

Fiscal Year 2026 Unified Planning Work Program (UPWP)

July 1, 2025 – June 30, 2026



CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)

Adopted XX 2025

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

RESOLUTION No. 26-01

**FOR THE PURPOSE OF APPROVING THE FY 2026 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 2026, 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 2026;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Corvallis Area MPO approves the FY 2026 Corvallis Area Unified Planning Work Program and its associated budget.

Dated on this xx Day of April, 2025

APPROVED:

Corvallis Councilor Jan Napack, Chair
Corvallis Area MPO

ATTESTED:

Matt Lehman, Manager
Corvallis Area MPO

ABOUT THE CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION

Policy Board

Pat Hare	City of Adair Village
Councilor Jan Napack (Chair)	City of Corvallis
Richard Saalsaa	City of Philomath
Commissioner Patrick Malone (Vice Chair)	Benton County
Savanah Crawford	Oregon Department of Transportation

Technical Advisory Committee (TAC)

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

TAC Ex-Officio Members

Jasmine Harris	Federal Highway Administration (FHWA), Oregon Division
Ned Conroy	Federal Transit Administration (FTA), Region 10
Mark Bernard	Oregon Department of Transportation
Mary Camarata	Department of Environmental Quality (DEQ)
Patrick Wingard	Oregon Department of Land Conservation and Development (DLCD) Oregon
Vacant	Oregon Department of State Lands (DSL)

CAMPO Staff

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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, 2025 and June 30, 2026.

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

SECTION II: WORK PROGRAM OVERVIEW

Funding Sources and Match Documentation

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

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

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

Amending the UPWP and the Transportation Improvement Program

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/>

Engagement and Process

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

A copy of the CAMPO's Public Participation Plan is posted at the CAMPO's Website: <https://corvallisareampo.org/planning-programming/public-involvement/>

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

- Emailing stakeholders and interested parties regarding draft UPWP discussion and opportunity for public comment via email or during regularly scheduled CAMPO meetings
- Holding a 15-day comment period (held March X to March XX, 2025) prior to a decision by the Policy Board to adopt the UPWP
- Providing public comment opportunities at all Policy Board and TAC meetings
- Providing notifications regarding the UPWP public comment period on the CAMPO website, along with agendas and minutes for all Policy Board and TAC meetings

Title VI Complaints Procedure

Any person who believes they—or with a specific class of persons—were subjected to discrimination on the basis of race, color, or national origin in the programs and activities of a Federal-aid Recipient may file a Title VI complaint.

FHWA Division Offices do not investigate Title VI complaints. Likewise, Recipients, such as State DOTs, and Subrecipients do not investigate complaints filed against themselves. Finally, FHWA is responsible for all decisions regarding whether a complaint should be accepted, dismissed, or referred to another agency. With this understanding, complaints should be routed in the following ways:

- All complaints should be routed to the FHWA Headquarters Office of Civil Rights (HCR) for processing. HCR is responsible for all determinations regarding whether to accept, dismiss, or transfer Title VI complaints filed against State DOTs or Subrecipients of Federal financial assistance.
- Complaints should be forwarded from the initial receiving agency through the Federal-aid highway oversight hierarchy until the complaint reaches HCR. For example, if a complaint is filed with a Subrecipient City, that receiving agency should forward the complaint to the State DOT, which should forward the complaint to the State’s FHWA Division Office, which should forward the complaint to HCR. If a complaint is filed with a State DOT, then the State DOT should forward the complaint to the State’s FHWA Division Office, which should forward the complaint to HCR.
- State DOTs and Subrecipients must log all complaints received.

When HCR decides on whether to accept, dismiss, or transfer the complaint, HCR will notify the Complainant, the FHWA Division Office, State DOT, and Subrecipient (where applicable).

Complaints may also be sent to HCR directly at:

Postal Mail	Federal Highway Administration U.S. Department of Transportation Office of Civil Rights 1200 New Jersey Avenue, SE 8th Floor E81- 105 Washington, DC 20590
Email	CivilRights.FHWA@dot.gov
Fax	202-366-1599
Questions?	202-366-0693

Federal Performance Based Planning Requirements

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

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

Safety

The CAMPO region experienced multiple bicycle and pedestrian fatalities (and serious injuries) over the previous five years. In an effort to help understand the travel patterns of people that walk and bike for transportation, CAMPO initiated a multi-modal count program. The count program is now an ongoing part of the CAMPO work program and will extend into future fiscal years. Research shows people who walk and bike are more likely to be seriously or fatally injured than people in motor vehicles. As such, one of the first steps in preventing serious injuries and fatalities is understanding where they are happening and how that correlates with overall travel patterns. The Oregon Department of Transportation provides widespread counts for motor vehicles, the CAMPO count program extends this to people walking and riding bikes.

The City of Corvallis adopted a Vision Zero resolution during the summer of 2020. It is the goal of CAMPO to provide information, education and resources to help address safety for residents, regardless of the mode of transportation they choose.

Transit

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

Summary

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

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

Performance Measure Adherence	Current Status	Next Update
Transportation Safety	Supported ODOT’s Measures, February 2023	2026
Bridge and Pavement	Supported ODOT’s Measures, February 2023	2026
Transportation System	Supported ODOT’s Measures, February 2023	2026
Transit Performance Measures	PTASP adopted Dec. 2020; updated March 2022	2026

Status of CAMPO and Regional Transportation Documents

Key Documents	Current Status	Next Update
CAMPO 2027 - 2030 Regional Transportation Plan (RTP)	Approved February 2022	2027
CAMPO Reducing Reliance on Single Occupancy Vehicle Trips (Locally adopted performance measures)	Approved in February 2020	Winter 2025
FY2024-2027 Metropolitan Transportation Improvement Program (MTIP)	Approved August 2023	Spring 2026
FY26 Unified Planning Work Program	Adoption expected in spring 2025	2026
Title VI Plan	Updated and approved summer	Winter 2028
Public Involvement Framework	Updated and approved in 2020	Winter 2028
Other Documents	Current Status	Next Update
Benton County Transportation System Plan	Adopted March 2019	-
Corvallis Transportation System Plan	Adopted December 2018	2027
Corvallis Transit Development Plan	Adopted August 2018	-
Philomath Transportation System Plan	Adopted August 2018	-
Adair Village Transportation System Plan	Adopted November 2019	-

[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:

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 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 Oregon Chapter of the American Planning Association conference
 - Technical trainings offered by OSU and other state entities as available
 - One national conference
 - Other local or regional gatherings or trainings as available, including the Oregon Active Transportation Summit, the Oregon Transportation Options Conference, etc.
- 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 guide the Oregon Modeling Improvement Program.

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

Schedule: Task is ongoing through the fiscal year

Task 120: MPO Administration

Activities under this item will include:

- Complying with required paperwork and documentation of activities as well as the maintenance of MPO records.
- Accounting, bookkeeping and invoicing.
- Preparing and submitting semi-annual and annual reports to ODOT.
- Preparing the agency's financial audit.
- Upkeep and maintenance of the agency's website, including adding all MPO designation documents.
- Attending organizational and personnel-related meetings.

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

Schedule: *Task is ongoing through the fiscal year*

Task 130: Annual Document Review

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

This includes:

- Posting of Obligated Transportation Projects on the website, per Federal Requirements.
- Reviewing the Title VI/Non-discrimination Plan, and related ADA policies and procedures.
- Reviewing the Public Participation Plan and updating to include enough specify that members of the public can clearly know the duration of comment periods for each MPO document or change, and how to best access the information.
- Developing the FY27 Unified Planning Work Program and budget, and subsequent approval.
- Amending the current (FY26) Unified Planning Work Program as needed.

Product: *An FY27 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 state dept. of transportation.*

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.

Proposed activities this year include a speaker event held in conjunction with NACTO promoting the release of the newest Urban Design Guide. Other topics will be explored with the community based on input received from the MPO.

Materials will include the following:

- What is an MPO
- MPO's role in transportation planning
- Transportation planning principles
- Walking, bicycling, and transit tours of the CAMPO planning area

- Transportation oriented speaker series (may be done in conjunction with AAMPO and local jurisdictions)

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

DRAFT

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: 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:

- Grant readiness and fundraising support services including but not limited to grant prospecting, review, and consulting
- 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 220: Regional Transportation Plan Performance Monitoring

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. An update to the Corvallis Area MPO’s Regional Transportation Plan (RTP) was last completed in spring 2022. The plan is due to be updated spring 2027, meaning some amount of effort will be devoted to this task over the fiscal years 2026 and 2027.

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 230: CAMPO – AAMPO 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.

In the interest of supporting regional active transportation, CAMPO will also be assisting AAMPO with the formation of its own count program. CAMPO will share equipment and assist in deploying and collecting the data.

The program will accomplish a number of objectives including:

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

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

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

Task 240: Philomath Boulevard Support (Philomath to Downtown Corvallis)

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

Several timely developments have occurred or will occur along this corridor:

- CAMPO has completed the Philomath Boulevard Functional Design Report, which includes ~\$25 million in short term safety and efficiency improvements, particularly at key intersections. Finding funding and scoping these projects remain.
- The City of Corvallis preparing to launch the development of a West Corvallis Specific Area Plan
- Benton County is exploring improvements to connections to Philomath Boulevard, including at 53rd street and along the Bellfountain/Fern roads corridor.
- The City of Philomath has recently completed improvements to its downtown street network, which terminate the corridor on the easterly end.

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 250: Safety and Active Transportation Planning Support

The jurisdictions within CAMPO continue to elevate safety and active transportation as a priority, as reflected by a series of awarded funding for activities in the area, and a renewed interest in public outreach and engagement on these topics. This includes multi-use path planning support, with proposals connecting 99W

to Adair Village, Tunison path within south Corvallis, and the Corvallis to Albany path along Hwy 20. It also includes the Safe Streets and Roads for All planning that Benton County and Corvallis are undertaking. Anticipated outreach campaigns/public events include Corvallis Open Streets and May is Bike Month programming.

Task partners include the City of Corvallis, ODOT, and the Oregon Cascades West Council of Governments' Transportation Options program, among others.

Support activities include:

- Participating in advisory group meetings on relevant topics
- Generating original research or policy to support projects
- Public outreach and engagement on specific projects, like a public open house, or general themes, such as bicycle safety.
- Taking a leadership role in larger public events or campaigns, such as Corvallis Open Streets, Corvallis Spring Roll (children's biking event), and/or May is Bike Month programming.

Product: *Technical assistance on relevant topics, meeting participation, and public engagement activities.*

Schedule: *Expected to continue throughout the fiscal year and into subsequent fiscal years.*

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TASK 200: LONG RANGE TRANSPORTATION PLANNING	
Task Component	
210: Technical Assistance to Communities	\$20,000
220: RTP Performance Monitoring	\$15,000
230: CAMPO Multi-Modal Count Program	\$20,000
240: Philomath Boulevard Support	\$15,000
250: Safety and Active Transportation Planning Support	\$20,000
Total	\$90,000

DRAFT

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
- 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 240), especially as the regions prepare for their first jointly published RTP.

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, proving input and feedback on the OHAS effort.

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

Schedule: Task is ongoing throughout the fiscal year.

TASK 300: INTER-REGIONAL TRANSPORTATION PLANNING	
Task Component	
310: AAMPO Coordination	\$24,529.95
320: Local Transit Planning Support	\$15,000
330: Linn-Benton Loop Support	\$15,000
340: Travel Model Coordination	\$5,000
Total	\$59,519.95

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 FY24-27 MTIP and STIP documents. The amendments are generally initiated either by member jurisdictions or by ODOT.

The MTIP is due for update in spring of 2027, so some amount of preparatory work is anticipated this fiscal year.

Product: Up-to-date FY24-27 MTIP document. Transition from FY24-27 to FY27-30 MTIP in October 2027.

Schedule: Task is ongoing throughout the fiscal year

TASK 400: TRANSPORTATION PROGRAMMING	
Task Component	
410: MTIP Amendments	\$16,208.63
Total	\$16,208.63

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.

Topics of interest include but are not limited to:

- Safety
- Micromobility
- Transit
- Throughput and congestion management
- Freight and business transportation logistics
- Energy independence

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	\$10,000
Total	\$10,000

NON-CONTINUOUS TASK SCHEDULE

The table below summarizes non-continuous tasks CAMPO is undertaking during State Fiscal year 2026. Note that dates may change as projects evolve.

Non-continuous tasks being undertaken in State Fiscal Year 2025	Quarter 1			Quarter 2			Quarter 3			Quarter 4		
	July 2025	Aug	Sep	Oct	Nov	Dec	Jan 2026	Feb	Mar	Apr	May	Jun
130: Annual Document Review												
230: CAMPO Multi-Modal Count Program, <i>Deployment</i>												
230: CAMPO Multi-Modal Count Program, <i>Reporting</i>												

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SECTION IV: BUDGET SUMMARY

The following budget tables detail the planned activities for Fiscal Year 2026 in comparison with Fiscal Year 2025. In addition, a breakdown of expenses and funding sources is provided.

FY26 Budget by Subtask

Task	FY26 Amount	FY25 Amount	Dollar Change	Percent Change
TASK 100: Program Management	\$100,000	\$100,377	\$0	0%
110: MPO Operation	\$55,000	\$55,337		
120: MPO Administration	\$35,000	\$35,000		
130: Annual Document Review	\$4,000	\$4,040		
140: MPO Education and Training	\$6,000	\$6,000		
TASK 200: Long Range Transportation Planning	\$90,000	\$40,900	\$39,100	95%
210: Technical Assistance to Communities	\$20,000	\$15,000		
220: RTP Performance Monitoring	\$15,000	\$3,391		
230: CAMPO Multi-Modal Count Program	\$20,000	\$20,009		
240: Philomath Boulevard Support	\$15,000	\$2,500		
250: Safety and Active Transportation Planning Support	\$20,000	NA		
TASK 300: Inter-Regional Transportation Planning	\$59,529	\$86,036	(\$26,510)	-30%
310: AAMPO Coordination	\$24,529	\$30,000		
320: Local Transit Planning Support	\$15,000	\$20,000		
330: Linn-Benton Loop Support	\$15,000	\$20,000		
340: Travel Model Coordination	\$5,000	\$6,036		
350: Mobility Platform Whitepaper	NA	\$10,000		
TASK 400: Transportation Programming	\$16,208	\$21,246	(5,038)	-24%
410: MTIP Amendments	\$16,208	\$13,246		
420: 2030 OHAS Set-Aside	NA	\$8,000		
TASK 500: Special Projects	\$10,000	\$4,101	\$5,899	140%
510: Special Projects Pool	\$10,000	\$4,101		
TOTAL	\$265,728.58	\$272,669.20	(6,941)	-2.5%

FY26 Budget by Fund Source

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

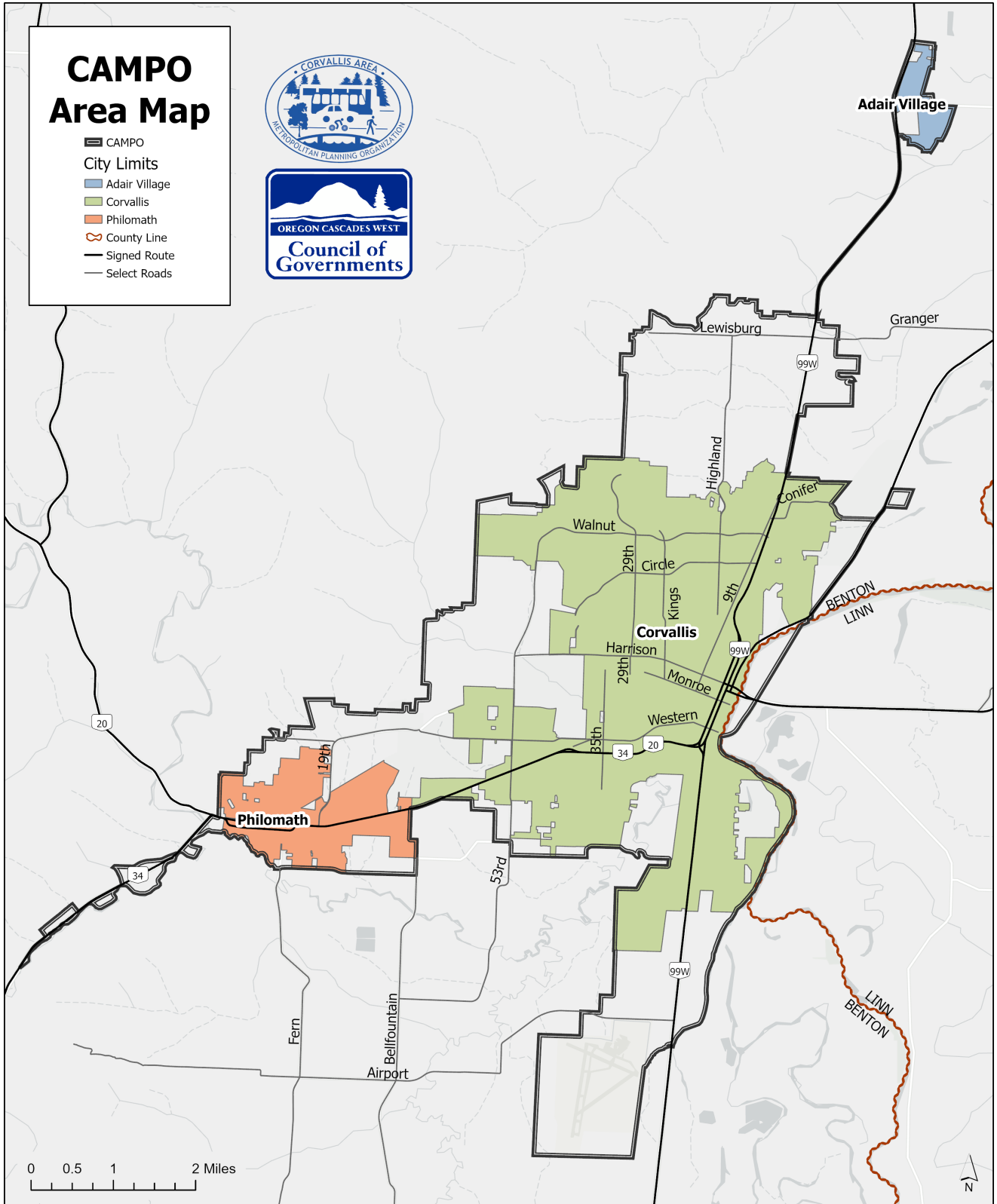
Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds (CASH)	FTA 5303/SATO Funds	PL Match Funds (10.27% from ODOT)	Local Match (5303) (Funds and In-kind)
Task 100: Program Management	\$100,000.00	\$79,675.45	-	\$11,652.73	\$8,671.82
Task 200: Long Range Transportation Planning	\$70,000.00	\$70,000.00	-	-	-
Task 230: Count Program	\$20,000.00	\$11,693.54	\$8,306.46	-	-
Task 300: Inter-Regional Transportation Planning (5303)	\$59,519.95	-	\$53,407.25	-	\$6,112.70
Task 400: Transportation Programming	\$16,208.63	\$16,208.63	-	-	-
Task 500: Special Projects	-	-	-	-	-
Total SFY26 Budget	\$265,728.58	\$177,577.62	\$61,713.71	\$11,652.73	\$14,784.52

FY26 Expenses

Cost	Amount	Percent of Total Budget
CAMPO Staff Payroll Expenses	\$212,583	80%
CAMPO Non-Payroll Expenses	\$53,146	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	\$31,281	
Postage	\$500	
Printing	\$500	
Rent	\$6,000	
Supplies	\$991	
Telephone	\$374	
Training	\$4,000	
Travel	\$2,000	
Special Projects Pool	\$0	0%
Total	\$265,728.58	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. South Corvallis Area Plan. A City of Corvallis led project that predominantly focuses on land use, some transportation elements will be addressed as well.
2. Southwest 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.
3. Benton and Corvallis Safe Streets and Roads for All plans: Both Benton County and the City of Corvallis have been concurrently awarded federal dollars for Safe Streets and Roads for All planning. Both jurisdictions are updating their plans within the timeframe of this workplan. As such, CAMPO is anticipating serving on advisory boards for both projects, as well as provide technical assistance and data collection services by request.
4. Corvallis Neighborhood Bikeways: The City is in the process of developing a low-stress bicycle network that connects six corridors with existing multiuse paths. Staff at CAMPO are assisting this effort through the Bike County program (Task 230), and technical assistance upon request.
5. North Benton County Shared Use Path Bridges: This project designs and plans two proposed bridges crossing OR 99W which would connect existing and future multimodal infrastructure to key destinations. This is a busy area with schools, residences, businesses, recreational sites and the largest hospital serving Benton, Lincoln and Linn Counties. Benton County is planning a network of shared use paths to connect communities on the north side of Corvallis for bike riding, walking and rolling.

ODOT partnering with Benton County to plan and design two bike and pedestrian bridges:

- Over Jackson Creek west of OR 99W for the proposed Corvallis to Adair Village Path.
- Over OR 99W and the railroad tracks to connect the Good Samaritan Regional Medical Center to the Cheldelin neighborhood.

APPENDIX C: GLOSSARY OF ACRONYMS

ADA	Americans with Disabilities Act
ATS	Albany Transit System
CAMPO	Corvallis Area Metropolitan Planning Organization
CED	Community and Economic Development Department of OCWCOG
CPT-HSTP	Coordinated Public Transit-Human Service Transportation Plan
CTS	Corvallis Transit System
CWACT	Cascades West Area Commission on Transportation
DEQ	Department of Environmental Quality
DLCD	Department of Land Conservation and Development
GHG	Green House Gases
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IGA	Intergovernmental Agreement
IJIA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
OCWCOG	Oregon Cascades West Council of Governments
ODOT	Oregon Department of Transportation
OSU	Oregon State University
PEA	Planning Emphasis Areas
PL Fund	Planning Funds allocated to Metropolitan Transportation Planning activities
PPP	Public Participation Plan
PTASP	Public Transit Agency Safety Plan
RTP	Regional Transportation Plan
ROI	Return on Investment
Section 5303	FTA's program of financing transit planning activities of MPOs
5307	FTA's program of financing urban transit systems
Section 5310	FTA's program of financing transit for the elderly and people with disabilities
Section 5311	FTA's program of financing rural transit services
	SHRP Strategic Highway Research Program
STF	Special Transportation Fund
STIF	State Transportation Improvement Funds
STIP	Statewide Transportation Improvement Program
STBGP	Surface Transportation Block Grant Program
TAC	Technical Advisory Committee
TDP	Transit Development Plan
TGM	Transportation Growth Management
TIP	Transportation Improvement Program (See MTIP)
TPAU	Transportation and Planning Analysis Unit of ODOT
TSP	Transportation System Plan
UPWP	Unified Planning Work Program

USC
USDOT

United States Code
United States Department of Transportation

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APPENDIX D: FHWA AND FTA JOINT PLANNING EMPHASIS AREAS

Task	Strategic Highway Network	Federal Land Management Agency Coordination	Data in Transportation Planning
TASK 100: Program Management			
110: MPO Operation	X	X	
120: MPO Administration		X	
130: Annual Document Review			X
140: MPO Education and Training			X
TASK 200: Long Range Transportation Planning			
210: Regional Transportation Plan Performance Monitoring	X		X
220: Philomath Boulevard Support (Philomath to Downtown Corvallis)	X		X
230: Technical Assistance to Communities	X		X
240: CAMPO Multi-Modal Count Program			X
250: Safety and Active Transportation Planning Support			X
TASK 300: Inter-Regional Transportation Planning			
310: AAMPO Coordination	X		
320: Local Transit Planning Support			X
330: Linn Benton Loop Support			X
340: Travel Model Coordination			X
TASK 400: Transportation Programming			
410: MTIP Amendments			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) 2026 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 “FY26 Budget by Fund Source” table. This table is also included above in Section V of the UPWP.

The in-kind match needed to access FTA 5303 funds is \$6,112.70. The amount needed to access federal planning (PL) funds is \$8,671.82. In total, the MPO and its jurisdictions are expected to provide \$14,784.52 in in-kind match for this fiscal year. These amounts are shown in the rightmost column below.

The MPO and its jurisdictions intend to provide this match through participation in local planning activities, CAMPO TAC and Policy Board meetings, and through devoting time to shared projects and priorities.

FY26 Budget by Fund Source

Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds (CASH)	FTA 5303/SATO Funds	PL Match Funds (10.27% from ODOT)	Local Match (5303) (Funds and In-kind)
Task 100: Program Management	\$100,000.00	\$79,675.45	-	\$11,652.73	\$8,671.82
Task 200: Long Range Transportation Planning	\$70,000.00	\$70,000.00	-	-	-
Task 230: Count Program	\$20,000.00	\$11,693.54	\$8,306.46	-	-
Task 300: Inter-Regional Transportation Planning (5303)	\$59,519.95	-	\$53,407.25	-	\$6,112.70
Task 400: Transportation Programming	\$16,208.63	\$16,208.63	-	-	-
Task 500: Special Projects	-	-	-	-	-
Total SFY26 Budget	\$265,728.58	\$177,577.62	\$61,713.71	\$11,652.73	\$14,784.52

The sections below provide additional detail on in-kind match by source. Per guidance from ODOT, the state DOT, paid elected officials, and certain recipients of federal funds (Oregon State University) are not permitted to contribute their time as in-kind match toward planning dollars.

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 \$4,050.

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 (ineligible)	\$0	\$0
ODOT (ineligible)	\$0	\$0
Total		\$4,050

[CAMPO Policy Board Meetings](#)

Assumed 9 Policy Board Meetings at 2 hours per meeting, \$33.49/hour (the value of an Oregonian volunteer’s time given by *Independent Sector*, a nationwide nonprofit coalition) rate for elected official volunteer time equals \$1,808.46.

CAMPO POLICY BOARD MEETINGS		
Jurisdiction	Volunteer rate/hour	Rate for 9, 2-hour meetings
Corvallis	\$33.49	\$602.82
Adair Village	\$33.49	\$602.82
Philomath	\$33.49	\$602.82
Benton County (paid)	-	-
Total		\$1,808.46

[Public Participation at CAMPO Meetings](#)

Per guidance from ODOT, the MPO is capturing the value of the publics’ time and contributions at CAMPO Meetings. Members in the audience often represent local transportation advocacy groups or hold board roles on other transportation decision making bodies. Typically, two of three members of the public are in the audience at each public meeting. The boards recognize the public interest, and attendees are often given ample time to share their experiences with and perspective on the transportation system.

Their time is valued at the same \$33.49 per hour rate.

CAMPO POLICY BOARD and TAC MEETINGS		
Unofficial Public Representative	Volunteer rate/hour	Rate for 18 2-hour meetings
Mid Valley Bike Club	\$33.49	\$1,205.82
Corvallis Sustainability Coalition	\$33.49	\$1,205.82
Benton County State Transportation Improvement Fund TAC	\$33.49	\$1,205.82
Total		\$3,616.92

[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	\$4,050
9 Policy Board Meetings	\$1,808.46
Public Participation at Meetings	\$3,616.92
Additional Tasks	\$6,400
Total	\$15,875.38

OVERALL ESTIMATED IN-KIND TOTAL: \$15,875.38

ESTIMATED IN-KIND TO BE USED AS MATCH IN FY2026: 15,875.38

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APPENDIX F: SUMMARY OF COMMENTS

Item	Page	Comment	Commenting Agency	CAMPO Response	Status
1	4	Add [Philomath Councilor] Rich Saalsaa	ODOT Region 2	Accepted	Accepted
2	4	[Replace Region X with] Region 10	ODOT Region 2	Accepted	Accepted
3	6	Update TOC	ODOT Region 2	Accepted	Accepted
4	10	Update[UPWP] to 2025	ODOT SPR	Accepted	Accepted
5	10	Update[UPWP] to 2026	ODOT SPR	Accepted	Accepted
6		CFEC related TSP update scheduled for 2027	ODOT Region 2	Accepted	Accepted
7	11	Any current projects?	ODOT Region 2	Accepted, cleaned	Accepted
8	11	Transit Pilot completed?	ODOT Region 2	Accepted, removed	Accepted
9	11	Facility Plan completed in 2024	ODOT Region 2	Accepted, removed	Accepted
10	11	Completed in 2024	ODOT Region 2	Accepted, removed	Accepted

11	13	Clarify if any specific education/training events are proposed to justify the cost. Currently education is done during regularly scheduled MPO meetings. I don't think there have been separate education/trainings for a few years.	ODOT Region 2	Planning fall speaker event, welcoming other suggestions from membership	Accepted
12	14	Reorder task numbering to match AAMPO?	ODOT Region 2	Accepted, implemented	Accepted
13	14	Not clear what the task would be in FY25-26. Typically this just a discussion item at meetings. Is any new work proposed? [Philomath Boulevard]	ODOT Region 2	53rd ave. intersection work being explored, unknown if the CAMPO budget or current planning environment would support additional studies	Accepted
14	14	proposed, not actually funded.	ODOT Region 2	Accepted, removed	Accepted
15	16	Most of these are specific, appears to overlap with other supporting role tasks. Will CAMPO participate in these three events?	ODOT Region 2	Yes, CAMPO will participate and is being asked to take a leadership role in planning some of these events going forward. This idea is being explored. The concept would be to follow LCOG's model of supporting and promoting active transportation by taking ownership over regional "May is Bike Month" and the Open Streets event. This transition may take several years	Accepted
16	19	310. Most coordination is complete. Not clear what tasks this would include or why \$25k or \$50k total.	ODOT Region 2	OCWCOG is proposing sharing the staff between the MPOs to a greater degree. Additionally, as the Public Participation Plan is being implemented, we expect to be working together to update board bylaws. Finally, the MPOs expect some coordination on coming plan updates (local TSPs and the proposed joint RTP).	Accepted
17	19	What are the tasks for FY25-26? \$15k for what specific transit planning support?	ODOT Region 2	Tasks include: PTASP, regional micromobility and transit studies and working groups, supporting the new staff at CTS through data and GIS, supporting local transit through coordinating with local Transportation Options and CWRide, working with OSU/LBCC to promote and develop student transit options	Accepted

18	20	ODOT can not set funding aside for a future project. We do not have the capabilities.	ODOT Region 2	Accepted. Removed. The MPO does not expect the next OHAS to be as costly as estimated at the time this practice was proposed, and doesn't foresee having the budget to contribute toward the next model to the same degree.	Accepted
19	21	I don't see that the UPWP has proposed any specific planning projects, aside from continuing the bike count program and supporting other jurisdictions. Hopefully special projects will come up.	ODOT Region 2	Hopefully! Depending on where federal funding lands this year, the MPO would be very interested in funding another study.	Accepted
20	23	This item totals \$90,000 and not \$80,000.	ODOT SPR	Accepted	Accepted
21	23	pg. 11 shows both items at \$10,000	ODOT SPR	Accepted	Accepted
22	23	Define asterisk below.	ODOT Region 2	Accepted	Accepted
23	23	Update total	ODOT Region 2	Accepted	Accepted
24	24	FY26	ODOT Region 2	Accepted	Accepted
25	24	ODOT shows federal PL funds at \$177,577.62. Please correct down.	ODOT SPR	Accepted	Accepted
26	27	99W Plan completed in 2024.	ODOT Region 2	Accepted	Accepted
27	27	Southwest, not West, Area Plan	ODOT Region 2	Accepted	Accepted
28	27	Add Benton County's Oregon Community Paths project for 99W bike/ped bridges. More info here: https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=23512	ODOT Region 2	Accepted	Accepted
29	15	The \$10,000 allocation under Special Areas all seem fine, however, I would assess the topic / verbiage dealing with Electric Vehicles (EVs) and Charging Infrastructure.	FHWA	Accepted, removed, added potential topics in line with Administration priorities	Accepted
30	15	Since I am unable to find information regarding NEVI on FHWA's website, I would consider removing NEVI references.	FHWA	Accepted, removed	Accepted

31	-	The Executive Order for EJ was revoked, I recommend removing those references. Please see the complete list of revoked Executive Orders here.	FHWA	Accepted, removed	Accepted
32	-	We were informed that all activities with a signature / approval action require coordination with FHWA – HQ for their review /approval. In this case, all Oregon UPWPs will be directed to FHWA-HQ for their review and approval. Timing is a concern for me. In the meantime, our office is seeking clarification on the approval process on our end.	FHWA	Accepted	Accepted
33	-	Update Title VI plan to include new procedures (complaints are now handled at the federal level) - Discrimination complaint not Title VI	FHWA	Accepted	Accepted
34	-	FHWA trainings are available on YouTube	FHWA	Accepted	Accepted