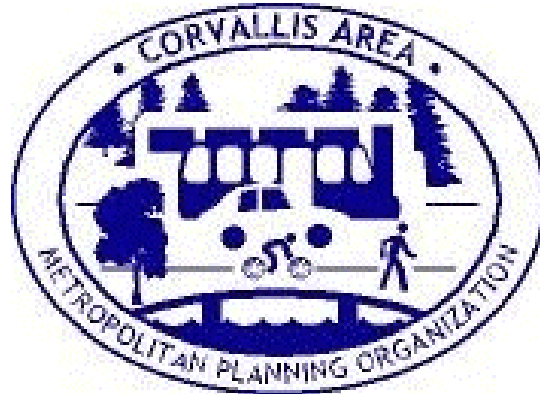


Corvallis Area Metropolitan Planning Organization



FY2006 -2009 Transportation Improvement Program (as Amended)

*Approved by the Policy Board
of the
Corvallis Area Metropolitan Planning Organization
on June 17, 2005*

This report was financed by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Oregon Department of Transportation (ODOT)

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Introduction

What is a Metropolitan Planning Organization?

A Metropolitan Planning Organization (MPO) is an organization of local governments¹ in an area with a collective population of 50,000 or more. These heavily populated areas are called Urbanized Areas. As a condition for receiving federal transportation dollars, an MPO must have a *continuing, cooperative and comprehensive* transportation planning process with the state. An MPO must collaborate with the state in developing transportation plans and programs for an urbanized area. The MPO transportation plans and programs must also be consistent with 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 densely inhabited portions of Benton County around the cities (Map 1). As a result of surpassing 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) 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, Benton County and the Oregon Department of Transportation (ODOT).

What is the Transportation Improvement Program?

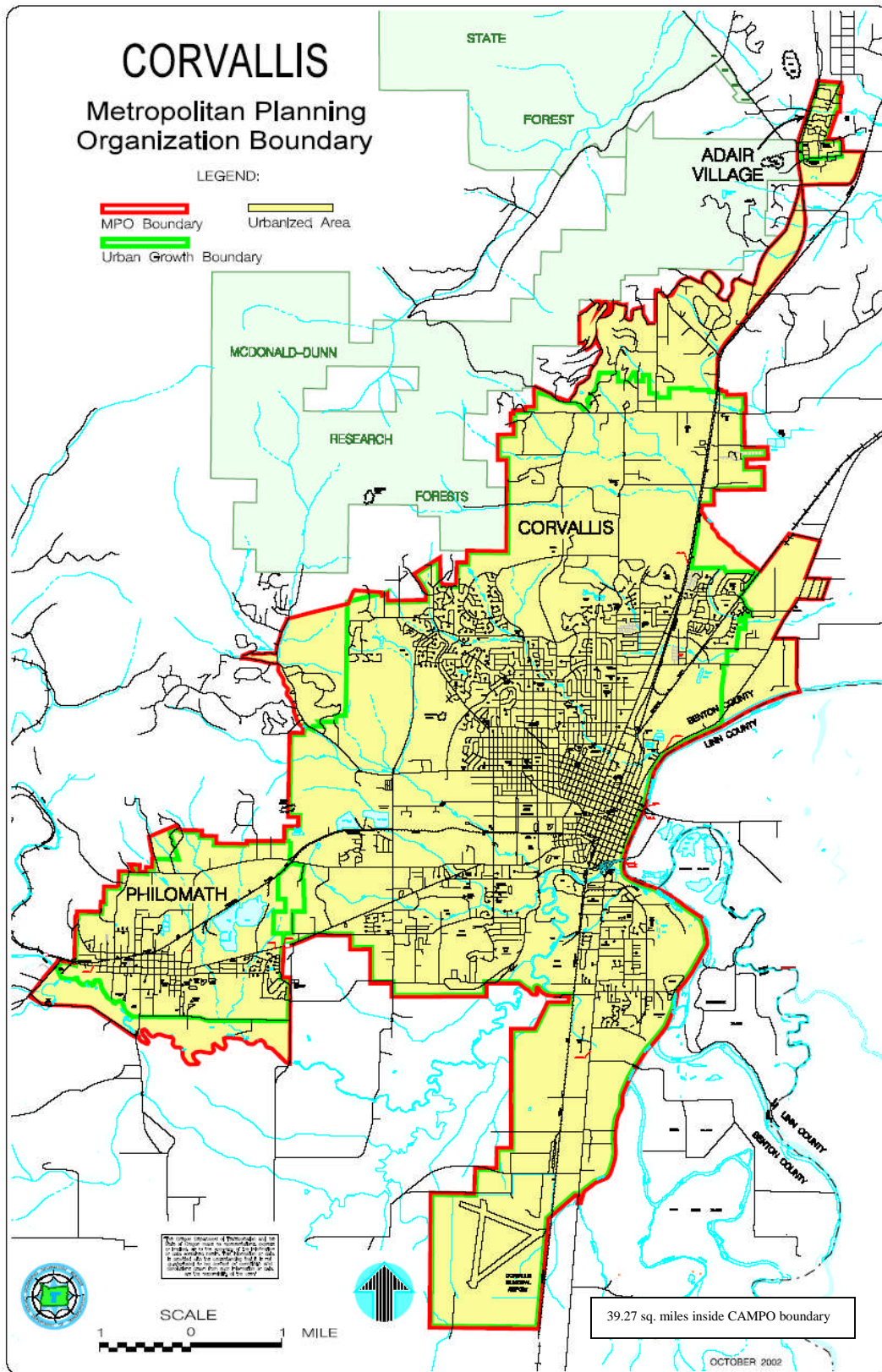
The Transportation Improvement Program (TIP) is a short-range capital improvement program that enumerates priority transportation projects in the Corvallis Metropolitan Area for funding. The TIP encompasses a period of four fiscal years (FY) and is updated every two years. This TIP document covers the period of FY2006 through 2009. 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 to adding bicycle lanes on a major urban street; funding transit to 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.

¹ Includes the Oregon Department of Transportation (ODOT)

Map 1: The Corvallis Area Metropolitan Planning Organization 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 Policy Board of CAMPO 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, recommended projects in this document to the CAMPO Policy Board. The preliminary list of recommended projects was reviewed by the Policy Board on April 15, 2005.

The TIP was posted on CAMPO's website for public review www.corvallisareampo.org. The availability of the TIP document for public review was first publicized in the FYI Section of the Corvallis Gazette Times on Monday, May 16, 2005. An advertisement was placed on the Sunday, May 22, 2005 of the Gazette Times/Democratic Herald informing the public of the opportunities to provide comments on the draft TIP. Copies of the document are made available to the public via mail, email, fax or internet.

The public was afforded a special opportunity to provide comments directly to the CAMPO's Policy Board as part of their agenda of the July 17th meeting, prior to the adoption of the TIP. The public could provide comments through email, mail, phone calls or fax. A public comment period was held from May 16 through June 17, 2005.

The public was directed to submit questions on the TIP document and any written or verbal comments to:

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Coordination with Area Commission on Transportation

The Area Commissions on Transportation (ACT) are advisory bodies to the Oregon Transportation Commission (OTC) primarily on funding transportation projects. The Cascades West Area Commission on Transportation (CWACT) encompasses the counties of Linn, Benton and Lincoln. The Corvallis Area MPO is the only MPO within 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. On April 28, 2005 the MPO presented the list of recommended projects for funding to CWACT and sought their comments.

Federal Regulations

Title 23 of U.S. Code § 450.324-330 contains federal regulations applicable to the Transportation Improvement Program. The following is selected high points of these regulations:

- The TIP must be updated at least every two 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 TIP must cover a period of not less than three years, but may cover a longer period. The TIP must include a list of priority projects to be carried out in the first three years. As a minimum, the priority list shall group the projects that are to be undertaken in each of the years.
- Although a Metropolitan TIP, unlike a State TIP, does not need to be approved by the Federal Highway Administration or the Federal Transit Administration, copies of a new or amended TIP must be provided to each agency.
- There must be reasonable opportunity for public comment on the TIP.
- Projects in the TIP must be consistent with the MPO's long-range transportation plan.
- The TIP must list all transportation projects, or identified phases of a project, within the metropolitan planning area proposed for funding under Title 23 of U.S. Code, the Federal Transit Administration, and planning and research activities.
- The TIP must list all regionally significant transportation projects for which an FHWA or FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds, (e.g., addition of an interchange to the Interstate System with state, local, and/or private funds, demonstration projects not funded under title 23, U.S.C., the Federal Transit Act, etc.)
- The TIP must contain sufficient descriptive material to identify projects (i.e. type of work, phase, terminus, length, etc.).
- The TIP must provide an estimated total cost, and a proposed source of Federal and non-Federal funds, as well as the amount of Federal funds for each program year.
- The TIP must identify the recipient/sub-recipient and State and local agencies responsible for carrying out the project.
- The TIP must identify major projects from the previous TIPs that were implemented, delayed or modified.
- In nonattainment or maintenance areas, the TIP must demonstrate Air Quality Conformity to the applicable State Implementation Plan (SIP).

Funding Sources

The Transportation Equity Act of the 21st Century (TEA-21) provides federal transportation assistance dollars to states 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 in TEA-21. The Oregon Department of Transportation determines distribution and allocation of transportation funds in the State of Oregon. The following is a summary of transportation fund programs that are most relevant to the Corvallis Urbanized Area:

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 and OR 34.

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 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 (STP-U). A portion of the STP is allocated to urban areas (5,000 or more population). 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 planning, transportation enhancement, transit, bridge, or safety activities.

Oregon MPOs, in cooperation with ODOT, identify priority projects for funding under the STP-Urban Program. There are currently six MPOs in the State of Oregon: Bend, Corvallis, Eugene-Springfield, Portland Metro, Rogue Valley and Salem-Keizer.

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.

Surface Transportation Program-Enhancement (STP-E). Ten percent of the STP funds must be allocated for Transportation Enhancement activities. Proposed projects must have a direct relationship with transportation and fall into one or more of the following categories:

- Pedestrians and bicycles facilities
- Safety and educational activities for pedestrian and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs (including tourist and welcome center facilities)
- Landscaping and other scenic beautification;
- Historic preservation;
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals);
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails);
- Control and removal of outdoor advertising, archaeological planning and research
- Mitigation to address water pollution due to highway runoff
- Mitigation to reduce Vehicle-caused wildlife mortality while maintaining habitat connectivity, and
- Establishment of transportation museums.

Projects under the Transportation Enhancement Program are funded on a statewide competitive basis.

Safety. Ten percent of STP funds are allocated to the Safety Program. 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 5309. Provides discretionary funds allocated directly by US Congress to state and local transit providers for capital improvement purposes. The funds are not transferable to roadway or transit operation improvement programs.

Section 5310. Provides funds for services and 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. Provides funds 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 5311(f). Funds are allocated to the state to be distributed to entities that provide fixed route public transportation services between cities. Funds may be used for administration, operations, planning, and capital; costs of intercity bus services.

2. State Programs

The State of Oregon provides a variety of transportation improvement funds to the cities and counties. The Oregon Legislature has created a majority of these funding programs. The following is a selection of prominent state funding programs:

Oregon Transportation Investment Act (OTIA)

OTIA I and OTIA II are transportation funding programs approved by the Oregon Legislature that, including local matching money, have invested \$646 million dollars in Oregon's transportation infrastructure. It has funded improvements to state, county, and city roads and bridges. A local project that has been largely funded by OTIA I dollars is the Philomath road couplet on U.S. 20. A local project that has been largely funded by OTIA II dollars is Highway 99 between Elks Drive and Circle Boulevard in Corvallis.

OTIA III Bridge Program

In 2003, the Oregon Legislature passed House Bill 2041, which provides \$1.3 billion for the replacement and repair of bridges on state highways. Of that, \$361 million is directly distributed to counties and cities for maintenance and preservation projects. Funds are distributed by a

formula, 40 percent to cities and 60 percent to counties. Local governments will select individual projects for city and county roads. There are five bridge projects in Benton County that have been largely funded by OTIA III dollars, all of them along U.S. 20.

Special City Allotment. The State Legislature mandated \$1 million in state gas taxes to be distributed annually among cities with populations of less than 5,000. ODOT sets the distribution and dollar amount by agreement with the League of Oregon Cities. Half of the funds come from the cities' share of gas tax revenues and the half comes from ODOT's share of the State Highway Fund. Locals can receive \$25,000, one-half the maximum grant amount, up front, with final payment due upon completion of the project. Payments are included in the expenditure budget for Local Government in the Highway Program.

The Oregon Transportation Infrastructure Bank. The Oregon Transportation Infrastructure Bank (OTIB) is a statewide revolving loan fund designed to promote innovative financing solutions for transportation needs. Oregon's program was started in 1996 as part of a federal pilot program. Legislative action in 1997 established the program in state law and expanded the bank's authority.

Salmon and Watersheds. ODOT sets aside \$3 million dollars per year to fund the Fish Passage Program, which repairs or replaces culverts that do not currently provide fish passage. To date, 51 sites have been addressed, opening up more than 175 stream miles. ODOT has pioneered efforts to incorporate fish passage into highway construction, including improvements to habitat around in-water structures and more fish friendly bank repairs.

Bicycle and Pedestrian Grants. ODOT also has a local assistance grant program for bicycle and pedestrian facility improvements. Local governments compete for funding for projects that are the highest priority in their community. ODOT and local governments share the costs of these projects. The Oregon Bicycle & Pedestrian Advisory Committee selects the Grant projects.

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.

Financial Capacity Analysis

TEA-21 requires a financial plan that identifies reasonably anticipated funding sources for the implementation of transportation projects included in the Regional Transportation Plan and the Transportation Improvement Program. This requirement is referred to as Financial Constraint.

In compliance with the requirement of financial constraint the MPO examined the following revenue streams:

1. **STP Revenue Projection.** The Corvallis Urbanized Area currently receives approximately \$549K of STP funds for its transportation improvement projects. The Area has a carryover of approximately \$779K as of February 2005. The table below is a conservative projection of STP funds (\$550K/year) for the Corvallis Urbanized Area over the next 5 years. It shows the balance of STP funds against the costs of projects programmed over the same time period.

STP Balance by Year					
Year	Carryover	STP Allocation	Available STP	STP Programmed	STP Balance
2004-2005	\$ 779,474	\$ 549,318	\$ 1,328,792	\$ 270,000	\$ 1,058,792
2005-2006	\$1,058,792	\$ 550,000	\$ 1,608,792	\$ 1,115,000	\$ 493,792
2006-2007	\$ 493,792	\$ 550,000	\$ 1,043,792	\$ 750,000	\$ 293,792
2007-2008	\$ 293,792	\$ 550,000	\$ 843,792	\$ 762,000	\$ 81,792
2008-2009	\$ 81,792	\$ 550,000	\$ 631,792	\$ 636,000	\$ (4,208)
2009-2010	\$ (4,208)	\$ 550,000	\$ 545,792	\$ 521,000	\$ 24,792

2. **FTA's Section 5307 Program Funds.** The Corvallis Transit System currently receives approximately \$650,000 from FTA's Section 5307 for its capital and operation improvement programs. Some of this amount is spend on the Philomath Connection Service. The carryover and the available funds to Corvallis in FY2005 amount to approximately \$600,000. The table below is a conservative projection of Section 5307 funds for the Corvallis Urbanized Area over the next 3 years:

FY	Section 5307 Funds	Cumulative Section 5307 Funds
2004-2005		\$ 594,765
2005-2006	\$ 650,876	\$ 1,245,641
2006-2007	\$ 652,000	\$ 1,897,641
2007-2008	\$ 657,000	\$ 2,554,641
2008-2009	\$ 660,000	\$ 3,214,641

Required Local Match Funds. The use of federal transportation funds requires sponsoring agencies to provide local matching funds as a portion of the total cost of projects. The amount of required local match in Oregon is 10.27% of the total cost of projects for STP funds, 20% for transit capital improvement projects, and 50% for transit operation programs.

The State of Oregon's Local Government Fund Exchange Program allows sponsors of federally funded projects to exchange \$1 of their federal fund for 94 cents in state highway funds. Exchanging federal funds for state funds helps local agencies avoid complicated federal contracting regulations and ensures that all federal funds are expended within required timelines.

Financial Capability Analyses. Benton County and the City of Corvallis are the only two local governments sponsoring projects in the Corvallis Area's TIP document. The County and the City, each develop a five-year Capital Improvement Program (CIP) that is adopted by their governing boards 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.

Funding for transportation improvement purposes in Corvallis are detailed in the City's CIP under the Public Works cost item which constitutes more than one-third of the entire annual budget. Partial funding for the operation and capital improvements of the Corvallis Transit System is provided through the City of Corvallis local property taxes. There is, currently, no indication that the City of Corvallis would discontinue its support of the transit system operation.

Both, Benton County and the City of Corvallis put a great emphasis on the preservation and maintenance of their existing transportation facilities. The jurisdictions routinely make efforts to provide funds for the adequate maintenance and operation of their transportation systems. Both jurisdictions have advisory bodies and advocacy groups that have been instrumental in securing funds for transportation improvement projects.

Statement of Financial Capability. After reviewing the Benton County and the City of Corvallis' CIPs and past trends in financing transportation improvement projects by these governments, the MPO concludes that:

1. Benton County and the City of Corvallis are financially solvent and capable of providing for the operation and maintenance of their transportation systems;
2. The Benton County and the City of Corvallis' CIPs are based on reasonable estimates of projected revenue and expenses over the next five years
3. The Benton County and City of Corvallis' CIPs provide funds to adequately cover the required match for the transportation projects in the TIP;
4. Benton County and the City of Corvallis routinely provide for adequate maintenance and operation of existing transportation systems;
5. The City of Corvallis is committed to providing for the operation and maintenance of the Corvallis Transit System, and;
6. There currently is no indication that Benton County or the City of Corvallis would discontinue their financial support of their transportation systems.

Project Selection Process

The selection of transportation projects for inclusion in the FY2006-2009 TIP went through the following process:

1. **Request for Projects.** The MPO requested its member agencies to submit a list of their desired transportation projects for STP funding. Desired projects were compiled into a master list of candidate projects for funding.
2. **Development of Project Selection Criteria.** As the need for transportation improvement dollars far exceeds the amount of funds available to the Corvallis Urbanized Area, the MPO Technical Advisory Committee (TAC) developed criteria for funding prioritization of projects. The MPO collected sample criteria from other MPOs in Oregon and in different parts of the country. Through a yearlong collaborative exercise, the TAC developed criteria for funding Modernization, Preservation and Maintenance projects. Two sets of criteria were developed, one for modernization projects and one for preservation and maintenance projects. These were adopted by the MPO Policy Board and are in Appendices A and B.
3. **Development of Policy for Allocation of STP funds.** The Policy Board reviewed and adopted a policy developed and recommended by the TAC for allocation of the area's STP funds to its transportation projects. This policy requires the MPO to allocate the majority of its STP funds to the preservation and maintenance of the existing transportation system. This is in line with the current national and state policies that emphasize the preservation and maintenance of the existing transportation systems. A copy of the Corvallis Area MPO Policy on Allocation of STP Funds is in Appendix C.
4. **Application of Criteria.** The TAC applied the selection criteria to the list of projects. During this exercise the appropriateness and feasibility of each criterion was tested and, if warranted, modifications were made to the criterion language. This exercise produced a matrix that evaluated each project according to the criteria. The MPO also defined what type of projects it considers as Modernization and Preservation. The MPO's adopted definitions of Modernization and Preservation (Appendix D) are slightly different from those of ODOT's.
5. **Prioritized List.** Projects were ranked based on their score and a prioritized list was developed for funding over the next five years. Top ranked projects were recommended for funding in immediate future years. The recommended list of projects was developed through a great deal of collaborative work between ODOT and the MPO and it benefits from the consensus of all MPO members. The list of CAMPO's FY2006-2009 Recommended Transportation Projects follows this page.

**List of Recommended Transportation Projects for FY2006-2009 TIP
A. Modernization Projects***

No.	Projects	Score	Rank	Sponsor	Total Cost (\$000)	Year
1	Reconstruct Reservoir Road	61	1	County	1,000	2006-2007
2	Reconstruct 19th, H34-Chapel (in Philomath)	59	2	County	762	2006-2007
3	Eliminate 53rd RR Underpass - Design and Right-of-Way	58	3	County	2,500	2005-2006
4	Reconstruct 53rd, Hwy 20/34-Country Club Rd.	56	4	County	500	2005-2006
Total					4,762	

* There are Preservation and Maintenance components in the Modernization projects listed above.

B. Preservation and Maintenance Projects

NO.	Projects	Score	Rank	Sponsor	Total Cost (\$000)	Year
1	Western, 26th-35th Streets	65	1	Corvallis	450	2005-2006
2	Circle, H20-City Limit	46	2	County	70	2005-2006
3	Walnut, 13th Street - Rolling Green	46	2	Corvallis	482	2007-2008
4	West Hills, Western-53rd	42	4	County	112	2008-2009
5	Walnut, Highland-13th Streets	42	4	Corvallis	480	2007-2008
6	William R Carr, Columbia to 350ft.south	42	4	Adair	55	2005-2006
7	Lewisburg Road, Highland-Crescent Valley	41	7	County	137	2008-2009
8	Highland, City Limit -Lester	39	8	County	43	2008-2009
9	Highland, Lester-Lewisburg	38	9	County	344	2008-2009
10	Walnut, Rolling Green- Kings	38	9	Corvallis	521	2009-2010
Total					2,694	

Status of Previously Programmed Projects

Federal regulations require the TIP to provide the status of projects from the previous TIP in terms of implemented, delayed or modified. The following is the status of Corvallis Area Transportation projects listed in the FY2004-2007 TIP:

Projects	Status
Transportation Demand Management Projects	In Progress
Transit Projects	In Progress
53rd Street, Harrison to Fairground	Implemented
S. 3rd Street Pedestrian Crossing (STP-E)	Delayed

FY 2006-2009

Corvallis Area

Transportation Improvement Program

List of Projects

Table 1 - Previously Programmed Transportation Project

These projects are carried over from the FY2004-2007 TIP and STIP.

Table 2 - Newly Programmed Transportation Projects

These projects are submitted to be included in the FY06-09 TIP and STIP.

Note: All dollar amounts are estimates.

**Table 1 - Previously Programmed Transportation Projects
FY2006-2010**

No.	Project	From-To	Improvement	Project Type	Sponsor	Phase	Fiscal Year	Funding Source	Federal (\$000)	Local Share (\$000)	Total Cost (\$000)	ODOT Key No.
1	OR 34: Van Buren Bridge Replacement EIS (Corvallis)	-	Prelim EIS RW	M	ODOT	1 2	2006 2008	NHS NHS	2,800 969	320 111	3,120 1,080	12827
2	US 20: Philomath Couplet (Philomath)	Mile Post 49.86 to Mile Post 51.33	Construct Couplet	M	ODOT	1 2	2004 2006	OTIA/State		2,000 6,944	2,000 6,944	13572
3	OR 34: Paint Van Buren Bridge (Corvallis)	Mile Post 0.13 to Mile Post 0.14	Paint Bridge #02728	Bridge	ODOT	1 2	2004 2006	HBRRS	160 992	40 248	200 1,240	12794
4	TDM Program (Corvallis)	-	TDM Program	Op-TDM	ODOT	1	2006	STP	40	5	45	12896
5	Corvallis Transit Philomath Connection	-	Transit Operations (5307)	T	City of Corvallis	1	2006	FTA 5307	524	524	1,048	13193

No.	Project	From-To	Improvement	Project Type	Sponsor	Phase	Fiscal Year	Funding Source	Federal (\$000)	Local Share (\$000)	Total Cost (\$000)	ODOT Key No.
6	Corvallis Transit Philomath Connection	-	Transit Operations (5307)	T	City of Corvallis	1	2007	FTA 5307	536	536	1,073	13196
7	TDM Program (Corvallis)	-	TDM Program	Op-TDM	ODOT	1	2007	STP	40	5	45	12897
8	TDM Program (Corvallis)	-	TDM Program	Op-TDM	ODOT	1	2008	STP		5	45	13682
9	TDM Program (Corvallis)	-	TDM Program	Op-TDM	ODOT	1	2009	STP		5	45	13683
10	U.S. 20: Newton - Neer Development	Mile Post 51.31 to Mile Post 54.51	Environmental Document Work	M	ODOT	1	2009	OTIA/State		2,000	2,000	13666

Project Type

P = Preservation

B = Bridge

T = Transit

M = Modernization

Op-TDM = Operations/Transportation Demand Management

**Table 2 - Newly Programmed Transportation Projects
FY2006-2010**

No.	Project	From-To	Improvement	Project Type	Sponsor	Phase*	Fiscal Year	Funding Source	Federal (000)	Local Share (000)	Total Cost (000)	ODOT Key No.
1	Western Boulevard	26th Street to 35th Street	Resurface	P	City of Corvallis	1	05-06	STP	\$ 10		\$ 10	
						2			\$ 240	\$ 200	\$ 440	14344
2	Circle Boulevard	Hwy 20 to Corvallis City Limit	Resurface	P	Benton County	1	05-06	STP	\$ 10		\$ 10	
						2			\$ 60		\$ 60	14345
3	Walnut Boulevard	13th Street to Rolling Green Drive	Resurface	P	City of Corvallis	1	07-08	STP	\$ 10		\$ 10	
						2			\$ 272	\$ 200	\$ 472	14346
4	West Hills Road	Western Boulevard to 53rd Street	Resurface	P	Benton County	1	08-09	STP	\$ 10		\$ 10	
						2			\$ 102		\$ 102	14347
5	Walnut Boulevard	Highland Road to 13th Street	Resurface	P	City of Corvallis	1	07-08	STP	\$ 10		\$ 10	
						2			\$ 270		\$ 270	14348
6	Reservoir Road		Reconstruct	M	Benton County	1	06-07	STP	\$ 10		\$ 10	
						2			\$ 240	\$ 750	\$ 990	14349
7	19th Street	Hwy 34 to Chapel Street	Reconstruct	M	Benton County	1	06-07	STP	\$ 10		\$ 10	
						2			\$ 490	\$ 262	\$ 752	14350

8	53rd Street	Eliminate Railroad Underpass	Design & R-O-W	M	Benton County	1	05-06	STP	\$ 10		\$ 10	
						2			\$ 490		\$ 490	14351
9	53rd Street	Hwy 20/34 to Country Club Road	Reconstruct	M	Benton County	1	05-06	STP	\$ 10		\$ 10	
						2			\$ 255	\$ 235	\$ 490	14352
10	William R. Carr Street	Columbia Avenue to 350 ft. south of Laurel St.	Resurface	P	City of Adair Village	1	05-06	STP	\$ 10		\$ 10	
						2			\$ 20	\$ 25	\$ 45	14353
11	Lewisburg Road	Highland Road to Crescent Valley Drive	Resurface	P	Benton County	1	08-09	STP	\$ 10		\$ 10	
						2			\$ 127		\$ 127	14354
12	Highland Road	Corvallis City Limit to Lester Avenue	Resurface	P	Benton County	1	08-09	STP	\$ 10		\$ 10	
						2			\$ 33		\$ 33	14355
13	Highland Road	Lester Avenue to Lewisburg Road	Resurface	P	Benton County	1	08-09	STP	\$ 10		\$ 10	
						2			\$ 334		\$ 334	14356
14	Walnut Boulevard	Rolling Green Drive to Kings Boulevard	Resurface	P	City of Corvallis	1	09-10	STP	\$ 10		\$ 10	
						2			\$ 511		\$ 511	14357

Project Type P = Preservation M = Modernization
* Phase 1 is set aside for PE review. Phase 2 is Construction

Newly Programmed Transit and Paratransit Projects

No.	Project	Sponsor	Fiscal Year	Funding Source	Federal Share	Local Share	Total Cost	ODOT Key No.
1	Preventive Maintenance of buses	City of Corvallis	06-07	Section 5307	\$156,000	\$39,000	\$195,000	14360
2	Preventive Maintenance of buses	City of Corvallis	07-08	Section 5307	\$164,000	\$41,000	\$205,000	14361
3	Annual Operation of CTS	City of Corvallis	08-09	Section 5307	1,524,000	\$762,000	\$762,000	14358
4	Vehicle Preventative Maintenance	Benton County	05-07	Section 5310	\$53,000	\$6,000	\$59,000	14359
5	Bus Replacement & Auto - Announce Equipment	City of Corvallis	05-06	Section 5309	\$281,004	\$43,598	\$324,602	14602
5	JARC Operation - Transit Services	City of Corvallis	06-07	JARC	\$84,725	\$84,725	\$169,450	15337
State Funded STF Program (Informational)								
6	Dial-a-Bus Purchase Service – Sustain Eve & Wknd Service	Benton County	05-07	STF	\$205,536	\$51,384	\$256,920*	14361
7	STF Strategic Planning	Benton County	05-07	STF	\$52,000	\$13,000	\$65,000	
8	Medicaid Match for non-Medical Waivered Program	Benton County	05-07	STF	\$303,800	\$455,820	\$759,700#	
9	Benton County Preventative Maintenance (Transit PM)	Benton County	05-06	STP	\$52,941	\$6,059	\$59,000	14471

*. Includes the Purchase Service Application for \$60K.

#. Total includes local overmatch.

Glossary of Acronyms

ACT	Area Commission on Transportation
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
FY	Fiscal Year
IOF	Immediate Opportunity Fund
MPO	Metropolitan Planning Organization
NHS	National Highway System
ODOT	Oregon Department of Transportation
OTC	Oregon Transportation Commission
OTIA	Oregon Transportation Investment Act
OTIB	Oregon Transportation Infrastructure Bank
SIP	State Implementation Plan
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
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 Preservation²

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.

² CAMPO's definitions of Modernization and Preservation might be different from the same definitions by ODOT.