

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



Fiscal Year 2008

Self Certification Document

Corvallis Area Metropolitan Planning Organization

Policy Board

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Linda Modrell	County of Benton
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**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
- VI. Sections 174 and 176(c) and (d) of the Clean Air Act as amended 942 USC. 7504, 7506 (c) and (d).

**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 as specified in 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 provide administrative services to 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 a representative from the City of Albany Transit System (ATS). Representatives of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and other State agencies are Ex-Officio members of the TAC.

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, 2005-2006, and 2006-2007 Unified Planning Work Program. The FY 2007-2008 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.

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. The Albany Transit System (neighbor to the MPO) has a seat on the MPO TAC.

- 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 FY2007-2008.

E. Metropolitan Transportation Planning Products

1. Briefly Describe Status of Unified Planning Work Program

The tasks in the CAMPO's FY2006-2007 UPWP are being implemented as specified in the document. The MPO completed the development of the Corvallis Area Metropolitan Transportation Plan and the Policy Board adopted this document in September 2006. The development of the Corvallis Travel Demand Model by ODOT's Transportation Planning Analysis Unit (TPAU) was completed in FY06. In FY07 the model was utilized in the development of the MPO's Regional Transportation Plan. Other tasks in the FY07 UPWP are ongoing and showing steady progress.

2. Metropolitan Transportation Plan

Development of the Corvallis Area Metropolitan Transportation Plan began in 2004. The benchmarks development progress of the Plan followed four open-house public meetings and a voluntary Public Hearing prior to the adoption of the Plan. The Metropolitan Transportation Plan was adopted on September 29, 2006. Although the Plan meets all TEA-21 requirements, it is not in compliance with all requirements of SAFETEA-LU. Full compliance with requirement of SAFETEA-LU is scheduled for FY07 and prior to July 1st 2007. Additional work on this document will be the demonstration of compliance with the requirements of the State of Oregon's Transportation Planning Rule (TPR).

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 (CWACT). The CAMPO

TIP was incorporated into the Statewide Transportation Improvement Program (STIP) in its entirety. Several amendments have been made to the FY06-09 TIP.

The MPO has begun the development process of the FY2008 – 2011 TIP. Adoption of this document is scheduled for June 2007. This schedule is coordinated with the development schedule of the FY2008-2011 STIP.

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. Additional safety and security issues will be addressed in the Metropolitan Transportation Plan to comply with requirements of SAFETEA-LU.

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. The Corvallis Area Metropolitan Transportation Plan was developed with the goal of enhancing the accessibility and transportation options of the people and goods.

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. The protection of the natural and built environments and conservation of energy were among the criteria by which the area's transportation system alternatives were evaluated.

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. The availability of all modes of transportation for all people was among the evaluation criteria used in the development of the Metropolitan Transportation Plan.

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. Additional operation management issues will be addressed in the Metropolitan Transportation Plan.

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. This policy will be followed in the development of the FY2008-2011 TIP.

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 CAMPO's Public Involvement Framework which outlines various levels of public involvement for the various MPO's transportation planning and programming activities.
- b. It is a policy of CAMPO to post all meeting agendas and minutes in the CAMPO's Website.
- c. The Policy Board meetings agendas include opportunity for the public to directly speak to the Board members on transportation issues.
- 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.
- h. A Public Involvement Plan was specially developed for the completion of the Corvallis Area Metropolitan Transportation Plan. The development of the Transportation Plan utilized all means of public involvement described above and the holding of four public meetings and a voluntary public hearing.

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 was implemented.

C. Title VI

▪ Describe How Title VI Requirements Are Being Addressed

CAMPO's administrative issues are handled by the Oregon Cascades West Council of Governments, 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. These activities will be performed in working with the ODOT's Office of Civil Rights. CAMPO's public involvement process includes an invitation in Spanish for Spanish speaking people to request interpreting service at public involvement meetings.

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 subject field listed in the database are directly notified of the opportunity for submitting proposals when such an opportunity arises. 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. The MPO Office complex is equipped with a Tele Typewriter (TTY) telephone line for people with hearing and speech 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, the administration entity for the MPO, operates the Cascades West Ride Line in the CAMPO planning area, which arranges rides for Medicaid clients to medical appointments. This service is in compliance 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.