

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



**Fiscal Year 2009**

**Self Certification Document**

## **Corvallis Area Metropolitan Planning Organization**

### **Policy Board**

Hal Brauner	City of Corvallis
Bill Currier	City of Adair Village
Linda Modrell	County of Benton
Vivian Payne	Oregon Department of Transportation
Ken Schaudt	City of Philomath

### **Technical Advisory Committee**

John deTar	Oregon Department of Transportation
Drew Foster	City of Adair Village
Ted Frazier	City of Albany, Transit
Roger Irvin	County of Benton
Randy Kugler	City of Philomath
Jim Mitchell	City of Corvallis

**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION**

In accordance with 23 CFR 450.334, the Oregon Department of Transportation and **the Corvallis Area Metropolitan Planning Organization (CAMPO)** for the Corvallis Metropolitan Planning Area hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

**Corvallis Area  
Metropolitan Planning  
Organization**

**Oregon Department of  
Transportation, TDD**

**Oregon Department of  
Transportation, PTD**

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Signature

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Signature

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Signature

Bill Currier  
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Printed Name

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Printed Name

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CAMPO Chair  
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Title

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Title

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May 15, 2009  
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Date

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Date

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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 representatives 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). 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), Oregon Department of Land Conservation and Development (DLCD), Oregon Department of Environmental Quality (DEQ), and Oregon Division of State Land (DSL) 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 FY 2003, 2004, 2005, 2006, 2007, 2008 and 2009 Unified Planning Work Program. The FY 2010 UPWP will lead to another IGA between ODOT and CAMPO.
- c. Intergovernmental Agreement between ODOT's Public Transit Division and CAMPO on Section 5303 Funds (Central file No. 22873) signed in May 2008.
- d. Three-party Intergovernmental Agreement among ODOT, CAMPO and the Corvallis Transit District, per the SAFETEA-LU requirements (23 CFR 450.314), for the development of transportation plans, projects and studies, signed in March 2008.
- e. Intergovernmental Agreement between CAMPO and ODOT for the development of a 9<sup>th</sup> Street Improvement Plan under a Transportation Growth Management (TGM) grant, signed in May 2008
- f. Intergovernmental Agreement between the CAMPO and the City of Corvallis to collaborate with the development of a 9<sup>th</sup> Street Improvement Plan, signed in March 2009.

## **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 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**

CAMPO's member jurisdictions, including ODOT, collaborate with MPO in carrying out the requirements of Metropolitan Transportation Planning Process. The Corvallis Transit System (CTS), owned by the City of Corvallis, is represented on 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. This cooperative process is outlined in the following Intergovernmental Agreements between the MPO and the jurisdictions:

- 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. Intergovernmental Agreement between CAMPO and the City of Corvallis to collaborate with the development of a 9<sup>th</sup> Street Improvement Plan.
- g. CAMPO is a member of the Oregon Metropolitan Planning Organization Consortium (OMPOC). The mission of OMPOC is to work in partnership with the state and federal transportation agencies to advance interests common to the Oregon's six MPOs.

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

- a. ODOT's Transportation Planning Analysis Unit (TPAU) per the Intergovernmental Agreement No.20854, provides Travel Demand Modeling services to the MPO.
- b. The City of Corvallis, per a Letter of Commitment provides 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 FY2010.

## **E. Metropolitan Transportation Planning Products**

### **1. Briefly Describe Status of Unified Planning Work Program**

The tasks in the CAMPO's FY2009 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. In 2007 the MPO adopted an Addendum to the Transportation Plan to comply with the new requirements of SAFETEA-LU.

The development of the Corvallis Travel Demand Model by ODOT's Transportation Planning Analysis Unit (TPAU) was completed in FY06. The model was utilized in the development of the MPO's Regional Transportation Plan.

The MPO has developed FY 2008-2011 Transportation Improvement Program.

The MPO has developed Coordination of Transit Services

The MPO has developed a Handbook on MPO's Authorities and Responsibilities.

These documents are posted in the MPO's Website.

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. In 2007 the MPO developed the Addendum to the Metropolitan Transportation Plan which was adopted prior to the July 1, 2007. This Plan must be updated by September 2011. Work on the updating of the Plan has been outlined in the FY2010 UPWP.

### **3. Transportation Improvement Program (TIP)**

The MPO adopted its FY2008-2011 TIP in June of 2007. The 2008-2011 Statewide Transportation Improvement Program (STIP) was approved in January 2008. Since that date the MPO has been amending its MPTIP. The most important of these amendments were for the inclusion of the American Recovery and Reinvestment ACT (ARRA) projects. FY2008-2011 TIP projects were identified and prioritized according to the MPO's adopted 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).

Preliminary work toward the development of the FY2010-2013 TIP is underway.

## 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 issue 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. The safety and security issues have been addressed in the Addendum to the Metropolitan Transportation Plan.

**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: [WWW.corvallisareampo.org](http://WWW.corvallisareampo.org)*
- c. *MPO's documents are regularly posted in the Website*
- d. *The MPO's website includes facilities for providing public comments.*
- e. *The Policy Board meeting agendas include opportunity for the public to directly address the Policy Board members on transportation issues.*
- f. *Meetings of the Policy Board are advertised in the newspaper and on the CAMPO website.*
- g. *Copies of the MPO publications are posted in the MPO's website and are mailed out or faxed upon request.*
- h. *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.*
- i. *The specialized plan would include an extensive range of public outreach activities to involve the public and to incorporate their comments into the transportation document.*

- j. *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.*
- k. During the development of the Transportation Plan, CAMPO maintained an Ad Hoc Committee, made up of chairpersons of transportation-related committees in Benton County. The Ad hoc committee reviewed and provided feedback on the development of the MPO's Transportation Plan.
- l. The MPO works with a Project Advisory Committee (PAC) for the development of the 9<sup>th</sup> Street Improvement Plan.

## **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.

The effectiveness of the strategies and techniques in the CAMPO's Public Involvement Framework will be evaluated and the document will be renewed in FY2010.

## **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 to the Spanish speaking people to request interpreting services at public 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 to submit 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 request for proposals, however, in each case notices were sent to the DBE list to invite them to submit a proposal. In evaluating the received proposals, CAMPO has given additional considerations to proposals submitted by the DBEs.

#### **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 and is equipped with a handicapped push-button door. 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. The Specialized Transportation service in Benton County is provided by the Benton County Special Transportation Fund (STF) Program. This program provides ADA compliant transit services to the elderly and people with disabilities. Additionally, the 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 (SIP). 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.