



## CORVALLIS AREA Metropolitan Planning Organization

1121 NW 9<sup>th</sup> Street; Corvallis, Oregon 97330  
541-223-7040 | CKetchum@ocwcog.org

[www.CorvallisAreaMPO.org](http://www.CorvallisAreaMPO.org)

**Policy Board Meeting**  
**Wednesday, November 08, 2023**  
**3:30 pm to 4:30 pm**

**VIRTUAL MEETING: TEAMS VIDEO/CALL IN AVAILABLE**

**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/>Councillor<br/>Matt Lehman</b> |
| 2) | 3:30 | <b>Public Comments</b>   | <b>Chair</b>                                 |
| 3) | 3:35 | <b>Approve Minutes of October 11, 2023, Meeting (Attachment A)</b>   | <b>Chair</b>                                 |
|    |      | <i><b>ACTION:</b> Decision on Minutes</i>  |  |
| 4) | 3:40 | <b>Highway 20/34 Updates</b><br><i>Review outcome of stakeholder meeting on November 2 and plans for public open house. Some materials on CAMPO website <a href="#">here</a></i> | <b>Meltzer</b>                               |
|    |      | <i><b>ACTION:</b> Discussion</i>   |  |
| 5) | 3:50 | <b>Permanent Bike Counter Proposal (Attachment B)</b><br><i>Review discussion to be had with the TAC and Policy Board on deployment of permanent counters.</i>                   | <b>Staff,<br/>Ketchum</b>                    |
|    |      | <i><b>ACTION:</b> Decision on acquiring a permanent bike counter(s)</i>  |  |
| 6) | 4:10 | <b>STIP Amendments (Attachment C)</b><br><i>Review STIP amendments submitted since the adoption of the FY24-27 Statewide STIP</i>  | <b>Ketchum</b>                               |
|    |      | <i><b>ACTION:</b> Approval requested</i>   |  |
| 7) | 4:20 | <b>Jurisdictional and Other Updates</b>  | <b>All</b>                                   |
| 8) | 4:30 | <b>Adjournment</b><br><i>The next regularly scheduled meeting is for Wednesday, December 13, 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, October 11, 2023  
3:30 pm – 4:30 pm  
Virtual Via Microsoft Teams Technologies**

<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	No
<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:** Daniel Wood, Steve Harvey, Wendy Byrne, and Mark Bernard.

**CAMPO Staff:** Transportation Manager Nick Meltzer, CED Administrative Assistant Ashlyn Muzechenko, CAMPO Planner Corum Ketchum, and AAMPO Assistant Planner Billy McGregor.

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION</b>
1. Call to Order and Agenda Review	The Chair, Councilor Matt Lehman called the meeting to order at 3:32pm.  There was one change to the agenda from staff to add a few STIP Amendments to the end of the agenda.	<b>Meeting called to order at 3:32 pm by Chair Councilor Matt Lehman.</b>
2. Public Comments	Daniel Wood provided a public comment to the CAMPO Policy Board Members in attendance:  <i>Thank you for initiating the upcoming study of the 20/34 corridor.</i>	<b>Daniel Wood provided a public comment to the CAMPO Policy Board</b>

	<p><i>In addition to lacking ADA facilities, basic safety issues with speed and congestion are on the rise in the segment of 20/34 between 53rd and Sylvia.</i></p> <p><i>Traffic on 53rd is increasing as the affordable housing complex at 53rd and Country Club nears completion, along with two local subdivisions getting close to being built out. New subdivisions are also in the works off of Country Club Road.</i></p> <p><i>Vehicles going north often get backed up, requiring two signal rotations to cross. The queue for Dutch Bros regularly backs out onto the 53rd travel lane. Active transportation users encounter conflicts with right turning vehicles and long signal delays, especially noticeable in inclement weather.</i></p> <p><i>A recent crash closed the highway at the 53rd intersection resulting in 2 folks in one of the vehicles each suffering broken bones.</i></p> <p><i>A major building project on the NW corner of this intersection is headed to a public hearing, proposing 76 apartment units, a convenience store, gas station, drive through, new full street connection on 20/34 and commercial driveway on 53rd. As proposed, it will create vehicle conflict movements and unsafe active transportation facilities at this highly challenged LOS location.</i></p> <p><i>Traffic on Technology Loop is increasing with the Starbucks drive through in Sunset Center now operational, with construction well under way for the Taco Bell drive through, which also includes a fourplex retail structure on the same lot. Taco Bell will have an access point in the first block on Technology Loop.</i></p> <p><i>Pedestrians crossing at the Tech Loop signal encounter conflicts with turning vehicles and long signal delays, especially noticeable in inclement weather. West bound CTS transit stops in the travel lane at Sylvia.</i></p> <p><i>With further regional developments on the horizon, we need to evaluate a lower speed limit approaching and through this commercial/retail segment, along with construction of sidewalks, bike lanes, transit pullouts, protected intersections, and enhanced pedestrian crossings.</i></p> <p><i>Further east, the school crossing at 35th also calls for a protected intersection.</i>  <i>Thank you once again for your continued dedication to public safety.</i></p> <p><i>SW Corvallis resident Daniel Wood</i></p>	<p><b>Members and guests in attendance.</b></p>
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	<p>Staff Nick Meltzer shared that Savannah Crawford had accepted a new position and will likely be leaving this group shortly. Which means at this time James Feldmann is the current point of contact.</p> <p>Councilor Jan Napack added support for the public comment provided by Daniel Wood.</p>	
<p>3. Approve Minutes of June 14, 2023, CAMPO Policy Board Meeting (<i>Attachment A1</i>) and Minutes of September 27, 2023, Joint AAMPO/CAMPO Policy Board Meeting (<i>Attachment A2</i>)</p> <p><b>Action: Approval of Minutes</b></p>	<p>Commissioner Pat Malone moved to approve the minutes of June 14, 2023, CAMPO Policy Board Meeting (<i>Attachment A1</i>) and the minutes of September 27, 2023, Joint AAMPO/CAMPO Policy Board Meeting (<i>Attachment A2</i>) as presented. Councilor Matt Lehman seconded. The motion passed unanimously. There were no changes or edits to either set of minutes.</p>	<p><b>Commissioner Pat Malone moved to approve the minutes of June 14, 2023, and the minutes of September 27, 2023, Councilor Matt Lehman seconded. The motion passed unanimously.</b></p>
<p>4. Joint MPO Meeting Review and CAMPO Documents</p> <p><b>ACTION: Discussion</b></p>	<p><i>The group agreed to swap agenda items 4 and 5.</i></p> <p>Staff Meltzer shared that everyone here today was at the September Joint Policy Board Meeting between AAMPO and CAMPO, but staff wanted to focus on the consensus received on moving forward to the merger approach.</p> <p>Meltzer added that staff are taking their time to do so, but are moving in that direction.</p> <p>Meltzer reviewed the different documents for AAMPO and CAMPO, and which ones could be joined. However, the goal would be to get a check in with all CAMPO members before moving forward with that decision of joining documents.</p> <p>Chair Matt Lehman noted he is on board, but his only concern would be confusion of the public with having both of the MPO's data listed in the same reports.</p> <p>James Feldmann asked about a joint RTP's if the merger were to happen. Meltzer confirmed and Lehman agreed that formalizing the coordination makes the most sense for the region.</p>	

<p><b>5. Highway 20/34 Updates</b></p> <p><b><i>ACTION: Discussion</i></b></p>	<p>Staff Meltzer shared that consultants are working on a functional design approach to seek out grant funding to complete design and construction for the Highway 20/34 Project. Additionally, there was a stakeholder meeting a month ago with many different representatives to hear concerns and assumptions to be used to review the design.</p> <p>Meltzer shared that staff could confirm with real time data through ODOTs software system that going westbound and eastbound is an issue, but starting at 11am to 6pm traveling eastbound has a significant amount of congestion making it a larger issue for traveling.</p> <p>Meltzer added that there are also significant safety issues in this corridor area. The consultants proposed a number of small improvements staying in the right of way to improve crossing safety without limiting mobility to too much of a degree. These ideas will go to ODOT and county/city engineers for discussion and edits. After their approval these designs will go out to the public for review.</p> <p>Commissioner Malone asked when will the area manager position be filled in order to keep moving the improvements in this corridor forward. Malone shared that he hopes this study will advance safety and more efficient use of what we have in this corridor.</p> <p>Daniel Wood, member of the public added that early input from users of the roadways is very useful for stakeholder functions in regard to the discussion on safety improvement projects in the corridor.</p>	
<p><b>6. Permanent Bike Counter Proposal</b></p> <p><b><i>ACTION: Informational</i></b></p>	<p>Staff Corum Ketchum revisited the conversation from the June discussion about a permanent bike counters proposal. Given the \$20,000 operating budget and a counter can be deployed as a pilot project for around \$7,000, this would seem to be a more feasible option with money better spent.</p> <p>Meltzer shared that originally the thought from the start of the program was to get permanent counters that would save staff time and money. These permanent counters are 24 hour/365 Data, with thoughts of the first pilot going on the regional path system. Additionally, the City of Corvallis was open to having them installed on the Eric E. Austin Path.</p> <p>Councilor Napack shared thoughts on whether staff planned to put the counters on a street way, or designated bikeway rather than a path. She also noted her support in having one as a great idea.</p> <p>Commissioner Malone added he had forgotten how labor intensive the temporary counters are, and he agrees that permanent counters are the path of the future.</p>	

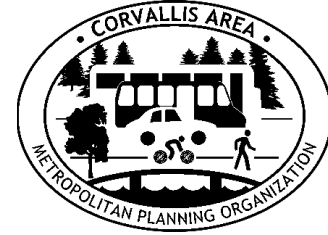
	<p>Member of the public, Steve Harvey asked about the purposes of the bike counters.</p> <p>Meltzer shared that one of the goals is to understand regional travel via walking and biking. Another goal is doing before and after on projects.</p> <p>Ketchum added a final goal for which elaborated on a purpose to push for the counts as the metrics are key to demonstrating project impact for funding purposes.</p> <p>Gary Stockhoff noted that in his previous position in Hillsboro in Washington County, elected officials often got heated for setting money aside from the paths if they didn't have the numbers to back it up. Stockhoff added that these counts are very valuable to assure the public that these are a valid expense of public dollars.</p>	
<p>7. Jurisdictional and other CAMPO Updates:</p>	<p><b>CAMPO and COG Updates:</b></p> <p>Ketchum shared the added agenda item: "STIP Amendment Updates" with the CAMPO Policy Board Members.</p> <p>Half of these amendments were switching projects from one STIP to the next. However, there are two needing Policy Board Approval. The first is discussion Carbon Reduction Program Grants design work on the Corvallis to Albany Path, as well as an amendment for an additional location for the OR99W 3<sup>rd</sup>, 4<sup>th</sup>, and Western Boulevard Project.</p> <p>Meltzer added that these will have a 2-week public comment approval period as well, so even if approved by the Policy Board they won't be officially approved until after the public comment period has ended (October 26<sup>th</sup>).</p> <p>The Policy Board gave conditional approval for the two STIF full amendments as presented pending public approval. Councilor Jan Napack moved to approve the conditional approval. Commissioner Pat Malone seconded. The motion carried successfully.</p> <p><b>Jurisdictional Updates:</b></p> <p>The Chair, Councilor Matt Lehman of Philomath shared that the Chappel drive project is looking awesome which has significant safety benefits as well for the school district in that area.</p> <p>Councilor Jan Napack noted that for the City of Corvallis there are many changes going on, the biggest being that the city is looking specifically for increased revenue.</p>	<p><b>The Policy Board gave conditional approval for the two STIF full amendments as presented pending public approval. Councilor Jan Napack moved to approve the conditional approval. Commissioner Pat Malone seconded. The motion carried successfully.</b></p>

	<p>Senior Planner James Feldmann for ODOT shared that for the South Corvallis Plan update, there was a stakeholder meeting yesterday and there will be a number of bike-ped improvements that will go through modeling and further analysis to confirm that it will work with all existing criteria. Additionally, the detour bridge will be opening up in November for the Van Buren Bridge.</p> <p>Mark Bernard, also an ODOT staff, shared for the Community Paths program throughout Benton County there is new permitting coming out for new community paths across the state that has proven to be rather challenging, but he is ready to be a resource for CAMPO as well.</p> <p>There were no updates from Benton County for this meeting.</p>	
<p><b>8. Adjournment</b></p>	<p><i>The Next CAMPO Policy Board Meeting is scheduled for Wednesday, November 08, 2023.</i></p>	<p><b>The meeting was adjourned at 4:30 pm by the Chair, Councilor Matt Lehman</b></p>



# MEMORANDUM

Corvallis Area Metropolitan Planning Organization  
1121 NW 9<sup>th</sup> Street  
Corvallis, Oregon 97330



**Date:** September 28<sup>th</sup>, 2023  
**To:** CAMPO Technical Advisory Committee and Policy Board  
**From:** Corum Ketchum, CAMPO Staff  
**Re:** Permanent Bike Counter Discussion

## Overview

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

The CAMPO TAC and Policy Board are asked to consider purchasing a pilot permanent counter to further the goals of the Count Program.

## Program Goals

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

Goals of the CAMPO Count Program are to:

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

The information from the Program supports the findings of the Reducing Single Occupancy Vehicles Report and provides crucial information that will enable the region to meet the targets set forth in the Regional Transportation System Plan (RTSP). This knowledge helps to inform facility design (e.g., how wide the path or sidewalk should be) as well as guide funding and policy decisions.

## Use Case of Permanent Counter

A permanent, remote uploading, or otherwise installable counter provides the following advantages:

- Allows for real time activity monitoring
- More reliable, meaning less likely to break down, be mis-deployed, or be disrupted by others (e.g. tubes being broken or ran over by a large vehicle, being cut off by citizens parking vehicles or trashcans on the tubes, etc.)
- Provides up to date information on device health, monitoring status, and maintenance needs
- Saves staff time/costs spent to move, deploy, maintain, and log the data from counter
- Counters typically last in the field for 7 to 10 years, requiring battery replacement every 1 to 2 years (at a cost of a couple hundred dollars)

## Location considerations

Staff have been in conversation with staff from ODOT and the City of Corvallis. It appears that deploying on city-owned infrastructure would be the easiest starting point for the pilot. Locations being considered include:

- The Eric E Austin Path
- Corvallis Neighborhood Bikeways
- And other locations as directed by the TAC and Policy Board

For further deployments, staff have been in conversation with ODOT to deploy on the multiuse paths following Highways 20 and 34. CAMPO members and stakeholders are invited to work with staff to deploy permanent or temporary counters on their infrastructure.

The models listed in Table 1 in the following section are capable of monitoring activity on ~12' travel lanes/paths.

## Costs

Under Task 240: CAMPO Multimodal Count Program, CAMPO has \$20,000 allocated to the program in the current (2024) Unified Planning Work Plan. This covers replacement equipment, subscription data platforms, and deployment costs (typically travel). Without purchasing any new equipment, staff anticipate spending approximately \$2,000 in maintenance, deployment, and subscription costs this year, leaving ample budget for acquiring additional equipment.

Staff have compared five (5) models of permanent or remotely accessible bike/pedestrian counters. The quotes received are available to be viewed by the TAC and Policy Board.

*Table 1 Counter Options, Description, and Costs*

Make	Model	Description	Mode Share	Unit Cost (ea.)	Subscription Cost (yearly)	Quoted Total*
<b>Eco Counter</b>	MULTI	Permanent. Tube and heat sensor	Bike and ped	\$4,875	\$420	\$5,780
<b>Eco Counter</b>	Zelt Evo	Permanent. Tube only	Bike only	\$3,100	\$420	\$3,615
<b>Telraam</b>	Telraam sensor	Easy deploy. Optical sensor. Requires a 2 <sup>nd</sup> floor perspective.  Standalone option coming sometime 2024.	Bike, ped and vehicles	\$173	\$325	~\$500**
<b>JAMAR</b>	Pinnacle Classifier	Easy deploy, no permanent option.	Bike and vehicles	1,295	\$300	\$1,643
<b>Chamber Electronics</b>	RB Bike and People	Permanent. Easy installation. Radar based logging.	Bike and Ped	\$3,038	\$513	\$3,655

\*Includes shipping, hardware and incidental costs

\*\*Sales representative provided general costs but not a formal quote

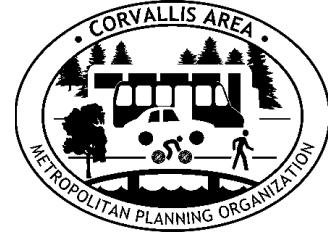
In conversations with local partners, staff estimate the counters can be deployed at a cost of ~\$1,000 per unit.

## Action Requested

Authorize CAMPO staff to purchase a pilot permanent bicycle-pedestrian counter for up to \$6,000.

# MEMORANDUM

Corvallis Area Metropolitan Planning Organization  
1121 NW 9<sup>th</sup> Street  
Corvallis, Oregon 97330



**Date:** November 8<sup>th</sup>, 2023  
**To:** CAMPO Technical Advisory Committee and Policy Board  
**From:** Corum Ketchum, CAMPO Staff  
**Re:** Statewide Transportation Improvement Program (STIP) Amendments

## Overview

The purpose of this memorandum is to provide an update on recent and ongoing amendments to the Statewide Transportation Improvement Program (STIP) relevant to the Corvallis Area Metropolitan Planning Organization (CAMPO). A summary table of amendments can be found on the following page.

Most of these changes have been made to reflect changes in the timing of obligated funding, and are recorded in the 2024 – 2027 STIP. These changes are shown as “Adjustments” on Table 1. Additional projects of note include the funding of the Corvallis to Albany Path study (amendment #24-27-0060), the Corvallis Electric Path Sweeper (#24-27-0414) and the North Benton County Communities Pathways (#24-27-0117)

*Approval is requested on five amendments, listed on page 2 of this document*

## Background on the STIP and MTIP

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

## Amendment Types

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

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

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

## Action Requested

- **Technical Advisory Committee**

- Amendment #24-27-0045 - Information only
- Amendment #24-27-0060 - Information only
- Amendment #24-27-0167 - Information only
- Amendment #24-27-0198 - Information only
- Amendment #24-27-0200 - Information only
- Amendment #24-27-0205 - Information only
- Amendment #24-27-0220 - Information only
- Amendment #24-27-0221 - Information only
- Amendment #24-27-0222 - Information only
- Amendment #24-27-0223 - Information only
- Amendment #24-27-0224 - Information only
- Amendment #24-27-0225 - Information only
- Amendment #24-27-0226 - Information only
- Amendment #24-27-0227 - Information only
- Amendment #24-27-0228 - Information only
- Amendment #24-27-0229 - Information only
- Amendment #24-27-0230 - Information only
- Amendment #24-27-0438 - Information only
- Amendment #24-27-0414 - Information only
- Amendment #24-27-0117 - Information only

### **Policy Board**

- Amendment #24-27-0045 - Information only
- Amendment #24-27-0060 - Approval requested
- Amendment #24-27-0167 - Approval requested
- Amendment #24-27-0198 - Information only
- Amendment #24-27-0200 - Information only
- Amendment #24-27-0205 - Information only
- Amendment #24-27-0220 - Information only
- Amendment #24-27-0221 - Information only
- Amendment #24-27-0222 - Information only
- Amendment #24-27-0223 - Information only
- Amendment #24-27-0224 - Information only
- Amendment #24-27-0225 - Information only
- Amendment #24-27-0226 - Information only
- Amendment #24-27-0227 - Information only
- Amendment #24-27-0228 - Information only
- Amendment #24-27-0229 - Information only
- Amendment #24-27-0230 - Information only
- Amendment #24-27-0438 - Approval requested
- Amendment #24-27-0414 - Approval requested
- Amendment #24-27-0117 - Approval requested

Table 1 - STIP Amendments

Key Number	Project Name	Amendment Number	Description	Amendment Type	Financial Impact
K22742	US20: from US101 to the Idaho border	24-27-0045	Add project to current STIP. Slipped from 21-24 STIP on 1/24/23 (#21-24-2650)	Adjustment	\$8,971,000
K22493	Corvallis to Albany Multiuse Path Planning Study	24-27-0060	Plan and design the Corvallis to Albany shared use path along US20 between Merloy Avenue and Scenic Drive, totaling approximately 4.5 miles. The path will improve access and safety for people walking and bicycling between Albany and Corvallis and reduce greenhouse gas emissions by providing an alternative to driving between these communities.	Full amendment	\$1,200,000
K22724	OR99W: (3rd St and 4th St) at Western Blvd (Corvallis)	24-27-0167	Add additional location for same work to be done on 4th St and Western Blvd and add funds to engineering phase.	Full amendment	\$127,234
K21964	Enhanced Mobility Program - Benton County FFY22	24-27-0198	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	Adjustment	\$162,378
K21975	Enhanced Mobility Program - Benton Co FFY23	24-27-0200	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	Adjustment	\$166,250
K22654	Enhanced Mobility Program (5310) Benton Co FFY20	24-27-0205	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	Adjustment	\$116,093
K20955	FY21 loop operations (CAMPO)	24-27-0220	Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.	Adjustment	\$315,200
K22016	Oregon Transportation Network - Benton Co FFY22	24-27-0221	Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements	Adjustment	\$203,068
K22034	Oregon Transportation Network - Benton Co FFY23	24-27-0222	Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery.	Adjustment	\$203,068

			Projects and programs to be determined based on funding requirements.		
K22212	FY22 Linn-Benton Loop Capital Project - set aside (CAMPO)	24-27-0223	FY22 Corvallis Area MPO (5307) pool funds set aside for Linn-Benton Loop transit to improve traffic flow. Projects to be determined at later date through approval of Loop Policy board.	Adjustment	\$224,569
K22214	FY22 Loop Preventative Maintenance (CAMPO)	24-27-0224	Funds (5307) for loop operations projects to improve traffic flow.	Adjustment	\$33,000
K22217	FY23 Linn-Benton Loop Capital Project - set aside (CAMPO)	24-27-0225	FY23 Corvallis Area MPO (5307) pool funds set aside for Linn-Benton Loop transit to improve traffic flow. Projects to be determined at later date through approval of Loop Policy Board.	Adjustment	\$235,800
K22218	FY23 Loop Preventative Maintenance (CAMPO)	24-27-0226	Funds (5307) for loop operations projects to improve traffic flow.	Adjustment	\$33,000
K23444	Corvallis Transit - Fixed Route Operations FFY2024	24-27-0227	FTA grant program 5307 funds for fixed route operations of Corvallis Transit System to improve traffic flow.	Adjustment	\$4,980,044
K23445	Corvallis Transit - Preventive Maintenance FFY2024	24-27-0228	FTA grant program 5307 funds for preventive maintenance to ensure continued upkeep of service.	Adjustment	\$500,000
K23446	Corvallis Transit - Paratransit Operations FFY2024	24-27-0229	FTA grant program 5307 funds for paratransit operations to ensure continued provision of service. Project helps fulfill ADA paratransit requirements.	Adjustment	\$200,000
K23447	Corvallis Transit - 1% Safety and Security FFY2024	24-27-0230	FTA grant program 5307 funds for safety and security. Private security guards for Downtown Transit Center.	Adjustment	\$38,520
K23451	Dr. Martin Luther King Jr. Park Trail Rehabilitation	24-27-0438	Slip to current STIP. Rehabilitate existing trails and construct new trail segments at Dr. Martin Luther King Jr. Park for enhanced accessibility, various difficulty levels, and circulation to points of interest.	Full Amendment	\$490,085
K23532	Corvallis Electric Path Sweeper	24-27-0414	Purchase a small electric street sweeper to maintain bicycle and pedestrian facilities.	Full Amendment	\$334,336
K23512	North Benton County Communities Pathways	24-27-0117	Refine the scope of two bridge projects that would connect paths identified in three TSPs connecting Adair Village and north Corvallis communities to employment centers, retail, schools.	Full Amendment	\$742,499