

SAFETEA-LU Compliance Status Matrix Oregon MPOs

MPO: Corvallis Area MPO (CAMPO)

Date: June 28, 2007

SAFETEA-LU Requirement	General Expectation	SAFETEA-LU Compliance Status
		<i>Please describe work completed or underway.</i>
Metro Plan Cycle	Maximum Plan Cycles: 4 Yr Plan AQ Areas 5 Yr Plan Otherwise	<ul style="list-style-type: none"> ✓ <i>The first MPO Transportation Plan was adopted in September 2006. An Addendum to the Transportation Plan was prepared to address SAFETEA-LU requirements. The Addendum is scheduled for adoption by the MPO Policy Board on July 20, 2007.</i> ✓ <i>Currently: <u>5</u> yr plan cycle which expires <u>September 2011</u></i> ✓ <i>Next Plan scheduled for adoption by: September 29, 2011</i>
TIP Cycle and Scope	Max TIP Cycle = 4yrs Min TIP Scope = 4yrs	<ul style="list-style-type: none"> ✓ <i>FY2008-2011 TIP was adopted in June 2007. Currently 2 year cycle and <u>4</u> year scope.</i> ✓ <i>Next TIP 4 year scope, scheduled for adoption by: June 2009</i>
Environmental Mitigation	Plans must identify environmental resources; discuss mitigation issues and activities; and document supporting consultation with relevant Federal, State and Tribal authorities.	<ul style="list-style-type: none"> ✓ <i>The Addendum to the Transportation Plan addresses in details the environmental resources, discusses mitigation issues and activities; and documents supporting consultation with relevant Federal, State and Tribal authorities. This work was presented to CETAS for consultation purposes and was well received by them.</i>
Expanded Consultation	Expand existing consultation to include State and local agencies responsible for land use mgmt, natural resources, environmental protection, conservation and historic preservation.	<ul style="list-style-type: none"> ✓ <i>The Addendum to the Transportation Plan outlines the consultation policies of CAMPO. All CAMPO's transportation planning and programming activities are reviewed by and consulted with a Technical Advisory Committee made up of representatives of state and local agencies on transportation, land use and natural resources agencies. CAMPO's</i>

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		<i>major transportation Planning activities are reviewed by an Ad hoc Committee composed of chairpersons of transportation, land use environmental and finance committees in Benton County.</i>
Planning Factor: <i>Promote consistency with State and local planned growth and economic development patterns.</i>	Planning process must consider projects and strategies that will promote consistency with growth and development patterns.	✓ <i>CAMPO's transportation planning and programming activities are consistent with growth and development patterns of the area. The Transportation Plan was developed consistent with the existing local transportation and land use plans and policies.</i>
Planning Factor: <i>Increase the security of the transportation system for motorized and non-motorized users.</i>	Planning process must consider projects and strategies that will increase the security of the system for its users.	✓ <i>The Addendum to the Transportation Plan addresses Security of the Transportation System as a free-standing issue. It provides guidelines for managing any unexpected incident or threats Additional work on this subject is currently underway.</i>
Operational and Management Strategies	The plan should specifically address the identification and implementation of TSM/TDM strategies.	✓ <i>The Addendum to the Transportation Plan includes CAMPO's Operational and Management strategies The Operation and Management Chapter calls for working with ODOT's ITS Division for the development of an ITS Architecture for the Corvallis Area followed by an ITS implementation plan.</i>
Participation Plan	MPOs are to develop, adopt and utilize "participation plans". These plans are to: 1. Provide reasonable opportunities for interested parties (including users of transportation services and recipients of transportation assistance) to comment on the plan and TIP; 2. Be developed in consultation with all interested parties; and	✓ <i>In 2004 CAMPO developed and adopted a Public Involvement Framework document that outlines the type and extent of public outreach efforts required for various transportation planning and programming activities of the MPO. An extensive public involvement effort was conducted for the adoption of this document. Among these were the holding of a 45-day comment period and an open house public meeting. The purpose of this document is to provide adequate opportunities for the public to provide input into the CAMPO's transportation planning and programming activities. The document calls for the development of a special public</i>

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	3. Afford participants an opportunity to comment on the plan and TIP prior to approval.	<i>involvement plan prior to embarking any major transportation planning activity. Per the requirement of the Public Involvement Framework, a Public Involvement Plan was developed and adopted for the development of the Transportation Plan</i>
Visualization Techniques	Development of the transportation plan and TIP shall, to the maximum extent practicable, employ visualization techniques.	✓ <i>The Addendum to the Transportation Plan outlines current and future visualization techniques employed by CAMPO. The CAMPO Website currently includes a great deal of visual features, maps, information and reference material. The locations of all projects recommended in the Transportation Plan and in the TIP are depicted through the Google Earth Technology. Another feature of the CAMPO website is the visualization of intersections with traffic counts</i>
Internet Site	MPOs should publish and make available on the internet its plans and TIPs.	✓ <i>CAMPO maintains an informative website to insure openness in transportation planning and programming: www.corvallisareampo.org The website includes general information about the role and structure of the MPO, MPO's documents, material in support of transportation planning, and material related to the meetings of the Policy Board and the Technical Advisory Committee.</i>
Congestion Management Process	Transportation Management Areas are to develop and utilize Congestion Management Processes (formerly Congestion Management Systems) in the development of their plans and TIPs	NA
TMA Certification Cycle	Transportation Management Areas are to have certification reviews at least every four years.	NA
Coordinated Public Transit/Human Services Plan	As a prerequisite to receiving FTA funds for: 1. Special Needs and Elderly.	✓ <i>The Public Transportation Division of ODOT provided funding for the development of this Plan to Benton County's Special Transportation Fund (STF) Program. The Plan addresses Special Needs Elderly, JARC and</i>

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	2. Job Access and Reverse Commute. 3. New Freedom Proposed projects must come from a public transit / human services transportation plan.	<i>New Freedom programs and potential projects for the area. The development of this document was coordinated with the recommendations of the Transportation Plan and the Transit Master Plan. This document will be referenced in the Corvallis Area Metropolitan Transportation Plan.</i>

Additional comments: A copy of the Addendum to the Transportation Plan is attached. The Transportation Plan and the Addendum can also be found in the CAMPO's Website: www.corvallisareampo.org