

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



Fiscal Year 2006-2007

Unified Planning Work Program (UPWP)

&

Self Certification

Corvallis Area Metropolitan Planning Organization

Policy Board

Faye Abraham	City of Adair Village
Betty Griffiths	City of Corvallis
Linda Modrell	County of Benton
Vivian Payne	Oregon Department of Transportation
Ken Schaudt	City of Philomath

Technical Advisory Committee

Edna Campau	City of Albany, Transit
John deTar	Oregon Department of Transportation
Roger Irvin	County of Benton
Jim Minard	City of Adair Village
Jim Mitchell	City of Corvallis
Jon Young	Federal Highway Administration
Ned Conroy	Federal Transit Administration, Region X
Tom Ziomek	City of Philomath

Section I:

Self Certification

Corvallis Metropolitan Planning Organization (CAMPO)

METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

The OREGON DEPARTMENT OF TRANSPORTATION and the CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION for the CORVALLIS URBANIZED AREA hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 49 USC, Section 5323(k) and 23 USC, 134;
- II. Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 USC, 324 and 29 USC, 794;
- III. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);
- IV. The provision of Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the US DOT implementing regulation;
- V. The provision of 49 CCFR part 20 regarding restrictions on influencing certain activities; and

**Corvallis Area
Metropolitan Planning
Organization**

**Oregon Department of
Transportation, TDD**

**Oregon Department of
Transportation, PTD**

Signature

Signature

Signature

Printed Name

Printed Name

Printed Name

Title

Title

Title

Date

Date

Date

**Corvallis Area Metropolitan Planning Organization
Self-Certification Process**

The following is to demonstrate and resolve that the Corvallis Area Metropolitan Planning Organization's transportation planning process meets all applicable requirements of Self Certification Process (23 CFR 450.334).

I. BACKGROUND INFORMATION

A. Metropolitan Planning Organization

1. Describe the Entity Designated as the MPO

An association of local governments made up of the Cities of Corvallis, Philomath and Adair Village, the County of Benton and the Oregon Department of Transportation has been designated as the Corvallis Area Metropolitan Planning Organization. CAMPO has contracted with the Oregon Cascades West Council of Governments (OCWCOG), headquartered in Albany, Oregon to perform administrative services for the MPO.

2. Identify When the MPO Designation was last Made or Modified

The Governor of the State of Oregon, per the Intergovernmental Agreement signed in December 2002 by ODOT and the entities in the Corvallis Metropolitan Planning Organization, and in accordance with federal regulations coded in Title 23 CFR, Part 450, designated the Corvallis Area Metropolitan Planning Organization.

3. Identify Participating Agencies

The Policy Board of CAMPO is made up of representatives of the Cities of Corvallis, Philomath and Adair Village, Benton County and ODOT. CAMPO's Technical Advisory Committee (TAC) includes representation from the same entities plus Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and the City of Albany Transit System (ATC).

B. Geographic Scope

Describe the Physical Boundaries/Provide a Map

The Corvallis Urbanized Area is made up of the Cities of Corvallis, Philomath and Adair Village, and the densely populated adjoining areas of said cities in the County of Benton. The approximately 39 sq. mi. Corvallis Metropolitan Planning Area is shown in the attached map.

C. Agreements

Provide Brief history of any Agreements in Force Relative to the Transportation Planning Process and Responsibilities

- a. Intergovernmental Agreement for the Purpose of Establishing the Corvallis Area Metropolitan Planning Organization and Specifying MPO Cooperation with the State Department of Transportation signed in December 24, 2002 by ODOT and the parties in the Corvallis Area MPO.

- b. Intergovernmental Agreement for CAMPO's 2003-2004, 2004-2005, and 2005-2006 Unified Planning Work Program. The FY2006-2007 UPWP will lead to another IGA between ODOT and CAMPO.
- c. Intergovernmental Agreement between ODOT, Public Transit Division and CAMPO on Section 5303 Funds (Central file No. 22873).
- d. Collaboration between ODOT and CAMPO to develop a travel demand model, as part of the development of the Corvallis MTP. A consultant hired by ODOT is currently completing this work.

2. Air Quality Boundaries

The Corvallis Urbanized Area is not designated for any of the EPA's Criteria Pollutants and, as such, it is not required to demonstrate air quality conformity for its transportation planning and programming activities.

3. Identify Entities Involved

The entities involved in the transportation planning and programming of the Corvallis Area MPO are the City of Corvallis, the City of Philomath, the City of Adair Village, Benton County and the Oregon Department of Transportation.

4. List Dates Agreements Last Signed or Modified

Please see Item C a-f above.

D. Responsibilities, Cooperation and Coordination

1. Describe the Cooperative Process Used by the MPO, the State and Transit Operators to Carryout the Metropolitan Planning Process

The CAMPO member entities, including ODOT, collaborate with MPO in carrying out the requirements of Metropolitan Transportation Planning Process. The Corvallis Transit System (CTS) is owned by the City of Corvallis, a member of the MPO Policy Board. The MPO provides planning assistance to CTS.

- a. Intergovernmental Agreement between CAMPO and the City of Corvallis signed in November 2002 on collaboration with the MPO.
- b. Intergovernmental Agreement signed by the City of Corvallis, City of Philomath, City of Adair Village, Benton County and ODOT on the formation of MPO.
- c. Intergovernmental Agreement signed between CAMPO and Oregon Cascades West Council of Governments on the role of OCWCOG.
- d. ACT-MPO Coordination Protocols. The Protocols adopted mutually by the MPO and Cascades West Area Commission on Transportation establishes coordination procedures for both entities in prioritizing transportation projects in the area.

- e. CAMPO's member agencies agreed on development of a unified and centralized Pavement Management System for all entities in the MPO, financed by ODOT.
- f. CAMPO has joined the five other Oregon MPOs (Portland, Salem, Eugene, Medford, and Bend) in the formation of the Oregon Metropolitan Planning Organization Consortium (OMPOC). It is the mission of OMPOC to work in partnership with the state and federal transportation agencies to advance interests common to Oregon's designated Metropolitan Planning Organizations (MPOs).

2. Discuss Agreed Responsibilities for Development of UPWP, Metropolitan Transportation Plan, and Transportation Improvement Program

- a. ODOT, per the Intergovernmental Agreement No.20854, provides Travel Demand Modeling services to the MPO.
- b. The City of Corvallis, per a Letter of Commitment, has provided the required local match for the MPO's Section 5303 Funds in the form of in-kind match. An email communiqué from the Corvallis Public Works Director who manages the Corvallis Transit System informed the MPO that the City of Corvallis is willing to continue this commitment for the FY2006-2007.

E. Metropolitan Transportation Planning Products

1. Briefly Describe Status of Unified Planning Work Program

The tasks in the CAMPO's FY2005-2006 UPWP are being implemented as specified in the document. The development of the Corvallis Travel Demand Model by ODOT's Transportation Planning Analysis Unit (TPAU) was delayed due to unforeseeable issues. Development of a base travel demand model for CAMPO was completed in late November 2005. CAMPO is currently working with TPAU with the evaluation of transportation system alternatives. The overall slower pace of this development has delayed the completion of the Corvallis Area Metropolitan Transportation Plan. Certain of the tasks identified in the UPWP, however, have been performed at an extent above and beyond what had been anticipated.

2. Metropolitan Transportation Plan

The Corvallis Area Metropolitan Transportation will be complete by September 31, 2006. The development of the Plan began in 2004. Following a public involvement process, the MPO Policy Board adopted a Vision and a set of goals for the Metropolitan Transportation Plan. Alternative transportation scenarios have been developed, reviewed and adopted by the MPO Policy Board. These alternatives are currently being evaluated by the Travel Demand Model. An inventory of the Existing Transportation Conditions was developed by a consultant financed with the use of SPR funds. A component of this work was development of database on Pavement Management System for the entire urbanized Area. This work will be incorporated into the MPO's Metropolitan Transportation Plan.

3. Transportation Improvement Program (TIP)

The MPO adopted its FY2006-2009 TIP in June of 2005. FY2006-2009 TIP projects were identified and prioritized according to the MPO's prioritization criteria. The MPO has coordinated

its prioritization process and its list of transportation project priorities with the Cascades West Area Commission on Transportation (CWACTION). The CAMPO TIP was incorporated into the Statewide Transportation Improvement Program (STIP) in its entirety.

II. TRANSPORTATION PLANNING FACTORS

A. Seven Transportation Planning Criteria

1. Support the Economic Vitality of the Metropolitan Area, Especially by Enabling Global Competitiveness, Productivity, and Efficiency

It is among the goals of the CAMPO's transportation planning activities to support the economic vitality of the Corvallis Urbanized Area. CAMPO's transportation planning activities are to facilitate the movement of people and goods, a key in promoting economic activities.

2. Increase the Safety and Security of the Transportation System for Motorized and Non-Motorized Users

Safety and security of transportation system is among the criteria used by the Corvallis Area MPO in prioritizing transportation projects for funding. These criteria apply to transportation facilities designed for both motorized and non-motorized movements.

3. Increase the Accessibility and Mobility Options Available to People and Freight

It is among the goals of the CAMPO's transportation planning activities to increase the accessibility and mobility options of people and freight in the Corvallis Urbanized Area.

4. Protect and Enhance the Environment, Promote Energy Conservation, and Improve Quality of Life

CAMPO's transportation planning activities afford full consideration of environmental issues. Reducing Vehicle Miles of Travel (VMT), which reduces the consumption of energy, is one of the criteria in prioritization of projects for funding. Presently, some of the major projects in the Corvallis Area TIP are environmental studies.

5. Enhance the Integration and Connectivity of the Transportation System, Across and Between Modes for People and Freight

CAMPO's approach to transportation planning is a comprehensive one that includes all modes of transportation and the mobility needs of all people. It is understood that intermodal transportation planning is the most efficient approach to providing connectivity across all modes and for all users of the system.

6. Promote Efficient System Management and Operations

CAMPO strives to promote efficient system management and operations throughout its transportation planning activities. An outcome of this emphasis is the development of a GIS database on pavement management system for the entire urbanized area. It is also the goal of CAMPO for coming years to promote and employ ITS measures as means of enhancing the efficiency of existing transportation system and operations.

7. Emphasize the Preservation of the Existing Transportation System

Members of the Corvallis Area MPO place great emphasis on preservation of the existing transportation system. This philosophy has been reflected in the merit point system assigned to the funding prioritization criteria of projects in the TIP. As a matter of policy, a greater portion of the funds is allocated to the maintenance and preservation of existing transportation system, than to

the construction of new facilities. Nearly all of the 2006-2009 TIP projects are either preservation or maintenance projects.

B. Public Involvement

1. Describe MPO's Public Involvement Process

CAMPO takes the following measures to involve the public in its transportation planning activities:

- a. The CAMPO Policy Board has adopted the Public Involvement Plan.
- b. It is a policy of CAMPO to post all meeting agendas and minutes in the CAMPO's Website.
- c. The Agenda of the Policy Board meetings includes opportunity for the public to comment.
- d. Meetings of the Policy Board are advertised in the newspaper and on the CAMPO website.
- e. Copies of the MPO publication are posted in the MPO's website and are mailed out or faxed upon request.
- f. Major MPO planning and programming activities will have a specific public involvement plan that is adopted with the scope of work and schedule for that activity. The specialized plan includes an extensive range of public outreach activities to involve the public and to incorporate their comments into the transportation document.
- g. CAMPO maintains an Ad Hoc Committee, made up of chairpersons of transportation-related committees in Benton County, to review and provide feedback on the MPO's major transportation planning activities.

2. When the Public Involvement was Last Updated and Adopted

CAMPO developed a Public Involvement Framework for its Metropolitan Transportation Planning Process in January 2004. The draft document was publicized through a variety of media and the public was afforded 45 days to comment on the draft document, per the federal regulations. The content of draft document was coordinated with all stakeholders and their comments were incorporated into the document. A public meeting was held to solicit public comments on the draft document. The Policy Board adopted CAMPO's Public Involvement Framework in April 2004.

Per the policy set forth in the Public Involvement Framework, the MPO developed a special Public Involvement Plan that defines the public outreach efforts required for the development of the Corvallis Area Metropolitan Transportation Plan. The Public Involvement Plan was adopted in August 2004 and is being implemented.

C. Title VI

Describe How Title VI Requirements Are Being Addressed

CAMPO, as an administrative branch of the Oregon Cascades West Council of Governments, is an Affirmative Action organization that does not discriminate on the basis of race, color, age, creed, national origin, religion, gender, or marital status. CAMPO has developed a draft document that defines policies and procedures for compliance with the requirements of Environmental Justice as well as the requirements of Title VI. CAMPO will coordinate its activities under the Environmental Justice with those of ODOT's aimed at identification of disenfranchised segments of the population.

D. Disadvantage Business Enterprise (DBE)

▪ Describe How DBE Program Requirements Are Being Addressed

CAMPO maintains a database on the names, addresses and qualification of transportation consulting firms that are certified as Disadvantaged Business Enterprises and Women-Owned Businesses in the State of Oregon. All consulting firms in the database are directly notified when an opportunity arises for submitting a proposal to engage in a Professional Service Agreement with CAMPO. The Request for Proposal (RFP) is generally advertised in the Portland Daily Journal of Commerce and is posted on the CAMPO website. To date, CAMPO has issued few requests for proposals, however, in each instance that it has, notices were sent to the DBE list and invited them to submit a proposal. In evaluating the received proposals, CAMPO gave additional considerations to proposals submitted by disadvantaged enterprises.

E. American With Disabilities Act (ADA)

▪ Describe How ADA Program Requirements Are Being Addressed

All CAMPO's public meetings are held in places accessible to people with disabilities. CAMPO's office is located in an accessible building. The Corvallis Transit System is in full compliance with the requirements of ADA. The entire CTS fleet is ADA accessible. The Demand-Response component of the system is provided by Dial-A-Bus. Oregon Cascades West Council of Governments operates the Cascades West Ride Line in the CAMPO planning area, which arranges rides for Medicaid clients to medical appointments. This service is in compliant with provisions of ADA.

F. Air Quality

1. Describe Regional Air Quality Status of the MPO Area

The Corvallis Urbanized Area is not and has never been in violation of EPA's National Ambient Air Quality Standards (NAAQS). Therefore, the area is not designated nonattainment for any of the Air Quality Criteria Pollutants. The Air Quality attainment status of the Corvallis Urbanized Area has been verified in writing by the Oregon Department of Environmental Quality.

2. Describe Conformity Status of the MPO Plan and TIP

According to the Clean Air Act Amendment (CAAA) of 1990, the Corvallis Urbanized Area is not required to demonstrate Air Quality Conformity of its transportation plans, programs and projects to the State Implementation Plan. This exempt status has been verified in writing by the Oregon Department of Environmental Quality.

G. Restriction of Lobbying

CAMPO's metropolitan transportation planning process is in compliance with the requirements of USC 49 CFR part 20 that prohibits the use of federal transportation dollars on lobbying and influencing certain activities.

Section 2

Fiscal Year 2006-2007

Unified Planning Work Program (UPWP)

February 2006

Corvallis Area Metropolitan Planning Organization

Policy Board

Faye Abraham	City of Adair Village
Betty Griffiths	City of Corvallis
Linda Modrell	County of Benton
Vivian Payne	Oregon Department of Transportation
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Jim Mitchell	City of Corvallis
Jon Young	Federal Highway Administration
Ned Conroy	Federal Transit Administration, Region X
Tom Ziomek	City of Philomath

RESOLUTION NO. 06-0x

FOR THE PURPOSE OF APPROVING THE FY2006-2007 CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION'S UNIFIED PLANNING WORK PROGRAM

WHEREAS, the US Department of Commerce, Bureau of Census has declared that the cities of Corvallis, Philomath and Adair Village, and their adjoining areas in the County of Benton form an Urbanized Area, named the Corvallis Urbanized Area; and

WHEREAS, the US Department of Transportation and the Oregon Department of Transportation have designated representatives of the said areas, together with a representative of ODOT, as the Corvallis Area Metropolitan Planning Organization to carryout the Metropolitan Transportation Planning Process; and

WHEREAS, among the major requirements of the Metropolitan Transportation Planning Process is the development of an annual Unified Planning Work Program that delineates a working budget for the MPO's planning and programming activities over a fiscal year; and

WHEREAS, the Corvallis Metropolitan Planning Organization has developed a Unified Planning Work Program for FY2006-2007, in coordination with the US DOT and ODOT and in compliance with all applicable federal and state requirements.

WHEREAS, the City of Corvallis has agreed to provide 'in-kind' local match for the Section 5303 Funds applied by the MPO to partially cover the cost of its transportation planning activities in FY2006-2007;

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Corvallis Area MPO approves the Corvallis Area Unified Planning Work Program and its budget for FY2006-2007.

Dated this 19th day of May 2006

APPROVED:

By: _____
Betty Griffiths, Chair
Corvallis Area MPO

ATTESTED:

By: _____
Ali Bonakdar, Director
Corvallis Area MPO

INTRODUCTION

What is a Metropolitan Planning Organization?

A Metropolitan Planning Organization is an organization of local governments¹ in areas with a collective population of 50,000 or over, termed 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 the state. The MPOs are to cooperate with the state in developing transportation plans and programs for urbanized areas. This transportation planning process results in plans and programs consistent with the area's locally adopted comprehensive plans.

What is the Corvallis Area Metropolitan Planning Organization?

In 2002, the US Bureau of Census declared that the population of the Corvallis Urbanized Area, according to the 2000 Census, had reached 58,229. The Corvallis Urbanized Area consists of the cities of Corvallis, Philomath and Adair Village, as well as the abutting, densely inhabited portions of Benton County. As a result of surpassing the population criteria of 50,000, the area became eligible to form a Metropolitan Planning Organization for its transportation planning and programming activities. In December 2002, the Oregon Governor, in accordance with federal regulations, designated the Corvallis Area Metropolitan Planning Organization as a newly formed MPO in the State of Oregon. CAMPO is governed by a five-member Policy Board consisting of representatives of the cities of Corvallis, Philomath and Adair Village, the County of Benton and the Oregon Department of Transportation.

What is the Purpose of this Document?

The purpose of this document is to outline the transportation planning and programming activities of the Corvallis Area Metropolitan Planning Organization for the FY2006-2007. Funding for the MPO activities are made possible through the US Department of Transportation, Oregon Department of Transportation and the City of Corvallis.

The levels of efforts and the dollar amounts allocated to each activity are estimates at this time and may change with the consent of all parties involved.

Budget Assumptions

On August 10, 2005 the President signed into the law a transportation reauthorization act known as the Safe, Accountable, Flexible and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). A provision of this Act, referred to as PL fund, provides transportation planning dollars for approximately 90 percent of the MPO's annual budget. A 10 percent local match is provided by the Oregon Department of Transportation. The City of Corvallis also provides in-kind match for the MPO's transit planning dollars. See the budget section of this document for a detailed account of the MPO's revenue and expenses. The annual budget for this document has been prepared based on the dollar amounts provided by the federal, state and local sources.

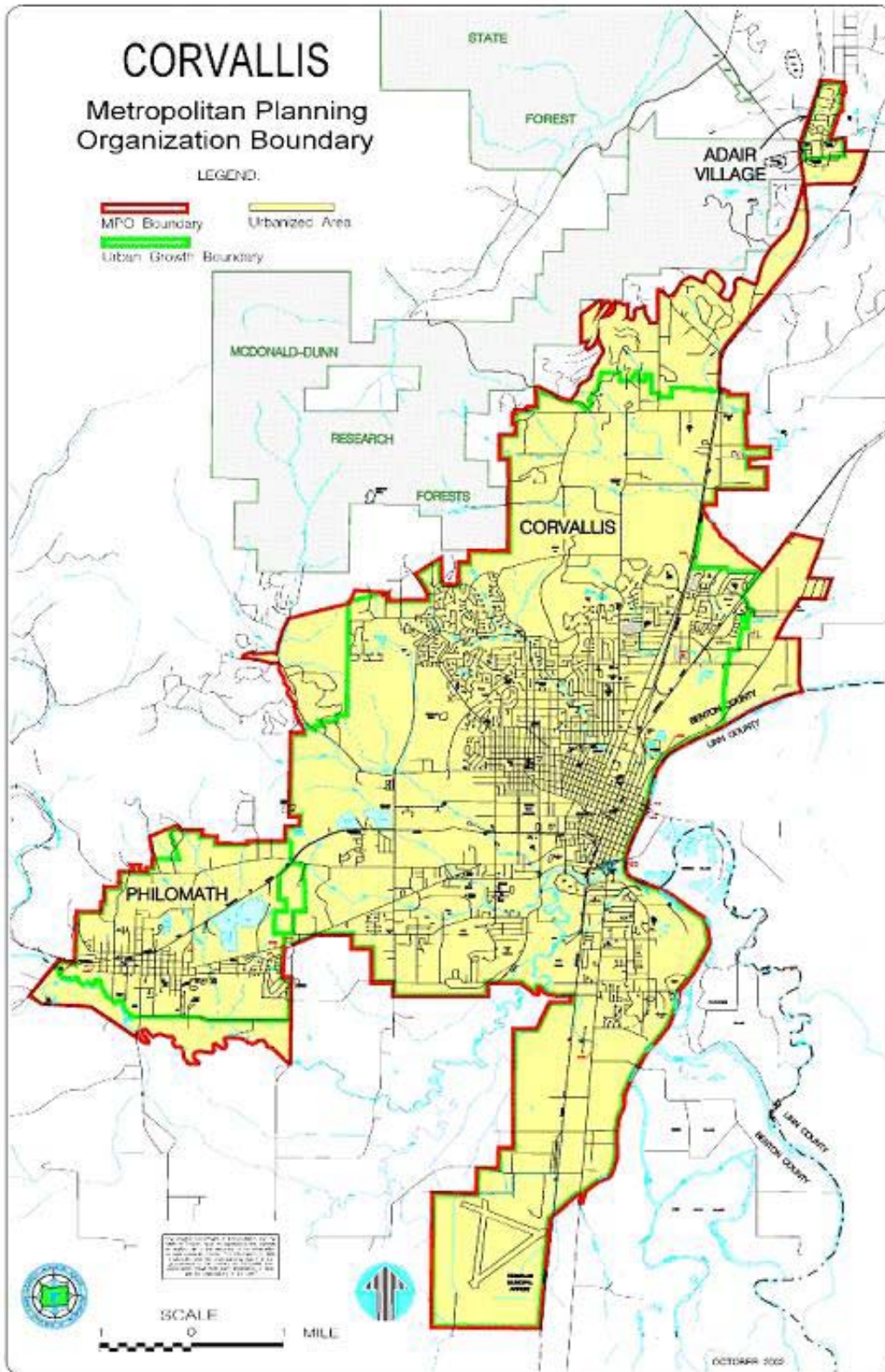
¹ Includes the Oregon Department of Transportation

CORVALLIS

Metropolitan Planning Organization Boundary

LEGEND:

- MPO Boundary
- Urbanized Area
- Urban Growth Boundary



Task 1.0 – Program Management

Purpose

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

Components

Components of this task will include:

- 1.1. Administration – Compliance with federal and state requirements, staff attendance at statewide meetings, training and workshops, response to required paperwork and record keeping.
- 1.2. Unified Planning Work Program – Development of the FY2007-2008 Unified Planning Work Program and its approval. Development of MPO's Self Certification Process and its approval. Revisions to the 06-07 UPWP, as needed.
- 1.3. Accounting and Bookkeeping – Tracking projects, preparation and submittal of Quarterly Reports, budgeting and financial reports, preparation for the agency's financial audit.
- 1.4. Coordination – Coordination of the planning and programming activities of the MPO with the Policy Board, Technical Advisory Committee and other stakeholders. Coordination of planning and programming activities with planning officials, economic development agencies, environmental protection agencies and airport operations staff. Collaboration with freight haulers to better determine freight movement needs in the CAMPO planning area.
- 1.5. Public Involvement – General public outreach efforts; public education; implementation of the CAMPO's Public Involvement Process; compliance with requirements of Environmental Justice.
- 1.6. Supervision of Staff – Supervising and providing guidelines to the MPO staff.

Product

A well managed MPO operation.

Staff Effort and Cost

% of MPO's Work	PL Fund	State Fund	Total PL	Section 5303	Grand Total
25	\$55,214	\$6,320	\$61,534	\$3,239	\$64,772

Task 2.0 - Metropolitan Transportation Plan

Purpose

The purpose of this task is to develop a long range transportation plan for the Corvallis Urbanized Area, called Corvallis Area Metropolitan Transportation Plan: Destination 2030. The transportation plan will be developed through an extensive public involvement and in full compliance with the new requirements of the SAFETEA-LU and the Oregon Transportation Planning Rule, as amended.

In FY05-06 the vision and goals for the MTP were finalized and adopted. An inventory of the existing transportation facilities in the area was developed by a consultant under contract with ODOT, Region 2 to be included in the plan as the Existing Transportation Conditions. Five Transportation System Alternatives were developed and adopted by the Policy Board for comparative evaluation. Staff has been working with ODOT's Transportation Planning Analysis Unit to convert each of the five transportation system alternatives into a set of variables recognized by the travel demand model. Additionally, several other chapters of the transportation plan have been drafted.

Components

Continued work under this task in FY2006-2007 will include:

- 2.1. Address Requirements - Develop chapters on transportation issues required to be addressed by federal and state regulations.
- 2.2. Development of Recommendations – Develop policies and projects for the Transportation Plan based on the outcome of the needs assessment, system alternative analysis and analysis of the travel demand model output.
- 2.3. Development of Financial Plan – Develop a financial plan for the implementation of recommended transportation projects. Estimate costs and forecast revenues, modify recommendations to match reasonably expected revenues and demonstrate that the Transportation Plan is financially constrained.
- 2.4. Public Involvement – Hold public involvement meetings to provide information and seek input on the Transportation Plan. Review public input with the Ad hoc Committee and present to the TAC and the Policy Board.
- 2.5. Revisions – Revise policies and recommendations in response to the outcome of public involvement and technical reviews.
- 2.6. Approval Process – Work with the MPO Policy Committee and Technical Advisory Committee to refine and approve the plan by the end of September to satisfy federal requirements.

Product

The *Corvallis Area Metropolitan Transportation Plan: Destination 2030* document.

Staff Effort and Cost

% of MPO's Work	PL Fund	State Fund	Total PL	Section 5303	Grand Total
35	\$77,300	\$8,847	\$86,147	\$4,534	\$90,681

Task 3.0 Transportation Improvement Program

Purpose

The purpose of this task is to develop a Transportation Improvement Program (TIP) for the Corvallis Urbanized Area and submit the MPO's priority projects to ODOT for inclusion in the Statewide Transportation Improvement Program. In addition CAMPO communicates funding availability with member jurisdictions and coordinates project implementation.

CAMPO has developed prioritization criteria for funding candidate projects under STP. In 2005 CAMPO developed the FY06-09 Corvallis Area TIP. The TIP was incorporated into the FY2006-2009 STIP.

Components

Efforts under this task in FY2006-2007 will include:

- 3.1. Development of FY08-011 TIP
- 3.2. Funding prioritization of candidate projects
- 3.3. Amendments of the existing TIP(s) as a result of changes to the MPO's priorities or changes to the STIP.
- 3.4. Assistance with implementation of projects.
- 3.5. Communication of funding availability and related issues.

Product

FY2008-2011 Corvallis Area MTIP.

Staff Effort and Cost

% of MPO's Work	PL Fund	State Fund	Total PL	Section 5303	Grand Total
12	\$19,761	\$2,262	\$22,023	\$3,886	\$25,909

Task 4.0 Travel Demand Modeling

Purpose

The purpose of this task is to collaborate with the Oregon Department of Transportation, Transportation Planning Analysis Unit (TPAU) in the development of a travel demand model for the Corvallis Urbanized Area. The model will be utilized in the development of the Corvallis Area Metropolitan Transportation Plan, particularly, in analyzing various transportation system scenarios and identifying future deficiencies in the system.

In FY05-06 the MPO worked with TPAU on development of demographic and land use projections for years 2010, 2020 and 2030 and the conversion of the transportation system alternatives into recognizable measures by the travel demand model.

Components

Efforts under this task in FY06-07 will include:

- 4.1. Working with TPAU to evaluate scenarios possibly emerged from the revision of the plan.
- 4.2. Training of the MPO staff by TPAU on utilization of the Corvallis Area Travel Demand Model.
- 4.3. Working with TPAU to perform modeling services warranted as a result of land use development proposals.
- 4.4. Providing local data and transportation updates to TPAU for the upkeep and maintenance of the model.
- 4.5. Participating in the meetings of the Oregon Modeling Steering Committee and the Technical Committee.

Product

A Travel Demand Model for the Corvallis Urbanized Area Transportation System.

Staff Effort and Cost

% of MPO's Work	PL Fund	State Fund	Total PL	Section 5303	Grand Total
10	\$20,223	\$2,315	\$22,538	\$3,371	\$25,909

Task 5.0 Transit Planning

Purpose

The purpose of this task is to provide planning and programming assistance to the Corvallis Urbanized Area's transit systems. These systems includes all providers of transit services that receive public funds, such as the Corvallis Transit System, the Philomath Connector service, Benton County's Special Transportation Fund (STF) program, and, to a lesser extent, the Linn-Benton Loop.

The City of Corvallis is contributing 'in-kind' match for the transit planning dollars (FTA's Section 5303) in this task.

In FY05-06 staff reviewed the Corvallis Transit Master Plan Update and provided comments. Staff regularly participates in the meetings of the Citizen Advisory Commission on Transit. Additional planning and programming assistance to CTS will be provided prior to the end of this FY.

Components

Efforts under this task will include:

- 5.1 Programming - MPO staff will assist CTS with programming of transit projects, identification of new funding sources (and programs) and tracking of funded transit projects.
- 5.2 Information Liaison - MPO staff will provide CTS with transit-related information collected from federal and state agencies.
- 5.3 Planning Coordination – MPO staff will coordinate transit planning within the Urbanized Area.

Product

Coordinated transit service within the Urbanized Area
Inclusion of transit service in transportation decision making process
Provision of financial and operational information

Staff Effort and Cost

% of MPO's Work	PL Fund	State Fund	In-kind Match	Section 5303	Grand Total
14	-	-	\$9,979	\$31,475	\$41,454

Task 6.0 Transportation Project Coordination

Purpose

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

Components

Examples of these types of projects are:

- 6.1 US-20, Philomath Couplet
- 6.2 OR 34: Van Buren Bridge
- 6.3 Other transportation projects impacting the Urbanized Area, as necessary.

Product

Coordinated transportation projects, informed local officials and technical staff.

Staff Effort and Cost

% of MPO's Work	PL Fund	State Fund	Total PL	Section 5303	Grand Total
4	\$9,299	\$1,064	\$10,364	-	\$10,364

FY 07 UPWP

BUDGET*

* All dollar figures in the following tables are based on the current best and reasonable estimates of anticipated revenue and costs.

FY2007 Revenue

Source	Amount
PL	
Federal	\$ 160,802
State	\$ 18,404
Total	\$ 179,206
Section 5303	
Federal	\$ 39,904
In-Kind	\$ 9,979
Total	\$ 49,883
Total Federal & State Cash	\$ 219,110
Total PL & Transit	\$ 229,089
Carryover	
PL Fund	\$ 23,400
Section 5303	\$ 6,600
Total Carryover	\$ 30,000
Total Cash (New and Old)	\$ 249,110
Grand Total (Including Carryover and In- Kind)	\$ 259,089

Distribution of Funds By Percentage

Task No.	Task Title	Percent of Effort	Share of the Task		Share of the UPWP	
			% Roadway Planning	% Transit Planning	% PL Funds	% Transit Funds
1.0	Program Management	25%	95%	5%	23.75%	1.25%
2.0	Regional Transportation Plan	35%	95%	5%	33.25%	1.75%
3.0	TIP	10%	85%	15%	8.50%	1.50%
4.0	Travel Demand Model	10%	87%	13%	8.70%	1.30%
5.0	Transit Planning	16%	0%	100%	0.00%	16.00%
6.0	Transportation Project Coordination	4%	100%	0%	4.00%	0.00%
Total		100.00%			78.199%	21.801%

Distribution of Funds by Dollar Amount

Task No.	Task Title	PL Funds	Transit Funds	Total
1.0	Program Management	\$ 61,534	\$ 3,239	\$ 64,772
2.0	Regional Transportation Plan	\$ 86,147	\$ 4,534	\$ 90,681
3.0	TIP	\$ 22,023	\$ 3,886	\$ 25,909
4.0	Travel Demand Model	\$ 22,538	\$ 3,371	\$ 25,909
5.0	Transit Planning	\$ -	\$ 41,454	\$ 41,454
6.0	Transportation Project Coordination	\$ 10,364	\$ -	\$ 10,364
Total		\$202,605	\$ 56,484	\$259,089

FY2007
Allocation of Funds to Tasks

Task No.	Task Title	PL Funds			Section 5303	Grand Total
		Federal (89.73%)	State (10.27%)	Total PL Funds	Including In-Kind	
1.0	Program Management	\$ 55,214	\$ 6,320	\$ 61,534	\$ 3,239	\$64,772
2.0	Regional Transportation Plan	\$ 7,300	\$ 8,847	\$ 86,147	\$ 4,534	\$90,681
3.0	TIP	\$ 19,761	\$ 2,262	\$ 22,023	\$ 3,886	\$25,909
4.0	Travel Demand Model	\$ 20,223	\$ 2,315	\$ 22,538	\$ 3,371	\$25,909
5.0	Transit Planning	\$ -	\$ -	\$ -	\$ 41,454	\$41,454
6.0	Transportation Project Coordination	\$ 9,299	\$ 1,064	\$ 10,364	\$ -	\$10,364
Total		\$181,797	\$20,808	\$ 202,605	\$ 56,484	\$259,089

FY2007 Expenses

Total Expenses			FTA Section 5303	
Cost	Amount	Percent	Federal	In-Kind
Personnel	\$ (197,163)	76.7%	\$ 30,599.98	\$7,652.30
Board/Committees/Meeting Expenses	\$ (1,200)	0.5%	\$ 186.24	\$ 46.57
CED Administration	\$ (20,275)	7.9%	\$ 3,146.71	\$ 786.91
Contingency	\$ -	0.0%	\$ -	\$ -
Copying	\$ (2,000)	0.8%	\$ 310.40	\$ 77.62
Dues/Memberships	\$ (1,200)	0.5%	\$ 186.24	\$ 46.57
Finance Indirect	\$ (7,560)	2.9%	\$ 1,173.32	\$ 293.42
Indirect Expense	\$ (9,107)	3.5%	\$ 1,413.42	\$ 353.46
Legal Services	\$ (200)	0.1%	\$ 31.04	\$ 7.76
Postage	\$ (200)	0.1%	\$ 31.04	\$ 7.76
Printing	\$ -	0.0%	\$ -	\$ -
Rent	\$ (6,500)	2.5%	\$ 1,008.81	\$ 252.28
Supplies	\$ (500)	0.2%	\$ 77.60	\$ 19.41
Technology Group	\$ (6,606)	2.6%	\$ 1,025.26	\$ 256.39
Telephone	\$ (2,000)	0.8%	\$ 310.40	\$ 77.62
Training	\$ (1,000)	0.4%	\$ 155.20	\$ 38.81
Travel	\$ (1,600)	0.6%	\$ 248.32	\$ 62.10
Total Materials & Supplies	\$ (59,948)	23.3%	\$ 9,304.02	\$2,326.70
Grand Total	\$ (257,111)	100.0%	\$ 39,904	\$ 9,979

Summary Table

Total Revenue	\$ 249,110
Total Expenses	\$ 257,111
Difference	\$ (8001)