



## CORVALLIS AREA Metropolitan Planning Organization

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

### CAMPO TECHNICAL ADVISORY COMMITTEE

Thursday February 26, 2026

9:00 am - 10:30 am

### VIRTUAL MEETING

Via Microsoft Teams by clicking [HERE](#)

Meeting ID: 261 350 145 412 10

Passcode: xX6vb7zk

Mobile 1 Click Number

[+1 872 242 8088](#)

Phone Conference ID: 978 685 131#

### AGENDA

- |    |      |   |       |
|----|------|---|-------|
| 1) | 9:00 | Call to Order and Agenda Review   | Chair |
| 2) | 9:05 | Public Comments   | Chair |
| 3) | 9:10 | Minutes of January 29, 2026, CAMPO TAC Meeting<br>(Attachment A pg. 05) | Chair |

*Action: Decision on Minutes*

- |    |      |   |       |
|----|------|---|-------|
| 4) | 9:20 | <b>RTP Updates: Federal Functional Classifications Review</b><br>Review FFC classifications on local roads and roads eligible for federal aid (Federal Aid Urban Boundaries). | Staff |
|----|------|---|-------|

Please take a moment to review your jurisdiction's roadway classifications using ODOT's [TransGIS](#) (Under the "Classification" Theme)

- Turn on the Federal Aid layer to see all FA eligible roads as one color  
or
- Turn on the Federal Functional Classification layers to view specific FC

Link URL: <https://gis.odot.state.or.us/transgis/>

*Action: Informational please inform MPO staff and ODOT of any reclassifications*

- |    |      |  |  |
|----|------|--|--|
| 5) | 9:30 | <b>RTP Updates: Modeling Scenarios (Attachment B pg. 16)</b><br>Review the prior RTP modeling scenarios and suggest other potential ideas to test. |  |
|----|------|--|--|

*Action: Recommendation for Approval*

- 6) 9:40 **DRAFT FY2027 UPWP Review (Document)** **Staff**  
**(Attachment C pg. 21)**  
Review the draft UPWP and feedback from FHWA/FTA/ODOT.  
  
**ACTION:** Recommendation for Approval (pending public comment and outstanding agency feedback)
- 7) 10:00 **Local Active Transportation Support: Permanent Counter Location**  
CAMPO has purchased two EcoCounter-brand permanent post counters capable of counting persons and micromobility users (bikes and scooters but not differentiated). One has been placed in Philomath, the other is yet to be installed. This item is being brought back to the TAC as quorum was not established the last time this project was reviewed.  
  
The options of locations are viewable on Google MyMaps:  
Link URL: <https://bit.ly/4kOxxvi>  
  
**Action:** Recommendation for location
- 8) 10:15 **Jurisdictional and Other Updates** **All**
- OCWCOG/CAMPO
  - Adair Village
  - Benton County
  - Corvallis
  - Oregon Department of Transportation (ODOT)
  - Oregon State University (OSU)
  - Philomath
- 9) 10:30 **Adjournment** **Chair**  
*The next regularly scheduled CAMPO TAC Meeting will be on Thursday, March 26, 2026.*

## RTP Schedule

Combined MPO	AAMPO + CAMPO Combined RTP 3 Month Schedule											
AAMPO	26-Jan				26-Feb				26-Mar			
CAMPO	5	12	19	26	2	9	16	23	4	11	18	25
Goals & Objectives conversation w/ TAC		15		29								
<b>Finalized Goals &amp; Objectives conversation w/ Policy Board</b>				28		11						
Review Federal Functional Classification (FFC) roads w/ TAC		15						26				
Confirm Regional & Local priority corridors w/ TAC & Policy Board		15		29			19					
<b>Finalized Regional &amp; Local priority corridors w/ Policy Board</b>						11		25				
Future Trends & Scenarios (3-4 total) w/ TAC		15		29			19	26				
Future Trends & Scenarios (3-4 total) w/ TAC, Policy Board, & TPAU				28		11		25		11		
Solicit public input and feedback on draft vision and goals, may include prioritization <b>(public engagement #1)</b>												
Continue to craft vision and goals, incorporating public feedback and advisory committee input until complete. <b>w/ TAC and PB</b>												

## ATTENDANCE (FOR QUORUM PURPOSES)

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

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

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

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

Thursday, January 29, 2026

*Virtual Meeting*

Via Microsoft Teams Technologies

<b>TAC Members</b>	<b>Jurisdiction</b>	<b>Attendance</b>
<b>Pat Hare</b>	City of Adair Village	Yes
<b>Rory Rowan</b>	City of Corvallis	Yes
<b>Chris Workman</b>	City of Philomath	Yes
<b>Gary Stockhoff</b>	Benton County	Yes
<b>Rebecca Houghtaling</b>	Oregon State University	Yes
<b>James Feldmann</b>	Oregon Department of Transportation	Yes

**Guests:** Robert Upson, Dave Rabinowitz, Justin Epiaka

**Staff:** CAMPO Planner Corum Ketchum, AAMPO Planner Billy McGregor, and Executive Assistant Ashlyn Muzechenko

<b>TOPIC</b>	<b>DISCUSSION</b>	<b>DECISION / CONCLUSION</b>
<b>1. Call to Order and Agenda Review</b>	The CAMPO Technical Advisory Committee meeting was called to order meeting by the 2025 Chair James Feldmann at 9:01am.	<b>The meeting was called to order at 9:01am by the 2025 Chair James Feldmann</b>
<b>2. Chair and Vice-Chair Elections</b>	<p>Pat Hare moved to nominate Rory Rowan to serve as chair. Gary Stockhoff seconded. Rowan declined.</p> <p>Rebecca Houghtaling noted she would be willing to serve as the chair for just one year, the entirety of 2026. The group accepted the nomination.</p> <p>Houghtaling nominated James Feldmann to serve as the Vice-Chair for 2026.</p>	<b>The 2026 Chair and Vice-chair were voted and approved. Rebecca Houghtalin will serve as Chair and James Feldmann will serve as Vice-Chair.</b>

	<p>The group accepted and approved these nominations via consensus.</p> <p>Pat Hare with Adair Village voted in favor.  Rory Rowan with Corvallis voted in favor.  Chris Workman with Philomath voted in favor.  Gary Stockhoff with Benton County voted in favor.  Rebecca Houghtaling with OSU voted in favor.  James Feldmann with ODOT voted in favor.  There were no votes against.</p>	
<p><b>3. Public Comments</b></p>	<p>Robert Upson shared he wanted to give full support for the Tunison project along with moving forward with more funding than initially planned. Secondly, he was looking for clearer directions on the RTP and following through with keeping Walnut as a scope in the CAMPO RTP.</p> <p>David Rabinowitz shared the following public comment.  Rabinowitz shared freight is on the agenda again, he noticed that with a previous safety improvement project, there could not be done due to accommodations for wide truck loads. After speaking with the project manager, they noted this would only happen every few years. Rabinowitz urged TAC members to take serious consideration for freight and not limit safety improvements for accommodation that may happen once and while.</p> <p>James Feldmann provided clarification on Tunison, noting there was no additional funding, but instead the project was split into two phases.</p>	<p><b>Robert Upson and David Rabinowitz each shared a public comment with the CAMPO TAC.</b></p>
<p><b>4. Minutes of the Super MPO Meeting on December 10, 2025, (Attachment A)</b></p> <p><b>Action: Decision on Minutes</b></p>	<p>Pat Hare moved to approve the Super MPO meeting minutes. James Feldmann seconded. The motion carried via consensus.</p> <p>Pat Hare with Adair Village voted in favor.  Rory Rowan with Corvallis voted in favor.  Chris Workman with Philomath voted in favor.  Gary Stockhoff with Benton County voted in favor.  Rebecca Houghtaling with OSU voted in favor.  James Feldmann with ODOT voted in favor.  There were no votes against.</p>	<p><b>The minutes of the December 10, 2025 Super MPO meeting were approved.</b></p>

<p><b>5. STIP Updates (Attachment B)</b></p> <p><b>Action: Informational</b></p>	<p>Ketchum shared the STIP update which is Attachment B in the meeting agenda packet. The amendments are informational only for the TAC, but Amendments #24-27-3436 and 24-27-3474 will need to go to the CAMPO Policy Board for Final Approval.</p> <p><b>Overview</b></p> <p>The purpose of this memorandum is to provide an update on recent and ongoing amendments to the Statewide Transportation Program (STIP) relevant to the Corvallis Area Metropolitan Planning Organization (CAMPO). A summary table of amendments can be found on the final page.</p> <p>The projects presented represent minor adjustments to existing projects:</p> <p><u>Amendment #24-27-3406 (OR99W: Marys River Br - Kiger Island Rd)</u>: Deletes an unnecessary phase from the project. This change has already been made by staff.</p> <p><u>Amendment #24-27-3417 (Corvallis area MPO planning SFY28)</u>: Updates funding to reflect new state match for the CAMPO planning budget.</p> <p><u>Amendment #24-27-3435 (Astoria-Cottage Grove curb ramps)</u>: Adds new locations to the ADA intersections/curb ramps projects to locations within Corvallis. Project locations are mapped on the final page.</p> <p><u>Amendment #24-27-3436 (Tunison Community Path)</u>: Adds a design and engineering phase to the project using money de-obligated from the design phase. <i>Approval requested.</i></p> <p><u>Amendment #24-27-3474 (OR99W: Marys River Br - Kiger Island Rd)</u>: Removes roughly \$2,000,000 from projects costs to match the bid award as the project was awarded under budget.</p>	
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	Amendment	Key	Project Name	Description	Requested Action	Change Category	Amendment Type	
	24-27-3406	22785	OR99W: Marys River Br - Kiger Island Rd (Corvallis)	Complete design and construction to repave the road within the project limits as well as the surface on the Fishers Millrace bridge. This project will repair deterioration, improve smoothness and reduce maintenance costs.	Delete the UR (Utility Relocation) phase as it is not needed.	Single Project Adjustment/ Technical Corrections	Adjustment	
	24-27-3417	22888	Corvallis area MPO planning SFY28	Planning funds for projects identified in state fiscal year 2028 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	Adjust match (FR: MPO Plan-Corvallis & FC Y450) to align with revised PL match - 50/50 state/local. Change FC 21MP to 25MP.	Single Project Adjustment	Administrative Adjustment	
	24-27-3435	23846	Astoria-Cottage Grove curb ramps	Construct curb ramps along various sections of US101, US101B, US30, US20, OR99, OR99W, OR51, OR219, OR240, OR22, OR126, OR126B and OR569 in Northwest Oregon to meet compliance with the Americans with Disabilities Act (ADA) standards. Bicycle and pedestrian safety upgrades at OR99 between Harrison Ave and E. Main St in Cottage Grove to include four enhanced crossings with striping, lighting, curb extensions and pedestrian refuge island. The segment will be restriped to add buffered bike lanes and narrow travel lanes to slow drivers and improve safety.	Increase CN by \$1,575,000 and update description to clarify highway locations. Locations now include OR99W, Us101B and OR 126B that were not originally listed. Cost increased improved by T. Peltz via 1.5.26 email	Change project cost - no effect on fiscal constraint	Administrative adjustment	
	24-27-3436	22462	Tunison Community Path (Corvallis)	Complete project refinement study and design up to 30% for a community path along OR99 from Butterfield Place to just north of Avery Ave, totaling approximately 0.5 miles. The path will improve access and safety for people walking and biking through the Tunison neighborhood.	Add a PE phase to the project using the \$254,000 de-obligated from the PL phase. Update project description and monitor code.	Historical Correction	Full amendment	
<p><b>6. RTP Goals and Objectives Memo (Attachment C)</b></p> <p><b>Action: Goals and Objectives Whiteboard Work Session</b></p>	<p>Ketchum shared this agenda topic is set up to review and approve the joint regional goals and objectives for the Regional Transportation Plan (RTP).</p> <p>Ketchum shared attachment C, the goals and objectives that are out for review and approval from the CAMPO TAC Members.</p>							<p><b>The CAMPO TAC members approved of forwarding the Goals and Objectives onto the Policy Board with the grammatical edits to be made by staff.</b></p>

**Overview**

The purpose of this memorandum is to provide a draft version of potential regional AAMPO and CAMPO Goals, as shown in Table 1.

*Table 1. Draft Goals*

<b>Safety, Health, and Usability*</b>	Improve interjurisdictional networks that support active transportation modes (walk, bike, rolling, transit, etc.) and are accessible for a variety of users of different abilities.
<b>Safety, Health, and Usability</b>	Improve regional interjurisdictional networks to better accommodate the variety of transportation travel modes, providing space along main thoroughfares where necessary and parallel networks where able.
<b>Infrastructure Resiliency</b>	Harden regional infrastructure to ensure connectivity in the event of a manmade or natural disaster.
<b>Infrastructure Resiliency*</b>	Provide multimodal options so that in a shutdown or loss event of one or more the system can still provide connectivity.
<b>Economic Accessibility</b>	Ensure a variety of levels of service provided by main regional networks that effectively connect people to work, services, and leisure destinations.
<b>Economic Mobility*</b>	Provide multiple options for regional transit and transportation users to access, distributing peak traffic volumes across multiple modes ensuring cost and congestion savings for network users of all types.

\*Option is the preferred choice of AAMPO TAC, 1/15/2026

The Highlighted are also the goals that both the AAMPO TAC and the AAMPO Board adopted to move forward.

Chair Houghtaling noted she struggles with the wording on the goal relating to infrastructure resiliency.

Chair Houghtaling shared she would trust staff to wordsmith these grammatical changes.

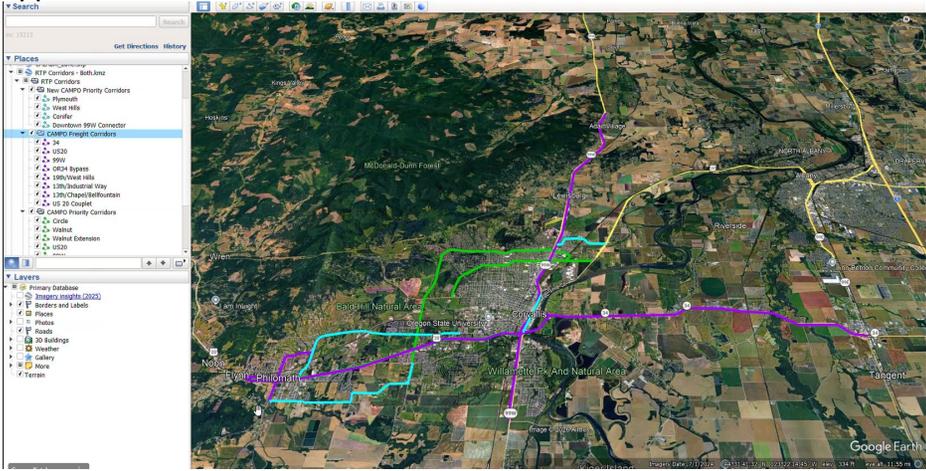
Staff will make those updates on the goal language by making the statement more grammatically accurate.

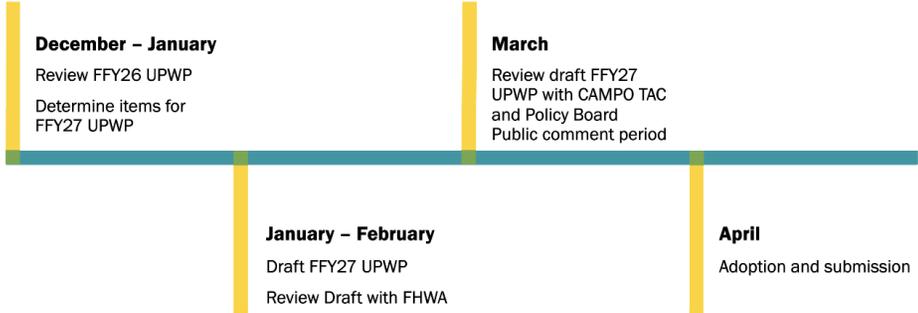
With the staff made updates, the CAMPO TAC Members gave consensus to approve the RTP Goals and objectives.

Pat Hare with Adair Village voted in favor.

Rory Rowan with Corvallis voted in favor.

Chris Workman with Philomath voted in favor.

	<p>Gary Stockhoff with Benton County voted in favor.  Rebecca Houghtaling with OSU voted in favor.  James Feldmann with ODOT voted in favor.  There were no votes against.</p>	
<p><b>7. RTP Freight and Study Corridors</b></p>	<p>Ketchum noted staff are seeking for the TAC to review and approve freight and locally significant study corridors for the joint Regional Transportation Plan (RTP).</p> <p>Ketchum shared the corridors under review that are pending TAC approval.</p>  <p>Feldmann asked if the group didn't consider US20 to be a priority for freight as it's not included there.</p> <p>Ketchum noted that it is a staff error, it should have been drawn in but was missed. Ketchum added in Hwy20 to the routes.</p> <p>Ketchum verified if other projects come in, these corridors are not limited to freight, it is just an RTP requirement to note where the freight is traveling throughout the region.</p> <p>The CAMPO TAC Members approved of the Freight and Regionally Significant Study Corridors by consensus.</p>	<p><b>The CAMPO TAC Members approved of the Freight and Regionally Significant Study Corridors by consensus.</b></p>

	<p>Pat Hare with Adair Village voted in favor.  Rory Rowan with Corvallis voted in favor.  Chris Workman with Philomath voted in favor.  Gary Stockhoff with Benton County voted in favor.  Rebecca Houghtaling with OSU voted in favor.  James Feldmann with ODOT voted in favor.  There were no votes against.</p>	
<p><b>8. Draft CAMPO Fy2027 UPWP Presentation</b></p>	<p>Ketchum shared attachment E, the draft CAMPO FY2027 Unified Planning Work Program (UPWP) which is essentially the Budget for CAMPO in Fiscal Year (FY) 2027.</p> <p>Ketchum shared the UPWP Timeline:</p> <p><b>UPWP Adoption Timeline</b></p>  <p>The diagram is a horizontal timeline with a teal bar. Vertical yellow lines mark key milestones:</p> <ul style="list-style-type: none"> <li><b>December - January:</b> Review FFY26 UPWP; Determine items for FFY27 UPWP.</li> <li><b>January - February:</b> Draft FFY27 UPWP; Review Draft with FHWA.</li> <li><b>March:</b> Review draft FFY27 UPWP with CAMPO TAC and Policy Board; Public comment period.</li> <li><b>April:</b> Adoption and submission.</li> </ul> <p>Ketchum shared an overview of the UPWP, along with the make up of the tasks, projects, and budget.</p> <p>The UPWP Breakdown can be seen below:</p>	

## FFY 2027 UPWP Tasks

### Budget: \$258,406

#### 100: Program Management

Tasks: 4  
Budget: \$70,000

#### 200: Long Range Transportation Planning

Tasks: 4  
Budget: \$80,496

#### 300: Inter-Regional Transportation Planning

Tasks: 4  
Budget: \$82,909

#### 400: Transportation Programming

Tasks: 2  
Budget: \$25,000

#### 500: Special Projects

Tasks: TBD  
Budget: \$0

The following were shared as the Federal Fiscal Year 2026 Semi-Annual Accomplishments for the CAMPO

## FFY26 Semi-Annual Accomplishments

#### Safe Streets For All

- Chair of Corvallis SS4A Community Advisory Committee
- Technical advisor for Benton Plan
- Strategic planning and community feedback on various efforts
- Learning feeds future SS4A plans in OCWCOG region

#### Joint MPO Work

- RTP development
- Goal setting and regional priorities, joint projects
- Linn Benton Loop service modifications and audit

#### Member Priorities

- Bike-Ped Counts
- Corvallis Open Streets support
- Local Paths Support
- 99 Vine Support

Feldmann asked what is left to do in the current UPWP, before jumping into the next fiscal year. For example, supporting the Corvallis to Albany Path near circle.

Ketchum confirmed that it is the next task that is left to be done. The alignment and scoping for conifer to circle is still underway, a meeting is set up for more details between Ketchum and his manager within the next few weeks.

Ketchum is also touching base for bike counts with the city of Corvallis staff soon.

The Draft Budget for CAMPO as a whole can be seen here:

**FY27 Draft Budget**

Source	Federal	State	Local	Total
FY 2027 PL (#22885)	152,383.00	8,720.46	8,720.46	169,823.92
FY 2025 PL Saving (Move from #21863 to #22885)	1,465.47	167.73	0	1,633.20
FY 2027 2.5% set aside for Safe & Access Transportation Options (#22885)	3,946.41	0	0	3,946.41
FY 2025 2.5% set aside for Safe & Access Transportation Options Savings (Moved from #21863 to #22885)	93.24	0	0	93.24
FY 2027 5303 Funding (#22885)	53,730.22	0	6,149.66	59,879.89
FY 2025 Savings (Move from #21863 to #22885)	20,664.75	0	2,365.17	23,029.92
<b>Corvallis Area Total</b>	<b>232,283.09</b>	<b>8,888.19</b>	<b>17,235.30</b>	<b>258,406.57</b>

Chair Houghtaling noted there is \$20,000 in the budget for ongoing bike counting opportunities. She is looking for the ROY for doing this and investing the funding in things that have measurable outcomes. There may be other opportunities to support bikes and active transportation that don't involve just counting data.

Ketchum noted this is a great discussion for where there is more time in the meeting. Additionally, that line item tends to be higher as the infrastructure is more expensive for that topic.

Chair Houghtaling noted that is understandable, but another way to support biking on cheaper infrastructure like way finding signs could be another route to go instead.

	<p>Feldmann noted studies on corridors are important and going to the different jurisdictions to do so may be another good use of funds.</p>	
<p><b>9. Jurisdictional and Other Updates:</b></p> <ul style="list-style-type: none"> <li>• <b>CAMPO Updates</b></li> <li>• <b>Jurisdictional Updates</b></li> </ul>	<p><b>Jurisdictional Updates:</b></p> <p><i>Staff:</i> There were no staff updates.</p> <p><i>Adair Village:</i> Pat Hare shared they received an ODOT grant and are focusing on trail work.</p> <p><i>Corvallis:</i> Rory shared there are no updates for the city of Corvallis.</p> <p><i>ODOT:</i> James Feldmann shared on the Corvallis to Albany path; there was a presentation at the Albany Transportation Advisory Committee Meeting. This was well received and there was no big news out of that meeting. Currently ODOT is between open houses with the next coming in April. Staff are working to reach out to property owners for right-of-way discussions. Also, the Cascades West Area Commission on Transportation (CWACT) have interesting meetings for the Albany Area. The group will be looking for feedback on top priority projects to be incorporated into ODOT's 10-year Capital Improvement Plan. The CWACT TAC will be meeting on the second of February.</p> <p><i>OSU:</i> Chair Rebecca Houghtaling shared Union Pacific railroad will be working on intersection improvements at 26<sup>th</sup> and 30<sup>th</sup> street. After the railroad does their part, they will be moving forward. OSU is also starting the Campus Way project this spring, as soon as a consultant is on board.</p> <p><i>Philomath:</i> Chris Workman shared a meeting for TSAP is coming out in the first part of March. The survey for TSAP is out and great responses have been coming in. The task force will also be meeting during the first part of march as well.</p>	

<b>10. Adjournment</b>	The next regularly scheduled CAMPO TAC meeting will be on Thursday, February 26, 2026. This meeting will be held virtually via Microsoft Teams.	<b>The meeting was adjourned at 10:01am by the Chair, Rebecca Houghtaling.</b>
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# MEMORANDUM

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



**Date:** February 11<sup>th</sup>, 2026  
**To:** CAMPO Policy Board and Technical Advisory Committee  
**From:** Billy McGregor, AAMPO Staff; Corum Ketchum, CAMPO Staff  
**Re:** Scenarios Discussion for the AAMPO-CAMPO RTP

## Overview

The purpose of this memorandum is to facilitate discussion regarding the regional AAMPO and CAMPO Scenarios, as shown in Table 1. Currently the AAMPO and CAMPO TACs have not decided on any recommendations for their respective Policy Boards.

## Action Requested

Review of past scenarios and discussion regarding jurisdictional transportation concerns needing analysis by ODOT's Transportation Planning & Analysis Unit (TPAU).

### Scenario 1. *Trend Scenario*

This scenario serves as the baseline to measure outcomes against and assumes nominal transit investment over 20 years.

#### Assumptions:

- i. No significant capacity projects (i.e. highway widening), as confirmed by the Financial Constrained project list in each local member Transportation System Plan.
- ii. Projects currently funded on the MPO's MTIP are included.
- iii. Conditions based on adopted land use plans are included.

### Scenario 2. *Increased Transit + Increased Biking Scenario*

This scenario would increase transit and the attractiveness of walking and bicycling.

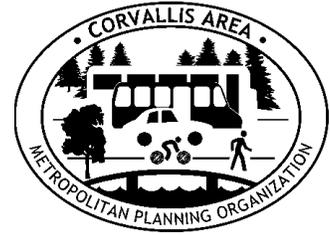
#### Assumptions:

- i. Transit service would reflect the recently re-designed Albany Transit System and current Corvallis Transit Service plans, as shown in the Service Development Plan.
- ii. All routes will have 15 minute frequencies.
- iii. The bicycle network has an increased level of comfort, illustrating a broader population willing to travel by bike.

*Continued on the next page*

# MEMORANDUM

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## **Scenario 3. State and Federal Policies Scenario**

This scenario focuses on changes that align with trends in state and federal policies, including DLCD’s Climate Friendly and Equitable Community Rulemaking effort which focuses on meeting our State’s climate pollution reduction goals. This scenario will model increased barriers to single occupancy vehicle use, such as road usage fees/taxes and parking fees.

### Assumptions:

- i. The State of Oregon initiates a pay per mile fee beginning in 2027 for all model year vehicles 2028 and newer, equivalent to a rate of 1.9 cents per mile.
- ii. The Climate Friendly Areas establish a higher land use density in specific zones across the city of Albany, implementing the CFEC rulemaking approved in 2022.

## **Scenario 4. Transit/Bike Investment and CFA**

This scenario combines Scenario 2 and 3 above, to represent the most likely and desirable future state as discussed by the Technical Advisory Committee and Policy Board.

### Assumptions:

- i. Scenario 2 and Scenario 3 are both implemented.

## **Previous Scenario Findings**

The previous RTP Scenarios data tables are shown, beginning on the next page. It is important to note that the previous scenarios outputs were generated using the trip-based model whereas this new RTP will utilize the activity-based modeling approach as described by ODOT’s TPAU at the joint MPO December meeting.

Essentially, the new activity-based model (or ABM) uses data gathered from volunteers who logged their actual travel habits over the course of one week. This data set includes people living across the state, and provides real-life examples of Oregonian’s travel patterns, providing for a more realistic picture of how people travel between different destinations in their day to day lives, rather than the “best-guess” trip-based model which was based on generalized observations from other regions.

## **Next Steps/Action**

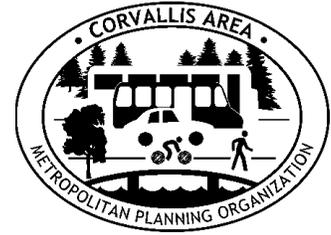
The previous RTP Scenarios may or may not still be valid as a several-year snapshot of a twenty-year planning process. *Should the previous scenarios be changed, focus on different elements of the same theme, or can they be selectively carried forward?*

It is expected that the AAMPO TAC & Policy Board in coordination with the CAMPO TAC & Policy Board will develop/determine what goals the scenarios will attempt to describe. With this TPAU should be submitted 3-4 scenarios to model. From these model outputs the TAC and Policy Boards will recommend and decide on their preferred scenario by which projects should be prioritized against.

*Information about CAMPO’s previous RTP scenarios begins on the next page.*

# MEMORANDUM

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## 2022 Model Outputs

While the travel demand model can generate a number of outputs, the following metrics were used for analysis of scenarios in the CAMPO/AAMPO region:

- Daily all vehicle roadway vehicle miles traveled (VMT)
- Daily all vehicle roadway vehicle miles traveled, per capita (VMT/capita)
- Total daily delay at afternoon peak, in hours
- Annual delay hours per capita
- Annual congested roadway vehicle miles traveled by functional class, in this case arterials

**Table 4** below has each scenario with the corresponding outputs listed above.

*Table 4: Model Scenarios and Corresponding Outputs*

Unit	Metric	BASE YEAR 2019	SCENARIO 1 2043 Trend	SCENARIO 2 2043 Invest in Transit/Bike Infrastructure	SCENARIO 3 2043 Work From Home
Daily All Vehicle Roadway VMT	VMT <sup>1</sup>	808,800	1,070,400	988,000	1,030,700
Daily All Vehicle Roadway VMT/Capita	VMTperCap <sup>2</sup>	12.0	11.6	10.7	11.2
Total Daily Delay Hours (PM Peak)	VDHT <sup>3</sup>	380	925	694	780
Annual Delay Hours Per Capita (PM Peak)	VDHTperCap <sup>4</sup>	2.1	3.7	2.7	3.1
Congested Roadway VMT (PM Peak)	CongVMTby_FC <sup>5</sup>	8,200	18,100	15,600	16,200

The model outputs were also displayed graphically, in an effort to more easily compare them. For this comparison, the outputs were compared to the base year, 2019, and presented as percent change (Figure 1).

As discussed earlier in this report, Safety is the primary performance measure CAMPO should apply to decision making in long range planning efforts. In terms of implementation however, safety becomes the hardest metric to plan for, as it is predominantly measured via historic patterns. One alternative approach to this is to think more broadly in terms of exposure and risk. Safety is measured on a per 100 million vehicle miles traveled basis, so one attempt to increase safety could be reducing vehicle miles traveled as serious injury risk occurs between vehicles, and vehicles and people. This would be considered reducing exposure. Another approach is to reduce risk via proven safety countermeasures. This approach would consider all roads “unsafe” unless they have

<sup>1</sup> Vehicle Miles Traveled

<sup>2</sup> Vehicle Miles Traveled per capita (per person)

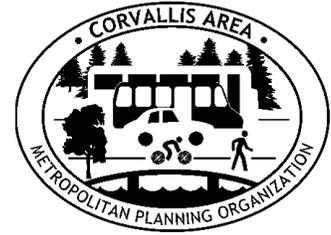
<sup>3</sup> Vehicle Delay Hours Traveled (at the afternoon peak of traffic)

<sup>4</sup> Vehicle Delay Hours Traveled per capita

<sup>5</sup> Congestion by roadway Functional Class

# MEMORANDUM

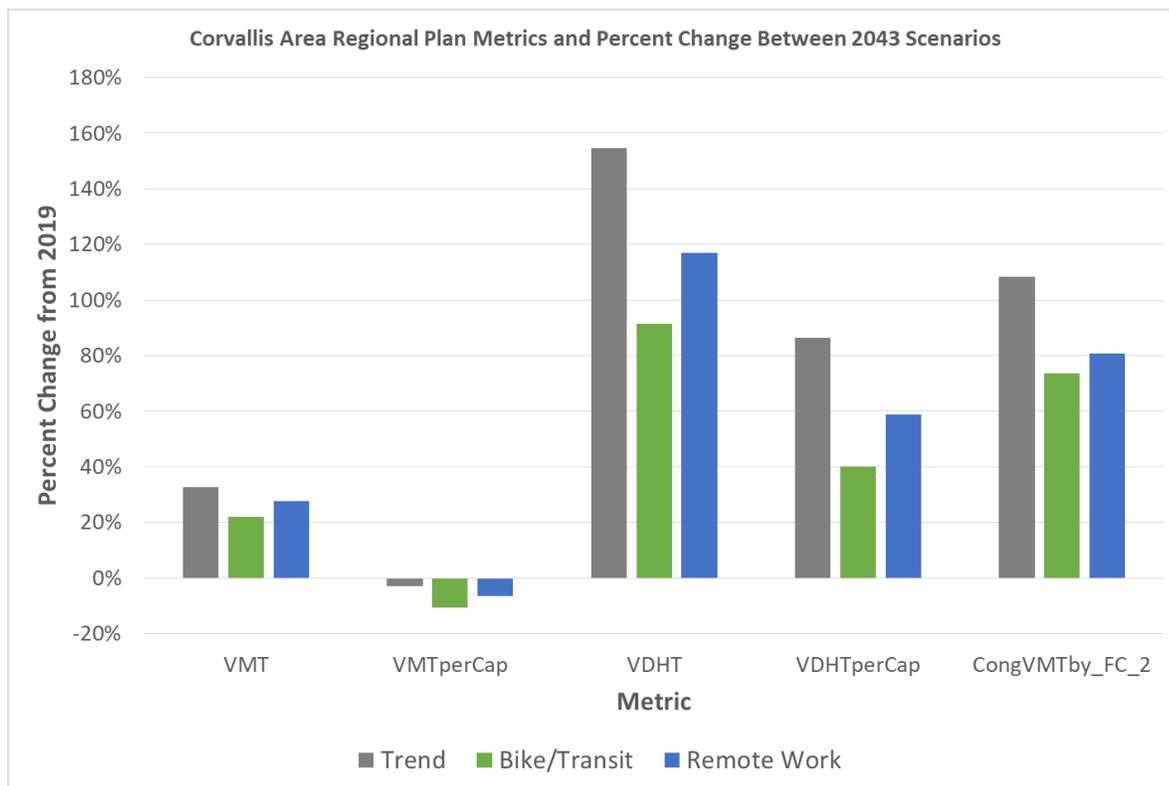
Corvallis Area Metropolitan Planning Organization  
1121 NW 9<sup>th</sup> Street  
Corvallis, Oregon 97330



implemented enhanced safety strategies. In addition, some emerging research is developing crash modification factors (CMF) which tie improvements to a reduction in crashes.

**Figure 1** illustrates the three scenarios, compared with 2019 current conditions. Vehicle miles traveled (VMT) is expected to go up in all scenarios, however it is predicted to go up the least under the bike and transit investment scenario. Interestingly, VMT per capita is expected to decrease in all scenarios, and decrease the most in the transit and bike investment scenario. This is likely due to increased housing infill within the city limits of Corvallis. Congestion is predicted to go up in all scenarios, but increases the least amount in the transit and bike investment scenario.

Figure 1: Model Scenarios and Metric Comparison



## 2022 Recommended System

In combination with the local performance measures, staff recommended the Policy Board adopt Scenario 2: Investment in Transit and Bicycle Infrastructure. Through a robust discussion about trade-offs, policy directions, and outcomes, the Policy Board adopted the Transit and Bicycle Investment scenario as the preferred scenario.

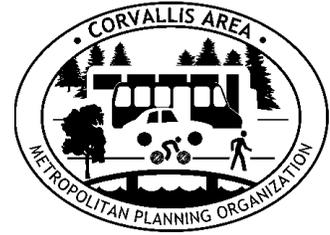
The regulations for metropolitan transportation plans differ if an MPO chooses to evaluate multiple future scenarios, as opposed to assuming one future in the modeling effort. If multiple scenarios are evaluated, the analysis for future conditions is less rigorous in that performance measures should be used to select the preferred scenario, compared with using performance measures to select individual projects.

In this sense, once the CAMPO Policy Board selected the Transit and Bicycle Investment scenario as the preferred scenario, it satisfied how the Regional Transportation Plan improves the conditions and performance

# MEMORANDUM

Corvallis Area Metropolitan Planning Organization  
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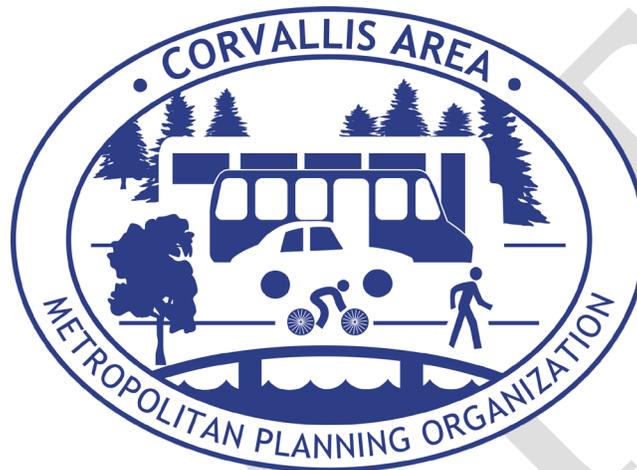


of the system. From here, the project selection becomes more straightforward, and explores the necessary projects to implement the preferred scenario.

Said another way, as opposed to exploring how an individual intersection project may reduce travel time, CAMPO broadly chose to invest in transit and bicycle infrastructure, which means all projects that increase transit frequency, improve comfortable access to transit stops, or improve the comfort of the bicycle network meet performance requirements.

# Fiscal Year 2027 Unified Planning Work Program (UPWP)

July 1, 2026 – June 30, 2027



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

**Adopted March 11<sup>th</sup>, 2026**

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

DRAFT

**ADOPTING RESOLUTION**

DRAFT

# ABOUT THE CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION

## Policy Board

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

## Technical Advisory Committee (TAC)

Pat Hare	City of Adair Village
Jillian Trinkaus	City of Corvallis
Chris Workman	City of Philomath
Gary Stockhoff	Benton County
James Feldmann	Oregon Department of Transportation
Rebecca Houghtaling (Chair)	Oregon State University
Corum Ketchum (shared staff)	Linn-Benton Loop Transit

## TAC Ex-Officio Members

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

## CAMPO Staff

Matt Lehman	Transportation Manager
Corum Ketchum	Senior Transportation Planner
Ashlyn Muzechenko	Executive Assistant

## Address

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## SECTION I: INTRODUCTION

### **What is a Metropolitan Planning Organization (MPO)?**

A Metropolitan Planning Organization (MPO) is an organization of local governments designated per 23 USC and 23 CFR 450 to provide transportation planning and programming in areas with a collective population of 50,000 or over, termed as an Urbanized Area. As a condition for receiving federal transportation dollars, MPOs must have a *continuing, cooperative and comprehensive* transportation planning process in cooperation with their state Department of Transportation. The MPOs are responsible for development of a Regional Transportation Plan (RTP), development of a Metropolitan Transportation Improvement Program (MTIP) and development of a Unified Planning Work Program (UPWP).

### **What is the Corvallis Area Metropolitan Planning Organization?**

The Corvallis Area Metropolitan Planning Organization (CAMPO) serves as the Metropolitan Planning Organization (MPO) for the Corvallis Urbanized Area, as designated by the Oregon Governor in December 2002. This region includes the Cities of Corvallis, Philomath, Adair Village, and parts of Benton County.

CAMPO is governed by a five-member Policy Board consisting of representatives of the cities of Corvallis, Philomath and Adair Village, Benton County and the Oregon Department of Transportation. CAMPO's Technical Advisory Committee (TAC) is made up of professional staff of the above entities, an ODOT Transportation Planner, a representative from Oregon State University, and a representative from the Albany Transit System. The representatives of relevant federal and other state agencies have ex-officio status on the TAC. The TAC reviews technical materials and provides recommendations to the Policy Board.

The Oregon Cascades West Council of Governments (OCWCOG), under a contract with the Policy Board, provides administrative services, fiscal, and staffing to CAMPO.

The City of Corvallis is the owner of the Corvallis Transit System and their representation on the MPO Policy Board also represents the interests of the transit system.

### **What is the Purpose of this Document?**

In accordance with 23 CFR 450.308, the functions and responsibilities of CAMPO include development of a Regional Transportation Plan (RTP), development of a Metropolitan Transportation Improvement Program (MTIP) and development of a Unified Planning Work Program (UPWP), as noted above. In addition, the MPO produces an annual list of obligated projects and a Public Participation Plan (PPP). CAMPO must also demonstrate compliance with Title VI and other non-discrimination requirements. The Fiscal Year 2027 UPWP demonstrates how CAMPO will fulfill these requirements between July 1, 2026 and June 30, 2027.

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

## SECTION II: WORK PROGRAM OVERVIEW

### Funding Sources and Match Documentation

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

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

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

### Amending the UPWP and the Transportation Improvement Program

Amendments to the UPWP to add or remove funds from the UPWP budget, move funds from one task to another, to add new tasks, or to alter portions of a task are allowed. MPO staff process these amendments on an as-needed basis and decide the level of engagement needed by the Technical Advisory Committee and/or Policy Board.

Larger changes to the UPWP may necessitate Policy Board approval of an updated UPWP as well as amendments to the Metropolitan Transportation Improvement Program (MTIP) and Statewide Transportation Improvement Program (STIP). For example, a MTIP/STIP amendment may be needed to update the amount of planning funds the MPO receives under the MPO's annual work plan project, an additional amendment may then be needed to allocate those new funds to a specific project included in the MTIP/STIP. Depending on the amount of funds and degree of change, proposed amendments to the UPWP, STIP, and MTIP may require public comment periods as directed by the CAMPO Policy Board.

CAMPO's MTIP revision policy is posted on the CAMPO website, under the Transportation Improvement Program tab: <https://corvallisareampo.org/planning-programming/tip/>

### Engagement and Process

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

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

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

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

### **Title VI Complaints Procedure**

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

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

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

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

Complaints may also be sent to HCR directly at:

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

## Federal Performance Based Planning Requirements

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

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

### **Safety**

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

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

### **Transit**

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

**Summary**

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

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

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

**Status of CAMPO and Regional Transportation Documents**

Key Documents	Current Status	Next Update
CAMPO 2027 - 2030 Regional Transportation Plan (RTP)	Approved February 2022	February 2027
CAMPO Reducing Reliance on Single Occupancy Vehicle Trips (Locally adopted performance measures)	Approved in February 2020	Winter 2026
FY2024-2027 Metropolitan Transportation Improvement Program (MTIP)	Approved August 2023	May 2026
FY28 Unified Planning Work Program	Adoption expected in spring 2027	2027
AAMPO – CAMPO Title VI Plan	Jointly updated and approved summer 2024	Summer 2028
AAMPO – CAMPO Public Involvement Framework	Jointly updated and approved spring 2025	Spring 2029
Other Documents	Current Status	Next Update
Benton County Transportation System Plan	Adopted March 2019	-
Corvallis Transportation System Plan	Adopted December 2018	2027
Corvallis Transit Development Plan	Adopted August 2018	-
Philomath Transportation System Plan	Adopted August 2018	-
Adair Village Transportation System Plan	Adopted November 2019	-

**Annual and Semiannual Reporting**

CAMPO provides annual and semiannual reporting on its activities on its website.

UPWP reporting can be found here: <https://corvallisareampo.org/planning-programming/upwp/>

Annual reporting for the previous fiscal year is due to ODOT by July 31.

Semi-annual reporting for the period of July 1 to December 31 is due to ODOT in January.

Title VI reporting can be found here: <https://corvallisareampo.org/planning-programming/title-vi/>

## SECTION III – PLANNING TASKS

### Task 100 – Program Management

The purpose of this task is to provide management and administrative support for the MPO’s planning and programming activities. Components of this task are:

#### **Task 110: MPO Operation**

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

- Working with the MPO Policy Board and the Technical Advisory Committee to meet the transportation planning and programming needs of the MPO Area.
- Holding regular meetings of the Policy Board and the Technical Advisory Committee.
- Coordinating the MPO’s planning and programming activities with local planning officials, economic development agencies, local organizations, transit providers, ODOT, FHWA, FTA and Tribal governments.
- Attending trainings, transportation-related conferences, and statewide and local transportation-related meetings. At a minimum, staff expect to attend:
  - The Oregon Chapter of the American Planning Association conference
  - Technical trainings offered by OSU and other state entities as available
  - One national conference
  - Other local or regional gatherings or trainings as available, including the Oregon Active Transportation Summit, the Oregon Transportation Options Conference, etc.
- Involving the public in transportation planning and programming activities; public education; implementation of the CAMPO’s public participation process.
- Coordinating the MPO’s transportation planning and programming with the Cascades West Area Commission on Transportation (CWACTION) and the associations of peer MPOs.
- Participating in the Oregon Modeling Steering Committee (OMSC), helping to guide the Oregon Modeling Improvement Program.

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

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

### **Task 120: MPO Administration**

Activities under this item will include:

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

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

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

### **Task 130: Annual Document Review**

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

This includes:

- Posting of Obligated Transportation Projects on the website, per Federal Requirements.
- Reviewing the Title VI/Non-discrimination Plan, and related ADA policies and procedures.
- Reviewing the Public Participation Plan and updating to include enough specify that members of the public can clearly know the duration of comment periods for each MPO document or change, and how to best access the information.
- Developing the FY28 Unified Planning Work Program and budget, and subsequent approval.
- Amending the current (FY27) Unified Planning Work Program as needed.

**Product:** *An FY28 UPWP that outlines the work program and budget for the upcoming year. Amendments to required federal planning documents as needed. GHG performance measures consistent with state dept. of transportation.*

**Schedule:** *Completion expected in the third quarter*

### **Task 140: MPO Education and Training**

This sub task is intended to educate and inform newly appointed Policy Board members, as well as members of the public about the role MPOs have in coordinating regional transportation planning. Additional trainings on principles of transportation planning will also be considered.

Proposed activities this year include a speaker event held in conjunction with NACTO promoting the release of the newest Urban Bikeway Design Guide (2025). Other topics will be explored with the community based on input received from the MPO.

Materials will include the following:

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

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

**Product:** Better educated and engaged governing boards and members of the public.

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

TASK 100: PROGRAM MANAGEMENT	
Task Component	
110: MPO Operation	\$35,000
120: MPO Administration	\$35,000
130: Annual Document Review	\$10,000
140: MPO Education and Training	\$10,000
<b>Total</b>	<b>\$70,000</b>

DRAFT

## Task 200 – Long Range Transportation Planning

The purpose of this task is to provide for the long-range transportation planning needs within the CAMPO Planning Area. While some tasks could be perceived as “short range,” they generally contribute to the long-term needs and knowledge of the region and intentionally help to build technical capacity of member jurisdictions (i.e. without the MPO they would not have the same opportunity). This task is funded through a combination of PL and 5303 Funds.

### **Task 210: Technical Assistance to Communities**

CAMPO continues to provide service to member communities. This work item allocates 30 hours of staff time to the four member jurisdictions to work towards a long-range transportation project. Technical assistance can apply to a variety of work tasks but must adhere to requirements in 23 CFR 450, which outline the tasks eligible for reimbursement with PL funding. This includes but is not limited to:

- Grant readiness and fundraising support services including but not limited to grant prospecting, review, and consulting
- Transportation Scoping Studies
- Bicycle/Pedestrian/Vehicle Count Analysis
- Transportation System Plan Project Identification
- Conceptual Design Recommendation

**Product:** 120 hours of staff time to CAMPO members. A summary of tasks completed presented to the Technical Advisory Committee and Policy Board

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

### **Task 220: AAMPO – CAMPO Joint Regional Transportation Plan Development**

The purpose of this work item is to continue placing staff effort on RTP implementation including dissemination of information about the plan and pursuit of project funding. Regular performance monitoring will also be performed as part of this work task. An update to the Corvallis Area MPO’s Regional Transportation Plan (RTP) was last completed in February 2022. The plan is due to be by February 2027, meaning some amount of effort will be devoted to this task over the fiscal years 2026 and 2027.

**Product:** Development of high-level overview document summarizing the CAMPO RTP for elected officials and general public, updated RTP vision and goals, key corridor and project identification, public engagement activities, and draft report by early 2027.

**Schedule:** Completion predominantly in 1<sup>st</sup> and 2<sup>nd</sup> quarter, with final approval by 3<sup>rd</sup> quarter of FY27.

### **Task 230: Regional Bike – Pedestrian Counts and Investments**

The Corvallis Area MPO started a multi-modal count program in FY20 and plans to continue this program on an ongoing basis. This task will cover staff time to deploy counters, collect data, and prepare summary reports. Counts have been identified through conversations with the TAC and Policy Board. Each location will be counted for between two and eight weeks. Summary reports will be published on CAMPO’s website.

Dependent on weather and staff availability, it is expected that approximately eight (8) sites will be counted.

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

New to FY27, the CAMPO TAC has asked the MPO to explore other ways it can support the deployment and

use of active transportation modes. Suggested avenues include:

- Piloting AI-enabled sensors for easier and more reliable remote counting of bikes and pedestrian
  - o This would include an estimated 5 to 10 sensors depending on jurisdictional interest and funding availability. This includes purchase and servicing, installation dependent on site selection and jurisdictional availability for public works staffing.
- Updating regional bike-pedestrian maps and creating new GIS layers of facilities, as none or little exist in the AAMPO-CAMPO region
- Assisting local jurisdiction in deploying wayfinding and signage to connect infrastructure

The program will accomplish several objectives including:

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

**Product:** Continued deployment of mobile counters, selection of permanent count locations, interfacing with other MPOs and state partners to build a statewide multi-modal count program. Evaluation of new approaches for supporting active transportation through small capital investments, such as counting equipment.

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

#### **Task 240: Safety and Active Transportation Planning Support**

The jurisdictions within CAMPO continue to elevate safety and active transportation as a priority, as reflected by a series of awarded funding for activities in the area, and a renewed interest in public outreach and engagement on these topics. This includes multi-use path planning support, with proposals connecting 99W to Adair Village, Tunison path within south Corvallis, and the Corvallis to Albany path along U.S. 20. It also includes the Safe Streets and Roads for All planning that Benton County and Corvallis are undertaking. Anticipated outreach campaigns/public events include Corvallis Open Streets and May is Bike Month programming.

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

Support activities include:

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

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

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

<b>TASK 200: LONG RANGE TRANSPORTATION PLANNING</b>	
<b>Task Component</b>	
210: Technical Assistance to Communities	\$20,000.00
220: AAMPO – CAMPO Joint Regional Transportation Plan Development	\$45,456.02
230: Regional Bike – Pedestrian Counts and Investments	\$14,593.73
240: Safety and Active Transportation Planning Support	\$14,593.73
<b>Total</b>	<b>94,643.47</b>

DRAFT

## Task 300 – Inter-Regional Transportation Planning

The purpose of this task is to focus on the inter-regional needs and opportunities of the Corvallis Area Metropolitan Planning Area. Due to the inextricable ties with Albany Area Metropolitan Planning Organization (AAMPO), and commute sheds extending well beyond the MPO boundary, this task focuses on projects that impact both MPO areas. This task is funded through a combination of PL and 5303 Funds.

### **Task 310: AAMPO Collaboration**

As the greater Corvallis-Albany region grows in both population and employment, there will be increased stress on the major commute routes through the region. Task 310 allocates money towards coordination with AAMPO to address regional travel demand. Started in Fiscal Year 2020, both AAMPO and CAMPO expect the conversation to continue into FY27 and beyond. These sub tasks include, but are not limited to:

- Hosting joint TAC and Policy Board meetings.
- Cocreating, aligning, and adopting key documents, including the RTP.
- Planning for regional freight connections and subsequent improvements.
- Exploring funding opportunities for local transportation project implementation.
- Continuing to study and work to modernize regionally significant corridors, such as U.S. 20 and OR 34, and subsequent work.

AAMPO has identified similar funding to contribute to their upcoming UPWP. As projects are expected to develop over the fiscal year, meeting minutes are the primary anticipated work product. Other projects listed in this work program also include significant coordination with AAMPO (Tasks 220 and 230), especially as the regions prepare for their first jointly published RTP.

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

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

### **Task 320: Local Transit Planning Support**

Cities, counties and transit agencies are actively working to keep up with changes in transit funding and service while balancing other transportation needs. CAMPO staff will work to keep transit providers in the region updated on regional transit improvements and state funding as part of this work task. In FY21, CAMPO prepared the Public Transit Agency Safety Plan (PTASP) for Corvallis Transit System. As that document requires updating once a year, that will be incorporated into this task.

New to FY26/27/28 is the 99 Vine pilot transit service, which connects Eugene to McMinnville via 99W and through the MPO. Initial boarding data suggests that Corvallis is the community that utilizes the service the most. Conversations with Benton County have identified a lack of capacity to grow and support the fledging project. Staff at CAMPO and Oregon Cascades West Council of Governments are in conversations with local and regional transit partners on how the MPO and COG can best support this service.

**Products:** Technical assistance as needed to Corvallis Transit System and Benton Area Transit, including safety planning, ridership and routing analysis, route development support, community outreach, and federal funding support, information dissemination from state and federal partners. Public Transit Agency Safety Plan (PTASP) annual update. Potential match for State Transportation Improvement Funds (STIF) regional transit enhancement projects. Support with planning and promoting the 99 Vine service.

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

**Task 330: Linn-Benton Loop Support**

The purpose of this task item is to capture CAMPO staffing support for the Linn-Benton Loop Governing Board and Technical Advisory Committee (TAC). Additional aspects include serving on the Loop TAC and as the liaison between the CAMPO Policy Board and Linn-Benton transit service. CAMPO will continue to assist in the implementation of the Linn-Benton Loop Service Development Plan. CAMPO has historically served as chair or vice chair for the TAC and expects this leadership role to continue.

***Product:** Staffing support and technical assistance to the Linn-Benton Loop; information dissemination from state and federal partners.*

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

**Task 340: Travel Model Coordination**

This task is focused on the regional travel demand model and data collection, analysis and development. An up-to-date travel demand model is useful for both MPO led and non-MPO led plans and projects (e.g. corridor studies, capital projects, land use planning studies and land use developments). CAMPO staff will continue to work with ODOT’s Transportation Planning and Analysis Unit (TPAU) to refine the Corvallis Albany Lebanon Model (CALM), used by both CAMPO and AAMPO.

This task also includes data review, administrative work related to modeling, and disseminating significant findings of the study, related to the Oregon Household Activity Survey (OHAS). The OHAS is a periodic statewide effort, led by the Oregon Modeling Steering Committee (OMSC), to capture demographic and travel behavior of Oregon residents. This data is used to update travel demand models and answer other transportation related questions. CAMPO attends OMSC and OHAS meetings, providing input and feedback on the OHAS effort.

More significant coordination is expected this fiscal year as the OHAS data will be applied toward the new Activity Based Model (ABM) refinement for the CALM, which will be applied toward the 2027 RTP

***Product:** Up to date regional travel demand model, active participation in OHAS effort, updated CALM model for the 2027 RTP*

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

TASK 300: INTER-REGIONAL TRANSPORTATION PLANNING	
Task Component	
310: AAMPO Coordination	\$53,435.95
320: Local Transit Planning Support	\$9,558.92
330: Linn-Benton Loop Support	\$15,000.00
340: Travel Model Coordination	\$5,768.23
<b>Total</b>	<b>\$83,763.11</b>

Task 400 – Transportation Programming

The purpose of this task is to continually perform transportation programming for the Corvallis MPO Area through the development of new Metropolitan Transportation Improvement Programs (MTIP) and the upkeep of the existing MTIP for inclusion in the Statewide Transportation Improvement Program (STIP).

**Task 410: MTIP Amendments**

This task provides for the necessary amendments to the FY24-27 and FY27-30 MTIPs and STIP documents. The amendments are generally initiated either by member jurisdictions or by ODOT.

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

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

TASK 400: TRANSPORTATION PROGRAMMING	
Task Component	
410: MTIP Amendments	\$10,000
<b>Total</b>	<b>\$10,000</b>

Task 500 – Special Projects

**Task 510: Special Project Pool**

The special project pool task is included here to enable CAMPO to pursue projects of interest as opportunities arise. Projects will require the support of the CAMPO Technical Advisory Committee and Policy Board.

Topics of interest include but are not limited to:

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

**Product:** Product is dependent on the projects pursued and interests of the CAMPO TAC and Policy Board

**Schedule:** Schedule is dependent on projects pursued

TASK 500: Special Projects Pool	
Task Component	
510: Special Projects Pool	0
<b>Total</b>	<b>0</b>

## NON-CONTINUOUS TASK SCHEDULE

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

Non-continuous tasks being undertaken in State Fiscal Year 2026	Quarter 1			Quarter 2			Quarter 3			Quarter 4		
	July 2026	Aug	Sep	Oct	Nov	Dec	Jan 2027	Feb	Mar	Apr	May	Jun
130: Annual Document Review												
220: RTP Development												
230: CAMPO Multi-Modal Count Program, <i>Deployment</i>												
230: CAMPO Multi-Modal Count Program, <i>Reporting</i>												
420: FY27-30 MTIP Development												

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## SECTION IV: BUDGET SUMMARY

The following budget tables detail the planned activities for Fiscal Year 2027 in comparison with Fiscal Year 2026. In addition, a breakdown of expenses and funding sources is provided.

### FY27 Budget by Subtask

	FY27	FY26	Dollar Change	Percent Change
<b>TASK 100: Program Management</b>	<b>\$70,000.00</b>	<b>\$100,000.00</b>	<b>\$(30,000.00)</b>	<b>-30%</b>
110: MPO Operation	\$35,000.00	\$55,000.00		
120: MPO Administration	\$15,000.00	\$35,000.00		
130: Annual Document Review	\$10,000.00	\$4,000.00		
140: MPO Education and Training	\$10,000.00	\$6,000.00		
<b>TASK 200: Long Range Transportation Planning</b>	<b>\$94,643.47</b>	<b>\$82,000.00</b>	<b>\$12,643.47</b>	<b>15%</b>
210: Technical Assistance to Communities	\$20,000.00	\$20,000.00		
220: AAMPO – CAMPO Joint RTP Development	\$45,456.02	\$17,000.00		
230: Regional Bike – Pedestrian Counts	\$14,593.73	\$20,000.00		
240: Safety and Active Transportation Planning Support	\$14,593.73	\$20,000.00		
<del>2XX: Philomath Blvd Support</del>	NA	\$5,000.00		
<b>TASK 300: Inter-Regional Transportation Planning</b>	<b>\$83,763.11</b>	<b>\$62,816.00</b>	<b>\$20,947.11</b>	<b>33%</b>
310: AAMPO Coordination	\$53,435.95	\$27,816.00		
320: Local Transit Planning Support	\$9,558.92	\$15,000.00		
330: Linn-Benton Loop Support	\$15,000.00	\$15,000.00		
340: Travel Model Coordination	\$5,768.23	\$5,000.00		
<b>TASK 400: Transportation Programming</b>	<b>\$10,000.00</b>	<b>\$21,246.00</b>	<b>\$(11,246.00)</b>	<b>-53%</b>
410: MTIP Amendments	\$10,000.00	\$13,246.00		
<del>4XX: Oregon Household Survey Set-Aside</del>	NA	\$8,000.00		
<b>TASK 500: Special Projects</b>	<b>\$0.00</b>	<b>\$4,101.00</b>	<b>\$(4,101.00)</b>	<b>NA</b>
510: Special Projects Pool	-	-		
<b>TOTAL</b>	<b>\$258,406.58</b>	<b>\$281,332.67</b>	<b>\$(22,926.10)</b>	<b>-8%</b>

[FY27 Budget by Fund Source](#)

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

<b>Task</b>	<b>Task Budget Total</b> (Personnel + Non-Payroll + Contracted Staff)	<b>PL Funds</b>	<b>FTA 5303/SATO Funds</b>	<b>State Match (PL)</b>	<b>Local Match (PL/5303)</b>
Task 100: Program Management	\$70,000.00	\$62,811.00	\$0.00	\$3,628.74	\$3,560.26
Task 200: Long Range Transportation Planning	\$94,643.47	\$57,548.60	\$27,711.19	\$3,324.72	\$6,058.96
Task 300: Inter-Regional Transportation Planning	\$83,763.11	\$24,515.87	\$50,723.44	\$1,416.34	\$7,107.46
Task 400: Transportation Programming	\$10,000.00	\$8,973.00	\$0.00	\$518.39	\$508.61
Task 500: Special Projects	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Total SFY27 Budget</b>	<b>\$258,406.58</b>	<b>\$153,848.47</b>	<b>\$78,434.63</b>	<b>\$8,888.19</b>	<b>\$17,235.29</b>

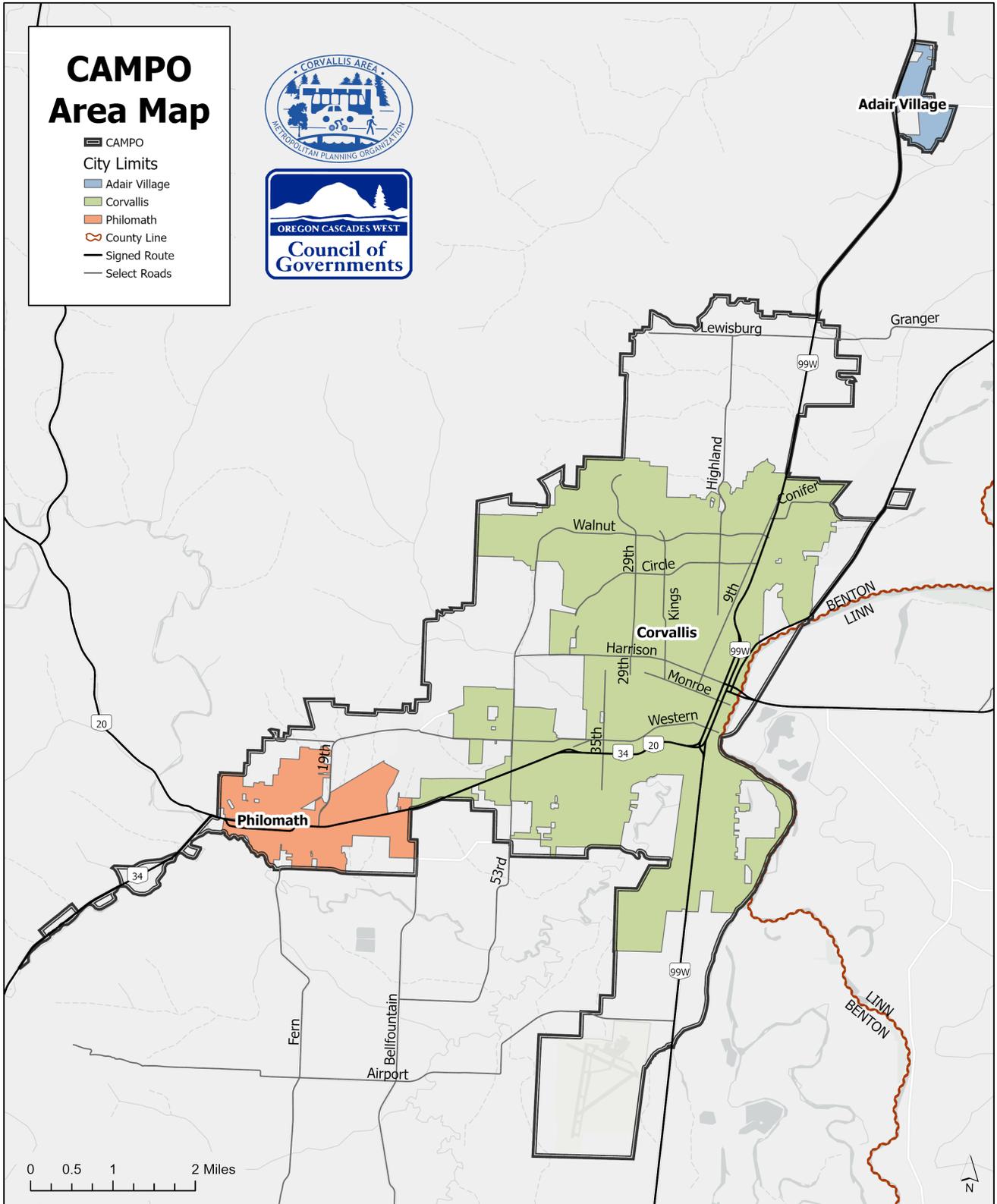
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FY27 Expenses

Cost	Amount	Percent of Total Budget
<b>CAMPO Budget</b>	<b>\$258,406</b>	<b>100%</b>
<b>CAMPO Staff Payroll Expenses</b>	<b>\$206,725</b>	<b>80%</b>
<b>CAMPO Non-Payroll Expenses</b>	<b>\$51,681</b>	<b>20%</b>
Advertising	\$500	
Board/Comm/Meeting Expense	\$500	
Contract	\$2,000	
Copying	\$500	
Dues and Memberships	\$500	
Legal Expenses	\$500	
Licenses and Fees	\$2,000	
Maintenance and Repair	\$1,000	
Overhead and Administration	\$29,807	
Postage	\$500	
Printing	\$500	
Rent	\$6,000	
Supplies	\$1,000	
Telephone	\$374	
Training	\$4,000	
Travel	\$2,000	
<b>Special Projects Pool</b>	<b>\$0</b>	<b>0%</b>
<b>Total</b>	<b>\$258,406</b>	<b>100%</b>

\*Contracted task support includes part time work from the COG Transportation Planner as well as technical assistance from external contractors. The special projects pool can be payroll, material or contract expense, and will be approved by the Policy Board prior to expenditure.

# APPENDIX A: CAMPO PLANNING AREA MAP



## APPENDIX B: OTHER TRANSPORTATION PLANNING ACTIVITIES IN THE MPO AREA

The following is a list of concurrent transportation planning activities within the MPO Area:

1. Southwest Corvallis Area Plan. The purpose of the project being taken on by the City of Corvallis is to develop a plan through a public process that refines land uses and provides an orderly plan for the development of local street networks and alternative transportation options to create safe, low-stress, and convenient navigation through the area. The plan is intended to refine land uses in response to urbanization patterns in the area, state legislation on middle housing and Climate Friendly and Equitable Communities, and local changes to land use zoning options. The expected outcome is a plan for Southwest Corvallis that establishes thoughtful zoning patterns, local street networks and alternative transportation options, and creates a sense of community and neighborhood character for the area
2. South Corvallis Area Plan. A City of Corvallis led project that predominantly focuses on land use, some transportation elements will be addressed as well.
3. Benton, Corvallis, and Philomath Safe Streets and Roads for All plans: Benton County as well as the cities of Corvallis and Philomath have been concurrently awarded federal dollars for Safe Streets and Roads for All planning. Both jurisdictions are updating their plans within the timeframe of this workplan. As such, CAMPO is anticipating serving on advisory boards for both projects, as well as providing technical assistance and data collection services by request.
4. Corvallis Neighborhood Bikeways: The City is in the process of developing a low-stress bicycle network that connects six corridors with existing multiuse paths. Staff at CAMPO are assisting this effort through the Bike Count program (Task 230), and technical assistance upon request.
5. Corvallis to Albany Path: The long running Corvallis to Albany path project is entering new and exciting phases, as sections of the path have been paved, and alignments are being determined for the remaining sections. The MPO has supported this project through grant writing and public engagement and intends to continue these activities.
6. Oregon Community Paths Project Refinement: Planning level project refinement for OCP supported projects including the Tunison Shared Use Path and the Harrison-Campus Way proposed path. Expected to start early 2027.
7. North Benton County Shared Use Path and Bridges: This project designs and plans a path alignment that connects northern Corvallis to Adair Village. This also includes two proposed bridges crossing OR 99W which would connect existing and future multimodal infrastructure to key destinations. This is a busy area with schools, residences, businesses, recreational sites and the largest hospital serving Benton, Lincoln and Linn Counties. Benton County is planning a network of shared use paths to connect communities on the north side of Corvallis for bike riding, walking and rolling.  
ODOT partnering with Benton County to plan and design two bike and pedestrian bridges:
  - Over Jackson Creek west of OR 99W for the proposed Corvallis to Adair Village Path.
  - Over OR 99W and the railroad tracks to connect the Good Samaritan Regional Medical Center to the Cheldelin neighborhood.

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## APPENDIX C: GLOSSARY OF ACRONYMS

ADA	Americans with Disabilities Act
ATS	Albany Transit System
CAMPO	Corvallis Area Metropolitan Planning Organization
CED	Community and Economic Development Department of OCWCOG
CTS	Corvallis Transit System
CWACT	Cascades West Area Commission on Transportation
DEQ	Department of Environmental Quality
DLCD	Department of Land Conservation and Development
GHG	Green House Gases
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IGA	Intergovernmental Agreement
IJA	Infrastructure Investment and Jobs Act
ITS	Intelligent Transportation System
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
OCWCOG	Oregon Cascades West Council of Governments
ODOT	Oregon Department of Transportation
OSU	Oregon State University
PEA	Planning Emphasis Areas
PL Fund	Planning Funds allocated to Metropolitan Transportation Planning activities
PPP	Public Participation Plan
PTASP	Public Transit Agency Safety Plan
RTP	Regional Transportation Plan
ROI	Return on Investment
Section 5303	FTA's program of financing transit planning activities of MPOs
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
STF	Special Transportation Fund
STIF	State Transportation Improvement Funds
STIP	Statewide Transportation Improvement Program
STBGP	Surface Transportation Block Grant Program
TAC	Technical Advisory Committee
TDP	Transit Development Plan
TGM	Transportation Growth Management
TIP	Transportation Improvement Program (See MTIP)
TPAU	Transportation and Planning Analysis Unit of ODOT
TSP	Transportation System Plan
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation

## APPENDIX D: FHWA AND FTA JOINT PLANNING EMPHASIS AREAS

Task	Strategic Highway Network	Federal Land Management Agency Coordination	Data in Transportation Planning
<b>TASK 100: Program Management</b>			
110: MPO Operation	X	X	
120: MPO Administration		X	
130: Annual Document Review			X
140: MPO Education and Training			X
<b>TASK 200: Long Range Transportation Planning</b>			
210: Technical Assistance to Communities	X		X
220: AAMPO – CAMPO Joint RTP Development	X	X	X
230: Regional Bike – Pedestrian Counts and Investments	X		X
240: Safety and Active Transportation Planning Support			X
<b>TASK 300: Inter-Regional Transportation Planning</b>			
310: AAMPO Coordination	X		
320: Local Transit Planning Support			X
330: Linn Benton Loop Support			X
340: Travel Model Coordination			X
<b>TASK 400: Transportation Programming</b>			
410: MTIP Amendments	X		X
<b>TASK 500: Special Projects</b>			
510: Special Project Pool			

## APPENDIX E: IN-KIND MATCH OVERVIEW

This appendix provides an overview of in-kind match funding as shown in the Fiscal Year (FY) 2026 Corvallis Area MPO Unified Planning Work Program (UPWP). The Corvallis Area MPO Unified Planning Work Program (UPWP) shows the details for tasks one through five as listed below in the “FY27 Budget by Fund Source” table. This table is also included above in Section V of the UPWP.

In total, the MPO and its jurisdictions are expected to provide \$17,235.29 of value as in-kind match for this fiscal year. These amounts are shown in the rightmost column below. This is the sum of the required match to access FTA 5303 funds, SATO dollars, and federal planning (PL) funds. The MPO and its jurisdictions intend to provide this match through participation in local planning activities, CAMPO TAC and Policy Board meetings, and through devoting time to shared projects and priorities.

Compared to previous fiscal years, it is expected that CAMPO will host 11 meetings of both the TAC and Policy board (compared to the previously assumed 9 each). This is due to the extensive jurisdictional and public engagement demanded of the Regional Transportation Plan update.

### FY27 Budget by Fund Source

Task	Task Budget Total (Personnel + Non-Payroll + Contracted Staff)	PL Funds	FTA 5303/SATO Funds	State Match (PL)	Local Match (PL/5303)
Task 100: Program Management	\$70,000.00	\$62,811.00	\$0.00	\$3,628.74	\$3,560.26
Task 200: Long Range Transportation Planning	\$94,643.47	\$57,548.60	\$27,711.19	\$3,324.72	\$6,058.96
Task 300: Inter-Regional Transportation Planning	\$83,763.11	\$24,515.87	\$50,723.44	\$1,416.34	\$7,107.46
Task 400: Transportation Programming	\$10,000.00	\$8,973.00	\$0.00	\$518.39	\$508.61
Task 500: Special Projects	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Total SFY27 Budget</b>	<b>\$258,406.58</b>	<b>\$153,848.47</b>	<b>\$78,434.63</b>	<b>\$8,888.19</b>	<b>\$17,235.29</b>

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

### CAMPO Technical Advisory Committee Meetings

Assumed 11 TAC Meetings at 1.5 hours per meeting, with a \$100/hour loaded rate per staff person equals \$4,950.

### **CAMPO TAC Meetings**

Jurisdiction	Loaded rate/hour	Number of Meetings	Hours per meeting	Total
Corvallis	\$100	11	2	\$1,650.00
Philomath	\$100	11	2	\$1,650.00
Benton County	\$100	11	2	\$1,650.00
OSU (ineligible)	\$0	11	2	\$0.00
ODOT (ineligible)	\$0	11	2	\$0.00
			<b>Total</b>	<b>\$4,950.00</b>

[CAMPO Policy Board Meetings](#)

Assumed 11 Policy Board Meetings at 2 hours per meeting, with a \$36.44/hour (the value of an Oregonian volunteer’s time given by *Independent Sector*, a nationwide nonprofit coalition) rate for elected official volunteer time equals \$2,405.04.

**CAMPO Policy Board Meetings**

Jurisdiction	Loaded rate/hour	Number of Meetings	Hours per meeting	Total
Corvallis	\$36.44	11	2	\$801.68
Philomath	\$36.44	11	2	\$801.68
Benton County	\$36.44	11	2	\$801.68
ODOT (ineligible)	\$0.00	11	2	\$0.00
			<b>Total</b>	<b>\$2,405.04</b>

[Public Participation at CAMPO Meetings](#)

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

Their time is valued at the same \$36.44 per hour rate<sup>1</sup>. Using similar calculations as previously, this value is \$2,805.88

Unappointed Public Representative	Loaded rate/hour	Number of Meetings	Hours per meeting <sup>2</sup>	Total
Mid Valley Bike Club	\$36.44	22	1.75	\$1,402.94
Corvallis Sustainability Coalition/SAFE Corvallis	\$36.44	22	1.75	\$1,402.94
			<b>Total</b>	<b>\$2,805.88</b>

*Continued on the next page*

<sup>1</sup> Independent Sector, with the Do Good Institute at the University of Maryland, announced on April 23, 2025, that the estimate for the value of a volunteer hour in Oregon was \$36.44 in 2024; <<https://independentsector.org/research/value-of-volunteer-time/>>

<sup>2</sup> 11 Policy Board and 11 TAC meetings, average of 1.75 hours per meetings

Additional Tasks

As described, for a total of \$16,400. It is expected the Regional Transportation Plan update will demand at least 50 staff hours of our jurisdictional partners.

Item	Loaded rate/hour	Estimated Hours	Total
Bicycle/Pedestrian Count Program Assistance	\$100	20	\$2,000
Key Corridor Planning	\$100	40	\$4,000
Public Transportation Agency Safety Plan (PTASP) Update	\$100	4	\$400
Regional Transportation Plan Assistance	\$100	50	\$5,000
		<b>Total</b>	<b>\$11,400.00</b>

Overall In-Kind Breakdown

Item	Amount
11 TAC Meetings	\$4,950.00
11 PB Meetings	\$2,405.04
Public Participation at Meetings	\$2,805.88
Additional Tasks	\$11,400.00
<b>Total</b>	<b>\$21,560.92</b>

**OVERALL ESTIMATED IN-KIND TOTAL: \$21,560.92**

**ESTIMATED IN-KIND TO BE USED AS MATCH IN FY2027: \$17,235.29**

## APPENDIX F: SUMMARY OF COMMENTS

Item	Page	Comment	Commenting Agency	CAMPO Response	Status
1	8	Page 8 under Task 100: Program Management adds up to \$90,000 and not \$70,000. The numbers do not add up to the budget summary on page 17.	ODOT	Accepted	Corrected
2	11	Page 11 under Task 200: Long Range Transportation Planning adds up to \$105,469 and not \$95,469. The numbers do not add up to the budget summary on page 17.	ODOT	Accepted	Corrected
3	17	Page 17 Budget Summary adds up to the funding amount sent by ODOT.	ODOT	Accepted	Corrected
4	10	Clarify when annual and semiannual reports are available, consistent with AAMPO.	ODOT R2	Accepted	Complete
5	12	Add when they will be provided, consistent with AAMPO.	ODOT R2	Accepted	Complete
6	12	Which guide: Urban Bikeway Design Guide (2025)?	ODOT R2	Accepted	Complete
7	14	Each location. How many locations?	ODOT R2	Accepted	Complete
8	15	Selection of permanent counters. How many? Will that include purchase and/or installation?	ODOT R2	Accepted	Complete
9	15	How many?	ODOT R2	Accepted	Complete
10	15	OR 99W, and subsequent	ODOT R2	Accepted	Corrected
11	15	multi-use	ODOT R2	Accepted	Corrected
12	15	U.S. 20	ODOT R2	Accepted	Corrected
13	16	230, not Task 230	ODOT R2	Accepted	Corrected
14	17	U.S. 20 and OR 34, and subsequent	ODOT R2	Accepted	Corrected
15	18	Clarify what technical assistance will be provided.	ODOT R2	Accepted	Complete
16	19	Clarify what work is proposed with the OHAS.	ODOT R2	Accepted	Complete

17	19	What about 420 task for FY 2027-2030 MTIP development?	ODOT R2	Rejected	Task will complete FY26
18	22	Update total	ODOT R2	Accepted	Corrected
19	26	Add South Corvallis Area Plan.		Accepted	Complete
		Add OCP project refinement for Tunison and Harrison-Campus Way. Expected to start by early 2027.	ODOT R2		

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