



**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, September 9th, 2015
Sunset Room, 4077 SW Research Way

AGENDA

- I. Call to Order** Chair
- II. Agenda Review** Chair
- III. Public Comments** Chair
- IV. Minutes of August 12th, 2015 Meetings** (Attachment I) Chair
ACTION: Decision
- V. 2015 Environmental Excellence Award** Bonakdar
CAMPO is a recipient of the 2015 Environmental Excellence Award. The Administrator of FHWA's Oregon Division will formally award the plaque to the CAMPO's Policy Board Chair.
- VI. ODOT's Survey on Local Consultation** (Attachment IIa & IIb) Bonakdar
ODOT is conducting a survey to gather feedback on the effectiveness of their consultation with local governments. An ODOT representative will provide information on this survey.
ACTION: Discussion
- VII. FY2018-21 Non-Highway Enhance Projects** (Attachment III to be mailed out later) Bonakdar
The TAC has reviewed and prioritized Non-Highway Enhance Projects within the CAMPO Area. CAMPO's prioritized list will be submitted to ACT for recommendations.
ACTION: Decision
- VIII. Amendments to FY20-18 Transportation Improvement Program** (Attachment IV) Bonakdar
The changes listed in the attached memo warrant an amendment to the CAMPO's FY2015-2018 TIP.
ACTION: Decision
- IX. Updates**
a) Director's Report
b) Jurisdictional Report

IX. Adjourn

Chair

Next meeting date October 14th, 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

**METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING
Wednesday, August 12th, 2015
Sunset Building
MINUTES**

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

Alternates Present: Valerie Grigg-Devis and Mary Steckel

Guests Present: Laurel Byer

Staff Attending: Ali Bonakdar, Emma Chavez and Charlie Mitchell

TOPIC	DISCUSSION	DECISION / CONCLUSION
I. Meeting called to order by Chair Rocky Sloan at 5:04 pm		
II. Agenda Review		There were no changes made to the agenda.
III. Public Comments		There were no public comments.
IV. Minutes of June 10 th , 2015 MPO Policy Board meetings	Correction on page 4, under Benton County; change word ground to grind.	Consensus by Policy Board members to approve the June 10th, 2015 meeting minutes with correction.

<p>V. FY2018-2021 Statewide Transportation Improvement Program (STIP)</p>	<p>The FY 2018-2021 STIP process will have a variety of changes from past processes. Due to limited funding, there will be more focus on fix-it activities and preserving and maintaining the existing system.</p> <p>The OTC held several outreach meetings with stakeholders and ACT Chairs. What the commission heard at these meetings is that the majority of the group wants to fix and maintain our system as opposed to building new roads. At its April meeting; the commission agreed to focus on fix-it projects and the majority of funds would go towards preserving the State system.</p> <p>The commission identified \$106 million for the STIP three year funding cycle for the Enhance program. Of that \$57 million must be spent on non-highway projects. ACTs participation in project selection is requested by the commission.</p> <p>In May, the commission discussed how the \$57 million would be distributed and looked at three different options. All of the options had \$27 million identified as additional funding for preservation projects. The commission chose Option C; \$49 million for commission and discretion.</p> <p>The funds have been divided up into three different pots:</p> <ol style="list-style-type: none"> 1. \$50 million for state highway system leverage program. This is for state highway system only and is intended to leverage other funds/efforts, strategic investments projects addressing key statewide/regional needs. Allocated to ODOT Regions by formula, each Region will work with ACT to identify a 150% list of projects, then, finalize a 100% list with ACTs. 	<p>Members will review ODOT’s 150% list and Email feedback directly to ODOT staff.</p> <p>Members will email CAMPO staff their proposed list of projects by August 20th, 2015.</p>
---	--	---

	<p>Amy shared a handout of their recommended 150% state transportation leverage and active transportation program list. To create the list, ODOT took into consideration areas that have been passed over and projects in the 15-18 STIP that are not made whole. They are asking for feedback on the list from local MPOs and ACTs.</p> <ol style="list-style-type: none">2. \$30 million statewide for non-highway Enhance projects. Need to address the state 1% for bicycle and pedestrian improvement as well as transportation improvements in MAP21. Allocated to ODOT Regions by formula. ODOT and local agencies will complete proposals and compete for these funds. <p>Due to limited funds, Region 2 staff suggest a minimum project cost of \$500 thousand and are requesting each ACT submit only a total of five project proposals. ODOT and ACT staff will work with members to make the process as simplified as possible. Members are encouraged to look forward to information regarding the project proposal process.</p> <ol style="list-style-type: none">3. \$27 million for non-highway “Fix-It” projects: \$15 million for bus replacements for which ODOT holds the title; \$6 million for ADA curb ramps; and \$6 million for leveraging active transportation projects (bicycle, pedestrian or transit features or connections). <p>Hal reviewed the schedule and inquired how it would work with the MPO schedule.</p> <p>The MPO Policy Board Will meet on September 9 and the TAC will meet on August 28. Members were asked to review ODOT’s 150%</p>	
--	---	--

	<p>list and provide feedback to ODOT staff. They were also asked to put together their list of Non-Highway Enhance projects and email to CAMPO staff by August 20th. The TAC will prioritize projects for review by the Policy Board prior to submittal to ACT.</p>	
<p>VI. Updates</p>	<p>a) Director's Report</p> <ul style="list-style-type: none"> • Federal Transportation Funding Before its August recess, the Senate passed the DRIVE bill. DRIVE puts more funds into transportation; however, the share of STP funds is reduced. The CAMPO Policy Board along with many other agencies, sent letter to Congress urging them to distribute more funds to the locals. At this time however, the proportions have not been decided yet and a sustainable funding source for the Highway Trust Fund has not been found. • Scenario Analysis CAMPO, ODOT and DLCDC have been in meetings with local land use offices. There is now good understanding of where locals want their projected growth be allocated. Once more meeting will take place for jurisdictions to verify the information. Once that is approved, the data will be entered into ODOT's model. • OMPOC Work Program OMPOC held its quarterly meeting two weeks ago in Bend. They are working on a Work Program for the position of OMPOC Coordinator. MPOs had \$80 thousand taken off the top of PL funds for this position. That translates to approximately \$4 thousand for CAMPO. The Work Program is yet to be finalized. 	

	<ul style="list-style-type: none">• Linn-Benton Loop CAMPO's lawyer has been working on an IGA between all entities for the Linn-Benton Loop. There was a liability concern that has been holding things up. The lawyer advised that there is no avoiding of some liability responsibility to all entities. The IGA needs to be sent to the parties for signing.• Environmental Excellence Award In July the FHWA Director handed in the Environmental Excellence Award to Matt Garrett and Ali at the Oregon Transportation and Commission meeting. The Director of our local federal highway administration would like to attend a Policy Board meeting to offer the award to the CAMPO Chair. He will be invited to attend the September meeting. Ali presented a personal thank you letter from Governor Kate Brown to Hal Brauner for the work CAMPO done in 2014 on Functional Classification.• ODOT outreach ODOT is seeking feedback from stakeholders via a survey. The survey's intent is to evaluate ODOT's local consultation practices regarding statewide transportation planning and programming processes. The survey can be found online at the ODOT website. Feedback is being solicited through October 16, 2015.• ODOT Transit and Rail Section discovered some unspent federal transit planning dollars. They are distributing it among the MPOs. CAMPO will be receiving approximately \$10 thousand dollars for transit projects. Ali asked Mary for a new transit planning	
--	--	--

	<p>study that CAMPO can perform for CTS.</p> <p>b) Jurisdictional Update</p> <ul style="list-style-type: none">• City of Corvallis Three new active pedestrian crossings have been constructed. Two of them on 9th street and the other on Walnut Boulevard. The rail road blockage on Circle and 99 is complete. Next week the city will begin storm drain and waterline work at Kings and Circle. Sidewalk improvements will go back on previous schedule and to a district approach where work will be done in specific districts at a time.• ODOT Traffic lights are now on at the South Bypass. Bridge construction is going well, although it is running a month behind. There are general funds allocated for a safety project on Hwy 34 to address road departure. Rumble strips will be placed at the edge of the road. Pioneer Mountain Eddyville is on schedule to be completed in 2016. Currently, earth moving is at 2.4 million cubic yards of excavation and embankment. Some of the work will impact traffic on the current US20 highway.• City of Corvallis (Hal) It seems as though Corvallis may move towards a local gas tax sooner than later. The city of Albany approached Corvallis to advise that they plan on putting a local gas tax in the May 2016 ballot. They are interested in both communities doing this at the same time. In Corvallis, the interest is for a local gas tax to go towards street preservation projects.	
--	---	--

Attachment I Draft Minutes

	<ul style="list-style-type: none">• City of Adair Village The county did an overlay at Arboretum Road in Adair Village. Farm Foods restaurant is opening up in Adair.	
VII. Adjourn	Next meeting September 9 th , 2015.	



Oregon

Kate Brown, Governor

Department of Transportation

Transportation Planning Unit

Mill Creek Office Building

555 13th Street NE, Suite 2

Salem, OR, 97301-4178

Phone: (503) 986-4121

Fax: (503) 986-4174

August 12, 2015

The Oregon Department of Transportation would like your feedback on the effectiveness of its consultation practices. A short survey has been developed and is available at the link provided below. The survey evaluates ODOT's local consultation practices regarding the following processes:

- Conferring with affected local officials and other interested parties in accordance with established rules, plans, policies, procedures or programs;
- Considering the input of local officials and other interested parties before taking action;
- Periodically informing local officials and other interested parties about actions taken, as per the federal and statewide planning regulations; and
- Implementing federal and state regulations regarding public involvement.

The survey can be accessed online at: <https://www.surveymonkey.com/r/LocalConsultationSurvey>. Please complete the survey by October 16th, 2015.

Your participation will help ODOT determine the agency's effectiveness in implementing federal and statewide planning and public involvement regulations, per Federal Regulations¹ and the Oregon Transportation Commission (OTC) [Public Involvement Policy](#). These regulations are designed to ensure effective communication between ODOT, local officials and other interested parties participating in statewide transportation planning and Statewide Transportation Improvement Program (STIP) processes.

The questions in this survey ask about your experiences with statewide transportation planning and programming activities. Transportation planning refers to your participation in activities, such as updating the *Oregon Transportation Plan* or any of its component mode and topic plans, including the *Oregon Bicycle and Pedestrian Plan* and the *Oregon Public Transportation Plan*. The survey also includes questions about your involvement in developing the STIP, reflecting on the processes used to prioritize and program projects.

You are also welcome to make any additional comments about the effectiveness of ODOT's consultation practices. An overview of ODOT's practices can be accessed [here](#). Please forward any feedback to Mary.M.McGowan@odot.state.or.us by October 16th, 2015

The collective results, will be kept anonymous, and reported to the Oregon Transportation Commission (OTC) and the Federal Highway Administration (FHWA). If you have questions about the survey instrument or evaluation, please contact Mary McGowan, ODOT Sr. Transportation Planner, at (503) 986-4224. We appreciate your efforts in completing this online survey.

Amanda Pietz
ODOT Planning Unit Manager

¹ Federal regulations requiring an assessment of local consultation practices include: [23 USC 135\(f\)\(2\)\(B\) through \(g\)\(2\)\(B\)](#), [23 CFR 450.210\(b\)\(1\)](#).

Documentation of Local Official Consultation Oregon Department of Transportation

August 2015

Overview

Federal and state planning and public involvement regulations require the Oregon Department of Transportation (ODOT) to document and implement a consultation process with local elected officials. The review will assess the effectiveness of consultation practices for statewide transportation planning processes and the development of the State Transportation Improvement Program (STIP). ODOT solicits feedback from local officials and others at least every five years for a 60-day period and invites them to review this document (Documentation of Local Official Consultation).

Consultation Processes

ODOT is involved with advisory committees, develops plans and policies, and complies with regulations, agency directives, and practices that demonstrate the Department's commitment to consultation and coordination with local governments to inform Agency decision-making. For example, the Oregon Transportation Commission (OTC) established the Area Commissions on Transportation (ACTs) to enhance opportunities for local stakeholders to participate in the early stages of the transportation project selection process. In addition, the Agency's Transportation Data Section provides accurate transportation data and services to local governments, assisting with local transportation planning and programming activities. A brief description of the various types of ODOT's consultation processes are found below. The table at the end of this document provides a list of many of the key elements and where they may be obtained.

Local Consultation Survey and Documentation of Practices

Every five years, ODOT administers a survey to local elected and/or appointed officials throughout Oregon cities, counties, port districts, and transit districts; soliciting feedback regarding the effectiveness of consultation for statewide transportation planning processes and development of the STIP. Through this process ODOT also seeks review of a broader set of existing local official consultation practices. The survey responses can be used to compare to previous results or to gauge the general opinions of the state. Survey responses will help ODOT understand if the Agency's current communication processes are working effectively to engage local officials and define opportunities for improvement. The results will be presented to the OTC and Federal Highway Administration (FHWA).

Advisory Committees

ODOT consults with a variety of stakeholders through advisory committees, many of which focus on specific programs and activities. Some committees were established by state statute, and others appointed by the OTC or the ODOT Director to meet the purposes of laws and policies. Examples include ACTs, the Oregon Local Program Committee (formerly Local Officials Advisory Committee), program specific advisory committees, and committees formed to advise the Department on specific statewide planning documents or projects.

Area Commissions on Transportation

The Oregon Transportation Commission (OTC) established the Area Commissions on Transportation (ACTs) as advisory bodies to improve communication and interaction between the OTC and local stakeholders who represent transportation interests throughout communities. The OTC has adopted policy to guide the formation and operation of the ACTs. At this time, twelve ACTs represent all geographic areas around the state.

Oregon Local Program Committee

The Oregon Local Program Committee (OLPC) is a partnership between counties, cities, ODOT, FHWA, and the Oregon Metropolitan Planning Organization Consortium (OMPOC). The purpose of this program oversight group is to improve policy, process and oversight in the delivery of the Local Federal Aid Program and other local street and road programs and projects administered through ODOT.

Program Specific Advisory Committees

Consultation often takes place through local agency membership on program specific advisory committees. These committees focus on issues with a narrower scope and have membership requirements specific to the character of their work. Many of them report directly to the OTC. Examples of program specific committees include the Oregon Freight Advisory Committee, Public Transportation Advisory Committee, Oregon Bicycle and Pedestrian Advisory Committee, and the Traffic Records Coordinating Committee.

Project Specific Advisory Committees

The STIP Process Stakeholder Advisory Committee is an example of a committee formed for a specific purpose. The OTC convened the committee to provide recommendations for improvement to the STIP process, including decision-making and opportunities for input. Membership consists of representatives from stakeholder groups, including freight, public transit, cities, counties, state agencies, Metropolitan Planning Organizations (MPOs), ACTs and private interests.

Advisory Committees for Multimodal, Modal and Topic Plans

During plan development, ODOT normally involves one or more advisory committees that include local government representation. The 2006 Oregon Transportation Plan, for example, included a steering committee and three policy committees. All four committees had local government representation and they played a key role in identifying the local portion of the state transportation needs. Oregon is unique in that it includes the local, as well as, privately owned transportation needs, as part of the overall state transportation needs. Adopted plans include a summary of the stakeholder involvement.

Adopted Transportation Plans

Statewide Multimodal, Modal and Topic Plans

ODOT statewide plans reinforce the value of consultation with local governments. Some plans include formal actions or policies, while others describe the methods by which the state has and/or will engage local governments. Plans are informed by Policy Advisory Committees, these are composed of elected

officials and other interested stakeholders, representing public, private, and advocacy interests, and are engaged throughout the effort.

The *2006 Oregon Transportation Plan (OTP)* is the state's long-range multimodal transportation plan. The OTP is ODOT's overarching policy document and is supported by mode and topic plans, such as *The Oregon Highway Plan and Bicycle and Pedestrian Plan*. The OTP establishes goals, policies, strategies, and initiatives that address the core challenges and opportunities facing Oregon. Goal 7 of the OTP, "Coordination, Communication, and Cooperation", has policies and related strategies that deal specifically with consultation. Specifically, Policy 7.3 and its associated strategies highlight consultation expectations throughout numerous agency activities.

Guidelines, Manuals and Handbooks

ODOT has a number of Guidance documents and Handbooks for Implementing Planning Requirements. These resources provide guidance to staff, local governments and consultants on policy implementation and help build positive relationships with ODOT's local partners. A few examples of documents that fall into this category include guidance for the jurisdictional exchange of roads, interchange area management, transportation system planning, development review, and STIP development.

Transferring Roads gives guidance on how to transfer a state highway to a local jurisdiction and a local roadway to the state's jurisdiction. Its purpose is to clarify the issues and process so that ODOT and local governments can consider the relevant issues and more easily move through the transfer process.

2013 Interchange Area Management Guidelines are designed to assist ODOT planners, local jurisdictions, and the consultant community in the preparation of Interchange Area Management Plans (IAMPs). The Guidelines are intended to serve as an educational and consistency tool, to describe the elements of an IAMP, what an IAMP should accomplish and how to meet expectations and objectives.

2008 Transportation System Planning Guidelines, is a resource document, that was developed to assist staff, local jurisdictions and the consultant community to prepare and update county and local transportation system plans. The guidelines are designed to help jurisdictions develop plans that meet local needs and comply with state rules, requirements and regulations, including applicable elements of the Transportation Planning Rule (TPR) and the 2006 OTP.

ODOT Development Review Guidelines help agency staff understand the local land use process and provide guidance on working effectively with local partners.

STIP User's Guide includes more detailed information about the processes and procedures for developing the STIP.

Regulations and Policies

Oregon Administrative Rules

Oregon has adopted several administrative rules to promote development of a safe and efficient transportation system. The *Oregon Administrative Rules (OARs)* set out processes for coordinating with local governments and include the *State Agency Coordination Rule (SAC)*, *Transportation Planning Rule (TPR)*, and the *Access Management Rule*.

State Agency Coordination Rule

The *State Agency Coordination Rule (SAC)* establishes procedures to assure that ODOT land use programs (e.g., disposal of surplus right of way) are carried out in compliance with statewide planning goals and in a manner compatible with local comprehensive plans.

Transportation Planning Rule

The *Transportation Planning Rule (TPR)*, which is found in OAR 660 Division 12 requires affected state agencies and local governments to coordinate the preparation of local transportation system plans with state transportation plans.

Laws and Governor's Executive Orders

The Oregon Legislature and the Governor have also worked to ensure coordination and consultation with local stakeholders. Local government coordination requirements and/or membership are specifically defined in law or Executive Order for several of the Department's advisory committees. Such committees as the Government-to-Government Relations, the Governor's Economic Revitalization Team, the Historic Columbia River Highway Advisory Committee, and the Oregon Transportation Safety Committee all fall into this category.

Policies

In addition to policies incorporated into plans and other documents, the OTC adopts stand-alone policies that describe coordination with local governments. Two examples are the *Policy on Formation and Operation of the Area Commissions on Transportation* and the *OTC Public Involvement Policy*. The ACT policy was developed to answer questions about the purpose, formation and function of the ACTs and to encourage consistency statewide while balancing local needs for flexibility and uniqueness. The *OTC Public Involvement Policy* requires the agency to develop statewide transportation plans and the STIP in consultation with local officials including transit and port districts.

Transportation Data

ODOT supports local jurisdictions with a wide selection of transportation data systems and programs that include crash analysis and reporting, traffic counts, mapping and road inventory products, and the Highway Performance Monitoring System (HPMS). ODOT acts as liaison between local agencies and the appropriate federal agencies to track and maintain transportation data, resulting in data extracts, reports, and interactive Geographic Information System (GIS) products for local agencies. The data is used in part to distribute and prioritize road funding for local agencies and supports analysis of ground transportation, community development and law enforcement.

Listing of key Policies and Procedures

The following table identifies many of ODOT's key policies and procedures for consulting with local government stakeholders and is tabulated based on the type of obligation, statute, adopted plan, etc. While this list is extensive, it is not necessarily all-inclusive and represents a moment in time. When available, electronic links are provided to assist in obtaining more information.

Consultation Practice	Oregon Revised Statute or Executive Order	OTC Plan Policy Appointment or Program	Administrative Rule	Advisory Group	Internal and Local Government Resource	Links to Location/Availability
1997 Oregon Public Transportation Plan*		X				http://www.oregon.gov/ODOT/TD/TP/OPTP.shtml
1999 Oregon Highway Plan		X				http://www.oregon.gov/ODOT/TD/TP/docs/OHP/1999_OHP.pdf
2005 Oregon Bicycle and Pedestrian Plan*		X				http://www.oregon.gov/ODOT/HWY/BIKEPED/docs/or_bicycle_ped_plan.pdf
2006 Oregon Transportation Plan		X				http://www.oregon.gov/odot/td/tp/pages/otp.aspx
2011 Oregon Freight Plan		X				http://www.oregon.gov/ODOT/TD/TP/pages/ofp.aspx#cat1
2011 Transportation Safety Action Plan*		X				http://www.oregon.gov/ODOT/TS/docs/tsap_revised_03-20-12.pdf
2014 Oregon State Rail Plan		X				http://www.oregon.gov/ODOT/TD/TP/RailPlan/Adopted_Oregon_SRP.pdf
2015 Oregon Transportation Options Plan		X				http://www.oregon.gov/odot/td/tp/pages/toplan.aspx
Area Commission on Transportation (ACTs)		X		X		http://www.oregon.gov/ODOT/COMM/act_main.shtml
Access Management Manual and Development Review Guidelines (Implements OAR 734-051)					X	http://www.oregon.gov/ODOT/hwy/accessmgt/accessmanagementmanual.shtml http://www.oregon.gov/ODOT/TD/TP/docs/plans/devrevchapters.pdf
Access Management Rules (OAR 734-051)			X			http://www.oregon.gov/odot/hwy/accessmgt/Pages/technicalbulletins.aspx
Economic Revitalization Team (Executive Order EO-09-10)	X					http://archivedwebsites.sos.state.or.us/Governor_Kulongoski_2011/governor.oregon.gov/Gov/ERT/index.shtml
Historic Columbia River Highway Advisory Committee (ORS 366.553)	X			X		http://www.oregon.gov/oprd/hcd/Pages/hcrhac.aspx
Interchange Area Management Guidelines					X	http://www.oregon.gov/ODOT/TD/TP/docs/plans/IAMP_Guidelines_Update_4-13.pdf
Local Program Leadership Team				X		http://www.oregon.gov/ODOT/HWY/LGS/Pages/LPLT.aspx
Oregon Bicycle and Pedestrian Committee (ORS 366.112)	X			X		http://www.oregon.gov/ODOT/HWY/BIKEPED/obpac.shtml
Oregon Freight Advisory Committee (ORS 366.212)	X			X		http://www.oregon.gov/ODOT/TD/TP/pages/ofac.aspx
Oregon Highway Plan Mobility Standards Guidelines					X	http://www.oregon.gov/ODOT/TD/TP/pages/ohp2011.aspx
Oregon Local Program Committee				X	X	http://www.oregon.gov/ODOT/HWY/LGS/lpoc.shtml
Oregon Rail Advisory Committee		X		X		http://www.oregon.gov/odot/rail/railadvisorycommittee.shtml
Oregon Traffic Control Devices Committee		X		X		http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/traffic_control_devices_committee.shtml

Consultation Practice	Oregon Revised Statute or Executive Order	OTC Plan Policy Appointment or Program	Administrative Rule	Advisory Group	Internal and Local Government Resource	Links to Location/Availability
Oregon Traffic Control Devices Committee		X		X		http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/traffic_control_devices_committee.shtml
Oregon Transportation Commission (ORS 184.610 to 184.666)	X					http://www.oregon.gov/ODOT/COMM/otc_main.shtml
Oregon Transportation Commission (OTC) Public Involvement Policy		X				http://www.oregon.gov/ODOT/COMM/docs/OTCpolicy11_PIP.pdf
Oregon Transportation Safety Committee (ORS 802.300)	X			X		http://www.oregon.gov/ODOT/TS/gac.shtml#About_the_OTSC
Policy on Formation and Operation of the Area Commissions on Transportation		X			X	http://www.oregon.gov/ODOT/COMM/docs/acts/ACTPolicy0603.pdf
Public Transportation Advisory Committee		X		X		http://www.oregon.gov/odot/pt/pages/stakeholders/ptac.aspx
Relationship of State Agencies with Indian Tribes (ORS 182.162-168) (Executive Order EO-96-30)	X					http://www.leg.state.or.us/cis/
Scenic Byways Program Advisory Committee (OAR 734-032-000 through 0070)		X	X	X		http://egov.oregon.gov/ODOT/HWY/SCENICBYWAYS/advisory_members.shtml
State Agency Coordination Program (OAR 731-015-000 through 135)			X			http://arcweb.sos.state.or.us/pages/rules/oars_700/oar_731/731_015.html
STIP Stakeholder Committee		X		X		http://www.oregon.gov/ODOT/TD/TP/pages/stip_ssc.aspx
Transportation and Growth Management Advisory Committee				X		http://www.oregon.gov/LCD/TGM/index.shtml
Transportation Data					X	http://www.oregon.gov/ODOT/TD/TDATA/publications.shtml
Transportation Planning Rule (OAR 660-12-0000 through 0070)			X			http://arcweb.sos.state.or.us/pages/rules/oars_600/oar_660/660_012.html
Transportation System Planning Guidelines 2008					X	http://www.oregon.gov/ODOT/TD/TP/Plans/Guidelines.pdf



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: September 2, 2015
Re: **Amendments to FY2015-2018 Transportation Improvement Program**

Requested Action

Amend CAMPO's FY2015-2018 Transportation Improvement Program (TIP) to reflect the changes listed below:

Background

In September 2014 the Policy Board adopted CAMPO's FY2015-2018 Transportation Improvement Program which has been incorporated into the FY2015-2018 Statewide Transportation Improvement Program (STIP).

Status

The following changes are warranted to the adopted TIP:

1. CAMPO's TIP shows the following two projects for FY15:

1	Lewisburg Ave, OR99W- Highland (Phase II, Construction)	Preservation Work Overlay, grind and inlay	Benton County	\$491,000 Federal	\$461,540 Exchange	2015
2	15 th Street, Washington Way-Jefferson	Preservation Work Reconstruction	Corvallis	\$478,000 Federal	\$449,320 Exchange	2015 ¹

Implementing both projects would require \$969,000 which exceeds CAMPO's STP balance. Per an agreement between the City of Corvallis and Benton County, the construction work on 15th Street will be postponed to calendar year 2016 when CAMPO receives its new STP allotment.

2. Transportation Option

The City of Corvallis annually receives approximately \$45K for Transportation Demand Management (TDM) activities. ODOT has combined the FY15 and FY16 into one project for a total of \$93,109.

City of Corvallis TO Program (TDM)	2015 & 2016	ODOT	\$83,547 Fed & State	\$9,562 Local	\$93,109 Total	2 years combined
--	-------------------	------	-------------------------	------------------	-------------------	---------------------

3. Regional Transportation Option

The OCWCOG receives TO funds for reducing travel demands in the three counties of Linn, Benton and Lincoln. Because some of this fund will be spent in CAMPO area, the TIP must show this fund.

CWCOG TO Program KN 19638	2015- 2017	ODOT	\$205,729 Fed & State	\$8,241 Local	\$213,970 Total	Some fund may be spent in Benton County
---------------------------------	---------------	------	--------------------------	------------------	--------------------	---