

APPENDICES



Corvallis Area Metropolitan Transportation Plan Destination 2030

Appendix A - Financial Plan

Appendix B - Review of Existing Plans

Appendix C - Public Involvement Framework

Appendix D - Public Involvement Plan

**Appendix E - Modeling Results of
Recommended Projects**

Appendix A

Financial Plan

Financial Plan

for the
Corvallis Area Metropolitan Transportation Plan: Destination 2030



**For the Purpose of Demonstrating Compliance with the
Federal Requirement of
Financially Constrained Plan, 23 USC 134(g)(2)(B)**

**CORVALLIS AREA
METROPOLITAN PLANNING ORGANIZATION
(CAMPO)**

Introduction

This is the financial plan for implementing the projects and policies recommended in the Corvallis Area Metropolitan Transportation Plan. The financial plan includes projections of all revenue sources for transportation improvements, cost estimates for recommended projects and a comparison of the cost estimates to the projected revenues.

Federal Regulations

Federal regulations under 23 USC 134(g)(2)(B) and 23 CFR 450.322(b)(11) outline the requirements for the Metropolitan Planning Organization (MPO) to prepare a financial plan that demonstrates how the adopted long-range transportation plan can be implemented.

A financial plan must indicate the public and private resources that are reasonably expected to be available to carry out the plan. It also must recommend any additional financing strategies for needed projects and programs. The MPO and State shall cooperatively develop estimates of funds that will be available to support plan implementation.

The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan. The estimated revenue by existing revenue source (local, State, and Federal and private) available for transportation projects shall be determined and any shortfalls identified. Proposed new revenues and/or revenue sources to cover shortfalls shall be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All cost and revenue projections shall be based on the data reflecting the existing situation and historical trends.

Additional projects may be included for illustrative purposes. These additional projects would be included in the adopted long-range transportation plan if reasonable resources beyond those identified in the financial plan were available.

Oregon Department of Transportation's Initiative

ODOT has developed projections of all reasonably anticipated federal and state revenues used for transportation improvement projects. ODOT's Policy and Economics Unit collaborated with an ad hoc committee of representatives from ODOT, the six MPOs in Oregon, Federal Highway Administration (FHWA), and the Oregon Department of Environmental Quality (DEQ) to prepare "Financial Assumptions for the Development of Metropolitan Transportation Plans, 2005-2030." In early 2006 these projections were adjusted to reflect the funding levels established in the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The financial assumptions are based on: 1) projections of state and federal revenue; 2) consideration of other factors affecting revenue availability (e.g., inflation, sharing with local

governments, etc.); 3) an estimate of how much of this revenue will be required for state highway maintenance, preservation, and other uses (e.g., debt service, Federal Transit Administration programs); 4) the geographic distribution of remaining highway resources for highway modernization; and, 5) the geographic distribution of transit funds for transit programs. Projections of revenue from highway user fees depend upon the political climate, economic structure and conditions, population and demographics, and patterns of land use.

Statement of Financial Constraint

A comparison of the reasonably anticipated revenues with the cost of recommended projects, plus the maintenance and operation costs of the transportation system, indicates that the area would be financially capable of implementing the recommendations of the Metropolitan Transportation Plan. The Plan is financially constrained, as per the applicable federal regulation.

Due to the scarcity of funds in the past several years the existing transportation system has not been maintained at the desired level. As such, any unused funds are likely to be spent on the maintenance and upkeep of the system. This practice would eliminate any positive balance shown in the final tables.

Revenue Projection

Revenues for the implementation of projects in the Plan are anticipated from both public and private sources. The public sources of revenue are the federal, state and local governments.

1. **Federal Sources.** The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 authorized \$286.5 billion for the nation's transportation system through 2009. This is the principal source of federal aid for the nation's transportation system. The funds are distributed to the states, the Metropolitan Planning Organizations (MPOs) and to the cities and counties under various entitlements and formulas.
2. **Oregon Department of Transportation.** ODOT supplements federal funds with a variety of funds authorized by Oregon legislation. Examples of these are the Oregon Transportation Investment Act (OTIA), Immediate Opportunity Fund (IOF), the Connect Oregon Act, fuel tax and the general funds.
3. **Local Governments.** Local governments provide transportation funds from their general funds, gas tax, formula-based allotments by state and a variety of other sources. Transportation Maintenance Fees are a form of local funds.
 - **Transportation Maintenance Fee.** A Transportation Maintenance Fee is a local transportation revenue source collected by the Cities of Corvallis and Philomath. The fee is based on estimates of trips generated by business establishments and residential units.

4. **Private Sources**

The most common form of private contribution in the Planning Area is through System Development Charges (SDC) for transportation infrastructure. SDCs are based on a formula approved by local governments and collected from developers when a building permit is issued. SDCs may include a reimbursement fee and/or an improvement fee. Reimbursement fees recover the value of system capacity that is available today to serve future users. Improvement fees recover a fair-share of the cost to build new improvements that are needed to serve future users over the planning horizon. Improvement fee revenues may be spent only on capital improvements and direct administrative costs.

In most cases SDC revenue covers only a portion of the entire cost of an improvement project. For this financial plan, projects with anticipated SDC revenue were identified and the anticipated revenue was subtracted from the total cost of the projects.

Assumptions

A number of assumptions were made when projecting the future revenue streams and the future costs of the projects. The most important assumptions were:

1. The basis for the majority of the revenues projected is the current level of funding in SAFETEA-LU. However, this authorization act will sunset in 2009. A trend analysis of the past transportation authorizations acts leads to the assumption that Congress will renew the current authorization act after its sunset, and that the level of funding in the new act will be slightly higher than the current funding level.
2. The Oregon Transportation Investment Act (OTIA), which provides a portion of the State's modernization funds, will expire in 2014. It is assumed that another funding mechanism will be legislated to compensate for this void.
3. The projection of revenue for the High Priority Projects (HPP) is based on the past trends and the extrapolation of those funding levels into the future.
4. The Special Needs under the Transit Discretionary Revenue is projected based on preliminary discussions held with the area's congressional delegation and an assessment of probable funding levels from this source.

A complete description of assumptions used in revenue projections can be found in ODOT's "*Financial Assumptions for the Development of Metropolitan Transportation Plans: 2005-2030*". A copy of the document and its associated tables that form the basis of these projections is available at: <http://www.oregon.gov/odot/cs/EA/reports.shtml>.

Cost Estimate

The costs of projects in the plan have been estimated by the engineering staff of the City of Corvallis and Benton County based on the best knowledge of the requirements of the projects. In most cases the costs are higher than the ones shown in the sponsors' plan documents. This is because the costs of projects have been updated to show the most recent estimates of labor and material needed. Additionally the costs have been increased by a factor of 3.1 percent per year to account for inflation.

The costs of projects listed for 2011 through 2020 were estimated on the assumption that the projects would be built in the mid-point year of 2015. All projects listed for the period of 2021 through 2030 were assumed to be built in the mid-point year of 2025.

The cost of maintaining and preserving the existing system was calculated based on the amount budgeted for FY2006. This amount is far below the total needs of jurisdictions for maintaining and preserving the existing system. It is important that these dollar figures are not interpreted as what is needed to maintain the existing system.

Project Programming Process

Projects are programmed in the Transportation Plan according to the cycles for development of the Metropolitan Transportation Improvement Program (MTIP) and the Statewide Transportation Improvement Program (STIP). MTIP and STIP cover a period of four years and are updated every two years.

Balancing Cost and Revenue

Federal regulations require that the MTIP and STIP be financially constrained. This means that at the beginning of each four-year cycle the funds for the programmed projects over the next four years must be available.

To demonstrate that the Corvallis Area Metropolitan Transportation Plan is financially constrained the cost of projects listed in the plan was matched with the anticipated revenue. To gain a more accurate insight into the financial outlook roadway and transit projects were balanced separately. The costs and revenue were calculated and balanced for each of the three zero years, 2010, 2020 and 2030.

Projects that were not matched with currently anticipated revenue were placed in the category of "Illustrative Projects." A list of illustrative projects is attached.

Definition of Funds

(1) State Highway Fund Revenue

Modernization: The term “modernization” is used for capital construction projects that add capacity to the system. ORS 366.507 requires ODOT to spend a certain amount of revenue on highway modernization.

OM&P: Operation, Maintenance and Preservation activities are system management and improvements that lead to more efficient and safer traffic operations and greater system reliability.

Oregon Transportation Investment Act (OTIA): OTIA I and OTIA II are transportation funding programs approved by the Oregon Legislature. The funding was generated through the sale of bonds. The OTIA programs combined with local matching money, have invested \$646 million dollars in Oregon’s transportation infrastructure, including improvements to state, county, and city roads and bridges. The Philomath couplet on U.S. 20 is a local project that has been largely funded by OTIA I dollars. OTIA II was a major source of funds for improving OR 99W between Elks Drive and Circle Boulevard in Corvallis.

OTIA III Bridge Program: In 2003, the Oregon Legislature passed House Bill 2041, which provides \$1.3 billion for the replacement and repair of bridges on state highways. Cities and counties received \$361 million of the funds for maintenance and preservation projects. Forty percent of the funds went to cities and 60 percent to counties.

Special City Allotment: The Oregon 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 half comes from ODOT’s share of the State Highway Fund. Payments are included in the expenditure budget for Local Government in the Highway Program.

Federal Highway Administration (FHWA) Funds

SAFETEA-LU is the principal source of federal transportation dollars. It authorizes approximately \$2.215 billion through 2009 to the State of Oregon under its various transportation improvement programs.

Interstate Maintenance Program (IM): IM provides funding for resurfacing, restoring, rehabilitating, reconstructing (4R) most routes on the Interstate System.

National Highway System Program (NHS): The program provides funding for improvements to roads identified as part of the NHS, including the Interstate System and designated connections to major intermodal terminals.

Bridge Program: The Highway Bridge Program provides funding to states for the improvement of highway bridges through replacement, rehabilitation, and systematic preventive maintenance.

High Priority Project Program (HPPP): The High Priority Projects Program provides funding for specific projects designated by Congress. The projects are included in SAFETEA-LU, and HPPP funds are sometimes referred to as “earmarks.”

Surface Transportation Program (STP): A block of federal aid funds allotted to the cities, Metropolitan Planning Organizations (MPOs) and states primarily for reconstruction or rehabilitation of any classified roadway. Transit capital improvement projects, transportation planning, transportation enhancement, bridges, or safety activities are also eligible for STP funds.

(2) Federal Transit Administration (FTA) Funds

The FTA provides federal funds through a variety of 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 may be used for planning public transportation and the development of transit services.

Section 5309: These discretionary funds are allocated directly by the US Congress to state and local transit providers for transit capital improvement purposes.

Section 5310: Rolling stock and services that directly benefit transportation for the elderly and people with disabilities can be funded with Section 5310 funds. The funds are distributed to states based on the population of elderly and people with disabilities in the state.

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

Section 5311(f): States receive these funds for distribution to entities that provide fixed route public transportation services between cities. The funds may be used for administration, operations, planning, and capital costs of intercity bus services.

(3) State of Oregon Transit Funds

In addition to the FTA programs the State of Oregon has created transit-funding sources that are combinations of federal and state moneys. The most important of these are:

Special Transportation Fund (STF): STF is a combination of state dollars and FTA’s Sections 5310 and 5311 funds. The program provides funds to non-profit organizations for transit operations and capital improvements that serve the transit needs of the elderly and individuals with disabilities.

Transfer of STP Funds to Transit: ODOT annually allocates a certain amount of STP dollars for the improvement of Oregon transit systems and transportation demand management activities.

Revenue Projection

The Revenue Projection of this plan is based on the financial projections contained in ODOT's

“Financial Assumptions for the Development of Metropolitan Transportation Plans: 2005-2030”

A copy of the ODOT document and its associated tables can be found at:
<http://www.oregon.gov/odot/cs/EA/reports.shtml>

Table 1 - Bases for Share of CAMPO Area

Ratio of CAMPO's Population to the Population of Oregon	
State of Oregon	3,631,440
CAMPO	63,275
Ratio	1.74%

Source:

Population of CAMPO vs. Region 2 in 2005

ODOT Region 2	1,090,435
CAMPO	63,275
CAMPO/Region 2 Ratio	5.8%

Source:

Determining CAMPO's Share of Cities' Allocation

Total Population of Incorporated Cities in Oregon in 2005	
	2,488,905
Corvallis	53,165
Philomath	4,400
Adair Village	905
Total Population of Cities in CAMPO	58,470
Ratio of CAMPO to OR Cities	2.349%

Source:

Determining CAMPO's Share of County's Allocation

24% of Benton County Classified Roads are within the MPO Area

Source: Benton County,

Determining Benton County's Share of Vehicle Registration Allocation

Total Vehicle Registration in OR in 05	4,005,359
Vehicle Registration in Benton County	77,825
Ratio of Benton County to State	1.94%

Source:

Lane Miles of State Highways vs. CAMPO Area

State	18218.54
CAMPO	57.84
Ratio of State to CAMPO	0.32%

Source:

**Table 2 - State Highway Fund Revenue
Current Law Projection (in \$ Million)**

Fiscal Year	State Share	Counties Share	Benton County's Share	CAMPO's Share	Cities Share	CAMPO's Share	Total CAMPO's Share
A	B	C	D	E	F	G	H
2006	\$ 764,800,000	\$ 186,458,240	\$ 3,456,936	\$ 276,555	\$ 119,079,360	\$ 2,797,174	\$ 3,073,729
2007	\$ 773,500,000	\$ 188,579,300	\$ 3,496,260	\$ 279,701	\$ 120,433,950	\$ 2,828,993	\$ 3,108,694
2008	\$ 782,800,000	\$ 190,846,640	\$ 3,538,297	\$ 283,064	\$ 121,881,960	\$ 2,863,007	\$ 3,146,071
2009	\$ 792,200,000	\$ 193,138,360	\$ 3,580,785	\$ 286,463	\$ 123,345,540	\$ 2,897,387	\$ 3,183,850
2010	\$ 801,600,000	\$ 195,430,080	\$ 3,623,274	\$ 289,862	\$ 124,809,120	\$ 2,931,766	\$ 3,221,628
2011	\$ 811,100,000	\$ 197,746,180	\$ 3,666,214	\$ 293,297	\$ 126,288,270	\$ 2,966,511	\$ 3,259,809
2012	\$ 820,600,000	\$ 200,062,280	\$ 3,709,155	\$ 296,732	\$ 127,767,420	\$ 3,001,257	\$ 3,297,989
2013	\$ 830,200,000	\$ 202,402,760	\$ 3,752,547	\$ 300,204	\$ 129,262,140	\$ 3,036,368	\$ 3,336,571
2014	\$ 839,800,000	\$ 204,743,240	\$ 3,795,940	\$ 303,675	\$ 130,756,860	\$ 3,071,479	\$ 3,375,154
2015	\$ 849,400,000	\$ 207,083,720	\$ 3,839,332	\$ 307,147	\$ 132,251,580	\$ 3,106,590	\$ 3,413,736
2016	\$ 859,100,000	\$ 209,448,580	\$ 3,883,177	\$ 310,654	\$ 133,761,870	\$ 3,142,066	\$ 3,452,720
2017	\$ 868,800,000	\$ 211,813,440	\$ 3,927,021	\$ 314,162	\$ 135,272,160	\$ 3,177,543	\$ 3,491,705
2018	\$ 878,500,000	\$ 214,178,300	\$ 3,970,866	\$ 317,669	\$ 136,782,450	\$ 3,213,020	\$ 3,530,689
2019	\$ 888,200,000	\$ 216,543,160	\$ 4,014,710	\$ 321,177	\$ 138,292,740	\$ 3,248,496	\$ 3,569,673
2020	\$ 897,900,000	\$ 218,908,020	\$ 4,058,555	\$ 324,684	\$ 139,803,030	\$ 3,283,973	\$ 3,608,658
2021	\$ 907,700,000	\$ 221,297,260	\$ 4,102,851	\$ 328,228	\$ 141,328,890	\$ 3,319,816	\$ 3,648,044
2022	\$ 917,400,000	\$ 223,662,120	\$ 4,146,696	\$ 331,736	\$ 142,839,180	\$ 3,355,292	\$ 3,687,028
2023	\$ 927,100,000	\$ 226,026,980	\$ 4,190,540	\$ 335,243	\$ 144,349,470	\$ 3,390,769	\$ 3,726,012
2024	\$ 936,800,000	\$ 228,391,840	\$ 4,234,385	\$ 338,751	\$ 145,859,760	\$ 3,426,246	\$ 3,764,997
2025	\$ 946,500,000	\$ 230,756,700	\$ 4,278,229	\$ 342,258	\$ 147,370,050	\$ 3,461,722	\$ 3,803,981
2026	\$ 956,200,000	\$ 233,121,560	\$ 4,322,074	\$ 345,766	\$ 148,880,340	\$ 3,497,199	\$ 3,842,965
2027	\$ 965,800,000	\$ 235,462,040	\$ 4,365,466	\$ 349,237	\$ 150,375,060	\$ 3,532,310	\$ 3,881,547
2028	\$ 975,400,000	\$ 237,802,520	\$ 4,408,859	\$ 352,709	\$ 151,869,780	\$ 3,567,421	\$ 3,920,130
2029	\$ 984,900,000	\$ 240,118,620	\$ 4,451,799	\$ 356,144	\$ 153,348,930	\$ 3,602,166	\$ 3,958,310
2030	\$ 994,800,000	\$ 242,532,240	\$ 4,496,548	\$ 359,724	\$ 154,890,360	\$ 3,638,375	\$ 3,998,098
Total	\$ 21,971,100,000	\$ 5,356,554,180	\$ 99,310,514	\$ 7,944,841	\$ 3,420,900,270	\$ 80,356,947	\$ 88,301,789

A = State Fiscal Year

C = 24.38% of ODOT Highway Funds is allocated to Counties

E = 24% of all Benton County classified roads are in the MPO Area

G = The population of cities in the CAMPO area is 2.349% of all cities in Oregon

B = Total State Highway Fund

D = Benton receives 1.854% of OR County Funds

F = 15.57% of ODOT's fund is allocated to the cities

H = Total CAMPO's share from counties and cities

Table 3 - Distribution of Current Modernization Dollars in \$ Million

State Fiscal Year	Total Current Law* Modernization in Nominal \$\$	Mod Share of Region 2	Mod Share of CAMPO
A	B	C	D
2006	\$ 85.01	\$ 24.79	\$ 1.44
2007	\$ 105.05	\$ 30.63	\$ 1.78
2008	\$ 88.20	\$ 25.72	\$ 1.49
2009	\$ 88.95	\$ 25.94	\$ 1.50
2010	\$ 77.12	\$ 22.49	\$ 1.30
2011	\$ 77.90	\$ 22.71	\$ 1.32
2012	\$ 81.89	\$ 23.88	\$ 1.38
2013	\$ 32.68	\$ 9.53	\$ 0.55
2014	\$ 33.49	\$ 9.77	\$ 0.57
2015	\$ 34.32	\$ 10.01	\$ 0.58
2016	\$ 35.15	\$ 10.25	\$ 0.59
2017	\$ 35.99	\$ 10.50	\$ 0.61
2018	\$ 36.85	\$ 10.75	\$ 0.62
2019	\$ 37.72	\$ 11.00	\$ 0.64
2020	\$ 38.60	\$ 11.26	\$ 0.65
2021	\$ 39.49	\$ 11.52	\$ 0.67
2022	\$ 40.40	\$ 11.78	\$ 0.68
2023	\$ 41.32	\$ 12.05	\$ 0.70
2024	\$ 42.25	\$ 12.32	\$ 0.71
2025	\$ 43.19	\$ 12.60	\$ 0.73
2026	\$ 44.15	\$ 12.87	\$ 0.75
2027	\$ 57.72	\$ 16.83	\$ 0.98
2028	\$ 58.71	\$ 17.12	\$ 0.99
2029	\$ 59.71	\$ 17.41	\$ 1.01
2030	\$ 73.30	\$ 21.37	\$ 1.24
Total	\$ 1,389.17	\$ 405.08	\$ 23.49

Column A = State Fiscal Year

Column B = From the ODOT's Derivation Table

Column C = Region 2 is 29.16% of ODOT

Column D = CAMPO's Population is 5.8% of Region 2's Population. Using the population criteria for this purpose has been determined in 1999.

**Table 4 - ASSUMED ADDITIONAL STATE HIGHWAY FUND REVENUE
INCREMENTAL MODERNIZATION REVENUE ABOVE CURRENT LAW***

State FY	State Share	Region 2 Share	CAMPO Share	Counties Share	Benton County Share	CAMPO's Share	Cities Share	CAMPO's Share in 2003 \$
A	B	C	D	E	F	G	H	I
2006	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2007	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2008	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2009	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2010	\$ 16,306,331	\$ 4,754,926	\$ 275,786	\$ 9,783,799	\$ 189,806	\$ 15,184	\$ 6,522,533	\$ 153,214
2011	\$ 16,478,717	\$ 4,805,194	\$ 278,701	\$ 9,887,230	\$ 191,812	\$ 15,345	\$ 6,591,487	\$ 154,834
2012	\$ 16,450,967	\$ 4,797,102	\$ 278,232	\$ 9,870,580	\$ 191,489	\$ 15,319	\$ 6,580,387	\$ 154,573
2013	\$ 16,664,382	\$ 4,859,334	\$ 281,841	\$ 9,998,629	\$ 193,973	\$ 15,518	\$ 6,665,753	\$ 156,579
2014	\$ 16,726,040	\$ 4,877,313	\$ 282,884	\$ 10,035,624	\$ 194,691	\$ 15,575	\$ 6,690,416	\$ 157,158
2015	\$ 16,787,926	\$ 4,895,359	\$ 283,931	\$ 10,072,756	\$ 195,411	\$ 15,633	\$ 6,715,171	\$ 157,739
2016	\$ 16,850,042	\$ 4,913,472	\$ 284,981	\$ 10,110,025	\$ 196,134	\$ 15,691	\$ 6,740,017	\$ 158,323
2017	\$ 16,912,387	\$ 4,931,652	\$ 286,036	\$ 10,147,432	\$ 196,860	\$ 15,749	\$ 6,764,955	\$ 158,909
2018	\$ 33,949,926	\$ 9,899,798	\$ 574,188	\$ 20,369,955	\$ 395,177	\$ 31,614	\$ 13,579,970	\$ 318,994
2019	\$ 34,075,540	\$ 9,936,428	\$ 576,313	\$ 20,445,324	\$ 396,639	\$ 31,731	\$ 13,630,216	\$ 320,174
2020	\$ 34,201,620	\$ 9,973,192	\$ 578,445	\$ 20,520,972	\$ 398,107	\$ 31,849	\$ 13,680,648	\$ 321,358
2021	\$ 34,328,166	\$ 10,010,093	\$ 580,585	\$ 20,596,899	\$ 399,580	\$ 31,966	\$ 13,731,266	\$ 322,547
2022	\$ 34,455,180	\$ 10,047,130	\$ 582,734	\$ 20,673,108	\$ 401,058	\$ 32,085	\$ 13,782,072	\$ 323,741
2023	\$ 34,582,664	\$ 10,084,305	\$ 584,890	\$ 20,749,598	\$ 402,542	\$ 32,203	\$ 13,833,066	\$ 324,939
2024	\$ 34,710,620	\$ 10,121,617	\$ 587,054	\$ 20,826,372	\$ 404,032	\$ 32,323	\$ 13,884,248	\$ 326,141
2025	\$ 34,839,049	\$ 10,159,067	\$ 589,226	\$ 20,903,430	\$ 405,527	\$ 32,442	\$ 13,935,620	\$ 327,348
2026	\$ 52,451,931	\$ 15,294,983	\$ 887,109	\$ 31,471,158	\$ 610,540	\$ 48,843	\$ 20,980,772	\$ 492,838
2027	\$ 52,646,003	\$ 15,351,574	\$ 890,391	\$ 31,587,602	\$ 612,799	\$ 49,024	\$ 21,058,401	\$ 494,662
2028	\$ 52,840,793	\$ 15,408,375	\$ 893,686	\$ 31,704,476	\$ 615,067	\$ 49,205	\$ 21,136,317	\$ 496,492
2029	\$ 53,036,304	\$ 15,465,386	\$ 896,992	\$ 31,821,782	\$ 617,343	\$ 49,387	\$ 21,214,522	\$ 498,329
2030	\$ 53,232,538	\$ 15,522,608	\$ 900,311	\$ 31,939,523	\$ 619,627	\$ 49,570	\$ 21,293,015	\$ 500,173
Total	\$ 672,527,126	\$ 196,108,910	\$ 11,374,317	\$ 403,516,276	\$ 7,828,216	\$ 626,257	\$ 269,010,850	\$ 6,319,065

*Equivalent to a \$15 VRF biennial increase every 8 years beginning 07/01/2009.

Includes cost responsibility effects on heavy vehicles.

Table 5 - DERIVATION OF FUNDS AVAILABLE TO FINANCE STATE HIGHWAY MODERNIZATION WITH NEW OM&P REVENUE, CONTINUED (in \$ Million)

State Fiscal Year	Total Highway Funds Available to State	Assumed ODOT STP** Transfer to FTA Programs	Total Current Law* Mod in Nominal \$s	ORS 366.507 Funds Reserved for Debt Service	OM&P (NonMod accounted for Debt Service)	CAMPO's Share (0.32%)
A	B	D	E	F	G	H
2006	\$ 918.49	\$ 8.05	\$ 85.01	\$ 3.20	\$ 822.23	\$ 2.63
2007	\$ 964.13	\$ 8.05	\$ 105.05	\$ 15.80	\$ 835.22	\$ 2.67
2008	\$ 994.80	\$ 8.05	\$ 88.20	\$ 15.80	\$ 882.75	\$ 2.82
2009	\$ 1,007.60	\$ 8.05	\$ 88.95	\$ 15.80	\$ 894.79	\$ 2.86
2010	\$ 1,037.18	\$ 8.05	\$ 77.12	\$ 28.40	\$ 923.60	\$ 2.96
2011	\$ 1,067.57	\$ 8.05	\$ 77.90	\$ 28.40	\$ 953.22	\$ 3.05
2012	\$ 1,098.80	\$ 8.05	\$ 81.89	\$ 25.20	\$ 983.66	\$ 3.15
2013	\$ 1,130.89	\$ 8.05	\$ 32.68	\$ 25.20	\$ 1,064.95	\$ 3.41
2014	\$ 1,163.85	\$ 8.05	\$ 33.49	\$ 25.20	\$ 1,097.10	\$ 3.51
2015	\$ 1,067.72	\$ 8.05	\$ 34.32	\$ 25.20	\$ 1,000.15	\$ 3.20
2016	\$ 1,102.51	\$ 8.05	\$ 35.15	\$ 25.20	\$ 1,034.11	\$ 3.31
2017	\$ 1,138.25	\$ 8.05	\$ 35.99	\$ 25.20	\$ 1,069.00	\$ 3.42
2018	\$ 1,174.95	\$ 8.05	\$ 36.85	\$ 25.20	\$ 1,104.85	\$ 3.54
2019	\$ 1,212.66	\$ 8.05	\$ 37.72	\$ 25.20	\$ 1,141.68	\$ 3.65
2020	\$ 1,251.38	\$ 8.05	\$ 38.60	\$ 25.20	\$ 1,179.53	\$ 3.77
2021	\$ 1,291.15	\$ 8.05	\$ 39.49	\$ 25.20	\$ 1,218.40	\$ 3.90
2022	\$ 1,331.99	\$ 8.05	\$ 40.40	\$ 25.20	\$ 1,258.34	\$ 4.03
2023	\$ 1,373.93	\$ 8.05	\$ 41.32	\$ 25.20	\$ 1,299.36	\$ 4.16
2024	\$ 1,417.00	\$ 8.05	\$ 42.25	\$ 25.20	\$ 1,341.49	\$ 4.29
2025	\$ 1,461.22	\$ 8.05	\$ 43.19	\$ 25.20	\$ 1,384.77	\$ 4.43
2026	\$ 1,506.62	\$ 8.05	\$ 44.15	\$ 25.20	\$ 1,429.21	\$ 4.57
2027	\$ 1,553.23	\$ 8.05	\$ 57.72	\$ 12.60	\$ 1,474.86	\$ 4.72
2028	\$ 1,594.09	\$ 8.05	\$ 58.71	\$ 12.60	\$ 1,514.73	\$ 4.85
2029	\$ 1,643.22	\$ 8.05	\$ 59.71	\$ 12.60	\$ 1,562.87	\$ 5.00
2030	\$ 1,693.89	\$ 8.05	\$ 73.30	\$ -	\$ 1,612.54	\$ 5.16
Total	\$ 31,197.10	\$ 201.33	\$ 1,389.17	\$ 523.20	\$ 29,083.41	\$ 93.07

Column H = 0.32% of State highways are in CAMPO Area

Table 6 - Incremental OM&P Revenue Above Current Law

State Fiscal Year	Counties Share	Benton County Share	CAMPO's Share	Cities Share	CAMPO's Share	Total CAMPO's Local Share
A	B	C	D	E	F	G
2006	\$ 6,978,749	\$ 135,388	\$ 10,831	\$ 4,652,500	\$ 109,287	\$ 120,118
2007	\$ 14,204,855	\$ 275,574	\$ 22,046	\$ 9,469,903	\$ 222,448	\$ 244,494
2008	\$ 21,669,506	\$ 420,388	\$ 33,631	\$ 14,446,338	\$ 339,344	\$ 372,976
2009	\$ 29,383,851	\$ 570,047	\$ 45,604	\$ 19,589,234	\$ 460,151	\$ 505,755
2010	\$ 37,354,220	\$ 724,672	\$ 57,974	\$ 24,902,813	\$ 584,967	\$ 642,941
2011	\$ 45,587,090	\$ 884,390	\$ 70,751	\$ 30,391,393	\$ 713,894	\$ 784,645
2012	\$ 54,089,083	\$ 1,049,328	\$ 83,946	\$ 36,059,388	\$ 847,035	\$ 930,981
2013	\$ 62,866,968	\$ 1,219,619	\$ 97,570	\$ 41,911,312	\$ 984,497	\$ 1,082,066
2014	\$ 71,927,670	\$ 1,395,397	\$ 111,632	\$ 47,951,780	\$ 1,126,387	\$ 1,238,019
2015	\$ 81,278,267	\$ 1,576,798	\$ 126,144	\$ 54,185,511	\$ 1,272,818	\$ 1,398,962
2016	\$ 90,925,997	\$ 1,763,964	\$ 141,117	\$ 60,617,331	\$ 1,423,901	\$ 1,565,018
2017	\$ 100,878,261	\$ 1,957,038	\$ 156,563	\$ 67,252,174	\$ 1,579,754	\$ 1,736,317
2018	\$ 111,142,624	\$ 2,156,167	\$ 172,493	\$ 74,095,082	\$ 1,740,493	\$ 1,912,987
2019	\$ 121,726,821	\$ 2,361,500	\$ 188,920	\$ 81,151,214	\$ 1,906,242	\$ 2,095,162
2020	\$ 132,638,761	\$ 2,573,192	\$ 205,855	\$ 88,425,841	\$ 2,077,123	\$ 2,282,978
2021	\$ 143,886,528	\$ 2,791,399	\$ 223,312	\$ 95,924,352	\$ 2,253,263	\$ 2,476,575
2022	\$ 155,478,387	\$ 3,016,281	\$ 241,302	\$ 103,652,258	\$ 2,434,792	\$ 2,676,094
2023	\$ 167,422,785	\$ 3,248,002	\$ 259,840	\$ 111,615,190	\$ 2,621,841	\$ 2,881,681
2024	\$ 179,728,360	\$ 3,486,730	\$ 278,938	\$ 119,818,907	\$ 2,814,546	\$ 3,093,485
2025	\$ 192,403,939	\$ 3,732,636	\$ 298,611	\$ 128,269,293	\$ 3,013,046	\$ 3,311,657
2026	\$ 205,458,546	\$ 3,985,896	\$ 318,872	\$ 136,972,364	\$ 3,217,481	\$ 3,536,352
2027	\$ 218,901,405	\$ 4,246,687	\$ 339,735	\$ 145,934,270	\$ 3,427,996	\$ 3,767,731
2028	\$ 232,741,944	\$ 4,515,194	\$ 361,215	\$ 155,161,296	\$ 3,644,739	\$ 4,005,954
2029	\$ 246,989,799	\$ 4,791,602	\$ 383,328	\$ 164,659,866	\$ 3,867,860	\$ 4,251,188
2030	\$ 261,654,818	\$ 5,076,103	\$ 406,088	\$ 174,436,545	\$ 4,097,514	\$ 4,503,603
Total	\$ 2,987,319,234	\$ 57,953,993	\$ 4,636,319	\$ 1,991,546,155	\$ 46,781,419	\$ 51,417,739

Table 7 - Local Transportation Maintenance Fee

FY	Corvallis	Philomath	Total
2006	\$ 420,000	\$ 50,000	\$ 470,000
2007	\$ 433,020	\$ 51,550	\$ 484,570
2008	\$ 446,444	\$ 53,148	\$ 499,592
2009	\$ 460,283	\$ 54,796	\$ 515,079
2010	\$ 474,552	\$ 56,494	\$ 531,046
2011		\$ 58,246	\$ 58,246
2012		\$ 60,051	\$ 60,051
2013		\$ 61,913	\$ 61,913
2014		\$ 63,832	\$ 63,832
2015		\$ 65,811	\$ 65,811
2016		\$ 67,851	\$ 67,851
2017		\$ 69,954	\$ 69,954
2018		\$ 72,123	\$ 72,123
2019		\$ 74,359	\$ 74,359
2020		\$ 76,664	\$ 76,664
2021		\$ 79,041	\$ 79,041
2022		\$ 81,491	\$ 81,491
2023		\$ 84,017	\$ 84,017
2024		\$ 86,622	\$ 86,622
2025		\$ 89,307	\$ 89,307
2026		\$ 92,075	\$ 92,075
2027		\$ 94,930	\$ 94,930
2028		\$ 97,872	\$ 97,872
2029		\$ 100,907	\$ 100,907
2030		\$ 104,035	\$ 104,035
Total	\$ 2,234,299	\$ 1,847,088	\$ 4,081,387

The annual increase on this revenue was assumed at the rate of inflation (3.1%)

Corvallis Area Metropolitan Transportation Plan: Destination 2030

Table 8 - Corvallis Urbanized Area Projected Revenue From Federal, State and Local Roadway Sources

FY	State Hwy Revenue	Federal Highway Revenue			Incremental Modernization Revenue Above Current Law			HPP & Discretionary (SAFETEA-LU)			STP-U	Total Annual
	CAMPO's Share	CAMPO's Share of Hwy Mod	CAMPO's State OM&P	CAMPO's Local OM&P	CAMPO from State	CAMPO from County	Cities within MPO	HPP on State Facilities	HPP on Local Facilities	Total		
2006	\$ 3,073,729	\$ 1,437,697	\$ 2,631,134	\$ 120,118	\$ -	\$ -	\$ -	\$ 59,634	\$ 86,886	\$ 146,520	\$ 530,150	\$ 7,939,348
2007	\$ 3,108,694	\$ 1,776,721	\$ 2,672,714	\$ 244,494	\$ -	\$ -	\$ -	\$ 59,634	\$ 86,886	\$ 146,520	\$ 547,433	\$ 8,496,576
2008	\$ 3,146,071	\$ 1,491,665	\$ 2,824,798	\$ 372,976	\$ -	\$ -	\$ -	\$ 59,634	\$ 86,886	\$ 146,520	\$ 565,279	\$ 8,547,309
2009	\$ 3,183,850	\$ 1,504,450	\$ 2,863,333	\$ 505,755	\$ -	\$ -	\$ -	\$ 59,634	\$ 86,886	\$ 146,520	\$ 583,707	\$ 8,787,615
2010	\$ 3,221,628	\$ 1,304,314	\$ 2,955,529	\$ 642,941	\$ 275,786	\$ 15,184	\$ 153,214	\$ 61,578	\$ 89,719	\$ 151,297	\$ 602,736	\$ 9,322,628
2011	\$ 3,259,809	\$ 1,317,460	\$ 3,050,300	\$ 784,645	\$ 278,701	\$ 15,345	\$ 154,834	\$ 63,585	\$ 92,644	\$ 156,229	\$ 622,385	\$ 9,639,707
2012	\$ 3,297,989	\$ 1,384,911	\$ 3,147,712	\$ 930,981	\$ 278,232	\$ 15,319	\$ 154,573	\$ 65,658	\$ 95,664	\$ 161,322	\$ 642,675	\$ 10,013,714
2013	\$ 3,336,571	\$ 552,787	\$ 3,407,833	\$ 1,082,066	\$ 281,841	\$ 15,518	\$ 156,579	\$ 67,798	\$ 98,783	\$ 166,581	\$ 663,626	\$ 9,663,402
2014	\$ 3,375,154	\$ 566,493	\$ 3,510,729	\$ 1,238,019	\$ 282,884	\$ 15,575	\$ 157,158	\$ 70,009	\$ 102,003	\$ 172,012	\$ 685,260	\$ 10,003,284
2015	\$ 3,413,736	\$ 580,391	\$ 3,200,473	\$ 1,398,962	\$ 283,931	\$ 15,633	\$ 157,739	\$ 72,291	\$ 105,328	\$ 177,619	\$ 707,600	\$ 9,936,084
2016	\$ 3,452,720	\$ 594,483	\$ 3,309,137	\$ 1,565,018	\$ 284,981	\$ 15,691	\$ 158,323	\$ 74,648	\$ 108,762	\$ 183,409	\$ 730,667	\$ 10,294,430
2017	\$ 3,491,705	\$ 608,773	\$ 3,420,793	\$ 1,736,317	\$ 286,036	\$ 15,749	\$ 158,909	\$ 77,081	\$ 112,307	\$ 189,389	\$ 754,487	\$ 10,662,156
2018	\$ 3,530,689	\$ 623,262	\$ 3,535,518	\$ 1,912,987	\$ 574,188	\$ 31,614	\$ 318,994	\$ 79,594	\$ 115,969	\$ 195,563	\$ 779,083	\$ 11,501,898
2019	\$ 3,569,673	\$ 637,955	\$ 3,653,389	\$ 2,095,162	\$ 576,313	\$ 31,731	\$ 320,174	\$ 82,189	\$ 119,749	\$ 201,938	\$ 804,482	\$ 11,890,816
2020	\$ 3,608,658	\$ 652,853	\$ 3,774,485	\$ 2,282,978	\$ 578,445	\$ 31,849	\$ 321,358	\$ 84,868	\$ 123,653	\$ 208,521	\$ 830,708	\$ 12,289,855
2021	\$ 3,648,044	\$ 667,960	\$ 3,898,888	\$ 2,476,575	\$ 580,585	\$ 31,966	\$ 322,547	\$ 87,635	\$ 127,684	\$ 215,319	\$ 857,789	\$ 12,699,673
2022	\$ 3,687,028	\$ 683,278	\$ 4,026,681	\$ 2,676,094	\$ 582,734	\$ 32,085	\$ 323,741	\$ 90,492	\$ 131,847	\$ 222,338	\$ 885,753	\$ 13,119,731
2023	\$ 3,726,012	\$ 698,811	\$ 4,157,949	\$ 2,881,681	\$ 584,890	\$ 32,203	\$ 324,939	\$ 93,442	\$ 136,145	\$ 229,587	\$ 914,628	\$ 13,550,700
2024	\$ 3,764,997	\$ 714,561	\$ 4,292,779	\$ 3,093,485	\$ 587,054	\$ 32,323	\$ 326,141	\$ 96,488	\$ 140,583	\$ 237,071	\$ 944,445	\$ 13,992,855
2025	\$ 3,803,981	\$ 730,532	\$ 4,431,261	\$ 3,311,657	\$ 589,226	\$ 32,442	\$ 327,348	\$ 99,633	\$ 145,166	\$ 244,800	\$ 975,234	\$ 14,446,480
2026	\$ 3,842,965	\$ 746,726	\$ 4,573,487	\$ 3,536,352	\$ 887,109	\$ 48,843	\$ 492,838	\$ 102,882	\$ 149,899	\$ 252,780	\$ 1,007,027	\$ 15,388,128
2027	\$ 3,881,547	\$ 976,248	\$ 4,719,550	\$ 3,767,731	\$ 890,391	\$ 49,024	\$ 494,662	\$ 106,235	\$ 154,785	\$ 261,021	\$ 1,039,856	\$ 16,080,030
2028	\$ 3,920,130	\$ 992,899	\$ 4,847,145	\$ 4,005,954	\$ 893,686	\$ 49,205	\$ 496,492	\$ 109,699	\$ 159,831	\$ 269,530	\$ 1,073,755	\$ 16,548,797
2029	\$ 3,958,310	\$ 1,009,783	\$ 5,001,172	\$ 4,251,188	\$ 896,992	\$ 49,387	\$ 498,329	\$ 113,275	\$ 165,042	\$ 278,317	\$ 1,108,759	\$ 17,052,239
2030	\$ 3,998,098	\$ 1,239,708	\$ 5,160,121	\$ 4,503,603	\$ 900,311	\$ 49,570	\$ 500,173	\$ 116,968	\$ 170,422	\$ 287,390	\$ 1,144,905	\$ 17,783,880
Total	\$ 88,301,789	\$ 23,494,720	\$ 93,066,910	\$ 51,417,739	\$ 11,374,317	\$ 626,257	\$ 6,319,065	\$ 2,054,581	\$ 2,993,530	\$ 5,048,111	\$ 20,002,428	\$ 299,651,335

Corvallis Area Metropolitan Transportation Plan: Destination 2030

Table 9 - Transit

Fiscal Year	Section 5307	Section 5309	Farebox & other Revenues	City of Corvallis Property Tax	Group Pass, OSU and Other Misc. Revenue	Current Additional Sources (BETC)	State Support of Urban Transit	Anticipated Additional Sources (JARC, NF)	Total Transit
A	B	C	D	E	F	G	H	I	J
2006	\$ 661,081	\$ 274,000	\$ 98,520	\$ 417,593	\$ 316,780	\$ 300,000	\$ -	\$ 10,000	\$ 2,077,974
2007	\$ 686,547	\$ 536,000	\$ 100,490	\$ 433,044	\$ 342,500	\$ 309,000	\$ -	\$ 10,400	\$ 2,417,981
2008	\$ 744,536	\$ 553,000	\$ 102,500	\$ 450,366	\$ 349,350	\$ 318,270	\$ -	\$ 10,816	\$ 2,528,838
2009	\$ 791,938	\$ 570,143	\$ 104,550	\$ 468,380	\$ 356,337	\$ 327,818	\$ -	\$ 11,249	\$ 2,630,415
2010	\$ 817,755	\$ 587,817	\$ 106,640	\$ 487,116	\$ 363,464	\$ 337,653	\$ 191,672	\$ 11,699	\$ 2,903,815
2011	\$ 844,414	\$ 606,040	\$ 109,839	\$ 506,600	\$ 370,733	\$ 347,782	\$ 269,960	\$ 12,167	\$ 3,067,535
2012	\$ 871,942	\$ 622,000	\$ 113,134	\$ 526,864	\$ 378,148	\$ 358,216	\$ 269,960	\$ 12,653	\$ 3,152,917
2013	\$ 900,367	\$ 778,000	\$ 116,528	\$ 547,939	\$ 385,711	\$ 368,962	\$ 269,960	\$ 13,159	\$ 3,380,627
2014	\$ 929,719	\$ 802,118	\$ 120,024	\$ 569,856	\$ 393,425	\$ 380,031	\$ 269,960	\$ 13,686	\$ 3,478,819
2015	\$ 960,028	\$ 826,984	\$ 123,625	\$ 592,651	\$ 401,293	\$ 391,432	\$ 269,960	\$ 14,233	\$ 3,580,206
2016	\$ 991,325	\$ 852,620	\$ 127,334	\$ 616,357	\$ 409,319	\$ 403,175	\$ 269,960	\$ 14,802	\$ 3,684,892
2017	\$ 1,023,642	\$ 721,000	\$ 131,154	\$ 641,011	\$ 417,506	\$ 415,270	\$ 269,960	\$ 15,395	\$ 3,634,937
2018	\$ 1,057,013	\$ 742,000	\$ 135,088	\$ 666,651	\$ 425,856	\$ 427,728	\$ 269,960	\$ 16,010	\$ 3,740,307
2019	\$ 1,091,471	\$ 956,000	\$ 139,141	\$ 693,317	\$ 434,373	\$ 440,560	\$ 269,960	\$ 16,651	\$ 4,041,474
2020	\$ 1,127,053	\$ 985,000	\$ 143,315	\$ 721,050	\$ 443,060	\$ 453,777	\$ 269,960	\$ 17,317	\$ 4,160,533
2021	\$ 1,163,795	\$ 1,015,535	\$ 149,048	\$ 749,892	\$ 451,921	\$ 467,390	\$ 269,960	\$ 18,009	\$ 4,285,551
2022	\$ 1,201,735	\$ 1,047,017	\$ 155,010	\$ 779,888	\$ 460,960	\$ 481,412	\$ 269,960	\$ 18,730	\$ 4,414,711
2023	\$ 1,240,912	\$ 1,079,474	\$ 161,210	\$ 811,083	\$ 470,179	\$ 495,854	\$ 269,960	\$ 19,479	\$ 4,548,152
2024	\$ 1,281,365	\$ 1,200,000	\$ 167,659	\$ 843,527	\$ 479,583	\$ 510,730	\$ 269,960	\$ 20,258	\$ 4,773,081
2025	\$ 1,323,138	\$ 1,200,000	\$ 174,365	\$ 877,268	\$ 489,174	\$ 526,052	\$ 269,960	\$ 21,068	\$ 4,881,025
2026	\$ 1,366,272	\$ 1,200,000	\$ 181,340	\$ 912,358	\$ 498,958	\$ 541,833	\$ 269,960	\$ 21,911	\$ 4,992,633
2027	\$ 1,410,813	\$ 1,200,000	\$ 188,593	\$ 948,853	\$ 508,937	\$ 558,088	\$ 269,960	\$ 22,788	\$ 5,108,032
2028	\$ 1,456,805	\$ 1,237,200	\$ 196,137	\$ 986,807	\$ 519,116	\$ 574,831	\$ 269,960	\$ 23,699	\$ 5,264,555
2029	\$ 1,504,297	\$ 1,275,553	\$ 203,982	\$ 1,026,279	\$ 529,498	\$ 592,076	\$ 269,960	\$ 24,647	\$ 5,426,293
2030	\$ 1,553,337	\$ 1,315,095	\$ 212,142	\$ 1,067,330	\$ 540,088	\$ 609,838	\$ 269,960	\$ 25,633	\$ 5,593,424
Total	\$ 27,001,302	\$ 22,182,596	\$ 3,561,368	\$ 17,342,080	\$ 10,736,268	\$ 10,937,779	\$ 5,590,872	\$ 416,459	\$ 97,768,725

Column G = Based on latest available population estimates. Program totals \$7.1 million in 2010, and \$10 million per year thereafter.

Column D = Farebox Revenue increases by 2% through 2010, 3% from 2010 to 220 and 4% from 2020 through 2030.

Column F = assumed 2% annual increase

Table 10 - Transit Discretionary: STP Funds Transferred to Transit in \$ Million

Fiscal Year	TDM Discretionary	Urban Vehicle Discretionary	Special Needs Discretionary	CAMPO's Share of TDM Discretionary	CAMPO's Share of Urban Vehicle Discretionary	CAMPO's Share of Special Needs Discretionary	Corvallis Special Requests Discretionary	Total without Special Needs (E+F+H)
A	B	C	D	E	F	G	H	I
2006	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2007	\$ 0.569	\$ 1.52	\$ 3.796	\$ 0.013	\$ 0.036	\$ 0.089		\$ 0.05
2008	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2009	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2010	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122	\$ 3.10	\$ 3.17
2011	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2012	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2013	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2014	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2015	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122	\$ 0.35	\$ 0.42
2016	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2017	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2018	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2019	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2020	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2021	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2022	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2023	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2024	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2025	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122	\$ 1.20	\$ 1.27
2026	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2027	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2028	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2029	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
2030	\$ 0.780	\$ 2.08	\$ 5.196	\$ 0.018	\$ 0.049	\$ 0.122		\$ 0.07
Total	\$ 19.289	\$ 51.390	\$ 128.500	\$ 0.453	\$ 1.207	\$ 3.018	\$ 4.65	\$ 6.31

Note: This calculation used Column H, instead of Column G. Column H is based on preliminary discussions with the area's Congressional delegates.

**Table 11 - Total Transit Funds
(Federal + State + Local)**

Fiscal Year	Transit	Transit Discretionary	Total
A	B	C	D
2006	\$ 2,077,974	\$ 67,134	\$ 2,145,108
2007	\$ 2,417,981	\$ 49,024	\$ 2,467,005
2008	\$ 2,528,838	\$ 67,134	\$ 2,595,972
2009	\$ 2,630,415	\$ 67,134	\$ 2,697,550
2010	\$ 2,903,815	\$ 3,167,134	\$ 6,070,950
2011	\$ 3,067,535	\$ 67,134	\$ 3,134,669
2012	\$ 3,152,917	\$ 67,134	\$ 3,220,051
2013	\$ 3,380,627	\$ 67,134	\$ 3,447,761
2014	\$ 3,478,819	\$ 67,134	\$ 3,545,954
2015	\$ 3,580,206	\$ 417,134	\$ 3,997,340
2016	\$ 3,684,892	\$ 67,134	\$ 3,752,026
2017	\$ 3,634,937	\$ 67,134	\$ 3,702,071
2018	\$ 3,740,307	\$ 67,134	\$ 3,807,441
2019	\$ 4,041,474	\$ 67,134	\$ 4,108,608
2020	\$ 4,160,533	\$ 67,134	\$ 4,227,667
2021	\$ 4,285,551	\$ 67,134	\$ 4,352,686
2022	\$ 4,414,711	\$ 67,134	\$ 4,481,845
2023	\$ 4,548,152	\$ 67,134	\$ 4,615,286
2024	\$ 4,773,081	\$ 67,134	\$ 4,840,216
2025	\$ 4,881,025	\$ 1,267,134	\$ 6,148,160
2026	\$ 4,992,633	\$ 67,134	\$ 5,059,767
2027	\$ 5,108,032	\$ 67,134	\$ 5,175,166
2028	\$ 5,264,555	\$ 67,134	\$ 5,331,689
2029	\$ 5,426,293	\$ 67,134	\$ 5,493,427
2030	\$ 5,593,424	\$ 67,134	\$ 5,660,558
Total	\$ 97,768,725	\$ 6,310,250	\$ 104,078,974

**Table 12 - Summary Transportation Funds
(Total Roadway Funds + Total Transit Funds)**

Fiscal Year	Total Roadway Funds	Total Transit Funds	Transportation Maintenance Fee	Total Road + Maintenance Fee	Grand Total of Roadway & Transit Funds	<i>Decennial Total of Road</i>	<i>Decennial Total of Transit</i>
2006	\$ 7,939,348	\$ 2,145,108	\$ 470,000	\$ 8,409,348	\$ 10,554,456		
2007	\$ 8,496,576	\$ 2,467,005	\$ 484,570	\$ 8,981,146	\$ 11,448,151		
2008	\$ 8,547,309	\$ 2,595,972	\$ 499,592	\$ 9,046,900	\$ 11,642,873		
2009	\$ 8,787,615	\$ 2,697,550	\$ 515,079	\$ 9,302,694	\$ 12,000,244		
2010	\$ 9,322,628	\$ 6,070,950	\$ 531,046	\$ 9,853,675	\$ 15,924,624	\$ 45,593,763	\$ 15,976,584
2011	\$ 9,639,707	\$ 3,134,669	\$ 58,246	\$ 9,697,953	\$ 12,832,622		
2012	\$ 10,013,714	\$ 3,220,051	\$ 60,051	\$ 10,073,765	\$ 13,293,817		
2013	\$ 9,663,402	\$ 3,447,761	\$ 61,913	\$ 9,725,315	\$ 13,173,076		
2014	\$ 10,003,284	\$ 3,545,954	\$ 63,832	\$ 10,067,116	\$ 13,613,070		
2015	\$ 9,936,084	\$ 3,997,340	\$ 65,811	\$ 10,001,895	\$ 13,999,235		
2016	\$ 10,294,430	\$ 3,752,026	\$ 67,851	\$ 10,362,282	\$ 14,114,308		
2017	\$ 10,662,156	\$ 3,702,071	\$ 69,954	\$ 10,732,111	\$ 14,434,182		
2018	\$ 11,501,898	\$ 3,807,441	\$ 72,123	\$ 11,574,021	\$ 15,381,462		
2019	\$ 11,890,816	\$ 4,108,608	\$ 74,359	\$ 11,965,175	\$ 16,073,783		
2020	\$ 12,289,855	\$ 4,227,667	\$ 76,664	\$ 12,366,519	\$ 16,594,186	\$ 106,566,151	\$ 36,943,590
2021	\$ 12,699,673	\$ 4,352,686	\$ 79,041	\$ 12,778,714	\$ 17,131,400		
2022	\$ 13,119,731	\$ 4,481,845	\$ 81,491	\$ 13,201,222	\$ 17,683,067		
2023	\$ 13,550,700	\$ 4,615,286	\$ 84,017	\$ 13,634,717	\$ 18,250,003		
2024	\$ 13,992,855	\$ 4,840,216	\$ 86,622	\$ 14,079,476	\$ 18,919,692		
2025	\$ 14,446,480	\$ 6,148,160	\$ 89,307	\$ 14,535,787	\$ 20,683,946		
2026	\$ 15,388,128	\$ 5,059,767	\$ 92,075	\$ 15,480,203	\$ 20,539,970		
2027	\$ 16,080,030	\$ 5,175,166	\$ 94,930	\$ 16,174,960	\$ 21,350,125		
2028	\$ 16,548,797	\$ 5,331,689	\$ 97,872	\$ 16,646,669	\$ 21,978,358		
2029	\$ 17,052,239	\$ 5,493,427	\$ 100,907	\$ 17,153,146	\$ 22,646,573		
2030	\$ 17,783,880	\$ 5,660,558	\$ 104,035	\$ 17,887,914	\$ 23,548,472	\$ 151,572,807	\$ 51,158,800
Total	\$ 299,651,335	\$ 104,078,974	\$ 4,081,387	\$ 303,732,722	\$ 407,811,696	\$ 303,732,722	\$ 104,078,974

Cost Estimate

Table 1 - Costs of Maintenance and Operation of Existing Roadway System

Fiscal Year	City of Corvallis	City of Philomath	City of Adair Village	Benton County	ODOT	Total	
A	B	C	D	E	F	G	<i>Decennial Total</i>
2006	\$ 2,580,000	\$ -	\$ 5,000	\$ 400,000	\$ 2,631,134	\$ 5,616,134	
2007	\$ 2,659,980	\$ -	\$ 5,155	\$ 412,400	\$ 2,672,714	\$ 5,750,249	
2008	\$ 2,742,439	\$ -	\$ 5,315	\$ 425,184	\$ 2,824,798	\$ 5,997,737	
2009	\$ 2,827,455	\$ -	\$ 5,480	\$ 438,365	\$ 2,863,333	\$ 6,134,633	
2010	\$ 2,915,106	\$ -	\$ 5,649	\$ 451,954	\$ 2,955,529	\$ 6,328,239	\$ 29,826,991
2011	\$ 3,005,474	\$ -	\$ 5,825	\$ 465,965	\$ 3,050,300	\$ 6,527,564	
2012	\$ 3,098,644	\$ -	\$ 6,005	\$ 480,410	\$ 3,147,712	\$ 6,732,771	
2013	\$ 3,194,702	\$ -	\$ 6,191	\$ 495,303	\$ 3,407,833	\$ 7,104,029	
2014	\$ 3,293,738	\$ -	\$ 6,383	\$ 510,657	\$ 3,510,729	\$ 7,321,508	
2015	\$ 3,395,844	\$ -	\$ 6,581	\$ 526,487	\$ 3,200,473	\$ 7,129,386	
2016	\$ 3,501,115	\$ -	\$ 6,785	\$ 542,809	\$ 3,309,137	\$ 7,359,845	
2017	\$ 3,609,649	\$ -	\$ 6,995	\$ 559,636	\$ 3,420,793	\$ 7,597,073	
2018	\$ 3,721,549	\$ -	\$ 7,212	\$ 576,984	\$ 3,535,518	\$ 7,841,263	
2019	\$ 3,836,917	\$ -	\$ 7,436	\$ 594,871	\$ 3,653,389	\$ 8,092,612	
2020	\$ 3,955,861	\$ -	\$ 7,666	\$ 613,312	\$ 3,774,485	\$ 8,351,324	\$ 74,057,374
2021	\$ 4,078,493	\$ -	\$ 7,904	\$ 632,324	\$ 3,898,888	\$ 8,617,609	
2022	\$ 4,204,926	\$ -	\$ 8,149	\$ 651,927	\$ 4,026,681	\$ 8,891,682	
2023	\$ 4,335,279	\$ -	\$ 8,402	\$ 672,136	\$ 4,157,949	\$ 9,173,765	
2024	\$ 4,469,672	\$ -	\$ 8,662	\$ 692,972	\$ 4,292,779	\$ 9,464,086	
2025	\$ 4,608,232	\$ -	\$ 8,931	\$ 714,455	\$ 4,431,261	\$ 9,762,879	
2026	\$ 4,751,087	\$ -	\$ 9,208	\$ 736,603	\$ 4,573,487	\$ 10,070,385	
2027	\$ 4,898,371	\$ -	\$ 9,493	\$ 759,437	\$ 4,719,550	\$ 10,386,851	
2028	\$ 5,050,221	\$ -	\$ 9,787	\$ 782,980	\$ 4,847,145	\$ 10,690,133	
2029	\$ 5,206,777	\$ -	\$ 10,091	\$ 807,252	\$ 5,001,172	\$ 11,025,292	
2030	\$ 5,368,187	\$ -	\$ 10,403	\$ 832,277	\$ 5,160,121	\$ 11,370,989	\$ 99,453,672
Total	\$ 95,309,718	\$ -	\$ 184,709	\$ 14,776,701	\$ 93,066,910	\$ 203,338,037	

B & E = Based on budgetted amounts for FY2006, increased by 0.3.1% per year for inflation

C & D = All classified roads in Philomath are County Roads. All classified roads, but Arnold Road in the Adair Village are County Roads.

F = ODOT's M&O was derived from the projected CAMPO's O&M Revenue from State sources

Table 2 - Total Cost of Maintaining Existing Transportation System

Fiscal Year	STP-U	55% of STP for Maintenance	M&O	Total Roadway M&O	Current Transit Operation	Total Roadway & Transit	<i>Decennial Total of Roads</i>	<i>Decennial Total of Transit</i>
2006	\$ 530,150	\$ 291,583	\$ 5,616,134	\$ 5,907,716	\$ 1,724,263	\$ 7,631,979		
2007	\$ 547,433	\$ 301,088	\$ 5,750,249	\$ 6,051,337	\$ 1,777,715	\$ 7,829,052		
2008	\$ 565,279	\$ 310,903	\$ 5,997,737	\$ 6,308,640	\$ 1,832,824	\$ 8,141,465		
2009	\$ 583,707	\$ 321,039	\$ 6,134,633	\$ 6,455,672	\$ 1,889,642	\$ 8,345,314		
2010	\$ 602,736	\$ 331,505	\$ 6,328,239	\$ 6,659,744	\$ 1,948,221	\$ 8,607,964	\$ 31,383,109	\$ 9,172,665
2011	\$ 622,385	\$ 342,312	\$ 6,527,564	\$ 6,869,876	\$ 2,008,616	\$ 8,878,492		
2012	\$ 642,675	\$ 353,471	\$ 6,732,771	\$ 7,086,243	\$ 2,070,883	\$ 9,157,125		
2013	\$ 663,626	\$ 364,994	\$ 7,104,029	\$ 7,469,023	\$ 2,135,080	\$ 9,604,103		
2014	\$ 685,260	\$ 376,893	\$ 7,321,508	\$ 7,698,401	\$ 2,201,268	\$ 9,899,668		
2015	\$ 707,600	\$ 389,180	\$ 7,129,386	\$ 7,518,565	\$ 2,269,507	\$ 9,788,072		
2016	\$ 730,667	\$ 401,867	\$ 7,359,845	\$ 7,761,712	\$ 2,339,862	\$ 10,101,574		
2017	\$ 754,487	\$ 414,968	\$ 7,597,073	\$ 8,012,041	\$ 2,412,397	\$ 10,424,438		
2018	\$ 779,083	\$ 428,496	\$ 7,841,263	\$ 8,269,759	\$ 2,487,182	\$ 10,756,940		
2019	\$ 804,482	\$ 442,465	\$ 8,092,612	\$ 8,535,077	\$ 2,564,284	\$ 11,099,361		
2020	\$ 830,708	\$ 456,889	\$ 8,351,324	\$ 8,808,213	\$ 2,643,777	\$ 11,451,990	\$ 78,028,910	\$ 23,132,854
2021	\$ 857,789	\$ 471,784	\$ 8,617,609	\$ 9,089,393	\$ 2,725,734	\$ 11,815,127		
2022	\$ 885,753	\$ 487,164	\$ 8,891,682	\$ 9,378,846	\$ 2,810,232	\$ 12,189,078		
2023	\$ 914,628	\$ 503,046	\$ 9,173,765	\$ 9,676,811	\$ 2,897,349	\$ 12,574,160		
2024	\$ 944,445	\$ 519,445	\$ 9,464,086	\$ 9,983,531	\$ 2,987,167	\$ 12,970,698		
2025	\$ 975,234	\$ 536,379	\$ 9,762,879	\$ 10,299,258	\$ 3,079,769	\$ 13,379,027		
2026	\$ 1,007,027	\$ 553,865	\$ 10,070,385	\$ 10,624,249	\$ 3,175,242	\$ 13,799,491		
2027	\$ 1,039,856	\$ 571,921	\$ 10,386,851	\$ 10,958,772	\$ 3,273,674	\$ 14,232,446		
2028	\$ 1,073,755	\$ 590,565	\$ 10,690,133	\$ 11,280,698	\$ 3,375,158	\$ 14,655,856		
2029	\$ 1,108,759	\$ 609,818	\$ 11,025,292	\$ 11,635,110	\$ 3,479,788	\$ 15,114,898		
2030	\$ 1,144,905	\$ 629,698	\$ 11,370,989	\$ 12,000,687	\$ 3,587,662	\$ 15,588,348	\$ 104,927,355	\$ 31,391,775
Total	\$ 20,002,428	\$ 11,001,336	\$ 203,338,037	\$ 214,339,373	\$ 63,697,295	\$ 278,036,668		

Per a directive of the Policy Board more than half of the area's STP funds are allocated to the Maintenance and preservation of the existing transportation system.

Table 3 - Cost Estimate of Projects in the TDM Alternative

No.	2010 Projects	Cost Estimate
1	System Maintenance and Operation	\$40,555,774
2	Kings Boulevard- extend to Lester Avenue	\$2,824,715
3	4 New Buses	\$1,434,955
4	Enhanced TDM Activity	\$531,976
5	Operation of 3 buses added to existing routes	\$711,828
6	Operation of one bus for one new route	\$240,101
7	One new Park and Ride	\$706,179
Subtotal		\$47,005,528
2020 Projects		
8	8 New Buses	\$3,343,195
9	System Maintenance and Operation	\$101,161,764
10	Enhanced TDM Activity	\$1,341,608
11	Operation of 2 buses added to existing routes	\$552,812
12	Operation of 6 buses for three new routes	\$1,678,179
13	4 new Park and Rides	\$3,290,546
Subtotal		\$111,368,104
2030 Projects		
14	10 New Buses	\$5,670,983
15	System Maintenance and Operation	\$136,319,130
16	Enhanced TDM Activity	\$1,820,591
17	Operation of 4 buses added to existing routes	\$1,500,355
18	Operation of 4 buses for two new routes	\$1,514,644
19	6 new Park and Rides	\$6,698,012
Subtotal		\$153,523,714
Grand Total		\$311,897,346

Table 4 - Cost Estimate of Projects in the Capacity Expansion Alternative

No.	2010 Projects	Total Cost	SDC Share	Balance
1	Purchase four new buses	\$1,434,955	\$ -	\$1,434,955
2	System Maintenance and Operation	\$40,555,774	\$ -	\$40,555,774
3	Operation of 3 buses added to existing routes	\$711,828	\$ -	\$711,828
4	Operation of one bus for one new route	\$240,101	\$ -	\$240,101
5	One new Park and Ride	\$706,179	\$ -	\$706,179
6	Kings Boulevard - extend to Lester Avenue	\$4,465,341	\$ 4,465,341	\$0
7	US20 Widen to 4 lanes between Downtown and Steele Ave.	\$17,852,200		\$17,852,200
8	Circle Boulevard, Hewlett-Packard campus to US20	\$1,073,392		\$1,073,392
9	Circle Blvd. at 9th Street	\$99,995	\$ 99,995	\$0
10	3rd Street at Adams Avenue	\$206,993		\$206,993
11	35th Street, US20/OR34 to Orchard	\$1,562,000	\$ 31,240	\$1,530,760
12	College Street, 20th Street to 11th Street	\$4,477,085	\$ -	\$4,477,085
13	Applegate St. 20th St. to 11th St. & between 23rd St. & 24th St.	\$839,453	\$ -	\$839,453
14	South 19th Street, College Street to Chapel Drive	\$447,708	\$ -	\$447,708
15	OR99W, Rivergreen Avenue to Airport	\$3,649,532	\$ -	\$3,649,532
16	Country Club Dr, Barley Hill Dr. to Hwy 20/34	\$960,403	\$ -	\$960,403
17	Crystal Lake Dr.	\$63,468	\$ -	\$63,468
18	Reservoir Road/ SW 53rd St.	\$4,519,544	\$ -	\$4,519,544
19	Airport Ave. Improvement	\$903,909	\$ -	\$903,909
20	Junction US20 at OR34	\$395,460		\$395,460
21	US 20/OR34 at Hwy 99W	\$1,162,653		\$1,162,653
22	West Hills Rd. at 53rd St.	\$282,472	\$ -	\$282,472
Subtotal		\$86,610,445	\$4,596,576	\$82,013,869
2020 Projects				
23	System Maintenance and Operation	\$101,161,764		\$101,161,764
24	US20/OR34 Widening, US20/OR34 fork to OR99W	\$53,584,094	\$ -	\$53,584,094
25	US20, 53rd Street to Western Boulevard	\$8,930,682		\$8,930,682
26	Replace Van Buren Street Bridge	\$20,000,000	\$ 2,000,000	\$18,000,000
27	OR99W, railroad overcrossing to north of Lewisburg Rd.	\$12,502,955		\$12,502,955
28	US20/OR34 and OR99W interchange	\$2,679,205		\$2,679,205
29	Circle Boulevard Extension	\$2,632,437	\$ 2,632,437	\$0
30	US20 at Western Boulevard	\$241,128	\$ -	\$241,128
31	OR99W at Goodnight & Rivergreen Avenue	\$684,434	\$ 684,434	\$0
32	West Hills Road, 35th St./Western Blvd to 53rd St.	\$2,500,815	\$ 2,000,000	\$500,815
33	Country Club Dr from 35th to 53rd	\$1,217,502	\$ 1,000,000	\$217,502
34	Grant from Highland to 9th	\$0	\$ -	\$0
35	Crystal Lake from Alexander to Park	\$785,900	\$ -	\$785,900
36	Buchanan at 9th Street	\$263,244	\$ 263,244	\$0
37	Witham Hill Dr., Grant to Walnut	\$789,731	\$ -	\$789,731
38	Airport Ave to Rivergreen	\$858,174		\$858,174
39	Newton Street, between dead end and 26th Street	\$211,876	\$ -	\$211,876
40	13th Street, Chapel Drive to Main Street	\$3,324,825		\$3,324,825
41	Chapel Drive, Bellfountain Road to 13th Street	\$1,336,449		\$1,336,449
Subtotal		\$213,705,217	\$8,580,114	\$205,125,103
2030 Projects				
42	System Maintenance and Operation	\$136,319,130		\$136,319,130
7	Lester Ave. Extension	\$1,964,750	\$ 1,964,750	\$0
43	US20, Circle to N. Albany Road	\$31,203,049	\$ -	\$31,203,049
44	US 20/OR34, between OR99W&US20/OR34 junction	\$68,407,736		\$68,407,736
45	US20, US20/OR34 junction to Woods Creek Road	\$3,420,387	\$ -	\$3,420,387
46	OR99W between railroad overcrossing and Walnut Blvd.	\$7,980,903		\$7,980,903
47	Arnold Avenue and OR99W	\$625,148		\$625,148
48	Chapel Dr. between 19th St. and Bellfountain Rd.	\$1,422,881		\$1,422,881
49	19th St. between US20/OR34 and Chapel Dr.	\$542,701		\$542,701
50	Bellfountain Rd. between Airport Rd. and Greenberry Rd.	\$5,037,090		\$5,037,090
51	Granger Ave.: Pettibone to US20	\$1,185,734		\$1,185,734
52	West Hills Road at Reservoir Rd.	\$250,828		\$250,828
53	Harrison Blvd., Kings to 36th	\$1,214,573	\$ 1,214,573	\$0
54	Brooklane Dr., Chintimini to US20/OR34	\$2,500,591		\$2,500,591
55	Ponderosa Ave from Glenridge to Skyline	\$714,455		\$714,455
56	Alexander from 3rd to Crystal Lake	\$714,455		\$714,455
57	OR99W at Kiger Island Drive	\$371,516	\$371,516	\$0
58	53rd Street, Philomath Blvd to Nash	\$5,574,798		\$5,574,798
59	Clemens Mill Road - relocate road across from 26th Street	\$1,879,941	\$ 800,000	\$1,079,941
60	US20 at OR34	\$442,339		\$442,339
61	Main Street at 26th Street	\$442,339	\$ 442,339	\$0
62	West Hills Road, Wyatt Lane to N. 19th Street	\$1,703,005	\$ 700,000	\$1,003,005
Subtotal		\$273,918,348	\$5,493,178	\$268,425,170
Grand Total		\$574,234,010	\$18,669,869	\$555,564,142

Table 5 - Cost Estimate of Roadway Projects in the Preferred Alternative

No.2010 Projects		Total Cost	SDC Share	Balance
1	System Maintenance and Operation	\$31,383,109	\$ -	\$ 31,383,109
2	Kings Boulevard - extend to Lester Avenue	\$4,465,341	\$ 4,465,341	\$ -
3	53rd Street at railroad overpass	\$4,000,000	\$ -	\$ 4,000,000
4	Circle Boulevard at 9th Street	\$88,500	\$ 88,500	\$ -
5	Intersection of 53rd and Philomath Blvd	\$484,600	\$ 312,600	\$ 172,000
6	35th Street, US-20/OR34 to Orchard	\$1,562,000	\$ 31,240	\$ 1,530,760
7	Replace Van Buren Bridge (Preliminary Engineering)	\$4,000,000	\$ -	\$ 4,000,000
Subtotal		\$45,983,550	\$4,897,681	\$41,085,869
2020 Projects				
8	System Maintenance and Operation	\$78,028,910	\$ -	\$ 78,028,910
9	US20/OR34-Newton Creek to 53rd St (design&ROW)	\$2,000,000	\$ -	\$ 2,000,000
10	Country Club Dr, Barley Hill Dr. to US-20/OR-34	\$641,890	\$ -	\$ 641,890
11	Crystal Lake Dr. - Alexander to Park	\$73,935	\$ -	\$ 73,935
12	Replace Van Buren St. Bridge (Construction Phase)	\$20,000,000	\$ 2,000,000	\$ 18,000,000
13	Circle Boulevard - Extend to Harrison Boulevard	\$2,632,437	\$ 2,632,437	\$ -
14	OR99W, railroad overcrossing to Circle Blvd.	\$1,579,462	\$ 240,000	\$ 1,339,462
15	US20/OR34, 53rd Street to Western	\$289,568	\$ -	\$ 289,568
16	OR99W at both Goodnight and Rivergreen Av	\$684,434	\$ 684,434	\$ -
17	West Hills Rd, 35th St /Western Blvd to 53rd St.	\$2,500,815	\$ 2,000,000	\$ 500,815
18	Country Club Dr from 35th to 53rd St.	\$1,217,502	\$ 1,000,000	\$ 217,502
19	Grant Ave, Highland to 9th St. (re-stripe for bike lane)	\$0	\$ -	\$ -
20	Buchanan at 9th St.	\$263,244	\$ 263,244	\$ -
21	Witham Hill Dr., Grant to Walnut Ave.	\$789,731	\$ -	\$ 789,731
22	Plumley Street extension.	\$4,606,765	\$ 800,000	\$ 3,806,765
23	Airport Avenue, OR-99W to Airport Place	\$858,174	\$ 858,174	\$ -
24	13th Street, Chapel Drive to Main Street	\$2,444,724	\$ -	\$ 2,444,724
Subtotal		\$118,611,591	\$10,478,289	\$108,133,302
2030 Projects				
25	System Maintenance and Operation	\$104,927,355	\$ -	\$ 104,927,355
26	Chapel Drive, Bellfountain Road to 13th Street	\$1,336,449	\$ -	\$ 1,336,449
27	Harrison Blvd., 29th to 36th	\$1,214,573	\$ 1,214,573	\$ -
28	Brooklane Dr., Chintimini to US-20/OR34	\$2,500,591	\$ -	\$ 2,500,591
29	Lester Avenue - extend to OR99W	\$1,964,750	\$ 1,964,750	\$ -
30	Satinwood Drive - extend to Lester	\$500,118	\$ 500,118	\$ -
31	Alexander from 3rd to Crystal Lake	\$371,516	\$ -	\$ 371,516
32	OR99W at Kiger Island Drive - traffic light	\$464,395	\$ 464,395	\$ -
33	Circle Boulevard, Hewlett-Packard campus to US20	\$1,696,830	\$ -	\$ 1,696,830
34	Clemens Mill Road - relocate road across from 26th St.	\$1,879,941	\$ 800,000	\$ 1,079,941
35	US-20/OR34 Intersection	\$442,339	\$ -	\$ 442,339
36	Main Street at 26th St.	\$442,339	\$ 442,339	\$ -
37	West Hills Road, Wyatt Lane to N. 19th St.	\$1,703,005	\$ 700,000	\$ 1,003,005
Subtotal		\$119,444,202	\$6,086,176	\$113,358,027
Grand Total		\$284,039,343	\$21,462,146	\$262,577,198

Table 6 - Cost Estimate of Transit Projects in the Preferred Alternative

No.	2010 Projects	Total Cost	Remarks
1	Purchase three new buses	\$1,200,000	
2	TDM Enhanced Activity	\$531,976	
3	Operation of 3 new buses	\$474,552	<i>Assumes buses in operation in FY 2010</i>
4	One new Park and Ride Facility	\$300,000	
5	New Bus Maintenance and Operation Facility	\$3,100,000	
6	System Maintenance and Operation	\$9,172,665	
Subtotal		\$14,779,193	
2020 Projects			
7	Purchase four new buses	\$1,700,000	
8	TDM Enhanced Activity	\$1,341,608	
9	Operation of 3 added buses	\$5,634,755	<i>Cost represents 10 years of operation</i>
10	Operation of 4 new buses	\$3,161,869	<i>Cost represents 5 year of operation</i>
11	Extended Service Hours	\$1,550,000	
12	One new Park and Ride Facility	\$350,000	
13	System Maintenance and Operation	\$23,132,854	
Subtotal		\$36,871,087	
2030 Projects			
14	Purchase three new buses	\$1,650,000	
15	TDM Enhanced Activity	\$1,820,591	
16	Operation of 7 added buses	\$9,102,955	<i>Cost represents 10 years of operation</i>
17	Operation of 3 new buses	\$3,754,383	<i>Cost represents 5 year of operation</i>
18	Extended Service Hours	\$3,500,000	
19	Three new Park and Ride Facilities	\$1,200,000	
20	System Maintenance and Operation	\$31,391,775	
Subtotal		\$52,419,704	
Grand Total		\$104,069,984	

Summary:

Balance of Revenues and Costs

Table 7 - Summary Costs of Transportation System Alternatives

Networks	Status Quo Alternative	TDM Alternative	Expansion Alternative	Preferred Alternative
2010	\$ 40,555,774	\$ 47,005,528	\$ 82,013,869	\$ 55,865,062
2020	\$ 101,161,764	\$ 111,368,104	\$ 205,125,103	\$ 145,004,389
2030	\$ 136,319,130	\$ 153,523,714	\$ 268,425,170	\$ 165,777,731
Total	\$ 278,036,668	\$ 311,897,346	\$ 555,564,142	\$ 366,647,182

Table 8 - Breakdown of Revenue by Road and Transit

Networks	Roadway	Transit	Total
2010	\$ 45,593,763	\$ 15,976,584	\$61,570,347
2020	\$ 106,566,151	\$ 36,943,590	\$143,509,741
2030	\$ 151,572,807	\$ 51,158,800	\$202,731,607
Total	\$303,732,722	\$104,078,974	\$407,811,696

Table 9 - Breakdown of Cost Estimates of Recommended Projects by Road and Transit

Networks	Roadway Element	Transit Element	Total
2010	\$41,085,869	\$14,779,193	\$55,865,062
2020	\$108,133,302	\$36,871,087	\$145,004,389
2030	\$113,358,027	\$52,419,704	\$165,777,731
Total	\$262,577,198	\$104,069,984	\$366,647,182

Table 10 -Summary Revenue vs. Costs of Recommended Roadway Projects

Networks	Cost	Revenue	Difference	Balance
2010	\$ 41,085,869	\$ 45,593,763	\$ 4,507,894	\$ 4,507,894
2020	\$ 108,133,302	\$ 106,566,151	\$ (1,567,151)	\$ 2,940,743
2030	\$ 113,358,027	\$ 151,572,807	\$ 38,214,781	\$ 41,155,524
Total	\$ 262,577,198	\$ 303,732,722	\$ 41,155,524	NA

Table 11 - Summary Revenue vs. Costs of Recommended Transit and TDM Projects

Networks	Cost	Revenue	Difference	Balance
2010	\$ 14,779,193	\$ 15,976,584	\$ 1,197,391	\$ 1,197,391
2020	\$ 36,871,087	\$ 36,943,590	\$ 72,503	\$ 1,269,895
2030	\$ 52,419,704	\$ 51,158,800	\$ (1,260,904)	\$ 8,990
Total	\$ 104,069,984	\$ 104,078,974	\$ 8,990	NA

Attachment 1 – Illustrative Projects

2. Transit Component

- *Increase number of buses by 1 to 19 buses (11 more than existing)*
 - *New Route - Increase number of transit routes to 12 routes (4 more than existing)*
 - o Downtown Philomath Circulator – serving Philomath Blvd. and Applegate Street
-

3. TDM Component

- o Establish Park and Ride Lot at NE Elliot Circle and OR99W
-

4. Roadway Component

- o US 20/OR-34 - Newton Creek to 53rd Street - reconstruction to four lanes with left-turn refuges, bike lanes and sidewalks (\$45.2M in 2020)
 - o OR99W, Rivergreen Avenue to Airport – Widen OR99W from 2 lanes to 4 with left turn lanes at major intersections to 500 ft. south of Airport (\$58M in 2030)
 - o US-20/OR-34, Western Blvd. to OR99W - widen to four lanes with left turn refuges (Neer to bypass) (\$34.7M in 2030)
 - o US-20/OR-34 —53rd Street to Western-reconstruction to four lanes with left-turn refuges, bike lanes and sidewalks (\$31.9M in 2030)
 - o OR99W/Circle Drive—construct northbound right-turn lane (\$450k in 2006 dollars)
 - o College/Main/Applegate Streets, Phase II of the Philomath Couplet (\$11.9M in Philomath TSP)
 - o US-20, MPO Boundary (Steele Avenue) to N. Albany Road – Widen US-20 from 2 lanes to 4 lanes with left turn refuges OUTSIDE MPO (\$13,684,000 in Benton County TSP)
 - o Ponderosa Ave from Skyline to Glenridge – widen to add bike lanes sidewalks, improve alignment (\$400k in 2006 dollars)
 - o US-20 Downtown Corvallis to MPO Boundary (Steel Avenue) – widen to 4 lanes with left turn lanes (\$148M in 2030)
 - o OR99W, Conifer to Lewisburg Rd. - widen to four lanes (\$98M in 2030)
 - o OR 99W, Lewisburg to Adair Village – Construct bikeway
 - o Corvallis to Albany Rail with Trail – construct bikeway along the Willamette Pacific Railroad tracks from Corvallis to Albany.
 - o OR-34 at South bypass – Construct an interchange in place of current at grade crossing (provide ramps for south to west and west to south movements. – two lanes each) (\$15M Corvallis TSP)
 - o Corvallis Bypass—construct north leg of bypass as 2-lanes (\$86.5M in 2030)
-

Appendix B

Review of Existing Plans

Review of Planning Documents

B. Review of Planning Documents

In an effort to make the Metropolitan Transportation Plan consistent with all the adopted transportation and land use plans within the Planning Area, the following documents were reviewed:

1. *Oregon Highway Plan* (1999)
2. *Oregon Highway Design Manual* (2003)
3. *Corvallis Transportation Plan* (August 1996)
4. *City of Philomath Transportation System Plan* (November 1999)
5. *City of Adair Village Comprehensive Plan* (May 2001)
6. *Benton County Transportation System Plan* (July 2001)
7. *Draft Corvallis Area Transit Master Plan* (April 2005)
8. *Corvallis Transportation Demand Management Plan* (1998)
9. *Corvallis Airport Industrial Park Master Plan* (1995)
10. *Oregon State University Campus Master Plan* (December 2004)
11. *Corvallis Downtown Parking Study* (October 2001)
12. *Final Toledo Sweet Home Rail Corridor Feasibility Study* (April 2005)
13. *South Corvallis Area Refinement Plan* (December 1997)
14. *North Corvallis Area Plan* (July 2001)
15. *Corvallis Airport Master Plan Revision* (June 2003)
16. *Harrison Corridor Strategy* (October 1997)
17. *Bellfountain Corridor Refinement Plan* (July 2002)

1. Oregon Highway Plan (1999)

The 1999 *Oregon Highway Plan* (OHP) is one modal element of the Oregon Transportation Plan. The OHP defines the policies and investment strategies for Oregon's state highway system over the next 20 years. Regional and local transportation system plans must be consistent with the State Transportation System Plan, which includes the OHP.

- **Policy 1A: State Highway Classification System.** The state highway classification system includes six classifications: Interstate, Statewide, Regional, District, Local Interest Roads, and Expressways. The OHP emphasizes designation of Expressways as a subset of Statewide, Regional, and District Highways to provide a high level of access control along highway segments.
- Within the Planning Area, US 20/OR 34 is classified as a Statewide Highway, US 20 and OR 99W are classified as Regional Highways, and OR 34 (Alsea Highway) are classified as a District Highway. There are no designated Expressways in the Planning Area.
- **Policy 1B: Land Use and Transportation.** This policy defines the role of both state and local governments regarding the state highway system and calls for a coordinated approach to land use and transportation planning. The policy identifies the designation of highway segments as Special Transportation Areas (STAs), Commercial Centers, and Urban Business Areas (UBAs). Within STAs and UBAs, highways may be managed to provide a greater level of access to businesses and residences than might otherwise be allowed. Commercial Centers encourage clustered development with limited access to a state highway.

- There are two STAs designated in Corvallis, OR 99W from milepost 83.20 (Polk Avenue) to 83.93 (Western Boulevard) and US 20 from milepost -0.10 (OR 99W) to 0.07 (West end of Van Buren Bridge). There is a STA pending in downtown Philomath.

- **Policy 1C: State Highway Freight System.** This policy calls for balancing the need to move freight with other highway users by minimizing congestion on major truck routes.
 - US 20/34 through Corvallis and Philomath is a designated statewide freight route (from Interstate 5 to the City of Newport) as part of the Oregon Highway Plan.
 - OR99W through Corvallis and Adair Village is a designated statewide freight route.
- **Policy 1D: Byways.** This policy promotes the preservation and enhancement of scenic byways by considering aesthetic and design elements along with safety and performance considerations on designated byways.
 - There are no designated scenic byways in the CAMPO area.
- **Policy 1F: Highway Mobility Standards Access Management Policy.** This policy provides specific mobility standards for the state highway sections, signalized intersections, and interchanges. Alternative standards are provided for certain locations and under certain conditions.
- **Policy 1G: Major Improvements.** This policy identifies the state’s priorities for responding to highway needs: protect the existing system; improve efficiency and capacity of existing system; add capacity to existing system.
- **Policy 2G: Rail and Highway Compatibility.** This policy emphasizes increasing safety and efficiency through reduction and prevention of conflicts between railroad and highway users.
- **Policy 3A: Classification and Spacing Standards.** This policy addresses the location, spacing, and type of road and street intersections and approach roads on state highways. It includes standards for each highway classification, including specific standards for Special Transportation Areas and Urban Business Areas.
- **Policy 3B: Medians.** This policy establishes the state’s criteria for the placement of medians.
- **Policy 3C: Interchanges.** This policy addresses the management of grade-separated interchanges to ensure safe and efficient operation between connecting roadways.
- **Policy 4A: Efficiency of Freight Movement.** This policy emphasizes the need to maintain and improve the efficiency of freight movement on the state highway system.
- **Investment Policy:** This policy identifies ODOT’s priority to invest in managing and preserving the existing highway system and maintaining its safety.
- **Policy 4D: Transportation Demand Management.** This policy emphasizes the importance of efficient use of the transportation system through investment in transportation demand management strategies.
- **Policy 4E: Park-and-Ride Facilities.** This policy encourages cost-effective expansion of the highway system’s passenger capacity through development and use of park-and-ride facilities.

Appendix C of the OHP includes access management standards and highway mobility standards. Spacing standards for statewide highways (US 20/OR 34) and regional highways (OR 99W and US 20) are included in Tables 13 and 14 of the OHP. Mobility standards are included in Policy 1F of the OHP. In general, the maximum v/c peak-hour ratio for the Corvallis Area CAMPO planning area will be 0.80

(NHS freight routes) or 0.85 (regional highways). These v/c ratios are for planning and design purposes and the *Highway Design Manual* (2003) should be consulted.

2. Oregon Highway Design Manual (2003)

The *Highway Design Manual* (HDM) provides uniform standards and procedures for ODOT and projects that are located on state highways. It is intended to provide guidance for the location and design of new construction, major reconstruction, and resurfacing, restoration, or rehabilitation projects. It is generally in agreement with the American Association of State Highway and Transportation Officials (AASHTO) “A Policy on Geometric Design of Highways and Streets.”

HDM chapters include Project Delivery, Design Standard Policies and Processes, Survey and Design Procedures, Right of Way, General Design Standards, Freeway Design, Rural Non-Freeway Highway Design, Urban Highway Design (Non-Freeway), Intersection and Interchange Design, Special Design Elements, Pedestrian & Bicycle, Design Guidelines for Public Transportation, Design Exception Process and Plans, Specifications & Estimates.

Table 10-1 of the HDM is entitled “20-Year Design-Mobility Standards (Volume/Capacity [V/C] Ratios)”. This table outlines the acceptable v/c ratios for project development & design. These are design standards, and may be different from the ratios shown in the OHP (such as the NHS standard).

3. Corvallis Transportation Plan (August 1996)

The *Corvallis Transportation Plan* (CTP) presents multiple policies related to all aspects of the transportation system in Corvallis. The most relevant of these are:

Transportation System Policies

- The transportation system shall reflect consistency with the Corvallis Comprehensive Plan, land use designations, and regional and statewide transportation planning efforts.
- Uniform construction standards, which accommodate all transportation modes, shall be maintained for the City’s transportation system.
- ODOT should fund, maintain, and improve all State Highway facilities (OR 99W, OR 34 and US 20) to meet level of service standards included in the Oregon Highway Plan. When specific construction plans are proposed, ODOT should prepare comprehensive roadway designs that recognize urban usage for surface transportation modes, including facilities for pedestrians, bicyclists, transit, drainage, curbs and gutters.
- Corvallis will invest in planning and coordinate with the state and counties [Benton County] to develop highly detailed transportation and access plans that firmly fix the location of future arterial and collector streets for each developing sector within the Corvallis urban growth boundary.

Auto Traffic and Circulation Policies

- Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection Level of Service (LOS) standards and to avoid traffic diversion to local streets. The Level of Service standards shall be: LOS D or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS C for all other times of day. Where LOS standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.

- Private driveway access shall be limited on all existing and future arterial streets to reduce interference, improve safety and preserve traffic capacity. New residential driveways shall not directly access arterial streets where alternate access can be developed. At the time of development or redevelopment, opportunities to restrict or combine access points along arterial should be pursued.

Bicycle and Pedestrian Policies

- All new collector and arterial streets shall be designed to accommodate bicycle facilities.
- The City shall work to acquire abandoned railroad rights-of-way for multi-use paths to serve bicycle, pedestrian and equestrian uses.
- All arterial and collector streets shall have sidewalks constructed at the time of initial street improvement to encourage pedestrian use.
- The ODOT shall construct sidewalks at the time of highway improvements as an integral part of the improvement and pay the sidewalk improvement costs with ODOT project funds.

Transit Policies

- Arterial and Collector street designs shall include evaluation for transit facilities such as bus stops, pullouts, shelters, optimum road design, and on-street parking restriction as appropriate to facilitate transit service.
- The City as an alternative solution to parking and congestion problems shall investigate park-and-ride lots on the periphery of Corvallis.
- The city should seek appropriate opportunities for increasing residential density and providing industrial and commercial development along existing and proposed transit routes.
- Development in the Airport Industrial Park shall be in accordance with the City of Corvallis Airport Industrial Park Development Plan.
- The City should work with government, passenger rail service providers, and other agencies to obtain passenger rail service for Corvallis.

The CTP also references some of the transportation policies from the Corvallis Comprehensive Plan. The following comprehensive plan policy sections are related to transportation planning:

Section 4.1.1: Both public and private properties located along entrance corridors to the City of Corvallis shall be attractively landscaped.

Section 4.1.5: The City shall develop master plans for, and shall establish standards that ensure adequate landscaping, setbacks, and limited access in conjunction with projects to improve City gateways. Such standards shall be maintained in the land development code.

Section 4.1.7: The City shall establish trails in addition to roads, which follow scenic routes to connect open space to residential areas, public sites, shopping areas, and downtown Corvallis. The [City's] Trails Network Plan shall be used as the basis of trail development.

Section 10.1.1: The transportation system shall be planned and developed in a manner, which contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative affects of abutting land uses.

Section 10.1.2: The transportation system shall be managed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within the community.

Section 10.1.3: The City shall develop and promote alternative systems of transportation which will safety, economically and conveniently serve the needs of the residents.

Section 10.1.4: Special consideration in the design of the transportation system shall be given to the needs of those people who have limited choice in obtaining private transportation.

Section 10.1.5: The transportation system shall give special consideration to providing energy efficient transportation alternatives.

Section 10.1.6: The City shall maintain a long-range transportation plan that will be periodically review and updated.

Section 10.1.7: The City shall establish a Capital Improvement Program for the transportation system which:

- is subject to annual review;
- is consistent with the land use policies of the comprehensive plan and considers other facility plans;
- defines the locations of rights-of-way necessary for the creation of a community-wide transportation system;
- establishes a priority for improvements to the system;
- provides for the needs of all modes of transportation within the right-of-way
- considers the economic impacts upon properties resulting from transportation improvements

Section 10.1.8: The following highway corridors shall be considered primary and important entryways or gateways into Corvallis: Highway 99W from the north; Highway 99W from the south; Highway 20 from the northeast; Highway 34 from the east; Highway 20/34 from the west.

Section 10.1.9: Special attention shall be given to major entryways or gateways into Corvallis to ensure that they reflect and contribute to a positive and desirable image of the community. This may include tree planting requirements, the application of special buffer and setback condition at the time properties abutting the highways develop; access limitations; and other efforts to enhance the appearance and carrying capacity of these important corridors in keeping with policies 4.1.1, 4.1.5, and 4.1.7 [listed below].

Section 10.1.10: Development proposals shall be reviewed to assure the continuity of sidewalks, trails, bicycle paths and pedestrian ways.

Section 10.1.11: The City shall coordinate with the Oregon Department of Transportation in implementing its highway improvement program.

Section 10.3.3: On-street parking outside the central business district shall be minimized.

Section 10.3.7: The City shall continue to promote the use of other modes of transportation as an alternative to the automobile, especially in areas where there is a shortage of parking facilities.

Section 10.4.2: Bikeways shall provide safe, efficient corridors, which encourage bicycle use. Bicycle use of major streets shall be considered as improvements are made to major transportation corridors.

Section 10.4.6: Bikeways shall be developed to provide access to all areas of the community.

Section 10.6.2: The City of Corvallis shall cooperate with neighboring jurisdictions to provide a regional transportation system, which facilitates convenient, energy efficient travel. This shall address the needs of persons, who, for whatever reason, do not use private automobiles.

Section 10.5.1: The City shall require safe, convenient, and direct pedestrian ways within all areas of the community.

Section 10.8.1: The City should further develop facilities and services at the Corvallis airport. The City should continue efforts to secure permanent, scheduled air-taxi service.

Section 10.8.3: Expansions of the urban growth boundary and other land use actions affecting property around the Corvallis airport shall fully protect airport functions, viability, and expansion potential.

Section 10.7.3: The City shall work with industry and rail service providers to retain rail service to this community’s industrial areas.

Table 34 lists the functional classification system, including street standards for different roadway classifications, as presented in the CTP.

TABLE 34. PROPOSED FUNCTIONAL CLASSIFICATION SYSTEM, CORVALLIS TRANSPORTATION PLAN						
	Arterial Highway	Arterial	Collector	Neighbor-hood Collector	Local Connector	Local
Auto Lane Width	2-5 lanes (11-14 feet)	2-5 lanes (12 feet)	2-3 lanes (11 feet)	2 lanes (10 feet)	2 lanes (10 feet)	Shared surface
Bike amenities	2 lanes (6 feet)	2 lanes (6 feet)	2 lanes (6 feet)	2 lanes (6 feet)	Shared surface	Shared surface
Pedestrian amenities	2 sidewalks (6 feet); ped islands	2 sidewalks (5 feet); ped islands	2 sidewalks (5 feet)	2 sidewalks (5 feet)	2 sidewalks	2 sidewalks
Transit	Typical	Typical	Typical	Typical	Permissible/ not typical	Permissible / not typical
Managed speed	20-50 mph	25-45 mph	25-35 mph	25 mph	25 mph	15-20 mph
Curb-to-curb width, no on-street parking	34-84 feet	34-72 feet	34-45 feet	32 feet	20 feet	20 feet
Curb-to-curb width, parking one side	42-84 feet	NA	NA	40 feet	28 feet	25 feet
Curb-to-curb width, parking both sides	50-84 feet	NA	NA	48 feet	28-34 feet	28 feet
Traffic calming	NA	NA	Permissible/ not typical	Typical	Permissible	Permissible
Preferred adjacent land use	High intensity	High intensity	Medium to high intensity	Medium intensity	Medium to low intensity	Low intensity
Access control	Yes	Yes	Some	No	No	No

Turn lanes	NA	Continuous and or medians/ ped islands	Typical at intersections with arterials or collectors	Not typical	Not typical	Not typical
Planting strips	NA	2 – 12 feet	2 – 12 feet	2 – 12 feet	2 – 6 feet	2 – 6 feet
Through-traffic connectivity	Primary function	Primary function	Typical function	Typical function	Permissible function	Permissible function
Source: <i>Corvallis Transportation Plan</i> , Table 3-5 (August 1996).						

The CTP also focuses on transit, specifically CTS, which is owned and operated by the City of Corvallis and managed by the Transportation Division of the Public Works Department. The City contracts service with Laidlaw Transit, Inc. OSU students and faculty comprise approximately half of all transit ridership in Corvallis. According to the CTP, historically CTS has had the lowest cost per ride compared to other transit providers in Oregon. According to the CTP, more service is needed for significant employers in the region, including Hewlett-Packard, Regional Medical Center (northern Corvallis), Sunset Regional Park, and downtown Corvallis. Intercity service (such as to Albany or Lebanon) is lacking. Prioritized service enhancements include extension and expansion of weekend service and increase in frequency of trips. Infrastructure enhancements identified include replacement of outdated buses, signage, transit-friendly street construction, and enhancement of the downtown terminal and bus stops.

The bicycle section of the CTP discusses plans and design standards for bicycle facilities. Design standards follow AASHTO and *Manual on Uniform Traffic Control Devices* (MUTCD) standards. Bicycle safety is categorized into education, rules of the road and laws, records, police department, and visibility. There is one project identified for construction in the CTP, and improvements up to 50 years from now are summarized, along with major funding sources.

Several actions are listed to ensure proper implementation with regard to bicycle facilities:

- The inclusion of the facilities requirement on new arterial and collector streets in the Land Development Code; review of bicycle and pedestrian circulation issues by City staff;
- Developing a plan for downtown and Monroe Street parking;
- A review of new parking standards against the 1995 Oregon Bicycle and Pedestrian Plan proposals and local needs;
- Corridor studies;
- Review of policies prohibiting certain funds being used for on-street bike lanes; and
- The development of LOS standards for local bikeways.

The pedestrian section of the CTP discusses existing and future pedestrian facilities. After specific facilities are individually detailed, major impediments to pedestrian travel (and possible solutions) are identified as follows: lack of sidewalks, difficult crossings on wide and/or busy streets, discontinuous sidewalks, out-of-direction travel that results from certain land uses, and lack of parking strips. The current Land Development Code ties pedestrian facility installation to parcel development, leading to discontinuous sidewalks. Alternatives are suggested to address this concern.

The air, rail, water, and pipeline sections of the CTP primarily discuss the Corvallis Municipal Airport and the short-line rail routes in Corvallis. Land uses near the airport are generally compatible with airport uses. Transportation growth and more development is expected at the airport. Rail usage is also expected to increase.

The CTP outlines 10-year transportation improvements and prioritization. Listed state and federal highway improvements include:

- Widen US 20/OR 34 in Corvallis
- Provide ramps between OR 99W and US 20/OR 34
- Improve bypass/OR 34 interchange
- Construct two lanes of the northern leg of the bypass

Other improvements include extending 72nd Street to US 20 and aligning with a future Bellfountain Road extension, additional access to northwest and south Corvallis, and future roadways in north Corvallis.

4. City of Philomath Transportation System Plan (November 1999)

The *Philomath Transportation System Plan* (PTSP) published in 1999 includes the following transportation policies:

PTSP Goal 1: Relieve increasing traffic congestion on Highway 20/34.

- Evaluate traffic counts, growth projections and land use patterns to determine whether US 20/OR 34 should be further improved within the Philomath Urban Growth Boundary (UGB).
- Consider alternatives to widening US 20/OR 34, including transportation demand management measures that could reduce peak hour demand.
- Analyze the impacts of signalized and unsignalized intersections and rights-of-way in increasing the capacity of US 20/OR 34 (e.g. better synchronization of signals, updated/additional traffic controls, etc.)
- Utilize access management measures, including limiting additional access points on Highway 20/34 and restricting existing accesses to local properties while preserving traffic flow.

PTSP Goal 2: Improve traffic circulation and safety throughout the city.

- Improve cross-town (both north-south and east-west) circulation and connectivity.
- Review design standards for streets.

PTSP Goal 3: Promote the increased use of alternative modes.

- Identify intersection improvements that enhance pedestrian safety.
- Identify measures (e.g. fixed-route bus systems, dial-a-ride, park-and-ride, vanpool, etc.) to develop and maintain transit usage.
- Assess potential of the railroad system for commuter rail, commercial rail, and excursion uses.
- Identify potential park-and-ride locations at both the east and west ends of the city.

PTSP Goal 4: Develop a Master Plan that defines future street locations.

- Identify future street locations, especially in north Philomath and the Newton Creek industrial area.
- Develop street classifications and access management standards for existing and future street locations.

PTSP Goal 5: Provide alternate routes to deter through industrial traffic out of the downtown core and residential neighborhoods.

- Develop a truck routing plan that minimizes/avoids conflicts with schools, residential areas, and the downtown core.
- Investigate alternate truck routes (e.g. Grange Hall Road) or other roads outside the city core.

PTSP Goal 6: Integrate the transportation system plan with other land use planning projects in the city.

The PTSP also contains an inventory of the transportation system, including functional classification. The PTSP states that acceptable standards for minimal levels of service should be LOS D or better along all roads and at all intersections in the Philomath area. The PTSP states that the area of most concern in the city is along US 20/OR 34 between the Alsea Highway and 19th Street, where traffic volumes and congestion are higher than in any other part of the city. The PTSP also sets forth a process for evaluating transportation system improvement options and street functional classification and design standards.

Roadway width standards include the following:

TABLE 35. ROADWAY WIDTH STANDARDS IN THE PHILOMATH TSP		
Classification	Minimum Right-of-Way Width (feet)	Minimum Roadway Width (feet)
Highways – One-way streets	60	44
Highways – Two-way streets	100	84
Arterials -local	70-80	42
Collector streets	60	36
Minor streets over 1,800 feet in length, or that can be extended to such length	60	36
Cul-de-sac street	50	28
Turnaround radius at end of cul-de-sac	45	37
Alley	20	20
Source: Adapted from <i>Philomath Transportation System Plan</i> (November 1999).		

Other recommended street standards in the Philomath TSP relevant for the CAMPO planning area are listed in Table 36.

TABLE 36. RECOMMENDED STREET STANDARDS IN THE PHILOMATH TSP.

Type of Street	ROW ¹ Width (feet)	Paving No Parking	Paving Parking One side	Paving Parking Both Sides	Sidewalks	Planting strip	Max. Corner Radius	Bike Lane	ADT ²
Arterial (non-hwy)	60-80	34'	41'	48'	2 at 6'	2 at 7.5'	20'	2 at 6'	NA
Main Street (non-hwy)	60-80	NA	NA	36'	2 at 12'	None	10'	Shared	NA
Highway Couplet	70-90	NA	NA	46'	2 at 6-12'	2 at 6-9.5'	25'	1 at 6'	NA
Two-way Highway	100	limited	NA	88'	2 at 6-12'	2 at 6-9.5'	25'	1 at 6'	NA

¹Right-of-way
²Average daily traffic
 Source: Adapted from *Philomath Transportation System Plan* (November 1999).

PTSP’s access management guidelines are as follows:

TABLE 37. PHILOMATH TSP ACCESS MANAGEMENT GUIDELINES

Functional Class	Public Road		Private Drive		Signal	Median
	Type	Spacing	Type	Spacing	Spacing	Control
Highway 20	At-grade	¼ mile	L/R turns	500'	½ mile	Partial
Alsea Hwy.	At-grade	¼ mile	L/R turns	300'	¼ mile	none

Source: Adapted from *Philomath Transportation System Plan* (November 1999).

Recommended street projects include traffic signals, truck route improvements, bridge improvements, street overlays, pedestrian and bicycle facilities (including multiuse paths), and a couplet through the city (College Street/Main Street/Applegate Street).

The PTSP also discusses pedestrian and bicycle planning. It states that pedestrian facilities are lacking along many city, county, and state roadways, and curb cuts required by ADA for wheelchair access are also frequently absent. The PTSP lists 16 improvement options to the bikeway network, divided into three categories: new roadway or roadway improvement options, new or extended multi-use path improvement options, and stand-alone bicycle improvement options not associated with identified roadway improvements. Among recommended pedestrian improvements are wheelchair curb cuts to be included in the plan, two multi-use paths in 5 to 10 years, and a third multi-use path as a long-term (10 to 20 years) scenic development project. A fourth multi-use path is listed but not recommended for inclusion because of its greater cost and location outside the city. Recommended bicycle projects are listed with phasing and estimated cost. The PTSP calls for rack installation at major attractors and generators, utilizing a \$1,500 to \$2,000 annual budget to cover rack costs.

5. City of Adair Village Comprehensive Plan (May 2001)

Adair Village does not have a transportation system plan, but its Comprehensive Plan contains a Transportation Section (Section 9.700). This section addresses Statewide Planning Goal 12 (Transportation). The *Adair Village Comprehensive Plan* emphasizes multimodal planning, as well as grid street development. The section identifies jurisdiction and right-of-way width for all streets and highways within the Adair Village planning area. The Adair Village Land Use Development Code establishes minimum right-of-way and roadway widths. Part of the identified long-range plan is to extend Columbia Avenue and Tampico Road. Transit service in Adair Village is limited to senior citizens and people with disabilities, and there is a need for commuter service, especially to Albany and Corvallis. Bicycle and pedestrian connections to Adair County Park are also identified.

Relevant transportation goals and policies include the following:

Streets and Highways

Policy 1. Future streets and highways shall contribute to the creation of an efficient circulation network and provide for convenient movement of traffic and access to all parts of the community.

Policy 6. The City shall cooperate with the County and State to guarantee that safety conditions on County and State roads are maintained for the protection of area residents.

Policy 8. The use of land adjacent to arterials shall not be allowed to conflict with the safe and efficient movement of traffic.

Policy 18. Existing and proposed street alignments and right-of-ways shall be protected from encroachment by future developments through adherence to the standards and review criteria of the Development Code.

Mass Transit

Policy 1. The City has a need for a public transit system to transport area residents to nearby urban centers and shall encourage development of a regional transit system.

Policy 3. The City supports the need for Adair Village to be included in a general inter-city bus service.

Policy 6. The City shall work with and support efforts by other governmental agencies or private industry interests concerned with future regional public transit within the Linn-Benton area.

Bicycle and Pedestrian Ways

Policy 6. The City shall cooperate with the County in providing connections or extensions to future bike or pedestrian ways within the Planning Area.

Railroad

Policy 1. The railroad is recognized as a community resource for possible future freight service for the area, and expansion of its use is encouraged.

Roadway standards are the same as Corvallis road standards.

6. Benton County Transportation System Plan (July 2001)

The *Benton County Transportation System Plan* (BCTSP) presents multiple policies related to all aspects of the transportation system in the county. Key findings include:

- The majority of roadway congestion will occur on the state highway system.

- Limited new road construction to improve connectivity could allow the County road system to relieve some congestion.
- Even with improved connectivity and aggressive efforts to decrease dependence on automobile travel, US 20 between Albany and Corvallis and US 20/Highway 34 between Corvallis and Philomath will need to be widened to provide operational capacity that complies with state capacity standards for the next 20 years.
- Financial constraints will require the lowest-cost alternatives suitable for meeting the needs of the next 20 years and may require a compromise of the vision and/or goals.

The most relevant policies and information in the BCTSP are as follows:

Mobility, Circulation and Safety Goals

- Develop a transportation system to facilitate appropriate travel modes.
- Ensure sufficient capacity is provided concurrent with future travel demand to, within, and through Benton County.
- Coordinate with local agencies and providers to expand transit services countywide.
- Ensure and adequate truck route network to reduce commercial/neighborhood conflicts.
- Provide both primary and secondary access for emergency services.

Capital Improvement Goals

- Maximize the useful life of existing facilities.
- Maximize the cost effectiveness of transportation improvements.
- Ensure adequate and equitable long-term funding mechanisms.

Community Goals

- Provide transportation services that preserve and protect the scenic and natural resources and rural character of Benton County.

Economic Development Goals

- Preserve and protect transportation corridors essential to the economic vitality of the County.
- Promote the use of freight rail and air service to reduce trucking activity on County roads.
- Promote efficient and affordable ground transportation to existing regional airports (Portland and Eugene).

The BCTSP includes a summary of the County Transportation Improvement Program (prioritized projects and strategies). The recommended project list includes state highway widening, state highway bridge replacements, state highway intersection improvements, County bikeway/shoulder widening, County road bridge replacements, County road intersection improvements, County road level of service/capacity increases, County road pavement preservation program, and rural transit/TDM.

At the time of publication, all County roads met LOS standards. Relevant corridors with projected capacity deficiencies include: US 20 corridor (Corvallis to Albany); US 20/OR 34 (Philomath to Corvallis); North OR 99W corridor; and Bellfountain Road/South OR 99W corridor.

Roadway standards for state highways in Benton County are those adopted by ODOT. Other standards included in the BCTSP are shown on Table 36.

TABLE 38. BENTON COUNTY ROADWAY STANDARDS								
Classification	ADT	Min ROW	Width	Shoulder type	Max. Grade	Shoulder bike/walking	Marked for bike	Parking
Arterial (RA-2)	>5,000	80-100'	50-70'	6-12' paved	4-6%	Yes	Shoulder	No
Arterial (RA-1)	1,000-5,000	80'	24-34'	6' paved	5-8%	Yes	Shoulder	No
Collector (RC-2)	750-2,000	60-70'	24'	5' paved	10%	Yes	Shoulder	No
Collector (RC-1)	100-750'	60'	20'	5' paved	12%	Yes	Shoulder	No

Source: *Benton County Transportation System Plan* (July 2001), Table 3-14.

The BCTSP also identifies pedestrian and bicycle needs, including route continuity, vehicle/pedestrian traffic volume abatement, shoulder widening on rural recreational roads, connectivity, and better bus service and carriage of bikes. The BCTSP also discusses public transportation, air, rail, and pipelines. The BCTSP discusses the possibility of express bus service between Albany, Corvallis, and Philomath, as well as a park-and-ride system. The BCTSP also recommends the formation of a transit district for the region. The BCTSP identifies rail expansion (both freight and passenger) as a priority (e.g., upgrade the line between Corvallis and Albany; promote the idea of commuter rail service between Albany and Philomath). Expansion of the airport is also encouraged. The Transportation Improvement Plan includes bridge replacements, safety improvements, bikeway improvements, LOS/increased capacity improvements, pavement preservation, and transit improvements.

7. Corvallis Area Transit Master Plan

The Updated *Corvallis Area Transit Master Plan* (2005) outlines short- and long-term concepts for the future development of the Corvallis Transit System (CTS), intended to accommodate expected growth in the Corvallis area. The plan includes several key planning recommendations:

- Design transit service in a way the more closely reflects the patterns of development intensity. Concentrate service around densely developed areas.
- Place a premium on speed.
- Place priority on primary transit corridors (provide 15-minute all-day headways). The primary transit corridors include: 9th Street between downtown and Elks Drive, Highland Drive between Walnut Boulevard and Buchanan Avenue, Kings Boulevard between Monroe Avenue and Walnut Boulevard, Walnut Boulevard, Monroe Avenue between Kings Boulevard and downtown, South 3rd Street/OR 99W between Rivergreen Avenue and downtown, Technology Loop between 53rd Street and Research Way, Jefferson Way between 35th Street and downtown, Circle Boulevard and Western/West Hill Road between 3rd Street and 53rd Street.
- Improve transit orientation near the OSU campus.
- Encourage transit-oriented development.

The long-range concept focuses on expansion of service and efficient use of service for a growing area population. The short-range concept focuses on restructuring some routes to concentrate service where the highest demand exists, and add demand-response service in low-density areas currently served by transit.

Noted constraints with the existing route structure include city policy (transit service to be provided within five blocks of all city residences), the desirability of returning downtown at least every hour, and street patterns.

The concepts include integration with other transit services, such as Linn-Benton Loop and the Philomath Connection. The major transit centers discussed include a downtown transit center; OSU, Timberhill Shopping Center, and a west campus transfer point.

Chapter 6 includes policy considerations, including the following: imperative of speed, street classification needs of primary corridors, land use impacts of primary corridors, transit stop facilities, downtown transit center, and bus issues. Chapter 7 outlines a marketing plan, as well as the reasons a marketing plan is critical to the future of the transit system.

8. Corvallis Transportation Demand Management Plan (1998)

The *Corvallis Transportation Demand Management Plan* outlines City- and employer-sponsored TDM programs, as well as recommendations for commitment to changing land use patterns (such as pedestrian or transit oriented development). The plan identifies several improvements to pedestrian and bicycle infrastructure, which is critical to supporting a TDM program. Projects focus on bicycle lanes, transit enhancements, and roadway modifications. Replacement of the Van Buren Bridge is identified as a high priority. City-based community education efforts are also prioritized.

9. Corvallis Airport Industrial Park Master Plan (1995)

The *Corvallis Airport Industrial Park Master Plan* provides concepts for how an industrial park should be developed in the northwest airport area. Relevant concepts include the following:

- Create a gateway image at the Airport Avenue/OR 99W intersection through improved signing and intersection functional design.
- Upgrade Airport Avenue to create a boulevard, including landscaping and pedestrian and bicycle facilities.
- Upgrade Airport Place and construct a future north-south connector with bike lanes, sidewalks, and street trees.
- Install a traffic circle at the Airport Avenue/Airport Place intersection.
- Install a signal at Airport Avenue/OR 99W and future east-west connector.

10. Oregon State University Campus Master Plan (December 2004)

The *Oregon State University Campus Master Plan 2004-2015 (CMP)* outlines the future vision for the 570 acres of land recognized as the main campus within the city limits of Corvallis. The CMP updates the 1986 OSU Physical Development Plan. The CMP has three purposes:

- Identify guiding principles and policies for the long-range planning of OSU that will direct the physical development (i.e., approximately 3 million gross square feet of new buildings and facilities) over the approximate 10- to 12-year planning horizon.
- Establish a conceptual framework for the campus through program development, and use determinations, intensity of development, and parking and circulation initiatives.

- Clarify and enhance the relationship and connectivity with the surrounding community.

The CMP anticipates approximately 750,000 gross square feet of new construction in the campus core area with an additional 2.4 million gross square feet in other campus sectors over the planning horizon. The CMP also states that the core campus area will become denser in terms of building mass and pedestrian activity, which is anticipated to displace some of the parking adjacent to buildings. According to the plan, the displaced and new parking will be located in new lots and structures, but not necessarily adjacent to new development.

Jefferson Way and/or Monroe Avenue and Western Avenue and 26th Street are identified in the plan as major campus entryways or portals. Pedestrian corridors are identified on Campus Way, Jefferson Way, Washington Way, 30th Street, 26th Street, SW Memorial Place, SW Waldo Place, and 15th Street. The plan emphasizes that the campus is primarily pedestrian-oriented. Projected student enrollment is 22,500 for year 2014-2015 (2003-2004 was 19,067). Faculty and staff are also expected to increase, from 4,159 (Fall 2003) to 5,100 (Future 2015). Future building square footage (existing plus future allocation) is expected to total 10,830,513 square feet. The plan also identifies the relatively unimproved “South Farm” land, owned by OSU and located south of US 20/OR 34 and west of Brooklane Drive, as a potential site for the development of research activities (research park, etc.).

Chapter 6 includes the Transportation Plan, Chapter 7 includes the Parking Plan, and Chapter 8 discusses implementation of the CMP. Chapter 6 includes existing and future level of service (LOS) analysis. Several intersections are expected to experience LOS F for a full build-out scenario. Chapter 6 also outlines pedestrian and bicycle improvements and a list of other transportation improvements.

Relevant principles and policies from the OSU Campus Master Plan include the following:

Community Relationships

Policy 2.1.1: Continue to work with the City of Corvallis, Benton County, and other governmental agencies to address issues of community concern.

Policy 2.1.2: Develop an understanding of issues that arise from OSU growth and development. Where negative impacts are anticipated or experienced, develop and implement mitigation plans to minimize impacts on the surrounding community.

Policy 2.1.6: Prepare management plans for OSU-owned property outside the city limits but within the urban growth boundary. Management plans shall be consistent with the principles and policies of the CMP and responsive to specific resource needs, research and educational objectives, and compatibility issues.

Policy 2.1.7: OSU shall participate as a full partner and in good faith in a community task force with City and community representatives to measure, assess, and monitor traffic and parking conditions within areas adjacent to OSU’s north campus boundary. OSU shall assist with mitigation efforts for existing and future negative impacts. If other task forces are formed and approved by the City to review traffic and parking conditions within other geographical areas adjacent to the OSU District Boundary, then OSU shall participate in those task forces as well.

Policy 2.1.13: OSU and the neighbors shall prepare a Charter Statement that outlines a purpose statement, planning assumptions for future CMP updates, the tenets of the OSU and neighbor relationships common concerns for consideration for future CMP updates, and future planning goals for future CMP updates.

Student Life and Services

Policy 2.3.1: Continue to promote the campus as a pedestrian-friendly environment. Safe and direct access among buildings, parking areas, and other destinations shall be maintained or enhanced with new development.

Athletics

Policy 2.4.1: Explore methods to develop athletic facilities and uses within a central area with convenient access to nearby collectors and arterials.

Policy 2.4.2: Support projects and other improvements, such as the Reser Stadium expansion project, Gill Annex project, or the addition of soccer field lighting, to increase the appeal and competitive stature of OSU athletics.

Site Development, Operations, and Management

Policy 2.5.1: Ensure that all future development is consistent with the City of Corvallis Comprehensive Plan, Land Development Code, and other adopted local plans (e.g., utility, transportation, etc.).

Policy 2.5.7: Arrange the campus layout and building placement to reinforce academic and operations relationships by locating functionally related programs near each other and consolidating activities with similar physical requirements. To the extent practicable, site major academic buildings within the core campus area and within a 10-minute walk of other academic buildings.

Policy 2.5.12: Encourage preservation of the historic street grid and usability of the street system with new development organized to create usable open spaces that facilitate ease of pedestrian and vehicular movement.

Transportation, Circulation, and Parking

Policy 6.1.1: Plan and construct OSU transportation system improvements consistent with the City of Corvallis Comprehensive Plan, Land Development Code, Transportation Plan, and Standard Construction Specifications.

Policy 6.1.2: OSU shall continue to implement Transportation Demand Management (TDM) measures such as the pre-paid mass transit program and explore opportunities to further reduce reliance on single occupancy vehicles. OSU shall report TDM activities taken and measures of effectiveness with annual parking.

Policy 6.1.3: Consider TDM principles, such as continued participation in the pre-paid mass-transit pass program and other measures, whenever possible to avoid or delay construction of new transportation facilities and to reduce reliance on automobiles.

Policy 6.1.4: Consider improvement to sidewalks, multi-use paths, on-street bicycle lanes, street alignments, intersections, turn lanes, and road striping as part of the physical development of campus, constructing the improvements as needed or as conditions warrant.

Policy 6.1.6: Develop an internal funding mechanism that requires that new construction and significant remodeling projects are assessed for needed campus infrastructure and other improvements. An assessment adjustment shall be made for projects that include infrastructure improvements.

Policy 6.1.8: Design the transportation system to emphasize and encourage walking as the primary form of transportation in the campus core area.

Policy 6.1.9: Encourage alternative modes of transportation (e.g., walking, bicycling, car/vanpooling, transit).

Policy 6.1.12: Continue to maintain the transportation system of streets, roads, paths, sidewalks, and bicycle lanes for safety and good operating conditions.

Policy 6.1.14: Continue to review potential funding mechanisms to improve the efficiency and frequency of shuttle service across the campus.

Policy 6.1.15: Continue to support the campus shuttle service.

Policy 6.1.17: Continue to take actions to improve campus accessibility from highways and major streets, and by public transportation. Coordinate campus transportation planning and improvements with local government transportation plans and area transit providers that service OSU. Where possible, locate new facilities to take advantage of public transit systems.

Policy 6.1.19: OSU shall update its Base Transportation Model in accordance with LDC 3.36.70.

Policy 6.1.20: OSU shall update the Traffic Impact Analysis for Sector J in accordance with Sector J Policies 4.2.6.j, 4.2.7.j, and 4.2.8.j.

Pedestrian Systems and Open Space

Policy 2.7.3: Continue to maintain and enhance pedestrian walkways throughout the campus, especially with new development.

Policy 2.7.5: Reinforce the pedestrian nature of the campus by minimizing the need for private automobiles for cross-campus travel. This shall be done by locating parking areas on the campus perimeter and by maintaining a street system that directs traffic to nearby arterials and collectors, to the maximum extent practicable.

Policy 2.7.8: Establish a pedestrian network of paths and sidewalks for safe and convenient access to sites on and off campus.

Policy 2.7.9: Develop a campus-wide bicycle route system that uses a combination of on-street bike lanes and off-street multi-use paths.

Campus Development

Policy 4.1.9: Design transportation, pedestrian and bicycle connections consistent with the City's transportation plan, comprehensive plan, land development code, Corvallis Standard Construction Specifications, and the CMP TIP to promote safe and convenient access into and across campus.

Policy 4.1.14: OSU shall ensure that adequate mitigation of the identified intersections within the Base Transportation Model (BTM), or its update, that drop below an acceptable level of service as described in the City of Corvallis' Transportation System Plan (TSP) are mitigated in accordance with the mitigation measures outlined in the most recent CMP annual monitoring report or the CMP's Transportation Improvement Plan.

Policy 4.1.15: OSU shall complete the mitigation described in Policy 4.1.14 within one year of when said mitigation measures are identified or in accordance with the development proposal that is projected to impact the intersection beyond an acceptable level.

Policy 4.1.16: If mitigation from projected development is not completed in accordance with said development, then the project will either be delayed until such a time that mitigation can occur in accordance with the most recent CMP annual monitoring report or CMP's Transportation Improvement Plan, or the project will be redesigned in a manner that does not impact the transportation system beyond acceptable levels.

Policy 4.2.6.a: Improve Campus Way, Jefferson Way, and Washington Way to strengthen the east/west connection that links research, forestry, and agricultural areas to the campus core.

Policy 4.2.3.b: Improve 35th Street consistent with the OSU-city 35th Street Agreement and in a manner that improves access to and the identity of the university.

Policy 4.2.2.d: Recognize that Madison Avenue shall continue to be developed as a pedestrian link between OSU and the Willamette River. Development in this area shall be compatible with and enhance the abutting land uses and allow for the area's continued use for cultural and civic purposes.

Policy 4.2.3.e: Improve 30th Street between Western Boulevard and Washington Way concurrent with abutting development.

Policy 4.2.2.f: Support Reser Stadium expansion projects and other enhancement projects of athletic facilities.

Policy 4.2.5.j (South Farm Area): A major adjustment to the CMP shall be required when the square footage of development exceeds the amount of square footage modeled in the Base Transportation Model (i.e., 231,000) by more than ten percent (i.e., 254,100).

11. Corvallis Downtown Parking Study (October 2001)

The Corvallis Downtown Parking Study examines the issue of parking in downtown Corvallis. Phase I concluded that the overall parking supply is adequate. However, parking pressures for certain types of parking and downtown employee issues were the focus of Phase II. Phase II of the Plan focuses on TDM plan considerations for the downtown area and appropriate mode split, per Corvallis policy. Several guiding principles were developed as part of the plan, including the usage of an 85-percent full standard, parking management strategies and programs, support downtown residential development, consider parking lot sharing, and coordinate all parking strategies with TDM strategies. Several specific improvements were also proposed.

12. Final Toledo Sweet Home Rail Corridor Feasibility Study (April 2005)

The Final Toledo Sweet Home Rail Corridor Feasibility Study examines opportunities for increased rail use of the Toledo Sweet Home Rail Corridor, including cargo shipments and passenger excursion services. The Toledo Sweet Home Rail Corridor is one of the primary rail lines in the CAMPO planning area, and any expansion of service would be of great interest to the region for both freight and commuter mobility. The study found several existing deficiencies with the rail line, which would cost approximately \$80 million to upgrade. According to the Study, the upgrades would increase economic development for the region, resulting from enhanced freight capacity. A market analysis was conducted as part of the study, which identified several opportunities for rail usage by area shippers and new industries that could be attracted to the area with improved service. Excursion service for special occasions was also found feasible. The market analysis also states that development of an intermodal facility along the corridor is likely not a profitable venture.

13. South Corvallis Area Refinement Plan (December 1997)

The South Corvallis Area Refinement Plan (SCARP) is a focused area plan for the South Corvallis area, south of the downtown area, and including the southern portion of the OR 99W corridor and the airport. The SCARP recommends ways to reduce reliance on the automobile and enhance the transportation system, among other long-range land use strategies. Some SCARP objectives include: enhance opportunities for pedestrian and bicycle travel; enhance street connectivity in appropriate location; and support existing and future transit services. Several connections, pedestrian nodes, parkways (including Airport Road), multiuse paths and median treatments are also recommended. The fundamental policy

underlying the transportation strategy in the SCARP is that the City should use TDM, TSM and land use strategies to the greatest extent possible to keep the width of Third Street to a maximum of five lanes. Access management policies are also recommended for Third Street. Another strategy is that the City is to work with ODOT to implement pedestrian nodes along S. Third Street. Transit-oriented land use is encouraged in the area.

14. North Corvallis Area Plan (July 2001)

The North Corvallis Area Plan (NCAP) is an area plan for the northern portion of Corvallis and its urban fringe (encompassing Crescent Valley and Lewisburg). The southern boundary is Walnut Boulevard, the northern boundary is the UGB - just north of Lewisburg Road, the eastern boundary is the UGB - generally OR 99W, and the western boundary is the UGB. According to the NCAP, most of the commercial services proposed are intended to serve local neighborhood residents and not generate a significant number of trips to the planning area. One of the guiding principles for the area is the provision of transportation alternatives to private vehicles.

The North Corvallis area is expected to quadruple in population through build-out. This has significant transportation repercussions, as the existing roadway network relies heavily on OR 99W and the remainder of the network is disconnected and circuitous, partially due to topographic constraints. The NCAP proposes multiple neighborhood centers, parks, trails and schools. This has relevance for how land use and transportation interact in the area. The NCAP contains several objectives that will affect transportation to and through the area, relevant for the regional network: develop major and minor neighborhood centers with high residential and employment densities to support transit, walking and bicycle use; establish a modified grid system for local traffic and to line with outside destinations; and provide suitable access to move people and goods within and through the neighborhood.

Key roadway connections recommended include: widening of OR 99W to four lanes with intersection improvements and a landscaped median; Kings Boulevard extension to Crescent Valley Drive; capacity improvements to Lewisburg Road and Highland Drive; Lester Avenue connection with Kings Boulevard and Satinwood Street extensions; extend Frazier Creek Drive to connect with Shasta Drive; extend Crescent Valley Drive west to connect with the Kings Boulevard extension and east to the Lester Avenue extension; Satinwood Street extension from Elks Drive to Lester extension; and a new north-south collector parallel and east of Highway Drive. The NCAP also recommends roundabouts at Kings Boulevard extension/Crescent Valley Drive and the Frazier Creek Road extension; Elliott Circle east of OR 99W; Satinwood Street extension and the new east-west parkway off OR 99W. The NCAP also discusses the expansion of transit into the area, including a station/park-and-ride facility near the Lewisburg and Elliott Circle neighborhood centers. An important policy is the optimization of the arterial, collector and local street network to facilitate intra-city trips to reserve capacity on OR 99W.

15. Corvallis Municipal Airport Master Plan Revision (June 2003)

The Corvallis Municipal Airport Master Plan Revision is intended to enable and guide future development of aviation and airport-related uses, as well as on-airport and off-airport commercial and industrial uses. Growth is expected in air traffic at the airport. The Master Plan fine-tunes the previous version through a Comprehensive Plan amendment intended to allow more flexibility in development to be able to better respond to market conditions. It does not propose any new runways, although it does propose extensions of the existing runways to accommodate the full range of general aviation aircraft. The airport property not only consists of the airport itself, but also of surrounding land zoned for airport-compatible and industrial uses. Because much of this land is below its full development potential, this has implications for future transportation to and from the airport, particularly along OR 99W. Airport Road has been identified as an appropriate location for boulevard treatment.

16. Harrison Corridor Strategy (October 1997)

The Harrison Corridor Strategy is an adopted City of Corvallis strategy regarding traffic, bicycle and other improvements in the Harrison Corridor. Several improvements are recommended for the Harrison Corridor, including: widening and a shared left-turn lane and bicycle lanes for 29th and 30th Streets; widening between 34th and 35th Streets to accommodate a left turn lane and reconstruction of the 35th Street intersection north of Harrison Boulevard; widening between 35th Street and Witham Hill Drive to accommodate two traffic lanes and bicycle lanes; signalization of the Harrison/35th/26th intersection.

17. Bellfountain Corridor Refinement Plan (July 2002)

The Bellfountain Corridor Refinement Plan is a Benton County plan intended to work toward implementation of policies in the County TSP related to production of a refinement plan for the Bellfountain Corridor to improve safety and retain the rural character of the area. Strategies include establishing and posting of regulatory speed limits, shoulder widening and coloring/texturizing, and roundabout installation. Specific overall actions relevant to regional transportation planning include recommendations to encourage creation of alternate routes that would safely accommodate through truck traffic; continue to study bypass routes; increase corridor policing patrols; work with Corvallis and Philomath to improve safety and operations on US 20/OR 34. Other location-specific recommendations are also presented.

18. Corvallis Neighborhood Planning Efforts

Corvallis has also worked on several neighborhood planning efforts in recent years (e.g., West Hills, Crystal Lake, Brooklane), but plans were never adopted. According to the City of Corvallis, relevant pieces from these planning efforts were incorporated into the Corvallis subarea plans.

Appendix C

Public Involvement Framework

CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO)

PUBLIC INVOLVEMENT FRAMEWORK



Adopted by the CAMPO Policy Board

April, 2004

CAMPO Report No. 01-04

Table of Content

	Page
Introduction	2
Public Involvement Framework	5
Public Outreach Efforts of this Document	7
Glossary of Acronyms	9
Appendix A – Demographic Analysis of the Likely-Underserved Segment of the Population of the MPO Area (To be Completed Later)	

INTRODUCTION

What is a Metropolitan Planning Organization?

A Metropolitan Planning Organization (MPO) is an organization of local governments¹ in areas with a collective population of 50,000 or over, called Urbanized Area. As a condition for receiving federal transportation dollars, MPOs must have a *continuing, cooperative and comprehensive* transportation planning process in cooperation with the state. The MPOs are to cooperate with the state in developing transportation plans and programs for urbanized areas. This transportation planning process results in plans and programs consistent with the area's locally adopted comprehensive plans.

What is the Corvallis Area Metropolitan Planning Organization?

In 2002, the US Bureau of Census declared that the population of the Corvallis Urbanized Area, according to the 2000 Census, had reached 58,000+. The Corvallis Urbanized Area consists of the cities of Corvallis, Philomath and Adair Village, as well as the densely habited portions of Benton County. As a result of surpassing the population criteria of 50,000, the area became eligible to form a Metropolitan Planning Organization for its transportation planning and programming activities. In December 2002 the Oregon Governor, in accordance with federal regulations, designated the Corvallis Area Metropolitan Planning Organization (CAMPO) as a newly formed MPO in the State of Oregon. CAMPO is governed by a five-member Policy Board consisting of representatives of the cities of Corvallis, Philomath and Adair Village, the County of Benton and the Oregon Transportation Department (ODOT).

What is the Purpose of this Document?

The purpose of this document is to outline the policies and procedures adopted by the Corvallis Area Metropolitan Planning Organizations for involving the general public in the MPO's transportation decision-making processes.

Background

¹ Includes the Oregon Department of Transportation (ODOT)

Public involvement is a key component of the MPO transportation planning process. Federal and state laws require that MPOs adopt a process for involving the public in their planning and programming activities. Furthermore, the Policy Board of the CAMPO regards public involvement as an integral part of the MPO's transportation planning and programming activities.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 greatly enhanced the role of the public in transportation planning. The Transportation Act recognizes that each metropolitan area is different and will require a unique public outreach process. As such, ISTEA requires each MPO to create a formal public involvement process for their transportation planning and programming activities. A distinctive component of the ISTEA is its requirement of early involvement of the public in transportation planning and programming. The Act also requires MPOs to periodically review the effectiveness of their Public Involvement Process and make revisions as necessary.

In February 1994, Executive Order 12898, commonly known as the Environmental Justice (EJ) Law, focused the attention of federal agencies on the human health and environmental conditions in minority and low-income communities. Particular emphasis of this Order is placed on achieving greater public participation from minority communities and low-income communities. The principles of this Order are to:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and;
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In June 1998, the Transportation Equity Act for the 21st Century (TEA-21), the successor to ISTEA, was enacted. This new ACT further emphasized the need for a "proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans."

Public Involvement Framework

In an effort to enhance the quality of transportation planning processes within the Corvallis Urbanized Area and to comply with federal, state and local requirements, CAMPO has developed the following public involvement goal, objectives and policies.

CHAPTER II Goal

The goal of the CAMPO's Public Involvement Process is to gain, to the maximum extent possible, the active participation of all citizens and stakeholders in the MPO's decision making process.

Objectives

The objectives of the CAMPO Public Involvement Process are to:

1. Inform the public about transportation issues under consideration by the MPO
2. Provide the public with opportunities to be involved in all phases of the transportation planning process
3. Coordinate the MPO's activities with those of other public agencies and stakeholders
4. Coordinate the MPO's activities with the Cascades West Area Commission on Transportation (CWACT)
5. Coordinate the MPO's activities with transit providers within and adjacent to the MPO Area
6. Afford the public an opportunity at every meeting of the Policy Board to provide comments on the MPO's transportation planning and decision-making process
7. Provide timely notice on all transportation issues and processes affecting the Corvallis Urbanized Area
8. Provide for the consideration of input received from all segments of the community
9. Provide responses to comments received on the agency's plans and programs
10. Identify and involve traditionally underserved segments of the population, including minorities, low-income and elderly people or people with disabilities, in the transportation planning process (See Appendix A for a demographic analysis of subject groups)
11. Provide additional opportunity for public review and comments when the final version of a transportation document is significantly different from the one viewed by the public
12. Involve alternative mode advisory committees to the cities and the county

The activities of the MPO are of two distinct types:

1. **Routine MPO Activities.** These are primarily administrative tasks that are performed routinely over the course of a year or two. Examples of these are the development of the Unified Planning Work Program (UPWP), the Self-Certification Process and the monthly meetings of the Policy Board and the Technical Advisory Committee. For these activities CAMPO will, at a minimum, conduct the following:

1. Posting meeting dates, agendas and minutes on the MPO website;
 2. Posting MPO documents on the website and making printed copies available;
 3. Providing an explanation of the issues on the website;
 4. Inviting the public to submit electronic, written or telephonic comments;
 5. Providing the Policy Board a summary of comments received, prior to any formal decision;
 6. Providing a public comment period on each Policy Board agenda.
2. **Major MPO Functions.** Examples of these are the development and periodic update of the MPO's Regional Transportation Plan and Transportation Improvement Program and the undertaking of special studies. They are performed every two to five years. For these major functions CAMPO will develop and implement a specific public involvement program prior to the commencement of that activity. These specially tailored programs, at a minimum, will include all the elements listed above for Routine MPO Activities and will also feature the holding of public informational meetings and formal solicitation of public comment.

Means of Public Outreach

In developing the specific public outreach and involvement programs for the major MPO functions, CAMPO may employ a customized combination of the following:

1. Active Public Participation

- a) Public meetings (theater style, facilitated workshops, open houses)
- b) Public comments during comment periods
- c) Focus groups, charrettes and other small group techniques
- d) Public opinion surveys
- e) Ad hoc committees and task forces
- f) Public hearings
- g) Electronic bulletin board

2. Accessibility of Information

- a) Making major transportation planning documents available on web site, libraries, city halls and Benton County Public Works
- b) Making presentations on transportation planning issues to stakeholders and community groups, as appropriate
- c) Providing the Policy Board summary transcripts of public comments prior to their decisions

3. Channels of Public Notification

- a) Paid advertisements
- b) Media contacts, news releases, and public service announcements
- c) Legal notices
- d) Direct mail to a list of interested individuals, businesses, neighborhood organizations, and special interests groups
- e) Posting notices on the bulletin boards of libraries, public offices, university campus and other high traffic locations
- f) Periodic newsletter on transportation planning activities of CAMPO

- g) Use of the area's public access TV channel
- h) Direct communication and consultation with the citizen advisory groups in the area

Periodic Evaluation

Federal Metropolitan Planning Regulations require a periodic review of the effectiveness of the MPO's public involvement process. CAMPO will periodically review its public involvement process to ensure that all interested parties, including transportation stakeholders and traditionally underserved groups, have been provided with equal opportunities to participate in the transportation planning processes. A variety of tools may be used for this review, including, but not limited to, those listed below:

- a) Use of meeting evaluation forms;
- b) Surveys which ask questions regarding demographics and whether an individual has heard about public meetings and/or other input opportunities;
- c) Comments received from citizens through phone calls, letters and emails;
- d) Newsletter questionnaires, and;
- e) Questions and comments made during meetings, workshops, and at displays.

If certain areas are found to be underserved, CAMPO will target these areas for increased outreach to allow those citizens the opportunity for involvement in the transportation planning process. The CAMPO Policy Board will ultimately determine the need for such periodic evaluations and any modifications to this plan.

Public Outreach Efforts of this Document

Federal transportation planning regulations require MPOs to make their Public Involvement Plan available for public review and comment at least 45 days before its final adoption or revision. To maximize public input to the development of this document, CAMPO will take the following measures:

- 1.** Electronic and printed copies of the draft document will be available for public review and comments;

- A.** Electronic copy will be available at:
Corvallis Area Metropolitan Planning Organization Website:
www.corvallisareampo.org

Oregon Cascades West Council of Governments, Community and Economic Development Website:
http://www.ocwcog.org/cog_ced1.htm

- B.** Printed or faxed copies could be sent out by contacting:
Corvallis Area Metropolitan Planning Organization
301 SW 4th Street, Suite 140
Corvallis, OR 97333
Tel: (541) 785-1911
Fax: (541) 758- 3127

- C.** Printed copies will also be available at the following locations:
Corvallis-Benton County Public Library
645 NW Monroe Avenue
Corvallis, OR 97333

Corvallis-Benton County Public Library-Philomath Branch
1050 Applegate Street
Philomath, OR 97370

Benton County Public Works Department
360 SW Avery Avenue
Corvallis, OR 97333

Adair Village City Hall
6030 William R Carr Street
Corvallis, OR 97330

Corvallis City Hall
501 SW Madison Avenue
Corvallis, OR 97333

Philomath City Hall
980 Applegate Street
Philomath, OR 97370

2. The availability of the draft document for public review and comment will be advertised in the Gazette Times and the TV Public Access Channel;
3. A public comment period will be held on this document from **Sunday, February 29, 2004 through 5:00 PM on Thursday, April 15, 2004;**
4. Holding a public information meeting. A public information meeting will held at:

Location: **Benton Plaza**
Lower Floor
408 SW Monroe
Corvallis, OR 97333

Time: **5:00 – 7:00 PM**
Wednesday, March 31, 2004;

5. Written, telephonic or electronic comments can be addressed to:

Ali Bonakdar
MPO Director
301 SW 4th Street, Suite 140
Corvallis, OR 97333
Tel: (541) 758-1911
Fax: (541) 758-3127
Email: abonakda@ocwcog.org

6. All received comments will be summarized for review and consideration by the MPO Policy Board;
7. Final approval of the document by the MPO Policy Board is scheduled for after April 16, 2004.

Glossary of Acronyms

CAMPO	Corvallis Area Metropolitan Planning Organization
EJ	Environmental Justice
ISTEA	Intermodal Surface Transportation Efficiency Act
MPO	Metropolitan Planning Organization
OCWCOG	Oregon Cascades West Council of Governments
ODOT	Oregon Department of Transportation
TEA-21	Transportation Equity Act for the 21st Century

APPENDIX A

**Demographic Analysis of the Likely-Underserved Segment
of the Population of the Corvallis Urbanized Area**

(To be Completed Later)

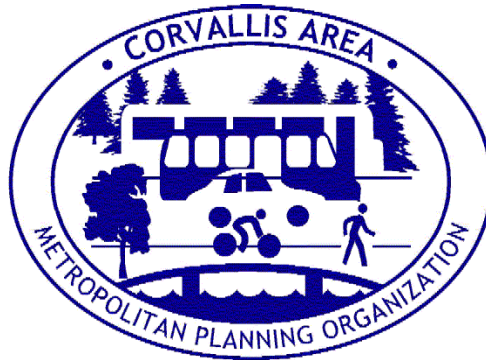
Appendix D

Public Involvement Plan

Public Involvement Plan

For the

Corvallis Area Metropolitan Transportation Plan:
Destination 2030



CORVALLIS AREA

METROPOLITAN PLANNING ORGANIZATION

Approved by the Policy Board
In August 2004, as Amended

Introduction

In April 2004 the Policy Board of the Corvallis Area Metropolitan Planning Organization (CAMPO) adopted a Public Involvement Framework for CAMPO's transportation planning and programming activities. The Framework outlines public outreach activities of CAMPO by identifying two types of activities performed by the organization, routine and major. Routine activities are generally publicized in the CAMPO website: www.corvallisareampo.org, while major activities require development of a specially tailored public involvement plan that is approved by the CAMPO Policy Board.

The *Corvallis Area Metropolitan Transportation Plan: Destination 2030* is a major activity that requires development of a specially tailored public involvement plan. This document sets forth the public outreach activities of CAMPO during the development of *the Corvallis Area Metropolitan Transportation Plan: Destination 2030*.

The federal Metropolitan Transportation Planning Process that defines the role and responsibilities of the Metropolitan Planning Organizations (MPOs) requires MPOs, such as CAMPO that meet air quality standards, to develop or update a long range transportation plan for their Urbanized Area every five years. The long range transportation plan sets the course for transportation developments within the Urbanized Area over the next 20 years. The plan must be approved by the MPO Policy Board. Federal regulations require that transportation projects in the Urbanized Area must be consistent with the goals and policies of the adopted transportation plan, when seeking federal transportation funds.

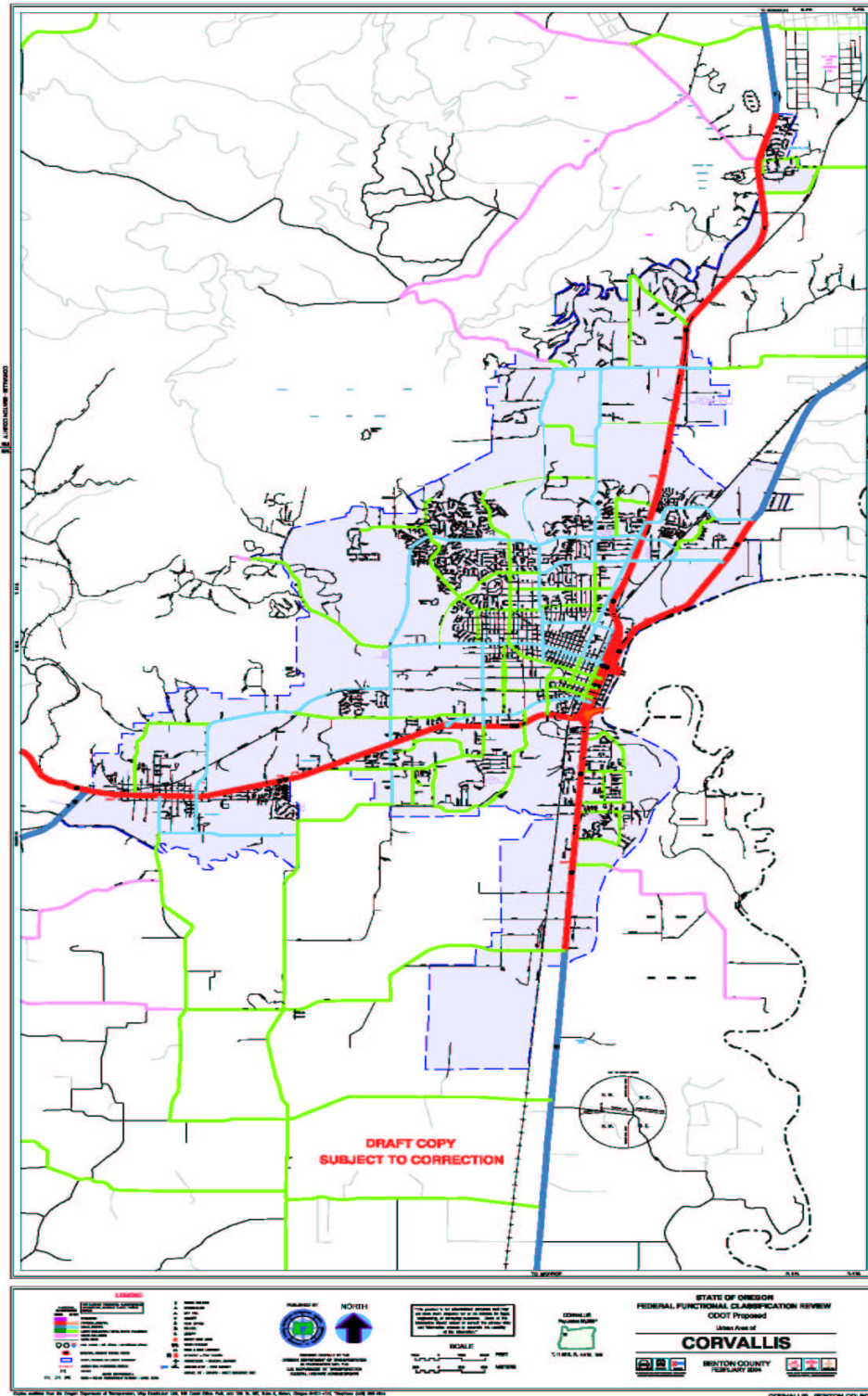
The federal Metropolitan Transportation Planning Process requires the *Corvallis Area Metropolitan Transportation Plan* be developed and adopted by October 2005. This relatively short timeframe would only allow combining the existing Transportation System Plans (TSPs) into an updated plan for the entire Corvallis Metropolitan Area.

The Corvallis Area Metropolitan Planning Organization

A Metropolitan Planning Organization (MPO) is an organization of local governments in areas with a collective population of 50,000 or over, called Urbanized Area. As a condition for receiving federal transportation dollars, MPOs must have a *continuing, cooperative and comprehensive* transportation planning process in cooperation with the state. This transportation planning process results in plans and programs consistent with the area's locally adopted comprehensive plans.

In 2002, the US Bureau of Census declared that the population of the Corvallis Urbanized Area, according to the 2000 Census, had reached 58,000+. The Corvallis Urbanized Area consists of the cities of Corvallis, Philomath and Adair Village, as well as the densely habited portions of Benton County (See the Map of the Corvallis urbanized Area). As a result of surpassing the population criterion of 50,000, the area became eligible to form a Metropolitan Planning Organization for its transportation planning and programming activities. In December 2002 the Oregon Governor, in accordance with federal regulations, designated the Corvallis Area Metropolitan Planning Organization (CAMPO) as a newly formed MPO in the State of Oregon.

CAMPO is governed by a five-member Policy Board consisting of representatives of the cities of Corvallis, Philomath and Adair Village, the County of Benton and the Oregon Transportation Department (ODOT).



Public Involvement Plan

The Public Involvement Plan describes the public information and input opportunities that will be provided as part of the development of the *Corvallis Area Metropolitan Transportation Plan*. Participants in this public involvement process are:

1. The general public – residents of the Corvallis Urbanized Area and the adjacent areas affected by the transportation plan
2. An ad hoc committee made up of members of the existing transportation-related committees in the Urbanized Area (See Appendix A)
3. CAMPO’s Technical Advisory Committee (TAC) made up of professional staffs of the jurisdictions in the Urbanized Area.
4. CAMPO’s Policy Board made up of representatives of the local governments in the Urbanized Area and ODOT.

The Public Involvement Plan includes two types of outreach activities, Continuous and Episodic.

A. Continuous Outreach

Continuous outreach efforts are made throughout the development process of the plan to provide review and commenting opportunities for both the general public and the local transportation officials. The following measures will be taken to involve the general public throughout the development process of the Transportation Plan:

- ii. Posting meeting dates, agendas and minutes on the MPO website;
- iii. Posting MPO documents on the website and making printed copies available to the public;
- iv. Providing an explanation of the issues pertaining the development of the plan on the website;
- v. Inviting the public to submit electronic, written or telephonic comments on the plan;
- vi. Including a public comment item on every Policy Board agenda.

B. Episodic Outreach

In addition to the above, Episodic Outreach will be conducted at the following phases of the Transportation Plan development process:

1. Initial Public Outreach
2. Midcourse Public Outreach
3. Final Public Outreach.

1. Initial Public Outreach

A. Purpose. The purpose of the Initial Public Outreach is to:

- i. Explain the roles and responsibilities of CAMPO

- ii. Describe the process, schedule and involvement opportunities for the Transportation Plan and
- iii. Seek preliminary input on transportation issues

B. Means. The Initial Public Outreach will employ the following means to outreach the public:

- i. Issuance of press releases to the local media
- ii. Meeting with editorial board of local newspaper
- iii. Purchase of advertisements in local newspaper
- iv. Request for public service announcements
- v. Direct mail to a list of interested individuals, chambers of commerce, etc.
- vi. Formation of the Ad hoc Committee on Transportation Plan
- vii. Holding of a public forum
- viii. Holding two meetings of the Ad hoc Committee
- ix. Selection of accessible sites and convenient times for the holding of all public meetings

C. Schedule. The schedule for the implementation of this phase is the two-week period following the approval of this Public Involvement Plan. Input from the general public, however, will be accepted throughout the development process of the plan (commencement to final approval).

D. Role of the Ad Hoc Committee. The Ad hoc Committee will meet two times in the beginning of the process:

- i. **First meeting.** Staff will discuss with the Committee:
 - Development process and schedule of the plan
 - The Committee's role in the development process of the Plan
 - The status of the existing Transportation System Plans (TSPs) in the area and the visions and goals contained in those plans
 - Review of the input and comments received from the general public.
- ii. **Second Meeting.** The Committee will develop common visions and goals for the Urbanized Area's transportation system consistent with the ones set forth in the existing TSPs.

The outcome of this process will be reviewed by the TAC and the Policy Board for adoption as the visions and goals for the Corvallis Metropolitan Transportation Plan.

2. Midcourse Public Outreach

The Midcourse Outreach will include a public forum followed by two meetings of the Ad hoc Committee to review and discuss the evaluation of transportation system alternatives developed by the technical staff. The public forum and the meetings of the Ad hoc Committee will be held in the following manner:

- Notices of the meetings and the material produced will be made available at least ten days prior to the meeting
- The TAC and the Policy Board will be invited to attend the meetings
- Staff will provide a summary explanation of the material produced
- Staff will seek input from the public and the Committee on the material produced
- Staff will compile the input received for review by the TAC and the Policy Board.

3. Final Public Outreach

The Final public outreach will include two public forums and two meetings of the Ad hoc Committee. These gatherings are to review the preliminary transportation plan and provide input to the TAC and the Policy Board.

- Notices of the meeting will be advertised in the media and CAMPO's website.
- The Draft Transportation Plan will be made available to the general public through mail, fax and the website.
- The TAC and the Policy Board will be invited to attend the meeting.
- Staff will provide a summary explanation of the draft Transportation Plan and its key recommendations.
- Visual aids will be utilized to communicate the draft transportation plan
- All comments received will be compiled and prepared for review by TAC and the Policy Board.

Approval Process

The general public will be kept abreast of all aspects of plan and their input will be sought throughout the process. They would provide input to the Ad hoc Committee, the TAC and the Policy Board. The Ad hoc committee will formulate input from the public for review by the technical staff serving on the TAC. The MPO staff will produce technical material consistent with applicable federal and state regulations for review by the participants and will interact with each group. The CAMPO's Policy Board is the ultimate decision making entity for the approval of the *Corvallis Area Metropolitan Transportation Plan*. The Policy Board relies on the expertise of their professional planning staffs that form the CAMPO's Technical Advisory Committee (TAC). The TAC is a hands-on group with technical expertise in transportation and land use planning. The TAC meets, at least, once per month to review CAMPO's technical work and make recommendation to the Policy Board.

All material prepared for the development of the Transportation Plan will be reviewed by the TAC for recommendation to the Policy Board. The Policy Board will review all material recommended by the TAC and may approve or provide directives for further modifications. In many instances, members of the Policy Board and TAC may attend public meetings to hear citizens' concerns directly. Input from the general public with significant implications will be reviewed by the TAC and the Policy Board prior to incorporation into the Plan.

Attachment A

Transportation-Related Committees In the Corvallis Urbanized Area

Ad Hoc Committee

City of Corvallis					
No.	Name of Committee or Group	Description of Role/ Function/Responsibilities	Designated by and Reports to	No. of Members	Includes Elected Officials (Y/N)
1	Bike/Pedestrian Advisory Commission (BPAC)	Advise City Council and City staff on issues related to bicycle and pedestrian issues and projects.	Appointed by Mayor	8	1- council liaison
2	Airport Commission	Advise City Council and City staff on operations and development of the airport and airport industrial park.	Appointed by Mayor	8	1- council liaison
3	Citizen’s Advisory Commission on Transit (CACOT)	Advise City Council and City staff on transit system operations and services.	Appointed by Mayor	6	1- council liaison
4	CIP Commission	Solicit and identify infrastructure improvements needed in the community – propose 5 year Capital Improvements Program budget to City Council.	Appointed by Mayor	8	1 - council liaison
5	Downtown Parking Commission	Assist citizens, City Council, and staff in pursuit of opportunities which integrate new parking development with the community's vision of a diverse and vital Downtown; and decrease the demand for parking by encouraging the use of alternative modes of transportation. Advise Council in the development and implementation of Downtown parking solutions.	Appointed by Mayor – positions are representative as per Municipal Code	11	1 - council liaison
6	Committee for Citizen Involvement	Helps facilitate citizen involvement in all aspects of land use planning and decision making.	Appointed by Mayor	9 plus 1 non-voting Planning Commission liaison	1 - council liaison
<p>Remarks: All but the last are supported by the Public Works Dept. The CCI is supported by the Community Development Dept. since they are primarily focused on citizen involvement on land use issues. I included them since they are a resource for helping with developing strategies to increase citizen involvement in public processes. The Parking Commission, in practice, is pretty narrowly focused on downtown parking issues even though their charge includes “encouraging the use of alternative modes of transportation” to reduce parking demand.</p>					

Benton County					
No.	Name of Committee or Group	Description of Role/ Function/Responsibilities	Designated by and Reports to	No. of Members	Includes Elected Officials (Y/N)
1	<u>Roads Advisory Committee</u>	<p><u>Advise the Benton County Board of Commissioners:</u> The Committee shall become familiar with the operations, standards, financing needs and laws associated with the management of the County road system. The Committee shall provide advisory recommendations to the Board of Commissioners (Governing Body), as may be requested by the Board.</p> <p><u>Advise the Benton County Public Works Director:</u> The Committee shall assist and advise the Benton County Public Works Director concerning:</p> <ul style="list-style-type: none"> a. Road operating policy b. Potential projects for investigation c. Roads Capital Improvements and Renovation Plans d. Overall department budget and funding 	Board of Commissioners	9	No

2	<p><u>Bicycle Advisory Committee</u></p>	<p><u>Advise the Benton County Board of Commissioners:</u> The Committee shall become familiar with the operations, standards, financing needs and laws associated with the master Bike Path Plan management of the County. The Committee shall provide advisory recommendations to the Board of Commissioners (Governing Body) as may be requested by the Board.</p> <p><u>Advise the Benton County Public Works Director:</u> The Committee shall assist and advise the Benton County Public Works Director concerning:</p> <ul style="list-style-type: none"> a. Long range planning of future bike paths b. Education/safety issues c. Policies d. Public relations 	Board of Commissioners	8	No
3	<p><u>Environmental Issues Advisory Committee</u></p>	<p><u>Advise the Benton County Board of Commissioners:</u> The Committee shall assist the Benton County Board of Commissioners, and shall have the following powers and duties:</p> <ul style="list-style-type: none"> 1. Assist Board of Commissioners and County staff with the implementation of the Environmental Issues Advisory Committee's recommendations. 2. Advise the Board of Commissioners on specific environmental impact situations by utilizing Committee expertise and perspective, and by bringing together appropriate outside resources; 3. Provide at least an annual forum for community comment on environmental issues; 4. Receive technical input from experts in various environmental fields and receive information on legislative and regulatory changes that apply to environmental areas. 	Board of Commissioners	11	No

4	<p><u>Special Transportation Advisory Committee (STAC)</u></p>	<p><u>Advise the Benton County Board of Commissioners:</u></p> <p>The role of the STAC is to "assist the Benton County Board of Commissioners in matters affecting transportation services for elderly and disabled persons, and shall develop recommendations for the proposed distribution of Special Transportation Fund monies by the County."</p> <p>The Committee consists of nine (9) members, appointed by the Board of Commissioners, as follows:</p> <ul style="list-style-type: none"> * All members shall reside in Benton County or shall represent an organization which provides substantial transportation services within the County; * No member shall be an employee of Benton County; * Three members shall be Providers or Provider Representatives, engaged in providing transportation services; * Six members shall be either users, user representatives, or members at large. Consideration should be given to including at least one disabled user and at least one elderly user. 	Board of Commissioners	9	No
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City of Philomath					
No.	Name of Committee or Group	Description of Role/ Function/Responsibilities	Designated by and Reports to	No. of Members	Includes Elected Officials (Y/N)
1	Transportation & Traffic Safety Commission	Responsible for advising the City Council on matters relating to all aspects of transportation within both the City and the region. Review and investigate any issues that will improve public safety.	Philomath City Council	7	Y

Remarks: Meets on the 2nd Thursday of every month at 7:00 PM in the Philomath City Hall Council Chambers.

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Total members = 95
 Total number of elected officials = 7 (6 in Corvallis)

Appendix E

Modeling Results of Recommended Projects

Modeling Results of Recommendations of the Plan

The following are the results of modeling the recommendations of the Transportation Plan. The tables show the results for each network and also in juxtaposition with the results of implementing Illustrative projects.

VMT and Percent VMT by Demand/Capacity Range

Demand/ Capacity Ratio	2000 Base Year		2010		2020		2030		2030 with Illustrative Projects	
	VMT	% VMT	VMT	% VMT	VMT	% VMT	VMT	% VMT	VMT	% VMT
0.0 - 0.59	39,559	47.4%	37,971	38.1%	39,212	33.7%	35,444	26.2%	40,110	29.7%
0.60 - 0.69	9,730	11.7%	9,170	9.2%	6,399	5.5%	11,516	8.5%	13,963	10.3%
0.70 - 0.79	7,892	9.5%	10,409	10.5%	11,368	9.8%	6,796	5.0%	14,875	11.0%
0.80 - 0.89	7,335	8.8%	9,326	9.4%	13,539	11.6%	13,601	10.0%	19,969	14.8%
0.90 - 0.99	4,787	5.7%	7,936	8.0%	10,042	8.6%	10,562	7.8%	10,410	7.7%
≥ 1.0	14,170	17.0%	24,756	24.9%	35,958	30.9%	57,487	42.5%	35,836	26.5%
Total	83,474	100%	99,568	100%	116,518	100%	135,405	100%	135,163.7	100%

Lane Miles and Percent Lane Miles By Demand/Capacity Range

Demand/ Capacity Ratio	2000 Base Year		2010		2020		2030		2030 with Illustrative Projects	
	Lane Miles	% of Total Lane Miles	Lane Miles	% of Total Lane Miles	Lane Miles	% of Total Lane Miles	Lane Miles	% of Total Lane Miles	Lane Miles	% of Total Lane Miles
0.0 - 0.59	331.2	82.4%	314.7	77.1%	306.2	73.5%	284.2	67.4%	307.0	68.9%
0.60 - 0.69	21.3	5.3%	20.2	5.0%	15.4	3.7%	26.9	6.4%	28.9	6.5%
0.70 - 0.79	14.2	3.5%	19.2	4.7%	20.4	4.9%	13.3	3.1%	26.4	5.9%
0.80 - 0.89	11.4	2.8%	15.6	3.8%	21.9	5.3%	21.9	5.2%	31.5	7.1%
0.90 - 0.99	7.0	1.8%	11.5	2.8%	15.0	3.6%	15.3	3.6%	14.8	3.3%
≥ 1.0	16.7	4.2%	27.2	6.7%	37.7	9.0%	59.9	14.2%	37.3	8.4%
Total	401.8	100.0%	408.4	100.0%	416.5	100.0%	421.4	100.0%	445.8	100.0%

Various Measures of Accessibility and Share of Transit

	2000 Base Year	2010	2020	2030	2030 with Illustrative Projects
P.M. Peak Hour Mean Travel Time	7.8	8.3	8.8	9.9	9.2
P.M. Peak Hour VMT	83,474	99,563	116,516	135,410	135,173
P.M. Peak Hour VHT	2,409	2,961	3,633	4,563	4,188
Daily Transit Mode Split	0.9%	1.7%	1.7%	2.1%	2.1%

Travel Time (Minutes) for Selected Trips*

	Base 2000	2010	2020	2030	2030 with Illustrative Projects
Downtown Corvallis to Hewlett Packard	4.9	5.1	5.2	5.4	4.8
OSU Campus to Hewlett Packard	6.9	7.2	7.5	7.7	6.6
Downtown Corvallis to Downtown Philomath	10.5	10.9	11.4	12.0	10.4
Downtown Corvallis to Adair Village	12.2	13.1	13.9	15.8	13.1

*. The length of time does not include the waiting at traffic signals

Demand/Capacity Ratio for Selected Corridors during Peak Hour

	2000 Base Year	2010	2020	2030	2030 with Illustrative Projects
Kings Blvd. Monroe Ave. to Walnut Blvd.	0.71	0.77	0.82	0.88	0.86
9th St. Harrison Blvd. to Walnut Blvd.	0.59	0.70	0.75	0.86	0.77
Walnut Blvd. OR 99W to 29th St.	0.41	0.46	0.50	0.58	0.50
Circle Blvd. OR 99W to Kings Blvd.	0.37	0.37	0.45	0.49	0.43
Western Blvd. US 20/OR 34 to 2nd St.	0.63	0.78	0.88	0.98	0.83
US 20/OR 34 9th St. (Philomath) to OR 99W Int.	0.88	0.92	1.01	1.09	0.82
OR 99 W S. MPO Boundary to US 20/OR 34 Int.	0.44	0.64	0.75	0.85	0.75
OR 99W OR 99W Int. to Buchanan Ave.	0.69	0.81	0.92	1.04	0.94
OR 99W Buchanan Ave. to Walnut Blvd.	0.84	0.92	0.73	0.82	0.81

Lane Miles and Percent of Congested lane Miles

	2000 Base Year	2010	2020	2030	2030 with Illustrative Projects
Total Lane Miles	401.8	408.4	416.5	421.4	445.8
Congested Lane Miles	23.8	38.7	52.7	75.2	52.1
% of Congested Lane Miles	5.9%	9.5%	12.6%	17.8%	11.7%

