

**CORVALLIS AREA  
Metropolitan Planning Organization**

1121 NW 9<sup>th</sup> Street, Corvallis, Oregon 97330  
Contact: Corum Ketchum, CKetchum@ocwcog.org

**CAMPO TECHNICAL ADVISORY COMMITTEE**

**Thursday, July 31, 2025**

**9:00 am - 10:00 am**

**VIRTUAL MEETING**

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

Meeting ID: 284 728 866 095

Passcode: qQ7zh6Az

**Mobile 1 Click Number**

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

Phone Conference ID 497 585 905#

**AGENDA**

- |    |       |   |                                      |
|----|-------|---|--------------------------------------|
| 1) | 9:00  | <b>Call to Order and Agenda Review</b>  | <b>Chair</b>                         |
| 2) | 9:05  | <b>Minutes of CAMPO TAC meeting on Thursday, May 29, 2025<br/>(<a href="#">Attachment A</a>)</b>  | <b>Chair</b>                         |
|    |       | <i>Action: Decision on Minutes</i>  |                                      |
| 3) | 9:10: | <b>CALM Model Update (<a href="#">Attachment B</a>)</b><br>The 2027 RTP Update is beginning, and staff have invited ODOT's Transportation Planning and Analysis Unit to share what is new about the model.  | <b>Zohora Sultana,<br/>ODOT TPAU</b> |
|    |       | <i>Action: Discussion on model priorities</i>   |                                      |
| 4) | 9:20  | <b>FY26 UPWP Updates (<a href="#">Attachment C</a>)</b><br>Briefing on available funding and activities   | <b>Staff</b>                         |
|    |       | <i>Action: Informational</i>  |                                      |
| 5) | 9:30  | <b>Special Projects (<a href="#">Attachment D1</a> and <a href="#">Attachment D2</a>)</b><br>Opportunity for CAMPO and member jurisdictions to dedicate funds toward small projects related to the Corvallis – Albany Path. This money would come from CAMPO reserve funds. | <b>Staff</b>                         |
|    |       | <i>Action: Recommendation to the Policy Board for funding for the<br/>Conifer – Circle Blvd Multiuse Path Alignment Study and the<br/>HWY 20 ADA Curb Ramp Enhancement</i>  |                                      |
| 6) | 9:45  | <b>STIP Updates (<a href="#">Attachment E</a>)</b>  | <b>Staff</b>                         |
|    |       | <i>Action: Informational</i>  |                                      |
| 7) | 9:50  | <b>Jurisdictional and Other Updates</b>   | <b>All</b>                           |

8) 10:00 Adjournment

Chair

The next regularly scheduled CAMPO TAC meeting is set for Thursday, August 28<sup>th</sup>, 2025, from 9:00am – 10:00am.

**ATTENDANCE (FOR QUORUM PURPOSES)**

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

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

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

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

Thursday, May 29, 2025

*Virtual Meeting*

Via Microsoft Teams Technologies

<b>TAC Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
<b>Pat Hare</b>	City of Adair Village	No
<b>Rory Rowan</b>	City of Corvallis	Yes
<b>Chris Workman</b>	City of Philomath	Yes
<b>Gary Stockhoff</b>	Benton County	No
<b>Rebecca Houghtaling</b>	Oregon State University	Yes
<b>James Feldmann</b>	Oregon Department of Transportation	Yes

**Guests:** There were no members of the public present.

**Staff:** CAMPO Planner Corum Ketchum, AAMPO Planner Billy McGregor, CED Planning Manager Matt Lehman, CED Supervisor Justin Peterson, and Executive Assistant Ashlyn Muzechenko

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION / CONCLUSION</b>
<b>1. Call to Order and Agenda Review</b>	The CAMPO Technical Advisory Committee meeting was called to order meeting by the Chair James Feldmann at 9:04am.	<b>The meeting was called to order at 9:04am by the Chair James Feldmann</b>
<b>2. Chair and Vice-Chair Election</b>	<p>Chris Workman nominated James Feldmann to serve as the CAMPO TAC Chair. Feldmann accepted the nomination.</p> <p>Chris Workman noted he would serve as vice-chair for this calendar year.</p> <p>The CAMPO TAC approved both chair and vice-chair nominations and the elections were approved by consensus. James Feldmann will serve as chair and Chris Workman will serve as vice-chair for the 2025 Calendar year.</p>	<b>The CAMPO TAC approved both chair and vice-chair nominations and the elections were approved by consensus. James Feldmann will serve as chair and Chris Workman will serve as vice-chair for the 2025 Calendar year.</b>

	<p>Chris Workman voted in favor.  Rebecca Houghtaling voted in favor.  James Feldmann voted in favor.  Rory Rowan voted in favor.  There were no votes against.</p>	
<b>3. Public Comments</b>	<p>There were no public comments shared with the CAMPO TAC Members in attendance.</p>	<b>There were no public comments</b>
<p><b>4. Minutes of the Joint MPO TAC Meeting on December 19, 2024, (Attachment A)</b></p> <p><b>Action: Decision on Minutes</b></p>	<p>The CAMPO TAC Members in attendance approved of the Joint MPO TAC Meeting Minutes of December 19, 2024, by consensus.</p> <p>Rory Rowan voted in favor.  Chris Workman voted in favor.  Rebecca Houghtaling voted in favor.  James Feldmann voted in favor.  There were no votes against.</p>	<b>The CAMPO TAC Members approved of the December minutes by consensus.</b>
<p><b>5. Philomath COVID Project Change Request (Attachment B)</b></p> <p><b>Action: Consensus for Project Change to Policy Board</b></p>	<p>Workman shared an overview of the Philomath COVID Project Change Requests which are attachment b in the meeting agenda packet.</p> <p>The change request will be to add \$80,000 to a new Philomath Safety Action Plan project while removing funding from a project that is no longer necessary due to changes in land use since 2021. The city proposes to undertake the process for safety action planning to identify the projects in the community. In order to accomplish this in a timely fashion and align their plan with similar efforts underway within Corvallis and Benton County. The city is requesting that their \$80,000 in COVID funds be reallocated toward the study.</p> <p>The safety action plan is a required plan by the Oregon Department of Transportation.</p> <p>Feldmann noted if Philomath is awarded the state grant to do the plan, then the COVID funds will return to the TAC to decide where the funding will be best used throughout the CAMPO Area.</p> <p>Workman agreed and supported this motion.</p>	<b>The CAMPO TAC members agreed by consensus to approve the project change request and forward it to the Policy Board for final approval.</b>

	<p>The CAMPO TAC members agreed by consensus to approve the project change request and forward it to the Policy Board for final review and approval.</p> <p>Chris Workman voted in favor.  Rebecca Houghtaling voted in favor.  James Feldmann voted in favor.  Rory Rowan voted in favor.  There were no votes against.</p>																									
<p><b>6. OATS Lessons Learned Presentation</b></p> <p><b>Action: Informational</b></p>	<p>Ketchum shared information received from the Oregon Active Transportation Summit (OATS) which was held on April 23<sup>rd</sup> to 25<sup>th</sup> of this calendar year.</p> <p>The presentation covered topics that included tactical urbanism, new tools for quantifying multimodal project impacts, and an overview of upcoming (2025-2027) ODOT Grants.</p>																									
<p><b>7. STIP Updates</b></p> <p><b>(Attachments C1 and C2)</b></p> <p><b>Approval Request</b></p>	<p>Ketchum shared the STIP updates which are Attachment C1 and C2 in the meeting agenda packet.</p> <p><small>Table 1 - STIP Amendments</small></p> <table border="1" data-bbox="604 824 1520 1305"> <thead> <tr> <th>Amendment</th> <th>Key</th> <th>Project Name</th> <th>Requested Action</th> <th>Change Category</th> <th>Amendment Type</th> </tr> </thead> <tbody> <tr> <td>24-27-2631</td> <td>22799</td> <td>OR99W: MP 78.9-79.0 signal replacement (Lewisburg)</td> <td> <p>Cancel Project (RW &amp; CN) - approved at March 2025 OTC. Updated monitor code and removed bid let date. PE phase will be reduced once unspent funds are unobligated.</p> <p><u>Cancellation rationale from the OTC:</u>  <i>The project is being canceled due to the risk that comes with rail involvement. The railroad is seeking a maintenance obligation for each crossing in the state. These maintenance fees will need to be fulfilled by the road authority. The road authority has made it clear they are not willing to accept these terms. This obligation has created an impassable monument that has no resolution date. The second reason is the uncertainty of the school traffic needs as they have a declining attendance record. The project funding managers have decided that the funding would be better spent on projects that are moving forward until the rail issue has been resolved.</i></p> </td> <td>Cancel project</td> <td>FULL AMENDMENT</td> </tr> <tr> <td>24-27-2632</td> <td>22724</td> <td>OR99W: (3rd St and 4th St) at Western Blvd (Corvallis)</td> <td>Update project description and increase PE, CN, &amp; RW using funds from K22799 (amendment #24-27-2631)<sup>1</sup></td> <td>Change project costs - affects fiscal constraint</td> <td>FULL AMENDMENT</td> </tr> <tr> <td>24-27-2648</td> <td>23673</td> <td>CWCOG Transportation Options FFY24 - FFY27</td> <td>Reduce OT by \$12,839.74. Per [Transportation Options Manager] Hope Estes, \$112,182.09 of SW TDM<sup>2</sup> costs are rideshare which is eligible for 100% federal funding. This removes the match from those dollars</td> <td>Single project adjustment</td> <td>ADMINISTRATIVE AMENDMENT</td> </tr> </tbody> </table> <p>The CAMPO TAC members in attendance could not approve the STIP amendments as Chris Workman had to exit the meeting and the group</p>	Amendment	Key	Project Name	Requested Action	Change Category	Amendment Type	24-27-2631	22799	OR99W: MP 78.9-79.0 signal replacement (Lewisburg)	<p>Cancel Project (RW &amp; CN) - approved at March 2025 OTC. Updated monitor code and removed bid let date. PE phase will be reduced once unspent funds are unobligated.</p> <p><u>Cancellation rationale from the OTC:</u>  <i>The project is being canceled due to the risk that comes with rail involvement. The railroad is seeking a maintenance obligation for each crossing in the state. These maintenance fees will need to be fulfilled by the road authority. The road authority has made it clear they are not willing to accept these terms. This obligation has created an impassable monument that has no resolution date. The second reason is the uncertainty of the school traffic needs as they have a declining attendance record. The project funding managers have decided that the funding would be better spent on projects that are moving forward until the rail issue has been resolved.</i></p>	Cancel project	FULL AMENDMENT	24-27-2632	22724	OR99W: (3rd St and 4th St) at Western Blvd (Corvallis)	Update project description and increase PE, CN, & RW using funds from K22799 (amendment #24-27-2631) <sup>1</sup>	Change project costs - affects fiscal constraint	FULL AMENDMENT	24-27-2648	23673	CWCOG Transportation Options FFY24 - FFY27	Reduce OT by \$12,839.74. Per [Transportation Options Manager] Hope Estes, \$112,182.09 of SW TDM <sup>2</sup> costs are rideshare which is eligible for 100% federal funding. This removes the match from those dollars	Single project adjustment	ADMINISTRATIVE AMENDMENT	
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	no longer had a quorum. The meeting was then moved to informational only.	
<p><b>8. Jurisdictional and Other Updates:</b></p> <ul style="list-style-type: none"> <li>• CAMPO Updates</li> <li>• Jurisdictional Updates</li> </ul>	<p><b><u>Other Business/CAMPO Updates:</u></b></p> <p><b>CAMPO UPDATES:</b></p> <p>Ketchum shared the following helpful links with the group:</p> <p><a href="https://www.oregon.gov/odot/localgov/pages/funding.aspx?wp7167=l:50#g_1edf4995_840f_4cbd_804d_1044c819dced">https://www.oregon.gov/odot/localgov/pages/funding.aspx?wp7167=l:50#g_1edf4995_840f_4cbd_804d_1044c819dced</a></p> <p><a href="https://www.oregon.gov/odot/RPTD/Pages/Oregon-State-Rail-Plan.aspx">https://www.oregon.gov/odot/RPTD/Pages/Oregon-State-Rail-Plan.aspx</a></p> <p><b>JURISDICTIONAL UPDATES:</b></p> <p>James Feldmann shared for the planning side in ODOT; they have begun the Benton County Oregon Community Path’s project. By August there should be a public meeting there. An agreed price is coming up soon within a month or two, with the Corvallis to Albany Path.</p> <p>The Albany TSP will be ramping up this summer as well. For the Van Buren Bridge, traffic will be moved and routed this summer in order to accommodate the removal of the two temporary bridges.</p> <p>Chris Workman shared Philomath will be working on chip sealing around town; this will be around \$150,000 worth of work. Workman shared additional project updates for what the city is currently looking at for this summer. Workman added once a contractor is selected the 19<sup>th</sup> street project should be underway within a few weeks.</p> <p>Rory Rowan shared the city is working on recruitment for the transportation services manager position. Rowan shared updates for the following projects that have been ongoing and will be upcoming for this summer in Corvallis. 35<sup>th</sup> and Western with a piece of 11<sup>th</sup>, that will intersect with Tyler and a permanent traffic circle will be added within the next month.</p>	

	<p>Additionally, the city of Corvallis recently did a road safety evaluation where a consultant team and staff did field and crash data review. This led to identification of enhancements. Two deliverables will be enhanced crossings at Western and Deon and then 35<sup>th</sup> and Sagebrush. The Tyler project has two parts, the first will be starting this year.</p> <p>Rebecca Houghtaling for OSU had to leave for a meeting conflict before she was able to provide her update.</p>	
<p><b>9. Adjournment</b></p>	<p>The next CAMPO TAC meeting is scheduled for Thursday, June 26, 2025.</p>	<p><b>The meeting was adjourned at 10:00am by the Chair, James Feldmann.</b></p>

# CALM ABM Travel Demand Model Update – Project Timeline

Previously: CAMPO RTP adopted November 2022, AAMPO RTP adopted Nov. 2023  
 Next adoption Joint RTP, anticipated February 2027, Model results needed starting early 2026

Task	Description	Date Range	Responsible Person	Status
Task 1 Purpose Statement	TPAU provides draft scope to COG. COG reviews, final draft issued. Base year 2024, Future year 2050.	June 2025	TPAU + COG	
Task 2 – Data Needs and Existing Area Inventory	<ul style="list-style-type: none"> <li>Traffic Counts</li> <li>Transit Ridership</li> <li>Non-motorized Counts</li> <li>Roadway Inventory [Complete]</li> <li>Transit Routes/Schedule [Complete]</li> <li>Census data and growth estimates</li> <li>Zonal Inputs (Employment, and other)</li> </ul>	June-July 2025	TPAU to assemble input dataset for existing (2024) year.	50% Complete
Task 3 – Zone Structure and Inputs	<ul style="list-style-type: none"> <li>Draft Zone Structure [Complete]</li> <li>COG Review of Zone Structure</li> <li>Finalize Zone Structure</li> <li>Aggregated Employment Data to Zones</li> <li>Populate all other zone fields</li> <li>COG Review Zonal Inputs</li> <li>Finalize Zonal Inputs</li> </ul>	June-July 2025	TPAU create draft zones. COG reviews and approves.  TPAU populates zonal inputs. COG review and approves	50% Complete
Task 4 – Base Year PopulationSim	<ul style="list-style-type: none"> <li>Allocate 2020-2024 Household Growth and apply to 2020 census values.</li> <li>Adjust PopulationSim controls based on 4 years of growth</li> <li>Run PopulationSim for 2024</li> </ul>	June-July 2025	TPAU to draft 2024 population allocation and synthetic population result. COG Reviews and approves.	50% Complete
Task 5 – Base Year Network	<ul style="list-style-type: none"> <li>Draft Multi-modal (all-streets/paths) network [Complete]</li> <li>Add transit routes and schedules to network [Complete]</li> <li>COG Review Base Year Network</li> <li>Add and Connect Zones to Network [Complete]</li> <li>Finalize Network</li> <li>Add Motorized and non_Motorized counts to Network</li> </ul>	July-August 2025	TPAU to draft Network. COG Reviews and Approves	50% Complete
Task 6 – Commercial Vehicle Model Setup	Establish and test Commercial Vehicle Model and Default Parameters (Prior to calibration) [complete]	June 2025	TPAU sets up, COG review optional	100% Complete
Task 7 – External Model Setup	Establish and test External Model and Inputs (Prior to calibration) [initial complete, will update external inputs prior to final run]	June 2025	TPAU sets up, COG review optional	90% Complete





**CORVALLIS AREA  
Metropolitan Planning Organization**

1121 NW 9th St, Corvallis, OR 97330;  
541-758-1911 | cketchum@ocwcog.org

**MEMORANDUM**

**DATE:** July 31, 2025  
**TO:** CAMPO TAC  
**FROM:** Corum Ketchum, Planner  
**RE:** **FY26 UPWP Funding Amounts**

Final UPWP Amounts were provided by ODOT as shown below:

**Table 1 - FY26 CAMPO Budget, July 2025**

FY26 - Updated 7.8.25 Corvallis Area MPO Agreement No. PR26(203)	FEDERAL SHARE	STATE MATCH	LOCAL MATCH	TOTAL	Fund Type Totals	
FY 2026 PL (#22881)	\$151,533.18	\$8,671.83	\$8,671.82	\$168,876.83	PL	\$197,902.17
FY 2024 PL Saving (Move from #21852 to #22881)	\$26,044.44	\$2,980.90	0	\$29,025.34		
FY 2026 2.5% set aside for Safe & Access Transportation Options (#22881)	\$3,925.18	0	0	\$3,925.18	2.5% Safe	\$8,306.46
FY 2024 2.5% set aside for Safe & Access Transportation Options Savings (Moved from #21852 to #22881)	\$4,381.28	0	0	\$4,381.28		
FY 2026 5303 Funding (#22881)	\$54,510.11	0	\$6,238.93	\$60,749.04	5303	\$60,749.04
<b>Corvallis Area Total</b>	<b>\$240,394.19</b>	<b>\$11,652.73</b>	<b>\$14,910.75</b>	<b>\$266,957.67</b>	<i>Total</i>	\$266,957.67

The final break down by task is given on the following page

**Table 2 - FY26 CAMPO Budget by Task**

<b>Task</b>	<b>FY26 Amount</b>
<b>TASK 100: Program Management</b>	<b>\$100,000.00</b>
110: MPO Operation	\$55,000.00
120: MPO Administration	\$35,000.00
130: Annual Document Review	\$4,000.00
140: MPO Education and Training	\$6,000.00
Total	\$100,000.00
<b>TASK 200: Long Range Transportation Planning</b>	<b>\$90,000.00</b>
210: RTP Performance Monitoring	\$15,000.00
220: Philomath Boulevard Support	\$15,000.00
230: Technical Assistance to Communities	\$20,000.00
240: CAMPO Multi-Modal Count Program	\$20,000.00
250: Safety and Active Transportation and Planning Support	\$20,000.00
Total	\$90,000.00
<b>TASK 300: Inter-Regional Transportation Planning</b>	<b>\$60,749.04</b>
310: AAMPO Coordination	\$25,749.04
320: Local Transit Planning Support	\$15,000.00
330: Linn-Benton Loop Support	\$15,000.00
340: Travel Model Coordination	\$5,000.00
350: Mobility Platform Whitepaper	NA
Total	\$60,749.04
<b>TASK 400: Transportation Programming</b>	<b>\$16,208.63</b>
410: MTIP Amendments	\$16,208.63
Total	\$16,208.63
<b>TASK 500: Special Projects</b>	<b>\$0.00</b>
510: Special Projects Pool*	\$0.00
<b>TOTAL</b>	<b>\$266,957.67</b>

\*Funding to come from CAMPO reserves not PL.



## CORVALLIS AREA Metropolitan Planning Organization

1121 NW 9th St, Corvallis, OR 97330;  
541-758-1911 | cketchum@ocwcog.org

### MEMORANDUM

**DATE:** July 31, 2025  
**TO:** CAMPO TAC  
**FROM:** Corum Ketchum, Planner  
**RE:** **CAMPO Special Projects - Reserve Funding Proposals**

The Corvallis Area MPO has the opportunity to make two investments in the planning and construction of the Corvallis to Albany Path:

- 1) Conifer – Circle Blvd Multiuse Path Alignment Study. This was shared with the TAC at the April meeting, with information included from that memo below.
- 2) Hwy 20 ADA Curb Ramp Enhancements. This is a new opportunity requested by ODOT.

Approximately \$50,000 is available for both these projects. Under the guidance of the Policy Board, CAMPO can allocate its reserve funding toward an alignment study to determine what the best approach is for making a connection between the Bikeways and the Path. A simple map of the project is shown in Exhibit B.

If interested, staff recommend making:

- \$30,000 available for the Alignment Study
- \$20,000 available for the HWY 20 ADA Curb Ramp Enhancement

These funds would come out of CAMPO reserves, which hold approximately \$100,000 total.

### **Conifer – Circle Blvd Multiuse Path Alignment Study**

Statement of need:

The City of Corvallis and Benton County are making great strides to build multimodal networks within the CAMPO planning area. Two of the jurisdictions' projects, Corvallis' *Neighborhood Bikeways* and Benton County's *Corvallis to Albany Multiuse Path* near each other on the northern edge of the city. After a community tour of the Bikeways and the completed sections of the Path, transportation advocates, members of the Policy Board, and staff have identified a need to connect the two projects.

Scope:

- Analyze alignment alternatives for the Corvallis to Albany Path
- Evaluate the feasibility of enhanced buffered bike lanes
- Identify preferred location for CA Path alignment between Conifer and Circle
- Identify design concerns, including ADA curb ramps, driveway access, mailbox access, and waste pickup with the available right-of-way

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Member Jurisdictions:

Cities of Corvallis, Philomath, Adair Village, Benton County and Oregon Department of Transportation

- Deliver planning-level cost estimates and decision-ready alternatives

The roadways most likely to host this connection are Circle Blvd or Seavy Ave (building on the Benton County courthouse development and recent Circle Blvd repaving), or Conifer Blvd, which is scheduled for resurfacing in FY27 (which is a CAMPO funded project, see Table 1). Given the resurfacing project and the road's proximity to schools and parks, Conifer Blvd likely makes the best candidate for multimodal treatment.

## **HWY 20 ADA Curb Ramp Enhancement**

Statement of Need:

As part of the statewide American with Disabilities Act (ADA) settlement, ODOT is replacing curb ramps across the region, including at the site of the Corvallis to Albany path. Due to restrictions on how ADA related funds can be used, the designs for the curb ramp at Conifer Blvd (on the east side of the highway) calls for a pedestrian-only ramp where the Path currently terminates.

Scope:

- Infill of wider concrete path
- Curb extension needed to provide space for wider path, repave at corner
- Relocate existing inlet
- Adjust right-of-way footprint
- Misc: Mobilization, erosion control, sign relocation, traffic control...

### **Background**

ODOT is replacing ADA curb ramps throughout the state. See project details here:

<https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=22985-corvallis>

Typically, ramps for multi-use paths are wider than those for sidewalks. As designed, the ramp at the NE corner of US20/Conifer (the current start of the Corvallis-Albany Path) will be built for pedestrians only, as the Path ends just before the project site. A picture showing the current termination of the path at the Corvallis Waldorf School is available in Exhibit C.

Additional information and designs have been provided by ODOT and are attached as a separate document to the meeting packet.

### **Action Requested**

1. Does the TAC recommend that CAMPO allocate some of its limited reserves toward one or both of these projects?
2. Are any members of the TAC interested in partnering with CAMPO and ODOT to match dollars?

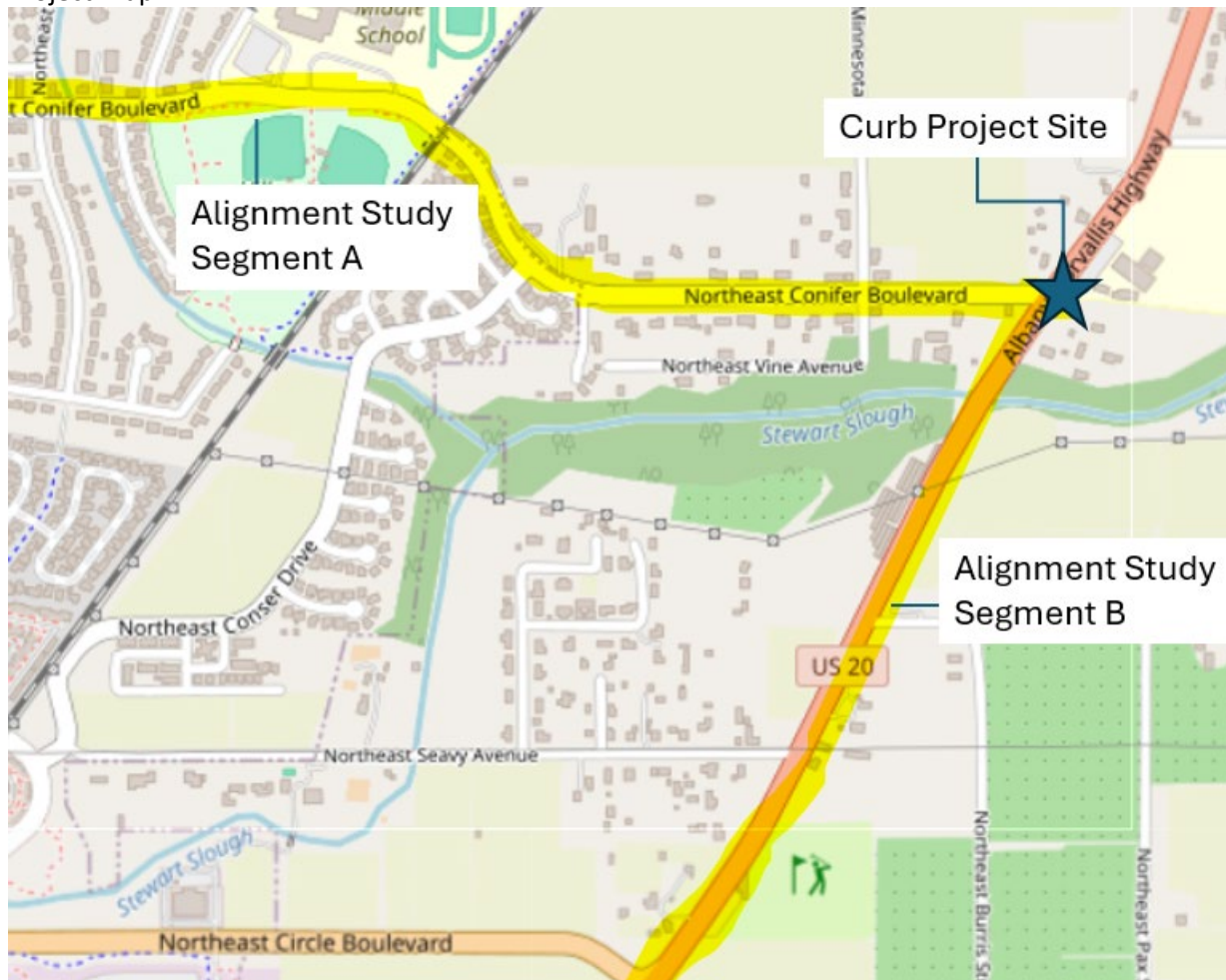
**Exhibit A:**

Table 1: FY27 CAMPO State Highway Fund Project Description

Project Name	Project Description	SHF Allocation
Conifer Boulevard Rehabilitation	Will rehabilitate the pavement on Conifer Boulevard between Hwy 99 and the eastern City Limits. The total length of the project is 5500 LF. Of that, 2500 LF is planned for reconstruction, and the remainder will receive a Grind/Inlay. ADA ramp upgrades and bicycle improvements scheduled.	\$1,700,000

**Exhibit B**

Project Map



Member Jurisdictions:

Cities of Corvallis, Philomath, Adair Village, Benton County and Oregon Department of Transportation

**Exhibit C**

Current Termination of the Corvallis – Albany Path (NE Intersection of HWY 20 at Conifer BLVD at the Corvallis Waldorf School)



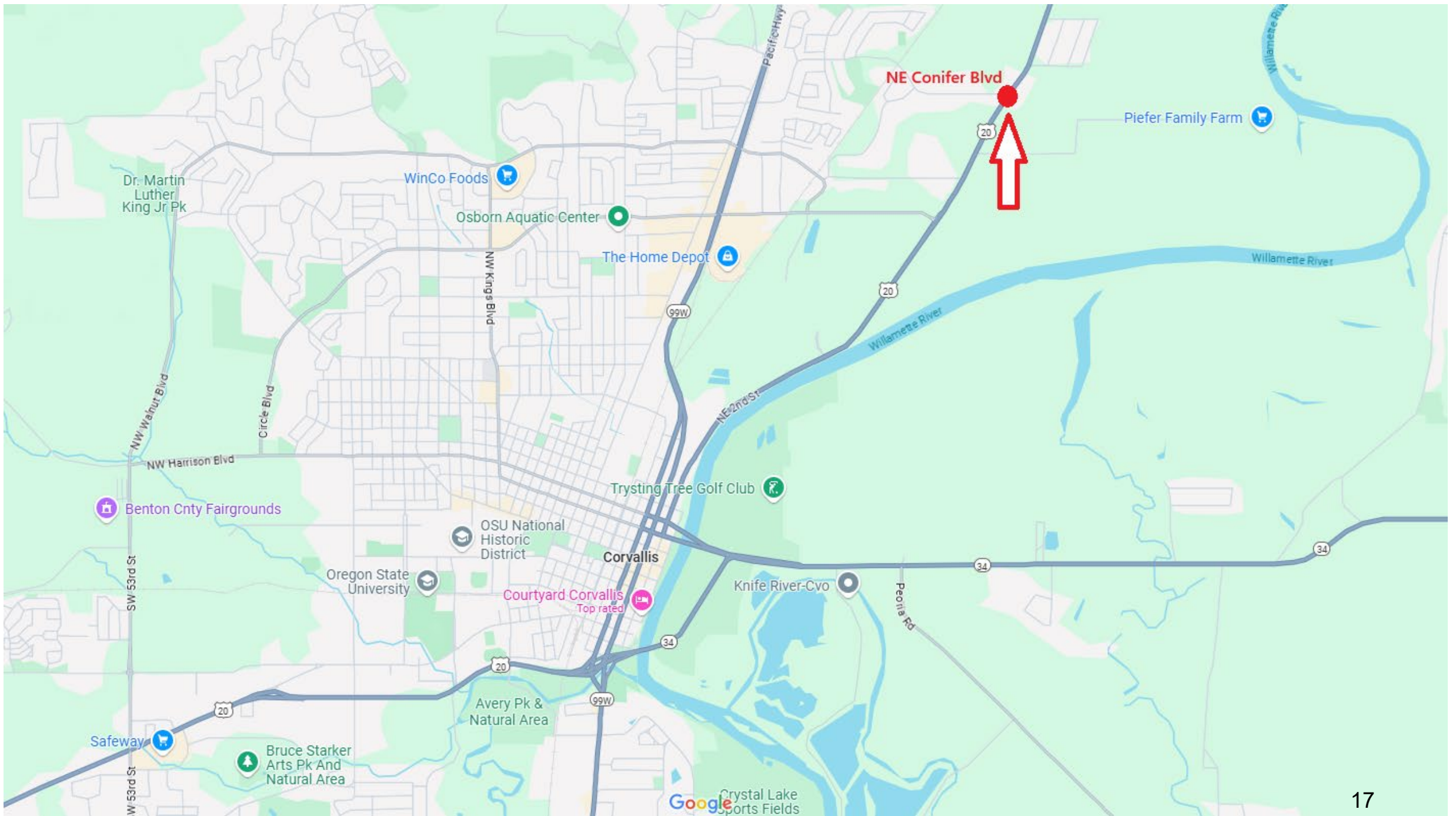
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Member Jurisdictions:

Cities of Corvallis, Philomath, Adair Village, Benton County and Oregon Department of Transportation

# US20 and NE Conifer Blvd

Shared Use Path Extension to Corner



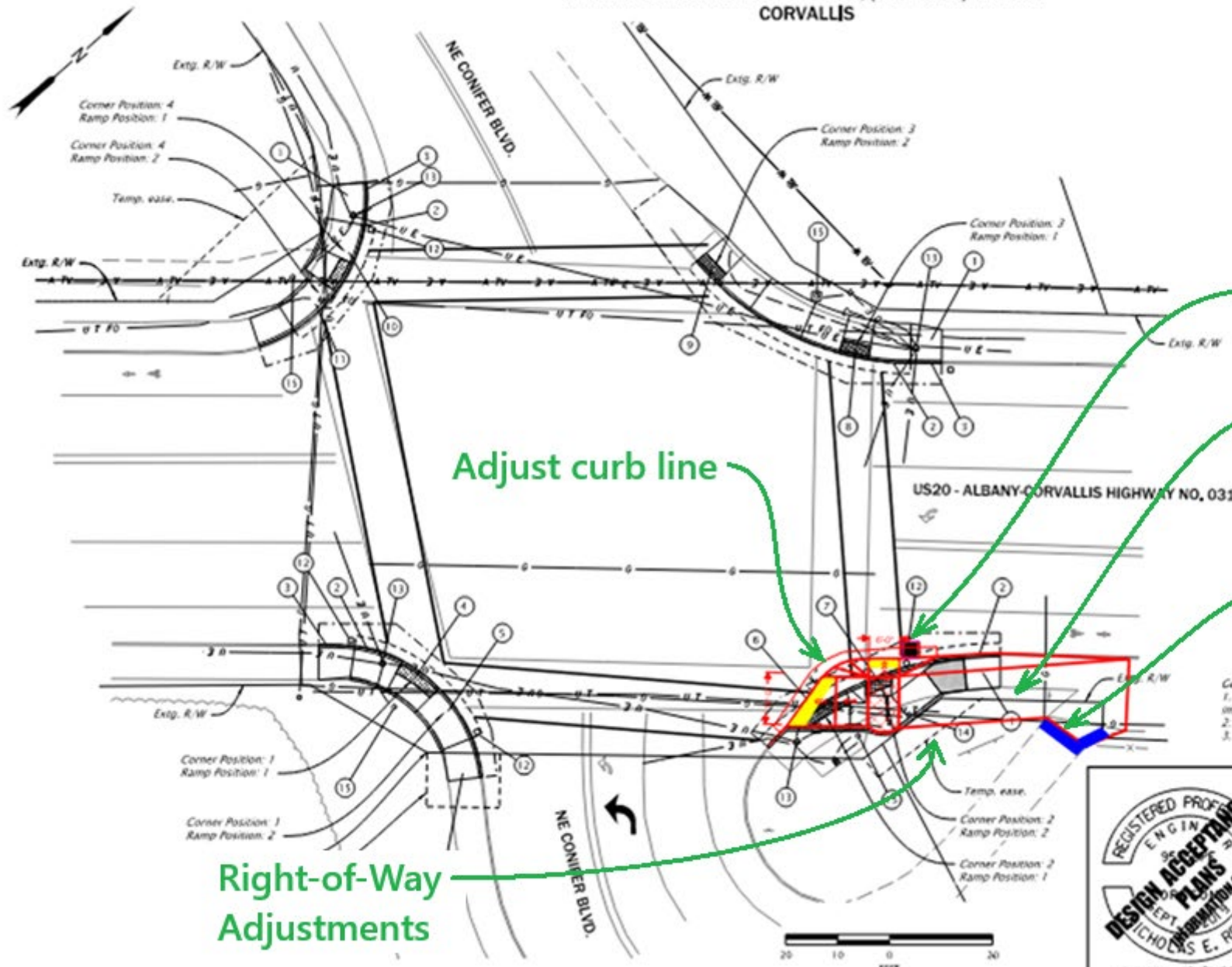


**Extend Shared  
Use Path to  
intersection**

# ODOT K23846 ADA Curb Ramp Project

- Project scope limited to ADA curb ramp retrofits
  - Scope tied to settlement agreement
  - Project funding has stringent requirements limiting any enhancements of non-ADA feature
- Request for supplemental funding to extend Shared Use Path:
  - Infill of wider concrete path
  - Curb extension needed to provide space for wider path, repave at corner
  - Relocate existing inlet
  - Adjust right-of-way footprint
  - Misc: Mobilization, erosion control, sign relocation, traffic control...

US20 AT NE CONIFER BLVD.  
ALBANY-CORVALLIS HWY NO. 031, (031000) MP 2.92  
CORVALLIS



Relocate inlet

10-foot wide concrete path

Adjust path connection

Adjust curb line

Right-of-Way Adjustments

- General Notes:
1. Unless otherwise noted, ADA corners shown with no proposed improvements are not a part of this project.
  2. Survey base linework derived from unconstrained mobile scan data.
  3. Unless otherwise noted, maintain and protect existing signal equipment.

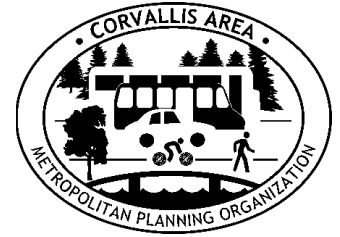


NW OREGON 2024-27 ADA CURB RAMP DESIGN, PH I PROJECT VARIOUS HIGHWAYS VARIOUS COUNTIES		
Designer: Andrew Giff Checker: [Blank]	Designer: [Blank] Checker: [Blank]	SHEET NO. C405
GENERAL CONSTRUCTION		



# MEMORANDUM

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



**Date:** July 31<sup>st</sup>, 2025  
**To:** CAMPO Technical Advisory Committee and Policy Board  
**From:** Corum Ketchum, CAMPO Staff  
**Re:** Statewide Transportation Improvement Program (STIP) Amendments

## Overview

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

One full amendment is being submitted to the Policy Board for approval. Amendment #24-27-2847 adds more locations for the statewide ADA curb ramps project.

## Background on the STIP and MTIP

The STIP is the Oregon Department of Transportation's capital improvement plan for state and federally funded transportation projects. CAMPO acts as the regional coordinator to the STIP helping ensure that amendments and other adjustments are processed appropriately. CAMPO also maintains a Metropolitan Transportation Improvement Program (MTIP) which is consistent with the STIP.

## Amendment Types

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

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

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

Additional project information is available on the ODOT Transportation Project Tracker by searching for the key number (the five digit code shown in the table) or key words from the project title:

<https://gis.odot.state.or.us/tpt/>

## **Action Requested**

### **Technical Advisory Committee**

- Amendment #24-27-2648 – Information Only.
- Amendment #24-27-2969 – Information Only.
- Amendment #24-27-2927 – Information Only.
- Amendment #24-27-2933 – Information Only.
- Amendment #24-27-2964 – Information Only.
- Amendment #24-27-2948 – Information Only.
- Amendment #24-27-2913 – Information Only.
- Amendment #24-27-2847 – Information Only.
- Amendment #24-27-2854 – Information Only.
- Amendment #24-27-2784 – Information Only.
- Amendment #24-27-2783 – Information Only.
- Amendment #24-27-2775 – Information Only.

### **Policy Board**

- Amendment #24-27-2648 – Information Only.
- Amendment #24-27-2969 – Information Only.
- Amendment #24-27-2927 – Information Only.
- Amendment #24-27-2933 – Information Only.
- Amendment #24-27-2964 – Information Only.
- Amendment #24-27-2948 – Information Only.
- Amendment #24-27-2913 – Information Only.
- Amendment #24-27-2847 – Approval requested.
- Amendment #24-27-2854 – Information Only.
- Amendment #24-27-2784 – Information Only.
- Amendment #24-27-2783 – Information Only.
- Amendment #24-27-2775 – Information Only.

Table 1 - STIP Amendments

Amendment	Key	Project Name	Requested Action	Change Category	Amendment Type
<b>24-27-2847</b>	23956	Northwest Oregon ADA curb ramp design, phase 1	Add a new project using GARVEE funds. CN planned for 27-30. Submitted for July 2025 OTC meeting.	Add project	Full amendment
<b>24-27-2648</b>	23673	CWCOG Transportation Options FFY24 - FFY27	Reduce OT by \$12,839.74. Per [Transportation Options Manager] Hope Estes, \$112,182.09 of SW TDM <sup>1</sup> costs are rideshare which is eligible for 100% federal funding. This removes the match from those dollars	Single project adjustment	Adjustment
<b>24-27-2775</b>	22698	City of Corvallis Signal Improvements (2027)	Slip PE to '26	Slip	Adjustment
<b>24-27-2783</b>	23733	Corvallis Transit - Purchase of Four Diesel Low Floor Buses	Slip OT phase to 26 and update funding responsibility from LOCAL TRANSIT to FTA local recipient	Slip	Adjustment
<b>24-27-2784</b>	23551	ODOT Fleet Charging Equipment	Add OT phase with \$590K in CN funds, decrease CN \$590K	Add phase	Adjustment
<b>24-27-2854</b>	22742	US20: from US101 to the Idaho border	Advance the CN phase to 2025 for delivery and add \$658,187.50 to the CN phase.	Single project adjustment	Adjustment
<b>24-27-2913</b>	23792	Oregon Transportation Network - Benton Co FFY27	Reduce OT by \$48,018.	Single project adjustment	Adjustment
<b>24-27-2927</b>	21975	Enhanced Mobility S&ID - Benton County FFY23	Slip OT to 26.	Slip	Adjustment
<b>24-27-2933</b>	21984	Enhanced Mobility S&ID - Benton County FFY24	Slip OT to 26.	Slip	Adjustment
<b>24-27-2948</b>	22948	Enhanced Mobility S&ID - Benton County FFY25	Slip OT to 26.	Slip	Adjustment
<b>24-27-2964</b>	23775	US20 curb ramps (Corvallis)	Slip RW to FFY 2026.	Slip	Adjustment
<b>24-27-2969</b>	23029	Northwest Oregon 2024-2027 ADA curb ramps, phase 2	Slip UR phase to FFY26. K.P notified 7/11/25.	Slip	Adjustment

<sup>1</sup> SW TDM is Transportation Demand Management funding which is a program that seeks to reduce single occupancy driving by encouraging people to take modes of transportation or carpool.