

# MEMORANDUM

Corvallis Area Metropolitan Planning Organization  
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Corvallis, Oregon 97330

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**Date:** October 31<sup>st</sup>, 2022  
**To:** CAMPO Technical Advisory Committee and Policy Board  
**From:** Steve Dobrinich, CAMPO Staff  
**Re:** Surface Transportation Block Grant (STBG) Application Overview

## Background

The application period for FFY 2025-27 Surface Transportation Block Grant (STBG) funding closed October 14, 2022. This memo summarizes project proposals received by CAMPO staff.

## Summary of Projects

Five STBG applications were submitted by four CAMPO member agencies. A total of \$4,198,737 in STBG funding has been requested. If fully funded these projects would leverage nearly \$10 million in infrastructure spending. The table below provides an overview of funding requested.

Project Name	Applicant	STBG Funds Requested	Total Estimated Project Cost
19th Steet Grind & Inlay - Preservation <i>N 19th segment</i> <i>S 19th segment</i>	Benton County	\$1,360,297 <i>\$703,397</i> <i>\$656,900</i>	1,500,000 <i>\$775,636</i> <i>\$724,457</i>
45 <sup>th</sup> Street Grind & Inlay - Preservation	Benton County	\$630,840	\$695,628
Conifer Boulevard Rehabilitation	Corvallis	\$1,700,000	\$5,300,000
SW Campus Way Corridor – Scoping Study	Oregon State University	\$250,000	\$700,000
S. 16th Street Expansion and Sidewalk Installation	Philomath	\$257,600	1,790,297
<b>TOTAL</b>		<b>\$4,198,737</b>	<b>\$9,985,925</b>

The table on the following pages includes project descriptions.

## Next Steps

- Board project overview
- Public comment period
- Technical Advisory Committee funding recommendations to Board
- Board review and decision on funding approval

Project Name	Project Description	Applicant	STBG Funds Requested	Total Estimated Project Cost
19th Steet Grind & Inlay - Preservation	<p>Grind and inlay 19th Street in Philomath from Industrial Way to Chapel Drive (with the exception of the couplet intersections) for a total of approximately 1.10 miles. This project is vital to keeping 19th Street in good condition for the traveling public. There are existing curb and gutters along the majority of the length which will facilitate a grind and inlay project. Sidewalk ADA ramps and crosswalks will be upgraded as needed as part of the project. Pavement preservation projects are not outlined in Benton County's Transportation System Plan; however, they are priority ranked according to our road maintenance procedures. Pavement preservation is also a key component to ensure the MPO can achieve the goals and objectives outlined in the Regional Transportation Plan.</p>	Benton County	<p>\$1,360,297 (Total)</p> <ul style="list-style-type: none"> <li>• N. 19<sup>th</sup> segment \$703,397</li> <li>• S. 19<sup>th</sup> segment \$656,900</li> </ul>	<p>\$1,500,000 (Total)</p> <ul style="list-style-type: none"> <li>• N. 19<sup>th</sup> segment \$775,636</li> <li>• S. 19<sup>th</sup> segment \$724,457</li> </ul>
45 <sup>th</sup> Street Grind & Inlay - Preservation	<p>Grind and inlay SW 45th Street in Corvallis from Country Club Drive to Nash for a total of approximately 0.6 mile. This project is vital to keeping 45th Street in good condition for the traveling public. There are existing curb and gutters along the entirety of the length which will facilitate a grind and inlay project. Sidewalk ADA ramps and crosswalks will be upgraded as needed as part of the project. Pavement preservation projects are not outlined in Benton County's Transportation System Plan; however, they are priority ranked according to our road maintenance procedures. Pavement preservation is also a key component to ensure the MPO can achieve the goals and objectives outlined in the Regional Transportation Plan.</p>	Benton County	\$630,840	\$695,628
Conifer Boulevard Rehabilitation	<p>The Conifer Boulevard Rehabilitation project will rehabilitated the pavement on Conifer Boulevard between Hwy 99 and the eastern City Limits. The total length of the project is 5500 LF. Of that, 2500 LF is planned for reconstruction, and the remainder will receive a Grind/Inlay.</p> <p>An investment in Conifer Boulevard at this time will mean that the majority of roadway surface can be rehabilitated through the grind and inlay process, preventing it from further degrading to the point a much more expensive reconstruction project is needed. In addition to pavement rehabilitation, there are a number of other project elements that support multi-modal travel on the corridor.</p> <p>The project scope and estimate includes money to improve two railroad crossings of this corridor. Similar to previous street rehabilitation projects in our community, staff will request a</p>	Corvallis	\$1,700,000	\$5,300,000

	<p>cooperative cost sharing agreement with the railroad to upgrade both street and sidewalk crossings (TSP Project PB4).</p> <p>All corner ramps will be reconstructed to meet current ADA standards (TSP Project P5).</p> <p>The Transportation System Plan identifies 2 neighborhood bikeways that intersect with this segment of Conifer: Lancaster Avenue and Cambridge Circle (TSP Projects B48 and B50). As such, corner curb bulb-outs will be planned at both locations. In addition, Conifer Boulevard between the Highway and Cambridge Circle is identified as part to of the City's low-stress bike network. In conjunction with restriping work at the completion of the rehabilitation project, opportunities to improve bicycling facilities on this and all segments of Conifer will be explored.</p> <p>Reconstructed segments of Conifer will be retrofitted with stormwater quality facilities.</p>			
SW Campus Way Corridor – Scoping Study	<p>SW Campus Way is a critical east-west corridor through campus that serves as a gateway to campus from the city of Corvallis to the east and from Benton County to the west. Much of the corridor experiences intense daily pedestrian and bicycle activity, as well as vehicle traffic crossing the corridor. In the future, this area is envisioned as a multimodal corridor that prioritizes pedestrian and bicycle traffic, but can also accommodate emergency vehicles, service vehicles, and transit with fewer conflicts.</p> <p>The OSU Transportation Plan identifies the Campus Way corridor as <a href="#">Recommendation 2</a> of its five priority projects. While the OSU Transportation Plan provides a high-level vision for this critical corridor, an engineering scoping study is needed to ground truth the recommendations, verify connections with the multi-modal transportation networks, understand implications to other utilities and infrastructure, and refine design to minimize impacts on historic and natural features. The scoping study is anticipated to provide implementable direction that would be consistent with the Corvallis Campus Vision, OSU's Historic Preservation Plan, the Corvallis Land Development Code (OSU Zone, Historic Preservation Provisions, Highly Protected Significant Vegetation) and the City's Transportation System Plan.</p>	Oregon State University	\$250,000	\$700,000
S. 16th Street Expansion and Sidewalk Installation	<p>S. 16th Street is a 16' deficient chipsealed road fronted by Philomath elementary school on the east side and single-family homes on the west side. It terminates just before the city's public works yard in a gravel, pot-holed turnaround. The sidewalk along the school frontage is in need of replacement, and the west side has open storm ditches and no sidewalks. Vehicles dropping off or</p>	Philomath	\$257,600	1,790,297

	<p>picking up students are forced to go down to the end of the street before it is wide enough to turn around and come back in front of the school and out to the intersection at Applegate Street, causing twice as much traffic as necessary at this controlled 4-way stop.</p> <p>Buses are not able to utilize 16th Street and are forced to parallel park on Applegate Street to drop off students. These students then have to cross the sidewalk or parking lot where parents are trying to drop off their students, adding further to the congestion.</p> <p>The solution is to fully improve the existing street to the city's standard dimensions, with sidewalks and on-street parking on both sides of the street, and extending the street between the public works yard and school ballfield to Cedar Street. This extension would remove the dead-end and significantly increase connectivity and traffic circulation around the elementary school. Specifically, the City is looking for STBG funding to pay for the bike and pedestrian improvement portions of this larger scaled project.</p> <p>STBG funds are allowed to be used on local roads for bike/ped projects such as sidewalks.</p>			
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