

CORVALLIS AREA Metropolitan Planning Organization

777 NW 9th Street, Suite 204C; Corvallis, Oregon 97330
Contact: Corum Ketchum, CKetchum@ocwcog.org

CAMPO TECHNICAL ADVISORY COMMITTEE Thursday, May 25, 2023 9:00 am - 10:30 am

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

Benton County Kalapuya Building; Kalapuya Meeting Room
4500 SW Research Way, Corvallis, OR 97333

Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 269 219 577 730

Passcode: BWtj38

Mobile 1 Click Number

[+1 872 242 8088](#)

Phone Conference ID 567 628 032#

AGENDA

- | | | |
|----------|---|--------------------------------|
| 1) 9:00 | Call to Order and Agenda Review | Chair, James Feldmann |
| 2) 9:10 | Public Comments | Chair |
| 3) 9:15 | Minutes of April 27, 2023 (Attachment A) | Chair |
| | <i>Action: Decision on Minutes</i> | |
| 4) 9:20 | CAMPO Bike Count Program (Attachment B)
<i>Review of work to date and discussion of future count locations.</i> | Corum Ketchum |
| | <i>Action: Discussion</i> | |
| 5) 9:45 | DRAFT CAMPO MTIP (Attachment C)
<i>Action: Recommendation to move to Policy Board</i> | Corum Ketchum,
Nick Meltzer |
| 6) 10:10 | MTIP/STIP Amendments (Attachment D)
<i>Staff will review one MTIP/STIP amendment</i>
<i>Action: Review and approve amendment #21-24-3348</i> | Corum Ketchum |
| 7) 10:15 | Jurisdictional and Other Updates <ul style="list-style-type: none">CAMPO UpdatesJurisdictional Updates | All |
| 8) 10:30 | Adjournment
<i>The next regularly scheduled CAMPO TAC meeting is set for Thursday, June 29, 2023, from 9:00am to 11:00am.</i> | Chair |

ATTENDANCE (FOR QUORUM PURPOSES)

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

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

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

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE**

Thursday, April 27, 2023

Virtual Meeting

Microsoft Teams Technologies

DRAFT MINUTES

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

Guest: Daniel Wood, Billy McGregor, Lisa Scherf, Steve Harvey, David Rabinowitz, Robert Upson, and Regan Workman

Staff: Transportation Manager Nick Meltzer, CAMPO Assistant Planner Corum Ketchum, and CED Administrative Assistant Ashlyn Muzechenko

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	The meeting was called to order and the group conducted introductions as there were many members in attendance along with several members of the public.	Meeting was called to order at 9:02am by Chair James Feldmann There were no agenda updates.
2. Public Comments	<i>Daniel Wood provided a public comment to the CAMPO TAC Members in attendance.</i>	There were multiple members of the public

	<p><i>Thank you for your time and the opportunity to comment today.</i></p> <p><i>I have growing concerns over the lack of conceptual designs for future Philomath Blvd corridor improvements.</i></p> <p><i>Determining project scope is basic toward funding requests and I do not believe this has yet been undertaken.</i></p> <p><i>I encourage you to investigate the use of emergent technologies that will help shape the roads of tomorrow.</i></p> <p><i>Along with enhanced transit facilities, supporting the development of low stress facilities parallel to the highway needs to be part of that process.</i></p> <p><i>Roundabouts come to mind, as well as bikeway connectivity. Cycling facilities do not see intended levels of use if they are separated by high stress crossings or transition on high stress roadways.</i></p> <p><i>Determination of critical segments with elevated carbon footprints and highest user risk would seem a logical place to begin.</i></p> <p><i>Philomath Blvd dissects our west Corvallis urban gateway at 53rd Street. This intersection is functionally inadequate and puts active transportation users at high risk.</i></p> <p><i>On-going occurrences of rear end collisions due to entering speeds of 45 MPH add to the problem, both here and at Technology Loop.</i></p> <p><i>Considering CMU-2 zoning, these two intersections in particular require established design parameters to shape pending development frontages as a designated Climate Friendly Area.</i></p> <p><i>Something needs to be done in the short term, and complex studies further delay actionable improvements.</i></p> <p><i>Speed zones through this segment should be lowered to accurately reflect the land use designations.</i></p>	<p>present and there were two public comments presented.</p>
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	<p><i>Lowering the speed limit to 35 MPH west of 53rd and east of Sylvia would result in several benefits; 1. immediate decrease in rear end collisions due to entry speeds 2. heavy truck traffic moving at a more consistent speed with less abrupt deceleration 3. pedestrians using unmarked crossings at lower risk 4. enhanced merging with through traffic 5. minimal service disruptions during completion and last, minor fiscal investment.</i></p> <p><i>I choose not to believe this governmental body has any disregard for public safety on our roadways, and ask you to support this basic proposal.</i></p> <p><i>In closing I want to thank you all for your dedication to improvements of benefit toward safety.</i></p> <p><i>West Corvallis resident Daniel Wood</i></p> <p><i>David Rabinowitz provided a public comment to the CAMPO TAC members as well regarding making driving easier.</i></p> <p><i>Making driving easier won't solve a problem, and electric cars won't solve the problems. As long as people have to own cars and pay for them, they will use them. The goal is to set up the whole area to make it easier and possible to get around the city without a car. This includes zoning, electricity, and other factors. Electrifying transit fleets will not solve the problem.</i></p> <p><i>-David Rabinowitz</i></p>	
<p>3. Minutes of December 08, 2022, (Attachment A)</p> <p>Action: Decision on Minutes</p>	<p>Chair James Feldmann shared that there was one correction to make to his name spelled correctly. From "Hames" to "James".</p> <p>Rebecca Houghtaling shared that her corrections were admitted via writing.</p>	<p>The CAMPO TAC Members approved the December 08, 2023, Meeting Minutes by consensus.</p>

	The CAMPO TAC Members approved the December 08, 2023, Meeting Minutes by consensus	
4. Minutes of March 30, 2023 (Attachment B) Action: Decision on Minutes	The CAMPO TAC Members approved the March 30, 2023, Meeting Minutes by consensus.	The CAMPO TAC Members approved the March 30, 2023, Meeting Minutes by consensus.
5. Carbon Reduction Program Action: Discussion on grant projects	<p>Staff Nick Meltzer shared an overview of the Carbon Reduction Program and what the grant entails. Meltzer added that Benton County, ODOT, City of Corvallis and the Policy Board have all had conversations about the type of projects that should be put in for.</p> <p>Meltzer shared that the TAC last time mentioned implementation projects such as the ideas from the City of Corvallis. Meltzer also included that Benton County would be seeking funding for the Corvallis-Albany multiuse path through this program.</p> <p>Meltzer noted the City of Corvallis isn't interested in signals anymore and prefers to use the money towards a narrow street sweeper for bike lanes to stay clean and safe.</p> <p>Chair Feldmann asked about the dollar amount for the narrow sweepers that City of Corvallis is asking about.</p> <p>Lisa Scherf answered that the Bend MPO is exploring purchasing a narrow street sweeper, as well as the city of Salem. Scherf stated that after reaching out to the new RTC from Region 4, who also may be applying for a grant for the cost of one, Scherf estimates couple hundred thousand.</p> <p>Chair Feldmann asked if these sweepers would be used on bike lanes or paths.</p> <p>Scherf shared that protected bike lines are difficult to maintain as street sweepers cannot get up against the curb. Scherf listed possible uses for the equipment, including the cross-throughs on medians, and other</p>	

	<p>pedestrianized infrastructure. Scherf added that the city of Corvallis would be willing to share the specialized sweeper, as it would not have everyday use for the equipment, within the whole CAMPO region.</p> <p>Chris Workman noted that the city of Philomath has a small sweeper that may work for Philomath's new bike lines. Rebecca Houghtaling added that Oregon State University would be able to use the sweeper for their upcoming improvements on campus.</p> <p>The TAC members reached consensus for exploring having a joint jurisdiction over a specialized electric sweeper that could clean the protected bikeways and other bike or pedestrianized infrastructure.</p> <p>Chair Feldmann stated that taking this multijurisdictional approach may help the funding application.</p> <p>Chair Feldmann asked if this was an eligible activity for the program. Meltzer asked if the smaller sweepers are electric, Scherf confirmed. In that case, Meltzer answered that this project could meet electrification goals in fleet fuel dependency reduction, as well as supporting the adoption of bicycle travel by keeping infrastructure clear. Scherf answered she would like to pursue electric sweepers; however, she is unsure if that is what the other jurisdictions are applying for as well.</p> <p>Workman shared that he agrees with what has been said. Workman also noted that Portland is prototyping street sweepers that can be pulled behind a bike. Workman stated this can also be a cheaper option. Workman added that Lermant is the inventor behind this effort for future reference.</p> <p>Chair Feldmann asked if Albany is planning to do anything with the Carbon Reduction Program.</p>	
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	<p>Meltzer shared that the general consensus is that everyone is busy and since the funding is federal, there isn't as much interest from the AAMPO region.</p> <p>Scherf asked if it can be assumed the entirety of the funds for the CAMPO area could be used for the two projects in question, or could they be used for other projects.</p> <p>Meltzer answered that this is currently what the TAC members are deciding on today. Meltzer went on to clarify the funding model for the program by comparing it to other programs CAMPO interacts with. For STBG programs, the money allocated to the regions stays within that region until its allocated. For this program, the state is taking the approach that regions must petition for the funding they have allocated toward them, otherwise the funding may go to other entities or state priority projects.</p> <p>Chair Feldmann added that it would be wise for CAMPO and AAMPO to select projects and apply for the \$1.5 million they have allocated toward them through this program.</p> <p>Chair Feldmann noted there is also a separate statewide pot where ODOT will be pursuing other projects where the Philomath Boulevard signalization project is in question. Feldmann also added that ODOT needs to figure out their match, as well as the 10% match from the city of Corvallis and Benton County for their respective projects.</p> <p>Scherf and Stockhoff noted that their respective jurisdictions could provide the match.</p> <p>Chair Feldmann stated that it was his understanding that for the path, the two approaches would be to do more detailed design on a smaller segment of the path or do a larger but less detailed study on the entirety of the path.</p>	
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	<p>Meltzer noted that full design of the whole path would be the best option of using the funding for the Corvallis to Albany Path. Meltzer added that this would cost ~\$400,000.</p> <p>Chair Feldmann is in support of the path receiving as much as the allocated CRP funds as possible, after netting out other projects.</p> <p>Stockhoff noted that the easiest segment would be from Mulloy and up North to Independence.</p> <p>Chair Feldmann noted that the Oregon Bike Ped advisory group recommend both Benton County path's proposals as their scored well for planning project applications.</p> <p>Chair Feldmann noted that this could present an opportunity to leverage one planning project with another to try and combine funding.</p> <p>Meltzer shared that ODOT has agreed to manage a consultant contract to do path planning.</p> <p>Steve Harvey noted that it may be an issue and to check with the City's attorney for having residents pulling sweepers in bike lanes. Harvey added that it seems encouraging to have the path projects done using the Carbon Reduction Program as well. Harvey noted a need for repairing degraded paths as well.</p> <p>Meltzer noted that resurfacing paths are an efficient use of federal money if the opportunity does come up.</p> <p>Daniel Wood shared that maintenance is an issue with new and old paths and he has noticed places in town where there are issues already such as bikeways on high-stress facilities. Wood noted that if there were sweepers it would be easy to take care of what they already have.</p> <p>Mark Bernard added that permitting rural multi-use paths can fail miserably in Yamhill County because it can be a deal-breaker.</p>	
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	<p>Meltzer asked if Bernard was specifically mentioning land use planning. Bernard confirmed yes.</p> <p>Meltzer shared that himself and Chair Feldmann will work on taking the lead for this project and via email will reach out to the TAC to let everyone know what applications end up getting sent in.</p>	
<p>6. Jurisdictional and Other Updates:</p> <ul style="list-style-type: none"> • CAMPO Updates • Jurisdictional Updates 	<p>Other Business/CAMPO Updates:</p> <p>For CAMPO updates, the new planner Corum is on board. Meltzer shared that Bike counts will be making their way back into agenda topics here soon and the regional workforce study as well.</p> <p>Corum Ketchum, the new CAMPO Planner shared an introduction about himself.</p> <p>Jurisdictional Updates:</p> <p>Rory Rowan for the City of Corvallis gave an update on the city's maintenance structure employees. Rowan shared that almost half of the staff left the maintenance staff, and recruitment positions have been sent out including a maintenance supervisor at the city of Corvallis.</p> <p>Lisa Scherf for the city of Corvallis shared that weekend service will be coming back on in early may for CTS and the Philomath commuter. Scherf now that Saturday and Sunday will be lighter services as the contractor is still searching for new drivers and training their newest hires. Scherf added that project wise, there have been commitments made on due dates for neighborhood bikeways that are behind their regular schedule due to staffing shortages. Scherf shared that outreach for the north and south portions will be happening shortly for the 11th street projects. Scherf noted that there was a procurement for a new transit contract and ended up going with the same transit coordinator as previously.</p>	

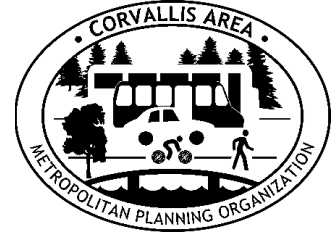
	<p>Gary Stockhoff of Benton County shared that there is a new contract for BAT coming into effect on July 1st of this year. Stockhoff noted that negotiations have been in place since March, but it is close to an agreement with a dial – a – bus being the head of the operation. Stockhoff added that there has been a lot of clean up with BAT as there is a new software through VIA as well to create a more streamlined system.</p> <p>Scherf also shared for Benton County that BAT has exceed pre-pandemic ridership.</p> <p>Mark Bernard shared heartfelt congratulations on working with dial-a-bus and worked out professional negotiations as well.</p> <p>Stockhoff noted that the Chapel drive project will be advertised within the next few weeks. Additionally, Springhill drive will start pothole repairs as well. Stockhoff noted that the project on Hwy 20 is working through land use permits and is hoping to be under construction before the next rainy season starts.</p> <p>Chris Workman from Philomath shared that streetscapes are moving forward. Additionally, there are a few bids for bus stops and shelters from Oregon Corrections Enterprises. With the hope of having one of the bus stops completed by the end of the fiscal year.</p> <p>Rebecca Houghtaling for OSU shared that there was a meeting with the city of Corvallis regarding the Jefferson Ave Mobility hob to resolve a few hiccups and get a pathway forward started. Houghtaling shared that the mobility hubs are working on permits currently with construction targeted to FY2024.</p> <p>Meltzer noted that the application needs to go through the OTC process in May and Summer of 2024 will be the mobility hub construction.</p>	
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	<p>Houghtaling noted that Washington way is an OSU street that is funded differently than the other roads in the jurisdictions in this call. Houghtaling shared that there will be a webinar regarding the logistics of this project that is meant for the public.</p> <p>Nick Meltzer noted that CAMPO/OCWCOG has been working on a new program for bikeshare up and going with the city and OSU and there is a phase 1 and draft plan. Meltzer shared that there is an RFP out and once there are responses there will be a decision based on costs. The hope is to have a bike and scooter share to come back to Corvallis by this fall.</p> <p>Lisa Scherf shared that she will be gone until the May 16th starting Friday, so reach out to her immediately if there are critical projects that need to be shared. Scherf also shared that there is a proposal for a full-time active transportation support specialist on her team as well.</p> <p>Rebecca Houghtaling noted that there have been great public comments over the past 4 months, however it may be reasonable to do an overview of the committee to the members of the public to make sure they know their voices are heard, however the group may not be able to lead the charge on some of their topics.</p> <p>Steve Harvey asked about information regarding the closure of the bike pedestrian paths on the east side of the river for the Van Buren Bridge projects.</p> <p>Chair Feldmann noted that there is an open house regarding all of the closures and updates regarding the construction of the Van Buren Bridge.</p>	
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	Chair Feldmann with ODOT shared that the South Corvallis project will hopefully be starting up here soon and there is spot improvement potential but not an additional full update.	
7. Adjournment	The next CAMPO TAC meeting is scheduled for May 25, 2023	Meeting adjourned at 10:05am by Chair James Feldmann.

MEMORANDUM

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



Date: May 25th, 2023
To: CAMPO Policy Board & Technical Advisory Committee
From: Corum Ketchum, CAMPO Staff
Re: CAMPO Multi-Modal Count Program - Phase 3 Deployment

Purpose

The purpose of this memorandum is to provide an overview of the Corvallis Area Metropolitan Planning Organization (CAMPO) Multi-Modal Count Program's work to date and next steps. The goal of the CAMPO Multi-Modal Count Program Count Program (Count Program) is to systematically survey the number of bicycle and pedestrian trips made at key locations throughout the network of roadways and shared-use paths in the CAMPO service area.

The Count Program has logged 13 locations over the past three (3) years. Currently, the counters are not being deployed to capture data. Considering coming projects and expected revenue streams, it is important to be strategic in selecting the next locations for data gathering.

The Technical Advisory Committee (TAC) is being asked to provide guidance on the next locations for deployment.

Background

The primary purpose of the Count Program is to develop a better understanding of how pedestrians and cyclists travel throughout the CAMPO planning area. By systematically surveying the number of bicycle and pedestrian trips made at key locations throughout the network of roadways and shared-use paths we gain a better picture of overall travel patterns. Multi-modal count data can be presented alongside motorized counts conducted by other agencies, namely the Oregon Department of Transportation (ODOT).

Goals of the CAMPO Count Program are to:

- (1) Measure the long-term usage of bicycle and pedestrian facilities (including changes in use over time),
- (2) Evaluate the impact of projects,
- (3) Understand safety trends, and
- (4) Help prioritize long-range infrastructure investment.⁷

This knowledge helps to inform facility design (e.g., how wide the path or sidewalk should be) as well as guide funding and policy decisions. With the recently approved Reducing Single Occupancy Vehicles Report, the data can also track progress on the multi-modal performance measures as part of the Regional Transportation System Plan (RTSP).

Work To Date

The work to date includes:

- Successfully logged 13 locations over the past three (3) years,
- Counts range from 2 weeks to as many as 6 weeks,
- Select reports are available on the CAMPO website: <https://corvallisareampo.org/data-maps/bike-ped-counts/>, and;
- The program has been used to support planning and fundraising efforts.

Table 1 below lists the locations where the program has recorded data. This information is also available in an interactive map, available here:

<https://www.google.com/maps/d/edit?mid=1ZMt0TZUFMxgNR5hxAObEBlpgyc4ngA&usp=sharing>

Table 1 Description of Count Locations

ID	Location	Description	Counting
Deployment 1 - Nov 20 - Jul 21			
D1.1	Eric E. Austin Memorial Bypass (south entrance)	Bi-directional at south entrance to path	Bike+Ped
D1.2	Hwy 34 MUP #1 (W of Golf Course Entrance)	Bi-directional on path	Bike+Ped
D1.3	Hwy 34 MUP #2 (E of Golf Course Entrance)	Bi-directional on path	Bike+Ped
D1.4	Campus Way (West of SW 35th)	1st Deployment	Bike+Ped
D1.5	Corvallis-Philomath MUP (W of SW 15th)	On multi-use path west of SW 15th	Bike+Ped
D1.6	Corvallis-Philomath MUP (Philomath E of Richard Place)	Bi-directional on path	Bike+Ped
D1.7	Adair County Park (back trail)	Bi-directional pedestrian counts on trail	Ped Only
Deployment 2 - May 22 - Dec 22			
D2.1	Buchanan and NW 17th Corvallis	Ped counter only	Ped Only
D2.2	Northwest 11th Street & Northwest Tyler Avenue	Bike counts only	Bike Only
D2.3	Northwest 11th Street & Northwest Buchanan Avenue	Bike counts only	Bike Only
D2.4	Polk Ave Mid-block between 36th & 35th	Mid-block next to alleyway	Bike+Ped
D2.5	Northwest Lincoln Avenue & Northwest 27th Street	Near intersection	Bike+Ped
D2.6	Northwest 4th Street & Northwest Tyler Avenue - BAD DATA	Equipment error	Bike+Ped
D2.7	Northwest Tyler Avenue & Northwest 19th Street		Bike+Ped

Next Steps: Selecting New Count Locations

Committee members are being asked to provide guidance on the next locations for the Count Program. As a starting point for conversation, a previously created list of locations is available on the next page (Appendix A).

In selecting new locations, members should consider upcoming or completed projects, or proposals, where gathering data would support the maintenance or expansion of the CAMPO region's bike-ped network. A best brief practices guide is included on the final page of this memo (Appendix B).

Additionally, CAMPO is being asked to record information before, after, and during Corvallis Open Streets, as was done in August 2022. Suggested locations from event staff are:

- On SW 8th St, between Madison Ave and Jefferson Ave
- On SW 11th St, between Western Blvd and C Ave

Action Requested

Given the information available on this memo, and the table on the following page, what are 5 to 10 priority locations that CAMPO staff should deploy to over the next one or two years?

Appendix A

Table 2 - Previously Discussed Locations

ID	Location	Description
D3.1	5th & Monroe	Historic Count location (#5 in counts in 2012-15 data, high usage Strava route)
D3.2	NW 29th and Harrison Blvd.	Popular north/south OSU corridor
D3.3	Main Street Philomath (westbound) between 14th St & 15th St	New location
D3.4	NE Arnold Ave; between William R Carr Ave & 2 nd St	New location
D3.5	NW Ryals Ave near entrance to Calloway Creek homes	New location
D3.6	NW 29th and Grant Ave	Historic Count Location (#7 in counts in 2012-15 data); Intersection of bike lanes, popular east/west corridor
D3.7	Hwy 99W path & Circle Blvd	
D3.8	Philomath / Riverfront Path (skate park)	
D3.9	9th St & Circle Blvd	Historic Count Location, green bike lane addition
D3.10	Kings Blvd & Harrison Blvd	Historic Count Location; (#3 in counts in 2012-15 data, high usage Strava route, top 10 CPD crash location, bike lane intersection)
D3.11	14th St & Monroe Ave	Historic Count Location; (Highest number counts in 2012-15 data, high usage Strava route, gateway to OSU)
D3.12	SW 35th and SW Washington	Intersection of bike lane and MUP; Future cycle track; Western entrance to OSU
D3.13	35th and Western Blvd.	Intersection of bike lanes and MUP; #6 historic location; Top 10 CPD crash location
D3.14	15th and Philomath Blvd.	Intersection of bike lanes and MUP; One of two corridors from southtown; OSU corridor; Top 10 CPD crash location
D3.15	53rd and Philomath Blvd.	Intersection of bike lane and MUP; Campus MUP entrance; Future location of larger developments
D3.16	Hwy 99 near Lincoln Elementary in South Corvallis	
D3.17	Applegate St & 15 th St	New Location
D3.18	Chapel Drive outside Philomath	New Location
D3.19	Philomath near middle school	New Location
D3.20	South end of Arboretum Rd near intersection with Hwy 99	Bike lane narrows and is very bumpy near intersection

Appendix B

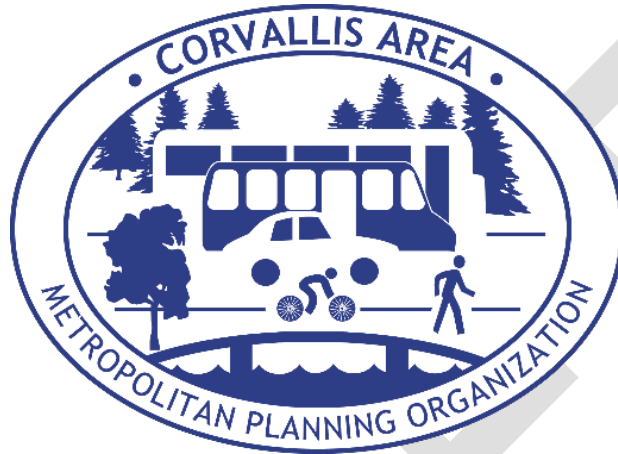
Best Practice in Selecting Count Locations

Common practice for collecting short-duration multi-modal count data is to focus on targeted locations where activity levels and agency interest is highest.¹ Although this non-random site selection may not yield a statistically representative regional estimate, it provides an efficient use of limited data collection resources and may be a suitable place to start when the program first launches. Listed below are criteria for selecting short-duration count locations as recommended by the National Bicycle and Pedestrian Documentation (NBPD) Project. The NBPD Project suggests selecting locations that meet as many of the criteria as possible:

- Pedestrian and bicycle activity areas or corridors (downtowns, near schools, parks, etc.);
- Representative locations in urban, suburban, and rural locations;
- Key corridors that can be used to gauge the impacts of future improvements;
- Locations where counts have been conducted historically;
- Locations where ongoing counts are being conducted by other agencies through a variety of means, including videotaping;
- Gaps, pinch points, and locations that are operationally difficult for bicyclists and pedestrians (potential improvement areas); and
- Locations where either bicyclist and/or pedestrian collision numbers are high.¹

¹ Federal Highway Administration Traffic Monitoring Guide. 2016. CH4 Traffic Monitoring for Nonmotorized Traffic.

Corvallis Area Metropolitan Planning Organization



Fiscal Year 2024-2027 Metropolitan Transportation Improvement Program

**Approved by the CAMPO Policy Board
June XX, 2023**

Approved by Governor Tina Kotek on _____, 2023

Adopting Resolution

Add here

DRAFT

Corvallis Area Metropolitan Planning Organization Membership

Policy Board

Vacant Position

Councilor Jan Napack (Vice-Chair)
Councilor Matt Lehman (Chair)
Commissioner Pat Malone
Savannah Crawford

City of Adair Village
City of Corvallis
City of Philomath
Benton County
Oregon Department of Transportation

Technical Advisory Committee (TAC)

Chris Workman
Gary Stockhoff
Rory Rowan
James Feldmann (Chair)
Pat Hare
Rebecca Houghtaling

City of Philomath
Benton County
City of Corvallis
Oregon Department of Transportation
City of Adair Village
Oregon State University

TAC Ex-Officio Members

Jasmine Harris
Ned Conroy
Patrick Wingard
Mary Camarata
Vacant Position

US Federal Highway Administration (FHWA) OR Division
US Federal Transit Administration (FTA), Region X
Oregon Dept. of Land Conservation and Development
Oregon Department of Environmental Quality (DEQ)
Oregon Division of State Lands (DSL)

Staff

Nick Meltzer
Corum Ketchum
Emma Chavez
Katie Trebes

Transportation Manager
Transportation Planner
Operations Supervisor
ADA Coordinator

Corvallis Area Metropolitan Planning Organization

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Introduction

What is a Metropolitan Planning Organization?

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.

What is the Corvallis Area Metropolitan Planning Organization (CAMPO)?

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. CAMPO is comprised of the Cities of Adair Village, Corvallis, Philomath, parts of Benton County, and the Oregon Department of Transportation (ODOT). CAMPO is governed by a five-member Policy Board consisting of elected representatives from each city or county, as well as a staff person from ODOT. The Oregon Cascades West Council of Governments (OCWCOG), under a contract with the CAMPO Policy Board, provides administrative services and staffing to CAMPO.

What is the Metropolitan Transportation Improvement Program?

The Metropolitan Transportation Improvement Program (MTIP) is a short-range capital improvement program that enumerates priority transportation projects in the Corvallis Metropolitan Area for funding. The MTIP encompasses a period of four fiscal years (FY) and is updated every three years. This MTIP document covers the period of FY2024 through 2027.

The MTIP development process relies upon building consensus among federal, state and local agencies on funding priorities of near-term transportation projects. These projects may range from improving highways and funding transit to adding bicycle lanes on major urban streets and preserving existing roads. Copies of the MTIP are provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

How Are Projects Funded?

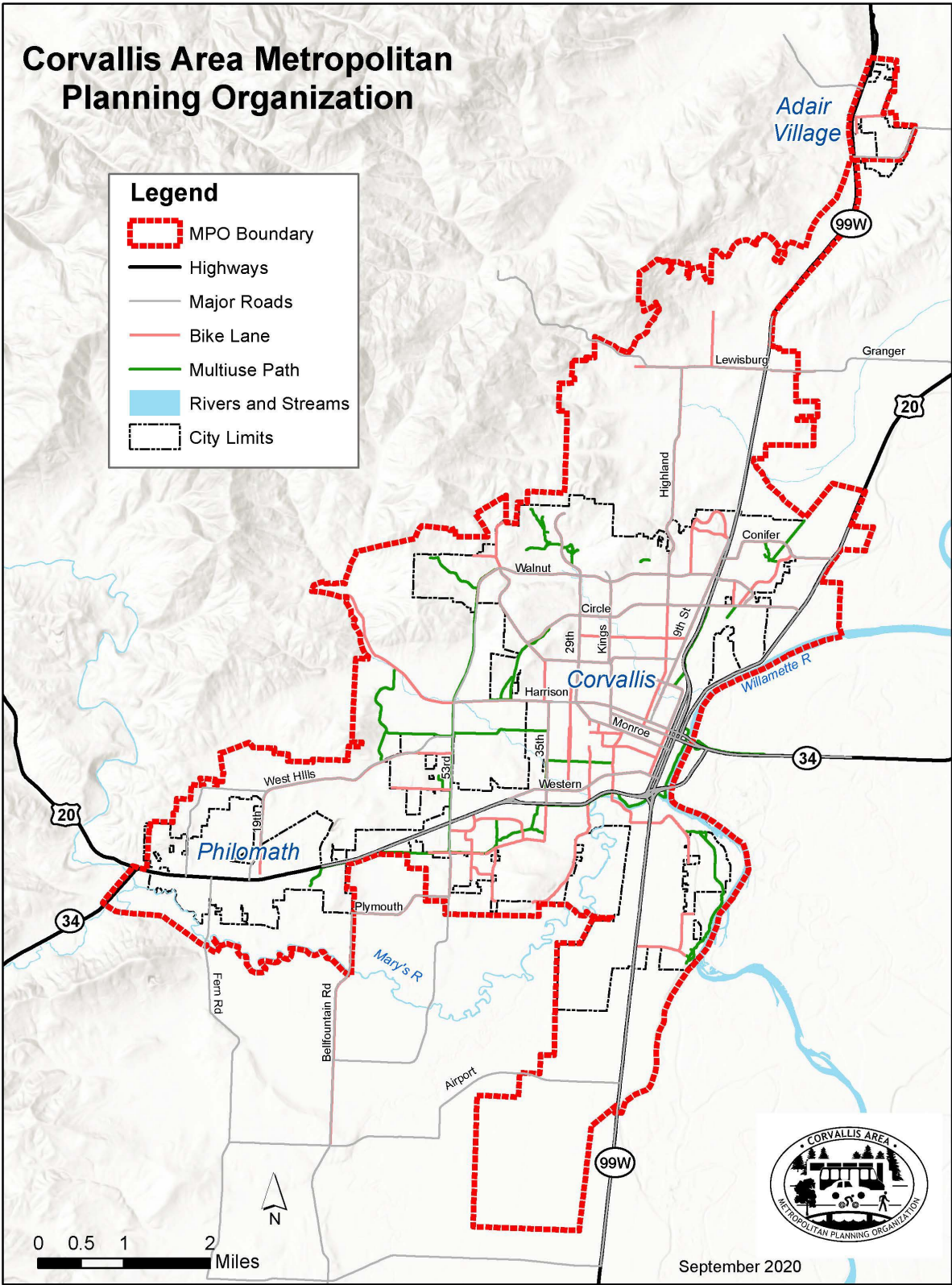
Transportation projects identified within this document are funded through a combination of federal, state and local dollars. The Corvallis Area MPO receives federal funding to help address regional transportation needs. Some federal dollars may be exchanged with state dollars to allow more project flexibility. Often, projects require more funding than is available, so funding also comes from local city and county revenues.

How are Projects Selected?

CAMPO held an open application period for Surface Transportation Block Grant (STBG) funding in fall 2022. At the close of the application period project proposals were scored by the Technical Advisory Committee (TAC) using CAMPO's approved evaluation criteria. Major capacity improvement projects not funded with CAMPO's STBG allocation are prioritized by ODOT. Projects receiving FTA 5307 transit funding is prioritized by local and regional transit providers in coordination with CAMPO. More information on project selection can be found in the **"Project List and Selection Process"** section. Info on public involvement can be found in the **"Public Involvement"** section.

CAMPO Planning Area

Figure 1: CAMPO Planning Area



Public Involvement

Federal and state laws require that MPOs adopt a process for involving the public in their planning and programming activities. The CAMPO Policy Board regards public involvement as an integral part of CAMPO's activities. Public involvement during the development of the Fiscal Year 2024-27 Metropolitan Transportation Improvement Program (MTIP) took place at two key steps in the process:

- (1) Comment Period for Surface Transportation Block Grant (STBG) Project Proposals (November 18 through December 20)
- (2) Comment Period for FY2024-27 MTIP Draft (**DATE RANGE**)

The sections below discuss these public engagement efforts in more detail.

Comment Period for STBG Project Proposals

CAMPO held an open application period for Surface Transportation Block Grant (STBG) funding in fall 2022. At the close of the application period project proposals were scored by the Technical Advisory Committee (TAC) using CAMPO's approved evaluation criteria. Following this, a bi-lingual comment period served as the first form of public engagement.

As part of the comment period, bi-lingual info on project proposals and online input surveys were posted to the CAMPO website. Then, a flyer requesting input was distributed through key partners, the CAMPO interested parties list, and posted in the newspaper. The flyer brought members of the public to a landing page outlining the MTIP process, project maps, project costs, and information on how to provide comment. The comment period was held open from November 18 through December 20, 2022. At the close of the comment period, the CAMPO TAC reviewed public input before recommending projects to the Policy Board for final approval.

Figure 2: MTIP Bi-Lingual Outreach Flyer



Your Input Is Requested!
Se Solicitan Sus Sugerencias!!

On Funding Regional Transportation Projects
Sobre la Financiación de Proyectos de Transporte Regional

<https://corvallisareampo.org/planning-programming/tip/>

The Corvallis Area Metropolitan Planning Organization (CAMPO) estimates a minimum \$3.32 Million in funding for transportation projects between 2025 and 2027. Your input is requested on those projects and will be provided to the CAMPO Policy Board for final decision. **Comments will be open between November 18 and December 20, 2022.**

La Organización de Planificación Metropolitana del Área de Corvallis (CAMPO) estima un mínimo \$3.32 millones en fondos para proyectos de transporte entre 2025 y 2027. Sus sugerencias se solicitan en esos proyectos y se proporcionará a la Junta Directiva de CAMPO para la decisión final. **Comentarios estarán abiertos entre Noviembre 18 y Diciembre 20, 2022.**

More on CAMPO:
The Corvallis Area Metropolitan Planning Organization is federally designated and comprises the Cities of Corvallis, Philomath, Adair Village, Benton County, and the Oregon Department of Transportation. For More Information visit www.corvallisareampo.org

Más sobre CAMPO:
La Organización de Planificación Metropolitana del Área de Corvallis esta designada federalmente y es compuesta por las siguientes ciudades; Corvallis, Philomath, Adair Village, el Condado de Benton, y el Departamento de Transportación de Oregon. Para obtener más Información, visite www.corvallisareampo.org

A total of 44 surveys were received during the public comment period. A summary of comments can be found in Appendix C.

Comment Period for FY2024-27 MTIP Draft Document

The second step in the engagement process came after a draft MTIP document was completed. Following the completion of the draft MTIP staff posted the document on CAMPO's website for public review and sent notice to interested parties. The document was made available to the public for input and comments for two weeks during April 2023. Comments received from the public were presented to the Policy Board prior to their deliberation of the final MTIP document.

Coordination with Area Commission on Transportation

The Area Commissions on Transportation (ACTs) are advisory bodies to the Oregon Transportation Commission (OTC) primarily for providing recommendations on funding of Modernization transportation projects. All five governmental entities represented on the CAMPO Policy Board are also members of the Area Commission on Transportation. This cross-membership facilitates communication and coordination between the two bodies. The MPO informs the Cascades West Area Commission on Transportation (CWACT) of its transportation planning and programming activities. For the 2024-2027 MTIP, CAMPO updated the CWACT on selected projects at the April, 2023 meeting. The draft MTIP was reviewed at the June 2023 meeting.

Federal Requirements and Performance Measures

Title 23 of U.S. Code § 450.324-336 contains federal regulations applicable to the Metropolitan Transportation Improvement Program. The following is selected high points of these regulations:

- The MPO, in cooperation with the state(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area.
- The TIP shall be updated at least every four years and approved by the MPO Policy Board and the Governor. The frequency and cycle for updating the TIP must be compatible with the Statewide Transportation Improvement Program (STIP) development and approval process.
- The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP prior to approval. The TIP shall be published or made readily available by the MPO for public review including electronically accessible formats.
- The TIP shall include capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding, under 23 USC, and 49 USC. Chapter 53.
- The TIP shall include, for each project or phase, sufficient descriptive material, estimated total project cost, the amount of federal funds and identification of responsible agency to carry out the project.
- Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.
- The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources that are reasonably expected to be available. Only projects for which funds can reasonably be expected to be available may be included.
- An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established. After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP.

Performance Measures

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. *of which the Corvallis Area MPO adopted*

There are no portions of Interstate within the Corvallis Area Metropolitan Planning Organization's planning area, and all portions of the 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, known as Key Performance Measures or KPMs. The list of performance measures is included below.

Table 1 Oregon Department of Transportation Performance Management Targets

Safety					
Base Period	Fatalities (People, Statewide)	Fatality Rate (People per 100 Million VMT)	Serious Injury (People, Statewide)	Serious Injury Rate (People per 100 Million VMT)	Non-motorized Fatalities and Serious Injuries (People, Statewide)
2021 Baseline*	448	1.48	1,739	5.03	257
2013-2017	357	0.94	1,491	4.42	234
2014-2018**	350	0.89	1,461	4.33	229
2015-2019	343	0.83	1,432	4.24	225
2016-2020	328	0.78	1,368	4.06	215
2017-2021	306	0.73	1,274	3.78	200
2018-2022¹	444	1.46	1,722	4.980	254
*Most recent baseline available from the 2021 ODOT TSAP					
**2014-2018 is the first period that targets must be established for the HSIP Program.					
The federal performance areas and targets addressing safety are contained in the Oregon Transportation Safety Action Plan .					

¹ In the 2021 – 2023, in legislatively approving the Key Performance Measurements, the Oregon Department of Transportation proposed combining its existing safety KPMs (#1 "Traffic Fatalities; KPM #2 "Serious Traffic Injuries (Rate)"; KPM #3 "Large Truck At-Fault Crashes"; KPM #4 "Rail Crossing Incidents"; and KPM #5 "Derailment Incidents") into a single new KPM #1:"Traffic Fatalities and Serious Injuries Rate". The new measure would be measured based on per 100 million vehicle miles traveled. The proposed target is 6.28 for 2022 and 2023. ODOT retains the ability to analyze accident data in its various divisions including rail, transit, commerce and compliance, and highway safety, and can provide more detailed reporting on request. The Legislative Fiscal Office recommends approval of this change. This may impact the availability of data going forward.

Table 2 - Oregon Department of Transportation Other Performance Management Targets

Pavement Condition		
Performance Measure	2022 Performance Baseline	2023 Performance Target ²
1. Percentage of pavements of Interstate System in Good condition	57.7%	50%
2. Percentage of pavements of Interstate System in Poor condition	.2%	0.5%
3. Percentage of pavements of the non-Interstate NHS in Good condition	33.5%	<u>2-Year</u> 30% <u>4-Year</u> 30%
4. Percentage of pavements of the non-Interstate NHS in Poor condition	2.9%	<u>2-Year</u> 5% <u>4-Year</u> 5%
Bridge Condition		
Performance Measure	2022 Performance Baseline	2023 Performance Target
5. Percentage NHS bridges classified as in Good condition	13.5%	11.4%
6. Percentage of NHS bridges classified as in Poor condition	1.8%	2.4%
National Highway System Performance		
Performance Measure	2022 Performance Baseline	2023 Performance Target
7. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	78%	78%
8. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	78%	78%
Freight Movement on Interstate System		
Performance Measure	2022 Performance Baseline	2023 Performance Target
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)	1.45	1.45

² Two (2) and four (4) year performance targets are equal unless otherwise indicated.

While CAMPO does not have direct jurisdiction over any infrastructure, significant efforts are made to align planning and programming with the intent of the Key Performance Measures. Some examples include:

- Hosting a National Association of City Transportation Officials (NACTO) bikeway training to help engineers design safer infrastructure for more vulnerable road users.
- During 2024-2027 Surface Transportation Block Grant (STBG) project selection, letting jurisdictions choose to fund pavement preservation projects, thereby helping maintain pavement condition on the local system and reducing the burden for supplementary grants.
- Including evaluation criteria in the STBG process that prioritize projects that improve bicycle or pedestrian accommodations, as well as prioritize overall improvements in freight routes.
- Developing regional transportation performance measures to reduce vehicle congestion throughout the CAMPO planning area.
- Providing member organizations technical assistance and project management solutions in order to support multimodal transportation options and infrastructure construction efforts.
- Developing a multi-modal count program to aid in the collection of data for regional planning and information sharing.
- Participation in the Performance Measure Coordination and Reporting Process with the Oregon Department of Transportation.
- Attending statewide MPO coordination meetings and national conferences to learn from other regions on best practices and available trainings related to safety and asset management.

Plan Policy and Integration

The Metropolitan Transportation Improvement Program (MTIP) allocates federal funding given to Metropolitan Planning Organizations for the explicit purpose of addressing regional transportation issues. Projects for funding are identified from the CAMPO 2043 Regional Transportation Plan (RTP) and local Transportation System Plans incorporated into the RTP. In this sense, the MTIP is project programming that stems from project planning.

The CAMPO 2043 RTP was last updated in 2022 and will be updated again by 2027. FHWA and ODOT released transportation performance measures and carried them into the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). As mentioned in the previous section, the federal performance measures primarily impact state and federal roads within CAMPO's boundary, which the MPO does not have jurisdiction over. However, CAMPO strives to meet the intent of the performance measures through improving safety, maintaining a state of good repair on regional pavement conditions and bridges; and ensuring the National Highway System is reliable for both freight traffic and the traveling public.

All modernization projects submitted for MTIP funding are required to be identified in the CAMPO 2043 RTP or a local transportation plan incorporated into the RTP by reference. For preservation projects, local jurisdictions utilize their own asset management systems, which helps CAMPO meet the Pavement Condition and Safety performance measures.

The Corvallis Area MPO maintains a Public Participation Plan (PPP), last updated in 2020, and available on CAMPO's website. For major activities such as updating the MTIP, the CAMPO PPP states a specific public engagement plan must be developed, including the notification processes included in routine activities, at a minimum. For the FY2024-2027 MTIP process, CAMPO developed a specific public engagement strategy that involved:

- A landing page on the CAMPO website with details on the MTIP process and how to engage as a member of the public.
- Opportunities for public comment at both TAC and Policy Board meetings
- A 30-day comment period on Surface Transportation Block Grant (STBG) project proposals
- A flyer requesting public comment sent to key partners and the CAMPO interested parties list
- A two-week comment period on the draft MTIP

CAMPO's STBG Project Selection Criteria were revised for this MTIP process. Discussions with the TAC and adopted goals from the CAMPO 2043 Regional Transportation Plan were used to guide changes to the evaluation criteria. In this sense, the CAMPO RTP, PPP and Performance Measures are in alignment with the FY2024-2027 MTIP.

Public Transportation Project List and Selection Process

By adopting the MTIP, the CAMPO Policy Board prioritizes and selects the projects for implementation and funding as scheduled. No additional action by the Policy Board is required for the funding of these projects up to the dollar amounts programmed in the MTIP. If additional funds become available or if a project experiences an unexpected delay, the Policy Board may select other projects from the MTIP to take advantage of the additional funds or to replace a delayed project.

A. Selection of State Led Projects

Major capacity improvement projects not funded with CAMPO's STBG allocation are prioritized by ODOT. ODOT's transportation projects have been coordinated with CWACT.

B. Selection of CAMPO Led Projects (Under STBG)

The Corvallis Area MPO is expected to receive approximately \$1.1 million (\$1,100,000) per year in federal funds for transportation projects from 2024-2027. These funds are pooled among CAMPO members and allocated to the highest priority transportation projects. Typically, most of the CAMPO's STBG allotment are allocated toward the preservation and maintenance of the existing transportation system. This allocation is generally in the form of resurfacing roadways projects. However, if modernization projects are submitted, they are evaluated on a case-by-case basis by the Technical Advisory Committee for adoption into the MTIP.

Table 3 - Corvallis Area MPO Federal STBG Allocations, FY2024-2027

	FY2024	FY2025	FY2026	FY2027	Total FY2024-2027
Corvallis Area MPO	\$1,068,287	\$1,086,675	\$1,105,431	\$1,124,444	\$4,384,837*

**Additionally \$501,864 of local funding has been made available for STBG projects.*

Selection of STBG projects took place through the following steps:

- 1. Request for Projects.** The MPO requested that its member jurisdictions submit a list of desired transportation projects for STBG funding. A request for projects was distributed via CAMPO's TAC and interested parties. No official application form was used; however, a detailed set of guidance was provided by CAMPO staff. Ultimately, the burden was placed on the applicant to present how their projects met the evaluation criteria. Desired projects were compiled into a master list of candidate projects for funding.
- 2. Project Evaluation.** The selection criteria were updated in preparation of the FY2024-2027 MTIP and adopted by the Policy Board in the summer of 2022. The MPO Technical Advisory Committee (TAC) utilized the selection criteria to score candidate projects in October 2022. Preservation and modernization projects were scored separately on the approved criteria. Following project evaluation, the TAC's prioritized list of candidate projects for funding was made available for public comment. The selection criteria are attached as Appendix B.
- 3. Public Comment Period.** Public involvement during the development of the FY 2024-27 Metropolitan Transportation Improvement Program (MTIP) took place at two key points in the process. First, a comment period was held from November 18 through December 20, 2022 on Surface Transportation Block Grant (STBG) Project Proposals. Then, prior to adoption of the

MTIP, a comment period was held for the FY2024-27 MTIP draft. More information can be found in the Public Involvement section of this document (Appendix 3).

4. **Approval of Projects.** The Technical Advisory Committee submitted a list of recommended projects to the Policy Board for discussion and approval. The TAC submitted a combined list of preservation and modernization projects to the Policy Board. After discussion on the process, the Policy Board approved the list submitted by the TAC. Table 4 below shows the list of approved STBG projects for the 24-27 TIP.

Notes on the selection process

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 projects from its members. In this sense, projects were submitted with the understanding they would be delivered using federal funds. This impacted the projects members submitted.

Prior to requesting projects for inclusion in the FY2024-2027 MTIP, the evaluation criteria were brought to both the TAC and Policy Board for update and approval. See Appendix

Table 4. 2024-2027 CAMPO STBG Priority Projects

Project	Applicant	Project Description	Fund Exchange ^{d3}	STBG Allocation	Total Estimated Project Cost	TAC Scoring, 100 points possible
S. 16th Street Expansion and Sidewalk Installation	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	Yes	\$250,000	\$1,790,000	71
SW Campus Way Corridor – Scoping Study	Oregon State University	Scoping study to redesign SW Campus Way for more pedestrian and bicycle friendly amenities, and meet new campus design standards	Yes	\$250,000	\$700,000	Not scored, recommend for funding
Conifer Boulevard Rehabilitation	City of Corvallis	Will rehabilitate 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. ADA ramp upgrades and bicycle improvements scheduled.	No	\$1,700,000	\$5,300,000	60

³ Projects that were eligible for STBG funding but had their funds exchanged with ODOT are tracked in this document. These agencies will be responsible for project delivery.

19th Steet Grind & Inlay - Preservation	Benton County	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. Also improves ramps to ADA standards and resurfaces existing bike lanes.	No	\$1,360,000	\$1,500,000	50
Walnut Boulevard Preservation	City of Corvallis	Carryover from prior TIP. Planned resurfacing between 29th and Princess ST.	No	\$824,000	\$824,000	-

C. Public Transportation Project List and Fund Allocation

Lists of public transportation projects sorted by project area follow. Projects for 2024 were selected in the previous STIP process and are carried forward. Other projects occurring in the Corvallis Area MPO are also listed. Appendix D describes the sources of funding for these projects.

The Oregon Department of Transportation is the agency responsible for delivering these projects unless otherwise noted.

A comprehensive list of fiscally constrained projects follows:

Table 5 - STBG Funding Allocations

Table 6 - Planning Projects (PL and 5303 Funding)

Table 7 - Rural Transit Projects (5310, 5311 Funding)

Table 8 - Urban Transit Projects (5307 Funding)

Table 9 - Other State and Federally Funded Projects in the Corvallis Area MPO

Table 5 - STBG Funding Allocations

Project Key#	Project Name	Project Description	Federal Amount	State Amount	Local Amount	Total Current Estimate
23287	STBG-Urban allocation FFY25-27 - Corvallis Area MPO	Surface Transportation Block Grant Program-Urban (STBG-U) funding for the Corvallis Area MPO to use on projects to be determined through their project selection process and budget development. Comprised of funding from FFY25, 26 and 27 allocations.	\$ 4,384,837	\$ -	\$ 501,864	\$ 4,886,701

Table 6 - Planning Projects (PL and 5303 Funding)

Project Key#	Project Name	Project Description	Federal Amount	State Amount	Local Amount	Total Current Estimate
21863	Corvallis area MPO planning SFY25	Planning funds for projects identified in state fiscal year 2025 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$ 194,773	\$ 17,145	\$ 5,148	\$ 217,066
22881	Corvallis area MPO planning SFY26	Planning funds for projects identified in state fiscal year 2026 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$ 281,046	\$ 23,372	\$ 8,795	\$ 313,213
22885	Corvallis area MPO planning SFY27	Planning funds for projects identified in state fiscal year 2027 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$ 284,605	\$ 23,393	\$ 9,182	\$ 317,180
22888	Corvallis area MPO planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	\$ 288,283	\$ 23,413	\$ 9,582	\$ 321,278

Table 7 - Rural Transit Projects (5310, 5311 Funding)

Project Key#	Project Name	Project Description	Federal Amount	State Amount	Local Amount	Total Current Estimate
21984	Enhanced Mobility Program - Benton Co FFY24	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$ 85,000	\$ 10,336	\$ 74,664	\$ 170,000
22049	Oregon Transportation Network - Benton Co FFY24	Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	\$ 182,213	\$ -	\$ 20,855	\$ 203,068
22948	Enhanced Mobility Program (5310) Benton County FY25	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$ 180,530	\$ -	\$ 45,133	\$ 225,663
22965	Enhanced Mobility Program (5310) Benton County FY26	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$ 188,994	\$ -	\$ 47,249	\$ 236,243
22974	Enhanced Mobility Program (5310) Benton County FY27	Enhanced mobility small urban program funding to improve transit services to the special needs, seniors, and other transit-dependent populations in rural areas.	\$ 197,605	\$ -	\$ 49,401	\$ 247,006
22997	Enhanced Mobility E&D (5310) - Benton County FY25	Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.	\$ 242,343	\$ -	\$ 27,737	\$ 270,080
23016	Enhanced Mobility E&D (5310) - Benton County FY26	Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.	\$ 242,343	\$ -	\$ 27,737	\$ 270,080
23027	Enhanced Mobility E&D (5310) - Benton County FY27	Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.	\$ 242,343	\$ -	\$ 27,737	\$ 270,080

Table 8 - Urban Transit Projects (5307 Funding)

Project Key#	Project Name	Project Description	Federal Amount	State Amount	Local Amount	Total Current Estimate
22221	FY24 Loop Operations (CAMPO)	Corvallis Area MPO Funds (5307) used for loop operations projects to improve traffic flow.	\$ 167,500	\$ -	\$ 167,500	\$ 335,000
22222	FY24 Loop Preventative Maintenance (CAMPO)	Corvallis Area MPO Funds (5307) for loop operations projects to improve traffic flow.	\$ 26,400	\$ -	\$ 6,600	\$ 33,000
23105	FY25 Loop Operations (CAMPO)	Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.	\$ -	\$ -	\$ -	\$ -
23190	SFY25 Loop Operations (CAMPO)	Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.	\$ 182,000	\$ -	\$ 182,000	\$ 364,000
23191	SFY25 Loop Preventative Maintenance (CAMPO)	Funds (5307) for loop operations projects to improve traffic flow.	\$ 26,000	\$ -	\$ 6,500	\$ 32,500
23231	SFY26 Loop Operations (CAMPO)	Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.	\$ 190,400	\$ -	\$ 190,400	\$ 380,800
23237	SFY27 Loop Operations (CAMPO)	Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.	\$ 199,300	\$ -	\$ 199,300	\$ 398,600
23241	SFY26 Loop Preventative Maintenance (CAMPO)	Corvallis Area MPO Funds (5307) for loop operations projects to improve traffic flow.	\$ 28,000	\$ -	\$ 7,000	\$ 35,000
23258	SFY27 Loop Preventative Maintenance (CAMPO)	Corvallis Area MPO Funds (5307) for loop operations projects to improve traffic flow.	\$ 30,000	\$ -	\$ 7,500	\$ 37,500

23266	SFY28 Loop Operations (CAMPO)	Corvallis Area MPO Funds (5307) used for loop operations projects to improve traffic flow.	\$ 208,800	\$ -	\$ 208,800	\$ 417,600
23267	SFY28 Loop Preventative Maintenance (CAMPO)	Corvallis Area MPO Funds (5307) for loop operations projects to improve traffic flow.	\$ 32,000	\$ -	\$ 8,000	\$ 40,000
23294	Corvallis Transit -Fixed Route Operations FFY2024	FTA grant program 5307 funds for fixed route operations of Corvallis Transit System to improve traffic flow.	\$ 2,460,947	\$ -	\$ 2,460,947	\$ 4,921,894
23295	Corvallis Transit - Preventive Maintenance FFY2024	FTA grant program 5307 for preventative maintenance to ensure continued upkeep of service.	\$ 384,000	\$ -	\$ 96,000	\$ 480,000
23296	Corvallis Transit - Paratransit Operations FFY2024	FTA grant program 5307 for paratransit operations to ensure continued provision of service. Project helps fulfill ADA paratransit requirements.	\$ 148,976	\$ -	\$ 37,244	\$ 186,220
23297	Corvallis Transit - 1% Safety and Security FFY2024	City of Corvallis transit safety and security using FTA 5307 grant funds. Wi-Fi access for outdoor camera system at the Downtown Transit Center and the Corvallis Transit System bus parking lot.	\$ 24,160	\$ -	\$ 6,040	\$ 30,200

Table 9 - Other State and Federally Funded Projects in the Corvallis Area MPO

Project Key#	Project Name	Project Description	Federal Amount	State Amount	Local Amount	Total Current Estimate
21552	US20: Harrison Blvd. (Corvallis)	Replace failing signal to improve driver safety	\$ 3,850,987	\$ 366,413	\$ -	\$ 4,217,400
22511	OR34: Roadside Barrier Upgrades	Upgrade the roadside barrier along this corridor to improve safety for the traveling public.	\$ 2,115,058	\$ 183,895	\$ -	\$ 2,298,953
22660	Small (Mt. View) Creek/Elliot Circle bridge (Benton Co)	Replace the bridge in order to meet current road standards.	\$ 1,996,762	\$ -	\$ 228,538	\$ 2,225,300
22698	City of Corvallis Signal Improvements (2027)	Modify the existing traffic signals at 8 locations within the City to reduce traffic congestion and accidents. Intersections are: Buchanan Avenue/9th Street, Circle Boulevard/9th Street, Circle Boulevard/Kings Boulevard, Harrison Boulevard/ 29th Street/Arnold Way, Harrison Boulevard/ 5th Street, Harrison Boulevard/9th Street, VanBuren Avenue/9th Street, and Western Boulevard/35th Street.	\$ 855,637	\$ -	\$ -	\$ 855,637
22699	Bellfountain Rd: Chapel Dr. to Alpine Rd. (Benton County)	Make improvements from Chapel Dr. to Alpine Rd. on Bellfountain Rd to reduce the number and severity of crashes. Improvements include: installing centerline rumble strips from MP 1.4 to MP 12.9, and from MP 14.9 to MP 15.7. Add intersection warning aids at Chapel Drive, 53rd Street, Airport Road, Llewellyn Road, Decker Road, Greenberry Road, Dawson Road, and Alpine Road. Intersection warning aids may include new street signs, larger stop signs, reflectorized sign posts, rumble strips across the lanes on Llewellyn Road, reflectorized backplates on overhead flashing beacons, post mounted flashing beacons, and installing red diamond signs at T-intersections.	\$ 780,698	\$ -	\$ -	\$ 780,698

22724	OR99W: (3rd St) at Western Blvd (Corvallis)	Complete design for future construction project to rebuild signal and repair of curb ramps across the state to meet compliance with the Americans with Disabilities Act (ADA) standards.	\$ 820,631	\$ -	\$ -	\$ 820,631
22728	Curve warning upgrades (2027) (Clatsop, Lincoln & Polk Counties)	Complete design for future construction project to install warning signs at curves on the following highway segments to aid in reducing vehicle accidents.	\$ 529,423	\$ -	\$ -	\$ 529,423
22784	OR99W: Elliot Circle to NW Fillmore Ave (Corvallis)	Complete design for future project to repave the road to repair deterioration, improve smoothness and reduce maintenance costs	\$ 1,612,990	\$ 184,614	\$ -	\$ 1,797,604
22785	OR99W: Mary's River Br - Kiger Island Rd (Corvallis)	Complete design for future construction project to repave the road and surface on four bridges to repair deterioration, improve smoothness and reduce maintenance costs.	\$ 1,361,305	\$ 155,807	\$ -	\$ 1,517,112
22799	OR99W: MP 78.9 signal replacement	Complete design for future construction project to upgrade the signal at this location. Will replace and upgrade traffic signal and pole as well as upgrade the system to new technology for efficiency and install left turn lanes at intersection.	\$ 841,154	\$ 96,274	\$ -	\$ 937,428
23029	Northwest Oregon 2024-2027 ADA curb ramp design, phase 2	Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.	\$ 10,710,000	\$ -	\$ -	\$ 10,710,000

Financial Capacity

The Infrastructure Investment and Jobs Act (IIJA) Act requires development of a financial plan as part of the Metropolitan Transportation Improvement Program (MTIP) planning process. Per the Metropolitan Transportation Planning Regulations, projects in the MTIP must be Financially Constrained. This means that a “reasonably anticipated funding source” must be identified for the funding of each project in the MTIP. The financial plan must demonstrate which projects can be implemented using current revenues and funding sources and which projects are to be implemented using proposed new revenue sources, while at the same time demonstrating that the existing system of transportation facilities is being adequately operated and maintained. Cost estimates and replacement schedule(s) must support this determination.

Below is a demonstration of how the projects listed for funding in this document are Financially Constrained.

Revenue Projection Assumptions

A. Federal Funds

Federal Highway Administration Funds

The Corvallis Urbanized Area will receive approximately \$4.36 million of Surface Transportation Block Grant Program (STBG) funds for its transportation improvement projects between 2024 and 2027. Up to \$250,000 per year of these federal funds can be exchanged with state dollars per ODOT's state fund exchange program. The program exchanges \$.90 for every dollar exchanged, with CAMPO gaining considerable flexibility in project delivery from the process.

Federal Transit Administration Funds

The Corvallis Transit System (CTS) currently receives funding from FTA's Section 5307 Program funds for its capital and operation improvement programs as the urban transit provider within the MPO area. These projects are shown as Urban Transit Projects in Table 8. CTS receives additional funding through a bonus program called Small Transit Intensive City (STIC). As a result of greater than the average ridership, CTS is currently eligible to receive STIC funds.

The City of Corvallis also contributes a portion of that revenue to the City of Albany for the operation of the Linn-Benton Loop Transit Service.

Other sources of FTA funding include sections 5310 and 5311 funds. These funds contribute to transit projects that assist rural residents with their needs, particularly those facing mobility challenges. These projects are listed in Table 7.

B. Local Match Funds

Financial Capability of Sponsors Benton County, the City of Adair Village, the City of Corvallis and the City of Philomath all sponsor transportation projects in the CAMPO MTIP document. City and county budgets are approved by the respective governing bodies of the jurisdiction. Projects submitted by MPO members are identified in their respective capital improvement plans, which are also adopted by a governing body. Applicants had to demonstrate the availability of local match funds for project submission to the MPO and prior to project selection for federally funded projects.

Local Match for Transit Dollars There is a variety of non-federal revenue sources for the Corvallis Transit System. These are State grants, Transit Operation Fee (TOF), Oregon State University, and miscellaneous sources, such as advertising and donations. The transit operations fee has been in

place since 2010 and is tied to the city water utility bill. It is indexed to the consumer price index (CPI), and any changes require a vote by the City Council.

The capital improvement and operation projects programmed for CTS are based on a reasonable assumption of the availability of these funds over the next three years.

C. Statement of Financial Capability

Based on local budgets, existing capital improvement plans and the system of checks and balances, the CAMPO FY 2024-2027 Metropolitan Transportation Improvement Program is financially constrained. The table of projects over time compared with annual allotment* is below.



Table 10 - Balancing Anticipated Revenue and Programmed Costs FY2024-27

Year		Projects	Sponsor	Dollar Amount		Balance	
2024 Allocation				\$	1,068,287	\$	1,068,287
2024	Prior Savings		-	\$	1,177,600	\$	2,245,887
2024	Philomath 16th St Study (exchange)		Philomath	\$	(250,000)	\$	1,995,887
2024	19th Street Preservation		Benton County	\$	(1,360,300)	\$	635,587
2024	Ending Balance		-			\$	635,587
2025 Allocation				\$	1,086,675	\$	1,722,262
2025	OSU Scoping Study (exchange)		Oregon State University	\$	(250,000)	\$	1,472,262
2025	Corvallis Conifer		Corvallis	\$	(830,500)	\$	641,762
2025	Walnut Blvd (Prior MTIP Carryover)**		Corvallis	\$	(412,000)	\$	229,762
2026 Allocation				\$	1,105,431	\$	1,335,193
2026	Corvallis Conifer (remainder)		Corvallis	\$	(866,500)	\$	468,693
2026	Walnut Blvd (Prior MTIP Carryover)**		Corvallis	\$	(412,000)	\$	56,693
2027	2027 Allocation			\$	1,124,444	\$	1,181,137
2027 Starting Balance						\$	1,181,137

*Assuming allotments in Tables 3 and 4

**Project split over two years (824,000 total)

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Appendices

The following appendices provide additional detail on the FY2024-2027 Metropolitan Transportation Improvement Program background and processes. These appendices include:

- Appendix A: Status of Previously Programmed Projects
- Appendix B: Project Selection Criteria for CAMPO STBG Funds
- Appendix C: Summary of Comments
- Appendix D: Funding Sources
- Appendix E: Glossary of Terms
- Appendix F: CAMPO MTIP Amendment Policy
- Appendix G: CAMPO Self Certification

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Appendix A: Status of Previously Programmed Projects

Federal regulations require MPOs to provide the status of projects from the previous MTIP in terms of completed, delayed or modified. The table below summarizes the status of transportation projects listed in the FY2021 - 2024 MTIP:

Table 11 – Status of Previously Programmed MTIP Projects

Projects	Year	Sponsor	Cost	Obligated (Y/N)	Completed (Y/N)
School Vehicle Circulation Study	2021	Philomath	\$20,000		
Trails Connectivity Plan	2021	Adair Village	\$25,000		
53 rd and Country Club	2021	Benton County	\$650,000		
13 th Street Streetscape	2022	Benton County/ Philomath	\$520,000		
Circle Blvd Paving	2023	Corvallis	\$754,000		
Western Blvd Paving	2023	Corvallis	\$626,000		
Walnut Blvd Paving	2024	Corvallis	\$824,000	Y	N

Appendix B: Project Selection Criteria for STBG Funds

The following criteria was used for STBG project evaluation as part of the FY2024-2027 Metropolitan Transportation Improvement Program (MTIP) process. Projects were sorted into Preservation and Modernization, and then combined into one overall funding list. All applicants were given the opportunity to present projects to the TAC and Policy Board. Applicants for funding were asked to demonstrate how well their proposed project meets the evaluation criteria described below.

Table 10: Evaluation Criteria for Preservation Projects

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

Table 11: Evaluation Criteria for Modernization Projects

MODERNIZATION	
Project Readiness (30 points total)	A scoping study is completed (8 pts) Project is in within existing ROW (8 pts) No extensive environmental permits required (7 pts) Match funding is already identified (7 pts)
Bicycle/Pedestrian/Transit (30 points total)	Improves bicycle facilities (8 pts) Improves pedestrian facilities (8 pts) Improves bus stop (7 pts) Project along public transit stop (7 pts)
Safety (25 points total)	Addresses documented safety issue and/or identified high crash location (18 pts) ⁴ Upgrades signal system to improve efficiency (7 pts)
Intercommunity Impact (15 pts)	Project identifies benefits to multiple communities (10 pts) Improves freight operations (5 pts)
Total	100 pts

⁴ 2020 reports from ODOT's Safety Priority Index System (SPIS) could be used as an information resource: <https://www.oregon.gov/odot/Engineering/Pages/SPIS-Reports-Off-State.aspx>

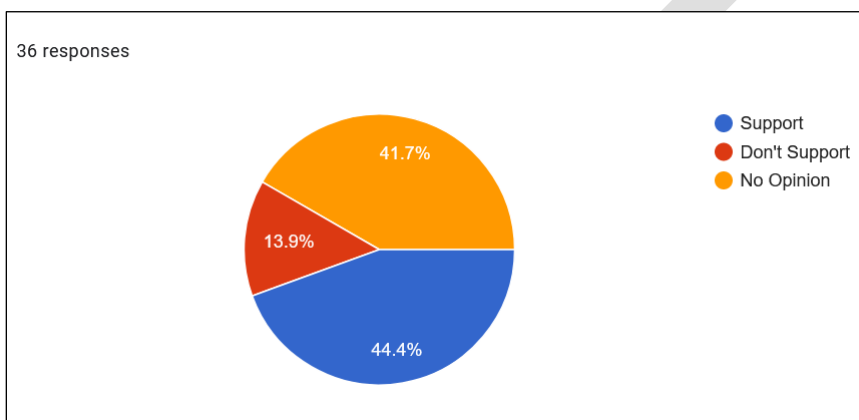
Appendix C: Summary of Comments

The purpose of this Appendix is to provide a summary of comments received during the development of the FY2024-27 MTIP. Public comments are organized by topic area as well as by project. Partner comments are organized by agency.

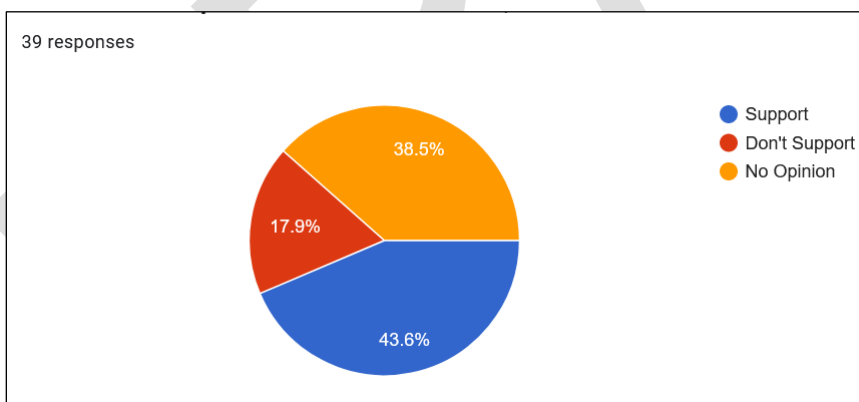
Public Comments

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.

19th Street Grind & Inlay –Preservation

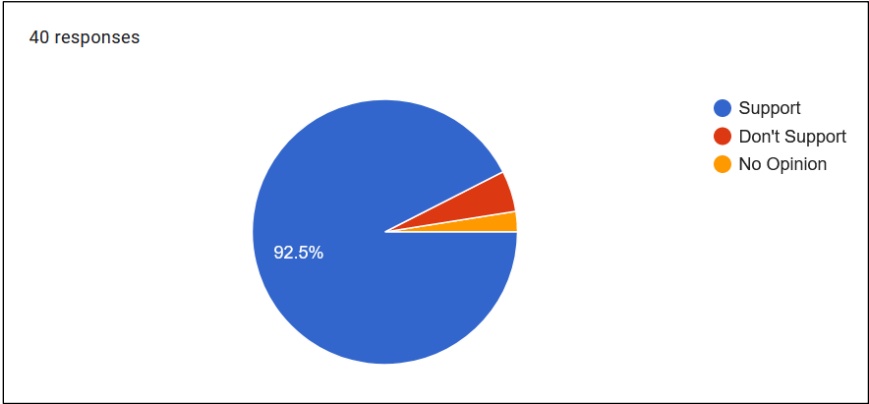


45th Street Grind & Inlay –Preservation⁵

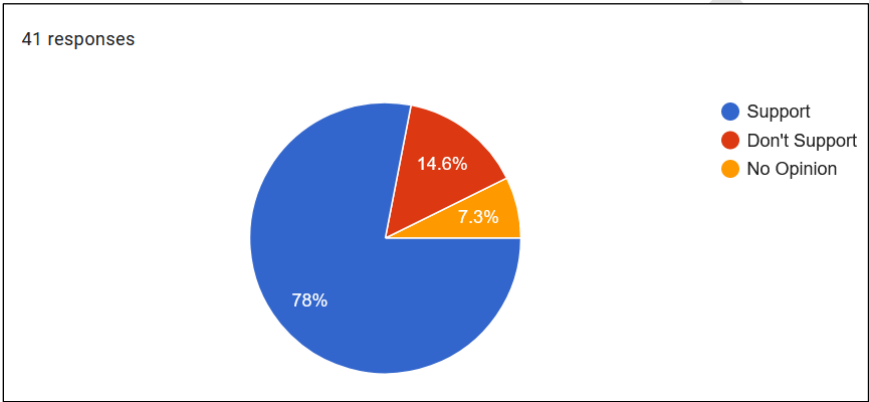


⁵ This project was not selected for funding and is not in the FY24-27 MTIP.

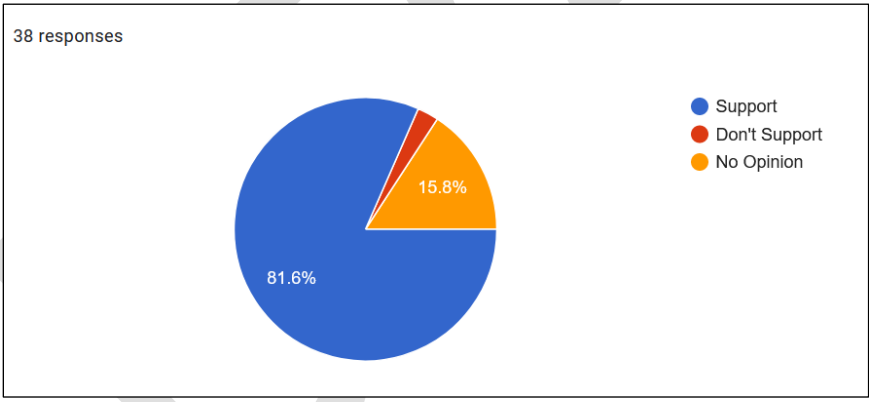
Conifer Boulevard Rehabilitation



SW Campus Way Corridor –Scoping Study



S. 16th Street Expansion and Sidewalk Installation



Open Ended Questions

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 Project

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	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?
13	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

	<p>Corvallis-Albany multiuse path). The current bike lanes are narrow and the south side has a lengthy parked car door zone, which is dangerous by design and totally unacceptable as a route to school. I strongly suspect removing street parking is out of the question, so would it be possible to build a two-way protected bike lane on the north side of Conifer? There are very few driveways on the north side, which would make it a great candidate for a two-way bike lane. A floating transit island could be built so that the bus doesn't impede cyclists and cyclists would be tucked in next to the sidewalk. The vehicle travel lanes should be as narrow as possible to reduce vehicle speed and add all extra width to the bike lanes. Protected intersections at NE Lancaster St., NE Canterbury, and NE Dorchester, including bulbouts and raised crosswalks would make it clear that students and staff walking and biking to school and neighbors walking or biking to the park are prioritized over motor vehicles. This corridor could be an example for the whole city on how to build a safe walkable neighborhood with actual safe routes to school. And it will become a crucial link in a cycling network that could one day go from downtown Albany to downtown Corvallis. Thanks for the opportunity to comment! Cheers, Steve</p>
14	<p>The Corvallis project description refers to Conifer Blvd only. In the Fy2023 Corvallis CIP the project also includes work on Walnut Blvd (page 59 of the Fy2023 CIP, see attached Addendum C). The project cost is reported as \$4.1 million, equal to \$3.4 million of Transportation Maintenance Fees (TMF), and \$720,000 of STBG funding. The application increases the project cost to \$5.3 million (maybe ~\$3.4 from the TMF, and \$1.7million from STBG???)</p> <p>Please ask the applicant to clarify if this project will include a Walnut resurfacing component.</p> <p>Please also ask if the project will include an improved low-stress crossing at Jack London and Walnut, as mentioned in the CIP statement.</p>

Comments on 19th Street Grind & Inlay Project

19 th 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>

ODOT Comments

Add after the draft goes out for review

FHWA Comments

Add after the draft goes out for review

Appendix D: Funding Sources

The Infrastructure Investment and Jobs Act (IIJA) provides federal transportation assistance dollars to states and MPOs and local governments under several programs. The Federal Highway Administration and the Federal Transit Administration administer these programs. Apportionment of funds to each state is according to a formula set forth by Congress. The Oregon Department of Transportation distributes transportation funds to the MPOs and local governments. The following is a summary of transportation fund programs that are most relevant to the Corvallis Area MPO:

1. Federal Programs

Federal programs broadly include two funding sources: the Federal Highway Administration (FHWA) with focuses on surface transportation including freight, motor vehicles, bicyclists and pedestrians; and the Federal Transit Administration (FTA) which focuses on transit. Within these federal funding sources, there are monies that CAMPO receives directly, and monies used for regionally significant projects within CAMPO's planning area.

A. Federal Highway Administration

The Corvallis Area MPO directly receives the following funds:

Surface Transportation Block Grant Program (STBG) The STBG Program is a multi-modal program which provides funds for a broad range of transportation uses and may be used for projects on any Federal-aid highway that is not functionally classified as a local or rural minor collector. STBG funding has the most flexible eligible uses among all Federal-aid highway programs; funds can be used for highway, transit, bicycle, pedestrian and other transportation options projects. The STBG program promotes flexibility in state and local transportation decisions and provides funding to best address transportation needs. Funds for smaller MPOs (including CAMPO) are distributed through ODOT using a state fund exchange. The Corvallis Area MPO receives approximately \$1.1 million annually in federal STBG funds.

Metropolitan Planning Metropolitan Planning funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. The program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint ODOT, FHWA and FTA responsibility. Distribution of these planning funds is done by formula, developed by ODOT in consultation with the MPOs and approved by the OTC. MPO funds are allocated through the ODOT Region and programmed into the metropolitan TIP (Corvallis Area MPO's TIP is funded from the Region 2 allocation).

Regionally significant projects delivered by the Oregon Department of Transportation or local entities can use the following funds:

Highway Safety Improvement Program (HSIP) The HSIP is a core Federal-aid funding program. The intent of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on Tribal lands. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. Following the HSIP requirements, ODOT has developed a safety program, known as the All Roads Transportation Safety (ARTS) Program. Safety projects selected under the ARTS Program are typically stand-alone projects. However, these projects may be combined with other Enhance or Fix-It projects as deemed appropriate. While CAMPO does not have access to HSIP funds, ODOT could utilize HSIP to directly fund projects in the CAMPO service area.

National Highway Performance Program (NHPP) Funds The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan. NHPP funds are primarily used to fund upgrade and improvement projects on the Interstate system and U.S. numbered routes. Local examples of NHS are I-5, OR 34 and US 20.

Transportation Alternatives Program (TAP) The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. While CAMPO does not have access to TAP funds, ODOT could utilize TAP to directly fund projects in the CAMPO service area.

Statewide Planning and Research (SPR) SPR funds are used for planning and research activities that benefit the long-term needs of the transportation system. This includes metropolitan planning funds, corridor studies, explorations of new products or technology, state of practice research in various transportation topics, and in general other long range planning studies and projects.

Federal Lands Access Program (FLAP) The Federal Lands Access Program (FLAP) improves facilities that provide access to, are adjacent to, or are located within Federal lands. Funding supplements State and local resources for public roads, transit systems and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Funds are distributed by formula among States that have Federal lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers.

Emergency Relief Program (ER) The ER program assists State and local governments with the expense of repairing serious damage to Federal-aid and Federal Lands highways resulting from natural disasters or catastrophic failures. ER funds can be used only for emergency repairs to restore essential highway traffic, to minimize damage resulting from a natural disaster or catastrophic failure, or to protect the remaining facility and make permanent repairs.

B. Federal Transit Administration

The Federal Transit Administration (FTA) carries out the federal mandate to maintain and improve public transportation services. It is the principal source of federal assistance to help plan, develop, and improve comprehensive public transportation service. The funding programs administered by the FTA include, but are not limited to, the following:

Section 5303- Provides funds for transit planning activities of states and metropolitan planning organizations.

Section 5307- These funds are allocated to the urbanized areas by statutory formula for capital improvements and operation of transit systems. The funds could be used for planning public transportation and the development of transit services.

Section 5310- The fund provides for transit services and the purchase of rolling stocks that directly benefit transportation of elderly and people with disabilities. The funds are distributed to states based on the population of elderly and people with disabilities in the state.

Section 5311- Funds for 5311 are provided to states for distribution to transit entities in non-urban areas with a population of less than 50,000. The funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of transit services.

Section 5339- Section 5339 (Bus and Bus Facilities Program) provides capital funds to transit projects for replacement, rehabilitation, purchase of buses or bus-related equipment, and for construction of bus-related facilities. Section 5339 funds cannot be used for operating assistance.

2. State Programs

The State of Oregon provides a variety of transportation improvement funds to the cities and counties. Some of these funds have been created by the Oregon Legislature and some by the Oregon Transportation Commission (OTC). The largest source of funding for transportation capital improvements and activities statewide is the Oregon Highway Fund. The Highway Fund derives its revenue through fuel taxes, licensing and registration fees, and weight-mile taxes assessed on freight carriers as well as other sources.

Immediate Opportunity Fund (IOF) The Immediate Opportunity Fund (IOF) supports primary economic development in Oregon. It does this by building and improving streets and roads in strategic locations. The IOF only funds strategic projects that require a quick response and commitment of funds because other sources are unavailable or insufficient. It is not a substitute for other funding sources. The IOF is a discretionary program that is restricted to job retention and committed job creation opportunities. The maximum amount available for a single project is \$500,000.

Jurisdictional Exchange ODOT has identified over 1,000 miles of state highways that primarily serve local purposes. These include urban arterials serving mostly local travel, urban streets that are parallel to highway bypasses, and roads that function like county roads. Through negotiated agreements, ODOT will transfer jurisdiction of these highways to local governments. The agreements may include the cost to maintain or improve the facility based on the condition of the highway at the time of transfer.

Transportation and Growth Management (TGM) The TGM program is a partnership between ODOT and the Oregon Department of Land Conservation and Development (DLCD). The program helps governments across Oregon with skills and resources to plan long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses.

Fix-It

The Fix-It program includes all the capital funding categories that maintain or fix ODOT's portion of the transportation system. The 2024-2027 STIP includes approximately \$800 million dedicated to the Fix-It program. Fix-It needs are derived from a statewide asset management system that evaluates the current and future projected asset condition to prioritize potential investment actions. The management system analyzes infrastructure; such as, facility integrity, crash occurrences, and cost effectiveness.

Eligible Fix-It projects include restoration, rehabilitation and repair of:

- Bicycle and pedestrian facilities on state highways;
- State-owned bridges;
- Culverts;
- Highway Pavement;

- Salmon (fish passage); and
- Site Mitigation and Repair

Fix-It also includes safety and operations activities, including:

- Illumination, signs and signals;
- Landslides and Rockfalls;
- Intelligent Transportation Systems;
- Rail-Highway Crossings;
- Roadway safety improvements identified by the safety management system;
- Transportation Demand Management activities allocated to support Region operations; and
- Work Zone Safety

Enhance Highway

Enhance Highway programs fund projects that enhance or expand the transportation system. ACTs recommend high-priority investments from state and local transportation plans in many of the Enhance programs.

Most Enhance Highway funding in the 2024- 2027 STIP (\$663 million) comes from allocations made by the Oregon Legislature to specific projects in House Bill 2017. In addition, ODOT established the State Highway Leverage Program (\$24 million) to distribute funding to ODOT Regions and allow ACTs to provide input on adding enhancement features and elements to Fix-It projects on the State Highway System. Non-highway enhancement projects are not eligible for these funds.

Non-Highway

State and federal law provide direction to establish three subcategories of non-highway funding in the 2024-2027 STIP.

Public Transportation: Based on legislative direction and longstanding practice, approximately \$43.5 million in FHWA formula funding is transferred to public transportation for service for the elderly and disabled and for purchase of mass transit vehicles in urbanized areas.

State Highway Fund Bicycle and Pedestrian: ODOT's share of the 1 percent State Highway Fund set aside and the new Safe Routes to School Program (SRTS) created by House Bill 2017 to fund infrastructure improvements will provide a total of approximately \$60 million for the 2024-2027 STIP.

Non-Highway Discretionary: Approximately \$51 million is allocated to specific programs within this program. Funding can go to non-highway needs either in or outside the highway right of way.

3. Local Programs

In addition to the funding sources discussed above, CAMPO jurisdictions receive transportation revenue from other sources including: Oregon gas tax and vehicle registration revenues; System Development Charges (SDCs); local parking fees; and franchise fees. These revenues are used for local projects and provide the necessary match for federally funded projects. Transit service in Corvallis is partially funded through a Transit Operation Fee which is collected monthly from all Corvallis utility customers – residential, commercial, non-profits – and is indexed to the average price of a gallon of regular grade gasoline.

Other transportation funding sources which can potentially be utilized include developer extractions; street utility fees; special assessments/ Local Improvement Districts (LIDS); revenue bonds; general obligation bonds; urban renewal funding; and special road districts

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Appendix E: Glossary of Terms

ADA	Americans with Disabilities Act
ARTS	All Roads Transportation Safety
BIL	Bipartisan Infrastructure Law (often used interchangeably with IIJA)
CAMPO	Corvallis Area Metropolitan Planning Organization
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CTS	Corvallis Transit System
CWACT	Cascades West Area Commission on Transportation
FAST-Act	Fixing America's Surface Transportation Act (federal surface transportation legislation)
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FTA	Federal Transit Administration
FY	Fiscal Year (Oregon state fiscal year from July 1 to June 30)
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act (often used interchangeably with BIL)
IOF	Immediate Opportunity Fund
LIDS	Local Improvement Districts
MAP-21	Moving Ahead for Progress in the 21st Century (federal surface transportation legislation)
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
NHS	National Highway System
OAR	Oregon Administrative Rules
ODOT	Oregon Department of Transportation
ORS	Oregon Revises Statutes
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
RTP	Regional Transportation Plan
SDCs	System Development Charges
SIP	State Implementation Plan
SPR	Statewide Planning and Research
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant Program
STF	State Special Transportation Fund
STIC	Small Transit Intensive City
STIF	Statewide Transportation Improvement Fund
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TOF	Transit Operation Fee
UPWP	Unified Planning Work Program
U.S.C.	United States Code
USDOT	U.S. Department of Transportation

Allocation- An administrative distribution of funds for programs that do not have statutory distribution formulas.

Appropriation- Legislation that allocates budgeted funds from general revenues to programs that have been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Appropriations Act- Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.

Apportionment- A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among the States. It also refers to the distribution of funds as prescribed by a statutory formula.

Authorization- Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Capital Costs- Non-recurring or infrequently recurring cost of long-term assets, such as land, buildings, vehicles, and stations.

Federal-aid Highways- Those highways eligible for assistance under Title 23 of the United States Code, as amended, except those functionally classified as local or rural minor collectors.

Key Number- Unique number assigned by ODOT to identify projects in the MTIP/STIP.

Maintenance- Activities that preserve the function of the existing transportation system.

Modernization- Projects that add capacity to the transportation system by constructing new lanes or widening existing facilities, and projects that add traffic lights, curb and gutter, sidewalks, bikeways or storm-water drainage.

Preservation- Projects that improve or maintain the existing transportation system's operation, productivity, safety or useful life without expansion of capacity.

Regionally Significant- From OAR 340-252-0030 (39) "Regionally significant project" means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network.

Appendix F: CAMPO MTIP Amendment Policy

Corvallis Area MPO Policy on Amending Metropolitan Transportation Improvement Program

Written 20 September, 2018

Updated October 20, 2018

Updated October 19, 2020

Purpose and Background

The purpose of this document is to describe the process by which changes to projects programmed in the Corvallis Area Metropolitan Planning Organization (CAMPO) Metropolitan Transportation Improvement Program (MTIP) take place.

While the text in the CAMPO MTIP changes very little during the life of the document, the projects programmed within the MTIP are regularly amended, revised, split, canceled, etc. These projects include infrastructure construction projects, capital purchases, plan development, engineering activities, outreach programs, and others. Incorporating changes into the MTIP and the Statewide Transportation Improvement Program (STIP) is essential to project delivery and must be completed before revising intergovernmental agreements (IGAs) and executing fund transfers.

Project changes must be approved by the MPO before they can be incorporated into the MTIP and the STIP. The MTIP is maintained by CAMPO and cross-referenced to match the STIP, which is maintained by the Oregon Department of Transportation (ODOT). ODOT, FTA, and FHWA have a separate policy agreement on how STIP amendments take place.

Types of Changes

There are three types of MTIP changes processed by the MPO: full amendments, administrative amendments and adjustments. Full amendments require the greatest level of scrutiny including communicating basic project information to the Policy Board and the provision of a public comment period. Administrative amendments are largely handled by the Technical Advisory Committee (TAC). CAMPO staff has the authority to approve adjustments and informs the TAC as appropriate. A full description of the procedures associated with the three types of MTIP changes is included later in this document.

The table below lists a number of potential MTIP actions and illustrates whether they require a full amendment, administrative amendment, or an adjustment.

Table 12 – MTIP Amendment Process

Type of Change	Full Amendment	Administrative Amendment	Adjustment
If a project is NOT in the MTIP			
1. Planning Grant or Project (i.e. non-construction) less than \$100,000			X
2. Planning Grant or Project (i.e. non-construction) more than \$100,000		X	
3. Adding a project with previously identified funding		X	
4. Adding a federally funded project using MTIP dollars	X		
If a project is ALREADY in the MTIP			
5. Cancelling a federally funded, and regionally significant project	X		
6. Advancing or delaying a project by one year, or a cost overrun of less than 10% involving MTIP dollars			X
7. Advancing or delaying a project by more than one year, or cost overruns between 10% and 20% involving MTIP dollars		X	
8. Cost overruns more than 20% involving MTIP dollars	X		
9. Scope changes including extension or shortening of a project	X		
10. Combining of two projects into one, or separating of one project into two		X	
11. Moving allocated funds between phases of the same project (e.g. moving funds from UR to RW)			X
12. Advancing or Slipping an approved project/phase outside its current MTIP			X
13. Other scenarios	X	X	

Full Amendment: Technical Advisory Committee Determines Public Outreach

For full amendments, the TAC will determine if significant public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with public notifications requirements. The requirements are met by including information about the amendment on the Policy Board agenda and meeting packet. All CAMPO Policy Board meetings are advertised via CAMPO's website and an interested parties email list a week in advance of the meeting, with the invitation for members of the public to attend and provide comment.

Additional items for consideration include a public comment period (two weeks), the holding of a public meeting for the specific amendment, and any other actions deemed advisable by the TAC.

Administrative Amendment: Technical Advisory Committee Approval

Project changes that have a smaller impact to the region, or CAMPO member communities, are classified as Administrative Amendments. They require less scrutiny and usually familiar to local staff members. Administrative amendments will be brought to the TAC for discussion and approval. Following a decision, the Policy Board will be notified at their next regularly scheduled meeting. TAC meetings are open to the public with meetings and agendas distributed at least one week in advance.

If projects are on a critical schedule, input from the TAC can be given via email or telephone.

Adjustment: Staff Approval

Staff approves minor adjustments on behalf of the MPO, and informs the TAC as appropriate. It is expected that with a planning project, both the TAC and Policy Board have been made aware of the grant proposal prior to submission, and had an opportunity to comment; therefore the project has preliminarily been approved. Staff adjustments rely on the concurrence of affected agencies rather than quorum action.

The primary goal of incorporating staff level adjustments into the MTIP process is to minimize delays and improve approval turn-around times. Staff adjustments help ensure minor project changes move forward more quickly than otherwise possible. Delays are only necessary for those changes requiring a public comment period.

Other Scenarios

TAC either approves or recommends full adoption. Conversation can be had over telephone conference if urgent.

Appendix G: CAMPO Self-Certification

The 2024-2027 self-certification for the Corvallis MPO is available here:

[PERMANENT LINK HERE](#)

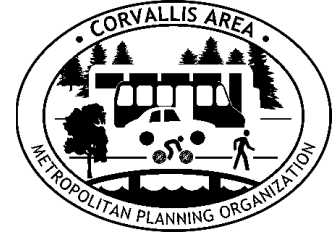
This document is required for MPOs in the Federal-Aid Policy Guide in Title 23 Code of Federal Regulations.

Section 450.330 Transportation improvement program: Action required by FHWA/FTA.

(a) The FHWA and the FTA must jointly find that each metropolitan TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the States, MPOs and transit operators in accordance with the provisions of 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607). This finding shall be based on the self-certification statement submitted by the State and MPO under Sec. 450.334 and upon other reviews as deemed necessary by the FHWA and the FTA.

MEMORANDUM

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



Date: May 25th, 2023

To: CAMPO Technical Advisory Committee and Policy Board

From: Corum Ketchum, CAMPO Staff

Re: Statewide Transportation Improvement Program (STIP) Amendments

Overview

The purpose of this memorandum is to provide an update on recent and ongoing amendments to the Statewide Transportation Improvement Program (STIP) relevant to the Corvallis Area Metropolitan Planning Organization (CAMPO). A summary table of amendments can be found on the following page. One amendment has been submitted to CAMPO prior to the May 25th, 2023, meeting.

Background on the STIP and MTIP

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

Amendment Types

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

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

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

Action Requested

- **Technical Advisory Committee**
 - Amendment #: 21-24-3348 - Approve amendment
- **Policy Board**
 - Amendment #: 21-24-3348 - Information only

Key Number & Project Name	Project Description	Amendment Number & Description	Amendment Type	Financial Impact	Project Sponsor
K23451: Dr. Martin Luther King Jr. Park Trail Rehabilitation	Rehabilitate existing trails and construct new trail segments at Dr. Martin Luther King Jr. Park for enhanced accessibility, various difficulty levels, and circulation to points of interest.	<u>Amendment Number 21-24-3348</u> Add to FY21-24 STIP	Administrative Amendment	Add \$200,000 from Regional Paths Program (RTP) – IFJA	City of Corvallis