



CORVALLIS AREA Metropolitan Planning Organization

777 NW 9th Street, Suite 204C; Corvallis, Oregon 97330
541-223-7040 | nmeltzer@ocwcog.org

Policy Board Meeting
Wednesday, April 12, 2023
3:30 pm to 5:30 pm

HYBRID MEETING: WITH TEAMS VIDEO/CALL IN AVAILABLE
Kalapuya Building; Kalapuya Homes & Shipley Public Meeting Room
4500 SW Research Way, Corvallis OR 97333

Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 237 374 997 735

Passcode: hbr8sp

Mobile 1 Click Number

[+1 872 242 8088](#)

Phone Conference ID: 649 786 526#

AGENDA

- | | | | |
|----|------|---|------------------------------------|
| 1) | 3:30 | Call to Order and Agenda Review | Chair,
Councilor
Matt Lehman |
| 2) | 3:35 | Public Comments | Chair |
| 3) | 3:40 | Approve Minutes of March 08, 2023, Meeting (Attachment A) | Chair |
| | | <i>ACTION: Decision on Minutes</i> | |
| 4) | 3:45 | 2024-2027 STBG Project Approval (Attachment B)
<i>Review of projects submitted, public comment, and TAC recommendation.</i> | Staff, Nick
Meltzer |
| | | <i>ACTION: Approval of CAMPO selected projects</i> | |
| 5) | 4:10 | 2024-2027 STIP Project Review
<i>Oregon Department of Transportation staff will review projects within the CAMPO planning area anticipated for design and construction between 2024 and 2027.</i> | Savannah
Crawford,
ODOT |
| | | <i>ACTION: Informational</i> | |
| 6) | 4:30 | FY24 UPWP Approval (Attachment C)
<i>Approval of Fiscal Year 2024 Unified Planning Work Program, discussed in March.</i> | Meltzer |
| | | <i>ACTION: Adoption of FY24 UPWP</i> | |
| 7) | 4:45 | Coordinated Efforts on Highway 20/34 (Philomath to Downtown Corvallis Segment)
<i>Update on work to date and next steps.</i> | Meltzer |
| | | <i>Action: Discussion</i> | |

Member Jurisdictions:

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

- 8) 5:00 **Jurisdictional and Other Updates** All
 - CAMPO Planner
- 9) 5:30 **Adjournment** Chair
The next regularly scheduled meeting is for Wednesday, May 10, 2023.

ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
VACANT	City of Adair Village	
Councilor Jan Napack	City of Corvallis	
Councilor Matt Lehman	City of Philomath	
Commissioner Pat Malone	Benton County	
Savannah Crawford	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
VACANT	City of Adair Village	
Greg Gescher	City of Corvallis	
Chris Workman	City of Philomath	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

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

Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at amuzechenko@ocwcog.org.

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD HYBRID MEETING
Wednesday, March 08, 2023
3:30 pm – 5:30 pm
Kalapuya Homles & Shipley Public Meeting Room
4500 SW Research Way, Corvallis, OR 97333**

Board Members	Jurisdiction	Attendance
VACANT	City of Adair Village	VACANT
Councilor Jan Napack	City of Corvallis	Yes
Councilor Matt Lehman	City of Philomath	Yes
Commissioner Pat Malone	Benton County	Yes
Savannah Crawford	Oregon Department of Transportation	Yes
Alternates	Jurisdiction	Attendance
VACANT	City of Adair Village	VACANT
Greg Gescher	City of Corvallis	Yes
Chris Workman	City of Philomath	No
Gary Stockhoff	Benton County	Yes
James Feldmann	Oregon Department of Transportation	Yes

Guests: Steve Harvey, Wendy Byrne, Robert Upson, and Mark Bernard

CAMPO Staff: Transportation Manager Nick Meltzer, Operations Supervisor Emma Chavez-Sosa, Administrative Assistant Ashlyn Muzechenko.

TOPIC	DISCUSSION	DECISION / CONCLUSION
Call to Order and Agenda Review	There were no changes to the agenda.	Meeting called to order at 3:35 pm by Chair, Councilor Matt Lehman.

Public Comments	There were no public comments provided from the members of the public present.	There were no public comments made.
<p>Approve Minutes of January 11, 2023, Meeting (Attachment A)</p> <p>Action: Approval of Minutes</p>	<p>Commissioner Pat Malone moved to approve the January 11, 2023, CAMPO Policy Board meeting minutes. ODOT Staff Savannah Crawford seconded. The motion passed unanimously to approve the meeting minutes as presented.</p>	<p>Commissioner Malone moved to approve the January 11, 2023, CAMPO Policy Board Meeting minutes. Crawford seconded. The motion passed unanimously.</p>
<p>Legislative Coordination (Attachment B)</p> <p>Action: Discussion</p>	<p>Staff Nick Meltzer noted that at the last Oregon Metropolitan Planning Organization Consortium (OMPOC) meeting there was a discussion of legislative priorities and report to the respective MPO Policy Boards for review.</p> <p>Staff Meltzer noted that the state fund exchange has been a popular topic and OMPOC is expressing support for it in their legislation. Meltzer noted another important topic is to allow cities to run photo radar.</p> <p>Staff Meltzer went on to share that tolling, and membership changes are other hot topics. Additionally looking to collect revenue from electric vehicles as they don't collect gas tax.</p> <p>Councilor Lehman noted the last legislation SJR2 seemed to be too cross purposed to supplement the gas tax when the money that is coming in isn't enough to support, but this would also propose to take fuel tax money to be used for other purposes instead. Councilor Lehman added that it seems counter intuitive to move money from one pot that doesn't have enough to do something else with it.</p> <p>Staff Meltzer shared that the intent would be to allow for contractors to work out of the limited right of way. Crawford agreed on the limited right of way purpose for this bill.</p> <p>Councilor Lehman noted that he is confused on what the SJR2 is trying to accomplish as it doesn't appear to be clear enough in the description.</p> <p>Councilor Jan Napack asked if CAMPO has a legislative liaison.</p>	

	<p>Staff Meltzer responded CAMPO does not have a legislative liaison. However, CAMPO is a representative member of OMPOC, and OMPOC Staff do track legislation.</p> <p>Staff Meltzer reviewed CAMPO's feedback as not having any concerns, except for needing more clarification on the SJR2 in order to be of full support.</p> <p>Commissioner Malone advised that OMPOC is holding a meeting on Monday March 20th at 4:00pm, where it will go over OMPOC's Legislative Items.</p>	
<p>FY23 UPWP Review (Attachment C)</p> <p>Action: Discussion</p>	<p>Staff Meltzer introduced the Unified Planning Work Program (UPWP) that becomes effective July 01, 2023, and continues until June 2024. He noted that the state and federal review was completed in February 2023 and received high marks.</p> <p>Staff Meltzer moved on to provide an overview of the UPWP, noting task 100 is the standard operation and administration section, and advised that last year under task, the MPO presented to Leadership Corvallis and that presentation will be happening again this year too.</p> <p>Staff Meltzer added task 200 and task 300 have more flexibility and are likely to have the most changes. Meltzer shared that Philomath Boulevard has been identified as the prioritized corridor for the MPO.</p> <p>Jan Napack asked where the CAMPO Multimodal count program would be deployed next.</p> <p>Staff Meltzer responded that it has previously been placed in various paths, as well as on the streets and bikeways. Meltzer shared that there will be an update on the bike counts at the next Policy Board meeting to determine the next locations.</p> <p>Staff Meltzer went on to advise that, task 300 is MPO coordination funds along with coordination with the Linn-Benton Loop and Corvallis Transit.</p> <p>Staff Meltzer shared that task 400 doesn't change as much and focuses on processing Metropolitan Transportation Improvement Program (MTIP) amendments and setting funding aside for the 2030 Oregon Household activities survey.</p> <p>Staff Meltzer noted that task 500 was established last year (2022) and was created as a special projects funding pool, and a placeholder for standalone projects. The carry forward for the highway 20/34 planning study was on here as well.</p>	

	<p>Councilor Napack asked about different project schedules from the projects listed in the UPWP.</p> <p>Staff Meltzer answered that there isn't one at this time as they aren't officially scheduled.</p> <p>Councilor Napack asked about the prioritization of the projects.</p> <p>Staff Meltzer noted that the projects in reference are ordered numerically but not prioritized.</p> <p>Councilor Napack asked about a must and a want line for the project list.</p> <p>Staff Meltzer noted that there is a set amount of funding and most of the projects in tasks 100 and 400 are requirements, and 200 and 300 are ongoing projects and then 500 are aspirational.</p> <p>Commissioner Malone asked about the timetable for finalizing the CAMPO UPWP.</p> <p>Staff Meltzer advised that April is when the Policy Board will see the final UPWP for approval and adoption.</p>	
<p>Coordinated Efforts on the Highway 20/34</p> <p>Action: Discussion</p>	<p>Staff Meltzer shared the slide presentation for the agenda item. Meltzer noted that Philomath Boulevard was identified as the highest priority corridor during the last RTP process.</p> <p>Staff Meltzer added that overall, the focus will be on safety and improving vehicle flow through the corridor. Meltzer noted that the CAMPO Policy Board supported ongoing discussion and focus to collectively address the issues as a region.</p> <p>Staff Meltzer shared that over the next 20 years, the CAMPO Region projected growth is approximately 21,000 people, 39,000 households, and 39,800 jobs. Meltzer noted that Adair and Philomath are expected to grow more (proportionally) than the city of Corvallis itself.</p> <p>Councilor Napack asked if the slides in the presentation would be available after the meeting for the members; staff Meltzer confirmed that he will send them out in a follow up email.</p>	

Staff Meltzer advised that West Hills Road and Western Boulevard should not be forgotten about as they are feeling the brunt of the Philomath Boulevard corridor issues.

Crawford added that at this point it, that project is not likely to include widened in the near future. Crawford shared that widening is not part of the discussion or the current funding she is looking into for the ODOT priority corridor.

Staff Meltzer noted that even if the funding isn't there right now, ODOT is looking ahead to be sure that the right of way will be available within the next 40 years.

Councilor Napack asked about the speed limits and traffic control and other intersection improvements being on the table for that corridor.

Crawford responded that, those are a high priority. Crawford added that ODOT developed a sequence of events that need to occur, but a plan hasn't been produced to share with the public yet.

Councilor Napack questioned about Freight on Philomath Boulevard being integrated into the planning and articulating.

Crawford agreed noting that freight is heavy on Philomath Boulevard and should be approached and kept in mind.

Councilor Lehman noted that it would be a good PR boost for ODOT to talk about this for the public to know there is planning work being done for this corridor.

Staff Meltzer noted that taking the next step to know what the project will look like and also to receive public input on the corridor as well.

Staff Meltzer stated that CAMPO is willing to work on achieving collective support and match funding to help ODOT for if a grant comes through.

Wendy Byrne, member of the public, shared in the following on the Teams chat; "I am encouraged to see the language "protected intersection" at various places along this corridor."

Staff Meltzer advised that staff would work with ODOT on the designs and possibly hold a public workshop to get public insight to what the corridor could look like.

Staff Meltzer shared that this current fiscal year, AAMPO and CAMPO agreed to fund a long range 40-year study of the US20-34 Corridor between Philomath and Albany. This is to really focus on a more specific portion of the corridor. Meltzer added that the highway 20 safety improvements haven't been completed yet, which means the 40-year study will be pushed to the back burner while more prominent pinch points need to be addressed now.

Crawford noted that her biggest concern is the region should focus efforts and manage expectation on what can be done with the funding. Crawford noted that sidewalks, crossings, and safety procedures, need to happen and ODOT has already identified locations for but that hasn't been shared with the public yet.

Staff Meltzer noted that the list essentially was meant to support what Savannah just said.

Councilor Lehman noted that publicizing what is being done in the short term is important to manage the public's expectations of work to be done.

Commissioner Malone noted that smart signals are a hot topic for the corridor but part of the problems with funding is that there are aspects that don't all fit into the same pot with what things can be funded.

Councilor Napack noted that if there are the four lanes, then there will be more cars to use the extra lanes.

Crawford proposed not delaying the conversation and that it would be nice to discuss the sequence of the events for the corridor to come up with a visual or two pages of what ODOT has done.

Staff Meltzer noted that this isn't being rushed, but this is the priority project for the entire 2023, and there will be a consultant available who can help with this as well.

Crawford noted there is a new carbon reduction program grant headed this region's way that is just over \$80 million available for 5 years and will be broken into three different pots. One pot for transportation management, one for small rural communities, and the last pot is for ODOT Facilities. Savannah noted that applying for this corridor is something herself and ODOT want for this region and the application is due around the end of May.

	<p>Staff Meltzer noted that, the way he understood program is that there is money required to be spent within the MPO regions and then other money to be spent by the state and the money that is available for campo is approximately \$150,000 per year.</p> <p>Crawford added that the US20/34 corridor would be fit for the ODOT portion of it. Crawford shared the selected projects are being picked if ODOT feels that it will be competitive for the grant.</p> <p>Staff Meltzer noted that if the Policy Board is supportive of this approval, ODOT and staff can come back to the April meeting with an update with an outline of a workplan for how the next 6 to 12 months would be structure on how the MPO can work with ODOT.</p> <p>Commissioner Malone noted that making progress on this is important as this is a worthy project to be moved forward. Malone noted that he would love to see some advancement of what the needs are and get closer on a plan for a plan to be able to seize the opportunities and be competitive for them.</p> <p>Staff Meltzer noted that the funding for the 40-year study would need to be shifted for this project by taking \$15,000 of it and move it towards the more prominent need to get the started-on deliverables for this project to make this corridor more competitive.</p> <p>The Policy Members all agreed to support this effort as proposed by Staff Meltzer and ODOT representatives.</p> <p>Commissioner Malone noted that taking more than \$50,000 to get a quicker start also could potentially be appropriate if needed.</p>	
<p>Jurisdictional and other CAMPO Updates:</p> <ul style="list-style-type: none"> • 2024-2027 STIP Projects • April Discussion on Lewisburg Intersection Project 	<p>Jurisdictional Updates:</p> <p>Crawford noted that there are several projects from the CAMPO region that are going into the draft 2024-2027 Special Transportation Improvement Program (STIP) project list. Crawford shared that the draft list will be posted tomorrow for public comment, but it hasn't been approved yet.</p> <p>Crawford noted that there will be a link sent out that shows the public comments and other interactive materials.</p>	

The Policy Board members agreed there was interest in the upcoming STIP projects from the area that will be coming up.

Staff Meltzer shared that the Lewisburg intersection will be in the STIP and Savannah will be covering this topic during the April Policy Board meeting.

Councilor Lehman noted that there are no current updates for Philomath.

Councilor Napack added that for city of Corvallis, there aren't any updates since she has been gone for the past 10 days.

Commissioner Malone asked if Savannah would give an update on Highway 20, Granger, and Independence when it comes to rearranging cones and having heavier patrols from the sheriff as well.

Crawford shared that ODOT has a few updates for Highway 20 as there is a huge increase in crashes there and across the entire state especially fatal and aggressive behavior and intoxicated drivers. Crawford shared that the visual safety elements were expedited and now have more enforcement on that roadway as well with the new lighting. Crawford noted that adding rumble strips and striping will also potentially be added along with other low hanging fruit safety projects that can be added to the larger projects.

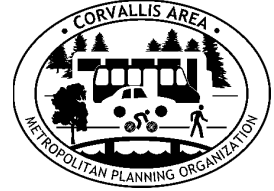
Crawford shared that there will be a significant uptake in public engagement over the Van Buren bridge. There will be an online open house. Crawford noted there isn't a contractor fully on board yet, but that is the last piece of the puzzle needed for the public engagement piece. Savannah noted construction on the detour bridge should be happening around July.

Gary Stockhoff shared that for Benton County transit there is a new dispatch software, and the County is working closely with the new contractor that will enhance the ability to schedule online. Stockhoff noted that it won't be launched until July or August. Stockhoff went on to note that there was one proposal received for the updated contract and it will be the original vendor. Lastly there were several ear marks put in, one of which was to complete the design of the 53rd overpass and if the design was done then the next cycle for the new bill program could leave the projects as more competitive for those as the plans would be competed and ready for a grant in the next 3 or 4 years.

	<p>Commissioner Malone noted that the congressional directed spending requests were due Friday March 3rd. and the funding would come in during the next fiscal year which starts on October 01, 2023. Malone added that this project has been on the books for more than a decade and unless the talk stages get completed, funding isn't going to come to the project. Pat Malone added the Benton County hired CFM to enhance some of their projects in Salem and in DC.</p> <p>Greg Gescher shared for Corvallis that the transit contract was up for renewal, and it was advertised for an operator and there were two proposals, one from the current vendor and one from a new one. The front candidate to develop the contract will be MTR and Corvallis will be moving forward with the contract process with them.</p> <p>Staff Meltzer noted that there is a job offer out for the potential CAMPO planner and they will decide by Monday, and if they deny then the second option is a great candidate as well.</p>	
Adjournment	<i>The Next CAMPO Policy Board Meeting is scheduled for April 12, 2023.</i>	Meeting adjourned at 4:45 pm by Chair Matt Lehman

MEMORANDUM

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



Date: April 5, 2023
To: CAMPO Policy Board
From: Nick Meltzer, CAMPO Staff
Re: Corvallis Area MPO 2024-2027 STBG Projects

This memorandum contains an overview of projects the Technical Advisory Committee recommends for funding in the 2024-2027 Statewide Transportation Improvement Program (STIP) using the Corvallis Area MPO's allocated Surface Transportation Block Grant (STBG) funds.

Background

The Corvallis Area MPO is expected to receive approximately \$1,050,000 in federal funds for transportation projects from 2024-2027. Historically, the Oregon Department of Transportation allowed jurisdictions to "exchange" the federal funds for state funds at a reduced rate to enable more flexibility in project delivery. During 2022, ODOT made a change to the existing program and mandated that beginning in federal fiscal year 2024 (October 1, 2023) only \$250,000 could be exchanged each year. These rules were changed and adopted while CAMPO was soliciting for projects from its members. In this sense, projects were submitted with the understanding they would be delivered using federal funds. This impacted projects members submitted.

Projects for 2024 were selected in the previous STIP process and are carried forward.

Projects, Public Comment and TAC Discussion

The full details of submitted projects and public comment can be found in the attached memo presented to the Technical Advisory Committee at their March 30 meeting. Members submitted over \$4 million in requests for an estimate \$3 million in fund available. Staff attempted to allocate the funds based on project scores, timing of need, and ability to deliver federal projects. The table below outlines the recommendation staff developed in collaboration with the Technical Advisory Committee. There were no adjustments to the selected projects based on the comments received from the public.

Table 1. 2024-2027 CAMPO STBG Funding Recommendations

Applicant	Project Description	Amount Recommended
City of Philomath	Extend S 16 th Street to increase connectivity, including sidewalks and bike lanes. TSP project as well as School Circulation Study project	\$250,000
Oregon State University	Scoping study to redesign SW Campus Way for more pedestrian and bicycle friendly amenities, and meet new campus design standards	\$250,000
City of Corvallis	Conifer Boulevard Pavement Preservation	\$1,700,000
Benton County	19 th Street Pavement Preservation	\$1,360,000

Due to savings from prior years, CAMPO expects to be able to fund Benton County's 19th Street project in full during FFY 2026. If that is not the case, then Benton County's project will be allocated funding in 2027. More details about the funding are provided in Table 2 below.

Table 2. 2024-2027 CAMPO STBG Funding Details

Dollar Amount	Item
\$ 1,068,287	2024 Allocation
\$ (250,000)	Philomath 16th Street (Exchange)
\$ (824,000)	Walnut Blvd
\$ 1,086,675	2025 Allocation
\$ (250,000)	OSU Scoping Study (Exchange)
\$ (830,500)	Corvallis Conifer
\$ 1,105,431	2026 Allocation
\$ (869,500)	Corvallis Conifer Remainder
\$ 235,931	Balance
\$ 1,177,600	Prior Year Savings
\$ (1,360,300)	19th Street Preservation (tentative)
\$ 289,162	FY26 Ending Balance
\$ 1,124,444	2027 Allocation
	Reserved for Benton County, otherwise appropriated in 27-30

Next Steps

Staff requests approval of projects as presented in Table 1 by the Policy Board. Staff will then begin developing a draft 2024-2027 Metropolitan Transportation Improvement Plan (MTIP).

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

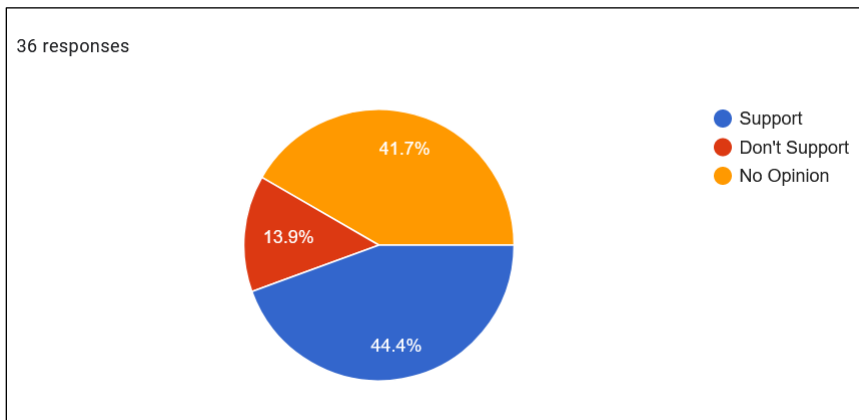
The application period for FFY 2025-27 STBG funding closed October 14, 2022. Five applications requesting a total of \$4,198,737 in funding were submitted by four agencies. On October 27 the Technical Advisory Committee (TAC) scored the five projects using the established STBG evaluation criteria. The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

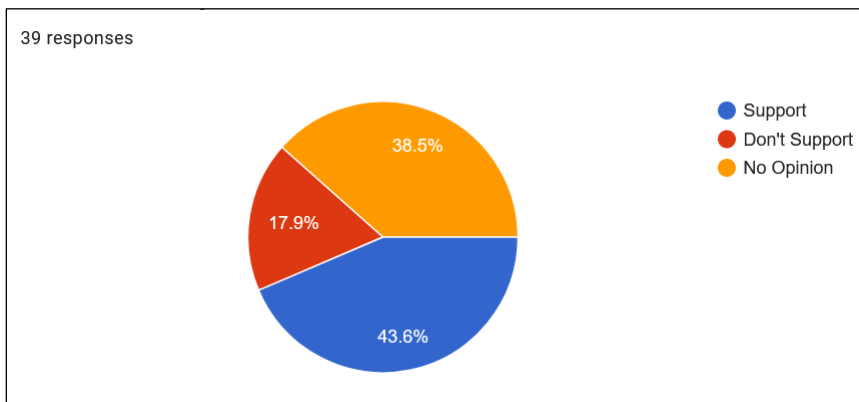
Public Comments on Proposed Projects

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.

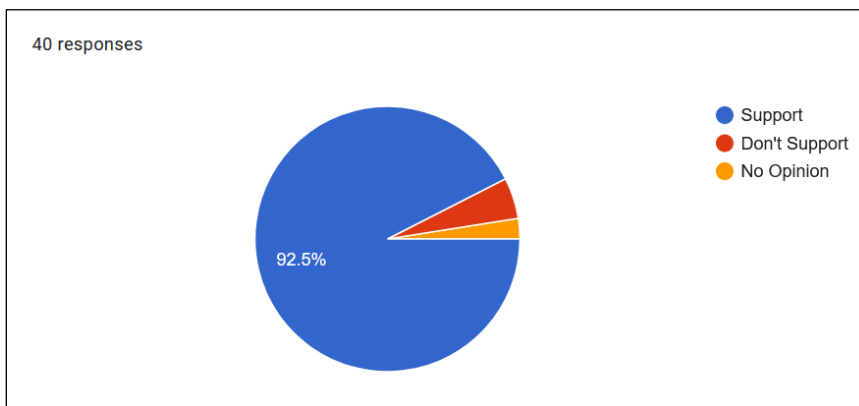
19th Street Grind & Inlay – Preservation



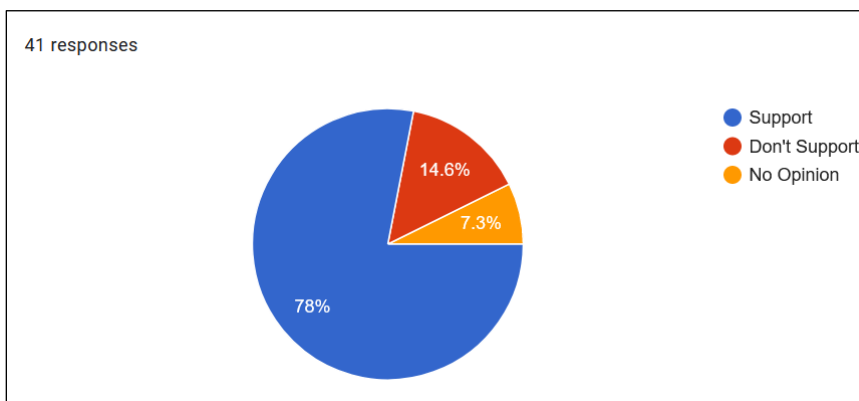
45th Street Grind & Inlay – Preservation



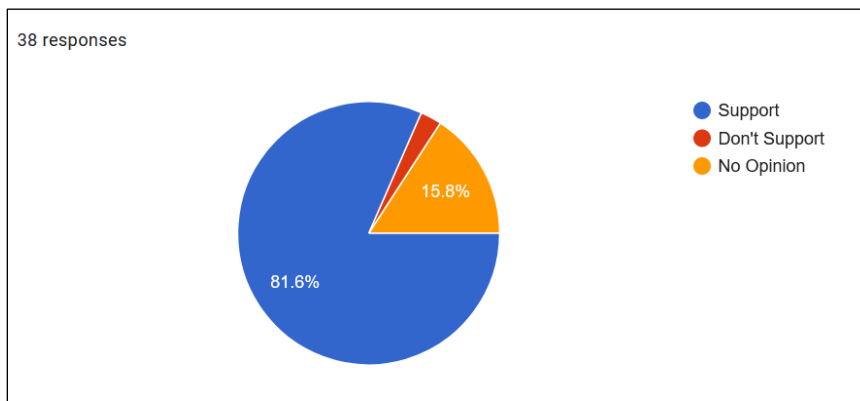
Conifer Boulevard Rehabilitation



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???) Please ask the applicant to clarify if this project will include a Walnut resurfacing component. 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>

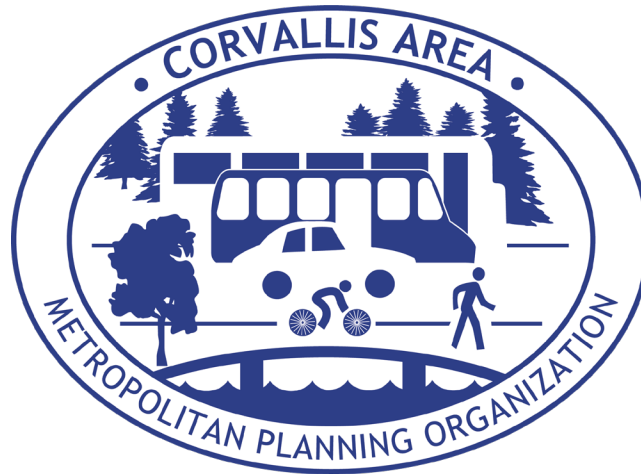
Addendum B: Proposed STBG Project Details				
Project Name	Project Description	Applicant	STBG Funds Requested	Total Estimated Project Cost
19th Steet Grind & Inlay - Preservation	Grind and inlay 19th Street in Philomath from Industrial Way to Chapel Drive (with the exception of the couplet intersections) 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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Fiscal Year 2024 Unified Planning Work Program (UPWP)

July 1, 2023 – June 30, 2024



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

Adopted April 19, 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 19 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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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 14-day comment period (April 5 to April 19, 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 (CWACT) and the associations of peer MPOs.
- Participating in the Oregon Modeling Steering Committee (OMSC), helping to guide the Oregon Modeling Improvement Program.
- Complying with all applicable federal requirements, particularly, Americans with Disabilities 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	\$14,500
220: Philomath Boulevard Support (Philomath to Downtown Corvallis)	\$20,000
230: Technical Assistance to Communities	\$22,000
240: CAMPO Multi-Modal Count Program	\$20,000
Total	\$76,500

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	\$34,224
520: Special Projects Pool	-
Total	\$34,224

Task Schedule

CAMPO does not anticipate any non-continuous tasks within this fiscal year.

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	\$76,500	\$64,000	\$12,500	16%
210: RTP Performance Monitoring	\$14,500			
220: Philomath Boulevard Support	\$20,000			
230: Technical Assistance to Communities	\$22,000			
240: CAMPO Multi-Modal Count Program	\$20,000			
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	\$34,224	\$61,937	(\$28,206)	-84%
510: Highway 20/34 Corridor Investment Strategy	\$34,224			
520: Special Projects Pool				
TOTAL	\$306,992.85	\$256,937	\$49,563	16%

*\$306,992.85 is the ODOT estimate for funding as of March 28, 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 do not require a local match.

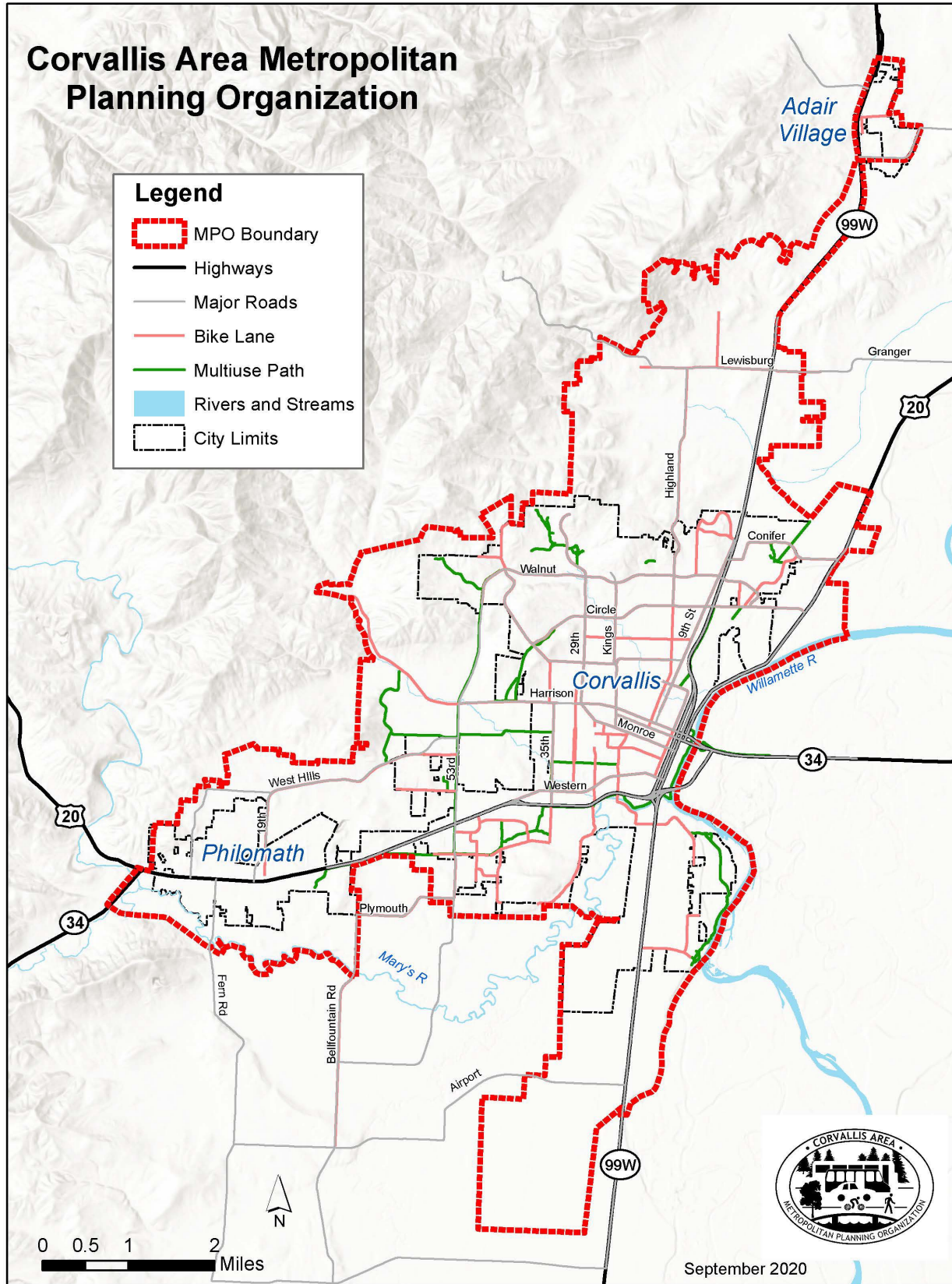
Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303/SATO Funds	PL Match Funds (10.27% from ODOT)	Local Match (5303) (Funds and In-kind)
Task 100: Program Management	\$100,000	\$89,730	\$0	\$10,270	\$0
Task 200: Long Range Transportation Planning	\$56,500	\$50,697	\$0	\$5,803	\$0
Task 240: Count Program	\$20,000	\$14,125	\$4,258	\$1,617	
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	\$34,224	\$30,709	\$0	\$3,515	\$0
Total SFY24 Budget	\$306,992.85	\$212,180	\$63,722	\$24,285	\$6,806

FY24 Expenses

Cost	Amount	Percent of Total Budget
CAMPO Staff Payroll Expenses	\$191,307	62%
CAMPO Non-Payroll Expenses	\$81,462	27%
Advertising	\$1,500	
Board/Comm/Meeting Expense	\$1,000	
Contract	\$20,000	
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	\$34,224	11%
Total	\$306,992.85	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
IJIA	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	\$56,500	\$50,697	\$0	\$5,803	\$0
Task 240: Count Program	\$20,000	\$15,742	\$4,258	\$1,802	\$0
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	\$33,731	\$29,092	\$0	\$3,330	\$0
Total SFY24 Budget	\$306,499.79	\$212,180	\$63,722	\$24,285	\$6,806

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.

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

Overall In-Kind Breakdown

Item	Amount
9 TAC Meetings	\$5,400
9 Policy Board Meetings	\$854
Additional Tasks	\$6,400
Total	\$12,654

OVERALL ESTIMATED IN-KIND TOTAL: \$12,654

ESTIMATED IN-KIND NEED FY2024: \$6,806

APPENDIX F: SUMMARY OF COMMENTS

See comment tracker following this page

Corvallis Area MPO FY24 UPWP
Comment Tracker

Item	Page	Comment	By	CAMPO Response
1	1	"demonstrate compliance with Title VI and other non-discrimination requirements." - how about "Environmental Justice"?	ODOT-TPAU-Jin Ren	Noted
2	1	Is RTP a long-range plan but MTIP a short-range plan implementation?	ODOT-TPAU-Jin Ren	A RTP is a long range plan, while an MTIP is a short range program which describes federal spending
3	1	Suggest posting CAMPO's MPO Governor Designation Letter and ODOT/MPO Agreement.	Jasmine Harris	Added under Task 120 to do
4	2	There is a reference to TGM but did not see any TGM funded projects? (comment also applies to AAMPO)	Jasmine Harris	Noted
5	2	Without looking at the CAMPO PPP, I would recommend there is enough detail to specify the # of public comment period for amending the TIP for example. (comment also applies to AAMPO)	Jasmine Harris	Added under Task 130 to do
6	3	"Status of CAMPO and Regional Transportation Documents" - specific web-links to these documents will be helpful for those who would like to know more details.	ODOT-TPAU-Jin Ren	The CAMPO website has all of these documents readily available
7	3	Clarify. Next updates in the past?	James Feldmann	Yes, waiting on updated targets from ODOT
8	4	This could include more tasks, such as the work on the Adair Trails plan and Philomath school plan.	James Feldmann	Changed
9	4	Is this accurate given staffing changes?	James Feldmann	Revised
10	4	Does the MPO have any non discriminatory ADA policies etc? Suggest CAMPO's PPP capture information regarding accessibility to public in person or virtual meetings. Also, in addition to title VI, post the MPO's ADA Grievance procedures.	Jasmine Harris	Added to annual document review to do
11	5	Did not see any mention of MPO boundary and functional classification updates with the 2020 Census data	ODOT-Planning-Ian Mathews	No update yet as of March 2023
12	5	Will any work on bike share or supporting other micro-mobility options be done in the next fiscal year? Website timeline indicates additional work ahead. http://www.ocwcog.org/transportation/corvallis-bikeshare-plan/	James Feldmann	To be determined.
13	5	Will the bus driver study roll into the next fiscal year at all? Include if so.	James Feldmann	Yes, discussed at review

Corvallis Area MPO FY24 UPWP

Comment Tracker

14	5	Open Streets participation?	James Feldmann	Yes, new staff expected to participate
15	5	How training going given new staff? Any specific training needs?	Jasmine Harris	Discussed at review meeting
16	5	How is the tribal coordination going? I believe FHWA is working on FLMA Guidance and training.	Jasmine Harris	Discussed at review meeting
17	6	I'm not sure which task this would fall under, or if the MPO would be interested, but it may be valuable to local staff and the public to see a list of transportation projects completed (and potentially projects in progress) each year by jurisdiction. This 'transportation project tracker' could be TSP projects but also related projects like pavement preservation, ADA, etc. Good to celebrate accomplishments that often stemmed from planning. I'd be happy to provide the ODOT summary.	James Feldmann	Added to RTP Performance Monitoring
18	7	If this is for Philomath Blvd between Philomath and Corvallis, clarify inclusion of US 20 between Corvallis and I-5 in Albany.	James Feldmann	Clarified
19	7	Or Downtown Corvallis, as stated in the title. Clarify if this project is focused on Corvallis segment or Corvallis to Albany.	James Feldmann	Changed
20	7	Vague. Define what the deliverables would be.	James Feldmann	To be determined.
21	8	Multi-modal or multimodal?	James Feldmann	Changed
22	8	Multi-modal or multimodal?	James Feldmann	Changed
23	9	"STIF" - what is this acronym? Please revise as appropriate.	ODOT-TPAU-Jin Ren	Changed, added to glossary
24	10	There's a mention of OHAS commitment as task 430, but when you go to the OHAS task it's actually 420. Please clarify.	ODOT-TPAU-Alex Bettinardi	Changed
25	11	"the 2030 Oregon Household Activity Survey" and "2030 OHAS" - should be "2023/2024" unless informed otherwise.	ODOT-TPAU-Jin Ren	Discussed at review meeting
26	11	Under Task 420 who is responsible to do the MOU and where is the money being held?	ODOT-Planning-Arlene Santana	Discussed at review meeting. MPO rolling over funds
27	12	"Non-continuous tasks being undertaken in SFY Year 2024" - is SFY the same as FY?	ODOT-TPAU-Jin Ren	No change needed
28	12	Amount allocated for the Hwy 20/34 project (plus 50K from AAMPO) does not seem adequate for a refinement study . These studies can be easily 250K or more.	ODOT-TPAU-Peter Schuytema	Noted

Corvallis Area MPO FY24 UPWP

Comment Tracker

29	12	Clarify difference between Task 220 and Task 510 for US 20/OR 34, including deliverables.	James Feldmann	Discussed at review meeting
30	12	This should match the schedule in the AAMPO UPWP.	James Feldmann	Changed
31	12	Any other projects with a specific time period to add?	James Feldmann	To be determined. Most tasks ongoing
32	12	AAMPO UPWP indicates this would start in Oct 2023, not Jan 2024.	James Feldmann	Changed
33	13	"Task 500: Special Projects" - why FY23 is significantly higher than FY24?	ODOT-TPAU-Jin Ren	The funds take a full fiscal year to rollover.
34	13	Where does the covid relief fund (\$1,025,840 for CAMOO) apply here? - see the link below: https://www.oregon.gov/odot/STIP/Documents/COVID%20Relief%20Funding%20to%20Small%20MPOs.pdf	ODOT-TPAU-Jin Ren	CAMPO's relief funds were distributed among members for transportation improvements
35	13	Hwy20/34 project is called by a different name in the budget summary instead of in Task 510 and in AAMPO's UPWP.	ODOT-TPAU-Peter Schuytema	Changed
36	14	Round-off?	James Feldmann	Changed
37	14	Clarify expense type. Is this payroll, non-payroll, or both?	James Feldmann	Revised
38	14	Round-off?	James Feldmann	Changed
39	16	"The following is a list of concurrent transportation planning activities within the MPO Area" - consider including the web-links to these listed projects and/or project site maps.	ODOT-TPAU-Jin Ren	Noted
40	16	The City of Corvallis Public Works may also be evaluating bike lanes on collectors and arterials for possible buffered/protected enhancements. Not sure if a full planning study or if City interested in MPO assistance.	James Feldmann	Noted
41	16	Consider adding planning associated with the CFEC rulemaking.	James Feldmann	Revised
42	16	Just to verify the final PL amount is \$216,666	Jasmine Harris	Revised with new numbers in March 2023
43	17	"Appendix C" - can't find "SFY", "STIF", "Title VI", "PPP", "ADA", "PTASP", "AAMPO", and "PEA". Please include as applicable.	ODOT-TPAU-Jin Ren	Changed
44		Any in kind match documentation that needs to be sent to ODOT?	Jasmine Harris	Will submit

Comment Tracker

45		Since AAMPO and CAMPO UPWPs are written in the same way by the same Manager, some similar issues identified in the AAMPO/UPWP apply to the CAMPO/UPWP [and vice versa]. FYI.	ODOT-TPAU-Jin Ren	Noted
46		(2/6/23 E-mail comment) 2020 U.S. Census – Any impacts to the CAMPO/AAMPO and next steps?	Jasmine Harris	To be determined but no major changes expected
47		Regarding the CAMPO TIP Amendment Policy document, it states "For full amendments, the TAC will determine if significant public outreach is necessary." I would recommend revising this sentence as the TAC wouldn't determine public outreach but the MPO as part of the PPP. (Please keep in mind I just took a quick look at the MTIP Amendment Policy).	Jasmine Harris	Discussed at review meeting and will update!
48		LEARN THE TERRAIN - Study PBPP requirements in the FHWA/FTA planning rule - Roadmap - Performance Based Planning - Planning - FHWA (dot.gov)	Jasmine Harris	Thanks!
49		Suggest going to the "Learn the Terrain" regarding implementation of PBPP in the Metropolitan Transportation Planning Process.	Jasmine Harris	Thanks!
50		(2/6/23 E-mail comment) PL Funds – Are the PL funds final? Ensure PL funds are matching in FMIS, STIP, UPWP and State Budgets, also see below regarding BIL's Set-aside PL requirement (2.5%) for Increasing Safe and Accessible Transportation Options.	Jasmine Harris	Budget has been updated to reflect ODOT estimates from March 2023

Initial Donations/Contributions Approval Request

Local agency must receive this executed approval prior to commencing work for contribution.

Corvallis Area MPO	03/29/2023
Name of Local Agency	Date
Nick Meltzer	(541) 758-1911
Local Agency Contact Person	Phone Number
Corvallis Area MPO Planning SFY24	21852
Project Name	Key Number
James Feldmann	541-257-7669
ODOT Region Contact Person	Phone Number
Arlene Santana	503-986-4126
ODOT HQ Contact Person	Phone Number

Type and Description of Donation/Contribution

Materials, services and funds are valued at the current rate. Credit for property, such as Right of Way, is valued at the rate at the time of purchase. Check all that apply.

- Materials Services Funds Credit for Property

In-kind participation at Technical Advisory Committee meetings, Policy Board meetings, and through various MPO Tasks.

Stated Value \$ 12,654

We certify that the value of the donation/contribution will be documented in an approved manner by ODOT and incorporated into the project, the donation/contribution has never previously received Federal funding or was paid for with Federal funds, and if the value of the donation/contribution at the end of the project is less than the originally stated value, we will provide funding to make up the difference. All applicable Federal guidelines/rules will be followed.

CAMPO Manager

Local Agency Signer Title

Nicholas S. Meltzer

Local Agency Signer Signature

29 March 2023

Date

For ODOT Use Only

Program & Funding Services
ODOT Division/Unit

Alice Bibler
ODOT Contact Person

971-719-6313
Phone Number

Program and Funding Services Manager Signature