

Fiscal Year 2025 Unified Planning Work Program (UPWP)

July 1, 2024 – June 30, 2025



CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)

Adopted April 10th, 2024

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

RESOLUTION No. 24-01

**FOR THE PURPOSE OF APPROVING THE FY 2025 CORVALLIS AREA METROPOLITAN
PLANNING ORGANIZATION'S
UNIFIED PLANNING WORK PROGRAM (UPWP)**

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

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

WHEREAS, the Corvallis Metropolitan Planning Organization has developed a Unified Planning Work Program for FY 2025, in coordination with local governments, the US DOT and ODOT and in compliance with all applicable federal and state requirements; and

WHEREAS, the City of Corvallis and Benton County have agreed to provide 'in-kind' local match for the Federal Transit Administration's Section 5303 Funds that are applied by the MPO to partially cover the cost of its transportation planning activities in FY 2025;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Corvallis Area MPO approves the FY 2025 Corvallis Area Unified Planning Work Program and its associated budget.

Dated on this 10th Day of April 2024

APPROVED:

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ABOUT THE CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION

Policy Board

Pat Hare	City of Adair Village
Councilor Jan Napack (Vice-Chair)	City of Corvallis
Councilor Matt Lehman (Chair)	City of Philomath
Commissioner Patrick Malone	Benton County
Christine Hildebrandt	Oregon Department of Transportation

Technical Advisory Committee (TAC)

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

TAC Ex-Officio Members

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

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SECTION I: INTRODUCTION

What is a Metropolitan Planning Organization (MPO)?

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

What is the Corvallis Area Metropolitan Planning Organization?

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

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

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

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

What is the Purpose of this Document?

In accordance with 23 CFR 450.308, the functions and responsibilities of CAMPO include development of a Regional Transportation Plan (RTP), development of a Metropolitan Transportation Improvement Program (MTIP) and development of a Unified Planning Work Program (UPWP), as noted above. In addition, the MPO produces an annual list of obligated projects and a Public Participation Plan (PPP). CAMPO must also demonstrate compliance with Title VI and other non-discrimination requirements. The Fiscal Year 2025 UPWP demonstrates how CAMPO will fulfill these requirements between July 1, 2024, and June 30, 2025.

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

SECTION II: WORK PROGRAM OVERVIEW

Funding Sources and Match Documentation

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

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

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

Amendments

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

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

CAMPO's MTIP revision policy is posted on the CAMPO website, under the Transportation Improvement Program tab: <https://corvallisareampo.org/planning-programming/tip/>

Adoption Process and Public Engagement

The timeline for the adoption of this document is as follows:

1. Internal draft and review by **January 2024**
2. State and federal review and comment period completed **February 7, 2024**
3. Public comment by **March 31, 2024**
4. In-kind submittal for approval to ODOT by **April 1, 2024**
5. Policy board review and adoption by **April 30th, 2024**
6. Adopted UPWP Submittal to ODOT by **May 20, 2024**
7. ODOT approval submittal to FHWA/FTA by **June 10, 2024**
8. IGA processed and executed by **June 30, 2024**
9. FHWA/FTA approval by **June 15, 2024**
10. SFY 2025 (FFY 2024) ODOT/FHWA obligate funds by **June 30, 2024**

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

A copy of the CAMPO's Public Participation Plan is posted at the CAMPO's Website:

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

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

- Emailing stakeholders and interested parties regarding draft UPWP discussion and opportunity for public comment via email or during regularly scheduled CAMPO meetings,
- Holding a 14-day comment period (held March 22nd to April 5th, 2024) prior to a decision by the Policy Board to adopt the UPWP,
- Providing public comment opportunities at all Policy Board and TAC meetings, which occur nine times each over the course of the year, and;
- Providing notifications regarding the UPWP public comment period on the CAMPO website, along with agendas and minutes for all Policy Board and TAC meetings.

Federal Performance Based Planning Requirements

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

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

Safety

The CAMPO region experiences multiple bicycle and pedestrian fatalities (as well as serious injuries) most years. In an effort to help understand the travel patterns of people that walk and bike for transportation, CAMPO initiated a multi-modal count program. The count program is now an ongoing part of the CAMPO work program

and will extend into future fiscal years. Research shows people who walk, and bike are more likely to be seriously or fatally injured than people in motor vehicles. As such, one of the first steps in preventing serious injuries and fatalities is understanding where they are happening and how that correlates with overall travel patterns. The Oregon Department of Transportation provides widespread counts for motor vehicles, the CAMPO count program extends this to people walking and riding bikes.

The City of Corvallis adopted a “Vision Zero” resolution during the summer of 2020 (Resolution 2020-16, June 1st, 2020).

It is the goal of CAMPO to provide information, education, and resources to help address safety for residents, regardless of the mode of transportation they choose.

What is Vision Zero?

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. – Vision Zero Network

Transit

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

Summary

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

Table 1 - CAMPO Performance Measures

Performance Measure Adherence	Current Status	Next Update¹
Transportation Safety	Supported ODOT’s Measures, February 8 2024	2026*
Bridge and Pavement	Supported ODOT’s Measures, February 8 2024	2026*
Transportation System	Supported ODOT’s Measures, February 8 2024	2026*
Transit Performance Measures	Supported ODOT’s Measures, February 8 2024	Winter 2024
Greenhouse Gas (GHG)	New supported ODOT measures	August 2024

*Next update refers to mid-point performance review and update of statewide measures. See Appendix F for more information on the performance measures.

Table 2 - Status of CAMPO and Regional Transportation Documents

Key Documents	Current Status	Next Update
CAMPO-AAMPO 2027 - 2030 Regional Transportation Plan (RTP)**	Approved February 9, 2022	February 9, 2027
CAMPO Reducing Reliance on Single Occupancy Vehicle Trips (Locally adopted performance measures)	Approved in February 2020	Winter 2024
FY2024-2027 Metropolitan Transportation Improvement Program (MTIP)	Approved August 2023	June 30, 2027
FY26 Unified Planning Work Program	Adoption expected in spring 2025	June 30, 2025
Title VI and Environmental Justice Plan**	Updated and approved in 2020	Winter 2024
Public Involvement Framework**	Updated and approved in 2020	Winter 2024
Other Documents	Current Status	Next Update
Benton County Transportation System Plan	Adopted March 2019	TBD
Corvallis Transportation System Plan	Adopted December 2018	2026
Corvallis Transit Development Plan	Adopted August 2018	TBD
Philomath Transportation System Plan	Adopted August 2018	2029
Adair Village Transportation System Plan	Adopted November 2019	2029

**The Albany Area MPO (AAMPO) and Corvallis Area MPO (CAMPO) as of this document are planning to adopt a unified editions of these plans.

¹ Staff are awaiting an update on federal measures by ODOT prior to re-adopting locally.

Annual and Semiannual Reporting

CAMPO provides annual and semiannual reporting on its activities on its website.

UPWP reporting can be found here: <https://corvallisareampo.org/planning-programming/upwp/>

Title VI reporting can be found here: <https://corvallisareampo.org/planning-programming/transportation-equity/>

SECTION III – PLANNING TASKS

Task 100 – Program Management

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

Task 110: MPO Operation

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

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

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

Schedule: Task is ongoing through the fiscal year

Task 120: MPO Administration

Activities under this item will include:

- Complying with required paperwork and documentation of activities as well as the maintenance of MPO records.
- Accounting, bookkeeping, and invoicing.
- Preparing and submitting semi-annual and annual reports to ODOT.
- Preparing the agency's financial audit.
- Upkeep and maintenance of the agency's website, including adding all MPO designation documents.
- Attending organizational and personnel-related meetings.
- Collaborating with the Albany Area MPO and other statewide partners to produce, maintain and revise a standardized operating manual or continuity of operations document.

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

Schedule: *Task is ongoing through the fiscal year*

Task 130: Annual Document Review

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

- Posting of Obligated Transportation Projects on the website, per Federal Requirements.
- Reviewing the Title VI/Non-discrimination Plan, and related ADA policies and procedures.
- Reviewing the Public Participation Plan and updating to include enough specification so that members of the public can clearly know the duration of comment periods for each MPO document or change, and how to best access the information.
- Developing the FY26 Unified Planning Work Program and budget, and subsequent approval.
- Amending the current (FY25) Unified Planning Work Program as needed.
- New to this year, developing and adopting key performance measures surrounding greenhouse gas emissions (GHGs) for the MPO per CFR 490.105(e)-(f)

Product: *An FY26 UPWP that outlines the work program and budget for the upcoming year. Amendments to required federal planning documents as needed. GHG performance measures consistent with the state dept. of transportation².*

Schedule: *Completion expected in the third quarter*

Task 140: MPO Education and Training

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

- "What is an MPO?"
- The MPO's role in transportation planning

² Adopted state targets include a 5.8% reduction in GHG emissions.

- Transportation planning principles
- Walking, bicycling, and transit tours of the CAMPO planning area
- Transportation oriented speaker series (may be done in conjunction with AAMPO and local jurisdictions)
- Travel demand modeling and the Oregon Household Activity Survey (OHAS)
- Funding opportunities for the MPO and members³

Product: Better educated and engaged governing boards and members of the public.

Schedule: Task is ongoing through the fiscal year

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

³ Examples for this cycle provided by FHWA:

<https://www.fhwa.dot.gov/planning/pppp/index.cfm>

<https://www.congress.gov/117/bills/hr3684/BILLS-117hr3684enr.pdf>

Task 200 – Long Range Transportation Planning

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

Task 210: Regional Transportation Plan Performance Monitoring

An update to the Corvallis Area MPO’s Regional Transportation Plan (RTP) was completed in spring 2022. The purpose of this work item is to continue placing staff effort on RTP implementation including dissemination of information about the plan and pursuit of project funding. Regular performance monitoring will also be performed as part of this work task. Intelligent Transportation System (ITS) development is supported by the RTP within this task.

One aspect of this task could include a “Transportation Project Tracker,” which captures local and regional infrastructure improvements on a year-by-year basis, to share with the public as well as the policy board.

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

***Schedule:** Task is ongoing throughout the fiscal year*

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

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

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

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

***Schedule:** Task is ongoing throughout the fiscal year*

Task 230: Technical Assistance to Communities

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

- Transportation Scoping Studies

- Bicycle/Pedestrian/Vehicle Count Analysis
- Transportation System Plan Project Identification
- Conceptual Design Recommendation

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

Schedule: Task is ongoing throughout the fiscal year

Task 240: CAMPO Multi-Modal Count Program

The Corvallis Area MPO started a multi-modal count program in FY20 and plans to continue this program on an ongoing basis. This task will cover staff time to deploy counters, collect data, and prepare summary reports. Counts have been identified through conversations with the TAC and Policy Board. Each location will be counted for between two and eight weeks. Summary reports will be published on CAMPO’s website. This year, CAMPO will begin installing “permanent” bike counters that will provide higher quality and more consistent data, along key routes within member jurisdictions.

The program will accomplish several objectives including:

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

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

Schedule: Expected to continue throughout the fiscal year and into subsequent fiscal years. Most of the counting work occurs during the drier seasons, from spring through fall.

TASK 200: LONG RANGE TRANSPORTATION PLANNING	
Task Component	
210: RTP Performance Monitoring	\$15,000
220: Philomath Boulevard Support	\$15,000
230: Technical Assistance to Communities	\$20,000
240: CAMPO Multi-Modal Count Program	\$15,000
Total	\$65,000

Task 300 – Inter-Regional Transportation Planning

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

Task 310: AAMPO Collaboration

As the greater Corvallis-Albany region grows in both population and employment, there will be increased stress on the major commute routes through the region. Task 310 allocates money towards coordination with AAMPO to address regional travel demand. Started in Fiscal Year 2020, both AAMPO and CAMPO expect the conversation to continue into FY25. These sub tasks include, but are not limited to:

- Hosting joint TAC and Policy Board meetings
- Cocreating, aligning, and adopting key documents to reduce redundancy
- Planning for regional freight connections and subsequent improvements
- Exploring funding opportunities for local transportation project implementation
- Continuing to study and work to modernize regionally significant corridors, such as highways 20 and 34

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

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

Schedule: Task is ongoing throughout the fiscal year

Task 320: Local Transit Planning Support

Oregon passed House Bill 2017, which allocates significant funding for transit expansion. With new funding every two years, cities, counties and transit agencies are actively working to keep up with increases in transit funding and service while balancing other transportation needs. CAMPO staff will work to keep transit providers in the region updated on regional transit improvements and state funding as part of this work task. In FY21, CAMPO prepared the Public Transit Agency Safety Plan (PTASP) for Corvallis Transit System. As that document requires updating once a year, that will be incorporated into this task.

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

Schedule: Task is ongoing throughout the fiscal year.

Task 330: Linn-Benton Loop Support

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

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

Schedule: Task is ongoing throughout the fiscal year.

Task 340: Travel Model Coordination

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

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

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

Schedule: Task is ongoing throughout the fiscal year.

Task 350: Mobility Platform White Paper

It has been 20 years since the introduction of what would become Google Maps. In that time, mapping applications, geographic information system (GIS), and geospatial data viewing platforms have proliferated. At the same time, the rise of the smartphone, and the consumer location data these devices report, have created a wealth of low-cost travel information that governments and social enterprises are only beginning to tap. CAMPO proposes a review of these platforms, what kinds of data they collect, and how that information is applied, so that the MPO, its members, and partners can understand and apply these tools in our planning and public involvement efforts.

The objectives of this program include:

- A review of free or low-cost platforms, examples include Wikimaps, ESRI’s StoryMaps, the Google Environmental Insights Explorer, Strava Metro, Open Street Maps, and more.
- Case studies or recommendations on how to apply these technologies and platforms.

Product: Whitepaper outlining the applications of mobility platforms for local and regional governments

Schedule: Q1 to Q3 FY 25

TASK 300: INTER-REGIONAL TRANSPORTATION PLANNING	
Task Component	
310: AAMPO Collaboration	\$20,000
320: Local Transit Planning Support	\$20,000
330: Linn-Benton Loop Support	\$20,000
340: Travel Model Coordination	\$10,631
350: Mobility Platform Whitepaper	\$10,000
Total	\$80,631

Task 400 – Transportation Programming

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

Task 410: MTIP Amendments

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

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

Schedule: Task is ongoing throughout the fiscal year

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

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

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

Schedule: Ongoing for this fiscal year and into the future

TASK 400: TRANSPORTATION PROGRAMMING	
Task Component	
410: MTIP Amendments	\$13,246
420: 2030 OHAS Set-Aside	\$8,000
Total	\$21,246

Task 500 – Special Projects

Task 510: Special Project Pool

The special project pool task is included here to enable CAMPO to pursue projects of interest as opportunities arise. Projects will require the support of the CAMPO Technical Advisory Committee and Policy Board. These projects are externally funded, and no funding has been identified as of publishing.

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

Schedule: Schedule is dependent on projects pursued

TASK 500: Special Projects Pool	
Task Component	
510: Special Projects Pool	\$TBD
Total	\$0

NON-CONTINUOUS TASK SCHEDULE

The table below summarizes non-continuous tasks CAMPO is undertaking during State Fiscal year 2025. Note that dates may change as projects evolve.

Table 3 - Non-continuous tasks being undertaken in State Fiscal Year 2025

	Quarter 1			Quarter 2			Quarter 3			Quarter 4		
	July 2024	Aug	Sep	Oct	Nov	Dec	Jan 2025	Feb	Mar	Apr	May	Jun
130: Annual Document Review												
240: CAMPO Multi-Modal Count Program, <i>Deployment</i>												
240: CAMPO Multi-Modal Count Program, <i>Reporting</i>												
350: Mobility Platform Whitepaper												

SECTION IV: BUDGET SUMMARY

The following budget tables detail the planned activities for fiscal year (FY) 2025 in comparison with FY 2024. In addition, a breakdown of expenses and funding sources is provided.

Table 4 - FY25 Budget by Subtask

Task	FY25 Amount	FY24 Amount	Dollar Change	Percent Change
TASK 100: Program Management	\$100,000	\$100,000	\$0	0%
110: MPO Operation	\$55,000	\$55,000		
120: MPO Administration	\$35,000	\$35,000		
130: Annual Document Review	\$4,000	\$4,000		
140: MPO Education and Training	\$6,000	\$6,000		
TASK 200: Long Range Transportation Planning	\$65,000	\$76,500	(\$11,500)	-15%
210: RTP Performance Monitoring	\$15,000	\$14,500		
220: Philomath Boulevard Support	\$15,000	\$20,000		
230: Technical Assistance to Communities	\$20,000	\$22,000		
240: CAMPO Multi-Modal Count Program	\$15,000	\$20,000		
TASK 300: Inter-Regional Transportation Planning	\$80,631.14	\$66,269	\$14,362	22%
310: AAMPO Coordination	\$30,000	\$20,000		
320: Local Transit Planning Support	\$20,000	\$20,000		
330: Linn-Benton Loop Support	\$20,000	\$16,269		
340: Travel Model Coordination	\$10,631.14	\$10,000		
350: Mobility Platform Whitepaper	\$10,000	-		
TASK 400: Transportation Programming	\$21,246.48	\$30,000	(\$8,754)	-29%
410: MTIP Amendments	\$13,246.48	\$20,000		
420: 2030 OHAS Set-Aside*	\$8,000	\$10,000		
TASK 500: Special Projects	\$0	\$34,224	(\$34,224)	-100%
520: Special Projects Pool				
TOTAL	\$266,877.62*	\$306,992.85	(\$40,115)	-15%

*ODOT budget estimate as of Dec. 12th, 2023

The Infrastructure and Investment Jobs Act (IIJA) created a new requirement that 2.5% of planning funds must be spent towards creating safe and accessible transportation options. This set aside must be clearly identified in metropolitan work plans. These funds are labeled in the table below under Safe and Accessible Transportation Options, or SATO⁴. These funds require a local match.

Table 5 - FY25 Budget by Fund Source

Task	Task Budget Total⁵	PL Funds	FTA 5303/SATO Funds	PL Match Funds (10.27% from ODOT)	Local Match (5303) (Funds and In-kind)
Task 100: Program Management	\$100,000	\$89,730	\$0	\$10,270	\$0
Task 200: Long Range Transportation Planning	\$45,000	\$40,379	\$0	\$4,622	\$0
Task 240: Count Program	\$20,000	\$14,125	\$4,258	\$1,617	
Task 300: Inter-Regional Transportation Planning (5303)	\$80,631.14	\$0	\$72,350	\$0.00	\$8,281
Task 400: Transportation Programming	\$21,246.48	\$19,064	\$0	\$2,182	\$0
Task 500: Special Projects		\$0	\$0	\$0	\$0
Total SFY25 Budget	\$266,877.62	\$163,298	\$76,609	\$18,690	\$8,281

⁴ Safe and Accessible Transportation Options - requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. CAMPO tracks the use of SATO dollars in its quarterly financial statements to the state DOT.

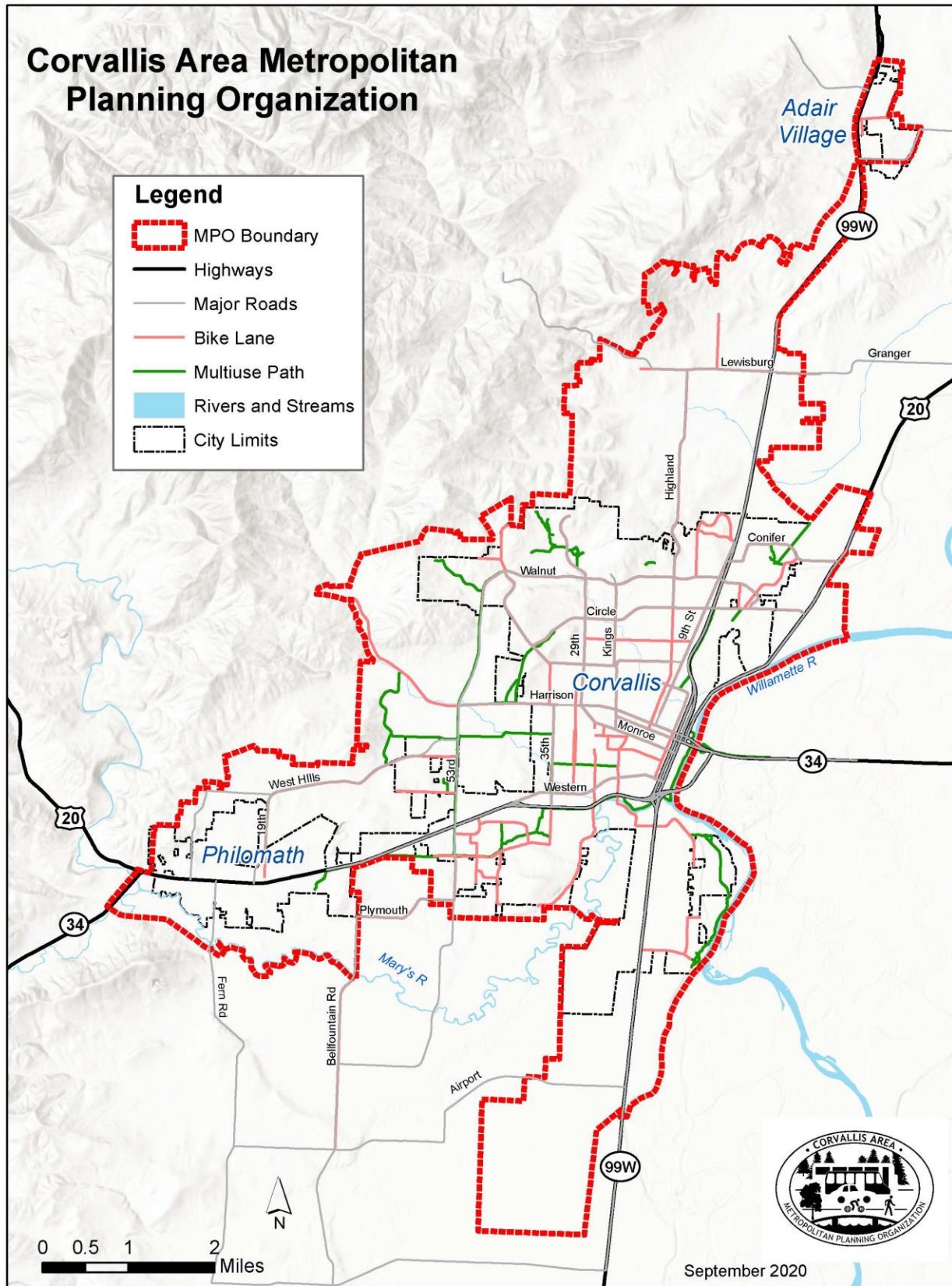
⁵ Includes personnel, non-payroll, and contracted staff.

Table 6 - FY25 Expenses

Cost	Amount	Percent of Total Budget
CAMPO Staff Payroll Expenses	\$212,401	80%
CAMPO Non-Payroll Expenses	\$54,477	20%
Advertising	\$500	
Board/Comm/Meeting Expense	\$500	
Contract	\$2,000	
Copying	\$500	
Dues and Memberships	\$500	
Legal Expenses	\$500	
Licenses and Fees	\$2,000	
Maintenance and Repair	\$1,000	
Overhead and Administration	\$32,612	
Postage	\$500	
Printing	\$500	
Rent	\$6,000	
Supplies	\$991	
Telephone	\$374	
Training	\$4,000	
Travel	\$2,000	
Special Projects Pool	\$0	0%
Total	\$266,877.62	100%

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

APPENDIX A: CAMPO PLANNING AREA MAP



APPENDIX B: OTHER TRANSPORTATION PLANNING ACTIVITIES IN THE MPO AREA

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

1. *Oregon 99W South Corvallis Facility Plan*. This Oregon Department of Transportation project, in collaboration with local jurisdictions, will amend the Oregon Highway Plan and provide a refinement plan to the City's Transportation System Plan for OR 99W through South Corvallis. Developed in coordination with the South Corvallis Area Plan, CAMPO staff is actively participating in the planning study.
2. *South Corvallis Area Plan*. A City of Corvallis led project that predominantly focuses on land use, some transportation elements will be addressed as well.
3. *West Corvallis Area Plan*. The purpose of the project being taken on by the City of Corvallis is to develop a plan through a public process that refines land uses and provides an orderly plan for the development of local street networks and alternative transportation options to create safe, low-stress, and convenient navigation through the area. The plan is intended to refine land uses in response to urbanization patterns in the area, state legislation on middle housing and Climate Friendly and Equitable Communities, and local changes to land use zoning options. The expected outcome is a plan for Southwest Corvallis that establishes thoughtful zoning patterns, local street networks and alternative transportation options, and creates a sense of community and neighborhood character for the area.
4. *SW West Hills Road Corridor Plan*. Large scale annexations along West Hills Road in recent years has resulted in ongoing conversations concerning the current lack of multi-modal facilities along West Hills Road and unique constraints along the corridor that make implantation of a "standard" urban cross section impractical. The City of Corvallis and Benton County have funded this joint project to study the corridor, identify an improvement strategy, and develop an estimate of probable costs to improve West Hills Road to an urban standard. Once probable costs for the identified improvements have been developed, City and County staff can initiate discussions regarding potential funding options and timing of construction. To date, no funding source has been identified as available for these improvements and there is no anticipated timeline for construction.
5. *Monroe Avenue Corridor Study*. This project is a collaboration between the City of Corvallis and Oregon State University and will develop a conceptual improvement plan for Monroe Avenue between 14th and 26th Streets that will focus on enhancing the safety and comfort of people walking, biking, driving, and accessing transit as they travel along Monroe.

APPENDIX C: GLOSSARY OF ACRONYMS

AAMPO	Albany Area Metropolitan Planning Organization
ADA	Americans with Disabilities Act
BIL	Bipartisan Infrastructure Law
CWACT	Cascades West Area Commission on Transportation
CAMPO	Corvallis Area Metropolitan Planning Organization
CTS	Corvallis Transit System
DEQ	Department of Environmental Quality
DLCD	Department of Land Conservation and Development
DOT	Department of Transportation
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
Section 5311	FTA's program of financing rural transit services
Section 5310	FTA's program of financing transit for the elderly and people with disabilities
Section 5303	FTA's program of financing transit planning activities of MPOs Section 5307
Section 5307	FTA's program of financing urban transit systems
GHG	Green House Gases
IJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
IGA	Intergovernmental Agreement
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
OCWCOG	Oregon Cascades West Council of Governments
ODOT	Oregon Department of Transportation
OSU	Oregon State University
PEA	Planning Emphasis Areas
PL Fund	Planning Funds allocated to Metropolitan Transportation Planning activities
PPP	Public Participation Plan
PTASP	Public Transit Agency Safety Plan
RTP	Regional Transportation Plan
SATO	Safe and Accessible Transportation Options
STF	Special Transportation Fund
SFY	State Fiscal Year
STIF	State Transportation Improvement Funds
STIP	Statewide Transportation Improvement Program
STBG	Surface Transportation Block Grant
TAC	Technical Advisory Committee
TPAU	Transportation and Planning Analysis Unit of ODOT
TGM	Transportation Growth Management
TIP	Transportation Improvement Program (See MTIP)
TSP	Transportation System Plan
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation

APPENDIX D: FHWA AND FTA JOINT PLANNING EMPHASIS AREAS

FHWA and FTA issued new, joint Planning Emphasis Areas (PEAs) in December 2021. These updated Planning Emphasis Areas are intended to be used by metropolitan planning organizations, state departments of transportation, transit agencies, and federal land management agencies in their Unified Planning Work Programs and State Planning and Research Work Programs. An excerpt from the FHWA-FTA memo *2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs* is provided below, which describes the four PEAs:⁶

2021 Planning Emphasis Areas

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change.

Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people.

⁶See the original document here: <https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas>

Table 7: CAMPO Planning Emphasis Areas in relation to UPWP Tasks

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

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

APPENDIX E: IN-KIND MATCH OVERVIEW

This appendix provides an overview of in-kind match funding as shown in the Fiscal Year (FY) 2024 Corvallis Area MPO Unified Planning Work Program (UPWP). The Corvallis Area MPO Unified Planning Work Program (UPWP) shows the details for tasks one through five as listed below in the “FY25 Budget by Fund Source” table. This table is also included above in Section V of the UPWP.

FY25 Budget by Fund Source

Task	Task Budget Total ⁷	PL Funds	FTA 5303/SATO Funds	PL Match Funds (10.27% from ODOT)	Local Match (5303) (Funds and In-kind)
Task 100: Program Management	\$100,000	\$89,730	\$0	\$10,270	\$0
Task 200: Long Range Transportation Planning	\$45,000	\$40,379	\$0	\$4,622	\$0
Task 240: Count Program	\$20,000	\$14,125	\$4,258	\$1,617	
Task 300: Inter-Regional Transportation Planning (5303)	\$80,631	\$0	\$72,350	\$0.00	\$8,281
Task 400: Transportation Programming	\$21,246	\$19,064	\$0	\$2,182	\$0
Task 500: Special Projects		\$0	\$0	\$0	\$0
Total SFY25 Budget	\$266,877.62	\$163,298	\$76,609	\$18,690	\$8,281

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

CAMPO Technical Advisory Committee Meetings

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

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

Continued on the next page. _____

⁷ Includes personnel, non-payroll, and contracted staff

CAMPO Policy Board Meetings

Assumed 9 Policy Board Meetings at 2 hours per meeting, \$32.67/hour (the value of an Oregonian volunteer’s time given by *Independent Sector*, a nationwide nonprofit coalition) rate for elected official volunteer time equals \$1,764.18.

CAMPO POLICY BOARD MEETINGS		
Jurisdiction	Volunteer rate/hour	Rate for 9 2-hour meetings
Corvallis	\$32.67	\$588.06
Adair Village	\$32.67	\$588.06
Philomath	\$32.67	\$588.06
Benton County (paid)	-	-
Total		\$1,764.18

Additional Tasks

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

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

Overall In-Kind Breakdown

Item	Amount
9 TAC Meetings	\$5,400
9 Policy Board Meetings	\$1,764.18
Additional Tasks	\$6,400
Total	\$13,564.18

OVERALL ESTIMATED IN-KIND TOTAL: \$13,564.18

ESTIMATED IN-KIND TO BE USED AS MATCH IN FY2025: 13,564.18

APPENDIX F: FHWA PERFORMANCE MANAGEMENT AREAS, MEASURES, AND TARGETS FOR OREGON DOT

Safety							
Base Period	Fatalities (People)	Fatality Rate (People per 100 Million VMT)	Serious Injuries (People)	Serious Injury Rate (People per 100 Million VMT)	Non-motorized Fatalities and Serious Injuries (People)		
2021 Baseline reported Crashes (2014-2018)	448	1.48	1,739	5.03	257		
2022 First Year Reported Crashes (2015-2019)	444	1.46	1,722	4.98	254		
The federal performance areas and targets addressing safety are contained in the Oregon Transportation Safety Action Plan .							
FAST ACT (FHWA) Performance Measures				2022 Performance Baseline	2023 (2 Year) Performance Target	2025 (4 Year) Performance Target	
Pavement Condition							
1. Percentage of pavements of Interstate System in Good condition				57.7%	50.0%	50.0%	
2. Percentage of pavements of the Interstate System in Poor condition				0.2%	0.5%	0.5%	
3. Percentage of pavements of the non-Interstate NHS in Good condition				33.5%	30.0%	30.0%	
4. Percentage of pavements of the non-Interstate NHS in Poor condition				2.9%	5.0%	5.0%	
Bridge Condition							
5. Percentage of NHS bridges classified as in Good condition				13.9%	11.4%	10.0%	
6. Percentage of NHS bridges classified as in Poor condition				1.8%	2.4%	3.0%	
National Highway System Performance							
7. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)				78%	78%	78%	
8. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)				78%	78%	78%	
Freight Movement on Interstate System							
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)				1.45	1.45	1.45	
Congestion Mitigation and Air Quality - Traffic Congestion							
ODOT and CLMPO	10. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita			3.6 hours	8.5 hours	9 hours	
	11. Percent of Non-SOV Travel			30.2%	33.0%	35.0%	
ODOT and SKATS	10. Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita			7 hours	7 hours	7 hours	
	11. Percent of Non-SOV Travel			24%	23.2%	22.7%	
Congestion Mitigation and Air Quality - On-Road Mobile Source Emissions							
12. Total Emissions Reduction; 2-year and 4-year cumulative reported emission reductions, for all projects funded by CMAQ funds, of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) under the CMAQ program for which the area is designated nonattainment or maintenance				Baseline	2 Year Kg/Day:	4 Year Kg/Day:	
				VOC	N/A	N/A	N/A
				CO	92.25	46.13	92.25
				NOx	0	0	0
				PM10	1115.03	557.51	1115.03
	PM2.5	0	0	0			
Greenhouse Gas (GHG) Emissions							
13. Total Emission Reduction; 2-year and 4-year cumulative reported emissions reductions for On-road tailpipe CO2 emissions on NHS facilities				Metric	10.15	TBD	TBD
				Target	0.0%	N/R	-5.8%

As of February 15, 2024

*FHWA Performance Areas and Measures are contained in the [Oregon Highway Plan \(OHP\) Appendix D](#)

~ Adopted May 17, 2018 (Original 2006 OTP is currently under Revision)

The [Oregon Highway Plan](#) addresses the FHWA performance management requirements for National Highway Performance, Congestion Mitigation and Air Quality, and National Freight Movement. The performance-based planning process and performance targets contained in this amendment are for ODOT's federal reporting requirements only. The requirements and targets addressed in this amendment are not applicable to the Transportation Planning Rule for consistency in regional and local transportation system plans. The federal performance areas and targets regarding public transportation are contained in the Oregon Transit Asset Management Plan and will be referenced in the [Oregon Public Transportation Plan](#).

APPENDIX G: SUMMARY OF COMMENTS

Table 8 - Comments Received

Item	Page	Comment	From	Response
1	-	<p>CFR 450.306. Upon review, the UPWP does not seem to address CFR 450.306 (B) (9 & 10). "The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors":</p> <p>9 = improve resiliency and reliability of transportation system and reduce or mitigate stormwater impacts of surface transportation</p> <p>10 = enhance travel/tourism</p> <p>https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450/subpart-C/section-450.306#p-450.306(b)</p> <p>Consider reviewing and demonstrating closer ties to these factors.</p>	ODOT-TPAU	Staff think that this is better addressed in the RTP mentioned in RTP and priority selection criteria for projects.
2	-	<p>CFR 450.306(g). CFR 450.306(g) states:</p> <p>"The metropolitan transportation planning process shall (to the maximum extent practicable) be consistent with the development of applicable regional intelligent transportation systems (ITS) architectures, as defined in 23 CFR part 940."</p> <p>https://www.ecfr.gov/on/2024-01-25/title-23/chapter-I/subchapter-K/part-940</p> <p>Consider referencing ITS or ODOT's ITS architecture in the UPWP.</p>	ODOT-TPAU	Addressed in the RTP's objectives - refer to chapter 4 of the RTP "Prioritize ITS"
3	-	Safety section on Fed. performance-based planning requirements on page 3 mentions ped. fatalities and ped/bike injuries, but the UPWP does not explicitly address such users nor intent to improve safety.	ODOT-TPAU	Task 210 refers to RTP performance monitoring, where the RTP discusses safety extensively
4	-	<p>Consider providing an UPWP timeline: draft, review, adoption, OTC review, and FHWA & FTA approval. An example is below.</p>	ODOT-TPAU	Accepted
5	vi	Table of Contents. There is a references error to Section III.	ODOT-TPAU	Accepted

6	3	Engagement process. Bullet 3 of 4. Please include the number or frequency of Policy Board and TAC meetings.	ODOT-TPAU	Accepted
7	3	Federal Performance Based Planning Requirements. Since CAMPO is adopting state targets for Safety, Pavement Condition, Bridge Condition, NHS Performance, and Freight Reliability, consider adding a table (perhaps in the Appendix) of/a link to, ODOT's target document: https://www.oregon.gov/ODOT/PerformMang/Documents/FHWA%20Performance%20Management%20Area%20Targets.pdf	ODOT-TPAU	Accepted
8	3	Safety. Please describe/define "Vision Zero" and provide a link to the resolution for more information.	ODOT-TPAU	Accepted
9	4	Summary. Performance Measure Adherence. Consider adding an asterisk for 2026 update years with note: "Next update refers to mid-point performance review and update of statewide measures. See AAMPO UPWP FY 2025 for reference.	ODOT-TPAU	Accepted
10	4	Status of CAMPO and Reg. Trans Doc. Verify if status and next update should match what is stated in the AAMPO UPWP. AAMPO had an asterisk for their "2028*" update that "2027, AAMPO and Corvallis Area MPO (CAMPO) as of this document are planning to adopt a unified RTP".	ODOT-TPAU	Will update to match ODOT R2 Comments and align with AAMPO
11	4	Status of CAMPO and Reg. Trans Doc. 2024 CAMPO UPWP states that next RTP update is 2027. Please re-check this date. https://corvallisareampo.org/wp-content/uploads/2023/05/CAMPO-FY24-UPWP-16May2023_Final-1.pdf	ODOT-TPAU	Will update to match ODOT R2 Comments and align with AAMPO
12	4	Status of CAMPO and Reg. Trans Doc. Should Climate Friendly and Equitable Communities (CFEC) implementation be added here? CFEC was mentioned in the 2024 CAMPO UPWP (Appendix B).	ODOT-TPAU	CFEC work has been completed and the MPO is no longer involved in CFEC planning
13	5	Task 110. Bullet 7. OMSC stands for "Oregon Modeling Statewide Collaborative". Also: this work serves to implement the OMSC biennial workplan, not OMIP. Please correct. Link to the OMSC biennial workplan: https://drive.google.com/file/d/1guwrPYBehbdVVqSUXEa4zHFA3YHQX6j-/view	ODOT-TPAU	Accepted
14	5	Task 110. Product. Consider adding OMSC meetings to the product list.	ODOT-TPAU	Accepted

15	6	Task 120. Consider adding a bullet for "Creation and maintenance of an MPO continuity and operations binder" similar to AAMPO UPWP FY 2025.	ODOT-TPAU	Accepted
16	6	Task 140. MPO Education and Training. Consider including the travel demand model and OHAS as additional training topics.	ODOT-TPAU	Accepted
17	8	Task 210. For reference (and an example of such tracker) is ODOT's Project Tracker: https://gis.odot.state.or.us/tpt/projects?map=show	ODOT-TPAU	Noted
18	8	"Year by year, long range". Minor, grammatical comment. Try to be consistent with dashes [e.g., high-level, year-by-year, long-range, up-to-date, set-aside].	ODOT-TPAU	Accepted
19	11	Task 310. "Such has highways". Minor, grammatical comment. Consider replacing with "such as:".	ODOT-TPAU	Accepted
20	11	Task 310. "CAMPO is involved in the OHAS effort though the MPO's commitment to provide funding (Task 420) as well as attendance at OMSC and OHAS meetings, proving input and feedback on the OHAS effort." Task 340 relates to being on the OMSC OHAS subcommittee and reviewing deliverables only, not funding the current effort. The commitment to funding (Task 420) relates to set aside money for the next effort. That reference does not belong in this Task 340. All OHAS 2024 funding has been committed and transferred.	ODOT-TPAU	Accepted
21	12	Task 350. Schedule. Consider revising to reference FY, to "Q1 to Q3 FY 25".	ODOT-TPAU	Accepted
22	13	Task 420. 2030 OHAS Funding Set Aside. This incorrectly states ODOT, OMSC, MPOs are coordinating the next OHAS and that is not true. The description needs to be corrected to reflect the MPO anticipation of data collected using an undetermined approach.	ODOT-TPAU	Accepted
23	13	Task 420. 2030 OHAS Funding Set Aside. Please note that AAMPO has the set-aside at \$10K over 8 years, but CAMPO has it at \$8K over 10 years. Should these be consistent with one another?	ODOT-TPAU	Discussed with partners. \$8,000 is accurate
24	14	Task 510. Consider adding examples of previous special projects (to help in understanding).	ODOT-TPAU	Noted
25	21	Appendix C. Please review and include terms that have not been defined [e.g., SATO, COG, PEA, STBG].	ODOT-TPAU	Discuss with partners
26	23	Appendix D. Along with the link, please consider providing a brief description of the four PEAs.	ODOT-TPAU	Noted

27	23	Appendix D. Minor, grammatical comments. Please replace " <i>The link below provide</i> " with "The link below provides".	ODOT-TPAU	Accepted
28	17, 18, 25	\$266,877.62. 62 cents looks deceptively accurate. Please consider rounding to the nearest dollar (like the other estimates).	ODOT-TPAU	Rejected. Federal partners require tracking to the cent.
29	16	Task 300 does not line up with the Task Component on page 12.	ODOT SPR	Will update to match ODOT R2 Comments and align with AAMPO
30	3	How many is multiple? Which five years? Either provide data for specific data range like AAMPO or make a more general statement about crashes.	ODOT R2	Noted
31	4	Plan updates Source: https://www.oregon.gov/odot/Planning/Documents/TSP_Funding_Program_Schedule.pdf	ODOT R2	Noted
32	5	Is this [Highway OR 99W Transit Pilot] still in the works?	ODOT R2	Discussed at review meeting
33	8	Thanks for including this [Transportation Project Tracker].	ODOT R2	Noted
34	14	[Task 510] Remove if no funding allocated to the task?	ODOT R2	Discussed at review meeting
35	16	Incorporate funding amount for Task 350	ODOT R2	Accepted
36	16	[Table FY25 Budget Summary] Cite source date?	ODOT R2	Accepted
37	23	[Appendix D] Update to match tasks above	ODOT R2	Accepted
38	23	Ibid	ODOT R2	Accepted
39	24	Ibid	ODOT R2	Accepted
40	24	Ibid	ODOT R2	Accepted
41	6	Any grant interest / opportunities? [Task 140] DOT Navigator US Department of Transportation New Grant - Prioritization Process Pilot Program Discretionary Grant (NOFO is expected to be posted in the Winter of 2024). https://www.fhwa.dot.gov/planning/pppp/index.cfm https://www.congress.gov/117/bills/hr3684/BILLS-117hr3684enr.pdf	FHWA	Bullet item added to task list
42	4	Of course there is Justice 40, and a Public Involvement document that came out to encourage outreach to underserved communities etc. Justice40 Initiative US Department of Transportation (recently updated) PROMISING PRACTICES FOR MEANINGFUL PUBLIC INVOLVEMENT IN TRANSPORTATION DECISION-MAKING	FHWA	Noted

43	4	Provide more precise dates if they are available. For example, the next RTP/MTP is due by November 29, 2028.	FHWA	Will update to match ODOT R2 Comments and align with AAMPO
44	16	Summary. Performance Measure Adherence. Consider adding an asterisk for 2026 update years with note: "Next update refers to mid-point performance review and update of statewide measures. See AAMPO UPWP FY 2025 for reference.	FHWA	Accepted
45	-	5303 Funding will likely require a plan amendment and will impact PL funding	ODOT	Noted
46	3	Appreciate this section very much! See this link for planning implementation for all PMs (GHG has not been added yet): LEARN THE TERRAIN - Study PBPP requirements in the FHWA/FTA planning rule - Roadmap - Performance Based Planning - Planning - FHWA (dot.gov)	FHWA	Noted
47	-	Submit in kind match documentation to Katie Parlette at ODOT by April 1 Katie.M.PARLETTE@odot.oregon.gov	ODOT	Noted
48	-	For the Public Participation Plan update look at 23 CFR 450.316	FHWA	Noted
49	-	Clarify amount for 2.5% funding set aside and what tasks the funding applies to	FHWA/ODOT	Addressed in quarterly invoices. The MPO supports identifying this as a separate fund in the IGA
50	4	Of course there is Justice 40, and a Public Involvement document that came out to encourage outreach to underserved communities etc. Justice40 Initiative US Department of Transportation (recently updated) PROMISING PRACTICES FOR MEANINGFUL PUBLIC INVOLVEMENT IN TRANSPORTATION DECISION-MAKING	FHWA	Noted
51	2	I spent very little time looking at the MTIP Revision Policy. Regarding: "5. Cancelling a federally funded and regionally significant project" Please note that canceling a project alone is considered a full amendment. Replace draft MTIP on CAMPO with final copy	FHWA	Accepted
52	2	CAMPO Staff - Is it clear to folks what would constitute an approval from FHWA/FTA? i.e. Dollar amount threshold etc....	FHWA	Noted
53	22	Added regionally significant projects	City of Corvallis	Accepted
54	-	Minor grammatical and factual edits	City of Corvallis	Accepted

Table 9 - Commenting Agency and Staff

Agency	Staff person
City of Corvallis	Greg Gescher
FHWA	Jasmine Harris
ODOT Region 2, Area 4 (ODOT R2)	James Feldmann
ODOT Statewide Planning and Research (SPR)	Arlene Santana
ODOT TPAU	<i>Staff</i>