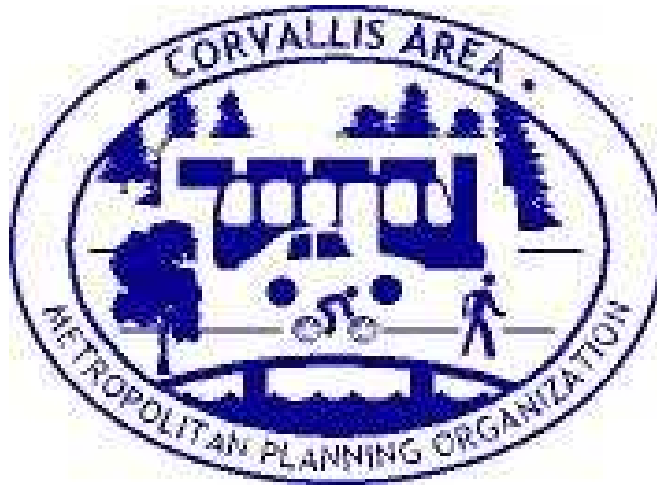


**Corvallis Area Metropolitan Planning Organization  
(CAMPO)**



**FY2012-2015  
Transportation Improvement Program  
(TIP)**

Approved by the  
Corvallis Area Metropolitan Planning Organization Policy Board  
April 20, 2012



**RESOLUTION No. 12-02**

**FOR THE PURPOSE OF ADOPTING THE FY2012-2015 CORVALLIS AREA  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the Governor of the State of Oregon pursuant to USC 23 §123 & 450 has designated representatives of the cities of Corvallis, Philomath and Adair Village, Benton County, and, the Oregon Department of Transportation (ODOT) as the Corvallis Area Metropolitan Planning Organization to carry out the requirements of 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 funding priority of transportation projects in the Corvallis Urbanized Area; and

**WHEREAS**, the Corvallis Metropolitan Planning Organization has developed an FY2012-2015 Transportation Improvement Program in coordination with ODOT and the local transit agency in compliance with all applicable federal and state requirements; and

**WHEREAS**, the FY2012-2015 Transportation Improvement Program meets the requirement of Financially Constrained; and

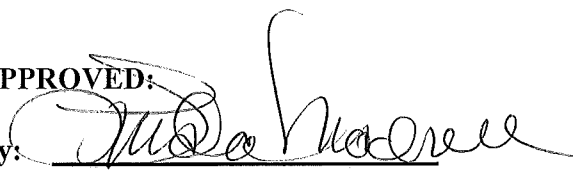
**WHEREAS**, a public involvement process has been duly conducted prior to the adoption of the FY2012-2015 TIP;

**NOW, THEREFORE, BE IT RESOLVED**, that the Policy Board of the Corvallis Area MPO endorses the Corvallis Area FY2012-2015 Transportation Improvement Program and directs staff to submit the document to the Governor of the State of Oregon for inclusion in the FY2012-2015 Statewide Transportation Improvement Program (STIP).

**Dated** this 20th day of April 2012


**APPROVED:**

**By:**

  
**Linda Modrell, Chair**  
Corvallis Area MPO

**ATTESTED:**

**By:**

  
**Ali Bonakdar, Director**  
Corvallis Area MPO

This document 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 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 (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).

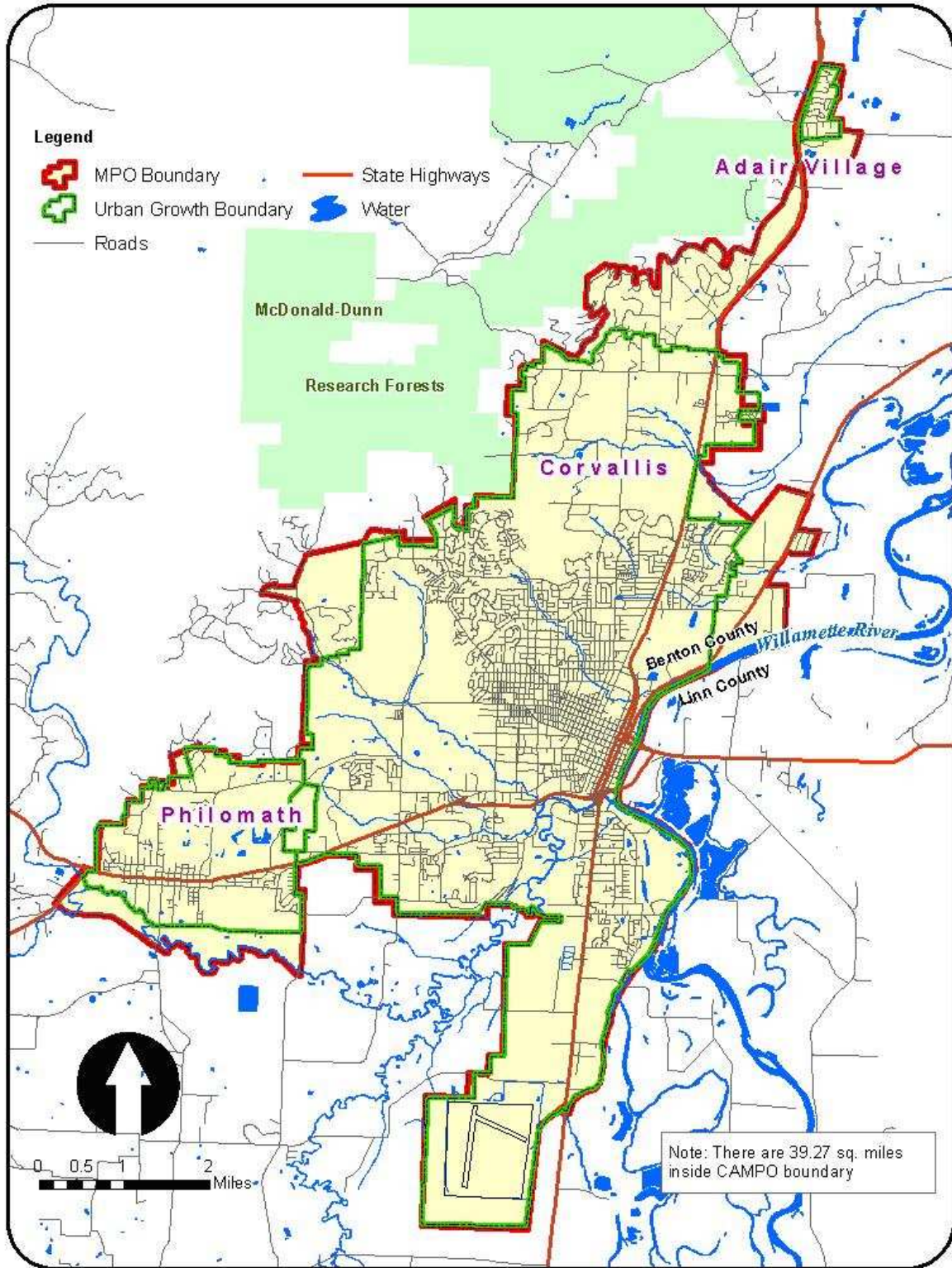
### ***What is the Transportation Improvement Program?***

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 FY2012 through 2015. 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.

**Map 1: 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 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, developed and recommended projects in this document to the CAMPO Policy Board. The Policy Board reviewed the list of projects and funding priorities in February 2012.

The TIP document was posted on CAMPO's website for public review at: [www.corvallisareampo.org](http://www.corvallisareampo.org). An open house public meeting was held on April 10<sup>th</sup>, 2012 to receive public input on the TIP. This public meeting was advertized in the Gazette Times on Wednesday April 4<sup>th</sup> and Sunday April 8<sup>th</sup>, 2012.

The advertisement in the paper was in compliance with the FTA's requirement of Program of Projects (POP).

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 providing advice on funding Modernization transportation projects. The Cascades West Area Commission on Transportation (CWACT) encompasses Linn, Benton and Lincoln Counties. 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. CWACT was informed of the planning and programming activities of CAMPO and the projects in the TIP in April 2012.

## 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 cover a period of not less than four years, but may cover a longer period
- 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 (including Transportation Enhancements, Federal Lands Highway projects, safety projects included in the States Highway Safety Plan, trails projects, pedestrian, walkways and bicycles projects...
- 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 Safe, Accountable, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) 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 SAFETEA-LU. 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. 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 planning, transportation enhancement, transit, bridge, or safety activities.

Oregon MPOs, in cooperation with ODOT, identify priority projects for funding under the STP 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 Program.** SAFETEA-LU 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 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:

**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, green house 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.

**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

SAFETEA-LU 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.

**Revenue Projection.** The Corvallis Urbanized Area receives approximately \$700K of 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: Anticipated Revenues and Projected Program Costs, FY2012-15  
Assuming Annual STP Allotment of \$700K**

No.	Projects	Sponsor	Total Cost	FY	Allotment	Balance	In Exchange\$
1	10th Street Beca-Grant	Corvallis	\$213,000	13	\$700,000	\$487,000	\$200,220
2	53rd Street Hwy-Technology	County	\$102,000	13		\$385,000	\$95,880
3	10th Street Buchanan-Beca	Corvallis	\$366,000	13		\$19,000	\$344,040
4	15th Street, Western-Washington	Corvallis	\$426,000	14	\$700,000	\$293,000	\$400,440
5	Lewisburg Ave, 99W-Highland	County	\$20,000	14		\$273,000	\$18,800
5	Lewisburg Ave, 99W-Highland	County	\$491,000	15	\$700,000	\$482,000	\$461,540
6	15th Street, Washington - Jefferson	Corvallis	\$478,000	15		\$4,000	\$449,320

**FTA's Section 5307 Program Funds.** The Corvallis Transit System (CTS) which includes the Philomath Connection Service currently receives nearly \$1.2 million of FTA's Section 5307 for its capital and operation improvement programs. Additionally CTS has been successful in financing its bus purchases with Section 5309 funds. The anticipated revenue from Section 5309 has not been accounted for in the calculation of financial constraints. Additionally, JARC funds for FY11 and 12 have been earmarked for the CTS. The capital improvement and operation projects programmed for CTS over the next 3 years are based on a reasonable assumption of the availability of these funds and the best projection of revenue and cost.

**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 to avoid complicated federal contracting regulations and ensures that all federal funds are expended within required timelines.

**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 all classified roads (Federal Aid) 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 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.

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 annual budget covers the cost of roadway improvements through the various federal, state and local transportation related revenues.

Additionally, the City of Corvallis has established a reliable revenue stream for the cost of operating transit services and its capital improvement projects. On February 1, 2011, per a decision of the City of Corvallis City Council, CTS became a fareless system. In place of fare box revenue, the City Council has established a monthly fee that is collected from the residential and commercial building accounts in the city of Corvallis. The fee is indexed to the average cost of fuel for the previous year, and was raised to \$3.73 for single family homes in 2012.

Both, Benton County and the City of Corvallis put a great deal of 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 infrastructure. Both jurisdictions have advisory bodies and advocacy groups that have been instrumental in securing funds for transportation improvement projects.



**Statement of Financial Capability.** Table 1 demonstrates the costs of programmed projects against the reasonably anticipated revenues over the next 3 years. Based on a review of the City of Corvallis and Benton County's budget and the past trends in financing transportation improvement projects by these governments the MPO draws the following conclusions:

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 CIPs of Benton County and the City of Corvallis are based on reasonable estimates of projected revenue and expenses programmed in this document;
3. 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;
4. Benton County and the City of Corvallis routinely provide for the maintenance and operation of the existing transportation infrastructure;
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 infrastructure.

## Project Selection Process

The selection of transportation projects for inclusion in the FY2012-2015 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 \$650K of STP funds annually that is pooled and allocated to the highest transportation priority of the MPO area. The allocation of STTP fund to the highest priority projects were through the following steps:

1. **Request for Projects.** The MPO requested its member jurisdictions to 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 are demonstrated in the following pages.

### 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 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: FY2010-2013 Projects**

No.	Project	From - To	Improvement	Total Cost	Key No.	Obligated (Y/N)	Completed (Y/N)
1	Walnut Blvd	Rolling Green – 25th Street	Reconstruct	\$561,000		Y	Y
2	West Hills Rd	Sunset Dr- 53rd Street	Overlay and pave shoulders	\$164,000	17326	Y	Y
3	Arnold Ave	OR 99W - Ryals Ave	Overlay and grind inlay	\$224,000	17327	Y	Y
4	9th Street	Jefferson Ave - Monroe Ave	Reconstruct	\$657,000	17328	Y	Y
5	West Hills Rd and 53rd Street Intersection	53rd St.& West Hills Rd	Reconstruct to urban standard and intersection improvements	\$648,000	17329	Y	N
6	West Hills Rd	Western Blvd - Sunset Dr	Overlay, widen	\$398,000	17330	Y	N

**FY 2012-2015**

**Corvallis Area**

**Transportation Improvement**

**Program List of Projects**

*Note: All dollar amounts are estimates.*

**Table 3 –ODOT Sponsored Projects in the Corvallis Area MPO\*  
FY 2012 - 2015**

No.	Project Route/Highway	From	To	Type: Mod/ Pres	Description of Improvement	Project Total Cost Estimate	Fiscal Year(s)	ODOT Key No.
1	OR34/US20: South Bypass-Wolcott Road.	MP 0	MP 0.13	Modernization	Construct NB Right-turn lane, Third Street @ Van Buren Avenue. Component of larger South Bypass project within CAMPO boundary.	\$628,000	2013	12827
2	Corvallis-Albany Multi-Use Path	Corvallis	Albany	STP, STP-E/	Land Purchase	\$1,050,000	2010	15612
3	Circle Blvd – Manchester Street Multi-Use Path	Adjacent to UPRR	In Corvallis	Enhancement	Construct 1 <sup>st</sup> segment of Multi-Use Path	\$689,000	2012	16817

\*TDM Projects sponsored by ODOT are listed under Transit Projects.

**Table 4 – Other Projects under SAFETEA-LU Funds  
FY 2012 - 2015**

No.	Project Route/Highway	From	To	Type: Mod/ Pres	Description of Improvement	Project Total Cost Estimate	Fiscal Year(s)	ODOT Key No.
1	Irish Bend Covered Bridge	Oak Creek	Campus Way	Bridge	Fumigate, paint, Fire suppression, load rating	\$62,000	2011	16283
2	OR99W	UP RR Overpass	Circle Blvd	TCSP Earmark	Phase I (Design and Environmental) of adding lane to OR99W	Federal = \$275,000 Total = \$308,000	2012	17682
3	Oak Creek (SW Morris Ave) Bridge	SW Morris Ave Bridge	SW Morris Ave Bridge	HBP	Replace bridge #03C25	\$1,203,000	2014-15	17416

**Table 5 -Projects Sponsored by the Corvallis Area MPO under STP Fund\*  
FY2012-2015**

No.	Project	From	To	Description of Improvement	FY	Cost			Total Cost in Federal \$	Cost in Exchange \$	Key No.
						PE	CE	Construct			
1	West Hills Rd and 53rd Street Intersection	53rd St.& West Hills Rd	53rd St.& West Hills Rd	Reconstruct intersection to full urban standard with traffic signal or roundabout	2012	\$97,000		\$551,000	\$648,000	\$609,120	17329
2	West Hills Rd	Western Blvd	Sunset Dr	Overlay and widen the road. Pave shoulders to provide space for bikes and pedestrians. Some retaining walls and driveway adjustments work	2012-2013	FY12 \$60,000		FY13 \$338,000	\$398,000	\$374,120	17330
3	NW 10 <sup>th</sup> St	Beca Ave	Grant Ave	Reconstruction	2013				\$213,000	\$200,220	
4	NW 10 <sup>th</sup> St	Buchannan	Beca Ave	Reconstruction	2013				\$366,000	344,040	
5	SW 53 <sup>rd</sup> St	US20/OR34/Philomath Blvd	Technology Loop	Overlay, Grind and Inlay	2013				\$102,000	95,880	
6	SW 15 <sup>th</sup> St.	Western Blvd	Washington Way	Reconstruction	2014				\$426,000	400,440	
7	Lewisburg Ave (Phase I, PE)	OR 99W	Highland Rd	Overlay, Grind and Inlay	2014	\$20,000			\$511,000	\$480,340	
8	Lewisburg Ave (Phase II, Construction)	OR 99W	Highland Rd	Overlay, Grind and Inlay	2015			\$491,000	\$511,000	\$480,340	
9	15 <sup>th</sup> Street	Washington Way	Jefferson Ave	Reconstruct	2015				\$478,000	\$449,320	

\*STP dollars in the CAMPO Area are usually exchanged for ODOT's Exchange Program dollars.

**Table 6 – Transit and Alternative Mode Projects FY2012-2015**

<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	2012	FTA 5307	\$243,000	\$60,750	\$303,750	
2	Transit Operation	2012	FTA 5307	\$819,644	\$819,644	\$1,639,288	
3	Job Access & Reverse Commute (JARC)	2012	FTA 5316	\$91,936	\$91,936	\$183,872	
4	City of Corvallis TDM Program	2012	ODOT	\$44,303	\$3,697	\$48,000	
5	Bus Purchase	2012	ODOT	\$321,602	\$80,400	\$402,002	
6	Equipment (Capital)	2012	K16923	\$8,964	\$936	\$9,900	18125
7	Preventive Maintenance	2013	FTA 5307	\$247,860	\$61,965	\$309,825	
8	Transit Operation	2013	FTA 5307	\$836,037	\$836,037	\$1,672,074	
9	Job Access & Reverse Commute (JARC)	2013	FTA 5316	\$93,775	\$93,775	\$187,549	
10	City of Corvallis TDM Program	2013	ODOT	\$43,070	\$4,930	\$48,000	
11	Preventive Maintenance	2014	FTA 5307	\$252,817	\$63,204	\$316,022	
12	Transit Operation	2014	FTA 5307	\$852,758	\$852,758	\$1,705,515	
13	Job Access & Reverse Commute (JARC)	2014	FTA 5316	\$95,650	\$95,650	\$191,300	
14	City of Corvallis TDM Program	2014	ODOT	\$43,070	\$4,930	\$48,000	
15	Preventive Maintenance	2015	FTA 5307	\$257,874	\$64,468	\$322,342	
16	Transit Operation	2015	FTA 5307	\$869,813	\$869,813	\$1,739,626	
17	Job Access & Reverse Commute (JARC)	2015	FTA 5316	\$97,563	\$97,563	\$195,126	
18	City of Corvallis TDM Program	2015	ODOT	\$43,070	\$4,930	\$48,000	

## 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	
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	

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 same definitions by ODOT.