



## CORVALLIS AREA Metropolitan Planning Organization

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**Policy Board Meeting**  
**Wednesday, May 11, 2022**  
**3:30 pm to 5:30 pm**  
**Via Zoom by clicking [HERE](#)**  
**Phone: 1-253-215-8782**  
**Meeting ID: 854 7042 4656**  
**Password: 2022**

### AGENDA

- |    |      |  |                                |
|----|------|--|--------------------------------|
| 1) | 3:30 | <b>Call to Order and Agenda Review</b>   | <b>Chair, Andrew Struthers</b> |
| 2) | 3:35 | <b>Public Comments</b>   | <b>Chair</b>                   |
| 3) | 3:45 | <b>Approve minutes of March 9, 2022 Meeting (Attachment A)</b>   | <b>Chair</b>                   |
|    |      | <i><b>ACTION:</b> Decision on Minutes</i>  |                                |
| 4) | 3:50 | <b>FY2023 Unified Planning Work Program (UPWP) Review (Attachment B1-B2)</b><br><i>Overview of FY2023 UPWP</i>   | <b>Steve Dobrinich</b>         |
|    |      | <i><b>Action:</b> Approve FY2023 UPWP</i>  |                                |
| 5) | 4:00 | <b>Project Updates</b><br><i>Brief overview on ongoing planning projects:</i> <ul style="list-style-type: none"><li>• Corvallis Bikeshare Plan</li><li>• Mobility Hubs Project</li></ul> | <b>Steph Nappa</b>             |
|    |      | <i><b>Action:</b> Information Only</i>   |                                |
| 6) | 4:30 | <b>MTIP/STIP Amendment (Attachment C)</b>  | <b>Dobrinich</b>               |
|    |      | <i><b>Action:</b> Approve amendment #21-24-2038</i>  |                                |
| 7) | 4:40 | <b>Edits to CAMPO MTIP Document (Attachment D)</b>   | <b>Dobrinich</b>               |
|    |      | <i><b>Action:</b> Information Only</i>   |                                |
| 8) | 4:50 | <b>Other Business and Jurisdictional Updates</b> <ul style="list-style-type: none"><li>• CAMPO Updates</li><li>• Jurisdictional Updates</li></ul>  | <b>All</b>                     |
| 9) | 5:30 | <b>Adjournment</b>   | <b>Chair</b>                   |

## ATTENDANCE (FOR QUORUM PURPOSES)

Board Members	Jurisdiction	Attendance
Vacant (previously held by Alan Rowe)	City of Adair Village	
Councilor Andrew Struthers	City of Corvallis	
Councilor Matt Lehman	City of Philomath	
Commissioner Pat Malone	Benton County	
Savannah Crawford	Oregon Department of Transportation	
Alternates	Jurisdiction	Attendance
Pat Hare	City of Adair Village	
Greg Gescher	City of Corvallis	
Christ Workman	City of Philomath	
Gary Stockhoff	Benton County	
James Feldmann	Oregon Department of Transportation	

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

*Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, please contact Emma Chavez at least 72 hours prior to the meeting. Emma can be reached at 541-924-8405. TTY/TTD 711*

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD REMOTE MEETING  
Wednesday, March 9, 2022  
3:30 – 5:30 pm  
Via Zoom**

<b>Board Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Position to be filled (previously held by Alan Rowe)	City of Adair Village	
Councilor Andrew Struthers	City of Corvallis	Yes
Councilor Matt Lehman	City of Philomath	Yes
Commissioner Pat Malone	Benton County	Yes
Savannah Crawford	Oregon Department of Transportation	No
<b>Alternates</b>	<b>Jurisdiction</b>	<b>Attendance</b>
Pat Hare	City of Adair Village	No
Greg Gescher	City of Corvallis	Yes
Chris Workman	City of Philomath	No
Gary Stockhoff	Benton County	No
James Feldmann	Oregon Department of Transportation	Yes

**Guests:** Daniel Wood

**CAMPO Staff:** Steve Dobrinich, Jenny Glass, Emma Chavez, Kelli Boies

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION / CONCLUSION</b>
1. Call to Order and Agenda Review		<b>Meeting called to order at 3:33 pm by Councilor Andrew Struthers, Chair</b>

2. Public Comment	<p>Good morning,</p> <p>I would like to thank you for fully encouraging the general public to get involved and participate, and then putting what you hear into practice.</p> <p>I have two areas of comment on the 2023 UPWP today</p> <p>Regarding Task 220, the white paper: are low and medium speed vehicles to be included in the review process? While LSVs and MSVs are fully licensed and insured, current Oregon law limits Medium Speed Vehicles (MSV) to 35 mph zones. They would not be able to use many main roads in Corvallis, for example, while in the city of Philomath they would be allowed. Low Speed Vehicles (LSV) are further limited to 25 mph zones. Electric scooters and skateboards may soon see additional regulations. How do we plan routes to accommodate the growing number of users of these climate friendly and cost efficient modes of transportation?</p> <p>Regarding Task 500, the Philomath Highway study, my question is, will parallel corridors be part of the Highway review process? If so, and in my personal opinion I think they should be, every opportunity to encourage active transportation whenever road improvements are undertaken should be supported. Parallel corridors are a safer and less stressed environment for active transportation users, when properly designed.</p> <p>As one example West Hills could tie into the MUP on 53rd.</p> <p>Western Blvd also comes to mind. It would seem prudent to encourage the city of Corvallis to install buffered bike paths, and/or a multi use path as part of their 2023 CIP project there. Can RTP project PC11 funding be applied at this location in coordination with the city?</p> <p>Will there be a MUP crossing connecting to the MUP just West of 35th?</p>	
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	<p>Will the illustrative ODOT roundabout at that intersection be designed to accommodate pedestrians mid block?</p> <p>Active transportation should be given prioritization whenever and wherever possible while not losing sight of the need to reduce congestion.</p> <p>Thank you again for your time and consideration and all of your hard work for our communities.</p> <p>Daniel Wood</p> <p>President, West Hills Neighborhood Association</p> <p>Commissioner Pat Malone answered he would like to have a phone call or in person conversation about Daniel Wood's comments. Commissioner Malone stated that the issue areas are noted but having further information is useful like going into areas of concern and areas of mutual interest.</p>	
3. Approve Minutes of February 9, 2022, meeting	<p>No corrections to February 9, 2022 meeting minutes.</p> <p>Motion to approve by Councilor Matt Lehman, second by Commissioner Malone.</p> <p>Approved unanimously.</p>	<b>Consensus to approve the February 9<sup>th</sup>, 2022, minutes</b>
4. FY2023 Unified Planning Work Program (UPWP) Review	<p>Staff Steve Dobrinich presented Attachment B1-B2. Dobrinich detailed changes in planning tasks. B1 is the draft Unified Planning Work Program (UPWP) for Fiscal Year 2023. Start July 1<sup>st</sup>, 2022-June 2023. The work program include five main task areas as well as several subtasks. Update noted Task 500 added -Special Projects Tasks. Task 100 is same as last year. Percent of effort allotted 25%. Task 200-Long Range Transportation Planning has subtasks. Biggest change is not as much time dedication to the Regional Transportation Plan Update. Possible developing document highlights of RTP information.</p>	<b>Consensus to move to April meeting for approval.</b>

	<p>Task 220- White Paper on Emerging Mobility Technology added back into information after falling off from previous UPWP documents. Dobrinich is working on later in the Summer and Fall.</p> <p>Task 230- Technical Assistance to Communities. Same as last year. dedicated 120 hours total. 30 hours dedicated to each of the three cities in the CAMPO planning area and Benton County.</p> <p>Task 240-CAMPO Multi-Modal Count Program. Pegged at 26% of effort.</p> <p>Task 300-Inter-Regional Transportation Planning- focuses on connections between CAMPO regions and other regions of Oregon.</p> <p>Task 320-Transit Planning Coordination and Assistance includes supporting Linn Benton Loop and Corvallis Transit where needed. CAMPO staff helped update the Public Transit Agency Safety Plan for CTS and Philomath Connection recently.</p> <p>Task 330- Transit Workforce Study. Investigation of workforce needs, specifically needs of bus drivers for Corvallis and Albany transits.</p> <p>Task 340- Travel Modeling and OHAS. 18% total effort allotted.</p> <p>Task 400 –Transportation Programming. Everything to do with the Metropolitan Transportation Improvement Program(MTIP) and Statewide Transportation Improvement Program (STIP) falls into this task area.</p> <p>Task 410- MTIP amendments.</p> <p>Task 420- FY2024-2027 MTIP Development. Note: detailed project schedule moved to Appendix E.</p> <p>Task 430 Oregon Household Activity Survey (OHAS) Funding Set-Aside. Data model that feeds transportation demands model. 10% total effort allotted.</p> <p>Task 500-Special Projects is a new area within the UPWP.</p> <p>Task 510-Highway US 20/OR34 Planning Study</p> <p>Task 520-Special Projects Pool. Task 500 21% total effort allotted. Updated funding numbers to come later in the summer. New funding will go to the Special Projects Pool subtasks and then would</p>	
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	<p>subsequently go through the Technical Advisory Committee (TAC) and Policy Board before proceeding with new projects. Budgeted amount for the year \$246,540. Included is a table on funding and funding sources as well as expenses.</p> <p>Addition: Appendix D- FHWA and FTA Joint Planning Emphasis Areas. Breakdown of how FWA and FTA areas are being met.</p> <p>Appendix E- FY2024-27 MTIP/STIP Development Schedule. Anticipated schedule to stay up to date.</p> <p>Appendix F: In-Kind Match Overview. Used to report how to calculate match dollars. In-Kind Breakdown. Need is \$5083. Match is \$7880. Exceeded needed amount. Notes made in document.</p> <p>Dobrinich moved to review Attachment B2- Comment Tracker. This document documents input CAMPO staff received throughout the process of developing the UPWP. Documented all responses and comments.</p> <p>Councilor Struthers comment on Task 240. Corvallis is working on forming multimodal committee that will be primarily staff lead, or staff focused.</p> <p>Greg Gescher noted ODOT comment on page 3 under Safety: "Both the Oregon Department of Transportation and City of Corvallis already provide widespread counts for motor vehicles, the CAMPO count program extends this to people walking and riding bikes." Per Gescher, this is incorrect. City of Corvallis does not have formal traffic count program or widespread data. Counts that are made available come from ODOT, not City of Corvallis.</p> <p>Commissioner Pat Malone commented that the next line states City of Corvallis has adopted a Vision Zero resolution. Asked to clarify if Vision Zero is the official name of keeping pedestrians and those outside the vehicle safe with no fatalities.</p>	
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	<p>Gescher responded City of Corvallis did pass a resolution to the Vision Zero program. It is a nationally recognized program.. The City of Corvallis endorses the concepts that are supported by Vision Zero. Councils' direction was not to put full vision zero program together. If ever implemented, it will be with city, county and other agencies help.</p> <p>James Feldmann posted in the chat a link about Vision Zero.</p> <p>Councilor Struthers noted there is a resolution in packet for 2202 for purpose of approving the FY 2023 Corvallis Area Metropolitan Planning Organization's Unified Planning Work Program (UPWP). Noted that there is one change from Gescher on page 3. Commissioner Malone asked if public comment was closed and if it was ready to be approved.</p> <p>Dobrinich responded that public comment section is open still. closes March 17<sup>th</sup>. CAMPO meeting held.</p> <p>Commissioner Malone asked to have it moved and held until April for approval. Councilor Struthers agreed to have it held for approval for it to complete public process. Councilor Lehman agreed to have approval held until April and only review changes that occur now and then.</p>	
5. MTIP/STIP Amendments	<p>Staff Dobrinich provided an overview on a Memo about MTIP/STIP amendments. Referenced page 49, Attachment C in the meeting packet. No action items needed. For reference only.</p> <p>Dobrinich noted that a staff level decision related to moving the "Other" phase of the Van Buren bridge project is included in the memo. Staff approved moving the "Other" phase to the 2022. Approved by CAMPO TAC: K22580 CWCOG. ODOT split out from larger pot of money that had not been defined. \$477,000 added.</p> <p>MTIP/STIP policies approved. For informational purposes</p>	



	<p>Commissioner Malone questioned when timetables for projects will happen. Commissioner Malone went on to note that Savannah Crawford from ODOT said ODOT is revising and some of their project timetables for the spring.</p> <p>Feldmann noted that Savannah does bimonthly updates to the ACT. Updated link provided in chat.</p>	
6. Other Business and Jurisdictional Updates	<ul style="list-style-type: none"> <li>• <i>CAMPO Updates</i> <ul style="list-style-type: none"> <li>○ <i>2024-27 MTIP Development Process</i></li> </ul> </li> </ul> <p>Dobrinich commented the work program in Appendix E of the UPWP lays out information for the MTIP development process. 5307 and 5310 transit funding goes directly to county and city. The MPO does not have big role on how funds are spent. Just administrative and making sure they get into the TIP documents.</p> <p>Dobrinich will be working with Tim Bates and other City of Corvallis officials and staff to get project descriptions and start to submit them in draft form to be included in the STIP. May would be to review criteria. Developing a form. Should be straightforward process. Coordinate with AAMPO for similar project solicitation form. Will begin later spring/summer. October present list of evaluated projects to the TAC. Draft MTIP by December. Approve in December or January. June final MTIPs need to be approved. Project language communication back and forth is expected. ODOT to enter projects for inclusion onto the STIP.</p> <ul style="list-style-type: none"> <li>○ <i>To view adopted RTP <a href="#">click here</a></i></li> </ul> <ul style="list-style-type: none"> <li>• <i>Jurisdictional Updates</i> <ul style="list-style-type: none"> <li>○ <i>Results from ODOT Pedestrian and Bicycle Strategic Funding Open House</i></li> </ul> </li> </ul>	

	<p>Attachment D in packet. Feldmann commented there had been an inquiry about interest in projects that could be eligible for the Pedestrian Bike Strategic funding in the next STIP cycle. Summary of statewide survey. Corvallis rose to the top with projects in the Corvallis area. No word on which project was selected.</p> <p>Councilor Struthers stated he will pull the two pages for his full council to review and will provide Feldmann's email address so if there are questions, they can go directly to ODOT. Commissioner Malone asked if there is a specific pot of money connected to this?</p> <p>Feldmann clarified that yes, it is called the Bike Ped Strategic. They identified projects throughout the state and looked for feedback on those projects. There was interest in Philomath Blvd sidewalk infill and South Corvallis and improving crossing areas in South Corvallis. Funding for entire state is \$ 55M. Feldmann provided a link in the chat.</p> <p>CAMPO updates from Dobrinich: Kelli Boies new Administrative Assistant CED.</p> <p>Working with Corvallis Transit and just finished an update to the Public Transportation Agency Safety Plan (PTASP). New FTA requirement. CAMPO helped write original document. worked with Lisa and Tim Bates to provide updates to documents.</p> <p>Upcoming projects spring Adair Village Trails Plan. Will be working with Pat Hare and Benton County Open Spaces on documents.</p> <p>Commissioner Malone stated there is a partnership developing between Benton County and Jackson Frasier Wetlands, Greenbelt Lands Trust/Owen's Farm. This is over 150 acres there. There are 75 acres by Good Samaritan Regional Medical Center. 15 acres they will develop with the remainder being natural area. This is a budding area with three different owners. Talk about multi use path from North Corvallis to Adair Village.</p> <p>Benton County updates from Commissioner Malone: ODOT ACT meeting end of February. Three projects were advanced. \$46M pot of funds for the projects. Connect Oregon program meeting tomorrow,</p>	
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	<p>3/10/22. Project that scored highest is Pacific Seafood rebuilding in Newport.</p> <p>Another project is resurfacing the runway at Corvallis Regional Airport and get new lights installed that work. Goal is to get regional airport in better shape. There is only one main runway. It is a \$3.5M project. Corvallis has \$3M of it. Looking for 10-15% to finish its funding.</p> <p>Last project is updating trussells of Portland Railroad that runs thru Corvallis. Very little construction improvement in three county area</p> <p>After ACT meeting, this project moves on to state for approval.</p> <p>As of end of January, Board of Commissioners moved to the Calapooia Building at 4500 Research Way in Corvallis. The Records, Commissioners, and Assessments Departments had already moved. Community Development will also be moving. There are transit bus that goes to Research Way every two hours. Commissioner Malone did note the 2018 transit study for the Transit System to Research Way is out of date and needs to be updated.</p> <p>Feldmann gave ODOT updates: South Corvallis is working on signal improvement on Avery and Crystal Lake. South Corvallis Facility Planning Project in lull waiting while waiting on a motor vehicle analysis.</p> <p>Councilor Lehman updated about Philomath: American Rescue Plan Act (ARPA) money being spent to update 1952 sewer lines.</p> <p>Councilor Struthers update about Corvallis: Adopted resolution that establishes the future possible NW Technology Loop Extension going from current location to Hwy 34 to West Hills Rd.</p> <p>On February 24 session there was a discussion how to deal West Hills Rd and how County will work on upgrade infrastructure.</p> <p>In the future, possibly annexing airport into the city of Corvallis. Not currently part of the city.</p>	
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	<p>Gescher commented about battery electric busses on order. In process of making an award on a contract award to design on power charging stations. Gescher stated a decision was made on charging station Corvallis is going with. Options were available to pick one. First neighborhood bikeway to be working on is 11<sup>th</sup> street. Will be adding way finding signage, identification signage, possibly a bulb out that is a quick build facility. There will be improvement to pedestrian flow. Should be done by spring. Before end of fiscal year.</p> <ul style="list-style-type: none"> <li>• <i>Transportation Growth Management Pre-Application Open</i></li> </ul> <p>Dobrinich noted ODOT and Department of Land Conservation Development joint program. Commonly used for joint transportation land use projects. Dobrinich asked is anyone thinking about the application or pre application. Gescher stated City of Corvallis is considering some applications.</p> <ul style="list-style-type: none"> <li>• <i>Discussion on future in-person and virtual meetings</i></li> </ul> <p>Councilor Struthers asked Board if they wanted to continue virtual or move to in-person meetings. Thoughts?</p> <p>Councilor Lehman stated opinion is that it is much easier to do online meeting. Happy to do in person meetings. Options would be nice in case can't make it to in person meetings.</p> <p>Commissioner Malone suggest keeping April a Zoom meeting. Every third meeting in person possibly. Hybrid model option.</p> <p>Feldmann stated hybrid model supported</p> <p>Councilor Struthers stated April meeting be virtual. Revisit in April and decide for meeting in May. Possibly move time of session in April.</p> <p>Asked Dobrinich to see if time still works for Adair Village and work on finding a good fit to the group. If time is the issue, looking into time that works for the group.</p>	
7. Adjournment		<b>Meeting adjourned at 4:58 pm</b>

# **Fiscal Year 2023 Unified Planning Work Program (UPWP)**

July 1, 2022 – June 30, 2023



**CORVALLIS AREA METROPOLITAN PLANNING  
ORGANIZATION (CAMPO)**

Adopted May 11, 2022

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. 22-02**

**FOR THE PURPOSE OF APPROVING THE FY 2023 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 2023, 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 2023;

**NOW, THEREFORE, BE IT RESOLVED**, that the Policy Board of the Corvallis Area MPO approves the FY 2023 Corvallis Area Unified Planning Work Program and its associated budget.

**Dated on this 11 Day of May, 2022**

**APPROVED:**

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**Andrew Struthers, Chair**  
Corvallis Area MPO

**ATTESTED:**

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**Stephen Dobrinich, Staff**  
Corvallis Area MPO

## ABOUT THE CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION

### Policy Board

Vacant	City of Adair Village
Councilor Andrew Struthers (Chair)	City of Corvallis
Councilor Matt Lehman (Vice-Chair)	City of Philomath
Commissioner Patrick Malone	Benton County
Savanah Crawford	Oregon Department of Transportation

### Technical Advisory Committee (TAC)

Pat Hare	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
Jeremy Borrego	Federal Transit Administration (FTA), Region X
Mark Bernard	Oregon Department of Transportation
Oregon Department of Land Conservation and Development (DLCD)	Oregon
Department of Environmental Quality (DEQ)	
Oregon Division of State Lands (DSL)	

### CAMPO Staff

Nicholas Meltzer	Transportation Manager
Steve Dobrinich	Transportation Planner
Emma Chavez	Operations Supervisor

### Address

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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 on 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 material and provides recommendations to the Policy Board.

The Oregon Cascades West Council of Governments, under a contract with the Policy Board, provides administrative services 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 2023 UPWP demonstrates how CAMPO will fulfill these requirements between July 1, 2022 and June 30, 2023.

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.

### 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 as-needed basis and decide the level of engagement needed by the Technical Advisory Committee and/or Policy Board.

Larger amendments to the UPWP may necessitate Policy Board approval of an updated UPWP as well as multiple MTIP and STIP amendments. 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:

[www.corvallisareampo.org](http://www.corvallisareampo.org). Engagement levels vary depending on project.

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 3 to March 17, 2022) 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

### 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 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 the next fiscal year. 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. ~~Both the Oregon Department of Transportation and City of Corvallis already 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 annual updating of the document into this work plan.

#### **Summary**

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

Performance Measure Adherence	Current Status	Next Update
Transportation Safety	Supported ODOT's Measures, January 2018	2022*
Bridge and Pavement	Supported ODOT's Measures, November 2018	2022*
Transportation System	Supported ODOT's Measures, November 2018	2022*
Transit Performance Measures	PTASP Adopted December 2020	January 2023

\*Next update refers to mid performance period review and update of statewide measures.

### SECTION III: CAMPO FY21 ACCOMPLISHMENTS

The Corvallis Area MPO spent much of Fiscal Year 2021 and 2022 completing the 2043 Regional Transportation Plan. Staff worked closely with ODOT's Transportation Planning and Analysis Unit to develop and evaluate multiple future scenarios. Something unique this RTP attempted is a "corridor analysis" in which planning is focused on regional connections between our member communities. Staff held three virtual open house events, refining our engagement techniques, and receiving over 200 comments from the public on project development. By working closely with the CAMPO TAC and Policy Board, the plan accomplishes a regional collaborative approach to planning.

Staff tracked the development of federal transportation bill re-authorization closely, and worked to distribute information on the potential implications of new legislation to CAMPO members.

Work on the count program, partnering with local members, and increasing our knowledge on diversity, equity and inclusion topics continued throughout the year. CAMPO is providing in-kind match for both a Corvallis Bikeshare Study, and an e-bike Pilot Program, which is a partnership with Corvallis/Benton County Economic Development.

#### Status of CAMPO and Regional Transportation Documents

Key Documents	Current Status	Next Update
CAMPO Regional Transportation Plan (RTP)	Approved February 2022	2027
CAMPO Reducing Reliance on Single Occupancy Vehicle Trips (Locally adopted performance measures)	Approved in February 2020	2022
FY2021-2024 Metropolitan Transportation Improvement Program (MTIP)	Approved August 2019	2023
FY23 Unified Planning Work Program	Adoption scheduled for March 2022	2023
Title VI and Environmental Justice Plan	Updated and approved in 2020	2023
Public Involvement Framework	Updated and approved in 2020	2023
Other Documents	Current Status	Next Update
Benton County Transportation System Plan	Adopted March 2019	-
Corvallis Transportation System Plan	Adopted December 2018	-
Corvallis Transit Development Plan	Adopted August 2018	-
Philomath Transportation System Plan	Adopted August 2018	-
Adair Village Transportation System Plan	Adopted November 2019	-

## SECTION IV – 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 Association of Metropolitan Planning Organization (AMPO) annual 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 (CWACT) and the associations of peer MPOs.
- Participating in the Oregon Modeling Steering Committee (OMSC), helping to guide the Oregon Modeling Improvement Program.
- Complying with all applicable federal requirements, particularly, Americans with Disabilities (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:
  - Mid-Willamette Valley Inter-Modal Center Project
  - Highway US 20 Safety Project
  - Salem-Albany Transit Pilot Project
  - Highway OR 99W Transit Pilot
  - Other projects as necessary

**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.
- 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.
- Reviewing the Public Participation Plan.
- Developing the FY24 Unified Planning Work Program and budget, and subsequent approval.
- Amending the FY23 Unified Planning Work Program as needed.

**Product:** An FY24 UPWP that outlines the work program and budget for the coming year. Amendments to required federal planning documents as needed.

**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
- 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)

TASK 100: PROGRAM MANAGEMENT	
Task Component	FY23
110: MPO Operation	\$30,000
120: MPO Administration	\$20,000
130: Annual Document Review	\$6,000
140: MPO Education and Training	\$6,000
<b>Total</b>	<b>\$62,000</b>
<b>Percent of Effort</b>	<b>25%</b>



### Task 200 – Long Range Transportation Planning

The purpose of this task is to provide for the long range transportation planning needs within the Corvallis Metropolitan 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 Implementation**

An update to the Corvallis Area MPO’s Regional Transportation Plan (RTP) was recently completed in spring 2022. The purpose of this work item is to shift staff effort from RTP development to project implementation including dissemination of information about the plan and pursuit of project funding.

**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*

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

### **Task 220 – White Paper on Emerging Mobility Technology**

States, cities and regions across the United States are facing a number of challenges, and potential benefits, with the advent of technological advances in mobility and transportation. Dockless bikeshare and electric scooters are two modes that have proliferated in cities up and down the West Coast over the past several years. There is ongoing conversation about whether these new technologies are a nuisance, or provide a measurable benefit to the transportation system at large. In addition, the roll out of autonomous and connected vehicles is unknown and there are many policy implications for cities to consider. This task will take a broad brush approach to researching what other cities are doing, evaluate any guidance and collaboration opportunities with Oregon Department of Transportation, and provide recommendations on what CAMPO’s member cities should consider for policy implementation.

**Product:** *White paper on policy issues related to emerging technology in transportation*

**Schedule:** *Task completion expected in 2<sup>nd</sup> quarter*

### **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 multimodal 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. 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 multimodal count program.

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

TASK 200: LONG RANGE TRANSPORTATION PLANNING	
Task Component	FY23
210: Regional Transportation Plan Implementation	\$15,000
220: White Paper on Emerging Mobility Technology	\$12,000
230: Technical Assistance to Communities	\$12,000
240: CAMPO Multi-Modal Count Program	\$25,000
<b>Total</b>	<b>\$64,000</b>
<b>Percent of Effort</b>	<b>26%</b>

### 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 Coordination**

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. This Task 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 FY23. These specific sub tasks include, but are not limited to:

- Hosting joint TAC and Policy Board meetings
- Developing a regional bicycle route map
- Planning for regional freight connections and subsequent improvements
- Exploring funding opportunities for local transportation project implementation

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 330 and 510). Any project will be approved by both Policy Boards prior to beginning.

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

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

#### **Task 320 – Transit Planning Coordination and Assistance**

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. With service expanded unilaterally across the state, CAMPO staff work to keep everyone in the region updated on regional transit improvements. 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.

Additional activities will include:

- Providing staffing assistance to the Linn-Benton Loop Governing Board
- Serving on the Technical Advisory Committee of the Loop and as the liaison between CAMPO Policy Board and the Linn-Benton Loop Transit Service
- Continuing to implement the results of the Linn-Benton Loop Service Development Plan
- Updating Corvallis Transit's Public Transit Agency Safety Plan (PTASP)

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

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

#### **Task 330: Transit Workforce Study**

Transit systems nationwide have struggled to maintain service during the COVID 19 pandemic. Both Albany

Transit System (ATS) and Corvallis Transit System (CTS) have suffered from a lack of bus drivers – resulting in the closing of bus routes and delays in planned transit expansions. The Transit Workforce study will identify strategies to help reduce negative impacts to transit service associated with lack of bus drivers. The study, conducted jointly with AAMPO, may include interviews and focus groups with current and past bus drivers, case studies of other transportation agencies, and an exploration of educational partnerships for bus driver licensing.

**Product:** Identification of strategies for reducing negative impacts to transit service associated with lack of bus drivers

**Schedule:** Expected to begin in the 1st quarter of FY23 and continue through the end of the 4th quarter

#### **Task 340: Travel Modeling and OHAS**

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 House Hold 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 through the MPO's commitment to provide funding (Task 430) 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:** Ongoing, OHAS effort is expected to conclude in 2024

<b>TASK 300: INTER-REGIONAL TRANSPORTATION PLANNING</b>	
<b>Task Component</b>	<b>FY23</b>
310: AAMPO Coordination	\$5,000
320: Transit Planning Coordination & Assistance	\$15,000
330: Transit Workforce Study	\$15,000
340: Travel Modeling and OHAS	\$10,000
<b>Total</b>	<b>\$45,000</b>
<b>Percent of Effort</b>	<b>18%</b>

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

**Product:** Up-to-date FY21-24 MTIP document

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

#### **Task 420 – FY2024-2027 MTIP Development**

With a new Statewide Transportation Improvement Program expected to be adopted in 2023, the process to develop it begins in 2022. This task will involve a review of project evaluation criteria, the solicitation of projects, public engagement, and development of an MTIP document to be included in the STIP.

**Product:** 2024-2027 MTIP/STIP

**Schedule:** Detailed project schedule is included in Appendix E. Work in the MTIP is expected to commence in April 2022 and wrap up in late 2022/early 2023.

#### **Task 430 –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	FY23
410: MTIP Amendments	\$8,000
420: FY2024-2027 MTIP Development	\$8,000
430: OHAS Funding Set-Aside	\$8,000
<b>Total</b>	<b>\$24,000</b>
<b>Percent of Effort</b>	<b>10%</b>

### Task 500 – Special Projects

#### **Task 510: Highway US 20/OR 34 Planning Study**

Highway 20/34 between Philomath and I5 is a key corridor connecting the CAMPO and AAMPO regions, transporting commuters, recreationalists, freight, and local residents. The corridor is expected to see increased traffic as the region grows in population. While many jurisdictions identify the Highway 20/34 Corridor as an issue during their recently developed transportation system plans, none of them dive into the details of solutions.

This project, in coordination with AAMPO, ODOT's Transportation Planning and Analysis Unit (TPAU), and consultants, will investigate a range of multi-modal investments that can decrease demand along the corridor for single occupancy vehicles, thereby reducing greenhouse gas emissions, reducing the need to expand the highway, and allowing for efficient travel by all modes.

**Product:** Identification of project stakeholders and goals, existing and future conditions analysis, identification of corridor solutions and implementation measures, final plan document

**Schedule:** Expected to begin in October 2022 and continue through October 2023 (2<sup>nd</sup> quarter)

#### **Task 520: 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 support of the CAMPO Technical Advisory Committee and Policy Board.

**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	FY23
510: Highway US 20/OR 34 Planning Study	\$50,000
520: Special Projects Pool	\$1,540
<b>Total</b>	<b>\$51,540</b>
<b>Percent of Effort</b>	<b>21%</b>

### Task Schedule

The table below summarizes non-continuous tasks CAMPO is undertaking during State Fiscal Year 2023. Note that dates may change as projects evolve.

Non-continuous tasks being undertaken in SFY Year 2023	Quarter 1			Quarter 2			Quarter 3			Quarter 4		
	July 2022	Aug	Sep	Oct	Nov	Dec	Jan 2023	Feb	Mar	Apr	May	Jun
Task 220: White Paper on Emerging Mobility Technology												
Task 330: Transit Workforce Study												
Task 420: FY 2024-2027 MTIP Development												
Task 510: Highway US 20/OR 34 Planning Study												

## SECTION V: BUDGET SUMMARY

The following budget tables detail the planned activities for Fiscal Year 2023 in comparison with Fiscal Year 2022. In addition, a breakdown of expenses and funding sources is provided.

### FY23 Budget by Subtask

Task	FY23 Amount	FY22 Amount	Dollar Change	Percent Change
<b>TASK 100: Program Management</b>	<b>\$62,000</b>	<b>\$73,000</b>	<b>(\$11,000)</b>	
110: MPO Operation	\$30,000			
120: MPO Administration	\$20,000			
130: Annual Document Review	\$6,000			
140: MPO Education and Training	\$6,000			
<b>TASK 200: Long Range Transportation Planning</b>	<b>\$64,000</b>	<b>\$102,000</b>	<b>(\$38,000)</b>	
210: Regional Transportation Plan Implementation	\$15,000			
220: White Paper on Emerging Mobility Technology	\$12,000			
230: Technical Assistance to Communities	\$12,000			
240: CAMPO Multi-Modal Count Program	\$25,000			
<b>TASK 300: Inter-Regional Transportation Planning</b>	<b>\$45,000</b>	<b>\$75,000</b>	<b>(\$30,000)</b>	
310: AAMPO Coordination	\$5,000			
320: Transit Planning Coordination and Assistance	\$15,000			
330: Transit Workforce Study	\$15,000			
340: Travel Modeling and OHAS	\$10,000			
<b>TASK 400: Transportation Programming</b>	<b>\$24,000</b>	<b>\$29,190</b>	<b>(\$5,190)</b>	
410: MTIP Amendments	\$8,000			
420: FY2024-2027 MTIP Development	\$8,000			
430: 2030 OHAS Set-Aside	\$8,000			
<b>TASK 500: Special Projects</b>	<b>\$51,540</b>	<b>\$0</b>	<b>\$51,540</b>	
510: Highway US 20/OR 34 Planning Study	\$50,000			
520: Special Project Pool	\$1,540			
<b>TOTAL</b>	<b>\$246,540</b>	<b>\$279,190</b>	<b>(\$32,650)</b>	

\*\$246,540 is the ODOT estimate for funding as of January, 2022.

FY23 Budget by Fund Source

<b>Task</b>	<b>Task Budget Total</b> (Personnel + Non-Payroll + Contracted Staff)	<b>PL Funds</b>	<b>FTA 5303 Funds</b>	<b>PL Match Funds</b> (10.27% from ODOT)	<b>5303 Match</b> (Funds and In-kind)
Task 100: Program Management	\$62,000	\$55,633	\$0	\$6,367	\$0
Task 200: Long Range Transportation Planning	\$64,000	\$57,427	\$0	\$6,573	\$0
Task 300: Inter-Regional Transportation Planning	\$45,000	\$0	\$40,379	\$0.00	\$4,622
Task 400: Transportation Programming	\$24,000	\$21,535	\$0	\$2,465	\$0
Task 500: Special Projects	\$51,540	\$42,219	\$4,028	\$4,832	\$461
<b>Total SFY23 Budget</b>	<b>\$246,540</b>	<b>\$176,814</b>	<b>\$44,406</b>	<b>\$20,237</b>	<b>\$5,083<sup>1</sup></b>

FY23 Expenses

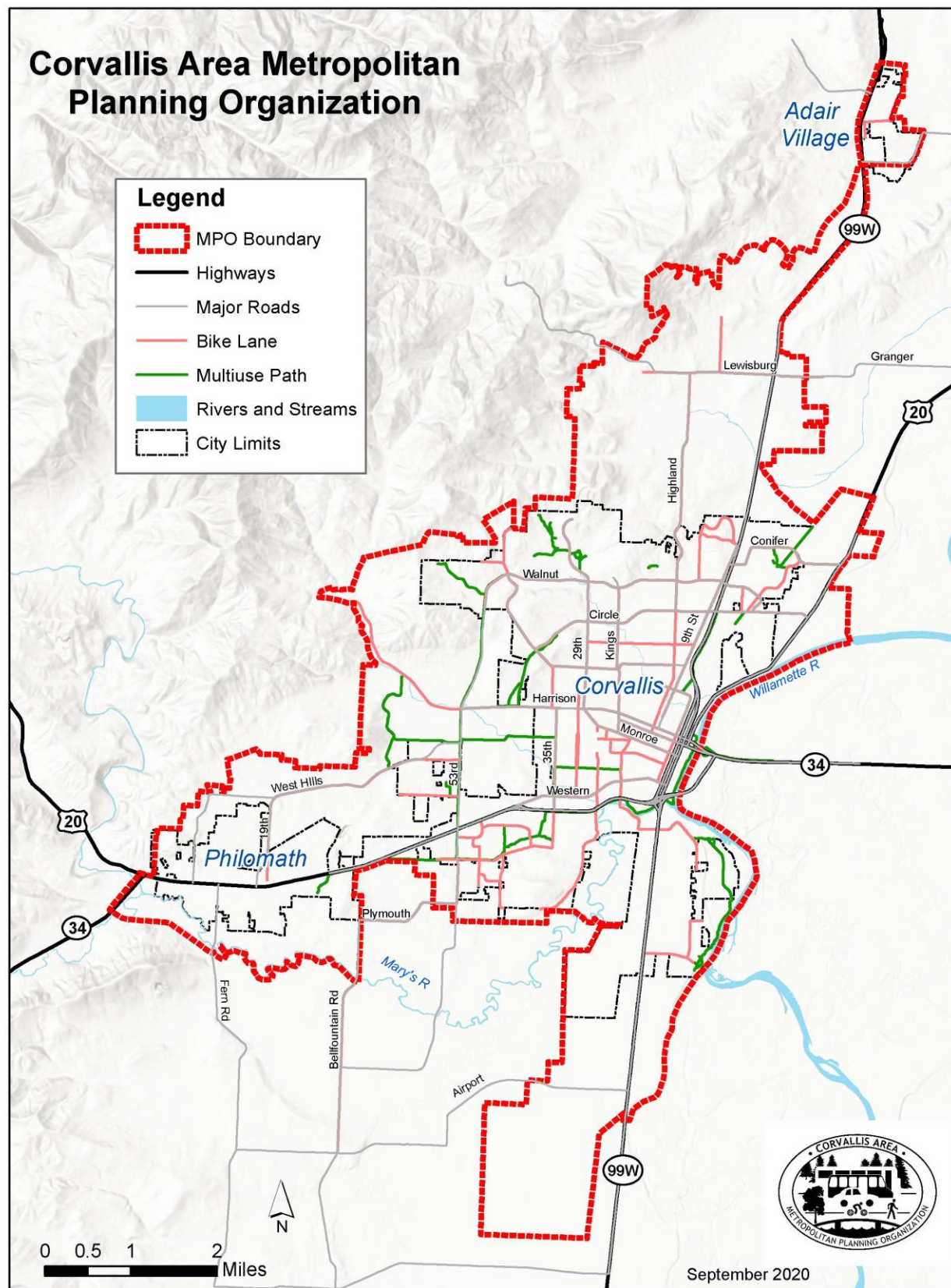
<b>Cost</b>	<b>Amount</b>	<b>Percent of Total Budget</b>
<b>CAMPO Staff Payroll Expenses</b>	<b>\$195,000</b>	<b>79%</b>
<b>CAMPO Non-Payroll Expenses</b>	<b>\$43,448</b>	<b>18%</b>
Advertising	\$1,000	
Board/Comm/Meeting Expense	\$1,000	
Contract Expenses (OCWCOG & External)	\$6,552	
Copying	\$500	
Dues and Memberships	\$1,000	
Legal Expenses	\$1,000	
Licenses and Fees	\$2,000	
Maintenance and Repair	\$1,000	
Overhead and Administration	\$16,448	
Postage	\$500	
Printing	\$500	
Rent	\$11,000	
Supplies	\$500	
Telephone	\$1,000	
Training	\$4,000	
Travel	\$2,000	
<b>Special Projects Pool</b>	<b>\$1,540</b>	<b>1%</b>
<b>Total</b>	<b>\$246,540</b>	<b>100%</b>

\*Contracted task support includes part time work from the COG Assistant Transportation Planner and GIS Specialist, as well as technical assistance from external contractors.

<sup>1</sup> Note, this number is less than the total estimated in-kind amount. Excess in-kind match will be carried over to the next fiscal year. For additional information see Appendix F.



## 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. *Philomath School Circulation Safety Study*. Awarded as a scoping study during the FY21-24 Metropolitan Transportation Improvement Program (MTIP), the study will evaluate existing circulation challenges at Philomath elementary, middle and high schools, and the surrounding neighborhoods. The project will develop analysis and design options to address issues with bus access, private vehicle access, school student highway crossings, and local neighborhood access and turn movement restrictions. The MPO is leading this work using Surface Transportation Block Grant (STBG) exchange funds.
4. *Adair Village Trails Plan*. Awarded as a scoping study during the FY21-24 Metropolitan Transportation Improvement Program (MTIP), this project will result in a trails plan for Adair Village, which is experiencing significant housing growth. The study will include identification of safe routes to school, connections to parks, green space, and other amenities in the community, opportunities for new bike and pedestrian paths and connectivity to regional bike paths. The MPO is leading this work using Surface Transportation Block Grant (STBG) exchange funds.

## APPENDIX C: GLOSSARY OF ACRONYMS

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
ITS	Intelligent Transportation System
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> 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
PL Fund	Funds allocated to Metropolitan Transportation Planning activities
RTP	Regional Transportation Plan
ROI	Return on Investment
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act, a Legacy for Users
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
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	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. The link below provide additional information about the new PEAs.

<https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas>

Task	Tackling the Climate Crisis	Equity and Justice 40	Complete Streets	Public Involvement
<b>TASK 100: Program Management</b>				
110: MPO Operation				
120: MPO Administration	X			X
130: Annual Document Review				X
140: MPO Education and Training		X	X	
<b>TASK 200: Long Range Transportation Planning</b>				
210: Regional Transportation Plan Implementation	X	X	X	
220: White Paper on Emerging Mobility Technology				
230: Technical Assistance to Communities				
240: CAMPO Multi-Modal Count Program	X	X	X	X
<b>TASK 300: Inter-Regional Transportation Planning</b>				
310: AAMPO Coordination				
320: Transit Planning Coordination and Assistance	X	X		
330: Transit Workforce Study	X			
340: Travel Modeling and OHAS				
<b>TASK 400: Transportation Programming</b>				
410: MTIP Amendments				X
420: FY2024-2027 MTIP Development	X		X	X
430: 2030 OHAS Set-Aside				
<b>TASK 500: Special Projects</b>				
510: Highway US 20/OR 34 Planning Study	X	X	X	X
520: Special Project Pool				

Task	Strategic Highway Network	Federal Land Management Agency Coordination	Planning and Environment Linkages	Data in Transportation Planning
<b>TASK 100: Program Management</b>				
110: MPO Operation	X	X	X	
120: MPO Administration		X	X	
130: Annual Document Review				X
140: MPO Education and Training			X	X
<b>TASK 200: Long Range Transportation Planning</b>				
210: Regional Transportation Plan Implementation	X		X	X
220: White Paper on Emerging Mobility Technology			X	X
230: Technical Assistance to Communities	X			X
240: CAMPO Multi-Modal Count Program			X	X
<b>TASK 300: Inter-Regional Transportation Planning</b>				
310: AAMPO Coordination	X			
320: Transit Planning			X	X
330: Transit Workforce Study			X	
340: Travel Modeling and OHAS				X
<b>TASK 400: Transportation Programming</b>				
410: MTIP Amendments				X
420: FY2024-2027 MTIP Development				
430: 2030 OHAS Set-Aside				
<b>TASK 500: Special Projects</b>				
510: Highway US 20/OR 34 Corridor Investment Strategy	X		X	X
520: Special Project Pool				

## APPENDIX E: FY2024-27 MTIP/STIP DEVELOPMENT SCHEDULE

FY 2024-2027 MTIP/STIP Development Schedule			
Year	Month	CAMPO Tasks/Deadlines	ODOT Tasks/Deadlines
2022	April	* Request 5307 and 5310 projects from transit agencies, work to draft	Finalization of Scoping; Project Selection
	May	* Review evaluation criteria with TAC	Finalization of Scoping; Project Selection
	June	* Develop project solicitation form * Finish evaluation criteria discussion with PB	Finalization of Scoping; Project Selection
	July	* Cushion month	Finalization of Scoping; Project Selection
	August	* Cushion month	STIP-FP open for Draft STIP entry
	September	* Call for projects from TAC * Send transit projects, MPO annual planning projects, and STBG bucket projects to ODOT for entry into draft STIP	STIP-FP open for Draft STIP entry
	October	* Present evaluated list of projects to TAC. May eval prior or with group * Compile prioritized project list and post for public review	STIP-FP open for Draft STIP entry
	November	* Review public comments with TAC, edit project list as appropriate * TAC approval to send prioritized list to Policy Board * Policy Board approval of prioritized project list	STIP-FP locked down for changes
	December	* Draft MTIP document * Review MTIP document with TAC and Policy Board	Financial Constraint Occur Draft STIP Prepared for OTC
2023	January	* Policy Board approval of MTIP Document	Draft STIP to OTC
	February	* Cushion month	STIP/MTIP (including AQCD) Public Comment Period
	March	* Send projects from MTIP to ODOT / work with ODOT on project entry if needed	Minor adjustments or project removals to Draft STIP/MTIP based on public input; redemonstrate financial constraint
	April		STIP-FP locked down for changes
	May		
	June		Final MTIPs Approved
	July		OTC adopts final 24-27 ST MTIPs signed by Governor
	August		STIP to FHWA/FTA
	September		USDOT approval of final 24-27 STIP



## APPENDIX F: IN-KIND MATCH OVERVIEW

This appendix provides an overview of in-kind match funding as shown in the Fiscal Year (FY) 2023 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 “FY23 Budget by Fund Source” table. This table is also included above in Section V of the UPWP.

### FY23 Budget by Fund Source

Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303 Funds	PL Match Funds (10.27% from ODOT)	5303 Match (Funds and In-kind)
Task 100: Program Management	\$62,000	\$55,633	\$0	\$6,367	\$0
Task 200: Long Range Transportation Planning	\$64,000	\$57,427	\$0	\$6,573	\$0
Task 300: Inter-Regional Transportation Planning	\$45,000	\$0	\$40,379	\$0.00	\$4,622
Task 400: Transportation Programming	\$24,000	\$21,535	\$0	\$2,465	\$0
Task 500: Special Projects	\$51,540	\$42,219	\$4,028	\$4,832	\$461
<b>Total SFY23 Budget</b>	<b>\$246,540</b>	<b>\$176,814</b>	<b>\$44,406</b>	<b>\$20,237</b>	<b>\$5,083<sup>2</sup></b>

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

### CAMPO Technical Advisory Committee Meetings

- 10 TAC Meetings at 1.5 hour per meeting
- \$60/hour loaded rate per staff person
- Total \$3,600

CAMPO TAC MEETING		
Jurisdiction	Loaded rate/hour	Rate for 10 1.5 hour meetings
Corvallis	\$60	\$900
Philomath	\$60	\$900
Benton County	\$60	\$900
OSU	\$60	\$900
<b>Total</b>		<b>\$3,600</b>

### CAMPO Policy Board Meetings

- 10 Policy Board Meetings at 2 hours per meeting
- \$16/hour for elected official volunteer time
- Total \$1,280

CAMPO POLICY BOARD MEETINGS		
Jurisdiction	Loaded rate/hour	Rate for 10 2 hour meetings
Corvallis	\$16	\$320
Adair Village	\$16	\$320
Philomath	\$16	\$320
Benton County	\$16	\$320
<b>Total</b>		<b>\$1,280</b>

<sup>2</sup> Note, this number is less than the total estimated in-kind amount. Excess in-kind match will be carried over to the next fiscal year.

Other In-Kind Sources

- CAMPO Multi-Modal Count Program:
  - Corvallis \$60/hour, 20 hours per year. Total \$1,200 .
- US20/OR34 Planning Study (split with AAMPO)
  - 10 staff people over 3 meetings, 2 hours long each. Approximately \$3,600 total, and \$1,800 per MPO (AAMPO and CAMPO)

Overall In-Kind Breakdown

Item	Amount
10 TAC Meetings	\$3,600
10 Policy Board Meetings	\$1,280
CAMPO Count Program	\$1,200
US20/OR34 Planning Study	\$1,800
<b>Total</b>	<b>\$7,880</b>

**OVERALL ESTIMATED IN-KIND TOTAL: \$7,880**

**ESTIMATED IN-KIND TO BE USED AS MATCH IN FY2023: \$5,083**



## APPENDIX G: SUMMARY OF COMMENTS

See comment tracker following this page

**Corvallis Area MPO FY23 UPWP**  
Comment Tracker

**Attachment B2**

Item	Page	Comment	By	CAMPO Response
1	3	Safety: The City of Corvallis does not have a count program according to staff (all of their counts are ad-hoc as requested). Any counts would have to come from the existing CAMPO count program.	ODOT	Thank you, we will check-in with the City
2	3	Second paragraph, first sentence under "Safety." Clarify sentence regarding the relationship between (population?) growth and Vision Zero.	ODOT	Revised
3	4	Bikeshare Study- I don't recall this being presented to the TAC/PB yet. Is this upcoming in early 2022?	ODOT	This will most likely come before the TAC and Board at some point
4	4	Text edit delete space in "FY 23"	ODOT	Revised
5	5	Edit name of intermodal facility to "Mid-Willamette Valley Inter-Modal Center"	ODOT	Revised
6	5	Test edits- add word "US" and "Highway" to bullet points	ODOT	Added
7	7	Task 210- last sentence of first paragraph: Define what this means? Besides posting the RTP to the webpage, what else will be done to disseminate it? And define the pursuit of project funding (e.g., applying for grants, if so, which ones?).	ODOT	The product line below this description indicates that this is referencing a high level overview document summarizing the CAMPO RTP for elected officials and general public. Left funding wording as is.
8	7	Task 220: Emerging <u>Mobility</u> Technology? Define the type of emerging technology. Any involvement from AAMPO on this? If so, add to AAMPO UPWP	ODOT	Added word "Mobility" to title. This project will be led by CAMPO.
9	7	Text edits under task 230	ODOT	Revised
10	7	Task 240: I think of regional as larger than the MPO planning area and including other areas such as the AAMPO planning area. Clarify if this count program extends beyond CAMPO area.	ODOT	Renamed as "CAMPO Multi-Modal Count Program"
11	8	Task 240: Provide more definition around how much counting will be done and how summarized. For example, approximately X locations for Y weeks each. Annual summary report or a summary report for each count?	ODOT	Added language
12	10	Text edit, change word from CAMPO to AAMPO when speaking about partnering	ODOT	Revised
13	10	Task 310: Why is AAMPO coordination half the amount as what AAMPO lists for CAMPO coordination?	ODOT	AAMPO is able and willing to allot more funds to this task as compared to CAMPO because of the MPO's larger budget.
14	11	Task 410: If amendments are decreasing significantly, why is the budgeted amount similar to last UPWP?	ODOT	This was an oversight on MPO's side. The reference to amendments decreasing has been removed.
15	11	Text edit adding "M" to "TIP" in the project table at bottom of page	ODOT	Added
16	12	Task 500: Even with explanation, not clear why this is separated out. Other tasks are also non-recurring and have varying levels of interest.	ODOT	Task 500 is separated out to more easily accommodate anticipated additional funding associated with the IJA and provide a place for MPO funds that have not yet been budgeted towards specific projects or tasks.
17	12	Task 510: Update task based on 2/27 conversation with ODOT on this topic	ODOT	Project title and task have been adjusted based on conversation with ODOT.
18	12	Task 510: In the first sentence commuters is missing the 'r'.	ODOT	Revised

**Corvallis Area MPO FY23 UPWP**  
Comment Tracker

**Attachment B2**

19	12	Table for Task 500: Special Projects Pool: There does not appear to be enough funding for a consultant to complete this work even with AAMPO contribution. Is the assumption that ODOT or other source will be needed to complete this?	ODOT	Discussed during check-in meeting
20	12	Task 520: Special Project Pool -Given small amount, consider reallocating to Task 230, etc.	ODOT	This task is separated out to more easily accommodate anticipated additional funding associated with the IJJA and provide a place for MPO funds that have not yet been budgeted towards specific projects or tasks.
21	13	Text edit removing space at the top of project table	ODOT	Revised
22	14	FY 23 Budget by funding source table under the 5303 match (Funds and in-kind) if using in-kind it needs to be identified.	ODOT	We plan to incorporate in-kind match and will submit forms.
23	14	FY2023 Expenses Table -Where is the OHAS set-aside allocated below? Clarify.	ODOT	Table updated
24	14	FY2023 Expenses Table -Include header for Payroll Expenses	ODOT	Table updated
25	14	FY2023 Expenses Table _Given asterisk, consider term like COG Personnel to clarify the type of expense rather than intent of expense. Is this all payroll related?	ODOT	Table updated
26	16	"Appendix C -Other Transportation Activities": If these are funded and led by MPO, should they be addressed in the tasks above?	ODOT	Added additional language to each of the last two project descriptions
27	17	Text edits to glossary	ODOT	Revised
28		Please coordinate with ODOT and reference process regarding in kind match, if applicable.	FHWA	We plan to incorporate in-kind match and will submit forms.
29		FYI - FHWA released the new National Roadway Safety Strategy website on 1/27/22: National Roadway Safety Strategy   US Department of Transportation - <a href="https://www.transportation.gov/NRSS">https://www.transportation.gov/NRSS</a>	FHWA	Thank you!
30		Thank you for including Appendix D, any initial thoughts on how these PEAs will be incorporated into the planning process? It looks like they will be folded into the MTP for AAMPO, and a tad too late for CAMPO's MTP. If you need any resources for a particular PEA, let us know! We have some resources for the PEAs and the others are underway	FHWA	PEAs did not make it into the CAMPO Regional Transportation Plan but we will work to incorporate them in the future as more information and guidance becomes available (guidance forthcoming from FTA and FHWA).
31		If you do not have any written tribal coordination procedures, I would recommend both MPOs work on this task to address to address 23 CFR 450.316(b-e), and 23 CFR 450.324(g), as applicable. However, we appreciate the on-going AAMPO and CAMPO's tribal outreach and specifically the in depth tribal government involvement on the most recent CAMPO MTP. Would leave to hear how it went!	FHWA	CAMPO will work to draft a tribal coordination procedures document, following the best practices identified in ODOT's coordination procedures document.
32		Regarding the "Status of CAMPO/ AAMPO and Regional Transportation Documents table," please be specific with dates (as able). We use this table to easily locate schedules for these documents.	FHWA	Reviewed and updated

Corvallis Area MPO FY23 UPWP  
Comment Tracker

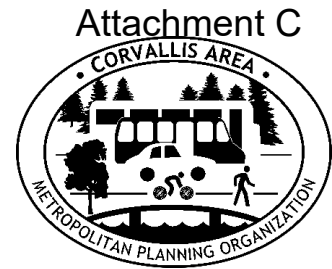
Attachment B2

33	Regarding amendments to UPWPS, this may be a larger discussion, it would be good to walk through the process. AAMPO's UPWP amendment last year is a good example of how this process should be clear for all folks involved.	FHWA	Additional text has been added to this section
34	Given the STIP Timeline is available, why is the TIP development schedule "TBD" or "ongoing." FYI - SKATS has a nifty side by side TIP / STIP timeline to better demonstrate their TIP development schedule.	FHWA	Task 420 has been updated and now includes an MTIP timeline
35	Any training needs?	FHWA	AAMPO/CAMPO staff plan to attend AMPO and NACTO trainings in the fall as well as other trainings and webinars throughout the year

# MEMORANDUM

Corvallis Area Metropolitan Planning Organization  
777 NW 9<sup>th</sup> Street, Suite 204C  
Corvallis, Oregon 97330

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**Date:** April 21<sup>st</sup>, 2022  
**To:** CAMPO Technical Advisory Committee and Policy Board  
**From:** Steve Dobrinich, CAMPO Staff  
**Re:** Statewide Transportation Improvement Program (STIP) Amendments

## Overview

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

## Background on the STIP and MTIP

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

## Amendment Types

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

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

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

## Action Requested

- Amendment #: 21-24-2038 -Recommend Policy Board approve amendment (CAMPO TAC)
- Amendment #: 21-24-2038 -Approve amendment (CAMPO Policy Board)

Key Number & Project Name	Project Description	Amendment Number & Description	Amendment Type	Financial Impact	Project Sponsor
<b>K21842: Corvallis Area MPO Planning SFY23</b>	Corvallis area MPO planning funds for Federal fiscal year 2022. Projects will be selected in the future through the MPO process.	<u>Amendment Number 21-24-2038</u> Update project to match annual work plan and increase the project estimate by \$52,622.07, adding funds from statewide MPO planning savings.	Full Amendment (Two week public comment period prior to approval)	Add \$52,622.07 to K21842 for a new total of \$267,538.04	CAMPO

1. Added projects approved by Board

- K22580: CWCOC Transportation Options FFY22-FFY24
- K22581: Transportation Options FFY22-FFY24 (City of Corvallis)

2. Added transit projects missed before

- K22214: FY22 Loop Preventative Maintenance (CAMPO)
- K22218: FY23 Loop Preventative Maintenance (CAMPO)
- K22222: FY24 Loop Preventative Maintenance (CAMPO)