



**CORVALLIS AREA
METROPOLITAN PLANNING ORGANIZATION**

301 SW 4th Street, Suite 240 • Corvallis, Oregon 97333
Phone: 541-758-1911 • Fax: 541-758-1903
www.corvallisareampo.org

POLICY BOARD Meeting
5:00 PM, Wednesday, May 13th, 2015
Sunset Room, 4077 SW Research Way

AGENDA

- I. Call to Order** Chair
- II. Agenda Review** Chair
- III. Public Comments** Chair
- IV. Minutes of April 8th 2015 Meetings** (Attachment I) Chair
ACTION: Decision
- V. Approval of 2016 Work Program and Budget** (Attachments IIa, IIb & IIc) Bonakdar
In February the Board reviewed a framework of FY16 Unified Planning Work Program (UPWP). In late February representatives of USDOT and ODOT reviewed the draft UPWP and provided comments that have been incorporated into the document. In April the TAC reviewed the draft document and recommended its adoption. Please see the attached memo, updated UPWP and Resolution.
ACTION: Decision
- VI. CAMPO's Scenario Analysis** (Attachment III) Bonakdar
Following the signing of an IGA with ODOT, work on the Scenario Analysis has been launched. The adopted scenarios will be refined for model input with input from the staff of local jurisdictions.
ACTION: Discussion
- VII. Call for Federal Transportation to Meet Local Needs** (Attachment IV) Bonakdar
Six high caliber national organizations are urging Congress to increase federal transportation assistance to local governments. Attached is a letter for the Chair's signature to Congressman DeFazio, Ranking Member on House Committee on Transportation and Infrastructure.
ACTION: Decision
- VIII. Updates**
a) Director's Report
b) Jurisdictional Report
- IX. Adjourn** Chair

Next meeting date May 13th, 2015

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

Member Jurisdictions:

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

**METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
Wednesday, April 8th, 2015
Sunset Building
MINUTES**

Policy Board Members Attending: Rocky Sloan, Amy Ramsdell, Hal Brauner, Annabelle Jaramillo and Alan Rowe

Alternates Present: Mary Steckel and Valerie Grigg Devis

Guests Present: Jerry Wolcott, Bob Cortright, Evan Manvel and Laurel Byer

Staff Attending: Ali Bonakdar

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Meeting called to order by Chair Rocky Sloan at 5:03 pm		
II. Agenda Review		There were no changes made to the agenda.
III. Public Comments		There were no public comments.
IV. Minutes of February 11 th , 2015 MPO Policy Board meetings	Agenda item IV, Decisions/Conclusions column; Change February 11 to January 14.	Consensus by Policy Board members to approve the February 11, 2015 meeting minutes with corrections.

<p>V. Review and Comment on DLCD's Proposal</p>	<p>LCDC's rules require determination of a need for revisiting the GHG Emission Reduction Targets that were established in 2011. LCDC is required to decide by June 1, 2015, whether the GHG reduction targets should be amended. DLCD staff, Bob Cortright gave a presentation on the proposal.</p> <p>DLCD's preliminary conclusion is that the target rules should be amended and updated to set targets for 2040 and to take into account new information. DLCD's draft report identifies three factors that indicate changes to the targets are warranted:</p> <ul style="list-style-type: none"> • There is new information about vehicle technology, fleet and fuels that could lead to adjustments in metropolitan area targets • The state's metropolitan areas are – or soon will be - updating long-range plans to accommodate growth beyond 2035. If targets and scenario planning are to be useful and relevant to these plans, then new targets for 2040 and potentially beyond will be needed. • Two new MPOs have been designated in the state (Albany and Grants Pass areas) and these areas do not currently have GHG targets. <p>The committee discussed and made the following recommendations:</p> <ul style="list-style-type: none"> • Vision 2040 will be taken developed by the Corvallis City Council and should be included • Look at public health scenarios (<i>already included as a criteria</i>) • Commissioner Jaramillo asked Ali to attend Benton Co Commissioner meetings to give update on work completed and next steps • Have a discussion on the 21% reduction to CAMPO • Acknowledge that data used to set the targets may not be as accurate as had hoped for 	<p>Consensus from the Policy Board to forward the letter of recommendations to DLCD with the following addition:</p> <ul style="list-style-type: none"> • Remove the first bullet about CAMPO's Target • Add a statement that supports a single target for all MPOs
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Attachment I Draft Minutes

	<ul style="list-style-type: none"> • Consider disproportionate targets due to travel into Corvallis • Consider setting a single target for all areas <p>Members received a letter by staff to go to DLCDC as a recommendation from CAMPO. Members reviewed the letter and gave the following feedback:</p> <ul style="list-style-type: none"> • Add a statement that supports a single target for all MPOs • Remove the first bullet 	
<p>VI. Cooperative Pavement Management</p>	<p>CAMPO coordinates the rating of pavement conditions within the MPO Area. At its last meeting, the TAC discussed this issue and recommended that the Policy Board would allocate \$10K of Surface Transportation Program (STP) funds to Benton County to perform the rating of pavement conditions for all jurisdictions within the MPO. It should be noted that this effort covers only arterials and collectors and the rating of the local roads remains for jurisdictions' decisions.</p> <p>The Policy Board was requested to approve the TAC's recommendation.</p>	<p>Consensus by the Policy Board to allocate \$10K of STP funds to Benton County to perform the rating of pavement conditions work.</p>
<p>VII. FTA's Partial Funding of Transit Systems</p>	<p>Members received a memo from the City of Corvallis Public Works Director. Mary Steckel reviewed the memo with members.</p> <p>Mary advised that continued funding at historic levels from the FTA is in jeopardy with the expiration of MAP-21. The City of Corvallis recently received a notice from the FTA alerting fund recipients that until there is a resolution on the Trust Fund's fiscal gap, the agency can only apportion 8/12ths of their annual contract authority. This means that CAMPO can only rely on 8/12ths of the historic funding levels for fiscal year 2015-16.</p> <p>Federal transit funds that come to the CAMPO are used to support the</p>	<p>Consensus from the Policy Board to options 1:</p> <p>1. Have all the supported transit agencies share proportionally in the reduced federal funding (i.e., each agency's allocation is reduced by 4/12ths).</p>

	<p>Corvallis Transit System (CTS), the Night Owl service, the Philomath Connection and the Linn-Benton Loop.</p> <p>Corvallis is requesting that CAMPO develop a contingency plan for this situation. The options they presented were as follows:</p> <ol style="list-style-type: none"> 1. Have all the supported transit agencies share proportionally in the reduced federal funding (i.e., each agency's allocation is reduced by 4/12ths). 2. Focus on the transit agencies within the CAMPO boundaries (i.e., the \$132,000 in funding for the Loop is reallocated to CTS and the Philomath Connection). 3. Focus on the transit agencies that rely most heavily on the FTA funding (i.e., the Philomath Connection and the Loop; CTS has a local source of funds for transit in the Transit Operations Fee). <p>Corvallis staff recommends the Board approve the first option above, which is that the transfer of funds to Albany should be at the same rate as the level of funding received by the CAMPO.</p> <p>Policy Board members agreed to take option one. They discussed the importance of continued funding to the programs. They suggested for the City of Corvallis staff to contact the City of Albany and advice them to submit a draft budget only for the 8/12ths of the year. A letter to the City of Albany should state that Corvallis' contribution for now should not exceed \$88K.</p>	
<p>VIII. ODOT's Work Around Van Buren Bridge</p>	<p>ODOT has launched work on OR 34 and 3rd Street project. ODOT's project engineer, Jerry Wolcott gave a presentation on the work. Discussion and questions took place after the presentation.</p>	
<p>IX. Updates</p>	<p>a) Directors Report</p>	

	<ul style="list-style-type: none">• OMPOC – held its quarterly meeting today in Salem. Members visited with legislators. Two groups were formed; one group visited with the Chair of the House Committee on Transportation and Economic Development and the other with the Senate Committee. Presentations were made to both groups and were well received.• Health and Transportation – an IGA has been signed between ODOT and OHA to educate the public and practitioners on the connectivity of transportation decisions and public health. Ali has been working with Benton County Health Department and inquired the Board if they saw any issues with sponsoring such a workshop for our area. The Board did not have any issues with this workshop.• Linn-Benton Loop – CAMPO and AAMPO staff have been working with COG’s lawyer to draft an IGA for the governance of the Loop. The issue is how to indemnify the Governance from any possible tort liability. This work continues.• IGA for Scenario Planning – the CAMPO Chair signed the IGA today to begin the work on Scenario Planning. <p>b) Jurisdictional Updates</p> <ul style="list-style-type: none">• City of Corvallis – The city created their first video on the TSP work. The city is tracking Wilsonville bill. If it goes forward it would change the term transit district to municipal transit providers. They had a proposal for a bike rail. They did a pilot project in downtown Corvallis for this and it was well received.• Benton County – as an FYI, they advised that the City of Albany will be doing work at North Albany from April 6 through August 31st, Monday through Saturday. The roundabout project on 53rd is moving forward. The county is reaching out to the area neighbors	
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Attachment I Draft Minutes

	<p>to advise them of the construction and what to expect. They will be meeting with the contractor soon.</p> <ul style="list-style-type: none"> • City of Adair Village – The city received a \$20,000 STF (Special Transportation Fund) biennial grant. They will receive \$10,000 a year towards their Transit Service (99 Express). Overall expense is \$26,000 per year. With the grant it costs the City \$16,000 from the General Fund, plus the \$10,000 grant to keep the service going. They also submitted a pre-application to ODOT for transportation growth management. 	
<p>X. Adjourn</p>	<p>Next meeting May 13th, 2015.</p>	



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Memorandum

To: CAMPO Policy Board
From: Ali Bonakdar, Director
Date: May 5, 2015
Re: **FY2016 Unified Planning Work Program (UPWP)**

Requested Action

Approve FY2016 Unified Planning Work Program and its associated budget through the adoption of Resolution No. 15-1.

Background

Each year, in compliance with federal requirements, staff develops a work program and budget for the upcoming fiscal year that begins on July 1st. The work program outlines the MPO's transportation planning and programming activities and identifies an annual budget for the operation of the MPO.

Status

The FY16 UPWP was developed with input from the Policy Board and the Technical Advisory Committee (TAC). The budget assumptions in the document are based on the latest dollar figures available and the best estimates. The FY16 budget reflects the budget reduction that CAMPO incurred as a result of the reformulation of federal dollar distribution among the Oregon MPOs.

In late February representatives of US DOT and ODOT reviewed a draft of FY16 UPWP and provided their comments. Those comments and other comments received from the TAC have been incorporated into the document. In April the TAC reviewed the latest version of the draft documents and recommended its adoption to the Policy Board.

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



Fiscal Year 2015-2016

Unified Planning Work Program (UPWP)

Approved by the CAMPO Policy Board on XX,XX 2015

Corvallis Area Metropolitan Planning Organization

Policy Board

Hal Brauner	City of Corvallis
Bill Currier/Alan Rowe	City of Adair Village
Annabelle Jaramillo	Benton County Board of Commission
Amy Ramsdell	Oregon Department of Transportation
Rocky Sloan (Chair)	City of Philomath

Technical Advisory Committee (TAC)

Laurel Byer	Benton County
Drew Foster	City of Adair Village
Greg Gescher	City of Corvallis
Valerie Grigg-Devis	Oregon Department of Transportation
Barry Hoffman	City of Albany Transit System
Chris Workman (Chair)	City of Philomath

TAC Ex-Officio Members

Federal Highway Administration (FHWA), Oregon Division
Federal Transit Administration (FTA), Region X
Oregon Department of Land Conservation and Development (DLCDD)
Oregon Department of Environmental Quality (DEQ)
Oregon Division of State Lands (DSL)

Staff and Contact

Ali Bonakdar, AICP	Director
Tarah Campi	Part Time Staff

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RESOLUTION No. 15-01

**FOR THE PURPOSE OF APPROVING THE FY2015-2016 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 FY2015-2016, 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 has 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 FY2015-2016;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Corvallis Area MPO approves the FY2015-2016 Corvallis Area Unified Planning Work Program and its associated budget.

Dated on this 13th Day of May 2015

APPROVED:

By: _____
Mayor Rocky Sloan, Chair
Corvallis Area MPO

ATTESTED:

By: _____
Ali Bonakdar, Director
Corvallis Area MPO

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Chapter I INTRODUCTION

What is a Metropolitan Planning Organization?

A Metropolitan Planning Organization is an organization of local governments designated per USC 23, 123 & 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 Transportation Improvement Program (TIP) and development of a Unified Planning Work Program (UPWP). The Corvallis Area MPO's transportation planning and programming activities are consistent with the area's locally adopted transportation and land use plans.

What is the Corvallis Area Metropolitan Planning Organization?

The US Census Bureau in 2002 declared that, according to the US 2000 Decennial Census, the population of the Corvallis Urbanized Area had reached 58,229. The Corvallis Urbanized Area consists of the cities of Corvallis, Philomath and Adair Village, as well as the densely populated portions of Benton County adjacent to those cities. As a result of surpassing the population criterion of 50,000, the Oregon Governor in December 2002 designated a coalition of local governments and ODOT as the Corvallis Area Metropolitan Planning Organization (CAMPO).

CAMPO is governed by a five-member Policy Board consisting of representatives of the cities of Corvallis, Philomath and Adair Village, the County of Benton and the Oregon Department of Transportation. The Policy Board operates according to the adopted Operating Guidelines.

CAMPO's Technical Advisory Committee (TAC) is made up of professional staff of the above entities, ODOT Regional Planner and a representative from the Albany Transit System. Representatives of relevant federal and other state agencies have ex-officio status on 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?

The purpose of this document is to outline the transportation planning and programming activities of the Corvallis Area Metropolitan Planning Organization for FY2015-2016. Funding for the MPO activities is made possible through the US Department of Transportation and Oregon Department of Transportation (ODOT). In-kind match for transit Section 5303 is provided by the City of Corvallis and Benton County.

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.

The following describes how this document was developed:

In 2006 and 2007, at the request of the Policy Board, staff developed a list of priority transportation planning tasks for the next three years. The list included general planning activities requested by the Policy Board, processes required by federal and state transportation planning regulations, tasks warranted for the operation of the MPO and tasks (studies) requested by the public during the public participation process of the Metropolitan Transportation Plan. The outcome of this process is being used as a venue for the development of subsequent UPWPs.

As part of updating the Metropolitan Transportation Plan several transportation studies were identified and were included in the Transportation Plan. Other tasks in that list have been gradually included in the past Work Programs.

Prior to the preparation of this document, staff requested priority tasks from member jurisdictions for inclusion in the FY16 Work Program. The request was made to the members of the Policy Board, the TAC and the professional staff of jurisdictions within the MPO. The TAC and the Policy Board agreed on the inclusion of the tasks described in the following pages in the FY16 UPWP.

Summary of CAMPO's Recent Transportation Planning Activities

CAMPO's most recent Transportation Planning activities include:

- Developed and adopted FY15-18 Transportation Improvement Program (TIP).
In coordination with the development of FY2015-2018 Statewide Transportation Improvement Program (STIP), CAMPO developed its FY15-18 Metropolitan Transportation Improvement Program (MTIP). Development of MTIP follows CAMPO's procedures and policies for the development of such document. It began with solicitation of desired projects from member jurisdictions. Staff compiled projects and the TAC applied the Policy Board approved criteria to the list of desired projects. The TAC recommended a prioritized list to the Policy Board for approval. A public open house and a comment period on the draft prioritized list was held, prior to the approval by the Policy Board.
- Developed Crash Analysis of a Corvallis Area Transportation Safety Plan.
Analyzed Crash Data received from ODOT's Safety Division. Data were analyzed for the type of crash, frequency, location, time of the day, causes of crash and more. The data was depicted in graphs and was overlaid on the Google Map. The Google map with the crash data was posted on the CAMPO's Website. The data was reviewed with a committee of stakeholders made up of law enforcement, emergency response officers and representatives of other cognizant agencies. A public open house had been held in the prior year to gain public input on the most accident prone locations.
- Developed Study of Financing Options for the Linn-Benton Loop Transit Service.
In collaboration with the Albany Area MPO, staff reviewed possible financing options for the operation of the Linn-Benton Loop. A draft report was prepared that was reviewed by the

chairpersons of the two MPOs and recommended further investigations of these funding mechanisms. Staff also worked on the formation of governance for the Linn-Benton Loop. It is anticipated that the work on the establishment of governance and a reliable funding mechanism will be carried out into FY16.

- Developed Feasibility Study of a Transit Hub within or Near the Oregon State University (OSU) Campus, presented to the Corvallis City Council.
Requested by the OSU-City of Corvallis Collaboration Committee, CAMPO conducted the feasibility study of operating a transit hub within or near the campus. The purpose of this study was to determine if a transit hub within or near the campus would increase transit ridership by the student, faculty and staff of OSU. A report was prepared that was presented to the CAMPO Policy Board, and the City of Corvallis Urban Services Committee.
- Working with ODOT and DLCD, developed the Strategic Assessment of Greenhouse Gas (GHG) Emissions in the CAMPO Area.
CAMPO worked with ODOT and DLCD on the assessment of the amount of GHG that will be emitted when all land use and transportation plans that are currently in place implemented. Staff provided local data to ODOT for modeling the impacts of the local policies and plans. The result was communicated with local stakeholders and interested citizens, the TAC and the Policy Board. The report was also presented to a joint committee of the Corvallis City Council and Benton County Board of Commissions. Follow up work on this effort will continue in FY16.

Status of Regional Transportation Plan

CAMPO developed its first Regional Transportation Plan (RTP) for the Corvallis Area MPO in 2004 through 2006. *The Corvallis Area Metropolitan Transportation Plan: Destination 2030* was approved by the MPO Policy Board in September 2006. The RTP was developed consistent with the existing land use and transportation plans and with the participation of the public. The RTP outlines transportation improvements for all modes of transportation over the next 20 years. A financial plan was developed for the RTP in compliance with the requirements of Financially Constrained plans and programs. The signing of the SAFETEA-LU by the President in August 2005 promulgated new transportation planning requirements applicable to the development of RTPs. In 2007 the MPO amended its RTP with an Addendum to the document to include the additional planning efforts required by the enactment of SAFETEA-LU. The Addendum to the RTP addresses the Environmental Review and other transportation planning studies required of the development of RTPs. CAMPO's RTP is in compliance with the current requirements of Metropolitan Transportation Planning rules.

Per the federal regulations, the RTP was updated during the period of 2010-2012. In March 2012 the *Corvallis Area Metropolitan Transportation Plan: Destination 2035*, an update to the *Corvallis Area Metropolitan Transportation Plan: Destination 2030* was adopted by the MPO Policy Board. The Transportation Plan was updated through an extensive public outreach effort that was outlined in the *Special Public Involvement Plan for the updating of the Transportation Plan*. Additionally, an Ad hoc Committee reviewed the material produced and provided input to the updating process. In summer 2012 the MPO developed a Financial Plan and reviewed the environmental impacts of the Transportation Plan Update. These supplemental documents were adopted separately in September 2012. The RTP Update is in full compliance with the

requirements of the Metropolitan Transportation Planning rules. CAMPO's next Regional Transportation Plan for the Area is due in 2017.

Preparatory work toward the updating of the RTP will begin in FY16. Federal Metropolitan Transportation Planning Regulations require RTP to be consistent with local transportation plans. The development of the RTP Update will be in compliance with requirements of Moving Ahead for Progress in the 21st Century (MAP-21), the current transportation act, and will be coordinated with the local transportation plans. Efforts to update local Transportation System Plans (TSPs) have been recently launched. For more on the status of local TSPs see P.6.

Budgeting Assumptions

On July 6, 2012, the President signed into the law a transportation reauthorization act, known as Moving Ahead for Progress in the 21st Century, dubbed as MAP-21. Although, the Act expired last September, transportation dollars are currently distributed under a Continuing Resolution (CR). A provision of the Transportation Act, referred to as PL Fund, provides transportation planning dollars for nearly 90 percent of the MPO's annual budget. A 10.27 percent local match is provided by the ODOT. The City of Corvallis, and Benton County's Special Transportation Fund (STF) Program, also provide in-kind match for the MPO's transit planning dollars (FTA Section 5303).

Due to the emergence of three additional MPOs in Oregon, the distribution of PL Fund and the FTA's 5303 Fund to the MPOs was reformulated for FY2013 by ODOT. The new formula reduced the allocation of PL fund to CAMPO by approximately \$40K. This loss has been absorbed by reducing staff time and securing other state grant projects. In working with MPOs, ODOT is in the process of reformulating the distribution of federal planning dollars to the MPOs. This process is now approaching its conclusion. The outcome of this process is leading toward a funding level that would enable CAMPO to minimally respond to the federal requirements without any ability to function as planning, research and data source to the community.

The budget assumptions in this document are according to the most recent ODOT's allocation of PL and 5303 Funds to each MPO. Additionally, the cost assumptions of the budget are based on the best estimates and the latest information available at the time of developing the document. The annual budget is subject to adjustments as warranted by the usual federal and state budgetary revisions. Adjustments to the CAMPO's annual budget are made through the adoption of budget amendment resolutions by the MPO Policy Board.

Public Participation

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 Involvement Framework** that outlines strategies and efforts that are conducted in association with the tasks in the Work Program. A copy of the CAMPO's Public Involvement Framework is posted at the CAMPO's Website: www.corvallisareampo.org.

The Framework requires two different types of public outreach for the MPO's transportation planning and programming activities. Major activities such as the development and updating of the Metropolitan Transportation Plan require development of specially designed public outreach efforts. The specially designed document will undergo formal adoption by the Policy Board prior to its implementation. Other activities such as the development of the Transportation Improvement Program follow a prescribed set of procedures which may include:

- Holding a public comment period
- Holding a public meeting
- Posting announcement of the meeting and all relevant material on the website
- Advertising the public comment period and the public meeting in the newspapers and other media
- Collecting comments for review by the Policy Board prior to their decision making
- Responding to the comments
- Holding a permanent spot on the agenda of the Policy Board meetings for the public to provide comments.

In 2010 CAMPO updated its Public Involvement Framework and developed a Public Involvement Plan for the Updating of its RTP. These documents were adopted by the CAMPO Policy Board after meeting all federal requirements that apply to the adoption of such documents.

CAMPO conducted an extensive Public Involvement effort in September 2014 for the adoption of CAMPO's FY2015-2018 Transportation Improvement Program (TIP).

Status of Current and Upcoming Planning Activities

- **Strategic Assessment Phases I and II/Scenario Analysis.** In FY 14 and 15 CAMPO worked with ODOT on estimating the amount of GHG emission that the area will produce by 2035 as a result of implementing current transportation and land use plans. The result of this work was presented to the CAMPO Policy Board, Technical Advisory Committee and a joint committee of the Corvallis City Council and Benton County Board of Commissioners.
- With the input from the Policy Board and the TAC, staff developed a list of community issues to be evaluated by ODOT's special models, as the second phase to the Strategic Assessment. ODOT, DLCD and CAMPO are currently finalizing the roles and responsibilities for the conduct of a Strategic Assessment Phase II, Scenario Analysis project based on the list of issues approved by CAMPO Policy Board. The SA Phase II will be conducted under a separate IGA between CAMPO and ODOT.
- **Local Jurisdictions' Transportation System Plans (TSPs).** ODOT has financed the development of the City of Corvallis TSP and is in the process of financing the City of Philomath TSP. CAMPO is collaborating with the development of the City of Corvallis and the City of Philomath TSPs, as well as with the development of the City of Corvallis Transit Development Plan (TDP). CAMPO's work on these transportation plans will be

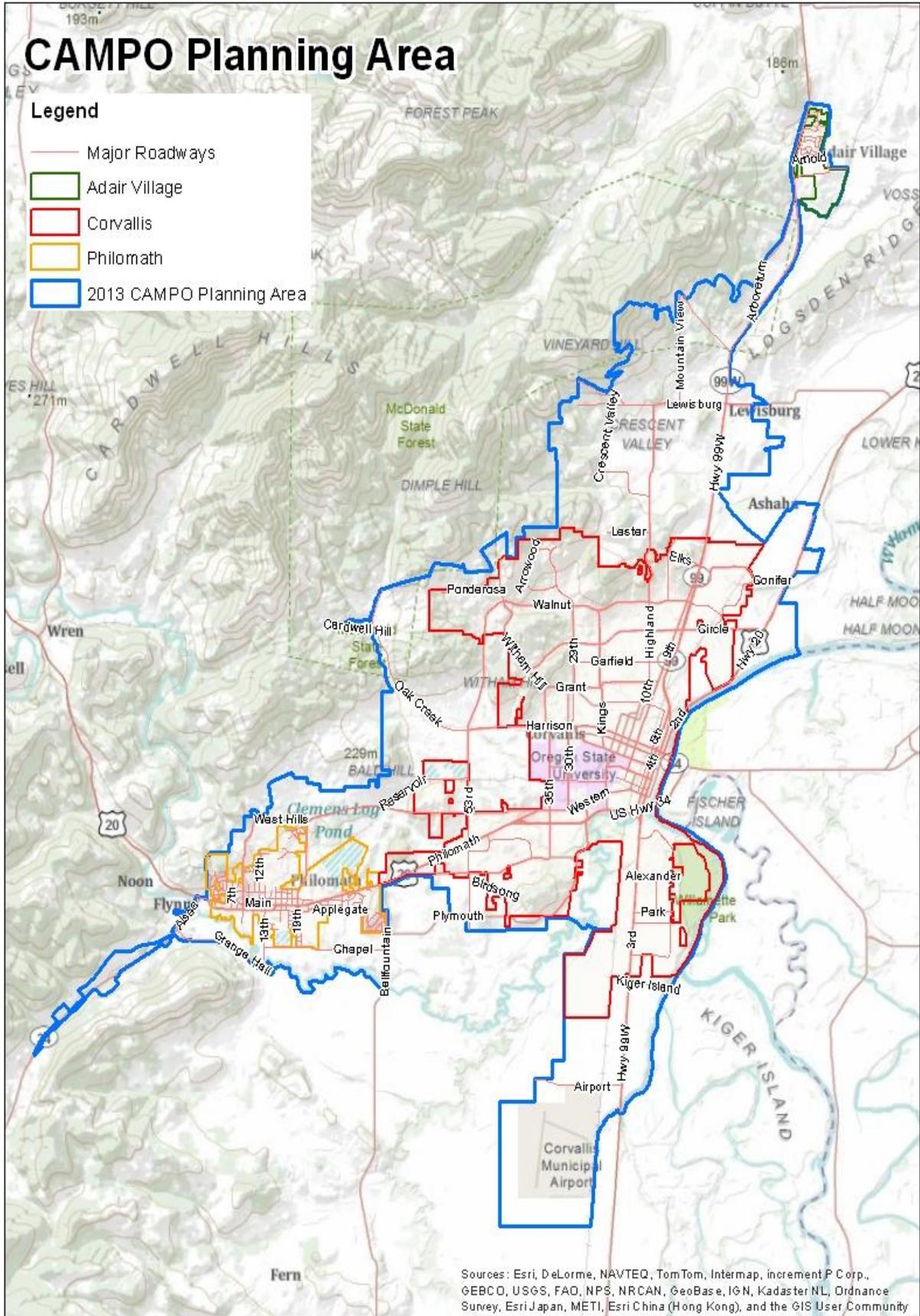
coordinated with the requirements of Metropolitan Transportation Planning and ODOT. Development of the City of Corvallis TSP/TDP was launched in January 2015.

- **Development of a Regional Travel Forecasting Model.** CAMPO has been working with ODOT and ODOT's consultant on the development of a regional Travel Demand Forecasting Model that includes the Corvallis Area MPO and the Albany Area MPO, as well as the adjacent portions of Benton County and Linn County. The Corvallis, Albany and Lebanon Model (CALM) was developed with input from CAMPO on the projection of land use and employment and is benefitting from the results of an on-board transit survey. The CALM model will be utilized in the development of the Corvallis TSP.
- **Study of Governance and Funding Solutions for the Linn-Benton Loop Transit Service.** Staff has been assisting the chairpersons of the Policy Boards of the Albany and Corvallis Areas MPOs with exploration of a reliable funding stream and establishment of governance for the Linn-Benton Loop Transit Service. The two MPOs staff developed a study of possible funding mechanisms for the Loop and drafted an IGA for the establishment of Loop governance. It is anticipated that working on the improvement of the Linn-Benton Loop transit service will be an ongoing transit planning activity of CAMPO.

CAMPO Planning Area

Legend

-  Major Roadways
-  Adair Village
-  Corvallis
-  Philomath
-  2013 CAMPO Planning Area



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), and the GIS User Community

Chapter II – Planning Tasks

Task 100 – Program Management

Purpose

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:

110 – MPO Operation

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

111. Working with the MPO Policy Board and the Technical Advisory Committee to meet the transportation planning and programming needs of the MPO Area.
112. Holding of monthly meetings of the Policy Board and the Technical Advisory Committee.
113. Coordinating the MPO's planning and programming activities with local planning officials, economic development agencies, local environmental organizations, transit providers, ODOT, FHWA, and FTA.
114. Attending trainings, transportation-related conferences, and statewide and local transportation-related meetings that are consistent with the use of planning dollars.
115. Involving the public in transportation planning and programming activities; public education; implementation of the CAMPO's public participation process.
116. Coordination of MPO's transportation planning and programming with the Cascades West Area Commission on Transportation (CWACT) and the associations of peer MPOs.
117. Coordination of regional transportation issues with the Albany Area MPO
118. Supervising staff.

Product

A well managed MPO operation.

120 – Development of MPO Work Program and Budget

Activities under this item will include:

121. Development of the FY17 Unified Planning Work Program and its approval.
122. Development of the FY17 MPO operation budget and its approval.
123. Development of the FY17 Self Certification Process Document and its approval.

124. Amendment of the FY16 Unified Planning Work Program for changes to both narratives and adopted budget.

Product

An FY17 UPWP and a Self Certification document by spring 2016.
Amendments to the FY16 UPWP and the budget as warranted.

130 – MPO Administration

Activities under this item will include:

- 131. Compliance with required paperwork and documentation of activities as well as the maintenance of the MPO records.
- 132. Accounting, bookkeeping and invoicing.
- 133. Preparation and submittal of Quarterly Reports to ODOT.
- 134. Preparation of the agency’s financial audit.
- 135. Upkeep and maintenance of the agency’s website.
- 136. Attending organizational and personnel-related meetings.

Product

Compliance with federal and state transportation planning regulations

Estimated Completion Schedule

Subtask	Estimated Schedule
110. MPO Operation	
111. Working w/ Policy Board	Ongoing
112. Holding Monthly Meetings	Ongoing
113. Staff Supervision	Ongoing
114. Attending Training, Conferences	Ongoing
115. Transp. Planning coordination	Ongoing
116. Public Outreach/Education	Ongoing
117. Coordination with CWACT	Ongoing

119. Development of MPO Work Program, Budget and Title VI Plan	
121. UPWP Development	Feb. 2016
122. Budget Development	Jan, Feb. 2016
123. Self Cert Development	March. 2016
125. Amendments	As Needed
130. MPO Operation Administration	
131. Records	Ongoing
132. Accounting	Ongoing
133. Quarterly Report	Every 3 Months
134. Financial Audit	Once a year
135. Website Maintenance	Ongoing
137. Organizational Matters	Ongoing

Staff Effort and Cost

100 - Program Management
Percent of Effort = 35%

Task Component	Federal PL Fund	ODOT Match (Local)	Total PL
110. Operation	\$31,182	\$3,568	\$34,751
120. UPWP	\$17,323	\$1,982	\$19,306
130. Admin	\$20,788	\$2,379	\$23,167
Total	\$69,294	\$7,931	\$77,225

Task 200 – Long Range Transportation Planning

Purpose

The purpose of this task is to provide for the long range transportation planning needs of the Corvallis Urbanized Area.

CAMPO's long range transportation planning activities in FY16 will include:

1. Strategic Assessment Phase II: Scenario Analysis;
2. Participation in the Development of the City of Corvallis' Transportation System Plan (TSP);
3. Participation in the Development of the City of Philomath's TSP;
4. Participation in the Updating of Benton County' Transportation System Plan (TSP);
5. Preparatory Work on the Updating of the CAMPO's Regional Transportation Plan (RTP);
6. Collaboration with the Corvallis School District on Safe Route to School Project.

210 – Strategic Assessment Phase II, Scenario Analysis

Purpose

The purpose of this task is to evaluate community land use and transportation issues for impacts on public health, GHG emission reduction, sustainability and equity.

Background

In FY14 CAMPO entered into an IGA with ODOT to perform the first phase of a GHG emission reduction project titled: Strategic Assessment of GHG Emissions. The purpose of this project was to estimate the amount of GHG that will be emitted by 2035, as a result of implementing the land use and transportation plans and policies that are currently in place.

After receiving presentations on the final results of Strategic Assessment Phase I, the Policy Board engaged in the development of a list of high priority land use and transportation scenarios that can be evaluated by ODOT as part of Strategic Assessment Phase II: Scenario Analysis. The scenarios will be evaluated in terms of impacts on: a) Public Health; b) GHG Emission Reduction; c) Livability and Sustainability, and; d) Equity. The results of this project will feed into the development of updates to the transportation plans.

A component of this project is to log and report CAMPO's experience with using SmartGAP model and comparing it to the use of RSPM Model, a project in partnership with ODOT's TPAU under SHRPII Program.

Project Tasks

Staff will work with ODOT on the collection, interpretation and development of local data on:

- 211 Decreasing developments in central area and directing projected development to outlying areas;
- 212 Increasing development in the central area;
- 213 Directing new developments to concentrate around alternative mode facilities;
- 214 Directing new developments to occur in Mixed Use areas;
- 215 Expanding alternative modes of transportation;
- 216 Expanding both home base and work base marketing programs;
- 217 Managing the use of parking;
- 218 Expanding TDM Programs.

The Scenario Analysis is funded by ODOT using State Planning and Research Fund. Additional scenarios and evaluation criteria may be identified throughout the evaluation process for further investigation.

Staff will keep the Policy Board and the local environmental organizations abreast of the progress of this project.

Product

Identification of the impacts of various transportation and land use issues on the overall future health of the community and a report to FHWA on the ease of applying SmartGAP Model vs. RSPM Model

220 – City of Corvallis TSP

The current City of Corvallis TSP has been adopted in 1996. Development of the City of Corvallis TSP was launched in January 2015. The development of the City of Corvallis’ TSP is anticipated to be a multi-year task and will be assisted by services of a consultant.

The MPO will collaborate with the City of Corvallis’ staff, the consultant and ODOT to facilitate the development of the TSP. Activities under this task will include:

- 221 Participation in the meetings and providing feedback;
- 222 Providing transportation related data;
- 223 Coordination of TSP with the Metropolitan Regional Transportation Plan.

Product

Support to the development of the City of Corvallis’ TSP

230 – Philomath’s TSP

The current City of Philomath’s TSP has been developed in 1999 and has been developed primarily to address the issue of the “Couplet,” formed by US20/OR34 and Applegate Street through the downtown. As such, the City Philomath would benefit from the updating of its TSP.

The development of Philomath's TSP is anticipated to be a multi-year effort and will use the assistance of a consultant.

The MPO will collaborate with the City of Philomath's staff, ODOT and the consultant for the development of the TSP. Activities under this task will include:

- 231 Participation in the stakeholder meetings and providing feedback;
- 232 Providing transportation related data;
- 233 Coordination of TSP with the Metropolitan Regional Transportation Plan.

Product

Support to the development of the City of Philomath's TSP

240 – Benton County TSP

Benton County's TSP was adopted in July 2001. Discussions for the updating of the document have been held between ODOT and Benton County representatives. It is anticipated that this project will kick off in early 2016.

The MPO will collaborate with Benton County's staff, the consultant and ODOT to facilitate the updating of the TSP. Activities under this task will include:

- 241 Participation in the meetings and providing feedback;
- 242 Providing transportation related data;
- 243 Coordination of TSP Update with the Metropolitan Regional Transportation Plan.

Product

Support to the development of the Benton County's TSP

250-Preparatory Work on the Development of the RTP

The Corvallis Metropolitan Area Transportation Plan Update was adopted in March 2012. Per the federal requirements, the document needs to be updated by March 2017. The RTP must be consistent with local transportation plans. The Updated RTP will be in compliance with requirements of MAP-21 and it will include performance based planning measures. CAMPO will work with ODOT and other Oregon MPOs for the development of performance based planning measures. The statewide planning measures will be modified for adoption by the CAMPO Policy Board as CAMPO's Performance Based Planning Measures.

The cities of Corvallis and Philomath have begun the development of their TSPs. It would be most prudent to adopt the recommendations of these two transportation plans in the RTP Update. Given the amount of time required for the development of the TSPs, the adoption of the RTP Update by March 2017 seems somewhat optimistic. Nonetheless, CAMPO will produce the following work in FY2016:

- 251 Review of federal requirements for updating transportation plans;
- 252 Collaboration with ODOT and other Oregon MPOs in the development of statewide transportation planning measures, per the requirements of MAP-21;
- 253 Modifications and adoption of Performance Based Planning Measures;
- 254 Development of a scope of work.
- 255 Preparation of a development and adoption schedule in coordination with the development of the TSPs;

ODOT has retained a consultant to coordinate the development of local TSPs with the development of CAMPO’s Scenario Analysis and preparatory work on the updating of RTP. Discussions are currently held among the stakeholder to coordinate all these activities.

Product

Progress toward the updating of the Regional Transportation Plan (RTP)

260 – Corvallis School District’s Safe Route to School

In 2013 the Corvallis School District in partnership with Benton County’s Health Department and CAMPO applied for and received a Non-Infrastructure Safe Route to School. CAMPO’s contribution to this project includes:

- 261 Participation in the advisory committee meetings;
- 262 Providing technical assistance to the project.

Product

A well developed Non-Infrastructure Safe Route to School Project.

270- Transportation Modeling

CAMPO has worked with ODOT and their Consultant on the development of CALM, a regional Travel Demand Forecasting Model that covers the Corvallis and Albany Areas MPOs, as well as the city of Lebanon and portions of Benton and Linn Counties. Staff also participated in a regional on-board transit survey, the results of which were entered into CALM to enhance transit capabilities of the model. CAMPO will continue collaboration with TPAU by providing local data for input into CALM. It is anticipated that the model will be used for various transportation planning purposes in the CAMPO area. These will include:

- 271 Providing local data for input into the CALM
- 272 Test the transportation impact of various changes planned to the network

- 273 Consult the results of model for various input into the RSPM in Strategic Assessment Phase II: Scenario Analysis.
- 274 Coordinate the modeling needs of the TSP development with ODOT's TPAU.

Product

A well informed and coordinated transportation planning

280– City of Adair Village TSP

The City of Adair Village does not have a TSP. In the past it has applied for and received TGM fund for Quick Response projects. It was discussed and agreed upon that the City would benefit in partnering with Benton County for the development of a TSP. It is anticipated that the MPO staff will:

- 281. Assist with the finding of funding sources.
- 282. Participate in the meetings and providing feedback;
- 283. Provide transportation related data;
- 284. Coordinate TSP with Benton County TSP and the Metropolitan Regional Transportation Plan.

Product

Support to the development of the City of Adair Village's TSP

Estimated Completion Schedule

Subtask	Estimated Schedule
210. Strategic Assessment Phase II: Scenario Analysis	
211. Review analysis results;	1st Quarter
212. Final document, reporting, presentations to officials and community.	1 st Quarter

220. City of Corvallis TSP	
221. Participation in the meetings;	Ongoing
222. Providing transportation related data;	Ongoing
223. Coordination of TSP with RTP.	Ongoing
230. City of Philomath TSP	
231. Participation in the meetings;	Ongoing
232. Providing transportation related data;	Ongoing
233. Coordination of TSP with RTP.	Ongoing
240. Benton County TSP	
241. Participate in the meetings & provide feedback;	3 rd & 4 th Quarter
242. Provide transportation related data;	3 rd & 4 th Quarter
243. Coordinate TSP with RTP.	3 rd & 4 th Quarter
250. Preparatory Work on RTSP	
251. Review of federal requirements for updating transportation plans;	1st Quarter
252. Collaboration with ODOT and OMPOs on development of Performance Based Planning Measures	1 st Quarter
253. Modification and Adoption of Performance Measures	2 nd Quarter
254. Development of a scope of work.	3 rd Quarter
255. Preparation of a development and adoption schedule in coordination with the development of the TSPs;	4 th Quarter

260. Safe Route To School, 509J Contract	
261. Participation in the advisory committee meetings;	Ongoing
262. Providing technical assistance	Ongoing
270. Travel Forecasting Model	
271. Providing local data to CALM	Ongoing
272. Test Transportation Impacts	Ongoing
273. Input into RSPM	1 st & 2nd
274. TSP Modeling Needs	3 rd & 4th
280. City of Adair Village TSP	
281. Assist with the finding of funding sources.	1 st Quarter
282. Participate in the meetings and providing feedback;	Ongoing
283. Provide transportation related data;	Ongoing
284. Coordinate TSP with Benton County TSP and the	Ongoing

Staff Effort and Cost

**200 - Long Range Transportation Planning
Percent of Effort = 34%**

Task Component	Federal PL Fund	ODOT Match (Local)	Total PL
210. SA Phase II: Scenario Analysis	SPR Fund*	SPR Fund*	\$8,000
220. Corvallis TSP	\$16,862	\$1,929	\$18,792
230. Philomath TSP	\$15,422	\$1,765	\$17,188
240. Benton County TSP	\$15,422	\$1,765	\$17,188
250. Preparatory Work on RTP	\$12,789	\$1,463	\$14,253
260. SRTS Contract with 509J	509J contract	509J contract	\$2,000
270. Travel Forecasting Model	\$3,761	\$430	\$4,192
280. City of Adair Village TSP	\$2,001	\$229	\$2,230
Total			\$83,845

The strategic Assessment Phase II: Scenario Planning Project is funded with SPR fund for \$15K. It is anticipated that \$7K of this fund will be spent in the balance of FY15 and \$8K in FY16.

Task 300 – Public Transportation Planning

Purpose

The purpose of this task is to provide for the public transportation planning needs of the Corvallis Area MPO. Components of this task are:

310 – Transit Planning Assistance

Transit services in the Corvallis Area MPO are provided by the Corvallis Transit System (CTS) and Benton County Special Transportation Fund (STF) Program. Interurban transit between the Corvallis Area and Albany Area MPOs are provided by the Linn-Benton Loop Service, operated by the City of Albany Transit Service (ATS).

The Corvallis Transit System, owned by the City of Corvallis, is the primary transit service in the Corvallis Area and is operated under a contract by First Student, Inc. The City of Corvallis and the City of Albany are the recipients of the FTA's Sections 5307 funds for the Corvallis Area MPO. The Philomath Connection, a component of the CTS, runs between the City of Corvallis and Philomath. The City of Corvallis Transit System and Benton County STF Program contribute 'in-kind' match to the MPO's transit planning dollars (FTA's Section 5303).

MPO staff and the City of Corvallis transit authorities cooperate closely for the improvement of the area's transit service. The Corvallis Area Metropolitan Transportation Plan has been developed and updated in consultation with the City's transit authorities and the Transit Master Plan. In FY14 CAMPO evaluated the feasibility and effectiveness of a transit hub on or near OSU campus. The study was reviewed with the Corvallis City council and is posted on the CAMPO Website: www.corvallisareampo.org.

As a matter of policy, the MPO integrates transit solutions into its transportation plans, programs and projects and promotes the use of transit. The following transit planning activities are provided on a routine basis:

- 311 Assistance to CTS with the programming of transit projects and their funding processes.
- 312 Providing transit-related information collected from federal and state agencies and technical assistance to the area's transit providers.
- 313 Participate in, collaborate with and provide technical assistance to the development of the City of Corvallis Transit Development Plan.
- 314 Work on the coordination of transit services within the MPO Area and beyond for a seamless transfer on the east-west corridor between the City of Philomath and the City of Albany. Staff's involvement in the Linn-Benton Loop Service is expected to increase.

Product

Enhanced transit service planning
Provision of financial and operational information
Supported Transit Plan
Coordinated transit service within the MPO and between the two adjacent MPOs

320 – Improvement of Transit Service between Albany and Corvallis

Purpose

The purpose of this task is to improve transit service between the Corvallis and Albany areas.

Description

The area's major employers, OSU, the Good Samaritan Medical Center and Hewlett Packard Co., along with other employers attract 17,700 daily commuters to the City of Corvallis. The City of Albany with its housing stocks, Linn-Benton College and its vast retail establishments is both the origin and destination of many regional trips. The distribution of jobs, houses and shopping opportunity in this area have created a travelshed that expands along an east-west corridor from the City of Philomath to the City of Lebanon. A lion share of these trips, however, is between the cities of Corvallis and Albany.

The Linn-Benton Loop Service that currently serves interurban travels between Albany and Corvallis is operating at near full capacity with little or no additional resources for expansion. At the same time, there is a significant pent-up demand for an enhanced public transportation service between the two cities.

Since 2013 the Albany and Corvallis Areas MPO s have worked together to a) establish a governance for the Linn-Benton Loop; and b) identify and establish a reliable funding stream for the operation of the Loop. In FY 14 staff of the two MPOs explored funding sources that would provide a reliable revenue stream for the Loop transit service. Later staff worked on the development of an IGA for the formation of Loop governance. The Loop governance will be composed of the Corvallis Area MPO, the Albany Area MPO, OSU and Linn-Benton Community College.

Activities under this task will include:

- 321 Continued work on the formation of Linn-Benton Loop governance and finalization of the IGA.
- 322 Serving as the liaison between CAMPO Policy Board and the Linn-Benton Loop Transit service and serving on a yet-to-be-formed Technical Advisory Committee.
- 323 Further exploration of a reliable funding stream for the operation of Linn-Benton Loop.
- 324 Supporting the joint MPO Policy Boards with collection of technical information, data, development of maps and preparation of reports to facilitate the formation of governance and the establishment of a reliable funding stream.

Product

Improved connectivity between the Albany and Corvallis areas via public transportation

330 - Assistance with the Development of Corvallis Transit Development Plan (TDP)

Purpose

The purpose of this task is to provide assistance to the development of the TDP and to coordinate transit planning activities within the MPO Area.

Description

In 2005 the MPO commissioned development of a TDP for the City of Corvallis Transit System. The City of Corvallis has scheduled development of a new TDP in conjunction with the development of TSP. The TDP development will be coordinated with other transportation plans and transit systems within the MPO Area.

Activities under this task will include:

- 331 Providing technical assistance and planning data to the development of the TDP;
- 332 Participation in the meetings of TDP development;
- 333 Coordination of transit planning issues within the MPO Area.

Product

Support for the development of the City of Corvallis Transit Development Plan

340 – Assistance with the Development of the Coordinated Public Transit-Human Services Transportation Plan (CPT-HSTP)

Purpose

The purpose of this task is to assist with the development of the CPT-HST and provide coordination of transit planning activities within the MPO Area.

Description

Benton and Linn Counties in cooperation with ODOT have launched an update to their adopted Coordinated Public Transit-Human Services Transportation Plan. The Plan is a federally required document that identifies key transportation needs for seniors, individuals with disabilities, low income people, and recommend strategies for meeting those needs. Staff will participate in the update of the CPT-HSTP for Benton County.

Activities under this task will include:

- 341 Ensuring consistency between the Regional Transportation Plan and the CPT-HST;
- 342 Providing technical assistance and planning data to the development of the CPT-HST;
- 343 Participation in the meetings of CPT-HST development.

Product

A coordinated Benton and Linn County CPT-HST

Estimated Completion Schedule

Subtask	Estimated Schedule
310. Transit Planning	
311. Assistance with Programming	As needed
312. Providing transit – related information	Ongoing
313. Participation in TDP	Ongoing
314. Coordination of Regional Transit	3 rd Quarter
320. Improvement of Transit Between Albany and Corvallis	
321. Continued work on establishing governance and funding stream.	1 st Quarter
322. Serving as a liaison between the LOOP and the Policy Board	2 nd Quarter
323. Exploration of a reliable funding source	3 rd Quarters
324. Supporting the joint MPO Policy Boards with technical data.	4 th Quarter
330. Assistance with Development of Corvallis TDP	
331. Providing technical assistance	Ongoing
332. Participation in the meetings	Ongoing
333. Coordination within the MPO Area	Ongoing
340. Assistance with development of CPT-HSTP	
341. Ensuring Consistency	Ongoing
342. Providing technical assistance	Ongoing
343. Participation in the meetings	Ongoing

Staff Effort and Cost

**300 – Public Transportation Planning (Transit)
Percent of Effort = 21.858%**

FTA	Corvallis In-Kind Match	County In-Kind Match	Total IN-Kind Match	Grand Total
\$38,025	\$2,176	\$2,176	\$4,352	\$42,377

Breakdown of FTA Fund by Subtask

Task	Federal Share	Corvallis In-Kind	County In-Kind	Total Transit
310. Transit Planning				
311. Assistance with Programming	\$ 2,377	\$ 136	\$136	\$ 2,649
312. Providing Transit Related Info	\$ 2,377	\$ 136	\$136	\$ 2,649
313. Assistance with TDP	\$ 2,377	\$ 136	\$136	\$ 2,649
314. Coordination of Interurban	\$ 2,377	\$ 136	\$136	\$ 2,649
Total	\$9,506	\$544	\$544	\$10,594
320. Transit Between Albany and Corvallis				
321. Continued work on establishing governance and funding stream.	\$ 2,377	\$ 136	\$136	\$ 2,649
322. Serving as a liaison between the LOOP and the Policy Board	\$ 2,377	\$ 136	\$136	\$ 2,649
323. Exploration of a reliable funding source	\$ 2,377	\$ 136	\$136	\$ 2,649
324. Supporting the joint MPO Policy Boards with technical data.	\$ 2,377	\$ 136	\$136	\$ 2,649
Total	\$9,506	\$544	\$544	\$10,594
330. Assistance with development of Corvallis TDP				
331. Providing technical assistance	\$ 3,232	\$ 185	\$185	\$ 3,602
332. Participation in the meetings	\$ 3,232	\$ 185	\$185	\$ 3,602
333. Coordination within the MPO Area	\$ 3,232	\$ 185	\$185	\$ 3,602
Total	\$9,506	\$544	\$544	\$10,594
340. Assistance with Development of CPT-HSTP				
341. Ensuring consistency	\$ 3,232	\$ 185	\$185	\$ 3,602
342. Providing technical assistance	\$ 3,232	\$ 185	\$185	\$ 3,602
343. Participation in the meetings	\$ 3,232	\$ 185	\$185	\$ 3,602
Total	\$9,506	\$544	\$544	\$10,594
Grand Total	\$38,025	\$2,176	\$2,176	\$42,377

Task 400 – Transportation Programming

Purpose

The purpose of this task is to continually perform transportation programming for the Corvallis MPO Area through the development of new Transportation Improvement Programs (TIP) and the upkeep of the existing TIP for inclusion in the Statewide Transportation Improvement Program (STIP). Past performances under this task include development of FY2015-2018 TIP and its inclusion in the FY15-18 STIP.

Components of this task are:

410 – Work toward Development of FY2018-2021 TIP

ODOT has begun the development of the FY18-21 STIP. CAMPO will work with ODOT and the ACT on the preparatory work for the development of a new TIP/STIP.

Product

Progress toward the development of FY2018-2021 TIP and STIP

420 – TIP Amendment

In October 2014 CAMPO adopted FY2015-2018 TIP. This task provides for the necessary amendments to the FY15-18 TIP and STIP documents. The amendments are generally initiated either by member jurisdictions or by ODOT for roadway programs, transit programs, and other special purpose funds. CAMPO provides two types of amendments to the approved TIP, Administrative Amendments and Formal Amendments. Administrative amendments are performed by staff when proposed changes to a project do not substantially alter scope, cost and schedule of the project. Substantial changes to the projects require the Formal Amendment by the Policy Board.

Product

Up-to-date FY15-18 TIP document for incorporation into FY15-18 STIP

430 – TIP Project Tracking and Funding

This task provides for tracking the implementation of the projects in the TIP and STIP, tracking STP funds spending and allocation and maintenance of the Corvallis Area MPO's STP Balance.

Product

Readily Available STP balance and list of Obligated Projects.

Estimated Completion Schedule

Subtask	Estimated Schedule
410. Work toward Development of FY18-21 TIP	1st Quarter
420. TIP Amendments	As Needed
430. Project and Fund Tracking	As Needed/Ongoing

Staff Effort and Cost

**400 - Transportation Programming
Percent of Effort = 7.142%**

Task Component	Federal PL Fund	ODOT Match (Local)	Total PL
410. Work toward Development of FY18-21 TIP	\$6,919	\$791	\$7,711
420. TIP Amendment	\$1,537	\$175	\$1,713
430. Project & Fund Tracking	\$6,919	\$791	\$7,711
Total	\$15,375	\$1,759	\$17,135

Task 500 - Transportation Project Coordination

Purpose

The purpose of this task is to coordinate ODOT’s sponsored transportation projects and studies with the MPO Policy Board, the Technical Advisory Committee, stakeholders and the public. Components of this task are:

510— US 20 Safety Study

ODOT Region 2 will facilitate a safety study for the US 20 corridor between Corvallis and Albany. The goal of the study will be to identify safety issues along this corridor and related operational improvements, access management strategies or transportation options strategies that can help address those safety issues. ODOT will be the lead on this project. CAMPO staff will provide technical assistance to the effort and serve as a liaison to CAMPO Policy Board.

Product

Coordination between ODOT and MPO Policy Board on Safety Improvement Study, including Staff participation in review and input on technical documents and attendance at meetings.

520 – Other ODOT Projects

A great deal of staff effort in FY15 was devoted to the process of reformulating the distribution of PL Fund among the Oregon MPOs. It is likely that ODOT would undertake other transportation studies, projects or issues that would have impacts on the transportation interests of CAMPO. In such cases, staff will act as liaison between ODOT and the MPO Policy Board.

Product

Coordination of the work between ODOT and MPO Policy Board

Estimated Completion Schedule

Subtask	Estimated Schedule
510. US 20 Safety Study	Ongoing
520. Other ODOT Projects	As Need Arise

Staff Effort and Cost

500 - Transportation Projects Coordination Percent of Effort = 2%

Task Component	Federal PL Fund	ODOT Match (Local)	Total PL
US 20 Safety Study	\$2,771	\$317	\$3,089
Other ODT Projects	\$1,187	\$135	\$1,323
Total	\$3,959	\$453	\$4,412

Chapter III

MPO's Unfunded Projects

The purpose of this section is to list projects deemed to be a necessary component of the MPO's transportation planning activities, yet the lack of adequate funding prevents the MPO from undertaking them.

- 1. Transportation Modeling** - Currently Transportation Modeling for CAMPO is performed by ODOT' TPAU. It is highly important that the local input into the Model be enhanced by the results of a local household survey and development of other necessary socio-economic measures. It also would be highly beneficial if CAMPO could maintain and access its Travel Forecasting Model in-house.
- 2. Inventory of Sidewalks** – Examining the condition and connectivity of sidewalks within the MPO Area.
- 3. Bicycling Safety Study** – Identifying high volume bicycling routes within the MPO Area and improving those routes by appropriate safety measures, particularly mitigating the issues of “right hook” and left turn movements.
- 4. Scenario Planning** – CAMPO is currently involved in Scenario Planning for GHG emission reduction and examining the impacts of several land use and transportation scenarios. A more thorough Scenario Planning that would enable us to examine the interconnectivity jobs, housing and transportation issues in the area is highly warranted.

Chapter IV

Budget Summary

FY2016 Revenue*

Funding Source	Breakdown	\$ Amount	Estimated Carryover	Total
PL	Federal (FHWA)	\$ 117,456	\$ 27,206	\$ 144,662
	ODOT Match	\$ 13,443	\$ 2,794	\$ 16,237
	Total	\$ 142,619	\$ 30,000	\$ 172,619
Section 5303	Federal (FTA)	\$ 38,025		\$ 38,025
	In-Kind Match (Corvallis/Benton Co.)	\$ 4,352		\$ 4,352
	Total	\$ 42,377		\$ 42,377
Total PL and 5303 Cash		\$ 180,644	\$ 30,000	\$ 210,644
Grants	SA Phase II, Scenario Analysis**	\$ 8,000		\$ 8,000
	Safe Route to School with 509J SD	\$ 2,000		\$ 2,000
Total	Total Cash with Grants	\$ 190,644	\$ 30,000	\$ 220,644
	Total Labor	\$ 4,352		\$ 4,352

*. Based on current best estimates

**. Total amount of this project per an IGA with ODOT is \$15K. It is anticipated that \$7K will be spent in FY15 and \$8K in FY16.

FY16 Expenses

Cost	Amount	Percent
Personnel	\$143,939	65.2%
Board/Committees/Meetings	\$ 500	0.2%
CED Administration	\$ 10,000	4.5%
Advertising	\$ 500	0.2%
Computer Maintenance	\$ 500	0.2%
Contract/Contingency	\$ 38,122	17.3%
Copying	\$ -	0.0%
Dues/Memberships	\$ 800	0.4%
Bank Charge	\$ -	0.0%
Finance Indirect	\$ 2,723	1.2%
Indirect Expense	\$ 4,164	1.9%
Legal Services	\$ -	0.0%
Postage	\$ 100	0.0%
Printing	\$ 500	0.2%
Rent	\$ 7,496	3.4%
Supplies	\$ 3,000	1.4%
Technology Group	\$ 2,800	1.3%
Telephone	\$ 1,000	0.5%
Training	\$ 500	0.2%
Travel	\$ 4,000	1.8%
Total	\$220,644	100%

*Budgeted cost is based on current best estimates. The actual incurred cost may be different.

Chapter V
Other Transportation Planning Activities in the MPO Area

For Information Purpose Only

Corvallis Vision and Strategic Plan

In 2007 the City of Corvallis City Council developed the Corvallis Vision for 2020, a document that aims at providing directions to the issues that are important to the city and adopts indicators that measure progress toward achieving the goals of the plan.

The Corvallis City Council intends to begin working on an update to the Corvallis Vision that will be called Corvallis Vision and Strategic Plan. Development of this document will influence the development of the Corvallis TSP and other transportation planning documents.

OSU Campus Master Plan and OSU Transportation Plan

The Oregon State University intends to update its Campus Mater Plan which is a comprehensive plan for all aspects of the university and is currently in the process of developing a transportation plan for the campus. These plans will interact with other transportation plans in the area.

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
CR	Continuing Resolution
CTS	Corvallis Transit System
CWACT	Cascades West Area Commission on Transportation
DEQ	Department of Environmental Quality
DLCD	Department of Land Conservation and Development
DSL	Division of State Land
GHG	Green House Gases
GreenSTEP	Greenhouse Gas Strategic Transportation Energy Planning
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 st Century
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Plan
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
RSPM	Regional Strategic Planning Model
RTP	Regional Transportation Plan
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
Section 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
SmartGAP	Smart Growth Area Planning
STF	Special Transportation Fund
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TDP	Transit Development Plan
TGM	Transportation Growth Management
TIP	Transportation Improvement Program
TPAU	Transportation and Planning Analysis Unit of ODOT
TSP	Transportation System Plan

UPWP
USC
USDOT

Unified Planning Work Program
United States Code
United States Department of Transportation

RESOLUTION No. 15-01

**FOR THE PURPOSE OF APPROVING THE FY2015-2016 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 FY2015-2016, 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 has 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 FY2015-2016;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Corvallis Area MPO approves the FY2015-2016 Corvallis Area Unified Planning Work Program and its associated budget.

Dated on this 13th Day of May 2015

APPROVED:

By: _____
Mayor Rocky Sloan, Chair
Corvallis Area MPO

ATTESTED:

By: _____
Ali Bonakdar, Director
Corvallis Area MPO



CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION

301 SW 4th Street, Suite 240 • Corvallis, Oregon 97333
Phone: 541-758-1911 • Fax: 541-758-1903
www.corvallisareampo.org

Memorandum

To: CAMPO Policy Board
From: Ali Bonakdar, Director
Date: May 5, 2015
Re: CAMPO's Scenario Analysis

In August 2014 CAMPO completed Strategic Assessment of Greenhouse Gas (GHG) emissions by 2035, the horizon year of current plans. Last month CAMPO signed an Intergovernmental Agreement with ODOT for the conduct of Phase II of the project – Scenario Analysis.

In November 2014 the Policy Board approved the following land use and transportation scenarios deemed to be of the highest priority to our area for evaluated by the ODOT Model.

Land Use Changes

- Decrease developments in central area and direct new development to outer areas
- Increase developments in central areas
- Most new development is concentrated near alternative mode facilities
- New developments in form of mixed use area

Alternative Modes

- Expand transit service
- Expand bicycle & pedestrian facilities

Parking Fee Changes

- Expand parking fee coverage areas
- Increase parking fees
- Cash-out parking programs

Transportation Options

- Work based marketing programs
- Home based marketing programs
- Expand Car-sharing
- Additional options in SmartGAP
- (e.g. telecommute, transit subsidies)

Additional scenarios and evaluation criteria may be identified throughout the evaluation process for further investigation.

These scenarios will be evaluated in terms of the following criteria that are of value to the community:

- a) Public Health;
- b) GHG Emission Reduction;
- c) Livability and Sustainability, and;
- d) Equity.

Staff will work with representatives of member jurisdictions within CAMPO to:

- a) Develop new scenarios by combining the above scenarios to be modeled and evaluated;
- b) Distribute the projected growth to appropriate parts of their jurisdictions.

Efforts will be made to communicate the scenarios and the results of the evaluation with elected officials, professionals, and interested citizens. Feedback from these outreach efforts will be re-circulated into the process.



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May 5, 2015

The Honorable Congressman Peter DeFazio
Ranking Member
House Committee on Transportation and Infrastructure
2163 Rayburn House Office Bldg.
Washington, DC 20515

Dear Congressman DeFazio:

The Corvallis Area Metropolitan Planning Organization (CAMPO) wishes to thank you for your ongoing efforts to avoid any disruption in the flow of transportation funding for our bridges, roadways and transit projects.

The representatives of the cities and county on CAMPO's Policy Board are requesting federal support that more closely matches local governments' significant stake in the nation's transportation system. As you are aware, together, local governments own 78 percent of the nation's road miles, 43 percent of the nation's federal-aid highway miles, 50 percent of the nation's bridge inventory, and operate a majority of the nation's transit systems.

Despite owning a majority share of our country's transportation network, local governments and the MPOs receive a relatively small share of overall federal transportation funds.

We urge you to sub-allocate more funding to local decision makers and local areas under the Surface Transportation Program. Increasing locally available federal transportation funds would have tremendous benefits for the nation's regional economics, without major disruption to the underlying legislative approaches.

The representatives of the communities on CAMPO are committed to working with you to move this critical legislation forward.

Sincerely,

Rocky Sloan
CAMPO Chair

Member Jurisdictions:

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