



## CORVALLIS AREA Metropolitan Planning Organization

777 NW 9<sup>th</sup> Street, Suite 204C; Corvallis, Oregon 97330  
541-223-7040 | CKetchum@ocwcog.org

**Policy Board Meeting**  
**Wednesday, June 14, 2023**  
**3:30 pm to 5:30 pm**

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

**Via Microsoft Teams by clicking [HERE](#)**

Meeting ID: 237 374 997 735

Passcode: hbr8sp

**Mobile 1 Click Number**

**[+1 872 242 8088](#)**

Phone Conference ID: 649 786 526#

### AGENDA

- |   |      |   |   |
|---|------|---|---|
| 1)  | 3:30 | <b>Call to Order and Agenda Review</b>  | <b>Chair,<br/>Councilor<br/>Matt Lehman</b> |
| 2)  | 3:35 | <b>Public Comments</b>  | <b>Chair</b>                                |
| 3)  | 3:40 | <b>Approve Minutes of April 12, 2023, Meeting (Attachment A)</b>  | <b>Chair</b>                                |
| <i><b>ACTION:</b> Decision on Minutes</i>                       |      |   |   |
| 4)  | 3:45 | <b>CAMPO/OCWCOG IGA (Attachment B)</b><br><i>Every three years the administrative and fiscal agent agreement needs review and approval by the Policy Board.</i> | <b>Staff, Nick<br/>Meltzer</b>              |
| <i><b>ACTION:</b> Approval of IGA renewal</i>                   |      |   |   |
| 5)  | 4:10 | <b>Coordinated Efforts on Highway 20/34 (Philomath to Downtown Corvallis Segment)</b><br><i>Update on work to date and next steps.</i>                          | <b>Kittelson &amp;<br/>Associates</b>       |
| <i><b>Action:</b> Discussion</i>                                |      |   |   |
| 6)  | 4:35 | <b>2024-2027 MTIP Adoption (Attachment C)</b><br><i>Review of document and approval</i>   | <b>Staff, Corum<br/>Ketchum</b>             |
| <i><b>ACTION:</b> Adoption of 2024-2027 MTIP (Attachment D)</i> |      |   |   |
| 7)  | 5:00 | <b>Jurisdictional and Other Updates</b>   | <b>All</b>                                  |
| 8)  | 5:30 | <b>Adjournment</b><br><i>The next regularly scheduled meeting is for Wednesday, July 12, 2023.</i>  | <b>Chair</b>                                |

## ATTENDANCE (FOR QUORUM PURPOSES)

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

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

*Meeting facilities are accessible to persons with disabilities. If you need any special accommodation, please contact Ashlyn Muzechenko at least 72 hours prior to the meeting. Ashlyn can be reached at [amuzechenko@ocwcog.org](mailto:amuzechenko@ocwcog.org).*

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD HYBRID MEETING  
Wednesday, April 12, 2023  
3:30 pm – 5:30 pm  
Kalapuya Homles & Shipley Public Meeting Room  
4500 SW Research Way, Corvallis, OR 97333**

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

**Guests:** Steve Harvey, Cody Mann, Daniel Wood, Roberta Smith, Robert Upson

**CAMPO Staff:** Transportation Manager Nick Meltzer, CED Administrative Assistant Ashlyn, Muzechenko, AAMPO Assistant Planner Billy McGregor, and Executive Director Ryan Vogt.

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION</b>
<b>1. Call to Order and Agenda Review</b>	Council Matt Lehman called the meeting to order at 3:32pm. There were no changes to the agenda.	<b>Meeting called to order at 3:32 pm by Chair Matt Lehman.</b>

<p><b>2. Public Comments</b></p>	<p>Daniel Wood, one of the many members of the public present, shared the following comment with the CAMPO Policy Board Members and staff:</p> <p><i>Good morning and thank you for the opportunity to comment today. Having addressed concerns over Philomath Blvd as top priority at the TAC meeting in March, I am speaking to other corridor issues today.</i></p> <p><i>The often-flooded R/R undercrossing on 53rd was first studied in 1959.</i></p> <p><i>A roundabout at the Reservoir intersection would serve the new overpass alignment to Willow Ave, where a new eastern leg will be constructed into the Mary's subdivision. This street will access high density development in Phase 1, eventually linking with Sagebrush off of 35th. Initially formulated as a 2-way controlled stop with right-of-way dedicated for a future roundabout, this roundabout needs to be built with Phase 1.</i></p> <p><i>Intersections rarely get rebuilt, and we need assurance of adequate infrastructure to support rapid area development, so waiting for the R/R overpass to be funded and completed is not an option. There is concern over school children living in the subdivision having a safe crossing point. The roundabout will calm traffic coming down off of the bridge, providing safety and future capacity, consistent with the 53rd and West Hills roundabout.</i></p> <p><i>Benton County built their first roundabout in 2011. Their study showed a signaled intersection would cause more accidents than a roundabout. The data projected 48% fewer crashes, 78% fewer severe injuries, and a 30-50% reduction in toxic emissions. Power interruptions do not affect traffic flow and attention is given to pedestrian crossings. They looked at flow volumes, safety, pollution, and cost savings over traffic light installation and equipment life cycle. The average delay time for vehicles at this intersection has been measured at 9 seconds.</i></p> <p><i>There are no on-street bike lanes on 53rd between the fairgrounds and the Highway, and ditches between the roadway and the multi-use path block access from the roadway.</i></p> <p><i>Mary's subdivision includes 64.5 acres of RS-12, 12.5 acres of Mixed Use Residential (MUR), and a 3.5 acre Minor Neighborhood Center. Phase 1 is 9.68 acres zoned MUR requiring 1/2 street frontage improvements on 53rd from Willow to West Hills Road, with no improvements on West Hills Road until Phase 2 is developed.</i></p> <p><i>The West Hills Neighborhood Association (WHNA) has valid concerns that this will result in heavy use of the already hazardous West Hills Road by Phase 1 residents, to get to OSU and central Corvallis, without any of the safety benefits of multi-modal improvements.</i></p>	<p><b>There were many members of the public present, Daniel Wood provided a public comment to the group.</b></p>
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	<p><i>Impacted by high speed through traffic from as far away as N 19th in Philomath, there is currently a joint city/county evaluation study of West Hills Road in progress, with joint City Councilor and County Commissioner review scheduled on May 4th. WHNA is asking for a multi-use path, linking to the 53rd Street multi-use path, to create a bikeway connection to OSU and the city center.</i></p> <p><i>Impacted residents want sidewalks, no center turn lane, modified straightaways, roundabouts, protected bike lanes and crosswalks. Although requested, no interim safety measures have been installed.</i></p> <p><i>City plans to eventually tie in a new Highway connection at Technology Loop require demolition of four housing units, two on Highway 20, at the Tech Loop traffic light.</i></p> <p><i>Western Blvd, slated for reconstruction in the 2023/2024 CIP cycle, currently has no pedestrian facilities from the highway to West Hills. Safety issues include high traffic counts, well documented speeders, especially to the west, no buffered bike lanes, no crosswalks, and poor line of sight at the problematic triangle. If state funding is not used for reconstruction, the concern is active transportation issues will not be addressed.</i></p> <p><i>ODOT plans for a roundabout at Western include crosswalks and probable connections to the existing MUP just south of the highway. Western Blvd reconstruction needs to include protected bike lanes and sidewalks. Unless state funds are used, reconstruction may not include these necessary elements.</i></p> <p><i>Thank you for your serious consideration of active transportation needs in this area. I am providing a link to a recent bike tour held in these corridors, for further detail.</i></p> <p><a href="https://docs.google.com/document/d/1VNU05bs7nAtuzrYIxSdb2ug9bsj8_MI80wkvRO34_ZU/edit?usp=gmail">https://docs.google.com/document/d/1VNU05bs7nAtuzrYIxSdb2ug9bsj8_MI80wkvRO34_ZU/edit?usp=gmail</a></p> <p><i>Daniel Wood, Corvallis</i></p>	
<p><b>3. Approve Minutes of March 08, 2023, Meeting (Attachment A)</b></p>	<p>Commissioner Malone moved to approve the March 08, 2023, meeting minutes. Chair Councilor Matt Lehman seconded. The motion passed unanimously.</p>	<p><b>Commissioner Malone moved to approve the March 08, 2023, meeting minutes.</b></p>

<p><b>Action: Approval of Minutes</b></p>		<p><b>Chair Councilor Matt Lehman seconded. The motion passed unanimously .</b></p>
<p><b>4. 2024-2027 STBG Project Approval (Attachment B)</b></p> <p><b>ACTION: Approval of CAMPO selected projects</b></p>	<p>Staff Nick Meltzer shared Attachment B which is a memo explaining project approval. Meltzer noted that ODOT made a change to the future of the fund exchange program which has now gone away. ODOT's new change allows for a limit of \$250,000 of federal funding to be exchanged each year.</p> <p>Meltzer noted that these changes will mostly affect projects from FY25 and FY26. Meltzer added that there is approximately one million dollars a year for FY24 through FY27.</p> <p>Meltzer shared that the TAC recommends that CAMPO funds Philomath's 16<sup>th</sup> street project, OSU's Scoping study, The city of Corvallis's project for Conifer Boulevard, and Benton County's project on 19<sup>th</sup> street in Philomath.</p> <p>Meltzer noted that the public comments were generally positive. Meltzer added that since the funds are federal there was a change in how the type of projects will be selected.</p> <p>Councilor Jan Napack asked about the OSU's (Oregon State University) Campus Way project.</p> <p>Greg Gescher confirmed that Campus Way is the College's Street.</p> <p>James Feldmann asked about the project limits for those projects.</p> <p>Meltzer noted he can follow up with that information to the policy board members.</p> <p>Meltzer added that the amount of funding for many of the projects was reduced in order to qualify for the state fund exchange threshold of \$250,000.</p> <p>Napack asked about CAMPO having federal funds that will be coming in throughout the next 5 years beyond what CAMPO is receiving now.</p>	<p><b>Commissioner Malone motioned to approve the projects as submitted. Savannah Crawford seconded. The motion passes unanimously .</b></p>

	<p>Meltzer answered the current federal transportation bill goes through FY27; at that time the funding amount could change. Additionally, STIF discretionary grants could be potential finding sources as well.</p> <p>Meltzer added that there was a comment relating to a discrepancy in the city of Corvallis funding year, and it was noted the city could let their funds roll over to make them useful in the correct year.</p> <p>Commissioner Malone motioned to approve the projects as submitted. Savannah Crawford seconded. The motion passes unanimously.</p>	
<p><b>5. 2024-2027 STIP Project Review</b></p> <p><b><i>ACTION: Informational</i></b></p>	<p>Crawford shared some of the 2024 through 2027 STIP projects which are now in the public comment period. Crawford added there is an online open house for the public to provide specific comments for the upcoming infrastructure projects.</p> <p>Crawford stated that the online open house will be open through the end of April 2023.</p> <p>Crawford summarized each of the CAMPO region STIP projects and provided specific details for each.</p> <p>Malone asked for a year timeline for the first project in section.</p> <p>Crawford noted that the first project (Intersection in Lewisburg project) will be kicking off around FY26 or FY27 for construction if all goes smoothly with the railroad.</p> <p>Crawford added that the design only project in Corvallis will be kicking off shortly and they would be in the 30% design phase for this Elliot Circle to NW Fillmore Ave. project.</p> <p>Crawford stated that the City of Corvallis also has a number of signal enhancement projects that are all throughout the city.</p> <p>Crawford noted that this STIF also showcases local projects such as the Chappel Drive to Alpine Drive project from Benton County that is providing safety enhancements.</p> <p>Napack asked Crawford to look into the reason that county project was funded. Crawford stated she will get back to the board after following up with Benton County employees.</p> <p>Crawford added that with most of the projects listed, if not all, there will be bicycle and pedestrian improvements added to construction plans.</p>	

	<p>Feldmann asked about the Van Buren Bridge project.</p> <p>Crawford answered the Van Buren Bridge was part of the FY23 cycle.</p> <p>Crawford stated she will be sending out a link to the Board members to have access to the Open House website.</p> <p>Malone noted the South 3<sup>rd</sup> project would be a great time to do more than just paving as it could provide for pedestrians and bikes more easily.</p>	
<p><b>6. FY24 UPWP Approval (Attachment C)</b></p> <p><b><i>ACTION: Adoption of FY24 UPWP</i></b></p>	<p>Meltzer shared Attachment C as the UPWP which addresses federal and state comments as well as had updated budget numbers added.</p> <p>Meltzer noted that the back and forth with ODOT regarding funding has been worked out and the Task 100 section has been frontloaded due to onboarding new staff. The main category for Task 100 is program management.</p> <p>Meltzer added that Task 200 is the long-range transportation planning section that also has technical assistance to local communities.</p> <p>Meltzer stated that Task 300 is interregional transportation planning that works with AAMPO coordination, local transit planning, and loop support.</p> <p>Meltzer shared that Task 400 is the transportation programming section and focuses on MTIP Amendments and the Oregon Household Activities Survey. Additionally, Meltzer noted that Task 500 is the special projects category.</p> <p>Napack asked about better interaction between Linn-Benton Loop and Corvallis Transit and if CAMPO could work in one of their tasks to assist with that ask from the public.</p> <p>Meltzer noted that communication assistance could be added as both CAMPO and AAMPO work closely with the Loop. Meltzer added that Napack could forward any questions regarding the loop and local transit agencies to him.</p> <p>Daniel Wood, Member of the public asked about Task 100 and the white paper tasks.</p> <p>Meltzer noted that the task in question was in last year's UPWP but has since fallen off as it doesn't have the high importance that it used to.</p>	<p><b>Commissioner Malone Motioned to approve the FY24 CAMPO UPWP. Jan Napack seconded. The motion carries unanimously</b></p>



	<p>Commissioner Malone Motioned to approve the FY24 CAMPO UPWP. Jan Napack seconded. The motion carries unanimously.</p>	
<p><b>7. Coordinate Efforts on Highway 20/34 (Philomath to Downtown Corvallis Segment)</b></p> <p><b><i>ACTION: Discussion</i></b></p>	<p>Meltzer shared that CAMPO staff were finalizing a contract with a consultant to do a facility plan for Oregon 99W in Corvallis.</p> <p>Meltzer added that there is as much money as possible being put into this project as can be without having dedicated funding. Meltzer noted that it is set up to be flexible if there is more funding found to give to the consultants.</p> <p>Meltzer shared the following for the consultant’s tasks; Task 2.1 Scoping and data preparation, Task 2.2 Plan and design review and discussion, Task 2.3 Conceptual design solution, Task 2.4 Public open house, Task 2.5 Summary memo and presentation, and Task 2.6 Other.</p> <p>Napack asked about a way for people to peak into the Task 2.1 documents when they are ready to present.</p> <p>Crawford noted that the budget is very small, so the document will be a high-level document that solidifies what can be done for the sector.</p> <p>Meltzer noted that there won’t be a ground survey or detailed plans. However, it will set CAMPO Staff and ODOT up to go that way if the funding becomes available. Meltzer added that this document prepares the documents that are available to show what can be done and figure out the conditions for the corridor to make expectations fit between rules, regulations, and future stipulations.</p> <p>Malone asked if this would fit into ODOT’s plans for Philomath Boulevard.</p> <p>Crawford noted that ODOT would use the information to identify certain improvements that have been requested to be made throughout the corridor. Crawford added that this can also be articulated to the community as well, which ODOT hasn’t done in the past.</p> <p>Crawford added that this is more of a visioning document as what can be done with the small amount of funding that is available for the corridor.</p> <p>Napack asked if there is an update on 53<sup>rd</sup> and Philomath Boulevard project, and what improvements could be made at that intersection.</p> <p>Gescher noted that at this time he is unsure, but he can look into it and get back to the policy board through a follow up email.</p>	

	<p>Meltzer shared that after looking into a narrow picture there could be functional design sketches for 5 intersections that provide a vision for what the corridor could look like. Meltzer added that there will be a virtual public open house as well to share all of the findings with the public, as well as gather feedback from the public as well.</p> <p>Lehman asked about the timeline for this project.</p> <p>Meltzer noted that this will happen in this calendar year.</p> <p>Feldmann stated that this is different than the south Corvallis project where this one is conceptual, and the south Corvallis isn't as it always has funding for its projects.</p> <p>Lehman asked about the consultant providing cross sections between 14<sup>th</sup> and 53<sup>rd</sup>.</p> <p>Crawford answered that there will be signalization happening from 15<sup>th</sup> to 53<sup>rd</sup>, and the signalization will most likely not move into philomath on the West Side of 53<sup>rd</sup> as it hasn't been ODOT's focus area.</p> <p>Meltzer stated that this will not be a scaled drawing from the consultant.</p> <p>Meltzer added that the first kickoff meeting for internals will be scheduled for July of 2023 and the rest will go on from there.</p> <p>Feldmann asked about a conclusion date, Meltzer answered the intent is to have this completed by the end of the calendar year so by 2024 there will be an opportunity to leverage grant opportunities with more detailed designs.</p> <p>Crawford answered that ODOT is still committed to looking for funding for this corridor during this year as well as the upcoming years, however most of the dollars are for planning or construction.</p>	
<p><b>8. Jurisdictional and other CAMPO Updates:</b></p> <ul style="list-style-type: none"> <li><b>CAMPO Planner</b></li> </ul>	<p><b>CAMPO and COG Updates:</b></p> <p>Nick Meltzer shared that the new CAMPO planner will start next Tuesday, April 18<sup>th</sup>.</p> <p><b>Jurisdictional Updates:</b></p> <p>Jan Napack for the City of Corvallis shared that the city was briefed on the Van Buren project, and many are worried about it. Napack added that Corvallis has been quiet lately except they lost their economic development director and there will be reorganization of departments to replace her.</p>	

Greg Gescher of Corvallis added that the big construction project for Circle Boulevard got bids in, and everything looks like a go for that project.

Pat Malone for Benton County shared that there are efforts being made to secure right of way on the Corvallis end for the Corvallis to Albany path. Malone added that once ODOT's portion is completed for Hwy 20, the county can start working on their portions of the path. Malone noted that the railroad has strung the county along for months, and has provided challenges which led to revising the route through Albany instead.

Crawford added that ODOT has been focusing on the construction side as well as coordinating adding bicycle pedestrian facilities to ODOT' section, but the conversations are still going on.

Malone added that at this time there is no funding for the middle segment of the Corvallis to Albany path. Malone noted there have also been conversations with the City of Corvallis discussing West Hill's Road as it is even more important with the new development out by 53<sup>rd</sup>.

Gescher noted there is a joint meeting for May 4<sup>th</sup> that is an update on the progress as it is behind schedule at 3months at this point.

Lehman noted that as the congestion gets worse on 20/34 there will be more traffic in the West Hills Road sector.

Feldmann asked about the May 4<sup>th</sup> joint meeting.

Wood noted that to the best of his understanding it is a joint organized event to advise councilors and commissioners as to what projects are being done and which ones to prioritize.

Malone added that the meeting is scheduled for May 4<sup>th</sup> at 4:30pm as a work session.

Savannah Crawford noted the Van Buren bridge process is kicking off. Crawford added that the city is looking into some of the concerns and seeing if they can be accommodated with the new project starting. Crawford noted that the rain has delayed the start of the Conifer to Malloy project as it is a restriping project.

Matt Lehman for the city of Philomath shared that the South 16<sup>th</sup> street project is moving forward. Lehman added that the school circulation study was completed recently as well. Lehman mentioned that the streetscapes project is continuing on as well.

	<p>James Feldmann for ODOT added a grant opportunity with a Carbon Reduction Program and the proposed projects. The TAC had already started working on a project list for the federal funding.</p> <p>Meltzer shared that the TAC didn't want to spend federal funds on design and most opted for signal improvements or enhanced crossings that can be done efficiently and effectively as well. Meltzer noted the hope is to leave some funding for some potential future path projects as well.</p> <p>Feldmann noted the application deadline will be the end of May so the group of committees will need to decide what the priorities for the CAMPO region will be.</p>	
<p><b>9. Adjournment</b></p>	<p><i>The Next CAMPO Policy Board Meeting is scheduled for Wednesday, May 10, 2023.</i></p>	<p><b>Meeting adjourned at 4:55 pm by Chair Matt Lehman</b></p>

**INTERGOVERNMENTAL AGREEMENT**  
**Between**  
**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION**  
**(CAMPO)**  
**And**  
**OREGON CASCADES WEST COUNCIL OF GOVERNMENTS (OCWCOG)**  
**For**  
**Designation of OCWCOG as CAMPO’s Administrative and Fiscal Agent**

This Agreement is made and entered into upon execution by and between the Corvallis Area Metropolitan Planning Organization, hereinafter known as CAMPO, and the Oregon Cascades West Council of Governments, hereinafter known as OCWCOG, Oregon 190.010 intergovernmental agencies.

**Recitals**

- A. ORS 190.010 permits units of local government agencies to enter into agreements for the performance of required duties or the exercise of permitted powers.
- B. CAMPO is the entity charged with conducting a continuing, cooperative and comprehensive regional transportation planning process for the Corvallis Urbanized Area, consistent with federal and state requirements, and has the need for administrative and fiscal services.
- C. CAMPO is comprised of the following member jurisdictions: the City of Corvallis, the City of Philomath, the City of Adair Village, Benton County, and the Oregon Department of Transportation.
- D. OCWCOG has staff with the proper credentials, licensing, and experience to provide such service.

THEREFORE, the parties to this intergovernmental agreement agree to the following terms and conditions:

**Agreement**

**SECTION 1. SCOPE OF SERVICES**

This Agreement shall be for the purpose of designating OCWCOG as CAMPO’s administrative and fiscal agent.

**SECTION 2. CAMPO RESPONSIBILITY**

- A. Provide direction regarding staffing of CAMPO including engagement in review and evaluation of CAMPO personnel, as requested.
- B. Provide direction regarding representation of CAMPO during the course of all CAMPO business.
- C. Provide policy direction and governance to fulfill its responsibilities including, but not

limited to:

- i. Developing and approving the annual Unified Planning Work Program;
  - ii. Developing and approving the Long Range Transportation Plan;
  - iii. Developing and approving a Transportation Improvement Plan and its periodic updates;
  - iv. Developing and approving the submission of periodic reports required of metropolitan planning organizations by state or federal agencies;
  - v. Developing and adopting an annual budget; and
  - vi. Entering into contracts for professional services necessary to carry out its responsibilities;
    - a. Approving contracts with a total value over \$10,000 and instructing the CED Director and/or the Transportation Program Manager to execute the necessary documents to enter into the contract.
    - b. Delegating to the CED Director and Transportation Programs Manager authority to approve and execute contracts with a total value of \$10,000 or less.
- D. Comply with all applicable laws and regulations including, but not limited to, the Public Contract Law, Public Meetings Law, Public Records Law, and the Government Standards and Practices Act of the State of Oregon.
- E. Pursuant to the provisions of the Corvallis Area Metropolitan Planning Organization Intergovernmental Agreement (IGA), OCWCOG and CAMPO acknowledge that each party to the IGA is required to self-insure or maintain tort liability insurance in an amount sufficient to contribute for liability for which the party is jointly liable with another party, subject to the limitations of the Oregon Tort Claims Act ORS 30.260 to 30.300 or other Oregon Law.

### **SECTION 3. OCWCOG RESPONSIBILIITY**

- A. To provide CAMPO, consistent with CAMPO's adopted annual Unified Planning Work Program (UPWP) and budget, all necessary support to enable CAMPO to meet its federal and state obligations as the designated MPO for the Corvallis Urbanized Area.
- B. Received, on behalf of CAMPO, all funds directed to CAMPO unless otherwise specified. In connection with management of those funds, OCWCOG shall:
  - i. Maintain separate accounts or segregated funds for all revenues and maintain discrete accounting records for expenditures, revenues and cash balances as required by state and/or federal agencies;
  - ii. Maintain accounting policies, practices and procedures that are consistent with generally accepting accounting principles and in accordance with applicable statutes and regulations;
  - iii. Provide periodic budget reports to the CAMPO Policy Board, as requested;

- iv. Expend funds in the execution of this Agreement in accordance with CAMPO’s adopted annual UPWP and associated budget, which are herein incorporated by reference. This budget shall include compensation for services performed by OCWCOG to fulfill tasks within the adopted UPWP; and,
  - v. Bill ODOT at least quarterly for 100 percent of actual costs, as described in Section 4.B.
- C. Make payment promptly, as due, to all persons supplying to OCWCOG labor or materials for the prosecution of the work provided for in this Agreement.
  - D. Pay all contributions or amounts due the Industrial Accident Fund from OCWCOG or any subcontractor incurred in the provision of services under this Agreement.
  - E. Not permit any lien or claim to be filed or prosecuted against CAMPO on account of any labor or material furnished.
  - F. Pay to the Department of Revenue all sums withheld from employees pursuant to ORS 316.167.
  - G. Comply with all applicable laws and regulations including, but not limited to, the Public Contract Law, Public Meetings Law, Public Records Law, and the Government Standards and Practices Act of the State of Oregon.
  - H. Obtain and at all times during the duration of this Agreement keep in effect comprehensive commercial general liability insurance covering the contracted activities. Said insurance shall at a minimum provide for:  
COMMERCIAL GENERAL LIABILITY insurance including personal injury, bodily injury and property damage with limits as specified below. Limits maybe provided by Excess or Umbrella policy:  
*LIMITS:*
    - \$1,000,000 Per Occurrence / \$2,000,000 General Aggregate / \$2,000,000 Products and Completed Operations Aggregate. Aggregates shall apply per Project.
    - \$2,000,000 Per Occurrence / \$2,000,000 General Aggregate / \$2,000,000 Products and Completed Operations Aggregate. Aggregates shall apply per Project.
    - \$5,000,000 Per Occurrence / \$5,000,000 General Aggregate / \$5,000,000 Products and Completed Operations Aggregate. Aggregates shall apply per Project.
  - I. Name CAMPO as an additional insured of the Commercial General Liability policy.

**SECTION 4. PROVISIONS**

- A. Contract Period: This agreement shall be effective July 1, 2023 and shall terminate on June 30, 2026, unless this agreement is hereafter modified in writing.
- B. Payment: OCWCOG shall submit to ODOT at least quarterly, but not for periods of less than one month, invoices for 100 percent of actual costs incurred by on behalf of the

project consistent with the adopted annual Unified Planning Work Program. Such invoices shall be consistent with state and federal requirements and will be in a form agreed upon by OCWCOG and ODOT.

- C. Termination: This agreement may be terminated by either party. Suspension in whole or in part of this agreement by either party will require thirty (30) days written notice to the other party. In the event of termination, OCWCOG shall submit to ODOT an invoice for 100 percent of actual costs incurred up to and including the date of termination. Upon termination of this agreement, any assets remaining within the control of OCWCOG shall be transferred to another party or parties as directed by CAMPO.
- D. Assignability: This contract is for the exclusive benefits of the parties hereto. It shall not be assigned, transferred, or pledged by either party without the prior written consent of all the remaining parties.
- E. Discrimination: The parties agree to comply with all applicable federal, state, and local laws, rules, and regulations on nondiscrimination in employment because of race, color, ancestry, national origin, religion, sex, marital status, age, medical condition, disability, sexual orientation, gender identity or source of income.
- F. Indemnification: To the extent that CAMPO has officers, agents, employees or contractors who are not officials, employees or agents of the OCWCOG, CAMPO must indemnify, defend and hold harmless the OCWCOG from any tort claim made as a result of the actions of those officers, agents, employees or contractors, subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 – ORS 30.300. The OCWCOG must indemnify, defend and hold harmless CAMPO from any tort claim made as a result of the officers, agents, employees or contractors of OCWCOG related to performance of this agreement, subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 – ORS 30.300.

Nothing in this agreement shall be construed to increase tort liability that the OCWCOG or CAMPO would otherwise have under Oregon Law. Specifically, all parties agree that the responsibility of any one party to defend, indemnify, or hold harmless the other party or parties is subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 - ORS 30.300.

To the extent that CAMPO has officers, agents, employees or contractors who are not officials, employees or agents of the OCWCOG, CAMPO must maintain general liability insurance in an amount sufficient to fully indemnify, defend and hold the OCWCOG harmless from any claim made as a result of the actions of those officers, agents, employees or contractors, subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 – ORS 30.300. The OCWCOG must maintain general liability insurance in an amount sufficient to fully indemnify, defend and hold CAMPO harmless from any claim made as a result of the actions of the officers, agents, employees or contractors of the OCWCOG, subject to the limitations of the Oregon Tort Claims Act, ORS 30.260 – ORS 30.300

Each Party agrees to indemnify, defend and hold



harmless the other Party for any claims arising under a quasi-contractual theory as the result of the actions of an elected or appointed official, employee, agent or contractor of that Party. CAMPO will be solely responsible for any claims arising under a quasi-contractual theory as the result of the actions of an official, employee, agent or contractor of CAMPO who is not an official, employee or agent of the OCWCOG. The OCWCOG will be solely responsible for any claims arising under a quasi-contractual theory as the result of the actions of an official, employee, agent or contractor of the OCWCOG who is not authorized in writing to act as an agent or contractor of CAMPO.

- G. Public Contracts: All parties shall comply with all federal, state and local laws, ordinances and regulations applicable to the work under this agreement, including, without limitation, the applicable provisions of ORS chapters 279A, B and C, particularly 279B.220-279B.235, as amended.
- H. Waiver: Waiver of any breach of any provision of this agreement by either party shall not operate as a waiver of any subsequent breach of this same or any other provision of this agreement.
- I. Dispute Resolution: Unless otherwise provided in this Agreement, all claims, counterclaims, disputes and other matters in questions between CAMPO and OCWCOG arising out of, or relating to this Agreement or the breach of it will be decided, if the parties mutually agree, by mediation, or if they fail to agree, by arbitration. Arbitration will be conducted according to rules and procedures set out by the Arbitration Service of Portland, or as otherwise agreed by the parties.
- J. Workers Compensation: Workers' Compensation and Employer's Liability insurance as statutorily required for persons performing work under this contract. Any subcontractor hired by Contractor shall also carry Workers' Compensation and Employer's Liability coverage.  
  
OCWCOG is subject to the Oregon Workers' Compensation Law and shall comply with ORS 656.017 which requires OCWCOG to provide workers compensation coverage for all of its subject workers.
- K. Severability: If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof.
- L. Amendments: Any amendment to this agreement shall be in writing and signed by authorized representatives of both parties. There are no understanding, agreements or representations, oral or written, regarding this agreement except as specified or referenced herein.

Signed:

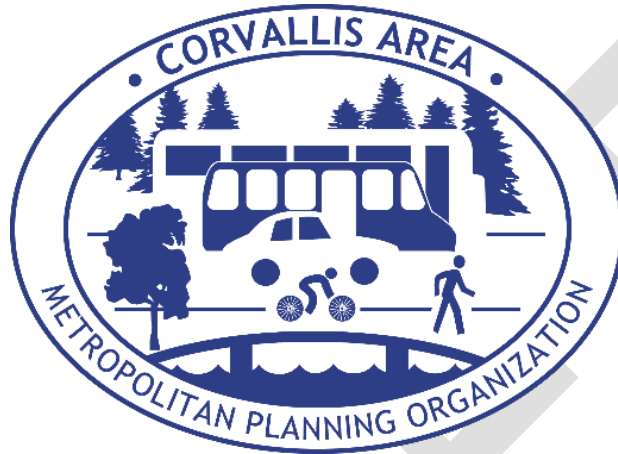
\_\_\_\_\_  
Ryan Vogt  
Executive Director  
Oregon Cascades West Council of Governments

Date: \_\_\_\_\_

\_\_\_\_\_  
Matt Lehman  
CAMPO Policy Board Chair

Date: \_\_\_\_\_

# Corvallis Area Metropolitan Planning Organization



## Fiscal Year 2024-2027 Metropolitan Transportation Improvement Program

Approved by the CAMPO Policy Board  
June 14, 2023

Approved by Governor Tina Kotek on \_\_\_\_\_, 2023

Signed \_\_\_\_\_

# 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  
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Transportation Manager  
Transportation Planner  
Operations Supervisor  
ADA Coordinator

## Corvallis Area Metropolitan Planning Organization

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(541) 758-1911  
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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?

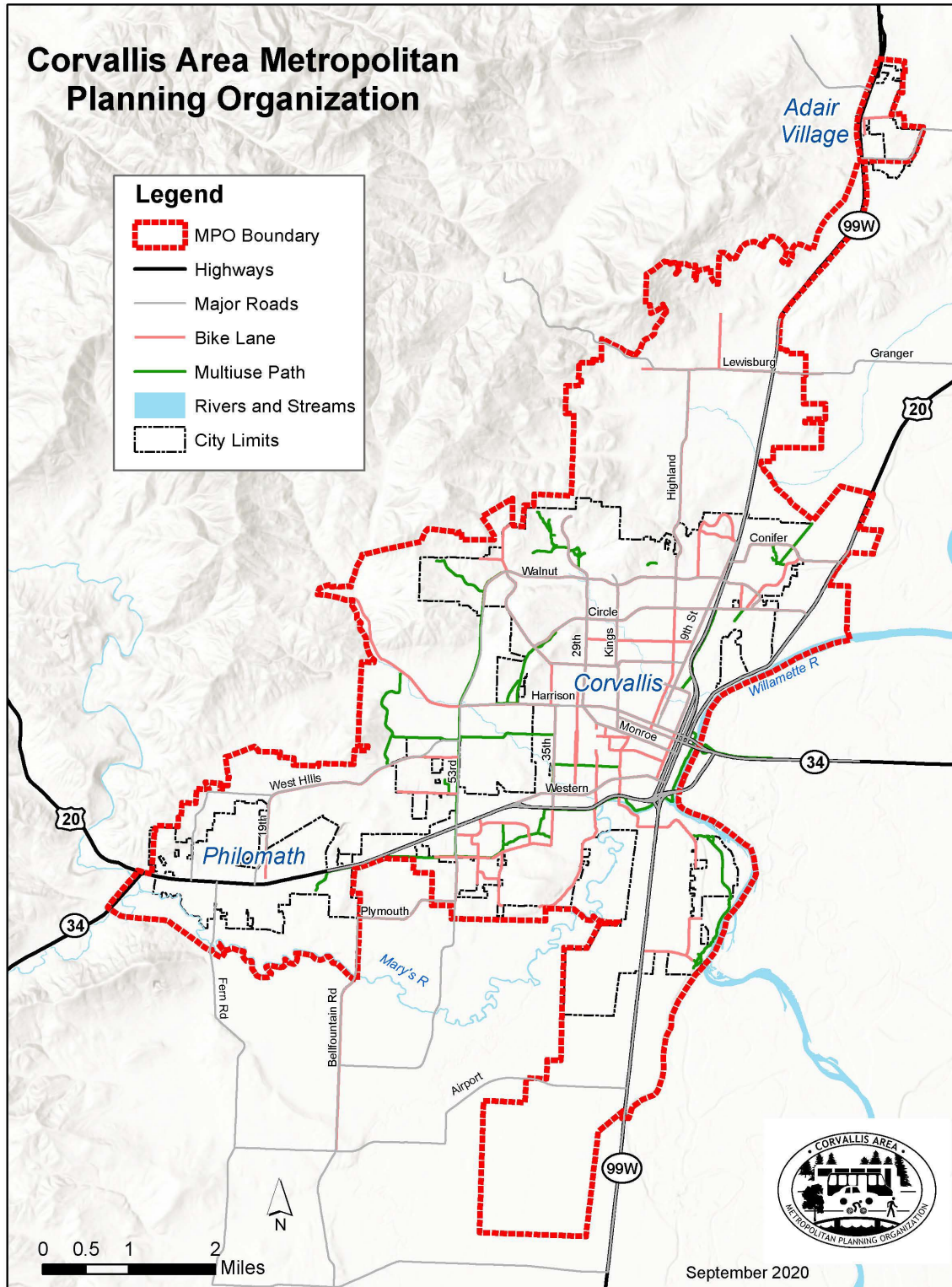
Transportation projects identified within this document are funded through a combination of federal, state and local dollars. The Corvallis Area MPO receives federal funding to help address regional transportation needs. Some federal dollars may be exchanged with state dollars to allow more project flexibility. 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**



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)
<b>2021 Baseline*</b>	448	1.48	1,739	5.03	257
<b>2013-2017</b>	357	0.94	1,491	4.42	234
<b>2014-2018**</b>	350	0.89	1,461	4.33	229
<b>2015-2019</b>	343	0.83	1,432	4.24	225
<b>2016-2020</b>	328	0.78	1,368	4.06	215
<b>2017-2021</b>	306	0.73	1,274	3.78	200
<b>2018-2022</b>	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](#).

Table 2 - Oregon Department of Transportation Other Performance Management Targets

<b>Pavement Condition</b>		
<b>Performance Measure</b>	<b>2022 Performance Baseline</b>	<b>2023 Performance Target<sup>1</sup></b>
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%
<b>Bridge Condition</b>		
<b>Performance Measure</b>	<b>2022 Performance Baseline</b>	<b>2023 Performance Target</b>
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%
<b>National Highway System Performance</b>		
<b>Performance Measure</b>	<b>2022 Performance Baseline</b>	<b>2023 Performance Target</b>
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%
<b>Freight Movement on Interstate System</b>		
<b>Performance Measure</b>	<b>2022 Performance Baseline</b>	<b>2023 Performance Target</b>
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)	1.45	1.45

<sup>1</sup> Two (2) and four (4) year performance targets are equal unless otherwise indicated.  
 CAMPO FY2024-27 Metropolitan Transportation Improvement Program

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:

- 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

	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>Total FY2024-2027</b>
<b>Corvallis Area MPO</b>	\$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 Exchanged <sup>2</sup>	STBG Allocation	Total Estimated Project Cost	TAC Scoring, 100 points possible
S. 16th Street Expansion and Sidewalk Installation	City of Philomath	Extend S 16 <sup>th</sup> 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

<sup>2</sup> 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#	Year	Project Name	Project Description	Admin	Federal Funds	Local Match	Total
23466	FY24	19th Street Preservation (Corvallis)	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.	ODOT	\$ 1,234,000.00	\$ 126,731.80	\$ 1,360,731.80
23468	FY25	Walnut Boulevard Preservation (Corvallis)	Carryover from prior TIP. Planned resurfacing between 29th and Princess ST.	LOCAL	\$ 739,375.20	\$ 84,624.80	\$ 824,000.00
23470	FY26	Conifer Boulevard Preservation (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. This has been identified as a low stress corridor for bicycle travel. ADA ramp upgrades and bicycle improvements scheduled, including curb bulb outs at key intersections.	LOCAL	\$ 1,525,410.00	\$ 174,590.00	\$ 1,700,000.00
23472	FY27	FY27 CAMPO STBG Reserve	2027 allocation reserved for Benton County projects otherwise appropriated in 27-30	LOCAL	\$ 1,387,916.01	\$ 142,538.97	\$ 1,530,454.98

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
<b>2024 Allocation</b>			\$ 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
<b>2025 Allocation</b>			\$ 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
<b>2026 Allocation</b>			\$ 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	<b>2027 Allocation</b>		\$ 1,124,444	\$ 1,181,137
2027 Starting Balance				\$ <b>1,181,137</b>

\*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	Y	Y
Trails Connectivity Plan	2021	Adair Village	\$25,000	Y	Y
53 <sup>rd</sup> and Country Club	2021	Benton County	\$650,000	Y	N <i>In Design</i>
13 <sup>th</sup> Street Streetscape	2022	Benton County/ Philomath	\$520,000	Y	N <i>In Construction</i>
Circle Blvd Paving	2023	Corvallis	\$754,000	Y	N <i>In Design</i>
Western Blvd Paving	2023	Corvallis	\$626,000	Y	N
Walnut Blvd Paving*	2024	Corvallis	\$824,000	N	N

\*Included in 24-27 TIP (See tables 4, 5)



## 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	
<b>Pavement Condition</b> (30 pts)	Fair (30 pts) Poor (15 pts) Good (5 pts)
<b>Bicycle/Pedestrian/Transit Improvement</b> (30 pts)	Improves bicycle facilities (10 pts) Improves pedestrian facilities (10 pts) Project along public transit route (10 pts)
<b>Safety Improvement</b> (20 pts)	Addresses documented safety issue and/or identified high crash location (20 pts) <sup>3</sup>
<b>Project Leverage</b> (20 pts)	Funding this project will leverage other larger opportunities to increase overall project impact (10 pts) Improves freight operations (10 pts)
<b>Total</b>	100 pts

Table 11: Evaluation Criteria for Modernization Projects

MODERNIZATION	
<b>Project Readiness</b> (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)
<b>Bicycle/Pedestrian/Transit</b> (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)
<b>Safety</b> (25 points total)	Addresses documented safety issue and/or identified high crash location (18 pts) <sup>3</sup> Upgrades signal system to improve efficiency (7 pts)
<b>Intercommunity Impact</b> (15 pts)	Project identifies benefits to multiple communities (10 pts) Improves freight operations (5 pts)
<b>Total</b>	100 pts

<sup>3</sup> 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>

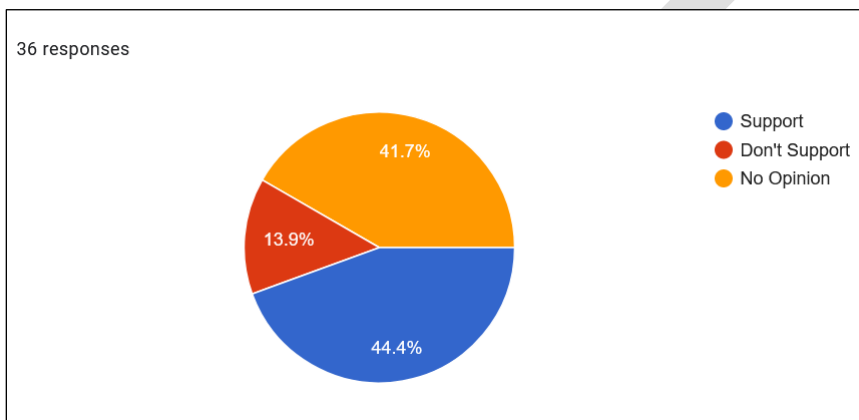
## Appendix C: Summary of Comments

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.

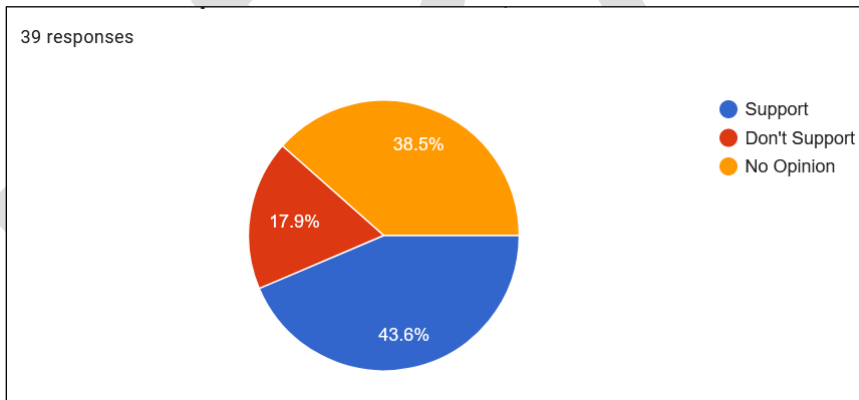
### Public Comments

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.

#### 19<sup>th</sup> Street Grind & Inlay –Preservation

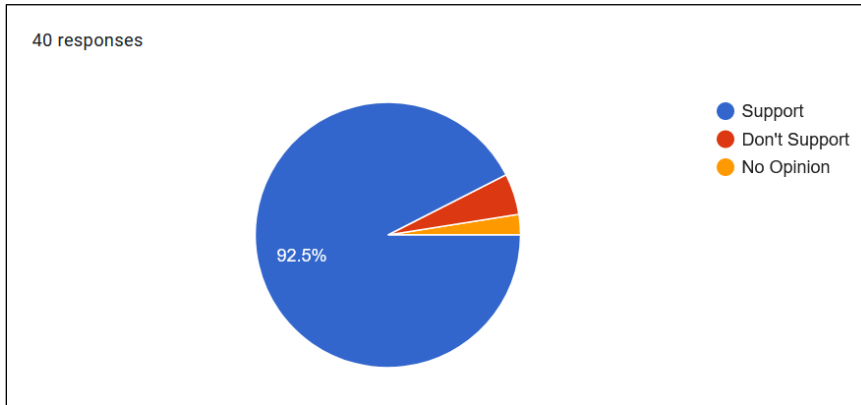


#### 45<sup>th</sup> Street Grind & Inlay –Preservation<sup>4</sup>

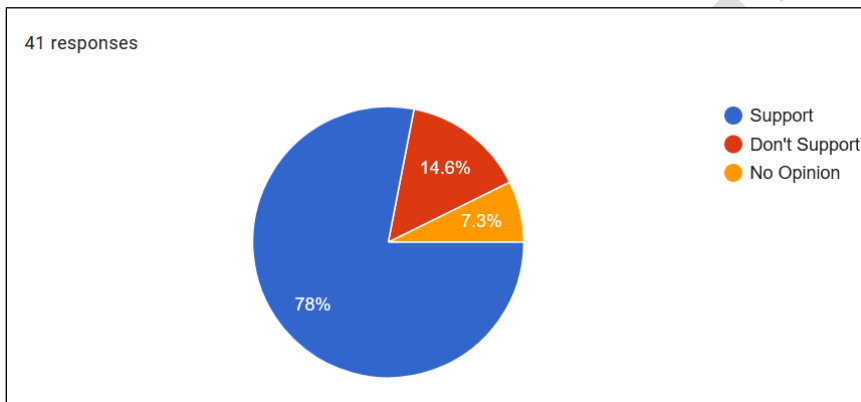


<sup>4</sup> This project was not selected for funding and is not in the FY24-27 MTIP.

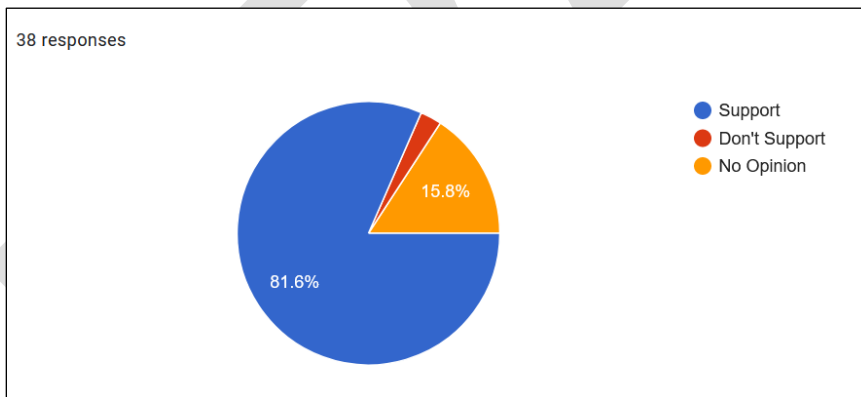
**Conifer Boulevard Rehabilitation**



**SW Campus Way Corridor –Scoping Study**



**S. 16<sup>th</sup> 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 19<sup>th</sup> Street Grind & Inlay.

[Comments on Bicycle and Pedestrian Improvements](#)

<b>Bicycle and Pedestrian Improvements</b>	
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

<b>Conifer Boulevard</b>	
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 19<sup>th</sup> Street Grind & Inlay Project

19 <sup>th</sup> 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.

### **Non-Highway**

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

- Public Transportation
- State Highway Fund Bicycle and Pedestrian
- Non-Highway Discretionary

## **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

## 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
<b>If a project is NOT in the MTIP</b>			
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		
<b>If a project is ALREADY in the MTIP</b>			
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.

DRAFT

**RESOLUTION No. 23-01  
FOR THE PURPOSE OF AMENDING THE FY2024-2027 CORVALLIS AREA  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the Governor of the State of Oregon has designated representatives of the City of Corvallis, City of Philomath and City of Adair Village, Benton County, and the Oregon Department of Transportation (ODOT) as the Corvallis Area Metropolitan Planning Organization to carry out the Metropolitan Transportation Planning Process; and

**WHEREAS**, among the major requirements of the Metropolitan Transportation Planning Process is the development of a Transportation Improvement Program that enumerates priority transportation projects in the Corvallis Urbanized Area; and

**WHEREAS**, the Corvallis Metropolitan Planning Organization has developed an FY2024-2027 Transportation Improvement Program in coordination with ODOT and the local transit agency in compliance with all applicable federal and state requirements; and

**WHEREAS**, the FY2024-2027 Transportation Improvement Program meets the requirement of Financially Constrained; and

**WHEREAS**, the public has been notified and afforded reasonable opportunities to review and comment on the content of the FY2024-2027 TIP; and

**WHEREAS**, the selection of priority projects in the FY2024-2027 TIP has been coordinated with the Cascades West Area Commission on Transportation (CWACT);

**NOW, THEREFORE, BE IT RESOLVED**, that the Policy Board of the Corvallis Area MPO approves the Corvallis Area FY2024-2027 Transportation Improvement Program.

**Dated** this 14<sup>th</sup> day of June 2023

**APPROVED:**

**By:**

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**Matt Lehman, Chair**  
City of Philomath

**ATTESTED:**

**By:**

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**Nicholas Meltzer, P.E., Staff**  
Corvallis Area MPO