Corvallis Area Metropolitan Planning Organization

(CAMPO)

FY2021-2024
Transportation Improvement Program (TIP)

Approved by the
Corvallis Area Metropolitan Planning Organization Policy Board on

May 13, 2020

Amended September 24, 2021

Amended November 9, 2022

Approved by Governor Kate Brown on August 13, 2020

Corvallis Area Metropolitan Planning Organization
777 NW 9th Street, Suite 204C
Corvallis, Oregon 97330

July 10, 2020

Kate Brown
Governor, State of Oregon
c/o ODOT Government Relations Office
355 Capitol Street
Salem, OR 97301-3872

Dear Governor Brown:

We are pleased to present the FY2021-2024 Transportation Improvement Program (TIP) for the Corvallis Area Metropolitan Planning Organization (CAMPO) for your approval as required by 23 CFR Part 450, Subpart C (Section 450.324 (b)).

The CAMPO FY2021-2024 TIP was adopted by the Policy Board on May 13, 2020, following public involvement efforts consistent with the Governor's Executive Order 20-16. It is anticipated that the TIP will become effective October 1, 2020. CAMPO is governed by a five-member Policy Board consisting of representatives of the cities of Corvallis, Philomath and Adair Village, the County of Benton and the Oregon Department of Transportation (ODOT). The City of Corvallis is the owner of the Corvallis Transit System and their representation on the MPO Policy Board also represents the interests of the transit system.

The transportation improvements contained in our adopted TIP address a broad range of multi-modal transportation issues. The document meets all applicable state and federal requirements and was developed through close collaboration between local agencies and ODOT. The CAMPO TIP is also financially constrained.

Thank you for your consideration. Please contact staff if you have any questions.

Sincerely,

Barbara Bull, Chair
Corvallis Area MPO

Approved by:

Kate Brown
Governor
State of Oregon

Date: August 13, 2020

cc: Jeff Flowers, ODOT
Savannah Crawford, ODOT
James Feldmann, ODOT
John Maher, ODOT
Rachael Tupica, FHWA
Jeremy Borrego, FTA

RESOLUTION No. 2020-01

FOR THE PURPOSE OF AMENDING THE FY2021-2024 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 FY2021-2024 Transportation Improvement Program in coordination with ODOT and the local transit agency in compliance with all applicable federal and state requirements; and

WHEREAS, the FY2021-2024 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 FY2021-2024 TIP; and

WHEREAS, the selection of priority projects in the FY2021-2024 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 FY2021-2024 Transportation Improvement Program.

Dated this 13th day of May 2020

APPROVED:

By: Barbara Bull

Barbara Bull, CAMPO Policy Board Chair
Councilor, City of Corvallis

ATTESTED:

By: Nicholas S. Meltzer

Nicholas Meltzer, P.E., Staff
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?
Formed in 2002, the Corvallis Area Metropolitan Planning Organization (CAMPO) is comprised of the cities of Adair Village, Corvallis and Philomath, the county of Benton, and the Oregon Department of Transportation. . CAMPO is governed by a five-member Policy Board consisting of elected representatives from each city or county, as well as a staff person from 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 three fiscal years (FY) and is updated every two years. This TIP document covers the period of FY2021 through 2024.

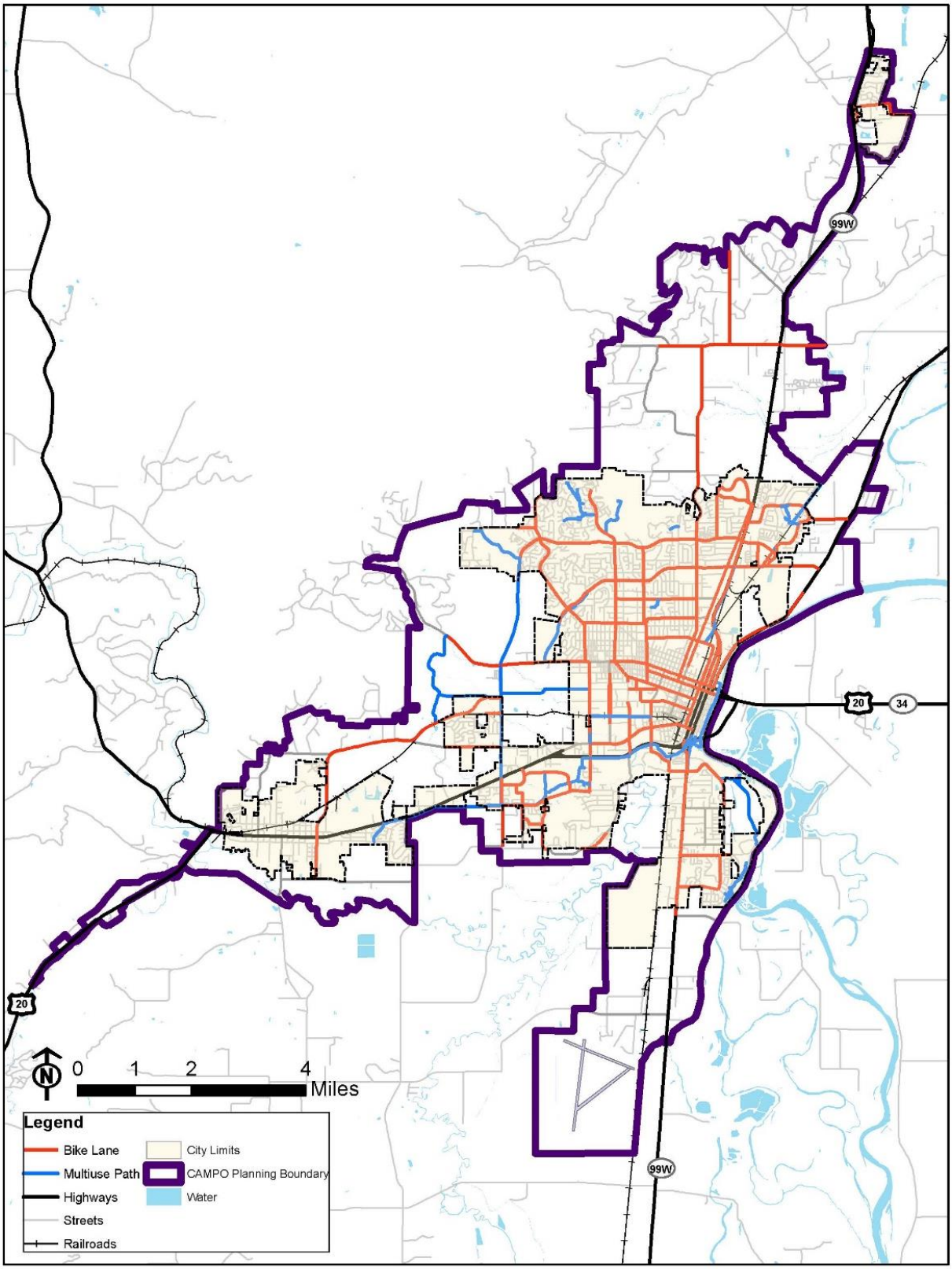
The TIP development process relies upon building consensus among federal, state and local agencies on funding priorities of near term transportation projects. These projects may range from improving highways and funding transit to adding bicycle lanes on major urban streets and preserving existing roads.

Copies of the TIP are provided to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

How are projects funded?
Transportation projects identified within this document are funded through a combination of federal, state and local dollars. The Corvallis Area MPO receives additional federal funding to help address regional transportation needs. These federal dollars are exchanged with state dollars to allow more project flexibility. Often, projects require more funding than is available, so funding also comes from local city and county revenues.

How are projects selected?
Projects were selected by the CAMPO Technical Advisory Committee (TAC) and submitted for final approval by the Policy Board. Selection criteria were developed by CAMPO staff and approved by the Policy Board prior to the request for projects. More information about this process is contained within the document.

Figure 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. The CAMPO Policy Board regards public involvement as an integral part of CAMPO's activities. The sections below describe steps taken by CAMPO to involve the public in the development of this plan.

Virtual Open House

The Technical Advisory Committee, made up of technical staff from member jurisdictions, evaluated and recommended projects to the CAMPO Policy Board. After recommended projects were submitted by TAC members, a bi-lingual virtual open house served as the main form of public engagement. A flyer requesting input *(Figure 2)* was distributed through public information officers at ODOT, Corvallis, Benton County, Philomath and Adair Village. The flyer brought people to a landing page on CAMPO's website that had details on the TIP process, a link to FHWA's website with more details on the TIP, and information on their role in commenting on the process. One link included an interactive map displaying all of the submitted projects with details on location and cost. Respondents could then submit comments on each project using an online form. All materials, including the flyer, website, map and comment form were bi-lingual. The public comment period was open from July 3rd through July 24th of 2019.

Figure 2: TIP Public Input Flyer

Nineteen comments were received. A summary follows, while the details of each comment are found in Appendix C.

- There was support or conditional support for the majority of projects with comments.
- The poor quality of roads in Corvallis was mentioned in support of preservation.
- There were multiple mentions of including pedestrian, bicycle and vehicular safety improvements (i.e. road diets, buffered bike lanes, etc.) in the conditional support comments.
- There were both comments in support of, and against 13th Street in Philomath.

After review of each of the comments, the TAC agreed that taken collectively, the comments did not warrant any adjustments to the projects or their score.

Comment Period for FY2021-2024 TIP Draft Document
Following its completion, the draft TIP document was posted on CAMPO's website for public review at: www.corvallisareampo.org. The document was made available to the public for input and comments both online for two weeks during April. Due to the Coronavirus pandemic, a virtual open house was again used for soliciting public comment. This virtual open house was advertised through the local newspapers.

Comments received from the public were presented to the Policy Board prior to their deliberation of the final 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. 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. The MPO informs the Cascades West Area Commission on Transportation (CWACT) of its transportation planning and programming activities. For the 2021-2024 TIP, CAMPO updated the CWACT on selected projects at the August 22, 2019 meeting. The draft TIP was reviewed at the April 23, 2020 meetings.

Federal Requirements and Performance Measures

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 Statewide Transportation Improvement Program (STIP) development and approval process.

- The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP prior to approval. The TIP shall be published or made readily available by the MPO for public review including 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.

Performance Measures
As a federally designated metropolitan planning organization, CAMPO is required to develop and adopt performance targets for Safety, Pavement Condition, Bridge Condition, National Highway System (NHS) Performance, and Freight Movement/Reliability. Neither of the Congestion Mitigation and Air Quality (CMAQ) measures apply as the Corvallis region is in attainment.

There are no portions of Interstate within the Corvallis Area Metropolitan Planning Organization's planning area, and all portions of the NHS within the planning area are owned and maintained by the Oregon Department of Transportation. This fact, coupled with the limited staff capacity of a small MPO, led CAMPO to adopt the state targets for Safety, Pavement/Bridge Condition, NHS Performance and Freight Reliability. The list of performance measures is included below.

Oregon Department of Transportation Performance Management Targets, of which the Corvallis Area MPO adopted.

Safety					
Base Period	**Fatalities (People) (2011-2015)**	**Fatality Rate (People per 100 Million VMT) (2011-2015)**	**Serious Injury (People) (2010-2014)**	**Serious Injury Rate (People per 100 Million VMT) (2010-2014)**	**Non-motorized Fatalities and Serious Injuries (People) (2010-2014)**
Baseline	357	1.04	1,491	4.42	234
2013-2017	357	0.94	1,491	4.42	234
2014-2018*	350	0.89	1,461	4.33	229
2015-2019	343	0.83	1,432	4.24	225
2016-2020	328	0.78	1,368	4.06	215
2017-2021	306	0.73	1,274	3.78	200
*2014-2018 is the first period that targets must be established for the HSIP Program. The federal performance areas and targets addressing safety are contained in the Oregon Transportation Safety Action Plan.					

Pavement Condition		
Performance Measure	**2022 Performance Target**	
1. Percentage of pavements of Interstate System in Good condition	35%	
2. Percentage of pavements of Interstate System in Poor condition	0.5%	
3. Percentage of pavements of the non-Interstate NHS in Good condition	2-Year 50%	4-Year 50%
4. Percentage of pavements of the non-Interstate NHS in Poor condition	2-Year 10%	4-Year 10%

Bridge Condition	
Performance Measure	**2022 Performance Target**
5. Percentage NHS bridges classified as in Good condition	10%
6. Percentage of NHS bridges classified as in Poor condition	3%
National Highway System Performance	
Performance Measure	**2022 Performance Target**
7. Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)	78%
8. Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)	78%
Freight Movement on Interstate System	
Performance Measure	**2022 Performance Target**
9. Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)	1.45

While CAMPO does not have direct jurisdiction over any infrastructure, significant efforts are made to align planning and programming with the intent of the performance measures. Some examples of this include:

- Hosting a National Association of City Transportation Officials (NACTO) bikeway training to help engineers design safer infrastructure for more vulnerable road users.
- During 2021-2024 Surface Transportation Block Grant (STBG) project selection, letting jurisdictions choose to fund pavement preservation projects, thereby helping maintain pavement condition on the local system and reducing the burden for supplementary grants.
- Including evaluation criteria in the STBG process that prioritize projects (including resurfacing) that improve bicycle or pedestrian accommodations, as well as prioritize overall improvements in freight routes.
- Developing regional transportation performance measures to reduce vehicle congestion throughout the CAMPO planning area.
- Developing a multi-modal count program to aid in the collection of data for regional planning and information sharing.
- Participation in the Performance Measure Coordination and Reporting Process with the Oregon Department of Transportation.
- Attending statewide MPO coordination meetings and national conferences to learn from other regions on best practices and available trainings related to safety and asset management.

Plan Policy and Integration
The Transportation Improvement Program (TIP) allocates federal funding given to metropolitan planning organizations for the explicit purpose of addressing regional transportation issues. Projects for funding are identified from long range metropolitan transportation plans. In this sense, the TIP is project programming that stems from project planning.

The Corvallis Area MPO Regional Transportation Plan (RTP) was last updated in 2017, and will be updated again by 2022. Within that time frame, FHWA and ODOT released transportation performance measures as part of the MAP-21 legislation, and carried into the FAST Act, which are the current and previous federal transportation authorization bills, respectively. As mentioned in the previous section, the federal performance measures primarily impact state and federal roads within CAMPO's boundary, which the MPO does not have jurisdiction over. However, CAMPO strives to meet the intent of the performance measures through improving safety, maintaining a state of good repair on regional pavement conditions and bridges; and insuring the National Highway System is reliable for both freight traffic and the traveling public.

As the 2017 CAMPO Regional Transportation Plan outlines regional needs, all modernization projects submitted for TIP funding are required to be an identified project in the RTP. For preservation projects, local jurisdictions utilize their own asset management systems, which helps CAMPO meet the Pavement Condition and Safety performance measures.

The Corvallis Area MPO maintains a Public Participation Plan (PPP), last approved in 2011 and available on CAMPO's website. For major activities such as the Transportation Improvement Program, CAMPO's PPP states a specific public engagement plan will be developed, including the notification processes included in routine activities, at a minimum. For the FY2021-2024 TIP process, CAMPO developed a specific public engagement strategy that involved:

- A specific page on CAMPO's website with details on the TIP process and how to engage as a member of the public.
- Opportunities for public comment at both TAC and Policy Board meetings
- A two week comment period on TAC selected projects
- A flyer requesting public comment submitted to all member public information officers
- A two week comment period on the draft TIP

TIP Project Selection Criteria were revised for the first time since CAMPO's inception, for this TIP process. The goals from the 2017 CAMPO Regional Transportation Plan were used to develop evaluation criteria for projects in the FY2021-2024 TIP.

In this sense, the CAMPO RTP, PPP and Performance Measures are in alignment with the FY2021-2024 TIP.

Project List and Selection Process

By adopting the TIP, the CAMPO Policy Board prioritizes and selects the projects for implementation and funding as scheduled. No additional action by the Policy Board is required for the funding of these projects up to the dollar amounts programmed in the TIP. If additional funds become available or if a project experiences an unexpected delay, the Policy Board may select other projects from the TIP to take advantage of the additional funds or to replace a delayed project.

A. Selection of State Led Projects

Major capacity improvement projects not funded with CAMPO's STBG allocation are prioritized by ODOT. ODOT's transportation projects have been coordinated with CWACT.

B. Selection of CAMPO Led Projects (Under STBG)

The MPO Area receives STBG funds annually that are pooled and allocated to the highest priority transportation projects. Prior to requesting projects for inclusion in the FY2021-2024 TIP, the evaluation criteria was brought to both the TAC and Policy Board for update and approval.

Table 1: Corvallis Area MPO STBG Allocations

	FY2021	FY2022	FY2023	FY2024	FY2021-2024
Corvallis Area MPO	$853,880*	$873,088	$892,296	$911,927	$3,531,192
**Note: The FY 2021-2024 numbers are estimates based on FY2020 funding and a 2.2% growth rate. This is due to the current federal transportation bill expiring in September 2020.*					

Selection of STBG projects took place through the following steps:

1. **Request for Projects.** The MPO requested that its member jurisdictions submit a list of desired transportation projects for STBG funding. A request for projects was distributed via CAMPO's TAC and interested parties list serve two weeks prior to the submission deadline. No official application form was used, the burden was placed on the applicant to discuss how their projects met the evaluation criteria. Desired projects were compiled into a master list of candidate projects for funding.

2. **Project Evaluation.** The selection criteria were updated in preparation of the FY2021-2024 TIP and adopted by the Policy Board in May 2019.The MPO Technical Advisory Committee (TAC) applied selection criteria to candidate projects. Preservation and modernization projects were scored separately by the TAC based on the approved criteria. Following evaluation, the TAC's prioritized list of candidate projects for funding was made available for public comment. The selection criteria are attached as Appendix B.

3. **Approval of Projects.** The Technical Advisory Committee submitted a list of recommended projects to the Policy Board for discussion and approval. Historically, the TAC submitted lists of preservation and modernization projects separately, and let the

Policy Board decide on project selection. In this TIP cycle, the TAC felt a shorter list of prioritized projects would more accurately represent regional needs. This "recommended" list of projects was submitted to Policy Board. After discussion on the process, the Policy Board approved the list submitted by the TAC.

Something new for this cycle is funding for scoping studies. A scoping study is loosely defined as a conceptual planning exercise to help better understand larger investments. The TAC agreed these would be evaluated on a case by case basis, and only up to 10% of the annual funding would be used for this type of project.

C. Fund Allocation

Per a previously adopted policy, a majority of the MPO's STBG allotment is allocated to the preservation and maintenance of the existing transportation system. This allocation is generally in the form of resurfacing roadways projects. However, if modernization projects are submitted, they are evaluated on a case by case basis by the Technical Advisory Committee for adoption into the TIP.

The projects selected for STBG funding within CAMPO are listed below. Because these projects utilize the Oregon Department of Transportation's state fund exchange with federal monies they are not incorporated into the STIP. Projects are reproduced here for transparency and in case the state fund exchange program ceases to exist. CAMPO receives $0.94 for every dollar it puts into the state fund exchange but gains significant flexibility in project delivery.

Table 2: FY2021-2024 MPO Selected Projects (STBG State Exchange)

Projects	Improvement	Project Sponsor	Year	STBG Funding
School Vehicle Circulation Study	Scoping	Philomath	2021	$20,000
Trails Connectivity Plan	Scoping	Adair Village	2021	$25,000
53rd and Country Club	Intersection Improvement	Benton County	2021	$650,000
13th Street Streetscape	Streetscape Modernization	Benton County/ Philomath	2022	$520,000
Circle Blvd Paving*	Preservation	Corvallis	2023	$1,380,000
Walnut Blvd Paving	Preservation	Corvallis	2024	$824,000
*Initially $754,000 programmed for this project. In November 2022 the Policy Board approved the transfer of an additional $626,000 from the Western Boulevard Paving project.				

Table 3: MPO Projects (PL and 5303 Funding)

ODOT Key No.	Project	Description	Applicant	Fund 1 (FHWA)	Match (State)	Fund 2 (FTA)	Match (Local)	Project Total Cost Estimate	Fiscal Year(s)
20603	Corvallis area MPO planning SFY22	Planning funds for projects identified in state fiscal year 2022 of the Unified Planning Work Program (UPWP). The UPWP is a guide for transportation planning activities to be conducted over the course of each state fiscal year (July 1 to June 30).	CAMPO	$177,669.73	$20,335.10	$50,414.84	$5,770.20	$254,189.87	2021
21842	Corvallis area MPO planning SFY23	Corvallis Area MPO planning funds for FFY 2022. Projects will be selected in the future through the MPO process	CAMPO	$149,648.10	$17,127.90	$43,196.00	$4,943.98	$214,916	2022
21852	Corvallis area MPO planning SFY24	Corvallis Area MPO planning funds for FFY 2023. Projects will be selected in the future through the MPO process	CAMPO	$149,720.79	$17,136.21	$44,088.00	$5,046.07	$215,991	2023
21863	Corvallis area MPO planning SFY25	Corvallis Area MPO planning funds for FFY 2024. Projects will be selected in the future through the MPO process	CAMPO	$149,793.47	$17,144.53	$44,980.00	$5,148.17	$217,066	2024

Table 4: Public Transportation Projects (5307, 5310, 5311, 5339)

ODOT Key No.	Project	Description	Applicant	Federal Funds	Match	Project Total Cost Estimate
20955	FY21 loop operations (CAMPO)	Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.	City of Albany	$157,600 (5307)	$157,600.00	$315,200.00
21964	Enhanced Mobility Program - Benton County FFY22	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	ODOT Transit	$162,377.5 (5310)	None	$162,377.50
21975	Enhanced Mobility Program - Benton Co FFY23	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	ODOT Transit	$166,250 (5310)	None	$166,250.00
21984	Enhanced Mobility Program - Benton Co FFY24	Enhanced mobility small urban program funding to improve transportation services to the special needs, seniors, and other transit-dependent populations in rural areas.	ODOT Transit	$85,000 (5310)	$85,000	$170,000.00
22016	Oregon Transportation Network - Benton Co FFY22	Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	ODOT Transit	182,213.01 (5310)	$20,855.09	$203,068.10
22034	Oregon Transportation Network - Benton Co FFY23	Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	ODOT Transit	182,213.00 (5310)	$20,855.10	$203,068.10
22049	Oregon Transportation Network - Benton Co FFY24	Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.	ODOT Transit	182,213.00 (5310)	$20,855.10	$203,068.10
22111	Corvallis Transit - preventive maintenance 2020	FTA grant program 5307 for preventative maintenance.	City of Corvallis	$249,790.40 (5307)	$62,447.60	$312,238.00
22173	Corvallis Transit - ADA paratransit compliance 2020	Corvallis Transit system for compliance of ADA paratransit requirements.	City of Corvallis	$37,280.00 (5307)	$9,320.00	$46,600.00
22212	FY22 Linn-Benton Loop Capital Project - set aside (CAMPO)	FY22 Corvallis Area MPO (5307) pool funds set aside for Linn-Benton Loop transit to improve traffic flow. Projects to be determined at later date through approval of Loop Policy Board.	City of Albany	$179,655	$44,914	$224,569

22214	FY22 Loop Preventative Maintenance (CAMPO)	Funds (5307) for loop operations projects to improve traffic flow	City of Corvallis	$26,400	$6,600	$33,000
22217	FY23 Linn-Benton Loop Capital Project - set aside (CAMPO)	FY23 Corvallis Area MPO (5307) pool funds set aside for Linn-Benton Loop transit to improve traffic flow. Projects to be determined at later date through approval of Loop Policy Board.	City of Albany	$188,640	$47,160	$235,800
22218	FY23 Loop Preventative Maintenance (CAMPO)	Funds (5307) for loop operations projects to improve traffic flow	City of Corvallis	$26,400	$6,600	$33,000
22221	FY24 Loop Operations (CAMPO)	Corvallis Area MPO (5307) funds used for loop operations projects to improve traffic flow.	City of Albany	$167,500 (5307)	$167,500.00	$335,000.00
22222	FY24 Loop Preventative Maintenance (CAMPO)	Funds (5307) for loop operations projects to improve traffic flow	City of Corvallis	$26,400	$6,600	$33,000
22292	Corvallis Transit System (CTS) Camera System	Install camera system at the Downtown Corvallis Transit Center for safety and security purposes.	City of Corvallis	$20,800.00 (5307)	$5,200.00	$26,000.00
22330	Purchase Battery Electric Buses	Purchase battery electric buses that will replace CTS biodiesel buses that have reached their useful lives. (FTA 5307 funds)	City of Corvallis	$1,480,000.00 (5307)	$370,000.00	$1,850,000.00
22331	Purchase Equipment and Construct Bus Charging Facilities (Corvallis)	Purchase bus charging equipment which will serve new battery electric busses. Design and construct bus charging facilities at City of Corvallis Public Works Department's bus parking lot. (FTA 5307 funds)	City of Corvallis	$388,000 (5307)	$97,000	$485,000.00
22332	Project Administration for Battery Electric Bus Projects	Project administration for bus procurement, protocols for future Battery Electric Bus acquisitions, and technical analysis of charging infrastructure. (FTA 5307 funds)	City of Corvallis	$241,600.00 (5307)	$60,400.00	$302,000.00
22491	Corvallis Transit -1% Safety and Security	City of Corvallis transit safety and security using FTA 5307 grant funds. Enhanced lighting at Downtown Transit Center to improve safety through increased visibility.	City of Corvallis	$18,881.00 (5307)	$4,720.00	$23,601.00
22494	Corvallis Transit –ADA Paratransit Vehicle Purchase FY2022	Purchase new paratransit vehicle using FTA 5307 grant funds to ensure continued high quality service. Project helps fulfill ADA paratransit requirements.	City of Corvallis	$75,000 (5307)	$18,750.00	$93,750.00

22495	Corvallis Transit –Paratransit Operations FY2022	FTA grant program 5307 for paratransit operations to ensure continued provision of service. Project helps fulfill ADA paratransit requirements.	City of Corvallis	$50,000 (5307)	$12,500.00	$62,500.00
22496	Corvallis Transit –Preventive Maintenance FY2022	FTA grant program 5307 for preventative maintenance to ensure continued upkeep of service.	City of Corvallis	320000 (5307)	$80,000.00	$400,000.00
22497	Corvallis Transit –Fixed Route Operations FY2022	FTA grant program 5307 funds for fixed route operations of Corvallis Transit System to improve traffic flow.	City of Corvallis	$1,424,215 (5307)	$1,424,215.00	$2,848,430.00

Table 5: Other State and Federally Funded Projects in the Corvallis Area MPO FY2021-2024

ODOT Key No.	Project Route/Highway	Description	Applicant	Project Total Cost Estimate	Fiscal Year(s)
20071	OR99W: Corvallis stormwater system	Replace current stormwater system with new drainage to prevent collapses and plugs during the winter	ODOT	$1,795,633.22	2017, 2021
20193	NW Oregon (Southern Portion) curve warning upgrades	Install chevrons and updated curve warning signs at various locations to increase safety	ODOT	$1,955,071.27	2019, 2021
20221	Albany and Corvallis Signal Improvements	Add signal enhancements at several intersections to improve safety.	ODOT	$3,531,920.00	2019, 2021
20688	OR34: Van Buren Bridge (Corvallis)	Replace bridge due to deterioration	ODOT	$71,633,000.00	2017, 2020-22
21191	US20: Safety upgrades (Albany to Corvallis)	Add various enhancements at several locations to improve safe	ODOT	$19,471,186.30	2018, 2020-21
21514	US20: Philomath Couplet	Complete elements of the Philomath Downtown Safety and Streetscape Project to improve livability and accessibility of the City's downtown area. Resurface the roadway to create a smoother driving surface.	City of Philomath	$13,230,000	2020-2022
21552	US20: Harrison Blvd. (Corvallis)	Replace failing signal to improve driver safety	ODOT	$4,217,400.	2021-2024
22302	US20: Conifer Blvd to Merloy Ave	Add a center two way left turn lane to improve traffic flow and increase safety.	ODOT	$6,661,200.00	2022-2023
22360	OR99: Chapman Crossing Illumination	Install/move permanent illumination at crossing to improve pedestrian safety by increasing nighttime visibility.	ODOT	$400,000.00	2021-2022
22361	OR99: Chapman Crossing Advanced Warning Light	Install advance warning flashing lights ahead of crosswalk to alert motorists when flashing lights are activated to improve pedestrian safety at crossing.	ODOT	$400,000.00	2021-2022

22417	OCWCOG bikeshare location study	Innovation grant award to Oregon Cascades West Council of Governments (OCWCOG) to re-plan their bikeshare system with consideration of being a first and last mile solution augmenting transit service	OCWCOG	$25,000	2021
22462	Tunison Community Path (Corvallis)	Project refinement study for a community path along OR99 from Butterfield Place to just north of Avery Ave, totaling approximately 0.5 miles. The path will improve access and safety for people walking and biking through the Tunison neighborhood.	City of Corvallis	$554,000.00	2022
22511	OR34: Roadside Barrier Upgrades	Upgrade the roadside barrier along this corridor to improve safety for the traveling public.	ODOT	$2,298,953.00	2022-2024
22580	CWCOG Transportation Options FFY22-FFY24	Cascades West Council of Governments (CWCOG) funding to promote and encourage the use of alternative transportation options during federal fiscal years 2022, 2023, and 2024.	Cascades West COG	$477,338.03	2022-2024
22581	Transportation Options FFY22 - FFY24 (city of Corvallis)	Funding to promote and encourage the use of alternative transportation options by the city of Corvallis during federal fiscal years 2022, 2023, and 2024.	City of Corvallis	$164,249.41	2022-2024

Financial Capacity

The Fixing America's Surface Transportation (FAST) Act requires development of a financial plan as part of the Transportation Improvement Program (TIP) planning process. Per the Metropolitan Transportation Planning Regulations, projects in the TIP must be ***Financially Constrained.*** This means that a "reasonably anticipated funding source" must be identified for the funding of each project in the TIP. The financial plan must demonstrate which projects can be implemented using current revenues and funding sources and which projects are to be implemented using proposed new revenue sources, while at the same time demonstrating that the existing system of transportation facilities is being adequately operated and maintained. Cost estimates and replacement schedule(s) must support this determination.

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

Revenue Projection Assumptions

A. Federal Funds

Federal Highway Administration Funds
The Corvallis Urbanized Area annually receives approximately $3.53 million of Surface Transportation Block Grant Program (STBG) funds for its transportation improvement projects between 2021 and 2024. These federal funds are then exchanged with state dollars per ODOT's state fund exchange program.

Federal Transit Administration Funds
The Corvallis Transit System (CTS) currently receives funding from FTA's Section 5307 Program funds for its capital and operation improvement programs as the urban transit provider within the MPO area. CTS receives additional funding 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 STIC funds.

The City of Corvallis also contributes a portion of that revenue to the City of Albany for the operation of the Linn-Benton Loop Transit Service.

B. Local Match Fund

Financial Capability of Sponsors Benton County, the City of Adair Village, the City of Corvallis and the City of Philomath are all sponsoring transportation projects in the Corvallis Area's TIP document. City and county budgets are approved by the respective governing bodies of the jurisdiction. Projects submitted by the MPO members are identified in their respective capital improvement plans, which are also adopted by a governing body. As there is no match requirement for STBG funds that become state exchange dollars, the financial capability is assessed through a series of checks in balances through annual obligated project lists, internal accounting of STBG state fund exchange dollars, and communication with CAMPO's Technical Advisory Committee.

Local Match for Transit Dollars There is 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. The transit operations fee has been in place since 2010 and is tied to the city water utility bill. It is indexed to the consumer price index (CPI), and any changes require a vote by the City Council.

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.

C. Statement of Financial Capability

Based on local budgets, existing capital improvement plans and the system of checks and balances, the CAMPO FY 2021-2024 Transportation Improvement Program is Financially Constrained. The table of projects over time compared with annual allotment is below.

Table 6: Balancing Anticipated Revenue and Programmed Costs FY2021-24

Assuming STBG Allotment in Table 1

Projects	Year	Cost	Sponsor	STBG Exchange Dollars	Fund Balance
School Vehicle Circulation Study	2021	$20,000	Philomath	$847,647*	$827,647
Trails Connectivity Plan	2021	$25,000	Adair Village	$827,647	$802,647
53rd and Country Club	2021	$650,000	Benton County	$802,647	$152,647
13th Street Streetscape	2022	$520,000	Benton County/ Philomath	$973,350	$453,350
Circle Blvd Paving	2023	$754,000	Corvallis	$1,292,108	$538,108
Western Blvd Paving	2023	$626,000	Corvallis	$1,395,320	$769,320
Walnut Blvd Paving	2024	$760,000**	Corvallis	$769,320	$9,320

**This is more than the 2021 STBG exchange allocation as savings resulted from previous TIPs*
***Project reduced from original request of $824,000 to demonstrate financial constraint*

Conclusion

The following appendices provide additional detail on the FY2021-2024 Transportation Improvement Program background and processes. These appendices include:

- Appendix A: Status of Previously Programmed Projects
- Appendix B: Project Selection Criteria for CAMPO STBG Funds
- Appendix C: Summary of Comments on FY2021-2024 TIP
- Appendix D: Funding Types Present in the TIP
- Appendix E: Glossary of Terms
- Appendix F: CAMPO TIP Amendment Policy

Appendix A: 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 table below summarizes the status of transportation projects listed in the FY2018 - 2021 TIP:

Table 7: Status of FY2018-2021 Projects

No.	Projects	From - To	Sponsor	Improvement	Total Cost	Obligated (Y/N)	Completed (Y/N)
1	Walnut Blvd	Highland Blvd to Jack London St	Corvallis	Overlay/ Grind inlay	$531,400	Y	Y
2	Harrison Blvd	Kings Blvd to 29th St	Corvallis	Overlay/ Grind inlay	170,200	Y	Y
3	9th St	Grant Ave to Circle Blvd	Corvallis	Resurfacing	$730,921	Y	Y
4	Kings Blvd	Monroe Ave to Beca Ave	Corvallis	Resurfacing	$361,008	Y	Y
5	Circle Blvd	Highland Blvd to Dogwood Dr.	Corvallis	Resurfacing	$561,006	Y	N
6	53rd Street	Reservoir Rd to Harrison Blvd	Benton County	Resurfacing	$400,000	Y	N
7	Witham Hill	Fernwood Pl to Canary Pl	Corvallis	Resurfacing	$384,640	Y	N
8	Witham Hill Dr.	Canary Pl to Walnut Blvd	Corvallis	Resurfacing	$114,912	Y	N
9	Conifer Blvd	Powderhorn Dr. to Conser St.	Corvallis	Resurfacing	$270,421	Y	N
10	Fern Rd	Chapel St. to Grange St.	Benton County	Resurfacing	$155,000	N	N
11	53rd Street & Country Club Intersection*		Benton County	Construct Roundabout	$850,000	N	N
*Project not fully funded in 2018-2021, as TIP shows allocation of $200,000							

Appendix B: Project Selection Criteria for CAMPO's STBG Funds

For the 2021-2024 TIP, changes were made to the evaluation criteria in order to make it easier to evaluate projects and to be more in line with the current Regional Transportation Plan. The updated evaluation criteria were adopted by the Policy Board in May 2019. Clarification on eligibility was also made—historically only projects along arterials and collectors were thought to be eligible and while that is the primary focus of STBG funding, exceptions do exist including corridor programs, recreational trails, pedestrian and bicycle projects, and safe routes to school projects, all which are within the public right of way. The request for projects is copied below.

Project Eligibility + Funding

Projects must be within the Corvallis Area MPO, an identified project in the 2017 CAMPO Regional Transportation Plan (found here) for the Modernization category, and identified in a local plan for the Preservation category. Projects should generally located on arterials or collectors. Other projects are eligible as identified by FHWA on their Surface Transportation Block Grant website and copied below:

> *In general, STBG projects may not be on local roads or rural minor collectors. There are a number of exceptions to this requirement, such as the ability to use up to 15% of a State's rural suballocation on minor collectors. Other exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; inspection/evaluation of bridges, tunnels, and other highway assets; port terminal modifications; and projects within the pre-FAST Act title 23 definition of "transportation alternatives." [23 U.S.C. 133(c)]*

Projects will be evaluated and ranked by the Technical Advisory Committee, and made public for comment before final approval by the CAMPO Policy Board.

Evaluation Criteria

The following criteria are proposed for project evaluation in the FY2021-2024 TIP. These criteria are subject to change and approval by the TAC. Projects will be sorted into Preservation and Modernization, and then combined into one overall funding list.

Applicants for funding must demonstrate how their proposed project meets the evaluation criteria identified on the following page.

PRESERVATION	
Pavement Condition (30 pts)	Fair (30 pts) Poor (15 pts) Good (5 pts)
Bicycle/Pedestrian/Transit Improvement (30 pts)	Improves bicycle facilities (15 pts) Project along high frequency transit route (15 pts)
Safety Improvement (30 pts)	Identified High Crash Location (10 pts) Addresses documented safety issue (10 pts) Improves freight operations on designated route (10 pts)
Project Leverage (10 pts)	Funding this project will leverage other larger opportunities to increase overall project impact (10 pts)
Total	100 pts

MODERNIZATION	
Project Readiness (30 points total)	A scoping study is completed (8 pts) Project is in within existing ROW (8 pts) No extensive environmental permits required (7 pts) Match funding is already identified (7 pts)
Bicycle/Pedestrian/Transit (30 points total)	Improves bicycle facilities (8 pts) Improves pedestrian facilities (8 pts) Improves bus stop (7 pts) Project along transit stop (7 pts)
Safety (30 points total)	High crash location (8 pts) Addresses documented safety issue (8 pts) Upgrades signal system to improve efficiency (7 pts) Improves freight operations on designated route (7 pts)
Intercommunity Impact (10 pts)	Project identifies benefits to multiple communities (10 pts)
Total	100 pts

Scoping Studies

Up to 10% of funds will be used to conduct scoping studies for long range, complex projects identified by CAMPO members. Projects will be evaluated for funding on a case by case basis.

Public Process + Timeline

The technical advisory committee will evaluate projects at their June meeting. The preliminary project list will be open for public comment in July, and the Policy Board will make their final decision in August. Details on the Policy Board and TAC meetings can be found at the CAMPO website: www.corvallisareampo.org. Any questions or additional information can be requested through staff at the contact information listed above.

The public process will consist of a virtual open house that contains a map and description of each project. The virtual open house will available in both English and Spanish languages. It will be advertised through handouts at established group meetings as well as community destinations. The virtual open house will also be noticed in the newspaper. All handouts and announcements will be bi-lingual.

Appendix C: Summary of Comments and Responses

The purpose of this Appendix is to provide a summary of comments received during the development of the FY2021-24 TIP. Comments are organized by agency and stakeholder as well as by project.

PUBLIC COMMENTS

Comments from Virtual Open House

Project	Comments
Project 1: Philomath School Circulation Scoping Study	Please prioritize this project. My child travels from Philomath Elementary to Clemens Elementary for after school programming and the trip can take up to 45 minutes (for 10 blocks). It is a sign of the entire system being twisted up and contorted.
Project 1: Philomath School Circulation Scoping Study	Minimal cost, do it.
Project 3: Corvallis Circle Blvd Preservation	Neutral in support of funding
Project 3: Corvallis Circle Blvd Preservation	Circle near the Hewlett-Packard campus is very fast, wide and dangerous for people walking and riding bicycles. Alternatives to the current striping need to be considered to slow traffic speeds and improve safety for all road users. Support for this funding should be contingent on the City of Corvallis implementing safety improvements on this roadway. Buffered or protected bike lanes and a road reconfiguration should be a key consideration.
Project 3: Corvallis Circle Blvd Preservation	This section of road is absolutely TERRIBLE and with the amount of traffic that uses this major artery should have the #1 spot for funding and timeline to completion.
Project 4: Corvallis Western Blvd Preservation	Many stretches of Western Blvd are consistently littered with potholes, and though they sometimes get temporarily get fixed, the fixes appear TEMPORARY. I highly support funding for long term preservation.
Project 4: Corvallis Western Blvd Preservation	The stretch of Western Blvd from Hwy 20 to 35th street is increasingly heavily traveled as more of Corvallis's population moves to the western areas and towns. The road is degrading to the point that the county/city cannot keep up with increasing pothole maintenance. It is also an area that is unsafe for bicyclists. This area would greatly benefit from considerable attention, despite the mild inconvenience of closing the section for a while.
Project 5: Corvallis Walnut Blvd Preservation	Walnut in this section is four lanes with high speeds and few safe crossings for people walking. The bicycle lanes are also uncomfortable for all but the most bold. Many people (especially older adults and children) use the sidewalk to ride. Repaving Walnut in this section is an excellent opportunity to redesign the roadway to better support safety through slowing speeds, improving bike facilities and creating safer crossing opportunities. Walnut in it's current condition creates a challenge for people living to the north to access schools, green space and shopping. Funding should be dependent on safety improvements and a road reconfiguration should be considered.
Project 6: Corvallis Conifer Blvd Preservation	Pedestrian safety improvements should be included in the proposed design. Ensure bike lanes are upgraded to at least current design guidelines in TSP.
Project 6: Corvallis Conifer Blvd Preservation	Support funding

Project 8: Benton County West Hills Road Preservation	This stretch of road is narrow for cars even without bikes. This should be funded.
Project 9: Benton County/Philomath 13th Street Modernization	Because of the high truck traffic desperately needed! Local traffic also uses to access the schools. Traffic nightmare!
Project 9: Benton County/Philomath 13th Street Modernization	Hello, my name is Scott and I'm a Philomath resident. I believe the scope of this project is too large. The street is currently in decent condition. There are very few pedestrians who use this street and I'm sure the current sidewalks are sufficient for most. Who needs a 10 ft wide sidewalk? I suggest improving one sidewalk, maintaining the street as is and leave it at that. I'd rather my tax dollars go to improving 20E through town - it needs paving.
Project 9: Benton County/Philomath 13th Street Modernization	Cost seems prohibitive for the benefit
Project 10: Benton County/Philomath 9th Street Modernization	This stretch of 9th street is dangerous and should be widened/safety enhancements made. Fund this second after the circle blvd project, especially with the increased traffic using this route to bypass Philomath as more people/traffic have increased the usage of 20/34 between Corvallis and Philomath.
Project 11: Benton County 53rd and Country Club Intersection	Find a cheaper alternative to this to fit within the budget.
General Comment	Add bus access to new development off Harris Blvd. or there will be serious traffic problems.
General Comment	Climate change is having devastating effects on our planet. Automobile use is a large contributor to climate change. We need to immediately divest from car-centric infrastructure and do everything we can to encourage alternative forms of transportation. This is an urgent issue that demands all of our attention.
General Comment	Why are there no projects in South Corvallis? South Corvallis has major traffic issues that negatively affect the safety of the people that live there. Increase transit access and provide safe biking and walking facilities to protect people who choose not to drive everywhere.

ODOT COMMENTS

- Page 8: “as well as if the stand fund exchange program ceases to exist”
    - Typo: State fund exchange program
    - Include a description of the cost of exchange—$0.94 for every dollar
- I’d recommend making CAMPO and AAMPO TIP organization consistent with each other where feasible given different Policy Boards, etc. For example, look at the table of contents of each TIP and see what could be aligned. This would facilitate review by folks that read both documents at Benton County, COG, ODOT, and FHWA.

FHWA COMMENTS

- Include a placeholder for the Oregon Governor’s approval date
- Missing link between the TIP and CAMPO’s RTP (specifically what are the TIPs investment priorities in relation to the plan), I see that it is kind of addressed on page 15
- With the understanding that the TIP has to be updated every four years, however, in Oregon it is being updated every 2 or 3 years? – Suggest indicating the actual TIP update cycle.

- Is the 2 week public involvement process as proposed below follow CAMPO's Public Participation Plan procedures?
- Identify performance targets or reference where that is documented (since the RTP has not been updated right?) and demonstrating a link between the TIP and performance target achievement
- Missing a description of CAMPO's performance measure tracking process
- Make sure all projects include a project description and budget information is missing (will this information be available for the public to comment on?)
- Any specific ADA projects that can be captured here vs "ADA Program"?
- Suggest participating in the financial constraint working group Ted Leybold is leading (specifically to discuss fiscal constraint and I am not sure if "financial plan" discussions are taking place?)
- Appreciate Appendix A, it would be even better if the obligation and completed fields were completed too!

Appendix D: Funding Sources

The Fixing America's Surface Transportation (FAST) Act 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

Federal programs broadly include two funding sources: the Federal Highway Administration (FHWA) with focuses on surface transportation including freight, motor vehicles, bicyclists and pedestrians; and the Federal Transit Administration (FTA) which focuses on transit. Within these federal funding sources, there are monies that CAMPO receives directly, and monies used for regionally significant projects within CAMPO's planning area.

A. Federal Highway Administration

The Corvallis Area MPO directly receives the following funds

Surface Transportation Block Grant Program (STBG) The STBG Program is a multi-modal program which provides funds for a broad range of transportation uses and may be used for projects on any Federal-aid highway that is not functionally classified as a local or rural minor collector. STBG funding has the most flexible eligibilities among all Federal-aid highway programs, funds can be used for highway, transit, bicycle, pedestrian and other transportation options projects. The STBG program promotes flexibility in state and local transportation decisions and provides funding to best address transportation needs. Funds for smaller MPOs (including CAMPO) are distributed through ODOT using a state fund exchange. The Corvallis Area MPO receives approximately $850,000 annually in federal STBG funds.

Metropolitan Planning Metropolitan Planning funds are available for MPOs to carry out the metropolitan transportation planning process required by 23 U.S.C. 134, including development of metropolitan area transportation plans and transportation improvement programs. The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint ODOT, FHWA and FTA responsibility. Distribution of these planning funds is done by formula, developed by ODOT in consultation with the MPOs and approved by the OTC. MPO funds are allocated through the ODOT Region and programmed into the metropolitan TIP (Corvallis Area MPO's TIP is funded from the Region 2 allocation).

Regionally significant projects delivered by the Oregon Department of Transportation or local entities can use the following funds:

Highway Safety Improvement Program (HSIP) The HSIP is a core Federal-aid funding program. The intent of the program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State owned public roads and roads on Tribal lands. Funds may be used for projects on any public road or publicly owned bicycle and pedestrian pathway or trail. Following the HSIP requirements, ODOT has developed a safety program, known as the All Roads Transportation Safety (ARTS) Program. Safety projects selected under the ARTS Program are typically stand-alone projects. However, these projects may be combined with other Enhance or Fix-It projects as deemed appropriate. While CAMPO does not have access to HSIP funds, ODOT could utilize HSIP to directly fund projects in the CAMPO service area.

National Highway Performance Program (NHPP) Funds The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan. NHPP funds are primarily used to fund upgrade and improvement projects on the Interstate system and U.S. numbered routes. Local examples of NHS are I-5, OR 34 and US 20.

Transportation Alternatives Program (TAP) The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. While CAMPO does not have access to TAP funds, ODOT could utilize TAP to directly fund projects in the CAMPO service area.

Statewide Planning and Research (SPR) SPR funds are used for planning and research activities that benefit the long term needs of the transportation system. This includes metropolitan planning funds, corridor studies, explorations of new products or technology, state of practice research in various transportation topics, and in general other long range planning studies and projects.

Federal Lands Access Program (FLAP) The Federal Lands Access Program (FLAP) improves facilities that provide access to, are adjacent to, or are located within Federal lands. Funding supplements State and local resources for public roads, transit systems and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Funds are distributed by formula among States that have Federal lands managed by the National Park Service, the U.S. Forest Service, the U.S. Fish and Wildlife Service, the Bureau of Land Management, and the U.S. Army Corps of Engineers.

Emergency Relief Program (ER) The ER program assists State and local governments with the expense of repairing serious damage to Federal-aid and Federal Lands highways resulting from natural disasters or catastrophic failures. ER funds can be used only for emergency repairs to restore essential highway traffic, to minimize damage resulting from a natural disaster or catastrophic failure, or to protect the remaining facility and make permanent repairs.

B. Federal Transit Administration

The Federal Transit Administration (FTA) carries out the federal mandate to maintain and improve public transportation services. It is the principal source of federal assistance to help plan, develop, and improve comprehensive public transportation service. The funding programs administered by the FTA include, but are not limited to, the following:

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- Funds for 5311 are provided to states for distribution to transit entities in non-urban 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). The largest source of funding for transportation capital improvements and activities statewide is the Oregon Highway Fund. The Highway Fund derives its revenue through fuel taxes, licensing and registration fees, and weight-mile taxes assessed on freight carriers as well as other sources.

Immediate Opportunity Fund (IOF) 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 and

restricted to job retention and committed job creation opportunities. 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.

Transportation and Growth Management (TGM) The TGM program is a partnership between ODOT and the Oregon Department of Land Conservation and Development (DLCD). The program helps governments across Oregon with skills and resources to plan long-term, sustainable growth in their transportation systems in line with other planning for changing demographics and land uses

Fix it

The Fix-It program includes all the capital funding categories that maintain or fix ODOT's portion of the transportation system. The 2021-2024 STIP includes approximately $1.1 billion dedicated to the Fix-It program. Fix-It needs are derived from a statewide asset management system that evaluates the current and future projected asset condition to prioritize potential investment actions. The management system analyzes infrastructure; such as, facility integrity, crash occurrences, and cost effectiveness.

Eligible Fix-It projects include restoration, rehabilitation and repair of:

- Bicycle and pedestrian facilities on state highways;
- State-owned bridges;
- Culverts;
- Highway Pavement;
- Salmon (fish passage); and
- Site Mitigation and Repair

Fix-It also includes safety and operations activities, including:

- Illumination, signs and signals;
- Landslides and Rockfalls;
- Intelligent Transportation Systems;
- Rail-Highway Crossings;
- Roadway safety improvements identified by the safety management system;
- Transportation Demand Management activities allocated to support Region operations; and
- Work Zone Safety

Enhance Highway

Enhance Highway programs fund projects that enhance or expand the transportation system. ACTs recommend high-priority investments from state and local transportation plans in many of the Enhance programs.

Most Enhance Highway funding in the 2021- 2024 STIP ($663 million) comes from allocations made by the Oregon Legislature to specific projects in House Bill 2017. In addition, ODOT established the State Highway Leverage Program ($24 million) to distribute funding to ODOT Regions and allow ACTs to provide input on adding enhancement features and elements to Fix-It projects on the State Highway System. Non-highway enhancement projects are not eligible for these funds.

Non-Highway

State and federal law provide direction to establish three subcategories of non-highway funding in the 2021-2024 STIP.

Public Transportation: Based on legislative direction and longstanding practice, approximately $43.5 million in FHWA formula funding is transferred to public transportation for service for the elderly and disabled and for purchase of mass transit vehicles in urbanized areas.

State Highway Fund Bicycle and Pedestrian: ODOT's share of the 1 percent State Highway Fund set aside and the new Safe Routes to School Program (SRTS) created by House Bill 2017 to fund infrastructure improvements will provide a total of approximately $60 million for the 2021-2024 STIP.

Non-Highway Discretionary:
Approximately $51 million is allocated to specific programs within this program. Funding can go to non-highway needs either in or outside the highway right of way.

3. Local Programs

In addition to the funding sources discussed above, CAMPO jurisdictions receive transportation revenue from other sources including: Oregon gas tax and vehicle registration revenues; System Development Charges (SDCs); local parking fees; and franchise fees. These revenues are used for local projects and provide the necessary match for federally funded projects. Transit service in Corvallis is partially funded through a Transit Operation Fee which 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.

Other transportation funding sources which can potentially be utilized include developer extractions; street utility fees; special assessments/ Local Improvement Districts (LIDS); revenue bonds; general obligation bonds; urban renewal funding; and special road districts

Appendix E: Glossary of Terms

ADA	Americans with Disabilities Act
ARTS	All Roads Transportation Safety
CAMPO	Corvallis Area Metropolitan Planning Organization
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CTS	Corvallis Transit System
CWACT	Cascades West Area Commission on Transportation
FAST-Act	Fixing America's Surface Transportation Act (federal surface transportation legislation)
FHWA	Federal Highway Administration
FLAP	Federal Lands Access Program
FTA	Federal Transit Administration
FY	Fiscal Year (Oregon state fiscal year from July 1 to June 30)
HSIP	Highway Safety Improvement Program
IOF	Immediate Opportunity Fund
LIDS	Local Improvement Districts
MAP-21	Moving Ahead for Progress in the 21st Century (federal surface transportation legislation)
MPO	Metropolitan Planning Organization
MTIP	Metropolitan Transportation Improvement Program
NHS	National Highway System
OAR	Oregon Administrative Rules
ODOT	Oregon Department of Transportation
ORS	Oregon Revises Statutes
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
RTP	Regional Transportation Plan
SDCs	System Development Charges
SIP	State Implementation Plan
SPR	Statewide Planning and Research
SRTS	Safe Routes to School
STBG	Surface Transportation Block Grant Program
STF	State Special Transportation Fund
STIC	Small Transit Intensive City
STIF	Statewide Transportation Improvement Fund
STIP	Statewide Transportation Improvement Program
TAC	Technical Advisory Committee
TAP	Transportation Alternatives Program
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TOF	Transit Operation Fee
UPWP	Unified Planning Work Program
U.S.C.	United States Code
USDOT	U.S. Department of Transportation

Allocation- An administrative distribution of funds for programs that do not have statutory distribution formulas.

Appropriation- Legislation that allocates budgeted funds from general revenues to programs that have been previously authorized by other legislation. The amount of money appropriated may be less than the amount authorized.

Appropriations Act- Action of a legislative body that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits money previously authorized to be obligated and payments made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.

Apportionment- A term that refers to a statutorily prescribed division or assignment of funds. An apportionment is based on prescribed formulas in the law and consists of dividing authorized obligation authority for a specific program among the States. It also refers to the distribution of funds as prescribed by a statutory formula.

Authorization- Federal legislation that creates the policy and structure of a program including formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended. General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Capital Costs- Non-recurring or infrequently recurring cost of long-term assets, such as land, buildings, vehicles, and stations.

Federal-aid Highways- Those highways eligible for assistance under Title 23 of the United States Code, as amended, except those functionally classified as local or rural minor collectors.

Key Number- Unique number assigned by ODOT to identify projects in the TIP/STIP.

Maintenance- Activities that preserve the function of the existing transportation system.

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.

Regionally Significant– From OAR 340-252-0030 (39) "Regionally significant project" means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network.

Appendix F: CAMPO TIP Amendment Policy

Corvallis Area MPO Policy on Amending Metropolitan Transportation Improvement Program

Written 20 September, 2018
Updated October 20, 2018
Updated October 19, 2020

Purpose and Background

The purpose of this document is to describe the process by which changes to projects programmed in the Corvallis Area Metropolitan Planning Organization (CAMPO) Metropolitan Transportation Improvement Program (MTIP) take place.

While the text in the CAMPO MTIP changes very little during the life of the document, the projects programmed within the MTIP are regularly amended, revised, split, canceled, etc. These projects include infrastructure construction projects, capital purchases, plan development, engineering activities, outreach programs, and others. Incorporating changes into the MTIP and the Statewide Transportation Improvement Program (STIP) is essential to project delivery and must be completed before revising intergovernmental agreements (IGAs) and executing fund transfers.

Project changes must be approved by the MPO before they can be incorporated into the MTIP and the STIP. The MTIP is maintained by CAMPO and cross-referenced to match the STIP, which is maintained by the Oregon Department of Transportation (ODOT). ODOT, FTA, and FHWA have a separate policy agreement on how STIP amendments take place.

Types of Changes

There are three types of MTIP changes processed by the MPO: full amendments, administrative amendments and adjustments. Full amendments require the greatest level of scrutiny including communicating basic project information to the Policy Board and the provision of a public comment period. Administrative amendments are largely handled by the Technical Advisory Committee (TAC). CAMPO staff has the authority to approve adjustments and informs the TAC as appropriate. A full description of the procedures associated with the three types of MTIP changes is included later in this document.

The table below lists a number of potential MTIP actions and illustrates whether they require a full amendment, administrative amendment, or an adjustment.

Type of Change	Full Amendment	Administrative Amendment	Adjustment
If a project is NOT in the MTIP			
1. Planning Grant or Project (i.e. non-construction) less than $100,000			X
2. Planning Grant or Project (i.e. non-construction) more than $100,000		X	

3. Adding a project with previously identified funding		X	
4. Adding a federally funded project using MTIP dollars	X		
If a project is ALREADY in the MTIP			
5. Cancelling a federally funded, and regionally significant project	X		
6. Advancing or delaying a project by one year, or a cost overrun of less than 10% involving MTIP dollars			X
7. Advancing or delaying a project by more than one year, or cost overruns between 10% and 20% involving MTIP dollars		X	
8. Cost overruns more than 20% involving MTIP dollars	X		
9. Scope changes including extension or shortening of a project	X		
10. Combining of two projects into one, or separating of one project into two		X	
11. Moving allocated funds between phases of the same project (e.g. moving funds from UR to RW)			X
12. Advancing or Slipping an approved project/phase outside its current MTIP			X
13. Other scenarios	X	X	

Full Amendment: Technical Advisory Committee Determines Public Outreach

For full amendments, the TAC will determine if significant public outreach is necessary. At a minimum, the item will be reviewed by the TAC and placed on the next Policy Board agenda, which comes with public notifications requirements. The requirements are met by including information about the amendment on the Policy Board agenda and meeting packet. All CAMPO Policy Board meetings are advertised via CAMPO's website and an interested parties email list a week in advance of the meeting, with the invitation for members of the public to attend and provide comment.

Additional items for consideration include a public comment period (two weeks), the holding of a public meeting for the specific amendment, and any other actions deemed advisable by the TAC.

Administrative Amendment: Technical Advisory Committee Approval

Project changes that have a smaller impact to the region, or CAMPO member communities, are classified as Administrative Amendments. They require less scrutiny and usually familiar to

local staff members. Administrative amendments will be brought to the TAC for discussion and approval. Following a decision, the Policy Board will be notified at their next regularly scheduled meeting. TAC meetings are open to the public with meetings and agendas distributed at least one week in advance.

If projects are on a critical schedule, input from the TAC can be given via email or telephone.

Adjustment: Staff Approval

Staff approves minor adjustments on behalf of the MPO, and informs the TAC as appropriate. It is expected that with a planning project, both the TAC and Policy Board have been made aware of the grant proposal prior to submission, and had an opportunity to comment; therefore the project has preliminarily been approved. Staff adjustments rely on the concurrence of affected agencies rather than quorum action.

The primary goal of incorporating staff level adjustments into the MTIP process is to minimize delays and improve approval turn-around times. Staff adjustments help ensure minor project changes move forward more quickly than otherwise possible. Delays are only necessary for those changes requiring a public comment period.

Other Scenarios

TAC either approves, or recommends full adoption. Conversation can be had over telephone conference if urgent.