

**Corvallis Area Metropolitan Planning Organization  
(CAMPO)**



**FY2015-2018  
Transportation Improvement Program  
(TIP)**

Approved by the  
Corvallis Area Metropolitan Planning Organization Policy Board

**October 8, 2014**



**RESOLUTION No. 14-03**

**FOR THE PURPOSE OF ADOPTING THE FY2015-2018 CORVALLIS AREA  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the Governor of the State of Oregon has designated representatives of the City of Corvallis, City of Philomath and City of Adair Village, Benton County, and the Oregon Department of Transportation (ODOT) as the Corvallis Area Metropolitan Planning Organization to carry out the Metropolitan Transportation Planning Process; and

**WHEREAS**, among the major requirements of the Metropolitan Transportation Planning Process is the development of a Transportation Improvement Program that enumerates priority transportation projects in the Corvallis Urbanized Area; and

**WHEREAS**, the Corvallis Metropolitan Planning Organization has developed an FY2015-2018 Transportation Improvement Program in coordination with ODOT and the local transit agency in compliance with all applicable federal and state requirements; and

**WHEREAS**, the FY2015-2018 Transportation Improvement Program meets the requirement of Financially Constrained; and

**WHEREAS**, the public has been notified and afforded reasonable opportunities to review and comment on the content of the FY2015-2018 TIP; and

**WHEREAS**, the selection of priority projects in the FY2015-2018 TIP has been coordinated with the Cascades West Area Commission on Transportation (CWACT);

**NOW, THEREFORE, BE IT RESOLVED**, that the Policy Board of the Corvallis Area MPO approves the Corvallis Area FY2015-2018 Transportation Improvement Program and directs staff to submit the document to ODOT for inclusion in the FY2015-2018 Statewide Transportation Improvement Program.

**Dated** this 8th day of October 2014

**APPROVED:**

**By:** \_\_\_\_\_  
**Hal Brauner, Chair**  
Corvallis Area MPO

**ATTESTED:**

**By:** \_\_\_\_\_  
**Ali Bonakdar, Director**  
Corvallis Area MPO

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## **Introduction**

### ***What is a Metropolitan Planning Organization?***

A Metropolitan Planning Organization (MPO) is an organization of local governments and the state Department of Transportation in an area with a collective population of 50,000 or more. These areas are called Urbanized Areas by the U.S. Census Bureau. As a condition for receiving federal transportation dollars, an MPO must have a *continuing, cooperative and comprehensive* transportation planning process with the state. The MPO transportation plans and programs must be consistent with locally adopted comprehensive plans.

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

In 2002, the U.S. Census Bureau declared that the population of the Corvallis Urbanized Area had reached 58,229. The Corvallis Urbanized Area consists of the cities of Corvallis, Philomath and Adair Village, as well as neighboring densely populated portions of Benton County (Map 1). Having surpassed the population threshold 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 (CAMPO). 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 (ODOT).

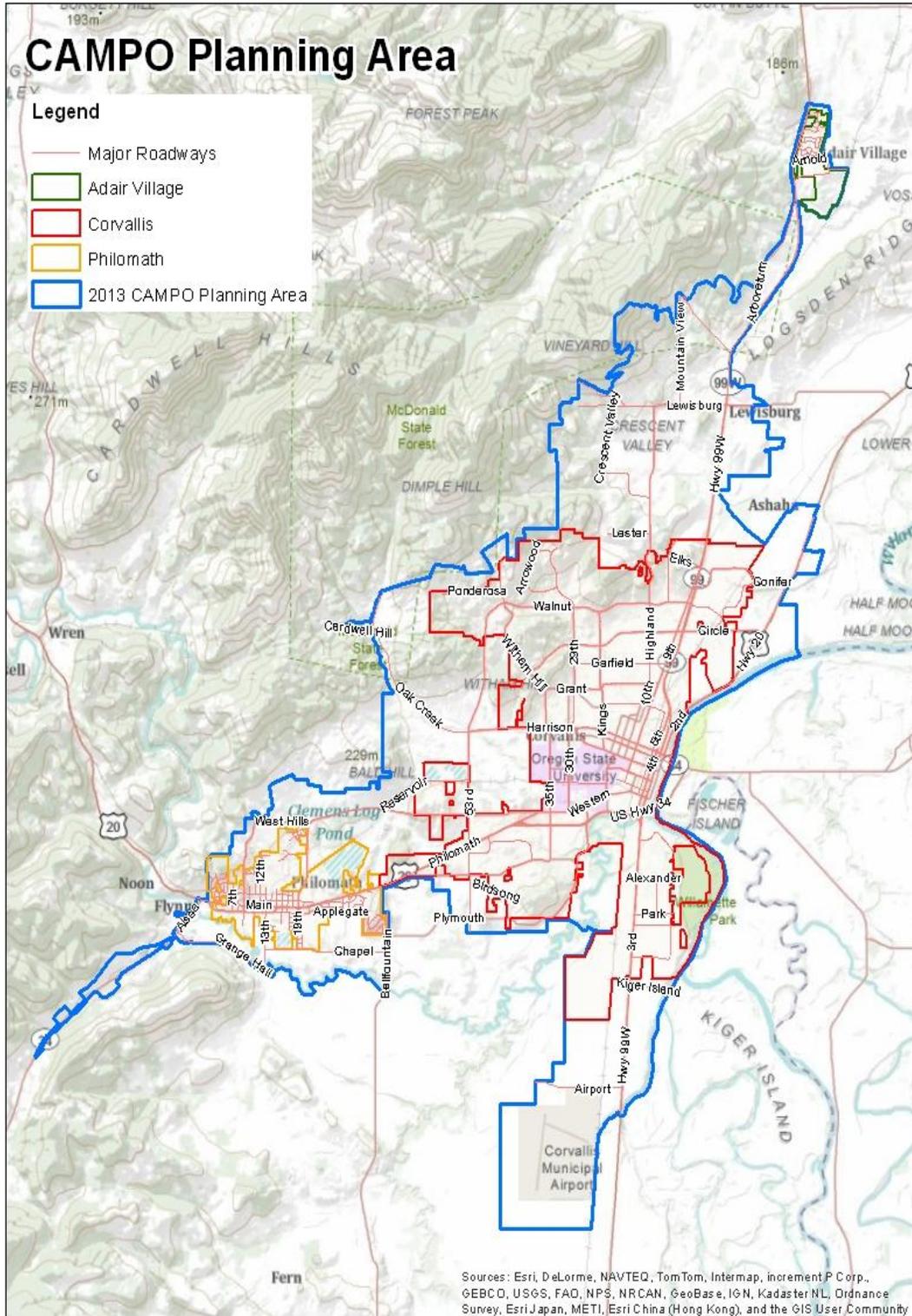
### ***What is the Transportation Improvement Program?***

The Transportation Improvement Program (TIP) is a short-range capital improvement program that enumerates priority transportation projects in the Corvallis Metropolitan Area for funding. The TIP encompasses a period of four fiscal years (FY) and is updated every two years. This TIP document covers the period of FY2015 through 2018. The fiscal years in this document are federal fiscal years that begin on October 1st of previous year and end on September 30th.

The TIP development process relies upon building consensus among federal, state and local agencies on funding priorities of near term transportation projects. These projects may range from improving highways and funding transit to adding bicycle lanes on major urban streets and preserving existing roads.

After the TIP document is completed and approved, it is incorporated into Oregon's Statewide Transportation Improvement Program (STIP). Projects are then eligible for funding through the Oregon Department of Transportation.

**Map 1: Corvallis Metropolitan Planning Area**



## **Public Involvement**

Federal and state laws require that MPOs adopt a process for involving the public in their planning and programming activities. Furthermore, the CAMPO Policy Board regards public involvement as an integral part of CAMPO's activities. The guiding document for CAMPO's public outreach efforts is the *Public Involvement Framework*.

The Technical Advisory Committee, made up of technical staff from member jurisdictions, evaluated and recommended projects to the CAMPO Policy Board. The Policy Board reviewed a list of projects on September 10, 2014 and approved projects listed in Table 3 as the MPO's priority projects for funding under the Surface Transportation Program (STP) funds.

The TIP document was posted on CAMPO's website for public review at: [www.corvallisareampo.org](http://www.corvallisareampo.org). The document was made available to the public for input and comments both on line and at a booth held in the Car Free Day Festival in downtown Corvallis on September 21, 2014. The invitation for public review and comments was advertized in the *Gazette Times* newspaper on Friday, September 19 and Saturday, September 20, 2014. Additional comment period was held from Friday, September 19 through October 3, 2014 for the public to submit comments through any of the several means of commenting available to them.

The advertisement in the paper included language about the FTA's requirement of Program of Projects (POP) and was in compliance with this requirement. It also informed the public on the availability of assistance to communicate the plan and its public involvement process with those in need of interpretation due to language barriers or disabilities.

Comments received from the public were presented to the Policy Board prior to their deliberation of the TIP document.

### ***Coordination with Area Commission on Transportation***

The Area Commissions on Transportation (ACTs) are advisory bodies to the Oregon Transportation Commission (OTC) primarily for providing recommendations on funding of Modernization transportation projects. The Cascades West Area Commission on Transportation (CWACT) encompasses Linn, Benton and Lincoln Counties. The Corvallis Area MPO is in the Cascades West ACT. CAMPO and CWACT have adopted the ACT- MPO Coordination Protocol that requires each entity to collaborate with the other on funding transportation priority projects. All five governmental entities represented on the CAMPO Policy Board are also members of the Area Commission on Transportation. This cross-membership facilitates communication and coordination between the two bodies. CWACT was informed of the planning and programming activities of CAMPO and the projects in the TIP.

## **Federal Regulations**

Title 23 of U.S. Code § 450.324-336 contains federal regulations applicable to the Transportation Improvement Program. The following is selected high points of these regulations:

- The MPO, in cooperation with the state(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area.
- The TIP shall be updated at least every four years and approved by the MPO Policy Board and the Governor. The frequency and cycle for updating the TIP must be compatible with the STIP development and approval process.
- The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP. The TIP shall be published or made readily available by the MPO for public review, in electronically accessible formats.
- The TIP shall include capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding, under 23 USC, and 49 USC. Chapter 53.
- The TIP shall include, for each project or phase, sufficient descriptive material, estimated total project cost, the amount of federal funds and identification of responsible agency to carry out the project.
- Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.
- The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources that are reasonably expected to be available. Only projects for which funds can reasonably be expected to be available may be included.
- An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established... After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP.

## Funding Sources

The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP 21) provides federal transportation assistance dollars to states and MPOs and local governments under several programs. The Federal Highway Administration and the Federal Transit Administration administer these programs. Apportionment of funds to each state is according to a formula set forth by Congress. The Oregon Department of Transportation distributes transportation funds to the MPOs and local governments. The following is a summary of transportation fund programs that are most relevant to the Corvallis Area MPO:

### 1. Federal Programs

#### A. *Federal Highway Administration*

**National Highway System.** It consists of approximately 160,000 miles of roadway important to the nation's economy, defense, and mobility. The National Highway System (NHS) includes the Interstate System, other Principal Arterials, Strategic Highway Network (STRAHNET), Major Strategic Highway Network Connectors and Intermodal Connectors. Local examples of NHS are I-5, OR 34 and US 20.

**Surface Transportation Program.** The Surface Transportation Program (STP) is a block grant program that may be used for any road (including the NHS) that is not functionally classified as local or rural minor collectors. These roads are collectively referred to as Federal-Aid System (FAS) roads. Public bridge and safety projects are exempt from this requirement. Transit capital projects are also eligible under this program through a process known as "flexibility," which allows local and State governments to determine the most effective means of meeting transportation needs in their communities. The Oregon Department of Transportation subdivides STP funds into the following categories:

**Surface Transportation Program-State (STP-S).** STP-State funds primarily provide funding for reconstruction or rehabilitation of roadways on the State Highway System. These funds may also be used for planning, enhancement, transit, bridge, or safety activities.

**Surface Transportation Program-Urban.** A portion of the STP is allocated to urban areas (5,000 or more population). MPOs with 200,000 or more population receive STP-U from the US DOT whereas the smaller MPOs share is distributed through the state DOT. The funds are primarily used for reconstruction or rehabilitation of roadways functionally classified as urban collectors or higher. These funds may also be used for transportation planning, bicycle and pedestrian facilities, transit, bridge, or safety improvements.

**Surface Transportation Program-Rural (STP-R).** Local Rural funds are for projects in rural areas, and in cities with population below 5,000. They are primarily used for reconstruction or rehabilitation of roadways functionally

classified as rural major collectors or higher. The funds may also be used for planning, enhancement, transit, bridge, or safety activities.

**Safety Program.** MAP 21 includes separate funding for transportation safety projects. Eligible activities include projects for the improvement of identified high-hazard locations that constitute a danger to vehicles or pedestrians. Examples of the types of projects include intersection improvements, modification of roadway cross-sections, pavement skid treatments, and alignment changes. Any reconstruction of appreciable lengths of roadway is not intended for funding under this program. The major focus of this program is to target spot improvements of high accident areas. Similar to the Bridge Program, safety projects can be on any public road.

**Bridge Replacement and Rehabilitation Program.** Highway bridges over waterways, railroads, other highways, or other topographical barriers, may be replaced or rehabilitated when the state and the Secretary of Transportation find that they are unsafe due to structural deficiencies, physical deterioration, or functional obsolescence. Preliminary engineering, construction, construction engineering, painting, seismic retrofitting, and calcium magnesium acetate applications are eligible costs under this program.

#### ***B. Federal Transit Administration***

The FTA provides federal assistance funds under its various programs to assist with the provision of public transportation services.

**Section 5303.** Provides funds for transit planning activities of states and metropolitan planning organizations.

**Section 5307.** These funds are allocated to the urbanized areas by statutory formula for capital improvements and operation of transit systems. The funds could be used for planning public transportation and the development of transit services.

**Section 5310.** The fund provides for transit services and the purchase of rolling stocks that directly benefit transportation of elderly and people with disabilities. The funds are distributed to states based on the population of elderly and people with disabilities in the state.

**Section 5311.** The fund is provided to states for distribution to transit entities in areas with a population of less than 50,000. The funds can be used for planning, administration, capital and operation improvements, and other costs associated with the provision of transit services.

**Section 5339.** Section 5339 (Bus and Bus Facilities Program) provides capital funds to transit projects for replacement, rehabilitation, purchase of buses or bus-

related equipment, and for construction of bus-related facilities. Section 5339 funds cannot be used for operating assistance.

## **2. State Programs**

The State of Oregon provides a variety of transportation improvement funds to the cities and counties. Some of these funds have been created by the Oregon Legislature and some by the Oregon Transportation Commission (OTC).

### ***A. Legislatively Created Programs:***

**Jobs and Transportation Act.** The Oregon Jobs and Transportation Act (JTA) is the transportation funding plan adopted by the 2009 Legislature. This plan encourages three core themes: accountability, innovation and environmental stewardship; highway, road and street funding; and multimodal funding. Specific directives include spending on congestion pricing pilots, greenhouse gas reduction and accommodations for electric vehicles. As part of the Act, a fuel tax increase is distributed to jurisdictions for city streets (based on population) and county road programs (based on vehicle registration). Additional funds are allocated to ODOT for highway safety, maintenance, preservation, modernization. The Act also designates funds for transportation services for seniors and people with disabilities and for passenger rail.

The Oregon Legislature has not reauthorized this program.

**Immediate Opportunity Fund.** The Immediate Opportunity Fund (IOF) supports primary economic development in Oregon. It does this by building and improving streets and roads in strategic locations. The IOF only funds strategic projects that require a quick response and commitment of funds because other sources are unavailable or insufficient. It is not a substitute for other funding sources. The IOF is a discretionary program. The maximum amount available for a single project is \$500,000.

**Jurisdictional Exchange.** ODOT has identified over 1,000 miles of state highways that primarily serve local purposes. These include urban arterials serving mostly local travel, urban streets that are parallel to highway bypasses, and roads that function like county roads. Through negotiated agreements, ODOT will transfer jurisdiction of these highways to local governments. The agreements may include the cost to maintain or improve the facility based on the condition of the highway at the time of transfer.

### ***B. OTC-Created Programs:***

#### **ODOT's Fix it/Enhance Program**

Under this new program, the Statewide Transportation Improvement Program (STIP) will no longer be developed as a collection of programs tied to specific pools of funding dedicated to specific transportation modes or specialty programs. In 2012 the Oregon

Transportation Commission (OTC) divided the bulk of transportation funds into two broad categories: *Fix-It* and *Enhance*.

The *Enhance* projects are selected based on recommendations developed by local governments, public agencies and citizen representatives through a process conducted by the Metropolitan Planning Organizations (MPOs), where applicable, and the Area Commissions on Transportation (ACT).

Project activities that are eligible for *Enhance* category funds include:

- Bicycle and/or Pedestrian facilities on or off the highway right-of-way
- Development STIP (D-STIP) projects (development work for projects that will not be ready for construction or implementation within the four years of the STIP)
- Modernization (projects that add capacity to the system, in accordance with ORS 366.507)
- Most projects previously eligible for Transportation Enhancement funds
- Projects eligible for Flex Funds (the Flexible Funds program funded Bicycle, Pedestrian, Transit and Transportation Demand Management (TDM) projects, plans, programs, and services)
- Protective Right-of-Way purchases
- Public Transportation (capital projects only, not operations)
- Safe Routes to School (infrastructure projects)
- Scenic Byways (construction projects)
- Transportation Alternatives (new with MAP-21, the federal transportation authorization)
- Transportation Demand Management

The *Fix-It* category includes all projects that maintain or fix ODOT's portion of the transportation system. It does not include the noncapital maintenance and operations programs.

Project activities eligible for the *Fix-It* category of funds include:

- Bicycle and pedestrian facilities on state routes only
- Bridges (state owned)
- Culverts
- High Risk Rural Roads
- Illumination, signs and signals
- Landslides and Rockfalls
- Operations (includes ITS)

- Pavement Preservation
- Rail-Highway Crossings
- Safety
- Salmon (Fish Passage)
- Site Mitigation and Repair
- Stormwater Retrofit
- Transportation Demand Management (part of Operations)
- Work zone Safety (Project specific).

## Financial Capacity Analysis

Per the Metropolitan Transportation Planning Regulations, projects in the Transportation Improvement Program must be *Financially Constrained*. This means that a “reasonably anticipated funding source” must be identified for the funding of each project in the TIP.

Below is a demonstration of how the projects listed for funding in this document are Financially Constrained.

### Revenue Projection Assumptions

#### A. Federal Funds

##### 1. Federal Highway Administration Funds.

The Corvallis Urbanized Area annually receives approximately \$700,000 of Surface Transportation Program (STP) funds for its transportation improvement projects. The table below assumes a funding stream of \$700,000 of STP fund for the Corvallis Urbanized Area over the next 4 years. The Table shows the balance of STP funds against the costs of projects programmed.

**Table 1: Balancing Anticipated Revenue and Programmed Costs, FY2015-18**  
Assuming Annual STP Allotment of \$700K

Year	Fund	Accumulated	Programmed	Balance
2014	\$118,500	\$118,500	NA	\$118,500
2015	\$700,000	\$818,500	\$969,000	(\$150,500)
2016	\$700,000	\$549,500	\$522,700	\$26,800
2017	\$700,000	\$726,800	\$750,372	(\$23,572)
2018	\$700,000	\$676,428	\$701,600	(\$25,172)

The sponsors of the projects in 2015 are well aware of the \$150K deficit and have agreed to delay the timing of their applications until federal dollars have been distributed. It is also anticipated that the subsequent minor deficits be covered by the annual increases in the MPO’s allotment.

##### 2. Federal Transit Administration Funds

The Corvallis Transit System (CTS) in 2014 received approximately \$1.7 million of FTA’s Section 5307 Program funds for its capital and operation improvement programs. Approximately \$600,000 of that money is through a bonus program called Small Transit

Intensive City (STIC). As a result of greater than the average ridership, CTS is currently eligible to receive a partial of STIC funds.

## **B. Local Match Fund**

**Financial Capability of Sponsors.** Benton County and the City of Corvallis are the only two local governments sponsoring projects in the Corvallis Area’s TIP document. Benton County has the jurisdiction of a few classified roads (Federal Aid Urban) in the City of Corvallis and all classified roads in the cities of Philomath and Adair Village. The County and the City each develop a five-year Capital Improvement Program (CIP) that is adopted by their governing body and is updated annually. The County’s CIP includes capital outlay costs for the preservation and maintenance of the existing county roadways. It also provides local dollars to match federal funds.

In the City of Corvallis, funding for transportation improvements is detailed in the City of Corvallis CIP under the Public Works cost items. The city’s CIP covers the cost of roadway improvements through the various federal, state and local transportation related revenue sources.

**Local Match for Transit Dollars** There are a variety of non-federal revenue sources for the Corvallis Transit System. These are State grants, Transit Operation Fee (TOF), Oregon State University, and miscellaneous sources, such as advertising and donations.

**TOF.** In 2010 the City Council of the City of Corvallis resolved to create a stable funding source for the transit system called Transit Operation Fee (TOF). TOF is collected monthly from all Corvallis utility customers – residential, commercial, non-profits – and is indexed to the average price of a gallon of regular grade gasoline. Historically, bus service was partially funded with property taxes; the TOF eliminated competition with other essential services for property tax funding and provided a stable source of local funding for matching State and federal funds. In return for this fee, the CTS transit service, since February 2011, has been free of charge to all riders.

The capital improvement and operation projects programmed for CTS are based on a reasonable assumption of the availability of these funds over the next three years.

### **A. Statement of Financial Capability**

Table 1 demonstrates the costs of programmed projects against the reasonably anticipated revenues over the next 3 years. It is concluded, based on the above financial analysis that:

1. There is a reasonable assumption anticipated for the financing of the projects listed for funding in this document.
2. Benton County and the City of Corvallis are financially solvent and capable of providing for the operation and maintenance of their transportation systems;

3. The CIPs of Benton County and the City of Corvallis are based on reasonable estimates of projected revenue and expenses programmed in this document;
4. The CIPs of Benton County and the City of Corvallis include adequate funds to cover the required match for the transportation projects in the TIP;
5. Benton County and the City of Corvallis routinely provide for the maintenance and operation of the existing transportation infrastructure;
6. The City of Corvallis has established a stable funding mechanism for the operation and maintenance of the Corvallis Transit System, and;
7. There currently is no indication that Benton County or the City of Corvallis would discontinue their financial support of their transportation infrastructure.

**Therefore, CAMPO's FY2015-2018 Transportation Improvement Program is Financially Constrained.**

## Project Selection Process

The selection of transportation projects for inclusion in the FY2015-2018 TIP was conducted on two coordinated tracks.

### A. Selection of Major Projects

Major capacity improvement projects not funded with CAMPO's STP allocation are prioritized by the Cascades West Area Commission on Transportation (CWACT). CWACT membership includes all transportation planning entities within Benton, Linn and Lincoln Counties, each of whom can submit projects to CWACT for funding consideration. CWACT coordinates with ODOT to make final recommendations for project funding.

### B. Selection of Projects under STP

The MPO Area receives approximately \$700,000 of STP funds annually that is pooled and allocated to the highest transportation priority of the MPO area. The allocation of STP fund to the highest priority projects were through the following steps:

1. **Request for Projects.** The MPO requested that its member jurisdictions submit a list of desired transportation projects for STP funding. Desired projects were compiled into a master list of candidate projects for funding.
2. **Project Evaluation.** The MPO Technical Advisory Committee (TAC) applied selection criteria to candidate projects and developed a prioritized list of projects for funding. The selection criteria were developed and adopted by the Policy Board in 2005. The Selection Criteria are attached as Appendix A and B.
3. **Programming of Projects.** The ranking table was modified based on financial constraints and the logical sequencing of projects. This process produced the recommended list of projects for funding under STP funds that was approved by the CAMPO Policy Board.

### C. Fund Allocation

Per an adopted policy, a majority of the MPO's STP allotment is allocated to the preservation and maintenance of the existing transportation system. This allocation is generally in the form of resurfacing roadways projects. The priority of roadways for resurfacing is determined mainly based on pavement conditions, in that, roadways with the worst pavement conditions become the highest priority project.

Per an MPO agreement, pavement conditions on all roadways in the MPO Area are maintained, updated and rated by a database using Iris Software, housed at the Benton County Public Works Department. This database is updated approximately every 4 years.

### Status of Previously Programmed Projects

Federal regulations require MPOs to provide the status of projects from the previous TIP in terms of completed, delayed or modified. The following is the status of transportation projects listed in the FY2010 - 2013 TIP:

**Table 2: Status of FY2012-2015 Projects**

No .	Project	From - To	Improvement	Total Cost	Obligated (Y/N)	Completed (Y/N)
1	West Hills Rd. and 53 <sup>rd</sup> Street Intersection	West Hills Rd & 53 <sup>rd</sup> St. Intersection	Reconstruct	\$648,000	Y	N
2	West Hills Rd	Western Blvd.-Sunset Dr.	Overlay and pave shoulders	\$398,000	Y	Y
3	NW. 10 <sup>th</sup> Street	Beca Ave – Grant Ave.	Reconstruct	\$213,000	Y	Y
4	NW. 10 <sup>th</sup> Street	Buchanan Ave- Beca Ave	Reconstruct	\$366,000	Y	Y
5	SW. 53 <sup>rd</sup> Street	US20/OR34 – Technology Loop	Overlay, Grind and Inlay	\$102,000	Y	Y
6	SW. 15 <sup>th</sup> Street	Western Blvd – Washington Way	Reconstruct	\$426,000	Y	Y
7	Lewisburg Ave Phase I (PE)	OR99W – Highland Rd	Overlay, Grind and Inlay	\$20,000	Y	N
8	Lewisburg Ave Phase II (Constr.)	OR99W – Highland Rd	Overlay, Grind and Inlay	491,000	N	N
9	15 <sup>th</sup> Street	Washington Way – Jefferson Ave	Reconstruct	\$478,000	Y	Y
10	Arnold Ave	OR99W - Ryals	ADA Requirements	\$60,000	Y	Y

**FY 2015-2018**

**Corvallis Area  
Transportation  
Improvement Program List  
of Projects**

*Note: All dollar amounts are estimates.*

**Table 3 -Projects Programmed under the Corvallis Area MPO's STP  
Fund\*  
FY2015-2018**

<b>No</b>	<b>Projects</b>	<b>Type/ Improve- ment</b>	<b>Sponsor</b>	<b>Cost in Federal Dollars</b>	<b>Cost in State Dollars</b>	<b>FY</b>	<b>Key No.</b>
1	Lewisburg Ave, OR99W-Highland (Phase II, Construction)	P/ Overlay, grind and inlay	Benton County	\$491,000	\$461,540	2015	
2	15 <sup>th</sup> Street, Washington Way-Jefferson	P/ Reconstruction	Corvallis	\$478,000	\$449,320	2015	
3	Witham Hill Dr., Canary-Walnut	P/ Design, Slope Stabilization	Corvallis	\$200,000	\$188,000	2016	
4	9th Street, Conifer Blvd-Elks Dr.	P/ Overlay, Grind and Inlay	Corvallis	\$112,100	\$105,374	2016	
5	Crystal Lake Dr., 99W-Alexander	P/ Overlay, Grind and Inlay	Corvallis	\$210,600	\$197,964	2016	
6	SW 53rd Street Reservoir-West Hills	M/ Right-of-way Acquisition	Benton County	\$500,000	\$470,000	2017	
7	19th Street, RR Xing - College	P/ Overlay, Grind and Inlay	Benton County	\$70,222	\$66,009	2017	
8	Crescent Valley, Highland Blvd-Jackson Creek	P/ Overlay, Grind and Inlay	Benton County	\$180,150	\$169,341	2017	
9	Walnut Blvd, Highland-Jack London	P/ Overlay, Grind and Inalay	Corvallis	\$531,400	\$499,516	2018	

10	Harrison Blvd., Kings Blvd. - 29th St.	P/ Overlay, Grind and Inlay	Corvallis	\$ 170,200	\$ 159,988	2018	
11	13th Street, US20/OR34-Chapel	M	County	\$3,178,141	\$2,987,453	X	
12	Airport Avenue 99W-Airport	M	County	\$1,115,626	\$1,048,688	X	

Note: The sponsors of the above projects wish to exchange federal dollars with state dollars.  
 Projects numbered 1 and 2 are carried over from FY12-15 TIP.  
 Projects numbered 11 and 12 have not been approved for funding in this TIP cycle.

**Table 4 – Transit and Alternative Mode Projects FY2015-2018\***

<b>No.</b>	<b>Project</b>	<b>Fiscal Year</b>	<b>Funding Source</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total Cost</b>	<b>Key No.</b>
1	Preventive Maintenance	2015	FTA 5307	\$216,400	\$54,100	\$270,500	
2	Transit Operation	2015	FTA 5307	\$1,327,756	1,327,756	\$2,655,512	
3	ADA Program	2015	FTA	\$26,688	\$6,672	\$33,360	
4	City of Corvallis TDM Program	2015	ODOT	\$43,968	\$5,032	\$49,000	
5	Preventive Maintenance	2016	FTA 5307	\$222,892	\$55,723	\$278,615	
6	Transit Operation	2016	FTA 5307	\$1,367,589	\$1,367,589	\$2,735,177	
7	ADA Program	2016	FTA	\$27,489	\$6,872	\$34,361	
8	City of Corvallis TDM Program	2016	ODOT	\$45,287	\$5,183	\$50,470	
9	Preventive Maintenance	2017	FTA 5307	\$229,579	\$57,395	\$286,974	
10	Transit Operation	2017	FTA 5307	\$1,408,616	\$1,408,616	\$2,817,233	
11	ADA Program	2017	FTA	\$28,313	\$7,078	\$35,392	
12	City of Corvallis TDM Program	2017	ODOT	\$46,646	\$5,338	\$51,984	
13	Preventive Maintenance	2018	FTA 5307	\$236,466	\$59,117	\$295,583	
14	Transit Operation	2018	FTA 5307	\$1,450,875	\$1,450,875	\$2,901,750	
15	ADA Program	2018	FTA	\$29,163	\$7,291	\$36,453	
16	City of Corvallis TDM Program	2018	ODOT	\$48,045	\$5,499	\$53,544	

Note: The table assumes 3% annual increases.

The dollar amounts on this table are based on reasonable estimates at this time. Actual dollar amounts will replace these estimates by amendments, following the approval of Congressional Budgets.

The Table does not include the funds that the City of Corvallis transfers to the City of Albany for the cost of operating Linn-Benton Loop service.

**Table 5 –ODOT Sponsored Projects in the Corvallis Area MPO\*  
FY2015-2018**

<b>No.</b>	<b>Project Route/Highway</b>	<b>From</b>	<b>To</b>	<b>Type</b>	<b>Description of Improvement</b>	<b>Project Total Cost Estimate</b>	<b>Fiscal Year(s)</b>	<b>ODOT Key No.</b>
1	OR34/US20: South Bypass- Wolcott Road.	MP 0	MP 0.13	M	Construct NB Right-turn lane, Third Street @ Van Buren Avenue and a north frontage road on OR34.	\$6,575,000	2015	12827
2	Mary's River – Crystal Lake Multiuse Path	Mary's River	Crystal Lake Ave	Pathway	PE R-O-W Acquisition Construction	\$126,000 \$201,000 \$464,700	2016 2017 2018	18753

Note: TDM Projects sponsored by ODOT are listed under Transit Projects.  
There may be other ODOT Sponsored projects within the MPO area that were not available at the time of developing this draft.

## Glossary of Acronyms

ACT	Area Commission on Transportation
ARRA	American Reinvestment and Recovery Act (Stimulus Package)
CAMPO	Corvallis Area Metropolitan Planning Organization
CIP	Capital Improvement Program
CWACT	Cascades West Area Commission on Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTA-SGR	Federal Transit Administration-State of Good Repair
FY	Fiscal Year
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
IOF	Immediate Opportunity Fund
JARC	Job Access Reverse Commute
MPO	Metropolitan Planning Organization
NHS	National Highway System
ODOT	Oregon Department of Transportation
OTC	Oregon Transportation Commission
OTIB	Oregon Transportation Infrastructure Bank
SAFETEA-LU	Safe, Accountable, Efficient Transportation Equity Act: A Legacy for Users
SIP	State Implementation Plan
SRTS	Safe Routes to School
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
STP-E	Surface Transportation Program – Enhancement
STP-R	Surface Transportation Program – Rural
STP-S	Surface Transportation Program – State
STP-U	Surface Transportation Program – Urban
STRAHNET	Strategic Highway Network
TAC	Technical Advisory Committee
TCSP	Transportation, Community, and System Preservation Program
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
U.S.C.	United States Code

## Appendix A

### Criteria for Funding Prioritization of Transportation Projects Under the Surface Transportation Program (STP) Funds

#### A. Modernization Projects

No.	Goal	Measures	Values
1	Transportation Capacity Improvement (34 Points)	Will the project improve the transportation system to support economic development?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project improve current or future traffic flow on this corridor?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project help improve transit services?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project help improve bicycle facilities?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project help improve pedestrian facilities?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project improve system connectivity to and/or reduce travel time for people and commerce?	Establish = 5 Improve = 3 Slight Change = 1
		Will the project accommodate for travel needs of existing or future trip generators?	Significantly = 4 Moderately = 2 Slightly = 1
		Total Points from this Goal	34
2	Extent of Coverage (20 Points)	Will benefits of the project be realized in the entire Urbanized Area?	P. Arterial = 10 M. Arterial = 5 Collector = 2
		Will the project impact a large number of users?	ADT Range*: A = 10 B = 5 C = 2
		Total Points from this Goal	20

3	Preservation and Maintenance of Existing Facilities (15 Points)	Will the project extend the life of a facility without construction of new facilities?	Significantly = 5 Moderately = 3 Slightly = 2
		Will the project upgrade or refurbish existing transit facilities or transit routes?	Significantly = 5 Moderately = 3 Slightly = 2
		Will the Project upgrade or refurbish existing bicycle and/or pedestrian facilities?	Significantly = 5 Moderately = 3 Slightly = 2
		Total Points from this Goal	15
4	Environmental Protection (12 Points)	Does the project have adverse impacts on the environment (water, air, habitat, etc.)?	Significantly = 1 Moderately = 2 Slightly = 3
		Will the project eliminate the need for an alternative solution with greater adverse impacts?	Significantly = 3 Moderately = 2 Slightly = 1
		Does the project improve the environmental impacts of existing conditions?	Significantly = 3 Moderately = 2 Slightly = 1
		How much effort will be required to mitigate the environmental impacts of the project?	Significantly = 1 Moderately = 2 Slightly = 3
		Total Points from this Goal	12
5	Safety Improvement (14 Points)	Will the project improve safety of motorists on this facility?	Significantly = 10 Moderately = 7 Slightly = 2
		Will the project improve safety of transit users, bicyclists and pedestrians?	Significantly = 9 Moderately = 7 Slightly = 2
		Total Points from this Goal	19
Grand Total			100

\* ADT Range for  
Goal 2, Criterion 2:  
A = >10,000  
B = 5,000 -10,000  
C = < 5,000

## Appendix B

### Criteria for Funding Prioritization of Transportation Projects Under the Surface Transportation Program (STP) Funds

#### B. Maintenance and Preservation Projects

No	Goal	Measures	Values
1	Pavement Condition (reservation and Maintenance of Existing Facilities)	Pavement Rating	Good = 10 Fair = 25 Poor = 50
		Total Points from this Goal	50
2	Extent of Coverage	Will the project upgrade or refurbish existing transit facilities or transit routes?	Yes = 5 No = 0
		Will the Project upgrade or refurbish existing bicycle and/or pedestrian facilities?	Yes = 5 No = 0
		Will benefits of the project be realized in the entire Urbanized Area?	P. Arterial = 20 M. Arterial = 10 Collector = 5
		Total Points from this Goal	30
3	Safety Improvement	Will the project improve safety of motorists on this facility?	Significantly = 10 Moderately = 5 Slightly = 2
		Will the project improve safety of transit users, bicyclists and pedestrians?	Significantly = 10 Moderately = 5 Slightly = 2
		Total Points from this Goal	20
Grand Total			100

# **Appendix C**

## **Corvallis Area MPO**

### **Policy on Allocation of STP Funds**

#### **A. Eligibility**

Eligible projects for STP funds are:

1. Transportation projects on roadways functionally classified as Collector or higher
2. Transportation Planning or Studies and Environmental projects
3. Transit and other alternative modes of transportation
4. Intelligent Transportation System (ITS) projects
5. Other transportation-related projects deemed appropriate by MPO Policy Board.

#### **B. Funding Allocation**

It is the policy of CAMPO to:

1. Allocate the majority of its STP funds to preservation and maintenance of existing transportation system over a five year period.
2. Provide support and give due considerations to all jurisdictions' projects.

## Appendix D

### CAMPO's Definition of Modernization and Preservation<sup>1</sup>

#### **Modernization**

Projects that add capacity to the transportation system by constructing new lanes or widening existing facilities, and projects that add traffic lights, curb and gutter, sidewalks, bikeways or storm-water drainage.

#### **Preservation**

Projects that improve or maintain the existing transportation system's operation, productivity, safety or useful life without expansion of capacity.

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<sup>1</sup> CAMPO's definitions of Modernization and Preservation might be different from the definitions by ODOT.