

CORVALLIS AREA Metropolitan Planning Organization

777 NW 9th Street, Suite 204C; Corvallis, Oregon 97330
Contact: Nick Meltzer, nmeltzer@ocwcog.org

CAMPO TECHNICAL ADVISORY COMMITTEE Thursday, March 30, 2023 9:00 am - 11:00 am

HYBRID MEETING: IN-PERSON WITH TEAMS CALL-IN AVAILABLE

Madison Avenue Building; Madison Ave Meeting Room
500 SW Madison Ave, Corvallis, OR 97333

Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 269 219 577 730

Passcode: BWtj38

Mobile 1 Click Number

[+1 872 242 8088](#)

Phone Conference ID 567 628 032#

AGENDA

- | | | | |
|----|-------|---|---------------------|
| 1) | 9:00 | Call to Order and Agenda Review | CAMPO Staff |
| 2) | 9:05 | Election of Officers
<i>Appointment of TAC Chair and Vice-Chair</i>

<i>Action: Appoint new TAC Chair and Vice-Chair</i> | All |
| 3) | 9:10 | Public Comments | Chair |
| | 9:20 | Minutes of December 08, 2022 (Attachment A)

<i>Action: Decision on Minutes</i> | Chair |
| 4) | 9:25 | Review and Recommendation of Surface Transportation Block Grant (STBG) Projects (Attachment B)
<i>The public comment period on proposed STBG projects closed on December 20. This time is reserved for discussion on projects and public comments.</i>

<i>Action: Recommendation of projects for funding to Policy Board</i> | All |
| 5) | 9:45 | CAMPO FY24 UPWP (Attachment C)
<i>Review and approval of FY24 work program.</i>

<i>Action: Recommend adoption to Policy Board</i> | Nick Meltzer |
| 6) | 10:00 | Carbon Reduction Program (Attachment D)
<i>CAMPO members are eligible for federal funds from the new Carbon Reduction Program, in the amount of approximately \$140k per year. Discussion on potential projects and collaboration on applicant and delivery process</i>

<i>Action: Discussion</i> | Nick Meltzer |

- 7) **10:20 STIP Amendments (Attachment E)** **Meltzer**
 Corvallis Transit System Full Amendments and staff adjustments
- 8) **10:30 Jurisdictional and Other Updates** **All**
 • CAMPO Updates
 • Jurisdictional Updates
- 9) **11:00 Adjournment** **Chair**
The next regularly scheduled CAMPO TAC meeting is set for Thursday, April 27, 2023, from 9:00am to 11:00am.

ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
VACANT	City of Adair Village	
Lisa Scherf	City of Corvallis	
Chris Workman	City of Philomath	
Gary Stockhoff	Benton County	
Rebecca Houghtaling	Oregon State University	
James Feldmann	Oregon Department of Transportation	
Ex-Officio Members	Jurisdiction	Attendance
Mary Camarata	Oregon Department of Environmental Quality	
Barry Hoffman	Albany Transit/Linn Benton Loop	
Patrick Wingard	Department of Land Conservation and Development	
Jasmine Harris	US Federal Highway Administration	
Ned Conroy	US Federal Transit Administration	
Mark Bernard	ODOT Region 2 Principal Planner	
VACANT	Oregon Department of State Lands	

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

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, Please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at amuzechenko@ocwcoq.org or 541-812-2002. TTY/TTD 711

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE
Thursday, December 08, 2022
HYBRID MEETING: IN-PERSON WITH ZOOM CALL-IN AVAILABLE
Madison Ave Meeting Room
500 SW Madison Ave, Corvallis, OR 97333**

DRAFT MINUTES

TAC Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	No
Rory Rowan	City of Corvallis	Yes
Chris Workman	City of Philomath	Yes
Gary Stockhoff	Benton County	Yes
Rebecca Houghtaling	Oregon State University	Yes
James Feldmann	Oregon Department of Transportation	Yes
Mark Bernard	ODOT: Region 2 Principal Planner	Yes

Guest: Daniel Wood, Robert Upson, Jan Napack, Jennifer Boardman, Wendy Byrne, Billy McGregor, Lisa Scherf

Staff: CAMPO Transportation Planner Steve Dobrich, Transportation Manager Nick Meltzer, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	Staff Steve Dobrich started roll call and introductions were conducted as we had quite a few members attending as guests.	Meeting was called to order at 9:01am by Chair James Feldmann There were no agenda updates.

<p>2. Public Comments</p>	<p>Daniel Wood provided a public comment addressing Agenda Item D.</p> <p><i>Hello and thank you for the opportunity to comment today.</i></p> <p><i>Attachment D of today's packet addresses Task 220, a whitepaper regarding emerging alternative technologies. Ebikes are mentioned along with scooters, yet low speed vehicles should be incorporated as the study progresses. Unlike Ebikes and scooters, low speed vehicles present an affordable all-weather application of electric vehicles yet are subject to speed zone limitations.</i></p> <p><i>Task 510, a planning study of Philomath Blvd, presents the need for full recognition of appropriate land use criteria for each segment of the corridor, and specifically the neighborhood center between 53rd and Technology Loop, incorporating retail, food service and medical facilities. The expansion of city and county services on Technology Loop adds to that need.</i></p> <p><i>Pedestrian use and transit service at this location cannot be fully functional without ADA compliant access which denotes the need for dedicated transit pullouts, sidewalks, and mid-block crosswalks. The presence of two senior living facilities in close proximity further demonstrates that a 45 MPH zone designation is not appropriate for this segment, due to safety concerns, including the inability for freight traffic to make sudden stops.</i></p> <p><i>Low stress facilities result in carbon reduction by encouraging the use of active transportation and increased transit ridership. In terms of Ebikes, with their higher speed impacts, this translates into the need for protected bike paths.</i></p> <p><i>I am encouraged by progress made recognizing the public need for safe multimodal facilities on this corridor and appreciate your on-going efforts and dedication toward securing funding to make it a reality in our lifetimes.</i></p>	
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	<p>Chair James Feldmann asked about the low-speed electric vehicles access</p> <p>Daniel Wood noted that he didn't foresee these vehicles having access to the multi-use paths, but rather the regular roads.</p>	
<p>3. Minutes of October 27, 2022, (Attachment A)</p> <p>Action: Decision on minutes</p>	<p>The minutes were approved by consensus of the CAMPO TAC members with no comments or changes.</p>	<p>Minutes of October 27, 2022, minutes approved by consensus.</p>
<p>4. MTIP/STIP Amendments (Attachment B)</p> <p>Action: Review and Approve amendment #21-24-2894; Recommend to Boar for Approval of transit amendments</p>	<p>Staff Steve Dobrinich introduced Attachment B in the meeting agenda packet, and provided summary on the amendments to the MTIP and STIP. The first amendment is an administrative amendment which requires approval from the TAC that is dealing with a replacement bridge new Elliot Circle Bridge in Benton County.</p> <p>The four additional amendments are full amendments that are grouped together. The first, from Tim Bates the transportation coordinator, was that Staff Steve Dobrinich updated to the 2024-2027 STIP however, they needed to be added to the current STIP instead. These are the standard operating projects, which involves this current STIP.</p> <p>Staff Steve Dobrinich noted that these four need a recommendation to the CAMPO Policy Board to be approved.</p> <p>The CAMPO TAC members approved to send the four amendments to the board to send them to the CAMPO Policy Board.</p>	<p>The CAMPO TAC members approved to send the four amendments to the board to send them to the CAMPO Policy Board.</p>
<p>5. Transit Workforce Study Scope of Work (Attachment C)</p> <p>Action: Discussion on Scope of Work</p>	<p>Staff Steve Dobrinich introduced Attachment C as an item that was added to the AAMPO and CAMPO workplans for this year. This memo provides a purpose and overview for the transit workforce study, as the transit workforce has a few national issues such as locating drivers.</p>	

	<p>Staff Steve Dobrinich noted that this study will look into the outreach of transit operators which involved surveys, interviews, and focus groups. There are 6 tasks of this workforce study to examine the different categories that could be affecting the transit workforce challenges.</p> <p>Lisa Scherf noted that there has been a request for STIF funding regarding a project to partner with LBCC on a program to grow drivers for the region, and Scherf feels that this study would support that effort.</p> <p>Staff Steve Dobrinich noted that it is great to know that there is an application expected to fit in with the overall transit needs for the region.</p> <p>Rebecca Houghtaling added that one stakeholder to reach out could be the OSU transit coordination, as they would be interested in this project. Houghtaling noted that reaching out to Meredith at OSU would be a great start.</p> <p>Chair James Feldmann asked if this memo looks into how the different agencies are paying staff for their time.</p> <p>Staff Steve Dobrinich noted that the main focus is on the recruitment and retention aspects.</p> <p>Chair James Feldmann asked for example if Eugene would be paying more than Corvallis due to pay scales, and Dobrinich confirmed that would be important to look into that at a higher level.</p>	
<p>6. Fiscal Year 2023 Work Plan Implementation and Review or Proposed FY2024 Work Items (Attachment D&E)</p>	<p>Staff Steve Dobrinich introduced the CAMPO semi-annual report, for the FY23. Dobrinich summarized the estimated completed percentages in the 5 major program areas in CAMPO. Task 100 is Program Management, Task 200 is Long Range Transportation Planning, Task 300 is Inter-regional Transportation Planning, Task 400 is Transportation Programming, and Task 500 is Special Projects for CAMPO). Task 100 is 50% complete, task 200 is 40% complete, Task 300 is 50% complete, Task 400 is 50% complete, Task 500 is 0% complete.</p>	

<p>Action: Discussion and Feedback on FY2024 work tasks</p>	<p>Staff Steve Dobrinich added that altogether in terms of workload, CAMPO is 45% done with their work plan.</p> <p>Staff Steve Dobrinich noted that CAMPO usually uses 70% of their budget, so during the 6-month mark, it can be estimated that it was around 35%.</p> <p>Chair James Feldman asked about Bike Counts.</p> <p>Staff Steve Dobrinich noted that on the CAMPO website, bike counts have been added, as well as a few pedestrian counts to be added too. Dobrinich noted that CAMPO has also started doing on-road counts for bikes as well on lower traffic roadways.</p> <p>Chair James Feldmann noted that he would be a fan of permanent bike counts going into place and is looking forward to the possibility of that project.</p> <p>Daniel Wood, a member of the public, asked about what type of outreach will be involved with Task 510.</p> <p>Staff Steve Dobrinich noted that specifically for 510, he is not for certain on the outreach materials. Dobrinich noted that also on this agenda item the other attachment will add some more light onto this project.</p> <p>Staff Steve Dobrinich theorized that CAMPO would most likely want to do outreach similarly to methods done in the past, and more information will be available towards the winter and spring.</p> <p>Rob Upson, a member of the public, noted that the bike counters were in place after the flex posts were added.</p> <p>Staff Steve Dobrinich shared attachment E which shared tasks 100-500's FY23 and FY24 tasks that will be changed heading into the new</p>	
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	<p>fiscal year. Dobrinich shared the different changes that would be taking place in the different task areas for CAMPO.</p> <p>Lisa Scherf asked about the workplace being used for federal planning funds, and any projects that are funded differently, wouldn't be shown on this work plan</p> <p>Staff Steve Dobrinich noted that it wouldn't, but it would be labeled under planning support as it would be billed to AAMPO and CAMPO as a regional project. Dobrinich noted that they would maybe amend the workplan.</p> <p>Lisa Scherf noted that it could be possible to form an IGA for those projects that are funded differently.</p> <p>Staff Steve Dobrinich noted that this work plan is based on the 5307 funds they receive.</p> <p>Lisa Scherf noted that the STIF plan is the agreement, as the COG has projects in the City of Corvallis's plan, which makes the planners a sub-recipient.</p> <p>Chair James Feldmann asked about the city's TGM grants that weren't funded and if the city had asked the MPO for those funds instead.</p> <p>Lisa Scherf noted that in the event the city didn't get funded, they city had funded one of the projects, and Scherf added that it is possible to use the COG for technical assistance on that project.</p> <p>Chair James Feldmann noted that as it wasn't federally funded, it could just be a side project that the COG does for the city of Corvallis. Chair James Feldmann asked about 2024 funds, and the Philomath Boulevard funds, as there isn't funding there.</p> <p>Staff Steve Dobrinich noted that Nick Meltzer reached out to Sarah to come to a CAMPO Board meeting in 2023 to get everyone talking</p>	
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	<p>regarding this project, and the city will be doing a lot of work there with their current area plan. Dobrinich added that there was a lot of public input regarding that corridor during the RTP open house as well.</p> <p>Staff Steve Dobrinich noted that there aren't any specific callouts for Philomath or OSU, but if there are projects they can be added as they arise.</p> <p>Chris Workman added that Philomath will have their final report one by the end of the year.</p> <p>Jan Napack asked about the Philomath Blvd. support, and how would it be helpful if residents could supply more comments or provide anecdotes. Napack asked what the downtown Corvallis can, ward 1 section, do to offer their assistance to CAMPO.</p> <p>Staff Steve Dobrinich noted that comments are always appreciated. Dobrinich noted that he would like to divert that question until after the meeting with Sarah for more information as what they exactly need, he isn't sure yet.</p> <p>Jan Napack noted there are members of the public who have suggestions and she can take the lead on collecting those.</p>	
<p>7. Oregon Carbon Reduction Program (Attachment F)</p> <p>Action: Information Only</p>	<p>Staff Nick Meltzer summarized the new federal infrastructure bill that established the carbon reduction program which gave money to the projects that reduce carbon. Meltzer noted that each state needs to create a carbon reduction program.</p> <p>Staff Nick Meltzer noted that smaller MPOs need to submit projects to ODOT to be review and rank that the state and MPOs will fund to reduce carbon. Meltzer added that this is all federal money, and it will have all of the federal regulations to go along with it.</p> <p>Staff Nick Meltzer noted that the funding CAMPO is receiving isn't very much, around \$500,000 over a four-year period. Meltzer noted that the</p>	

	<p>hope is to put all of that money into a larger project, as it favors bike ped projects and larger vehicle charging projects.</p> <p>Staff Nick Meltzer added that between AAMPO and CAMPO there will be around one million dollars over the 4-year period, which if it was a regional project that may make the most sense to collaborate.</p> <p>Chair James Feldmann and Lisa Scherf noted that the Corvallis to Albany Path comes to mind.</p> <p>Meltzer noted that staff are working on developing a project to replace the Corvallis bike share. Staff Nick Meltzer noted that the OSU student union has money to put towards that as well.</p> <p>Chair James Feldmann noted that leveraging projects would be the most likely the best route.</p> <p>Lisa Scherf added that it would be difficult to leverage because it would lead to federalizing additional projects, thus making them more example.</p> <p>Staff Nick Meltzer estimated that the call for projects will be in February off 2023.</p> <p>Chair Hames Feldmann asked if the call would be from a state level, Meltzer noted that it hasn't been sorted out yet.</p> <p>Lisa Scherf asked if there is a way to play into the state is planning to do with the funding.</p> <p>Staff Nick Meltzer noted that he hopes so, however it has been new for the climate office.</p>	
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<p>8. Adair Village Trails Plan (Attachment G)</p> <p>Action: Information Only</p>	<p>Staff Steve Dobrinich noted that the attachment is a draft report for the Adair Village Trails Plan. Dobrinich noted that staff is hoping to take this to the planning commission to adopt into the TSP in February, but the report will be wrapped up in December with Follow up happening in January.</p> <p>Staff Steve Dobrinich noted that after the outreach pieces, staff will move into trail standards and recommended trails. Dobrinich noted that the map included in the plan will most likely change as the plan develops but gave a summary on the different types of trails that will be added into Adair village.</p> <p>Staff Steve Dobrinich noted that the map will be updated with the new urban growth boundary for Adair village. This will open opportunities for new trail connections, as well as a proposed trail that heads towards the railroads. Dobrinich added for funding purposes, Adair asked to move the intercommunity pathway to the east side of 99w in order to extend it further north.</p> <p>Staff Steve Dobrinich noted that Nick Meltzer and himself had a meeting with Adair's planner, which discussed implementation and getting this wrapped up and added into Adair's TSP.</p> <p>Nick Meltzer added that Adair plans to make an amendment to the TSP and will require developers to put it in and it will move from conceptual to implantation quickly.</p> <p>Lisa Scherf asked about the property worship for the linkages and what rights are needed for the private areas.</p> <p>Staff Nick Meltzer noted that there were a few proposals for a few parcels.</p>	
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	<p>Lisa Scherf asked about a developed area near a linkage by Adair Park.</p> <p>Staff Steve Dobrinich noted that it does exist, and the county transferred it to the city to put additional work into it as it is squishy during the winter.</p> <p>Staff Steve Dobrinich added that the school owns a portion of the land in question.</p> <p>Rebecca Houghtaling wanted to confirm that the trails path will be in the east side of the street versus the west.</p> <p>Staff Steve Dobrinich noted that on the north end it will be on the east side, and on the south end it will be on the west side. However, this is still an ongoing discussion.</p> <p>Rebecca Houghtaling noted to check the labels on the maps for accuracy. Houghtaling added that if there will be an intercommunity path on 99, and what the crossings and safety concerns would be.</p> <p>Staff Nick Meltzer noted that it is a great point and was discussed with Pat from Adair, that the path would have to cross the highway somewhere. Meltzer added that the original understanding was crossing at Vanderburg or Arnold.</p> <p>Rebecca Houghtaling noted that with vertical shifts and sightlines in this area regarding the grade changes.</p> <p>Staff Nick Meltzer noted that comments from Adair that using Arboretum Road could be a final solution.</p>	
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	<p>Chair James Feldmann noted that it would be helpful to see the ownership on the map. Feldmann notified that if it is outside of ODOT right of way it is more competitive for the community path grants.</p> <p>Chair James Feldmann added that the county is applying for the community path grant focused on the Greenbelt property near the wetlands. Feldmann also added that there is a connector trail that doesn't connect to anything.</p> <p>Staff Steve Dobrinich added that it would be an additional trail that the city wanted to add as a general walking trail or a circuit walking infrastructure.</p> <p>Chair James Feldmann noted that the path network from the south doesn't connect from the south.</p> <p>Staff Steve Dobrinich added that staff saw this Arnold Ave as the east west spine, as where most people would enter from the community. Dobrinich added that it would make sense to add a connector trail for folks to utilize into the downtown.</p> <p>Staff Steve Dobrinich noted that Crane Lane is a primary east to west path, where staff are wanting to propose a paved path to connect up to Ryals. Dobrinich added that adding regional connections onto the map and the report would be good work to be done.</p>	
<p>9. Jurisdictional and Other Updates:</p> <ul style="list-style-type: none"> • Upcoming Meetings: January 26, 2023 • Jurisdictional Updates 	<p>Other Business:</p> <p>Staff Steve Dobrinich noted that for the January 26th meeting will discuss the STBG project proposals. Staff Dobrinich stated that the public comment period is open currently as well.</p> <p>Staff Steve Dobrinich added that headed into the meeting staff will try to prepare the TAC to get ready to send their thoughts onto the board.</p>	

	<p>Staff Nick Meltzer noted that the transit workforce study will be exciting. Meltzer added that next week is the unofficial Transit week for Benton County.</p> <p>Jurisdictional Updates:</p> <p>For Benton County Gary Stockhoff added that next week Nick and folks from Dial a bus and Benton County IT will be interviewing firms for a dispatch software program. Stockhoff added that Benton County is getting ready to submit their RFP that will cover July 2023 to June of 2026. Gary Stockhoff noted that Benton County is concerned with funding and inflation challenges that will come from the RFP process. Stockhoff added that Benton County is in the process of their biennium budget as well.</p> <p>Lisa Scherf noted that for the city of Corvallis, they are in the process for contractors and the examination for internal spots will be ongoing. Scherf noted that the Corvallis is deep in the STIF and other federal funding streams that they are the lead agency for, and there is short time frame to scramble and get that all put together. Lisa Scherf added that there was a contract signed for the fleet electrification process, and the electric buses are coming in late winter, to spring of 2023. Lisa Scherf noted there will be 2 buses, and a grant for 1 or 2 more as well. Scherf noted that due to staffing shortages, project delivery is slower than usual.</p> <p>Rebecca Houghtaling for OSU noted that it was a busy fall for both planning and implementation. The bike counts and vehicle parking counts have been worked on. Houghtaling noted that there was waterline work started near 17th street. Rebecca Houghtaling noted that OSU is still working on negotiations with the railroad which is slow and not a lot of ground has been gained. Rebecca Houghtaling noted that OSU and City of Corvallis finally signed the MOU leadership</p>	
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	<p>agreements. Lastly, OSU had a meeting at Corvallis planning commission to propose a text amendment to update the land development code to be consistent with the Corvallis Transportation plan.</p> <p>Chris Workman with Philomath noted that they city is well underway on the streetscapes project. Workman added that Philomath is working on a lease agreement with a contractor as well. Chris Workman added that there was a joint meeting between city council, school board, Nick Meltzer, and consultants to work on a report for school circulation. Chris Workman added that the county has taken steps to take on the chapel drive improvement project for next summer which will improve bike lines, and a bike/ped path along the school property.</p> <p>Jennifer Boardman noted that for ODOT Transit there is an open position for region 4, which is in Bend and will be open until December 22nd. Boardman added that there are many new employees to take over previously vacant positions. Jennifer Boardman noted that the community path program is a great leverage source for funds and will open for the FY24 cycle here next year.</p> <p>James Feldmann for ODOT noted that the South Corvallis project requires additional analysis to potentially modify the alternatives.</p>	
<p>10. Adjournment</p>	<p>The next CAMPO TAC meeting is scheduled for January 26, 2023</p>	<p>Meeting adjourned at 10:55am by Chair James Feldmann.</p>



MEMORANDUM

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

Date: December 27th, 2022
To: CAMPO Technical Advisory Committee
From: Steve Dobrinich, CAMPO Staff
Re: Surface Transportation Block Grant (STBG) Project Proposals –Overview of Scoring and Public Comments

Background

Project selection for FFY 2025-27 Surface Transportation Block Grant (STBG) funding from the Corvallis Area Metropolitan Planning Organization (CAMPO) is currently underway. The purpose of this memo is to discuss project proposals and examine input gathered during the public comment period.

Project Proposals and TAC Scoring

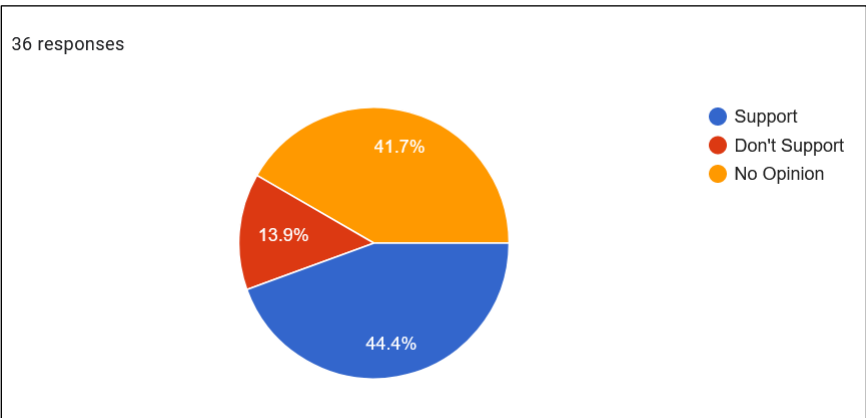
The application period for FFY 2025-27 STBG funding closed October 14, 2022. Five applications requesting a total of \$4,198,737 in funding were submitted by four agencies. On October 27 the Technical Advisory Committee (TAC) scored the five projects using the established STBG evaluation criteria. The table below provides an overview of funding requested and TAC project scoring.

Project Name	Applicant	STBG Funds Requested	Total Estimated Project Cost	TAC Scoring
19th Steet Grind & Inlay -Preservation <i>N 19th segment</i> <i>S 19th segment</i>	Benton County	\$1,360,297 <i>\$703,397</i> <i>\$656,900</i>	1,500,000 <i>\$775,636</i> <i>\$724,457</i>	50
45 th Street Grind & Inlay -Preservation	Benton County	\$630,840	\$695,628	30
Conifer Boulevard Rehabilitation	Corvallis	\$1,700,000	\$5,300,000	60
SW Campus Way Corridor -Scoping Study	Oregon State University	\$250,000	\$700,000	Not scored; funding recommended
S. 16th Street Expansion and Sidewalk Installation	Philomath	\$257,600	1,790,297	71
TOTAL		\$4,198,737	\$9,985,925	

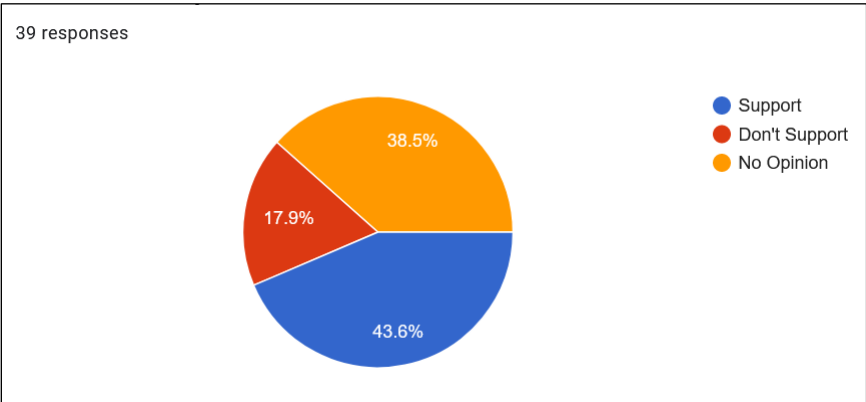
Public Comments on Proposed Projects

On November 18, 2022 CAMPO staff launched the public comment period for project proposals and requested interested parties provide feedback through a short survey. Spanish and English surveys were posted to the CAMPO website and distributed through community partners and email lists. When the comment period closed on December 20, 2022 CAMPO had received a total of 44 survey responses and a small number of comments via email. The charts below summarize survey responses for each project. See Addendum A for additional comments.

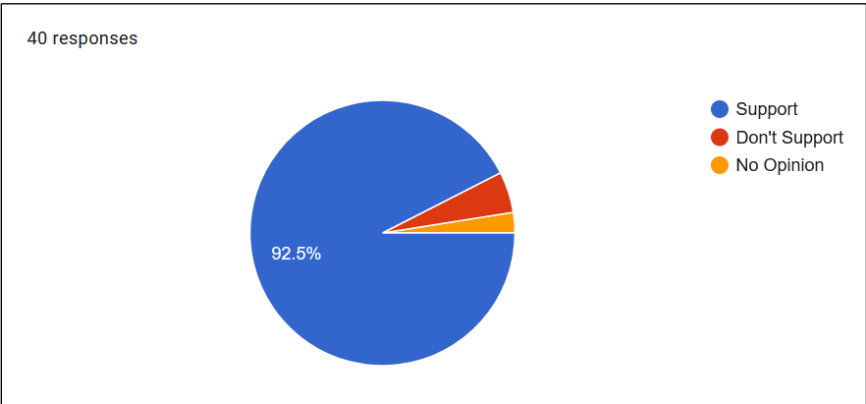
19th Street Grind & Inlay – Preservation



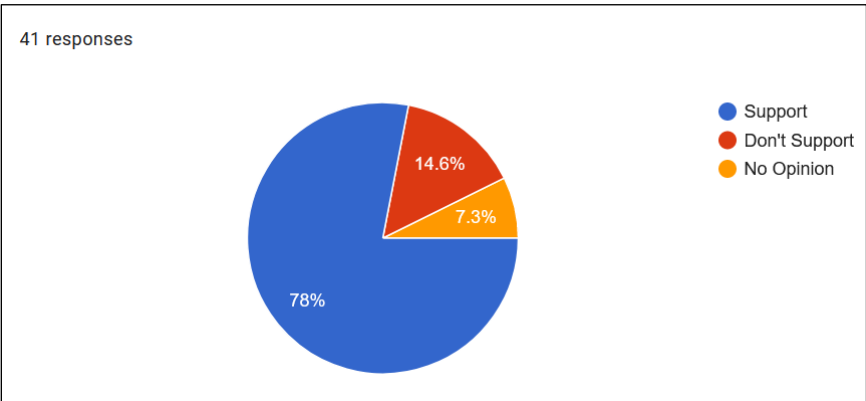
45th Street Grind & Inlay – Preservation



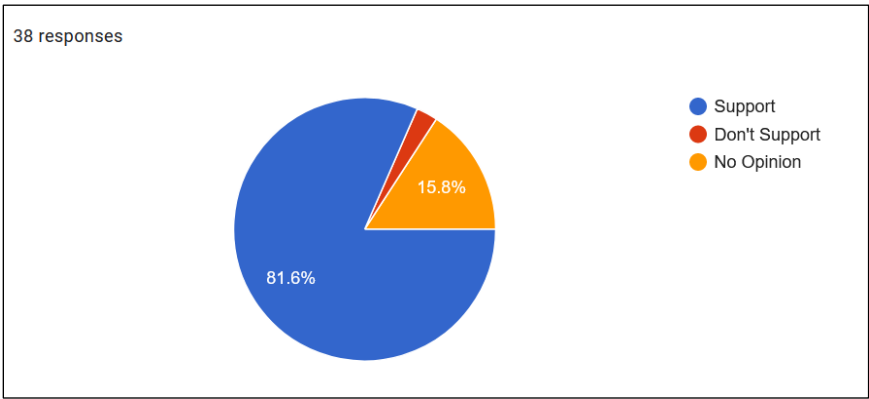
Conifer Boulevard Rehabilitation



SW Campus Way Corridor – Scoping Study



S. 16th Street Expansion and Sidewalk Installation



Respondent Zip Code

Figure 1: Respondent Zip Codes

Zip Code	Area	Number of Respondents	Percentage
Skipped	No Response	2	4.5%
97361	Monmouth	1	2.3%
97370	Philomath and outlying area	1	2.3%
97339	Small area in Downtown Corvallis	0	0%
97333	Corvallis (Roughly south of Monroe Ave, does not include OSU)	5	11.4%
97330	Corvallis and Adair Village (Roughly north of Monroe Ave)	35	79.5%

Addendums

- **Addendum A:** Outlines comments received as part of the open-ended section of the survey
- **Addendum B:** Provides additional details on proposed STBG projects
- **Addendum C:** Page 59 from City of Corvallis FY2023-27 Capital Improvement Program (referenced in comment #14 in Addendum A)

Next Steps

- CAMPO staff forwarded this memo to the Technical Advisory Committee (TAC) in mid-January
- TAC reviews comments from the public and discusses as a group
- TAC makes funding recommendation to CAMPO Policy Board
- CAMPO Board reviews recommendation and makes decision on funding approval

Addendum A: Comments on Project Proposals

CAMPO received several comments as part of the open-ended section of the survey. Comments are broken into three groups below (1) Comments on Bicycle and Pedestrian Improvements; (2) Comments on Conifer Boulevard; and (3) Comments on 19th Street Grind & Inlay.

Comments on Bicycle and Pedestrian Improvements

Bicycle and Pedestrian Improvements	
1	I like to see project that move traffic away from downtown Corvallis and improve bike paths
2	All this money to support polluting cars and trucks. Why not spend this money on safer biking and walking paths?
3	All road projects should improve bicycle infrastructure with either parking between bikes and moving cars or buffered bike lanes.
4	I don't think we should be doing any improvements without making sure to make the road more bike and pedestrian friendly.
5	Just a general comment: We need to facilitate walking, transit, and bicycling and reduce (drastically reduce!) the emphasis on driving. We are living through a climate emergency.,
6	Many of these projects seem very car centric with minimal consideration for how to improve access for people who choose lower impact methods of transportation such as walking and biking. Phrasing such as "opportunities to improve bicycling facilities...will be explored" reinforces the idea that this money is for cars first, with other users being an afterthought.
7	90% is bike brain all the time. Every project needs to focus on protected bike lanes and public transit.

Comments on Conifer Boulevard

Conifer Boulevard	
8	Project 3: Conifer Blvd - this roadway severely needs new crossings at the railroad and shorter pedestrian crossing distances at the stated key intersections. Thank you for doing this! Make it safer for peds and bikes!
9	Proj.3 I am glad to hear there will be consideration for the RR crossings since the one near Cheldelin MS becomes rough to cross on a bike a year or so after repaving. Also hope that the enhanced drainage on Conifer near 99 will be improved as that area has flooded out in the past. The summary says the TSP identified 2 neighborhood bikeways that intersect the Conifer project, NE Lancaster and NE Cambridge. There is a 3rd, neighborhood bikeway that intersects Conifer, NE Conser. Some of the northbound bike-ped traffic on Conser may go through the path through the Village Green Park, but when the underpass is flooded out, they will go all the way up Conser to Conifer. Bike-ped traffic coming from Waldorf School /US 20 on Conser and wanting to connect to Circle Blvd shopping or the 99W bike-ped path will find it faster to go south on Conser directly off of Conser rather than having to worm through the offset curb cutouts and going through the park.
10	Ambivalent about conifer, hard to compare to other grind inlay projects as no LF provided for those. Price tag seems large compared to other projects, wonder why
11	Conifer Blvd Rehab: This project is desperately needed. Better rail crossings and shorter pedestrian crossings are so important. Please do real concrete curb extensions, and not just flexible delineators to make the ped crossings shorter!

12	<p>Project 3: "In addition, Conifer Boulevard between the Highway and Cambridge Circle is identified as part to of the City's low-stress bike network. In conjunction with restriping work at the completion of the rehabilitation project, opportunities to improve bicycling facilities on this and all segments of Conifer will be explored." How will public input on the bike improvements be sought and considered?</p>
13	<p>I'd like to comment on the Conifer Blvd project. This entire corridor is crying out for modern multimodal infrastructure for students and staff going to Cheldelin Middle School and Corvallis Waldorf School as well as for people biking to and from these neighborhoods. Conifer needs physically protected bike lanes that span the entire Conifer corridor, linking with current separated bike paths and eventually linking to (currently uncompleted) multi-use paths on Highway 99 and Highway 20 (the Corvallis-Albany multiuse path). The current bike lanes are narrow and the south side has a lengthy parked car door zone, which is dangerous by design and totally unacceptable as a route to school. I strongly suspect removing street parking is out of the question, so would it be possible to build a two-way protected bike lane on the north side of Conifer? There are very few driveways on the north side, which would make it a great candidate for a two-way bike lane. A floating transit island could be built so that the bus doesn't impede cyclists and cyclists would be tucked in next to the sidewalk. The vehicle travel lanes should be as narrow as possible to reduce vehicle speed and add all extra width to the bike lanes. Protected intersections at NE Lancaster St., NE Canterbury, and NE Dorchester, including bulbouts and raised crosswalks would make it clear that students and staff walking and biking to school and neighbors walking or biking to the park are prioritized over motor vehicles. This corridor could be an example for the whole city on how to build a safe walkable neighborhood with actual safe routes to school. And it will become a crucial link in a cycling network that could one day go from downtown Albany to downtown Corvallis. Thanks for the opportunity to comment! Cheers, Steve</p>
14	<p>The Corvallis project description refers to Conifer Blvd only. In the Fy2023 Corvallis CIP the project also includes work on Walnut Blvd (page 59 of the Fy2023 CIP, see attached Addendum C). The project cost is reported as \$4.1 million, equal to \$3.4 million of Transportation Maintenance Fees (TMF), and \$720,000 of STBG funding. The application increases the project cost to \$5.3 million (maybe ~\$3.4 from the TMF, and \$1.7million from STBG???)</p> <p>Please ask the applicant to clarify if this project will include a Walnut resurfacing component.</p> <p>Please also ask if the project will include an improved low-stress crossing at Jack London and Walnut, as mentioned in the CIP statement.</p>

Comments on 19th Street Grind & Inlay

19th Street Grind & Inlay	
15	<p>On 19th Street in Philomath, it should be encouraged for the bike lane to be improved to the point where it has a buffer zone not just a simple stripe, as it crosses through a busy part of Philomath AND serves as a major connecting route north/south thru the city. Additionally, it is a route to the schools of Philomath and the bike lane deserves more safety on this route. On Conifer Blvd in Corvallis, as that street does serve to connect neighborhood bikeways AND a school, there should be buffered bike lane along most of it and protected bike lanes closer to the school zone so that students are safe riding to/from school and/or accessing the multi-use path that crosses Conifer.</p>

Addendum B: Proposed STBG Project Details				
Project Name	Project Description	Applicant	STBG Funds Requested	Total Estimated Project Cost
19th Steet Grind & Inlay - Preservation	Grind and inlay 19th Street in Philomath from Industrial Way to Chapel Drive (with the exception of the couplet intersections) for a total of approximately 1.10 miles. This project is vital to keeping 19th Street in good condition for the traveling public. There are existing curb and gutters along the majority of the length which will facilitate a grind and inlay project. Sidewalk ADA ramps and crosswalks will be upgraded as needed as part of the project. Pavement preservation projects are not outlined in Benton County's Transportation System Plan; however, they are priority ranked according to our road maintenance procedures. Pavement preservation is also a key component to ensure the MPO can achieve the goals and objectives outlined in the Regional Transportation Plan.	Benton County	\$1,360,297 (Total) • N. 19 th segment \$703,397 • S. 19 th segment \$656,900	\$1,500,000 (Total) • N. 19 th segment \$775,636 • S. 19 th segment \$724,457
45 th Street Grind & Inlay - Preservation	Grind and inlay SW 45th Street in Corvallis from Country Club Drive to Nash for a total of approximately 0.6 mile. This project is vital to keeping 45th Street in good condition for the traveling public. There are existing curb and gutters along the entirety of the length which will facilitate a grind and inlay project. Sidewalk ADA ramps and crosswalks will be upgraded as needed as part of the project. Pavement preservation projects are not outlined in Benton County's Transportation System Plan; however, they are priority ranked according to our road maintenance procedures. Pavement preservation is also a key component to ensure the MPO can achieve the goals and objectives outlined in the Regional Transportation Plan.	Benton County	\$630,840	\$695,628
Conifer Boulevard Rehabilitation	<p>The Conifer Boulevard Rehabilitation project will rehabilitated the pavement on Conifer Boulevard between Hwy 99 and the eastern City Limits. The total length of the project is 5500 LF. Of that, 2500 LF is planned for reconstruction, and the remainder will receive a Grind/Inlay.</p> <p>An investment in Conifer Boulevard at this time will mean that the majority of roadway surface can be rehabilitated through the grind and inlay process, preventing it from further degrading to the point a much more expensive reconstruction project is needed. In addition to pavement rehabilitation, there are a number of other project elements that support multi-modal travel on the corridor.</p> <p>The project scope and estimate includes money to improve two railroad crossings of this corridor. Similar to previous street rehabilitation projects in</p>	Corvallis	\$1,700,000	\$5,300,000

	<p>our community, staff will request a cooperative cost sharing agreement with the railroad to upgrade both street and sidewalk crossings (TSP Project PB4).</p> <p>All corner ramps will be reconstructed to meet current ADA standards (TSP Project P5).</p> <p>The Transportation System Plan identifies 2 neighborhood bikeways that intersect with this segment of Conifer: Lancaster Avenue and Cambridge Circle (TSP Projects B48 and B50). As such, corner curb bulb-outs will be planned at both locations. In addition, Conifer Boulevard between the Highway and Cambridge Circle is identified as part to of the City's low-stress bike network. In conjunction with restriping work at the completion of the rehabilitation project, opportunities to improve bicycling facilities on this and all segments of Conifer will be explored.</p> <p>Reconstructed segments of Conifer will be retrofitted with stormwater quality facilities.</p>			
SW Campus Way Corridor – Scoping Study	<p>SW Campus Way is a critical east-west corridor through campus that serves as a gateway to campus from the city of Corvallis to the east and from Benton County to the west. Much of the corridor experiences intense daily pedestrian and bicycle activity, as well as vehicle traffic crossing the corridor. In the future, this area is envisioned as a multimodal corridor that prioritizes pedestrian and bicycle traffic, but can also accommodate emergency vehicles, service vehicles, and transit with fewer conflicts.</p> <p>The OSU Transportation Plan identifies the Campus Way corridor as Recommendation 2 of its five priority projects. While the OSU Transportation Plan provides a high-level vision for this critical corridor, an engineering scoping study is needed to ground truth the recommendations, verify connections with the multi-modal transportation networks, understand implications to other utilities and infrastructure, and refine design to minimize impacts on historic and natural features. The scoping study is anticipated to provide implementable direction that would be consistent with the Corvallis Campus Vision, OSU's Historic Preservation Plan, the Corvallis Land Development Code (OSU Zone, Historic Preservation Provisions, Highly Protected Significant Vegetation) and the City's Transportation System Plan.</p>	Oregon State University	\$250,000	\$700,000
S. 16th Street Expansion and Sidewalk Installation	<p>S. 16th Street is a 16' deficient chipsealed road fronted by Philomath elementary school on the east side and single-family homes on the west side. It terminates just before the city's public works yard in a gravel, pot-holed turnaround. The sidewalk along the school frontage is in need of replacement, and the west side has open storm ditches and no sidewalks. Vehicles dropping off or picking up students are forced to go down to the end of the street before it is wide enough to turn around and come back in front of the</p>	Philomath	\$257,600	1,790,297

	<p>school and out to the intersection at Applegate Street, causing twice as much traffic as necessary at this controlled 4-way stop.</p> <p>Buses are not able to utilize 16th Street and are forced to parallel park on Applegate Street to drop off students. These students then have to cross the sidewalk or parking lot where parents are trying to drop off their students, adding further to the congestion.</p> <p>The solution is to fully improve the existing street to the city's standard dimensions, with sidewalks and on-street parking on both sides of the street, and extending the street between the public works yard and school ballfield to Cedar Street. This extension would remove the dead-end and significantly increase connectivity and traffic circulation around the elementary school. Specifically, the City is looking for STBG funding to pay for the bike and pedestrian improvement portions of this larger scaled project.</p> <p>STBG funds are allowed to be used on local roads for bike/ped projects such as sidewalks.</p>			
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Addendum C: Excerpt from City of Corvallis CIP

Capital Improvement Program 2023-2027

FY 2023-24 STREET RESURFACING & RECONSTRUCTION - WALNUT BOULEVARD / CONIFER BOULEVARD

Department: Public Works

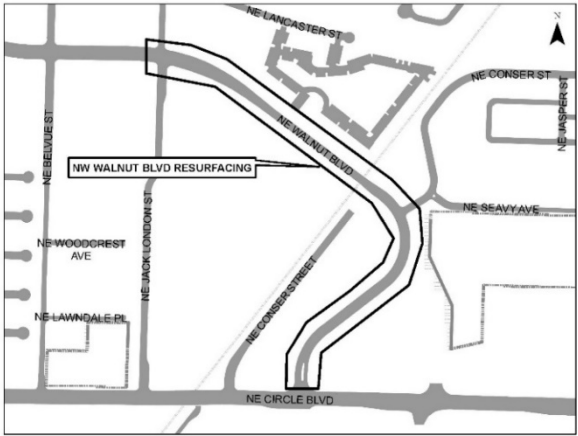
Category: Community Preservation

Origination: Pavement Management System, Transportation System Plan, Project B16, B50 & PB4

Total Cost: \$4,141,000

Project Description: This project will address aging and failing street pavement by:

- Resurfacing Walnut Boulevard between Jack London Street and Circle Boulevard including consideration for providing buffered bike lanes as described in TSP project B16;
- Resurfacing and reconstructing segments of Conifer Boulevard between Hwy 99 and the City Limits including an upgrade to railroad crossings at HWY 99W and Cheldelin Middle School as described in TSP project PB4. Consideration of bike improvements between Hwy 99 and _____ Circle will be given in support of TSP Project B50 and the low stress bicycle network.



Opportunities for pedestrian crossing improvements on Walnut Boulevard at Jack London Street will be considered in order to improve connectivity between residential areas to the north and commercial areas to the south.

ADA ramps that do not meet current standards will be replaced with the street work. Conifer Boulevard intersects neighborhood bikeways at Cambridge Circle and Lancaster Street. Corners reconstructed to meet ADA standards will include bulb-outs at these locations.

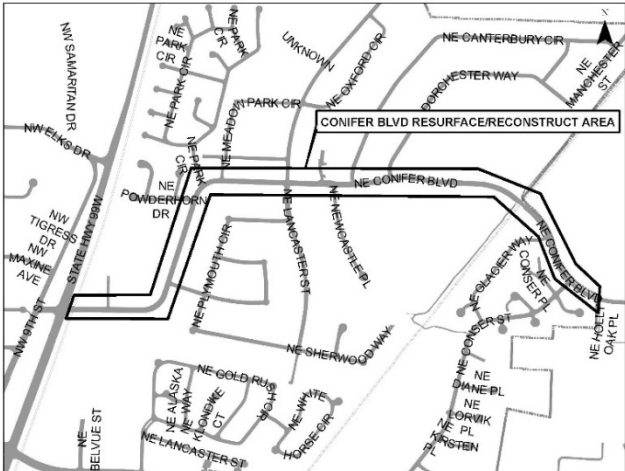
Assumptions: None

Operating Budget Impacts: This project will reduce the cost to maintain these roadways by eliminating the need to respond to potholes and other localized failures.

Estimated Useful Life: 20 years

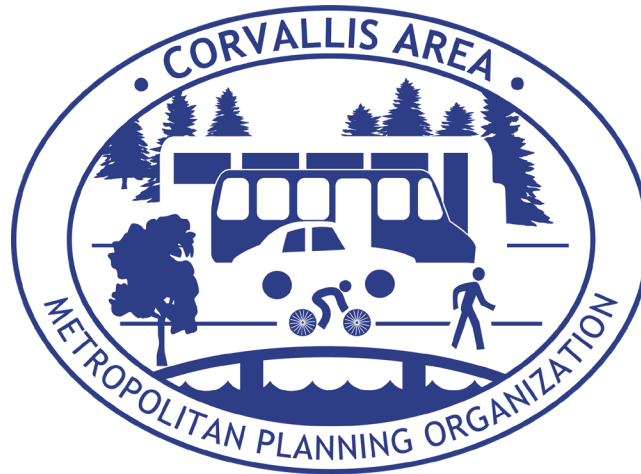
Project Funding Sources:

TMF	\$ 3,421,000
STBG Program	\$ 720,000
Total	\$ 4,141,000



Fiscal Year 2024 Unified Planning Work Program (UPWP)

July 1, 2023 – June 30, 2024



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

Adopted 12, 2023

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

RESOLUTION No. 23-01

**FOR THE PURPOSE OF APPROVING THE FY 2024 CORVALLIS AREA METROPOLITAN
PLANNING ORGANIZATION'S
UNIFIED PLANNING WORK PROGRAM (UPWP)**

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

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

WHEREAS, the Corvallis Metropolitan Planning Organization has developed a Unified Planning Work Program for FY 2024, in coordination with local governments, the US DOT and ODOT and in compliance with all applicable federal and state requirements; and

WHEREAS, the City of Corvallis and Benton County have agreed to provide 'in-kind' local match for the Federal Transit Administration's Section 5303 Funds that are applied by the MPO to partially cover the cost of its transportation planning activities in FY 2024;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Corvallis Area MPO approves the FY 2024 Corvallis Area Unified Planning Work Program and its associated budget.

Dated on this 12 Day of April, 2023

APPROVED:

Matt Lehman, Chair
Corvallis Area MPO

ATTESTED:

Nick Meltzer, Manager
Corvallis Area MPO

ABOUT THE CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION

Policy Board

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

Technical Advisory Committee (TAC)

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

TAC Ex-Officio Members

Jasmine Harris	Federal Highway Administration (FHWA), Oregon Division
Ned Conroy	Federal Transit Administration (FTA), Region X
Mark Bernard	Oregon Department of Transportation
Mary Camarata	Department of Environmental Quality (DEQ)
Patrick Wingard	Oregon Department of Land Conservation and Development (DLCD) Oregon
Vacant	Oregon Department of State Lands (DSL)

CAMPO Staff

Nicholas Meltzer	Transportation Manager
Vacant	Transportation Planner
Emma Chavez	Operations Supervisor

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Table of Contents

About The Corvallis Area Metropolitan Planning Organization.....	iv
Section I: Introduction	1
Section II: Work Program Overview.....	2
Section III: CAMPO FY23 Accomplishments.....	4
Section IV – Planning Tasks.....	5
Task 100 – Program Management.....	5
Task 200 – Long Range Transportation Planning.....	7
Task 300 – Inter-Regional Transportation Planning.....	9
Task 400 – Transportation Programming	11
Task 500 – Special Projects	12
Task Schedule.....	12
Section V: Budget Summary.....	13
Appendix A: CAMPO Planning Area Map.....	15
Appendix B: Other Transportation Planning Activities in the MPO Area	16
Appendix C: Glossary of Acronyms	17
Appendix D: FHWA and FTA Joint Planning emphasis areas	19
Appendix E: In-Kind Match Overview	21
Appendix F: Summary of Comments	24

SECTION I: INTRODUCTION

What is a Metropolitan Planning Organization (MPO)?

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

What is the Corvallis Area Metropolitan Planning Organization?

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

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

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

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

What is the Purpose of this Document?

In accordance with 23 CFR 450.308, the functions and responsibilities of CAMPO include development of a Regional Transportation Plan (RTP), development of a Metropolitan Transportation Improvement Program (MTIP) and development of a Unified Planning Work Program (UPWP), as noted above. In addition, the MPO produces an annual list of obligated projects and a Public Participation Plan (PPP). CAMPO must also demonstrate compliance with Title VI and other non-discrimination requirements. The Fiscal Year 2024 UPWP demonstrates how CAMPO will fulfill these requirements between July 1, 2023 and June 30, 2024.

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

SECTION II: WORK PROGRAM OVERVIEW

Funding Sources and Match Documentation

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

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

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

Amendments

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

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

Engagement and Process

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

<https://corvallisareampo.org/planning-programming/public-involvement/>

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

- Emailing stakeholders and interested parties regarding draft UPWP discussion and opportunity for public comment via email or during regularly scheduled CAMPO meetings
- Holding a 15-day comment period (held **March X to March XX**, 2023) prior to a decision by the Policy Board to adopt the UPWP

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

Federal Performance Based Planning Requirements

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

There are no portions of Interstate within the Corvallis Area Metropolitan Planning Organization’s planning area, and all portions of the National Highway System (NHS) within the planning area are owned and maintained by the Oregon Department of Transportation. This fact, coupled with the limited staff capacity of a small MPO, led CAMPO to adopt the state targets for Safety, Pavement/Bridge Condition, NHS Performance and Freight Reliability. While CAMPO does not have direct jurisdiction over any infrastructure, the Safety and Transit performance measures apply to all public roads.

Safety

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

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

Transit

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

Summary

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

Staff are awaiting an update on federal measures by ODOT prior to re-adopting locally.

Performance Measure Adherence	Current Status	Next Update
Transportation Safety	Supported ODOT’s Measures, January 2018	2022*
Bridge and Pavement	Supported ODOT’s Measures, November 2018	2022*
Transportation System	Supported ODOT’s Measures, November 2018	2022*
Transit Performance Measures	PTASP adopted Dec. 2020; updated March 2022	September 2023

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

SECTION III: CAMPO FY23 ACCOMPLISHMENTS

During the first half of FY2023 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 staffing and attending meetings for the Linn-Benton Loop Technical Advisory Committee and Governing Board and providing assistance to the Corvallis Transit System (CTS) as needed.

During the first six months of the FY2023 planning period CAMPO spent time preparing for the development of the FY2024-2027 Metropolitan Transportation Improvement Program (MTIP). CAMPO held a request for project proposals for the use of Surface Transportation Block Grant (STBG) during September and October 2022.

Work on the count program, partnering with local members, and increasing our knowledge on diversity, equity and inclusion topics continued throughout the year. CAMPO is providing in-kind match for both a Corvallis Bikeshare Study, and an e-bike Pilot Program, which is a partnership with Corvallis/Benton County Economic Development. CAMPO staff also participated on the Open Streets Corvallis planning Committee, assisted in creation of an Adair Village Trails Plan, and assisted with the Philomath School Plan.

After completing the 2043 Regional Transportation Plan update last fiscal year, CAMPO assisted with the update to the Albany Area MPO's (AAMPO) Regional Transportation Plan. Virtual open house engagement meetings and technical work on the AAMPO RTP are ongoing as of the date this document was written. Working closely with AAMPO helps ensure compatibility between the two Regional Transportation Plans and accomplishes a collaborative approach to planning.

Status of CAMPO and Regional Transportation Documents

Key Documents	Current Status	Next Update
CAMPO Regional Transportation Plan (RTP)	Approved February 2022	2027
CAMPO Reducing Reliance on Single Occupancy Vehicle Trips (Locally adopted performance measures)	Approved in February 2020	2023
FY2021-2024 Metropolitan Transportation Improvement Program (MTIP)	Approved August 2019	Spring 2023
FY24 Unified Planning Work Program	Adoption expected in spring 2023	2024
Title VI and Environmental Justice Plan	Updated and approved in 2020	Fall 2023
Public Involvement Framework	Updated and approved in 2020	Fall 2023
Other Documents	Current Status	Next Update
Benton County Transportation System Plan	Adopted March 2019	-
Corvallis Transportation System Plan	Adopted December 2018	-
Corvallis Transit Development Plan	Adopted August 2018	-
Philomath Transportation System Plan	Adopted August 2018	-
Adair Village Transportation System Plan	Adopted November 2019	-

SECTION IV – PLANNING TASKS

Task 100 – Program Management

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

Task 110 – MPO Operation

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

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

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

Schedule: *Task is ongoing through the fiscal year*

Task 120 – MPO Administration

Activities under this item will include:

- Complying with required paperwork and documentation of activities as well as the maintenance of MPO records.
- Accounting, bookkeeping and invoicing.
- Preparing and submitting semi-annual and annual reports to ODOT.

- Preparing the agency’s financial audit.
- Upkeep and maintenance of the agency’s website, including adding all MPO designation documents
- Attending organizational and personnel-related meetings.

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

Schedule: Task is ongoing through the fiscal year

Task 130 – Annual Document Review

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

- Posting of Obligated Transportation Projects on the website, per Federal Requirements.
- Reviewing the Title VI/Non-discrimination Plan, and related ADA policies and procedures.
- Reviewing the Public Participation Plan, and updating to include enough specify that members of the public can clearly know the duration of comment periods for each MPO document or change, and how to best access the information.
- Developing the FY25 Unified Planning Work Program and budget, and subsequent approval.
- Amending the FY24 Unified Planning Work Program as needed.

Product: An FY25 UPWP that outlines the work program and budget for the upcoming year. Amendments to required federal planning documents as needed.

Schedule: Completion expected in the third quarter

Task 140 – MPO Education and Training

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

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

TASK 100: PROGRAM MANAGEMENT	
Task Component	
110: MPO Operation	\$55,000
120: MPO Administration	\$35,000
130: Annual Document Review	\$4,000
140: MPO Education and Training	\$6,000
Total	\$100,000

Task 200 – Long Range Transportation Planning

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

Task 210 – Regional Transportation Plan Performance Monitoring

An update to the Corvallis Area MPO’s Regional Transportation Plan (RTP) was completed in spring 2022. The purpose of this work item is to continue placing staff effort on RTP implementation including dissemination of information about the plan and pursuit of project funding. Regular performance monitoring will also be performed as part of this work task. One aspect of this task could include a “Transportation Project Tracker,” which captures local and regional infrastructure improvements on a year by year basis, to share with the public as well as the policy board.

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

Schedule: *Task is ongoing throughout the fiscal year*

Task 220 – Philomath Boulevard Support (Philomath to Downtown Corvallis)

The importance of Highway 20/34 between Philomath and I-5 in Albany is identified and discussed in Task 510 of this work plan. This key corridor connects the CAMPO and AAMPO regions, transporting commuters, recreationalists, freight, and local residents. One segment of the corridor, from Philomath to downtown Corvallis, was identified as a regionally significant corridor in the CAMPO Regional Transportation Plan and continues as a regular topic of interest during Policy Board and Technical Advisory Committee meetings.

With the City of Corvallis preparing to launch the development of a West Corvallis Specific Area Plan and the Oregon Department of Transportation exploring ways to fund signal improvements along the corridor, MPO staff time can help support coordination of efforts. This work task will dedicate CAMPO staff time towards supporting collaborative discussions among project partners and may extend into technical support. The long-term intent is to investigate a range of multi-modal investments that can decrease demand along the Philomath to downtown Corvallis corridor for single occupancy vehicles and reduce greenhouse gas emissions while allowing for efficient and safe travel by all modes.

Product: *ongoing inclusion of Philomath Boulevard on Policy Board and Technical Advisory Committee meeting agendas; participation in West Corvallis Specific Area Planning process; research and technical support as needed.*

Schedule: *Task is ongoing throughout the fiscal year*

Task 230: Technical Assistance to Communities

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

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

- Conceptual Design Recommendation

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

Schedule: Task is ongoing throughout the fiscal year

Task 240: CAMPO Multi-Modal Count Program

The Corvallis Area MPO started a multi-modal count program in FY20 and plans to continue this program on an ongoing basis. This task will cover staff time to deploy counters, collect data, and prepare summary reports. Counts have been identified through conversations with the TAC and Policy Board. Each location will be counted for between two and eight weeks. Summary reports will be published on CAMPO’s website. The program will accomplish a number of objectives including:

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

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

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

TASK 200: LONG RANGE TRANSPORTATION PLANNING	
Task Component	
210: Regional Transportation Plan Performance Monitoring	\$35,000
220: Philomath Boulevard Support (Philomath to Downtown Corvallis)	\$20,000
230: Technical Assistance to Communities	\$22,000
240: CAMPO Multi-Modal Count Program	\$27,431
Total	\$104,431

Task 300 – Inter-Regional Transportation Planning

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

Task 310 – AAMPO Coordination

As the greater Corvallis-Albany region grows in both population and employment, there will be increased stress on the major commute routes through the region. Task 310 allocates money towards coordination with AAMPO to address regional travel demand. Started in Fiscal Year 2020, both AAMPO and CAMPO expect the conversation to continue into FY24. These sub tasks include, but are not limited to:

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

AAMPO has identified similar funding to contribute in their upcoming UPWP. As projects are expected to develop over the fiscal year, meeting minutes are the primary anticipated work product. Other projects listed in this work program also include significant coordination with AAMPO (Tasks 220 and 510).

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

Schedule: Task is ongoing throughout the fiscal year

Task 320 – Local Transit Planning Support

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. CAMPO staff will work to keep transit providers in the region updated on regional transit improvements and state funding as part of this work task. In FY21, CAMPO prepared the Public Transit Agency Safety Plan (PTASP) for Corvallis Transit System. As that document requires updating once a year, that will be incorporated into this task.

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

Schedule: Task is ongoing throughout the fiscal year.

Task 330: Linn-Benton Loop Support

The purpose of this task item is to capture CAMPO staffing support for the Linn-Benton Loop Governing Board and Technical Advisory Committee (TAC). Additional aspects include serving on the Loop TAC and as the liaison between the CAMPO Policy Board and Linn-Benton transit service. CAMPO will continue to assist in the implementation of the Linn-Benton Loop Service Development Plan.

Product: Staffing support and technical assistance to the Linn-Benton Loop; information dissemination from state and federal partners.

Schedule: Task is ongoing throughout the fiscal year.

Task 340: Travel Model Coordination

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

This task also includes work related to the Oregon Household Activity Survey (OHAS). The OHAS is a periodic statewide effort, led by the Oregon Modeling Steering Committee (OMSC), to capture demographic and travel behavior of Oregon residents. This data is used to update travel demand models and answer other transportation related questions. CAMPO is involved in the OHAS effort through the MPO's commitment to provide funding (Task 420) as well as attendance at OMSC and OHAS meetings, providing input and feedback on the OHAS effort.

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

Schedule: Task is ongoing throughout the fiscal year.

TASK 300: INTER-REGIONAL TRANSPORTATION PLANNING	
Task Component	
310: AAMPO Coordination	\$20,000
320: Local Transit Planning Support	\$20,000
330: Linn-Benton Loop Support	\$16,269
340: Travel Model Coordination	\$10,000
Total	\$66,269

Task 400 – Transportation Programming

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

Task 410 – MTIP Amendments

This task provides for the necessary amendments to the FY21-24 and FY24-27 MTIP and STIP documents. The amendments are generally initiated either by member jurisdictions or by ODOT.

Product: Up-to-date FY21-24 and FY24-27 MTIP document. Transition from FY21-24 to FY24-27 MTIP in October 2023.

Schedule: Task is ongoing throughout the fiscal year

Task 420 –Oregon Household Activity Survey (OHAS) Funding Set-Aside

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

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

Schedule: Ongoing for this fiscal year and into the future

TASK 400: TRANSPORTATION PROGRAMMING	
Task Component	
410: MTIP Amendments	\$20,000
420: OHAS Funding Set-Aside	\$10,000
Total	\$30,000

Task 500 – Special Projects

Task 510: Highway US 20/OR 34 Planning Study

Highway 20/34 between Philomath and I-5 is a key corridor connecting the CAMPO and AAMPO regions, transporting commuters, recreationalists, freight, and local residents. The corridor is expected to see increased traffic as the region grows in population. While many jurisdictions identify the Highway 20/34 Corridor as an issue during their recently developed transportation system plans, none of them dive into the details of solutions.

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

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

Schedule: Expected to pick up after Philomath Boulevard Support has gotten underway

Task 520: Special Project Pool

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

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

Schedule: Schedule is dependent on projects pursued

TASK 500: Special Projects Pool	
Task Component	
510: Highway US 20/OR 34 Planning Study	\$34,550
520: Special Projects Pool	-
Total	\$34,550

Task Schedule

The table below summarizes tasks related to Highway US20/OR 34 CAMPO is undertaking during State Fiscal Year 2024. Note that the majority of effort early in the fiscal year will be dedicated toward Philomath Boulevard between Philomath and Downtown Corvallis with other work tasks likely to pick up later in the fiscal year.

Non-continuous tasks being undertaken in SFY Year 2024	Quarter 1			Quarter 2			Quarter 3			Quarter 4		
	July 2022	Aug	Sep	Oct	Nov	Dec	Jan 2023	Feb	Mar	Apr	May	Jun
Task 220: Philomath Boulevard Support (Philomath to Downtown Corvallis)												
Task 510: Highway US 20/OR 34 Planning Study												

SECTION V: BUDGET SUMMARY

The following budget tables detail the planned activities for Fiscal Year 2024 in comparison with Fiscal Year 2023. In addition, a breakdown of expenses and funding sources is provided.

FY24 Budget by Subtask

Task	FY24 Amount	FY23 Amount	Dollar Change	Percent Change
TASK 100: Program Management	\$100,000	\$62,000	\$38,000	38%
110: MPO Operation	\$55,000			
120: MPO Administration	\$35,000			
130: Annual Document Review	\$4,000			
140: MPO Education and Training	\$6,000			
TASK 200: Long Range Transportation Planning	\$104,431	\$64,000	\$40,431	39%
210: RTP Performance Monitoring	\$35,000			
220: Philomath Boulevard Support	\$20,000			
230: Technical Assistance to Communities	\$22,000			
240: CAMPO Multi-Modal Count Program	\$27,431			
TASK 300: Inter-Regional Transportation Planning	\$66,269	\$45,000	\$21,269	32%
310: AAMPO Coordination	\$20,000			
320: Local Transit Planning Support	\$20,000			
330: Linn-Benton Loop Support	\$16,269			
340: Travel Model Coordination	\$10,000			
TASK 400: Transportation Programming	\$30,000	\$24,000	\$6,000	20%
410: MTIP Amendments	\$20,000			
420: 2030 OHAS Set-Aside	\$10,000			
TASK 500: Special Projects	\$34,550	\$61,937	(\$27,387)	-79%
510: Highway 20/34 Corridor Investment Strategy	\$34,550			
520: Special Projects Pool				
TOTAL	\$335,249.79	\$256,937	\$78,313	23%

*\$335,249.79 is the ODOT estimate for funding as of March 2023

FY24 Budget by Fund Source

The Infrastructure and Investment Jobs Act (IIJA) created a new requirement that 2.5% of planning funds must be spent towards creating safe and accessible transportation options. This set aside must be clearly identified in metropolitan work plans. These funds are labeled in the table below under Safe and Accessible Transportation Options, or SATO. These funds require a local match.

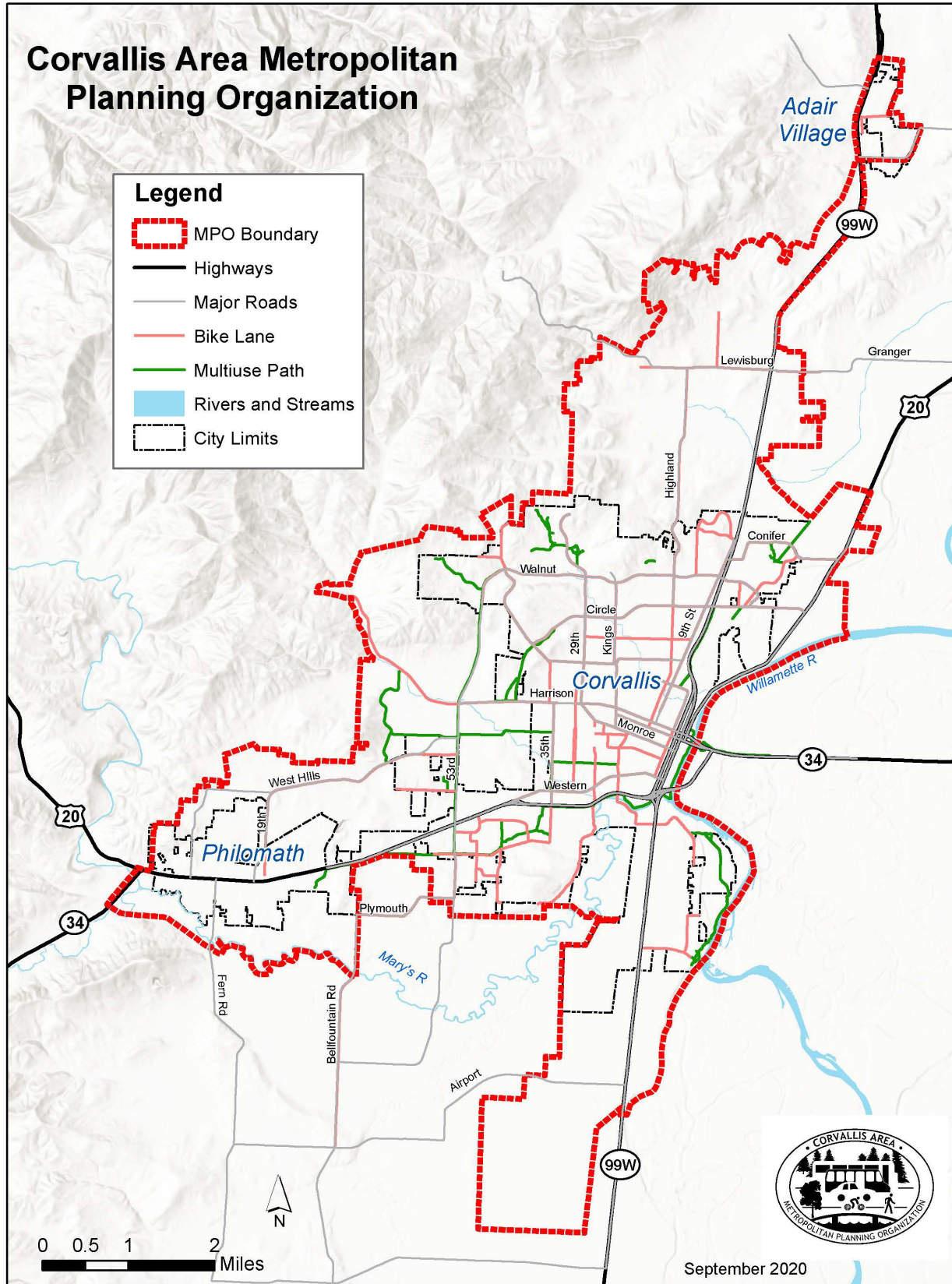
Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303/SATO Funds	PL Match Funds (10.27% from ODOT)	Local Match (5303/SATO) (Funds and In-kind)
Task 100: Program Management	\$100,000	\$89,730	\$0	\$10,270	\$0
Task 200: Long Range Transportation Planning	\$77,000	\$69,092	\$0	\$7,908	\$0
Task 240: Count Program	\$27,431		\$21,945		\$5,486
Task 300: Inter-Regional Transportation Planning (5303)	\$66,269	\$0	\$59,463	\$0.00	\$6,806
Task 400: Transportation Programming	\$30,000	\$26,919	\$0	\$3,081	\$0
Task 500: Special Projects	\$34,550	\$31,001	\$0	\$3,548	\$0
Total SFY24 Budget	\$335,249.79	\$216,742	\$81,408	\$24,807	\$12,292

FY24 Expenses

Cost	Amount	Percent of Total Budget
CAMPO Staff Payroll Expenses	\$214,538	64%
CAMPO Non-Payroll Expenses	\$86,462	26%
Advertising	\$1,500	
Board/Comm/Meeting Expense	\$1,000	
Contract*	\$25,000	
Copying	\$500	
Dues and Memberships	\$1,000	
Legal Expenses	\$1,000	
Licenses and Fees	\$2,000	
Maintenance and Repair	\$1,000	
Overhead and Administration	\$33,762	
Postage	\$500	
Printing	\$500	
Rent	\$11,200	
Supplies	\$500	
Telephone	\$1,000	
Training	\$4,000	
Travel	\$2,000	
Special Projects Pool*	\$34,250	10%
Total	\$335,249.79	100%

*Contracted task support includes part time work from the COG Transportation Planner as well as technical assistance from external contractors. The special projects pool can be payroll, material or contract expense, and will be approved by the Policy Board prior to expenditure.

APPENDIX A: CAMPO PLANNING AREA MAP



APPENDIX B: OTHER TRANSPORTATION PLANNING ACTIVITIES IN THE MPO AREA

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

1. *Oregon 99W South Corvallis Facility Plan*. This Oregon Department of Transportation project, in collaboration with local jurisdictions, will amend the Oregon Highway Plan and provide a refinement plan to the City's Transportation System Plan for OR 99W through South Corvallis. Developed in coordination with the South Corvallis Area Plan, CAMPO staff is actively participating in the planning study.
2. *South Corvallis Area Plan*. A City of Corvallis led project that predominantly focuses on land use, some transportation elements will be addressed as well.
3. *West Corvallis Area Plan*. The purpose of the project being taken on by the City of Corvallis is to develop a plan through a public process that refines land uses and provides an orderly plan for the development of local street networks and alternative transportation options to create safe, low-stress, and convenient navigation through the area. The plan is intended to refine land uses in response to urbanization patterns in the area, state legislation on middle housing and Climate Friendly and Equitable Communities, and local changes to land use zoning options. The expected outcome is a plan for Southwest Corvallis that establishes thoughtful zoning patterns, local street networks and alternative transportation options, and creates a sense of community and neighborhood character for the area.
4. *Climate Friendly and Equitable Community (CFEC) Implementation*. The cities of Philomath and Corvallis are set to implement new rules approved by the State of Oregon related to land use and transportation planning. While MPOs do not typically engage in efforts related to state rules, in this particular instance a portion of the rules require the two cities to update their transportation system plans. As CAMPO collaborates closely with members on long range planning efforts, their may be some coordination over the fiscal year.

APPENDIX C: GLOSSARY OF ACRONYMS

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

TSP	Transportation System Plan
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation

APPENDIX D: FHWA AND FTA JOINT PLANNING EMPHASIS AREAS

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

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

Task	Tackling the Climate Crisis	Equity and Justice 40	Complete Streets	Public Involvement
TASK 100: Program Management				
110: MPO Operation				
120: MPO Administration	X			X
130: Annual Document Review				X
140: MPO Education and Training		X	X	X
TASK 200: Long Range Transportation Planning				
210: Regional Transportation Plan Performance Monitoring	X	X	X	
220: Philomath Boulevard Support (Philomath to Downtown Corvallis)	X	X	X	X
230: Technical Assistance to Communities				
240: CAMPO Multi-Modal Count Program	X	X	X	X
TASK 300: Inter-Regional Transportation Planning				
310: AAMPO Coordination				
320: Local Transit Planning Support	X	X		
330: Linn Benton Loop Support	X	X		
340: Travel Model Coordination				
TASK 400: Transportation Programming				
410: MTIP Amendments				X
420: 2030 OHAS Set-Aside				
TASK 500: Special Projects				
510: Highway US 20/OR 34 Planning Study	X	X	X	X
520: Special Project Pool				

Task	Strategic Highway Network	Federal Land Management Agency Coordination	Planning and Environment Linkages	Data in Transportation Planning
TASK 100: Program Management				
110: MPO Operation	X	X	X	
120: MPO Administration		X	X	
130: Annual Document Review				X
140: MPO Education and Training			X	X
TASK 200: Long Range Transportation Planning				
210: Regional Transportation Plan Performance Monitoring	X		X	X
220: Philomath Boulevard Support (Philomath to Downtown Corvallis)	X		X	X
230: Technical Assistance to Communities	X			X
240: CAMPO Multi-Modal Count Program			X	X
TASK 300: Inter-Regional Transportation Planning				
310: AAMPO Coordination	X			
320: Local Transit Planning Support			X	X
330: Linn Benton Loop Support			X	X
340: Travel Model Coordination				X
TASK 400: Transportation Programming				
410: MTIP Amendments				X
420: 2030 OHAS Set-Aside				
TASK 500: Special Projects				
510: Highway US 20/OR 34 Corridor Investment Strategy	X		X	X
520: Special Project Pool				

APPENDIX E: IN-KIND MATCH OVERVIEW

This appendix provides an overview of in-kind match funding as shown in the Fiscal Year (FY) 2024 Corvallis Area MPO Unified Planning Work Program (UPWP). The Corvallis Area MPO Unified Planning Work Program (UPWP) shows the details for tasks one through five as listed below in the “FY24 Budget by Fund Source” table. This table is also included above in Section V of the UPWP.

FY24 Budget by Fund Source

Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303/SATO Funds	PL Match Funds (10.27% from ODOT)	Local Match (5303/SATO) (Funds and In-kind)
Task 100: Program Management	\$100,000	\$89,730	\$0	\$10,270	\$0
Task 200: Long Range Transportation Planning	\$77,000	\$69,092	\$0	\$7,908	\$0
<i>Task 240: Count Program</i>	<i>\$27,431</i>		<i>\$21,945</i>		<i>\$5,486</i>
Task 300: Inter-Regional Transportation Planning (5303)	\$66,269	\$0	\$59,463	\$0.00	\$6,806
Task 400: Transportation Programming	\$30,000	\$26,919	\$0	\$3,081	\$0
Task 500: Special Projects	\$34,550	\$31,001	\$0	\$3,548	\$0
Total SFY24 Budget	\$335,249.79	\$216,742	\$81,408	\$24,807	\$12,292

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

CAMPO Technical Advisory Committee Meetings

Assumed 9 TAC Meetings at 1.5 hour per meetings, with a \$100/hour loaded rate per staff person equals \$5,400.

CAMPO TAC MEETING		
Jurisdiction	Loaded rate/hour	Rate for 9 1.5 hour meetings
Corvallis	\$100	\$1350
Philomath	\$100	\$1350
Benton County	\$100	\$1350
OSU	\$100	\$1350
Total		\$5,400

CAMPO Policy Board Meetings

Assumed 9 Policy Board Meetings at 2 hours per meeting, \$16/hour for elected official volunteer time equals \$864

CAMPO POLICY BOARD MEETINGS		
Jurisdiction	Volunteer rate/hour	Rate for 9 2 hour meetings
Corvallis	\$16	\$288
Adair Village	\$16	\$288
Philomath	\$16	\$288
Benton County (paid)	-	-
Total		\$864

Additional Tasks

As described, for a total of \$6,400.

CAMPO POLICY BOARD MEETINGS			
Item	Loaded rate/hour	Estimated Hours	Total
Bicycle/Pedestrian Count Program Assistance	\$100	20	\$2,000
Philomath Boulevard Planning	\$100	40	\$4,000
Public Transportation Agency Safety Plan (PTASP) Update	\$100	4	\$400
Total		64	\$6,400

Other In-Kind Sources

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

Overall In-Kind Breakdown

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

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

ESTIMATED IN-KIND TO BE USED AS MATCH IN FY2023: \$6,368

APPENDIX F: SUMMARY OF COMMENTS

See comment tracker following this page



CARBON REDUCTION PROGRAM

SMALL URBAN AND RURAL APPLICATION GUIDELINES

OVERVIEW

On November 15, 2021, the Bipartisan Infrastructure Law (BIL) (also known as the Infrastructure Investment and Jobs Act or IIJA) was signed into law. The BIL authorizes a new Carbon Reduction Program (CRP) to reduce transportation greenhouse gas emissions.¹ Through the Carbon Reduction Program, Oregon is apportioned \$82.4 million over 5 years. These funds are allocated by federal formula to Transportation Management Areas (TMAs), Small Urban and Rural areas, and Statewide projects.

Table 1: Carbon Reduction Program FY 22-26

Urbanized Area	Total FY 22-26 ²
TMA's (Portland, Eugene, and Salem)	\$28.5 million
Small Urban and Rural Areas	\$24.1 million
Statewide	\$29.8 million
Total:	\$82.4 million

The Carbon Reduction Program requires ODOT to develop a Carbon Reduction Strategy in consultation with metropolitan planning organizations (MPOs) designated within the State. The Carbon Reduction Strategy is required to identify strategies and projects for reducing emissions from the transportation sector. To inform the development of the strategy, the Climate Office convened a Consultation Group over the course of 2022 consisting of metropolitan planning organizations, Transportation Management Areas, and stakeholders. The Consultation Group developed key strategies and priorities and project scoring criteria for the Carbon Reduction Program. The strategies and priorities are based on the Statewide Transportation Strategy - A 2050 Vision for Greenhouse Gas Emissions Reduction,³ Oregon's roadmap to achieving the state's greenhouse gas reduction goals.

Project identification will occur in three stages. Transportation Management Areas will identify projects for their funds based on the Carbon Reduction Program strategies and priorities and existing outreach processes. ODOT will utilize a competitive selection process to identify projects for the Small Urban and Rural areas using the strategies and priorities and project scoring criteria. ODOT will coordinate internally to identify and scope projects for the Statewide funding. ODOT will submit the Carbon Reduction Strategy to FHWA for approval with projects identified for Carbon Reduction Program funding by November 15, 2023.

¹ [Carbon Reduction Program](#)

² All dollar amounts are estimates and are subject to change..

³ [Statewide Transportation Strategy - A 2050 Vision for Greenhouse Gas Emissions Reduction](#)



SMALL URBAN AND RURAL AREAS CALL FOR PROJECTS

ODOT will conduct a Call for Projects in 2023 for the Small Urban and Rural area funding. Projects selected will reduce transportation greenhouse gas emissions and implement the Statewide Transportation Strategy. Projects will be consistent with the Carbon Reduction Program and the FHWA eligibility criteria. ODOT will make approximately \$13 million of the Small Urban and Rural area funding available through the 2023 Call for Projects. A second Call for Projects will be issued in 2024 for the remaining Small Urban and Rural area funding.

Funding by geographic region is based on federal formulas. See the Small Urban and Rural Carbon Reduction Program Funding table below. For areas with populations between 200,000-50,000, funding is split based on urbanized area. The funds not assigned to a specific urbanized area are split into two portions and can be spent anywhere in the state that meets the population requirements. The first is for areas with populations between 49,999-5,000. The second is for areas with populations of less than 5,000.

Table 2: Small Urban and Rural Carbon Reduction Funding for FY 22-26 by Area

Urbanized/Rural Area	Estimated FY 22-26 Available Funding ⁴
Albany Area	\$739,082
Bend Area	\$1,086,556
Corvallis Area	\$809,568
Grants Pass Area	\$655,092
Rogue Valley Area	\$1,997,966
Population Areas 50,000-5000	\$8,323,211
Population Areas <5,000	\$10,319,183

The Small Urban and Rural Call for Projects will open on February 28, 2023 and close on May 31, 2023 at 5:00 p.m. ODOT Climate Office staff will conduct the Call for Projects and score submitted applications. During the Call for Projects, Climate Office staff will be available to support interested applicants in refining project concepts to meet the program's criteria. Applicants will be notified of the outcomes of their applications in fall of 2023. Following notification, Climate Office staff will work with the ODOT Program and Funding Services unit to program successful projects into the STIP and develop Intergovernmental Governmental Agreements.

CARBON REDUCTION STRATEGY

The Carbon Reduction Program Strategies and Priorities table presented below includes key strategies and priorities identified by the Consultation Group to guide the implementation of the Carbon Reduction Program in Oregon. Projects must support one or more of the priority areas to be considered eligible for funding. Projects funded through the Small Urban and Rural Call for Projects should support the implementation of state, regional and local plans. Project applicants are encouraged to become

⁴ All dollar amounts are estimates and are subject to change.



familiar with ODOT policies and priorities, especially if their project will be located on or involve ODOT right of way.

Table 3: Carbon Reduction Program Strategies and Priorities

Strategies	Priorities
<p>Vehicle and Fuel Technology</p> <p><i>Increase the operating efficiency of multiple transportation modes through transitions to more fuel-efficient vehicles, fuels that produce fewer GHG emissions or have lower carbon intensity, and improvements in engine technologies.</i></p>	<ul style="list-style-type: none"> • Increase adoption of fuel-efficient vehicle technologies and shift to alternative fuels that produce less emissions, including renewable diesel. • Increase availability of electric (EV) charging infrastructure, expand the charging network, and identify opportunities for new EV charging corridors. • Support transit or public fleets to transition to electric vehicles or low emission fuels.
<p>Transportation Options</p> <p><i>Encourage a shift to transportation modes that produce fewer emissions and provide for more efficient movement of people and goods.</i></p>	<ul style="list-style-type: none"> • Expand public transportation service, increase connectivity to transit stops, and improve operations to make transit service more efficient, including vanpool programs. • Implement Transportation Demand Management programs that make it easier for people to choose transportation options consistent with local and state transportation demand management plans. • Invest in strategic infrastructure to close gaps in priority active transportation and public transit networks, and increase safety and connectivity for users. • Support shared mobility, including bike-share, electric bikes and scooters, and other micro-mobility vehicles.
<p>System Operations</p> <p><i>Improve the operations of the transportation system and efficiency for all modes through technology, infrastructure investments, and operations management.</i></p>	<ul style="list-style-type: none"> • Invest in traffic management and intersection technologies that reduce emissions, improve system efficiency, and increase safety for vulnerable users. • Expand intelligent transportation system (ITS) technologies to reduce emissions and maximize efficiency of the existing system. • Reduce greenhouse gas emissions from agency operations, materials, and fuels, such as lower carbon materials, renewable energy, fleets, and fuels.
<p>Pricing</p> <p><i>Identify sustainable funding sources to maintain and operate the transportation system, provide market incentives for developing and implementing efficient ways to reduce emissions, and to help pay for environmental costs.</i></p>	<ul style="list-style-type: none"> • Support methods to price roadway systems accordingly to balance demand, fund maintenance and operations, and reinvest in transportation choices with considerations for equity impacts, location, and recovering costs from environmental impacts.



PROJECT SELECTION CRITERIA

Project selection criteria for scoring the Small Urban and Rural Call for Projects were developed based on the federal Carbon Reduction Program requirements and goals of the Statewide Transportation Strategy. Projects will be scored by ODOT Climate Office staff using the selection criteria. Project applicants are encouraged to consult with ODOT Climate Office staff to ensure their projects meet the goals and criteria of the program.

Eligible projects will be evaluated on the following selection criteria:

1. **Climate Benefits (60 pts)** – Does the project effectively reduce greenhouse gas emissions from transportation?
 - a. Will the project result in a direct reduction of transportation greenhouse gas emissions, or will the project lead to mode shift or the use of less carbon intensive transportation options? *Projects that can show a more direct or a highly probable reduction (rather than potential reduction) will receive more points. Projects that incorporate carbon reduction strategies during construction only or as a minor component of a larger project will be considered for those components only. ODOT will consider funding these projects if they are part of pilot programs that will lead to systemic changes in the agency's project delivery process. The agency must explain why the larger project budget is not sufficient to incorporate these components without CRP funding.*
 - b. Explain when emissions reductions from the project will occur. Will emissions reductions happen quickly or be achieved over a longer time frame? Will the emission reductions be monitored and reported? *Projects that deliver the reductions sooner and that show benefit over a longer time frame will receive more points.*
2. **Local Support and Engagement (10 pts)** – What is the level of community commitment and support for the project? *Please attach or link relevant supporting documentation and plan citations. Letters of support from local jurisdictions, community groups, and other local agencies may also be used as supporting documentation.*
 - a. What community engagement efforts informed development or identification of the project? Is support demonstrated from relevant partners?
 - b. How will the community know the desired outcomes were achieved?
3. **Equity (10 pts)** – Does this project mitigate impacts from emissions or reduce barriers and increase benefits to historically disadvantaged communities? Geographic and demographic considerations, individual project elements, and Justice40 benefits will be considered. *Please attach or link any relevant supporting documentation and plans. The ODOT Social Equity Index and other tools are available.*
 - a. Does the project provide benefits to communities identified by Justice40 criteria? How will this project provide benefits to historically disadvantaged community members?



4. **Opportunities and Innovation (10 pts)** – Will this project provide for new opportunities to reduce emissions, include innovative components, expand multimodal or micromobility options, or target parts of the sector that have been slower to decarbonize?
 - a. Does this funding create opportunities for future investments and actions that expand the initial emissions reduction benefits? Does the project or application build off or support other effective carbon reduction projects?
 - b. Will this project create or encourage emissions reductions beyond what are already expected through existing plans, projects and funding opportunities?

5. **Project Readiness (10 pts)** – Does the agency have a plan for implementation, construction and/or maintenance of the project?
 - a. Does the applicant and local jurisdiction guarantee any required staff time, operations, and maintenance for the project after completion?
 - b. What is the certainty from a cost and risk perspective? Are there uncertainties including, but not limited to; right of way acquisition; bridge, structure, or rail impacts; environmental review; utility relocation or drainage modifications; supply chain; and overall feasibility?

MATCH REQUIREMENTS

Projects will be delivered as federal-aid projects. There is a required 10.27% match from the awarded agency. The Federal share is 100% for projects within Indian Reservations, national parks, and monuments. Tribes may use Tribal Transportation Program funds for the match.⁵

PROJECT SIZE

The funding available in Table 2 represents the total FY 22-26 funding for each Small Urban and Rural area through the Carbon Reduction Program. ODOT will provide funding for projects up to the amount available for each urbanized or rural area as noted in Table 2. Project costs for selected projects may exceed the limits in Table 2 but ODOT will not provide funding beyond what is available for each urbanized or rural area.

FUNDING PROJECT COMPONENTS

Applicants looking to fund specific components using Carbon Reduction Funding are eligible to apply. However, as noted in the Project Selection Criteria, *“projects that incorporate carbon reduction strategies during construction only or as a minor component of a larger project will be considered for those components only.”* ODOT will consider funding components of larger projects if they are part of pilot programs that will lead to systemic change but does not expect to fund eligible components simply to help a larger project complete its funding package. The applicant must explain why the larger project

⁵ [Justice40 Non-Federal Match Flexibility - US Department of Transportation](#)



budget is not sufficient to incorporate these components without CRP funding. Oregon law and the American Disabilities Act already require the inclusion of bicycle and pedestrian facilities in many types of construction projects.

PROGRAMMING AND DELIVERY

ODOT will review applications to ensure they meet program eligibility requirements and the project selection criteria. In addition, ODOT will conduct a scope, schedule, and budget review of projects to assess whether projects can be delivered as proposed. Applicants are encouraged to consider recent market fluctuations, availability of project components, and other project risks when developing their project scopes, budgets, and schedules. Applicants will be notified of the outcomes of their applications in Fall 2023.

Following notification, ODOT will work to program successful projects into the Statewide Transportation Improvements Program (STIP) and develop Intergovernmental Governmental Agreements in accordance with all federal-aid requirements. Projects located within MPO boundaries will need to be programmed into the MPO's TIP following the MPO's outreach and public notice requirements. Obligation will occur after projects have been included in the STIP and agreements have been finalized. The obligation timeline can take, on average, 2-4 months from the initiation of a STIP amendment (adding a project) to the Notice to Proceed. MPO involvement extends this timeline by 1-3 months.

Certified Local Public Agencies will deliver their own projects in accordance with the rules and regulations for federal-aid projects and existing oversight agreements with ODOT. ODOT will deliver projects for applicants that are not certified Local Public Agencies to ensure all federal-aid requirements are met. Awards may be transferred to Federal Transit Administration (FTA) if appropriate. Local agencies are responsible for providing the local match and meeting ODOT reporting requirements for the funding. Construction timelines will vary depending on the staffing availability of the MPOs and ODOT Regions.

Projects are subject to requirements under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 *et seq.*), and other applicable Federal laws.⁶ FHWA has provided guidance stating that many of the projects eligible for CRP funding may meet the requirements for Categorical Exclusions which could reduce project delivery time.⁷

JUSTICE40 AND EQUITY

Federal-aid recipients, including recipients of Carbon Reduction Program funds, are responsible for involving the public, including traditionally underserved and underrepresented communities.

“Underserved populations” include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and

⁶ [Carbon Reduction Program \(CRP\) Implementation Guidance \(dot.gov\)](#)

⁷ [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America \(dot.gov\)](#)



receiving equitable benefits.⁸ In addition, ODOT is seeking to fund CRP projects that support the federal Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean energy infrastructure are distributed to disadvantaged communities.⁹

ODOT has adopted equity as one of the three priorities of the [2021-2023 Strategic Action Plan](#). ODOT has produced a [Social Equity Index](#) which identifies historically excluded and underserved people within Oregon. In addition, ODOT has developed a [Social Equity White Paper](#) which outlines reasons for and strategies for including equity in the planning and project development process. Applicants are encouraged to use a Justice40 tool, ODOT equity tool, or their own equity tools for incorporating equity considerations into their project identification, engagement, and delivery processes.

BUY AMERICA AND DAVIS-BACON

All projects funded under the program are treated as if they were located on a federal-aid highway. This requires the use of Davis-Bacon wage and Build America, Buy America Act requirements. FHWA has updated guidance around the Build America, Buy America Act to incorporate construction materials due to new provisions in the BIL.¹⁰ Understanding Build America, Buy America Act considerations will be important during the project identification process. Projects considering the purchase of manufactured products and construction materials, such as components for charging stations, alternative fuels, new vehicle purchases, and the construction of facilities, should be aware that Build America, Buy America Act requirements may apply and coordinate with their regional ODOT office to determine affected components.

FHWA ELIGIBLE ACTIVITIES

The federal list of FHWA eligible activities ([found here](#)) should be used to ensure program eligibility.¹¹ In addition, all projects selected through the Small Urban and Rural Call for Projects will be expected to support one or more of the strategies and priorities outlined above.

Carbon Reduction Program funds may be obligated for projects that support the reduction of transportation greenhouse gas emissions, including, but not limited to:

- Traffic monitoring, management, and control facilities
- Public transit projects
- Bike, pedestrian, and non-motorized facilities and micromobility projects¹²
- Advanced transportation and congestion management technologies

⁸ [FHWA's Environmental Justice Reference Guide](#)

⁹ [Carbon Reduction Program \(CRP\) Implementation Guidance \(dot.gov\)](#)

¹⁰ Memorandum for Heads of Executive Departments and Agencies: Initial Implementation Guidance on Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure: [M-22-11 \(whitehouse.gov\)](#)

¹¹ [Bipartisan Infrastructure Law - Carbon Reduction Program \(CRP\) Fact Sheet | Federal Highway Administration \(dot.gov\)](#)

¹² [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act \(dot.gov\)](#)



- Infrastructure-based intelligent transportation systems
- Energy efficient street lighting and traffic control devices
- Managing or shifting demand, including congestion pricing, tolling and transportation demand management strategies
- Alternative fuel projects, including public charging, hydrogen, natural gas and propane fueling and zero-emission equipment and vehicle purchases
- Diesel retrofits
- Projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity
- Projects that reduce transportation emissions at port facilities, including through the advancement of port electrification

REQUIRED DOCUMENTS

Each applicant is required to submit the project application and a separate PDF including additional project information. These documents should not be merged as that will interfere with ODOT's ability to upload data from the application and perform analysis. Applicants should follow the instructions on the final page of the application regarding naming their files and submitting their documents to ODOT.

Additional documents that can be provided to support applications include:

- Map showing project location (if applicable)
- List of additional locations if more than one (if applicable)
- Project cost estimate (required)
- Scope of work and schedule (required)
- Buy America waiver request (if applicable)
- Additional quantitative or qualitative emissions analysis information (optional)
- Letters of Support (optional)
- Other supporting documentation that may support successful award (optional)

Applicants are encouraged to coordinate with ODOT Regions when developing their project concepts. Review and signature by an ODOT Region Manager¹³ is required if ODOT will be delivering the project (for non-certified local public agencies) or if the project is located on State right of way. For ODOT delivered projects, applicants should check with their ODOT Region to ensure any necessary administration costs are included their budget estimates.

The cost estimate and scope of work for the project should include sufficient detail for each task. During scope development, applicants should consider risks for the project including but not limited to: right of way availability, utility relocation needs, availability of vehicles on the market, supply chain disruptions, inflation, etc. ODOT will not cover any expenses in excess of the project award.

¹³ [Oregon Department of Transportation: Region Contacts](#)



ODOT is not requiring applicants to quantify the expected greenhouse gas emission reductions from their projects. Applicants may do so if they wish to provide reviewers with a better understanding of the projects expected impacts. FHWA has a suite of estimation tools created for the CMAQ program that can be used to produce estimates for greenhouse gas emissions and other pollutants.¹⁴

FREQUENTLY ASKED QUESTIONS

1. Who can apply for projects

Counties, cities, tribal governments, and local and state transportation agencies representing urbanized and rural areas with populations of less than 200,000 can apply for Carbon Reduction Program funds through the Small Urban and Rural Call for Projects.

2. How do I determine the population of my Urbanized Area?

ODOT will use the adjusted federal-aid Urbanized Area boundaries based on the 2010 Census for determining a project's eligibility.

3. When can contracting for the project begin?

Successful project applicants may not begin expending award funds until receiving a notice to proceed from ODOT. Non-certified local public agencies will work with ODOT regional offices to deliver their projects. Projects must be entered into the STIP, have an approved Intergovernmental Agreement, and have completed FHWA requirements to be obligated.

4. Can local governments use local forces to deliver projects?

Projects will need to follow federal requirements and approvals for delivery. This includes requests for local forces to deliver projects.

5. Is staff time allowed to be funded by CRP to administer the projects?

Time directly attributed to the project is allowed to be charged to the project for ODOT and certified agencies. For non-certified agencies, staff time is not reimbursed. Administration costs are not eligible for funding.

6. What is ODOT's role regarding oversight of the funding?

The ODOT Climate Office is responsible for developing the project selection criteria (in coordination with MPOs and stakeholders), conducting the Call for Projects, selecting projects and coordinating with ODOT Program and Funding Services division to coordinate programming projects into the STIP. ODOT Regions will provide oversight or delivery of the project to ensure that all federal-aid requirements are met.

7. Who should I contact with questions about CRP?

¹⁴ [Toolkit - CMAQ - Air Quality - Environment - FHWA \(dot.gov\)](#)



For general program questions please contact Rye Baerg (rye.baerg@odot.oregon.gov). For project delivery questions, successful applicants will work with the Climate Office and the regional project delivery teams assigned to their projects. ODOT Regional contacts can be determined by connecting with the appropriate regional office for your agency. Contacts can be found here: [Oregon Department of Transportation: Region Contacts](#).

Corvallis Area MPO STIP Amendments
Technical Advisory Committee Meeting
March 30, 2033

Detailed information on CAMPO's Metropolitan Transportation Improvement Program (MTIP) is available on the website: <https://corvallisareampo.org/planning-programming/tip/>

Full Amendments:

The following full amendment is for Corvallis Transit Operations in the upcoming federal fiscal year. As this project is not currently in the STIP, it classifies as a full amendment.

See below for the STIP amendments for FFY2024. Thanks.

Corvallis Transit - Fixed Route Operations. Description: FTA grant program 5307 funds for fixed route operations of Corvallis Transit System to improve traffic flow. **Total** \$4,980,044; **5307 Funds** \$2,490,022; **Local Match** \$2,490,022

Corvallis Transit – Preventive Maintenance. Description: FTA grant program 5307 funds for preventive maintenance to ensure continued upkeep of service. **Total** \$500,000; **5307 Funds** \$400,000; **Local Match** \$100,000

Corvallis Transit – Paratransit Operations. Description: FTA grant program 5307 funds for Paratransit operations to ensure continued provision of service. Project helps fulfill ADA paratransit requirements. **Total** \$200,000; **5307 Funds** \$160,000; **Local Match** \$40,000

Corvallis Transit – 1% Safety and Security. Description: FTA grant program 5307 funds for safety and security. Private security guards for Downtown Transit Center. **Total** \$38,520; **5307 Funds** \$30,816; **Local Match** \$7,704

Staff Adjustments:

A couple of staff adjustments occurred over the last few months. Both of these projects were advanced from 2024-2027 to the current STIP to begin preliminary design.

OR99W: 3rd street at Western (Corvallis). Rebuild signal, repair ramps.
OR99W: Lewisburg Signal Replacement.