that if we started charging developers for all the infrastructure, then no one would be able to afford to build housing. On the flip side, it's becoming so expensive that local municipality level projects are going to get more difficult to do. It's getting to the point where we have to go to CAMPO, or the state to get funding for any infrastructure project we are going to want to do. We need involvement of other agencies to fund projects now. We have to convince community that projects are worthwhile and then convince other entities. It's concerning that what little autonomy we have as municipalities is being eroded away not only by new policies and legislation but also the shear cost of doing business these days.</p> <p>Councilor Andrew Struthers – Matt, I sit on Finance Taxation Policy Committee for the League of Oregon Cities, and that is an ongoing conversation about how communities can maintain everything with the precious dollars we have. I know Councilor Biscoe from Philomath does work with League of Oregon Cities as well. Very ongoing conversation.</p> <p>Last thing, if you have any ins with staff or elected officials in Adair Village, please push them to get involved with CAMPO. We have not had a representative since Alan Rowe left Adair Village. If one of us were to be absent, we could not have meetings. Give Adair a poke, missing out on these meetings, All members here.</p>	
Adjournment		Meeting adjourned at 4:41 pm

MEMORANDUM

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



Date: May 11th, 2022
To: CAMPO Policy Board & Technical Advisory Committee
From: Steve Dobrinich, CAMPO Staff
Re: Metropolitan Transportation Improvement Program (MTIP) Project Evaluation Criteria Recap

Purpose

The purpose of this memorandum is to outline discussion from the April 28, 2022 Technical Advisory Committee (TAC) meeting on the FY2024-2027 Metropolitan Transportation Improvement Program (MTIP) evaluation criteria. The criteria discussed applies to Surface Transportation Block Grant (STBG) funding distributed through the Corvallis Area Metropolitan Planning Organization (CAMPO).

Overview of April TAC Discussion

Background

- Evaluation criteria adopted in 2004; updated in 2019
- Modernization and preservation projects scored separately and then combined into one project list to go to the Policy Board
 - Preservation projects were the primary focus for spending and modernization was funded on a case-by-case basis
 - Scoping studies, about 10% set aside, was funded on a case-by-case basis
- The evaluation criteria is used as a tool to assess project proposals, however, project selection is determined by the CAMPO Technical Advisory Committee (TAC) and Policy Board, not strictly tied to outputs from scoring criteria

Initial Feedback

- Place more emphasis on connection between evaluation criteria and long-range transportation documents –Regional Transportation Plan (RTP) and local Transportation System Plans (TSP)
- Clarify definitions of terms used as part of evaluation criteria –“high frequency transit route”, “identified high crash location”, “document safety issues”
- Consider moving “Improves freight operations on designated routes” out from under “Safety Improvement” category

Discussion on Regional Travel Corridors

- Projects along regional travel corridors identified in the CAMPO RTP as well as projects identified in local TSPs are eligible for STBG funding
 - TSP projects are referenced into the RTP
- Given historic STBG funding levels, and higher costs along corridors, projects on local system are typically put forward by member jurisdictions
 - Regional travel corridors are largely ODOT facilities
 - Projects along regional travel corridors are often more costly than local TSP projects
- It's important to ensure RTP goals are being met through STBG spending

Pavement Condition Scoring

- CAMPO staff requested confirmation that pavement condition scoring documented in FY2021-24 STBG funding materials placed higher priority on improvements to roadways with “Fair” pavement condition than “Poor” pavement condition
 - Scoring: Fair-30, Poor-15, Good-5
- TAC confirmed this was the case in order to help make funding go further and to incentivize resurfacing before pavement condition deteriorates to “Poor”

Climate and Equity Criteria

- Suggestion to add criteria related to climate change and equity -i.e. is a project in a high or low income area? Will project help reduce Greenhouse gas (GHG) emissions?
- Question on whether equity criteria, while very important, could potentially cause funding distribution between communities to become inequitable

Distribution Between Communities

- Agreement to find somewhere in the solicitation packet to say that the intent of the scoring is to identify high priority projects in the region and to distribute projects between jurisdictions
- Suggestion that the group look back at past MTIP cycles to see how funds have been allocated bearing in mind that some funds may have been distributed based on TAC participation
- In the past some County projects had trouble scoring highly as compared to more urbanized areas, even in preservation, because they didn’t have bicycle or pedestrian improvements associated with them, not all projects have the same components

Other Key Takeaways

- No objections to maintaining two separate lists -preservation and modernization
 - Recognition that preservation remains the priority but don’t want to eliminate ability to use funds on modernization or scoping projects
- Don’t want to overcomplicate evaluation criteria and make the process too cumbersome
- Emphasis on using evaluation criteria and scoring as a tool, there have been past examples where the TAC decided to recommend funding projects that weren’t the highest scoring but helped make the distribution between communities more balanced
- During the last project selection process there was a desire from ODOT to use a more prescribed format for the project proposals (proposal form)

CAMPO Staff Analysis**Proposed Next Steps**

- Develop application instructions including overview of STBG program, requirements, eligible projects/sponsors, schedule, evaluation criteria, and guidelines for submitting projects for consideration
 - Include info about State Fund Exchange Program
 - Incorporate language better defining terms used in criteria
- Review historic distribution of STBG dollars with recognition that funding levels may have been directly linked to staff participation on TAC
 - Goal is to maintain project-based focus when selecting projects for 2024-27 cycle, not to rely on historic trends

Future Considerations

- Defer addition of equity and climate criteria until next MTIP cycle
 - Bend MPO is starting to define equity criteria for the first time now
 - ODOT equity tool is still in development

- Potentially staff intensive process for small MPO
- Defer larger overhaul to evaluation criteria until future MTIP cycle

Action Requested

- **CAMPO TAC**: Discuss updated evaluation criteria and application instructions; recommend approval to CAMPO Policy Board
- **CAMPO Policy Board**: Discuss and approve updated evaluation criteria and application instructions

Attachment B2

Updated STBG Evaluation Criteria -

Edits based on June 8, TAC discussion (with track changes)

PRESERVATION	
Pavement Condition (30 pts)	Fair (30 pts) Poor (15 pts) Good (5 pts)
Bicycle/Pedestrian/Transit Improvement (30 pts)	Improves bicycle facilities (15 <u>10</u> pts) <u>Improves pedestrian facilities (10 pts)</u> Project along high frequency transit route (15 <u>10</u> pts)
Safety Improvement (32 <u>20</u> pts)	Identified High Crash Location (10 pts) Addresses documented safety issue <u>and/or identified high crash location</u> (4 <u>2</u> 0 pts) Improves freight operations on designated route (10 pts)
Project Leverage (4 <u>2</u> 0 pts)	Funding this project will leverage other larger opportunities to increase overall project impact (10 pts) <u>Improves freight operations (10 pts)</u>
Total	100 pts

MODERNIZATION	
Project Readiness (30 points total)	A scoping study is completed (8 pts) Project is in within existing ROW (8 pts) No extensive environmental permits required (7 pts) Match funding is already identified (7 pts)
Bicycle/Pedestrian/Transit (30 points total)	Improves bicycle facilities (8 pts) Improves pedestrian facilities (8 pts) Improves bus stop (7 pts) Project along transit stop (7 pts)
Safety (30 <u>25</u> points total)	High crash location (8 pts) Addresses documented safety issue <u>and/or identified high crash location</u> (8 <u>18</u> pts) Upgrades signal system to improve efficiency (7 pts) Improves freight operations on designated route (7 pts)
Intercommunity Impact (15 <u>9</u> pts)	Project identifies benefits to multiple communities (10 pts) <u>Improves freight operations (5 pts)</u>
Total	100 pts

FFY 2024-2027 Corvallis Area MPO Discretionary Funds

Surface Transportation Block Grant (STBG)
Program

Application Instructions

DRAFT

Staff Contact:

Steve Dobrinich, Transportation Planner
sdobrinich@ocwcog.org; 541-223-7040
Corvallis Area Metropolitan Planning Organization
777 NW 9th Street, Suite 204C
Corvallis OR, 97330
www.corvallisareampo.org/



Overview

The Corvallis Area Metropolitan Planning Organization (CAMPO) is requesting project proposals for use of Surface Transportation Block Grant (STBG) funds for federal fiscal years (FFY) 2024-2027. CAMPO has **approximately \$XX million** in federal funding available for construction and scoping projects in the MPO region. STBG funding is distributed annually with **approximately \$1 million** available each year. Priorities for the use of CAMPO's STBG funds are outlined in this document.

Projects will be accepted until 5:00 PM (PST), **October 14, 2022**. Application materials should be submitted electronically to sdobrinich@ocwcoq.org.

Project Eligibility

Projects must be located within the Corvallis Area MPO boundary; be consistent with [2043 CAMPO Regional Transportation Plan](#) (RTP) a local transportation plan or other long-range planning document; and meet general eligibility requirements for use of federal aid dollars under Title 23 of the U.S. Code (see eligibility link in the box below for more information).

The STBG program is a flexible funding source that may be used for a variety of programs and projects within the Corvallis Area MPO boundary, including those outlined below:

- Roadway projects (generally should be located on an arterial or collector)
- Capital costs for transit projects, purchased service
- Signal & technology projects
- Bicycle and pedestrian improvements, including trails
- Safety projects
- Planning and scoping projects
- Travel options programs (including Safe Routes to Schools)

To confirm project eligibility, see:

Section E --ELIGIBILITY (pages 12 through 16)

https://www.fhwa.dot.gov/specialfunding/stp/bil_stbg_implementation_guidance-05_25_22.pdf

Projects will first be evaluated and ranked by CAMPO staff and the Technical Advisory Committee. Project lists will be made public for comment before final approval by the CAMPO Policy Board. While the Corvallis Area MPO Policy Board is responsible for selecting projects for these funds, final eligibility may be determined in consultation with FHWA, FTA, and ODOT.

ODOT STBG Fund Exchange Program

CAMPO has historically utilized ODOT's [STBG State Fund Exchange Program](#) which provides additional flexibility in how STBG dollars can be spent locally. It is expected that ODOT's Fund Exchange Program **WILL NOT** be available for STBG dollars associated with the funding cycles of the MPO's 2024-2027 Metropolitan Transportation Improvement Program (MTIP) and ODOT's 2024-2027 Statewide Transportation Improvement Program (STIP). Conversations are currently underway that will decide the future of this program. MPO staff will keep potential applicants apprised of progress on this topic.

Attachment B3

If it remains available, applicants awarded funding may choose to use the Fund Exchange Program during this funding cycle. Local match is not required if the applicant uses the Fund Exchange Program, however, there is an exchange rate of .90 cents per dollar associated with the program¹. To be eligible for State Fund Exchange projects must be located within the public Right-of-Way. Other eligibility requirements apply as well.

Eligible Sponsors

Applicable to the Corvallis Area MPO, eligible sponsors for projects requesting funds are limited to: local governments, transit agencies, natural resource or public land agencies, school districts, local educational agencies, schools, tribal governments, ODOT, other local or regional governmental entity with responsibility for oversight of transportation or recreational trails.

Program Requirements

Project Size: There is no set min./max. award; each project will be considered on its own merit.

Cost Estimate Sheet: TBD

Matching Funds: All projects require a local match paid by the applicant or by partner organizations. The **minimum local match is 10.27 percent** of eligible project costs. Note, if available, the ODOT STBG Fund Exchange Program does not require a match, although an exchange rate applies.

Annual Update: Applicants awarded STBG funds may be asked to submit a brief update annually for review by the CAMPO Policy Board. The update should include the status of the funded project and, if applicable, how it is performing relative to the purpose/need originally described in the project application.

Scoping Studies

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

Project Selection Process & Evaluation Criteria

Each project application will be screened for STBG Program eligibility by MPO staff, and an initial project scoring will be applied based on how well the information provided appears to support the established criteria (see table below for criteria). The Technical Advisory Committee (TAC) will then be given the opportunity to review all applications and finalize the criteria-based scoring through a consensus process. ***The evaluation criteria is used as a tool to assess project proposals, however, other factors are also considered as part of the selection process (e.g. funding available/requested, timeframe, benefits not captured in criteria, feasibility of project scope).*** Given the select criteria topics and the broad range of projects that are STBG eligible, it is expected that not all projects will score well despite having clear benefits. As mentioned above, the criteria scoring is simply a tool that the TAC uses in developing their funding recommendation. Applicants will be given the opportunity to present projects to the TAC and Policy Board. The CAMPO Policy Board will make the final funding determination.

¹ Previous exchange rate was .94 cents per dollar.

Attachment B3

Evaluation Criteria

The following criteria will be used for STBG project evaluation as part of the FFY2024-2027 Metropolitan Transportation Improvement Program (MTIP) process. Projects will be sorted into Preservation and Modernization, and then combined into one overall funding list. **Applicants for funding must demonstrate how well their proposed project meets the evaluation criteria identified below.**

PRESERVATION	
Pavement Condition (30 pts)	Fair (30 pts) Poor (15 pts) Good (5 pts)
Bicycle/Pedestrian/Transit Improvement (30 pts)	Improves bicycle facilities (10 pts) Improves pedestrian facilities (10 pts) Project along transit route (10 pts)
Safety Improvement (20 pts)	Addresses documented safety issue and/or identified high crash location (20 pts)
Project Leverage (20 pts)	Funding this project will leverage other larger opportunities to increase overall project impact (10 pts) Improves freight operations (10 pts)
Total	100 pts

MODERNIZATION	
Project Readiness (30 points total)	A scoping study is completed (8 pts) Project is in within existing ROW (8 pts) No extensive environmental permits required (7 pts) Match funding is already identified (7 pts)
Bicycle/Pedestrian/Transit (30 points total)	Improves bicycle facilities (8 pts) Improves pedestrian facilities (8 pts) Improves bus stop (7 pts) Project along transit stop (7 pts)
Safety (25 points total)	Addresses documented safety issue and/or identified high crash location (18 pts) Upgrades signal system to improve efficiency (7 pts)
Intercommunity Impact (15 pts)	Project identifies benefits to multiple communities (10 pts) Improves freight operations (5 pts)
Total	100 pts

Attachment B3

Schedule

Planned schedule and summary of actions is listed below.

Sept 1, 2022	Start project solicitation process.
Oct 14, 2022	Application period closes; CAMPO staff begins application evaluation.
Oct 27, 2022	TAC application workshop (optional for applicants). Opportunity to present applications. With TAC concurrence, applicants may submit minor changes to applications by email to CAMPO staff.
Nov XX, 2022	TAC to review applications, evaluate projects, and make funding recommendation to the Policy Board.
Dec 14, 2022	Applicant presentations to Policy Board. Policy Board awards funds.

Opportunities for Public Comment

Details on Policy Board and TAC meetings can be found at the CAMPO website: www.corvallisareampo.org. Any questions or additional information can be requested through staff at the contact information listed above.

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

Instructions to Apply

Prospective applicants should refer to the “Project Eligibility” section of this document (pages 2 and 3) and use the link provided to determine if their project is an eligible activity. If unclear, please contact CAMPO staff for additional information.

The Corvallis Area MPO does not use a prescribed form for STBG project applications. The information below outlines a list of suggested topics to cover in your application.

Contact Information

Provide contact information for project applicant. Contact should be someone from the sponsor agency that will be able to answer questions regarding the submitted application.

Project Name and Description

Provide a short project description. Suggested topics to cover include project need, problem to be addressed, expected outcomes and other relevant information that describes the project. Include information about work to be funded, such as what will be built, services provided, equipment to be purchased, or planning efforts that will be paid for with requested funds. Maps, photos, and other graphics are not required but will be accepted as part of the application.

Presence in RTP, TSP, or other Planning Document

Make a note on whether your project is identified in an existing plan or program; include plan name and page number (or other identifying information). Note that this is generally for information only, as not all projects will need to be in an existing plan/program. However, projects need to align with goals and policies contained in the 2043 CAMPO Regional Transportation Plan.

Project Scoring Criteria & Other Project Benefits

Applicants for funding must demonstrate how their proposed project meets the evaluation criteria identified on page 4. The evaluation criteria was adopted by the Policy Board in 2019 and updated in 2022. It is up to the applicant to demonstrate how well the project supports each criterion, and including measurable objectives is encouraged, if applicable (e.g.: linear feet of new ped/bike facility, crash data, transit ridership, etc.).

Cost Estimate & Funding Requested

Provide an estimate for total project cost and amount of STBG funds being requested. Information about other committed funds, including match, may be useful to include as well. Match must come from non-federal sources. If a soft match is to be used, please note and consult with MPO staff for eligibility. **More on cost estimate sheet may be added here.**

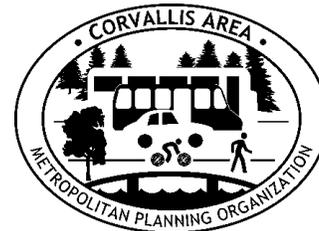
Cost overages are not the responsibility of the MPO. Federal fiscal year begins October 1 and ends September 30.

Submit Application

Email your completed application to sdobrinich@ocwcog.org.

MEMORANDUM

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



Date: May 19th, 2022; Updated August 1st, 2022
To: CAMPO Policy Board & Technical Advisory Committee
From: Steve Dobrinich, CAMPO Staff
Re: Sponsor Eligibility for Metropolitan Transportation Improvement Program (MTIP) and Surface Transportation Block Grant (STBG) Funding

Purpose and Background

The purpose of this memorandum is to discuss sponsor eligibility for CAMPO Surface Transportation Block Grant (STBG) funding as part of FY2024-2027 Metropolitan Transportation Improvement Program (MTIP) process. CAMPO received an inquiry from Oregon State University about eligibility for STBG funding. The question of whether OSU would be eligible to apply for project funding on its own or whether it would need to partner with a local jurisdiction was raised.

The sections below outline staff findings on this topic and summarize discussion among the CAMPO TAC during the June 8, 2022 meeting.

General Staff Findings

Bend MPO Example

CAMPO staff followed up on this inquiry and found that the Bend MPO included the passage below in their last STBG project solicitation packet:

Eligible Project Sponsors

Applicable to the Bend MPO, eligible sponsors for projects requesting funds are limited to: local governments, transit agencies, natural resource or public land agencies, school districts, local educational agencies, schools, tribal governments, ODOT, other local or regional governmental entity with responsibility for oversight of transportation or recreational trails.

OSU Cascades received STBG funding from Bend MPO for a micro-mobility pilot project several years ago. This project had significant co-benefits to the broader regional transportation system including helping move tourists around town.

Federal STBG Guidance

CAMPO staff reached out to the Federal Highway Administration (FHWA) on this topic and received reference to a "[Memorandum: Implementation Guidance for the Surface Transportation Block Grant Program \(STBG\) as Revised by the Bipartisan Infrastructure Law.](#)" While the guide includes discussion on project eligibility (pages 12 through 16) it is limited to information on project location, eligible activities, and planning requirements. Project sponsorship is not directly addressed.

The [Bipartisan Infrastructure Law's STBG Fact Sheet](#) states that "*The BIL's STBG Program continues all prior STBG eligibilities (see in particular 23 U.S.C. 133(b)(22), as amended, which carries forward all pre-FAST Act eligibilities).*" The BIL adds new eligibilities, however, none reference sponsor eligibility.

June TAC Discussion

During the June TAC meeting, members discussed eligible sponsors covering the following points:

Attachment C

- Typically, the owner of right of way applies for STBG funding
- TAC members generally agreed that OSU should be able to apply for STBG funding, go through the process, and see if they receive funding
- The group discussed the need for potential OSU projects to serve the general public and/or have a demonstrated regional impact
- The group discussed project location being a factor in regional significance (i.e. interior to campus vs. edges of campus)

Working Assumptions and Recommendation

Based on findings from the Bend MPO, along with limited discussion in FHWA documentation, CAMPO staff believes funding OSU projects is eligible under STBG requirements. Staff reviewed STBG requirements, and the program appears to be project based, rather than applicant based. References reviewed on eligibility focused on project activities and did not directly mention sponsors.

Next Steps/Other Considerations

- This would be the first time OSU has been eligible for CAMPO STBG funds and therefore warrants discussion among Board members
- Partnering with other CAMPO jurisdictions for projects on or around campus may be an option for OSU to pursue as part of the STBG application process
- CAMPO TAC and Policy Board may choose to prioritize projects located on campus edges or along connections serving broad community needs
- The Board may choose to discuss provisions for how OSU might use the funds (to ensure that projects on campus are in areas accessed by the general community)

Full Links Referenced Above

- **Memorandum: Implementation Guidance for the Surface Transportation Block Grant Program (STBG) as Revised by the Bipartisan Infrastructure Law:**
https://www.fhwa.dot.gov/specialfunding/stp/bil_stbg_implementation_guidance-05_25_22.pdf
- **Bipartisan Infrastructure Law -STBG Fact Sheet:**
<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>

Fiscal Year	No.	Project	From To	Improvement	Total Cost	ODOT Key No.
FY06-09	1	Western Boulevard	26th Street to 35th Street	Resurface	\$450,000	14344
	2	Circle Boulevard	Hwy 20 to Corvallis City Limit	Resurface	\$70,000	14345
	3	53rd Street	Eliminate Railroad Underpass	Design & R.O.W.	\$500,000	14351
	4	53rd Street	Hwy 20/34 to Country Club Road	Reconstruct	\$500,000	14352
	5	William R. Carr Street	Columbia Ave to 350 ft. south of Laurel St.	Resurface	\$55,000	14353
	6	Reservoir Road		Reconstruct	\$900,000	14349
	7	19th Street	Hwy 34 to Chapel Street	Reconstruct	\$762,000	14350
	8	Walnut Boulevard	13th Street to Rolling Green Drive	Resurface	\$472,000	14346
	9	Walnut Boulevard	Highland Road to 13th Street	Resurface	\$280,000	14348
	10	West Hills Road	Western Boulevard to 53rd Street	Resurface	\$112,000	14347
	11	Lewisburg Road	Highland Rd to Crescent Valley Dr	Resurface	\$137,000	14354
	12	Highland Road	Corvallis City Limit to Lester Ave	Resurface	\$43,000	14355
	13	Highland Road	Lester Avenue to Lewisburg Road	Resurface	\$344,000	14356
	14	Walnut Boulevard	Rolling Green Dr to Kings Blvd	Resurface	\$521,000	14357
FY06-09 Total					\$5,146,000	
FY10-13	1	Walnut Blvd	Rolling Green – 25th Street	Reconstruct	\$561,000	
	2	West Hills Rd	Sunset Dr- 53rd Street	Overlay and pave shoulders	\$164,000	17326
	3	Arnold Ave	OR 99W - Ryals Ave	Overlay and grind inlay	\$224,000	17327
	4	9th Street	Jefferson Ave - Monroe Ave	Reconstruct	\$657,000	17328
	5	West Hills Rd and 53rd Intersection	53rd St.& West - Hills Road	Reconstruct to urban standard and intersection improvements	\$648,000	17329
	6	West Hills Rd	Western Blvd - Sunset Dr	Overlay, widen	\$398,000	17330
FY10-13 Total					\$2,652,000	
FY14-17	1	West Hills Rd. and 53 rd Street Intersection	West Hills Rd & 53 rd St. Intersection	Reconstruct	\$648,000	
	2	West Hills Rd	Western Blvd.-Sunset Dr.	Overlay and pave shoulders	\$398,000	
	3	NW. 10 th Street	Beca Ave – Grant Ave.	Reconstruct	\$213,000	
	4	NW. 10 th Street	Buchanan Ave- Beca Ave	Reconstruct	\$366,000	
	5	SW. 53rd Street	US20/OR34 – Technology Loop	Overlay, Grind and Inlay	\$102,000	
	6	SW. 15 th Street	Western Blvd – Washington Way	Reconstruct	\$426,000	
	7	Lewisburg Ave (Phase I PE)	OR99W – Highland Rd	Overlay, Grind and Inlay	\$20,000	
	8	Lewisburg Ave (Phase II Const)	OR99W – Highland Rd	Overlay, Grind and Inlay	491,000	
	9	15 th Street	Washington Way – Jefferson Ave	Reconstruct	\$478,000	
	10	Arnold Ave	OR99W -Ryals	ADA Requirements	\$60,000	
FY14-17 Total					\$3,202,000	

FY18-21 (Planned)

1	Walnut Blvd	Highland Blvd to Jack London St.	Overlay/	\$531,400
2	Harrison Blvd, Kings Blvd to 29 th St.	Kings Blvd to 29th St	Overlay/	\$170,200
3	9th St.,	Grant Ave to Circle Blvd	Resurfacing	\$589,071
4	Kings Blvd, Monroe Ave	Monroe Ave to Beca Ave	Resurfacing	\$290,947
5	Circle Blvd, Highland Blvd	Highland Blvd to Dogwood Dr.	Resurfacing	\$452,132
6	53rd Street	Reservoir Rd to Harrison Blvd	Resurfacing	\$322,372
7	Witham Hill,	Fernwood Pl to Canary Pl	Resurfacing	\$309,993
8	Witham Hill Dr.	Canary Pl to Walnut Blvd	Resurfacing	\$92,611
9	Conifer Blvd	Powderhorn Dr. to Conser St.	Resurfacing	\$217,940
10	Fern Rd, Chapel St. to Grange St.	Chapel St. to Grange St.	Resurfacing	\$124,919
11	53rd Street & Country Club Intersection		Construct Roundabout	\$200,000
			FY18-21 Total	\$3,301,585

CAMPO Historical TIP Projects Continued

FY2021-2024 MPO Selected Projects (STBG State Exchange)

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

MEMORANDUM

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



Date: June 6th, 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 #: 21-24-2163 -Approve amendment \(CAMPO TAC\)](#)
- [Amendment #: 21-24-2163 -No action requested, information only \(CAMPO Policy Board\)](#)

Attachment E1

Key Number & Project Name	Project Description	Amendment Number & Description	Amendment Type	Financial Impact	Project Sponsor
<p>K21514: US20: Philomath Couplet</p>	<p>Complete elements of the Philomath Downtown Safety and Streetscape Project to improve livability and accessibility of the City's downtown area. Resurface the roadway to create a smoother driving surface.</p>	<p><u>Amendment Number 21-24-2163</u> Increase funding in construction phase by \$1.95M, primarily to account for inflation costs. Funds being added are: \$200k from SW ADA Transition Fund; \$1.3M HB 2017 Preservation Fund; and \$300k from City of Philomath. An additional \$150k is coming from a reduction of funding in the Right-of-Way phase, this is not reflected in the amendment as it will take place as a separate action.</p> <p>Due to the amount of this change, the amendment will remain 'draft' until receiving approval from ODOT Delivery and Operations Administrator.</p> <p>See Change Management Request (CMR) form for additional details.</p>	<p>Administrative Amendment</p>	<p>Increase total budget from \$13,229,988 to \$15,029,988; Increase construction budget from \$11,301,397 to \$13,251,397</p>	<p>City of Philomath/ ODOT</p>

Status:

CMR Transaction

Request Date: CMR Number: Project Lead (TPM/RE-CP):

Project Name:

KN: Region: Area: Project Delivery Phase:

Funding Program 1: Program 2: Program 3:

Program 4: Program 5: Program 6:

STIP Amendment: Approval Authority: MPO Amendment: Yes No

IGA Amendment: Yes No A & E Contract Amendment: Yes No Reset Baseline Project: Yes No

Change 1: Reason 1:

Change 2: Reason 2:

Change 3: Reason 3:

Current Scope:

Describe Scope Change:

Justification for Scope Change:

Describe the Risk of not Approving the Scope Change:

	Current Dates	Proposed Dates		Current Dates	Proposed Dates
PE EA Open - 008	<input type="text" value="3/26/2020"/>	<input type="text"/>	PS&E Submittal - 551	<input type="text" value="3/28/2022"/>	<input type="text" value="5/27/2022"/>
PDT Kick-off - 018	<input type="text" value="4/17/2020"/>	<input type="text"/>	Bid Opening - 560	<input type="text" value="5/26/2022"/>	<input type="text" value="7/28/2022"/>
Project Initiation Phase Complete - 050	<input type="text" value="6/1/2020"/>	<input type="text"/>	Forecasted 1st Note 735	<input type="text" value="7/22/2022"/>	<input type="text" value="9/22/2022"/>
DAP Phase Complete - 325	<input type="text" value="3/26/2021"/>	<input type="text"/>	Forecasted 2nd Note 790	<input type="text" value="11/23/2023"/>	<input type="text" value="1/29/2024"/>
ROW EA Open - 470	<input type="text" value="9/17/2021"/>	<input type="text"/>	Forecasted 3rd Note 796	<input type="text" value="11/27/2024"/>	<input type="text" value="12/2/2024"/>

Describe Schedule Change:

Justification for Schedule Change:

Describe the Risk of not Approving the Schedule Change:

	Phase Total Estimated Cost	Requested Budget	Change
Planning	<input type="text" value="\$0"/>	<input type="text" value="\$0"/>	<input type="text" value="\$0"/>
Preliminary Engineering	<input type="text" value="\$1,403,591"/>	<input type="text" value="\$1,403,591"/>	<input type="text" value="\$0"/>
Right of Way	<input type="text" value="\$525,000"/>	<input type="text" value="\$375,000"/>	<input type="text" value="(\$150,000)"/>

Status:

CMR Transaction

Request Date: CMR Number: Project Lead (TPM/RE-CP):

Project Name:

KN: Region: Area: Project Delivery Phase:

Utility Relocation	<input type="text" value="\$0"/>	<input type="text" value="\$0"/>	<input type="text" value="\$0"/>
Construction	<input type="text" value="\$11,301,397"/>	<input type="text" value="\$13,251,397"/>	<input type="text" value="\$1,950,000"/>
Other	<input type="text" value="\$0"/>	<input type="text" value="\$0"/>	<input type="text" value="\$0"/>
Total:	<input type="text" value="\$13,229,988"/>	<input type="text" value="\$15,029,988"/>	<input type="text" value="\$1,800,000"/>

Describe Budget Change (Break down the change by Funding Program):

Justification for Budget Change:

Describe the Risk of not Approving the Budget Change:

	<u>Signatures</u>	<u>Dates</u>		<u>Signatures</u>	<u>Dates</u>
Funding Program Manager:	<input type="text"/>	<input type="text"/>	Additional Signator:	<input type="text"/>	<input type="text"/>
STIP Coordinator:	<input type="text"/>	<input type="text"/>	Additional Signator:	<input type="text"/>	<input type="text"/>
Area Manager:	Crawford Skewes, Sa	5/25/2022	Additional Signator:	<input type="text"/>	<input type="text"/>
Project Sponsor:	<input type="text"/>	<input type="text"/>	Additional Signator:	<input type="text"/>	<input type="text"/>
Tech Center Manager:	<input type="text"/>	<input type="text"/>	Additional Signator:	<input type="text"/>	<input type="text"/>
Region Manager:	Chickering, Sonny	6/1/2022	Additional Signator:	<input type="text"/>	<input type="text"/>
Additional Signator:	<input type="text"/>	<input type="text"/>	Additional Signator:	West, Jim	5/31/2022

MEMORANDUM

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



Date: June 6th, 2022; Updated August 1st, 2022
To: CAMPO Technical Advisory Committee
From: Steve Dobrinich, CAMPO Staff
Re: Funding for Oregon Household Activity Survey (OHAS)

Background

The Oregon Modeling Steering Committee (OMSC) is preparing for the implementation phase of the Oregon Household Activity Survey (OHAS). The OHAS is a voluntary survey administered every ten years to assess household travel behavior across the state. The OHAS provides real-world travel data not available through other sources and serves as an essential building block for regional travel models including the Corvallis-Albany-Lebanon Model (CALM).

Both the Albany Area MPO (AAMPO) and Corvallis Area MPO (CAMPO) have committed to supporting the upcoming OHAS financially. The sections below provide additional details.

AAMPO/CAMPO Contribution

Initially AAMPO and CAMPO were scheduled to pay a larger share of the survey cost. Subsequent discussions between the OCWCOG Transportation Programs Manager and ODOT resulted in ODOT taking on a greater share of costs for rural areas inside the CALM area.

During the February 2020 Policy Board meeting, CAMPO approved a contribution of up to \$82,635:

- \$24,000 PL funds
- \$58,635 STBG funds

The AAMPO Policy Board approved a \$75,000 contribution.

Action Approved

On July 28, staff approved de-obligation of a portion of programmed PL and STBG funds and reapportionment towards a new OHAS Statewide Transportation Improvement Program (STIP) key number. These actions were approved so that funding from ODOT and MPO partners could be combined in the STIP as a single project key number.

OHAS Funding: Sept 1, 2022-June 30, 2024	
CAMPO	
From Key #	#21842
To Key #	#22413
MPO/STIP Title	Corvallis Area MPO planning SFY23
Funding Responsibility	Local
STBG Funds Federal	\$52,613
STBG Local Match	\$6,022
PL Funds Federal	\$21,535
PL State Match	\$2,465
Other Than State OR*	\$0
Local Match or	\$0
State Match	\$0
Totals	\$82,635
*If CRRSAA funds are used, MPO must send ODOT a check for the amount	
Description of Change & Why	Corvallis MPO's contribution to OHAS. Funds to be moved (deobligated) into the Statewide Travel Survey STIP project #22413 (reobligated).
Written approval of transaction? Y/N	Yes, received request to de-obligate email from Steve Dobrinich 07/28/2022

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



May 12, 2022

Ms. Amy Volz
Office of Program Management
Federal Transit Administration
1200 New Jersey Ave, SE Washington, DC 20590

Dear Ms. Volz,

The Corvallis Area Metropolitan Planning Organization (CAMPO) is comprised of the cities of Corvallis, Philomath and Adair Village, as well as urbanized parts of Benton County. The CAMPO Policy Board, which is composed of elected officials from these communities, cares deeply about climate change. As such, CAMPO is pleased to support the Corvallis Transit System's (CTS) application to the Low or No Emission Grant Program and Buses and Bus Facilities Competitive Program for two battery electric buses and matching charging infrastructure.

The Corvallis Area MPO recently went through a process to develop performance measures, in an effort to reduce greenhouse gas emissions (GHGs) and vehicle miles traveled (VMT). After 12 months of engagement with city staff, county staff and elected officials, the plan was adopted in February 2020. Investment in new battery electric buses would directly support this effort and aid in the reduction of GHGs. More recently, CAMPO completed an update to the long-range Regional Transportation Plan (RTP) which includes eight adopted goals for the region's transportation future. Adding new electric buses to the CTS fleet is in alignment with a number of the RTP goals, most notably *Goal 4: Climate Adaptation* and *Goal 5: Healthy & Active Living*. The RTP was completed in February 2022 so we applaud CTS for moving ahead so quickly.

CTS has demonstrated a strong commitment to transition their fleet to electric power by using Section 5307 appropriations and local match to procure their first two electric buses and charging system. As Corvallis Transit System is funded through a combination of local revenue, state transit funding, and FTA 5307 funding eligible through the MPO, they have the resources to make electrification sustainable. Their commitment to sustainability is extremely high for a community of their size, as evidenced by their many programs and initiatives. This grant award would significantly advance CTS towards achieving its goal of transitioning their entire fleet to electric.

We are enthusiastic about this opportunity to reduce greenhouse gas emissions in the Corvallis region and urge your support for their grant application.

Sincerely,

Andrew Struthers
Policy Board Chair
Corvallis Area MPO

Cities of Corvallis, Philomath, Adair Village, Benton County and Oregon Department of Transportation
Staff Contact: Steve Dobrinich, sdobrinich@ocwcog.org, 541-223-7040

www.CorvallisAreaMPO.org

Albany Area Metropolitan Planning Organization
Corvallis Area Metropolitan Planning Organization

1400 Queen Avenue SE #201
 Albany, Oregon 97322



May 27, 2022

To whom it may concern,

Located in close proximity to one another, the Albany Area Metropolitan Planning Organization (AAMPO) and the Corvallis Area Metropolitan Planning Organization (CAMPO) often work jointly on regional transportation and transit projects in the mid-Willamette Valley. As such, AAMPO and CAMPO are pleased to support the City of Albany's application to the 5339 grant program for the development of a Transit Operation Facility.

The City of Albany operates the Albany Transit System (ATS) and its complementary paratransit program, Albany Call-A-Ride. Albany is also the operator of the Linn-Benton Loop (Loop) which provides commuter connections between critical education, employment, and activity centers including Oregon State University, Downtown Corvallis, Hewlett-Packard, Linn-Benton Community College, and Downtown Albany. Maintenance and operations for these services is currently conducted in a shared facility with the Albany Fire Department. Investment in the Transit Operation Facility would lead to the development of a transit specific maintenance facility which is vital to future service expansion.

The Albany Area MPO is currently working with ATS to implement the "medium term" scenario of Albany's 2018 Transit Development Plan (TDP). The planned improvements will double service by expanding from two single-direction loop routes to four bi-directional routes. Operating four buses simultaneously is the current limit of ATS's capabilities with their existing facilities. Further expansion to implement the "long term" TDP scenario will require a dedicated Transit Operation Facility.

The Loop and ATS are key pieces to the region's transit network, providing service throughout the AAMPO and CAMPO planning areas. True to Albany's nickname "Hub of the Valley" these services connect far beyond our region. Both services offer transfers to multiple public and private transportation providers extending throughout the Willamette Valley, to the Oregon Coast, and beyond.

We are enthusiastic about this opportunity to invest in the City of Albany Transit Operation Facility and urge you to fully fund this request.

Sincerely,

Jenny Glass

Jenny Glass, Community and
 Economic Development Director
 Albany Area MPO
jglass@ocwcog.org
 541-924-8474 Ext 301

Stephen Dobrinich

Stephen Dobrinich, Transportation Planner
 Corvallis Area MPO
sdobrinich@ocwcog.org
 541-223-7040

Attachment H

Safe Streets and Roads for All (SS4A) Grant Program

(Info adapted from USDOT info page, direct link provided below)

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program supports Secretary of Transportation Pete Buttigieg's National Roadway Safety Strategy and the Department's goal of zero deaths and serious injuries on our nation's roadways.

The deadline for applications is 5:00 p.m. EDT on September 15, 2022. For details, more information, and applicant guidance.

Who is eligible to apply for grant funding?

- Metropolitan planning organizations;
- Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State;
- Federally recognized Tribal governments; and
- Multijurisdictional groups comprised of the above entities.

Eligible Activities

The following activities are eligible for the SS4A program:

- Develop or update a comprehensive safety action plan (Action Plan).
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan.

There are two types of SS4A grants: Action Plan Grants and Implementation Grants.

More info: <https://www.transportation.gov/grants/SS4A>

How to apply webinars: <https://www.transportation.gov/grants/SS4A/webinars>

Reconnecting Communities Pilot Grant Program

(Info adapted from USDOT info page, direct link provided below)

The Bipartisan Infrastructure Law (BIL) established the new Reconnecting Communities Pilot (RCP) discretionary grant program, funded with \$1 billion over the next 5 years. The program's funds can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.

Notices of Funding Opportunity – Coming in Summer 2022

What is an Eligible Facility?

A highway, including a road, street, or parkway or other transportation facility, such as a railroad track, that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors.

Planning Grants

Planning grants may be used to study the feasibility and impacts of removing, retrofitting, or mitigating an existing eligible facility or to conduct planning activities necessary to design a project to remove, retrofit, or mitigate an existing eligible facility.

Who will be eligible to apply for planning grant funding?

- States
- Units of local government
- Federally recognized Tribal governments
- Metropolitan planning organizations
- Nonprofit organizations

Technical Assistance

The Department must prioritize technical assistance to economically disadvantaged communities. The Department anticipates focusing its technical assistance on recipients that demonstrate need as underserved, overburdened, and disadvantaged communities.

Technical assistance is for building organizational or community capacity to engage in transportation planning and to identify innovative solutions to infrastructure challenges, including reconnecting communities that are bifurcated by eligible facilities or lack safe, reliable, and affordable transportation options.

Capital Construction Grants

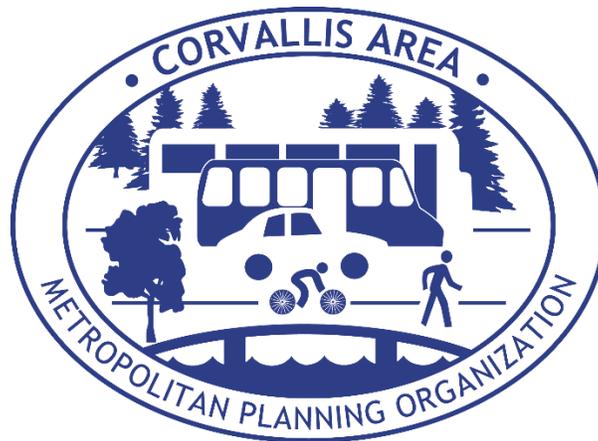
Capital construction grants may be used for projects for which all necessary studies and other planning activities have been completed to remove, retrofit, mitigate, or to replace an existing eligible facility.

More info: <https://www.transportation.gov/grants/reconnecting-communities>

Fiscal Year 2022 Unified Planning Work Program Annual Report

IGA 34911

July 1, 2021 - June 30, 2022



Corvallis Area Metropolitan Planning Organization

Draft Version Submitted July 29, 2022

Final Version with Budget Numbers Submitted August 3, 2022

*A semi-annual report was submitted on January 12, 2022 covering the first half of the year.
This report covers the entire fiscal year.*

Prepared By

Steve Dobrinich
Transportation Planner
Corvallis Area Metropolitan Planning Organization
Oregon Cascades West Council of Governments
777 NW 9th Street, Suite 204C
Corvallis OR, 97330
541-223-7040
sdobrinich@ocwcog.org

Attachment I

Introduction

This annual report summarizes the work conducted by Corvallis Area MPO (CAMPO) staff between July 1, 2021 and June 30, 2022. This annual report is required through the Intergovernmental Agreement (IGA) with the Oregon Department of Transportation (ODOT), which provides the primary funding for the Unified Planning Work Program (UPWP) as a pass through from the Federal Highway Administration (FHWA).

FY2022 Overview

CAMPO is staffed by the Oregon Cascades West Council of Governments (OCWCOG). During FY2022 CAMPO experienced staffing shortages similar to the Albany Area MPO, however, CAMPO retained a Transportation Planner throughout the fiscal year.

Throughout the year staff conducted routine administrative activities such as coordinating monthly meetings, meeting performance measure requirements from ODOT, and attending quarterly meetings with state partners. Transit planning activities included attending and facilitating regular meetings for the Linn Benton Loop Technical Advisory Committee and supporting the Corvallis Transit System (CTS) in reviewing and updating the Public Transportation Agency Safety Plan (PTASP).

During FY2022 staff spent a significant amount of time updating the CAMPO Regional Transportation Plan (RTP). This included time spent updating regional transportation goals and metrics; refining the region's Transportation Demand Model; hosting virtual open house events; and soliciting feedback through community surveys. This work resulted in the CAMPO Policy Board formally adopting the updated CAMPO RTP in February 2022.

CAMPO staff also dedicated time to preparing for the FY2024-2027 Metropolitan Transportation Improvement Program (MTIP). This included timeline preparation, discussion with member jurisdictions on projects historically funded with Surface Transportation Block Grant (STBG) funding, and development of a new STBG application packet.

Other activities undertaken during FY2022 include continued reporting on the multi-modal count program, allocation of COVID stimulus funding among regional partners, and participating on the Open Streets Corvallis planning committee.

For reference it may be useful to have the FY2022 UPWP to read concurrently with this annual report. The FY2022 UPWP is available on [CAMPO's website](#).

About the Corvallis Area MPO

The Corvallis Area Metropolitan Planning Organization, CAMPO, is the federally designated metropolitan planning organization for the cities of Adair Village, Corvallis, Philomath, and Benton County. CAMPO is governed by a five-member Policy Board consisting of representatives of those entities, as well as the Oregon Department of Transportation. The Policy Board operates according to the adopted Operating Guidelines. CAMPO's Technical Advisory Committee (TAC) is made up of professional staff of the above entities, the ODOT Regional Planner 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 materials and provides recommendations to the Policy Board.

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.

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

Summary and status of work plan tasks

Task 1: Program Management
<p>Overview The purpose of this task is to provide management and administrative support for the MPO's planning and programming activities.</p>
<p>Progress on Tasks</p>
<p><u>110. MPO Operation</u></p> <p>Product: Regular meetings of the MPO Policy Board and Technical Advisory Committee (TAC), an up to date website, and a CAMPO presence at regional and state meetings.</p> <p>Status: One hundred percent complete:</p> <ul style="list-style-type: none">• Eight Policy Board meetings and eight TAC meetings held• Attended statewide meetings with MPOs ODOT and other key partners including Oregon Metropolitan Planning Organization Consortium, MPO/transit meetings, MTIP/STIP Coordination meetings• Attended Linn Benton Loop Policy Board and TAC meetings, CAMPO staff began serving as the lead staff contact for scheduling and preparing Loop meeting agendas in March 2022• Participated as an ex-officio on the Cascades West Area Commission on Transportation (CWACT) and as a member of the CWACT Technical Advisory Committee• Attended trainings and transportation-related conferences• Submitted annual Title VI accomplishment report in October 2021 to ODOT• Made ongoing updates to the CAMPO website keeping information current• Provided information to member jurisdictions related to funding opportunities, such as the Community Paths Program and COVID stimulus funds
<p><u>120. MPO Administration</u></p> <p>Product: Compliance with federal and state transportation planning regulations, semi-annual reports and invoices, financial audit results, up to date website.</p>

Attachment I

Status: Ninety percent complete. Invoices for quarter one through three are approved and submitted. The fourth quarter invoice is expected in August. The semi-annual report has been submitted; this document fills the requirement for an annual report.

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 of the following documents will be conducted with updates completed as necessary:

- 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 FY23 Unified Planning Work Program and budget, and subsequent approval
- Amending the FY22 Unified Planning Work Program as needed

Product: An FY2023 Unified Planning Work Program (UPWP) that outlines the work program and budget for the coming year. Amendments to the FY22 UPWP and budget as needed.

Status: One hundred percent complete. The FY2023 UPWP was reviewed by the CAMPO Technical Advisory Committee and adopted by the CAMPO Policy Board. Board adoption took place on May 11, 2022 after a public comment period was held. The Federal Fiscal Year 2021 annual list of obligated projects was completed by staff and is available on the CAMPO website. CAMPO Title VI and Public Participation Plan were not due for an update during this reporting period.

140. MPO Education and Training

Product: 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

Status: One hundred percent complete. Virtual open house events held in support of the RTP update included MPO overview information at the beginning of each presentation. Staff gave a presentation on the MPO's role and planning principles at Community Design Day to a group participating in the Leadership Corvallis Program. Overview of Empower Benton County E-bike rebate program shared with MPO members during joint AAMPO/CAMPO meeting.

Task 2: Long Range Transportation Planning

Overview

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.

Attachment I

Progress on Tasks

210. Regional Transportation Plan Update

The Corvallis Area MPO's Regional Transportation Plan (RTP) was last updated in 2017 and planned out to 2040. As RTPs are required to be updated every five years, the 2043 RTP must be adopted by the Policy Board by March of 2022. A large part of the RTP draft was done in house, with some technical guidance provided by a consultant.

Product: Public engagement activities, draft report and approved 2043 CAMPO RTP

Status: One hundred percent complete. A Draft 2043 RTP was posted for comments from partner agencies and the public for 45 days in December, 2021 and January, 2022. Final edits and updates were made prior to formal adoption by the Policy Board in February 2022.

220. Regional Count Program

CAMPO purchased multimodal count equipment during FY2020 and launched bicycle/pedestrian count program in FY2021. This task covers the purchase of additional count equipment, staff time to deploy counters, and data processing.

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.

Status: Sixty percent complete. Staff deployed the counters to fewer locations than expected during FY2022 due to increased time spent on the RTP. Continued deployment expected during spring/summer FY2023 and into future fiscal years.

230. Planning Study Coordination

CAMPO staff are engaged in a number of long range planning efforts led by external partners including the OR-99W Corridor Study (ODOT), Salem-Albany Transit Feasibility Study (Cherriots), and potentially other projects funded through STIF. This task accounts for CAMPO's participation in those planning studies.

Product: Attendance at project meetings, information dissemination to partners

Status: Varies by project, ongoing

Task 3: Inter-Regional Transportation Planning

Overview

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 helps bridge relationships and projects happening that impact the MPO region. This task is funded through a combination of PL and 5303 Funds.

Progress on Tasks

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.

Attachment I

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

Status: One hundred percent complete. AAMPO and CAMPO held a joint Policy Board meeting in December 2021. Beyond this, the two MPOs worked closely together on several projects. During the CAMPO RTP process AAMPO and CAMPO worked closely to support the update to the Corvallis-Albany-Lebanon Model (CALM) and strategize on key points in the RTP process. The CAMPO RTP update was designed to directly support the forthcoming AAMPO update. AAMPO and CAMPO continued to work to align core documents and share funding and education opportunities. Continued bi-monthly meeting between AAMPO staff, CAMPO staff, and Albany Transit System staff to discuss issues of joint importance. AAMPO and CAMPO also jointly applied for a TGM grant to explore issues and opportunities related to congestion, safety, and mobility along the Highway 20 corridor.

320. Regional Transportation Plan Update

Due to significant investment by transit in our region, the RTP task carries into inter-regional planning (also covered above under Task 210). The Corvallis Area MPO's Regional Transportation Plan (RTP) was last updated in 2017 and planned out to 2040. As RTPs are required to be updated every five years, the 2043 RTP must be adopted by the Policy Board by March of 2022. Throughout fiscal year 2022, CAMPO staff prepared for the update process. A large part of the RTP draft was completed in house, with some technical guidance provided by a consultant.

Product: Public engagement activities, draft report and approved 2043 CAMPO RTP

Status: One hundred percent complete. A Draft 2043 RTP was posted for comments from partner agencies and the public for 45 days in December, 2021 and January, 2022. Final edits and updates were made prior to formal adoption by the Policy Board in February 2022.

330. 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, the FY2022 was incorporated into this work task.

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.

Status: One hundred percent complete. Continued to serve on the Linn Benton Loop Technical Advisory Committee. Also attended Linn Benton Loop Policy Board meetings. CAMPO staff began serving as the lead staff contact for scheduling and preparing Loop meeting agendas in March 2022. Attended in person event to promote the expansion of the Linn Benton Loop bus service. PTASP review and update took place during Q3 of FY2022. In coordination with AAMPO and OCWCOG, applied for and was awarded discretionary STIF funds for planning and design of two transit hubs, one at Oregon State University and one at Linn-Benton Community College.

Attachment I

Task 4: Transportation Programming

Overview

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).

Progress on Tasks

410. 2030 OHAS Set-Aside

CAMPO is expected to participate in the 2030 Oregon Household Activity Survey, coordinated by ODOT. 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. 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 FY21 and continuing to FY30, a total of \$80,000 to contribute to 2030 OHAS

Status: Ongoing for this fiscal year and into the future

420. TIP 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. Starting in 2021, this amount is expected to decrease significantly, as all selected projects are being exchanged with state funds and will not require listing in the MTIP.

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

Status: One hundred percent complete. Worked with ODOT staff, CAMPO Technical Advisory Committee, and CAMPO Policy Board on amendments to the 2018-21 and 2021-24 STIPs

430. FY2024-2027 MTIP Development

With a new Statewide Transportation Improvement Program expected to be adopted in 2023, the process to develop it begins a year earlier 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

Status: CAMPO staff dedicated time to preparing for the FY2024-2027 Metropolitan Transportation Improvement Program (MTIP). This included timeline preparation, discussion with member jurisdictions on projects historically funded with Surface Transportation Block Grant (STBG) funding, and development of a new application packet. This work is continuing into FY2023.

COVID Relief Funding

In June 2021, CAMPO received \$1,025,840 in COVID relief funds. Subsequently the CAMPO Technical Advisory Committee (TAC) and Policy Board agreed on a list of projects to receive stimulus funding. Ten percent of the total amount (\$102,584) was set aside to serve as reserve funds to ensure that projects

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using state fund exchange dollars programmed through 2024 would be fully funded. Funded projects are listed below. If jurisdictions are unable to fully fund projects listed they will set about completing projects in priority order.

- Benton County; Gas tax shortage/replacement Irish Bend, Fern Road, 53rd/Country Club (\$109,000)
- Benton County; Traffic Impact Assessment 53rd/Country Club (\$25,000)
- Corvallis/OSU; 35th Street and Campus Way Crossing Improvements (TSP P44) (\$150,000)
- Corvallis/OSU; 11th Street Neighborhood Bikeway (TSP B43) (\$250,000)
- Corvallis/OSU; Monroe Ave and Kings Boulevard Pedestrian Safety Improvements (TSP P34) (\$50,000)
- Philomath; 11th Street Bike/Ped Improvements 2040 RTP Long Term #12 (\$140,000)
- Philomath; 11th Street Bike/Ped Improvements 2040 RTP Long Term #12 (\$80,000)
- Adair Village; Future Trail (\$100,000)

Task Completion by Percent

The table below illustrates the tasks outlined in the FY2022 UPWP, the estimated percent complete, and the total budgeted amount for each subtask.

Task	Estimated Percent Complete
TASK 100: Program Management	100%
110: MPO Operation	100%
120: MPO Administration	90%
130: Annual Document Review	100%
140: MPO Education and Training	100%
TASK 200: Long Range Transportation Planning	80%
210: RTP Update	100%
220: Regional Count Program	60%
230: Planning Study Coordination	NA
TASK 300: Inter-regional Transportation Planning	100%
310: AAMPO Coordination	100%
320: Transit Planning Coordination & Assistance	100%
330: RTP Update	100%
TASK 400: Transportation Programming	100%
410: 2030 OHAS Set-Aside	NA
420: TIP Amendments	100%
430: FY2024-2027 TIP	NA
TOTAL	90%

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Actual Costs/ Budget Summary

The Corvallis Area MPO spent \$194,163.83, or 69.5% of its budget for the fiscal year. More details on amount spent by task are included below.

	Task 1	Task 2	Task 3	Task 4	Total
Budgeted Amount	\$73,000.00	\$102,000.00	\$75,000.00	\$29,190.00	\$279,190.00
Amount Expended	\$86,857.62	\$69,027.63	\$33,422.32	\$4,856.26	\$194,163.83
Percent Expended	119.0%	67.7%	44.6%	16.6%	69.5%
Difference	(\$13,857.62)	\$32,972.37	\$41,577.68	\$24,333.74	\$85,026.17