

FY2008 -2011

**Corvallis Area
Transportation Improvement
Program (TIP)**



Corvallis Area Metropolitan Planning Organization

Approved by the Policy Board
of the
Corvallis Area Metropolitan Planning Organization
On

June 22, 2007

RESOLUTION No. 07-02

**FOR THE PURPOSE OF ADOPTING THE FY2008-2011 CORVALLIS AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the Governor of the State of Oregon has designated representatives of the City of Corvallis, Philomath and Adair Village, Benton County, and, the Oregon Department of Transportation (ODOT) as the Corvallis Area Metropolitan Planning Organization to carryout the Metropolitan Transportation Planning Process; and

WHEREAS, among the major requirements of the Metropolitan Transportation Planning Process is the development of a Transportation Improvement Program that enumerates priority transportation projects in the Corvallis Urbanized Area; and

WHEREAS, the Corvallis Metropolitan Planning Organization has developed an FY2008-2011 Transportation Improvement Program in coordination with ODOT and the local transit agency in compliance with all applicable federal and state requirements; and

WHEREAS, the FY2008-2011 Transportation Improvement Program meets the requirement of Financially Constrained; and

WHEREAS, the public has been notified and afforded reasonable opportunities to review and comment on the content of the FY2008-2011 TIP.

WHEREAS, the selection of priority projects in the FY2008-2011 TIP has been coordinated with the Cascades West Area Commission on Transportation (CWACT).

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the Corvallis Area MPO approves the Corvallis Area FY2008-2011 Transportation Improvement Program and directs staff to submit the document to ODOT for inclusion in the FY2008-2011 Statewide Transportation Improvement Program.

Dated this 22nd day of June 2007.

APPROVED:

By: _____
Ken Schaudt, Chair
Corvallis Area MPO

ATTESTED:

By: _____
Ali Bonakdar, Director
Corvallis Area MPO

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INTRODUCTION

What is a Metropolitan Planning Organization?

A Metropolitan Planning Organization (MPO) is an organization of local governments¹ in an area with a collective population of 50,000 or more. These heavily populated areas are called Urbanized Areas. As a condition for receiving federal transportation dollars, an MPO must have a *continuing, cooperative and comprehensive* transportation planning process with the state. An MPO must collaborate with the state in developing transportation plans and programs for an urbanized area. The MPO transportation plans and programs must also be consistent with locally adopted comprehensive plans.

What is the Corvallis Area Metropolitan Planning Organization?

In 2002, the US Bureau of Census declared that the population of the Corvallis Urbanized Area, according to the 2000 Census, had reached 58,229. The Corvallis Urbanized Area consists of the cities of Corvallis, Philomath and Adair Village, as well as the densely inhabited portions of Benton County around the cities (Map 1). As a result of surpassing the population threshold of 50,000, the area became eligible to form a Metropolitan Planning Organization for its transportation planning and programming activities. In December 2002, the Oregon Governor, in accordance with federal regulations, designated the Corvallis Area Metropolitan Planning Organization (CAMPO) as a newly formed MPO in the State of Oregon. CAMPO is governed by a five-member Policy Board consisting of representatives of the cities of Corvallis, Philomath and Adair Village, Benton County and the Oregon Department of Transportation (ODOT).

What is the Transportation Improvement Program?

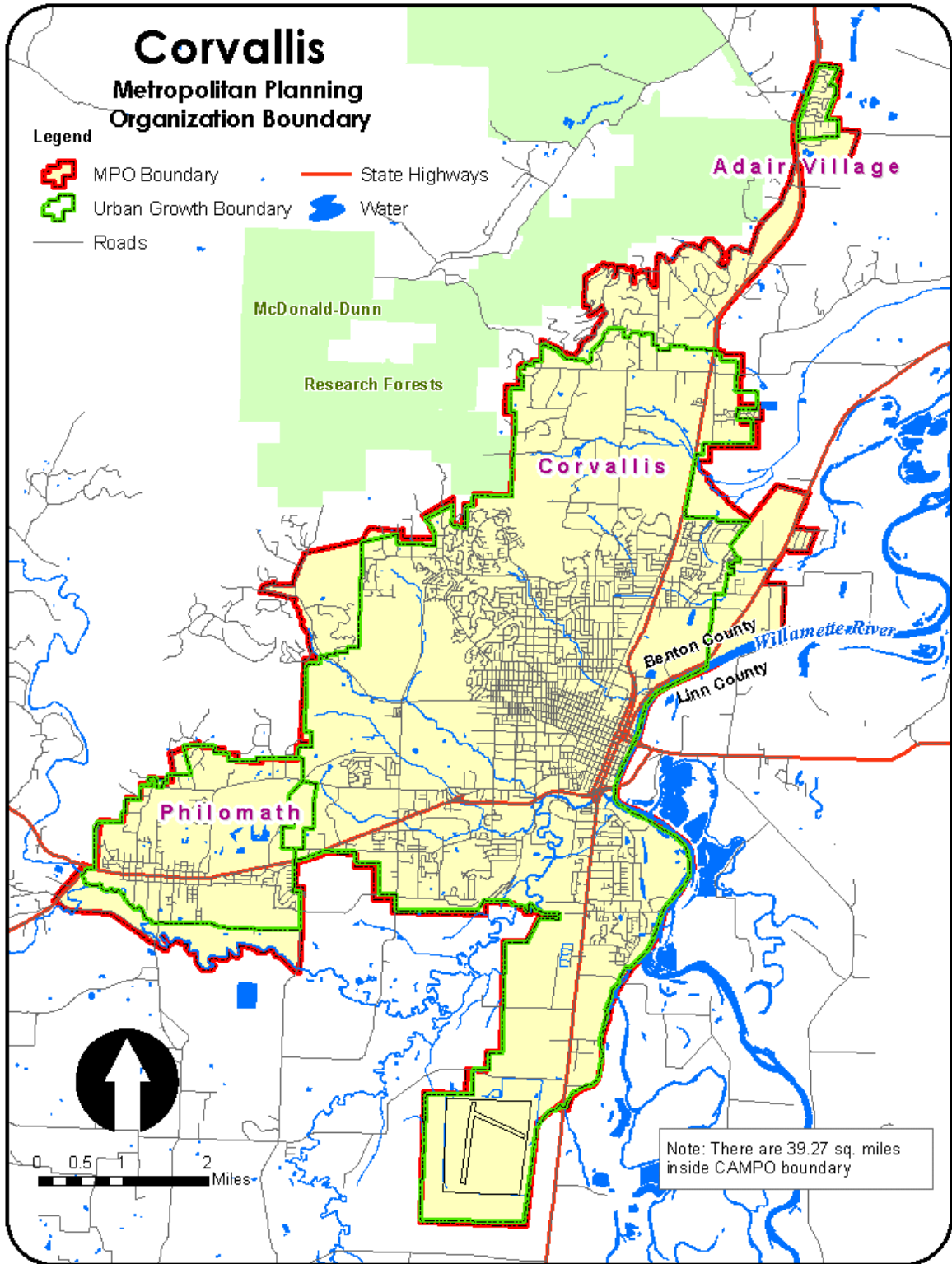
The Transportation Improvement Program (TIP) is a short-range capital improvement program that enumerates priority transportation projects in the Corvallis Metropolitan Area for funding. The TIP encompasses a period of four fiscal years (FY) and is updated every two years. This TIP document covers the period of FY2008 through 2011. The fiscal years in this document are federal fiscal years that begin on October 1st of previous year and end on September 30th.

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

After the TIP document is completed and approved, it is incorporated into Oregon's Statewide Transportation Improvement Program (STIP). Projects are then eligible for funding through the Oregon Department of Transportation.

¹ Includes the Oregon Department of Transportation (ODOT)

Map 1: Corvallis Area Metropolitan Planning Organization Planning Area



Public Involvement

Federal and state laws require that MPOs adopt a process for involving the public in their planning and programming activities. Furthermore, the Policy Board of CAMPO regards public involvement as an integral part of CAMPO's activities. The guiding document for CAMPO's public outreach efforts is the *Public Involvement Framework*.

The Technical Advisory Committee, made up of technical staff from member jurisdictions, developed and recommended projects in this document to the CAMPO Policy Board. The preliminary list of recommended projects was reviewed by the Policy Board on May 18, 2007.

A public comment period was held from May 24 through June 11, 2007 to receive comments through email, mail, fax or phone calls. The public was also afforded a special opportunity to provide comments directly to the CAMPO's Policy Board as part of their agenda of the June 15th meeting, prior to the adoption of the TIP.

The TIP was posted on CAMPO's website for public review www.corvallisareampo.org. An advertisement was placed on May 27th, 2007 in the Gazette Times/Democrat Herald informing the public of the opportunities to provide comments on the draft TIP. Copies of the document are made available to the public via mail, email, fax or internet. An additional FYI announcement was placed in the Corvallis Gazette Times/Democrat Herald the week of May 28th, 2007 asking for public comments on the draft TIP.

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

Coordination with Area Commission on Transportation

The Area Commissions on Transportation (ACT) are advisory bodies to the Oregon Transportation Commission (OTC) primarily on funding transportation projects. The Cascades West Area Commission on Transportation (CWACT) encompasses the counties of Linn, Benton and Lincoln. The Corvallis Area MPO is the only MPO within the Cascades West ACT. CAMPO and CWACT have adopted the ACT- MPO Coordination Protocol that requires each entity to collaborate with the other on funding transportation priority projects. All five governmental entities represented on the CAMPO Policy Board are also members of the Area Commission on Transportation. This cross-membership facilitates communication and coordination between the two bodies. On May 24, 2007 the MPO presented the list of recommended projects for funding to CWACT and sought their comments.

Federal Regulations

Title 23 of U.S. Code § 450.324-336 contains federal regulations applicable to the Transportation Improvement Program. The following is selected high points of these regulations:

- The MPO, in cooperation with the state(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area.
- The TIP shall cover a period of not less than four years, but may cover a longer period
- The TIP shall be updated at least every four years and approved by the MPO Policy Board and the Governor. The frequency and cycle for updating the TIP must be compatible with the STIP development and approval process.
- The MPO shall provide all interested parties with a reasonable opportunity to comment on the proposed TIP. The TIP shall be published or made readily available by the MPO for public review, in electronically accessible formats.
- The TIP shall include capital and non-capital surface transportation projects within the boundaries of the metropolitan planning area proposed for funding, under 23 USC, and 49 USC. Chapter 53 (including Transportation Enhancements, Federal Lands Highway projects, safety projects included in the States Highway Safety Plan, trails projects, pedestrian, walkways and bicycles projects...
- The TIP shall include, for each project or phase, sufficient descriptive material, estimated total project cost, the amount of federal funds and identification of responsible agency to carry out the project.
- Each project or project phase included in the TIP shall be consistent with the approved metropolitan transportation plan.
- The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented, indicates resources that are reasonably expected to be available. Only projects for which funds can reasonably be expected to be available may be included.
- An MPO may revise the TIP at any time under procedures agreed to by the cooperating parties consistent with the procedures established... After approval by the MPO and the Governor, the TIP shall be included without change, directly or by reference, in the STIP.

Funding Sources

The Safe, Accountable, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides federal transportation assistance dollars to states and local governments under several programs. The Federal Highway Administration and the Federal Transit Administration administer these programs. Apportionment of funds to each state is according to a formula set forth in SAFETEA-LU. The Oregon Department of Transportation determines distribution and allocation of transportation funds in the State of Oregon. The following is a summary of transportation fund programs that are most relevant to the Corvallis Urbanized Area:

1. Federal Programs

A. Federal Highway Administration

National Highway System. It consists of approximately 160,000 miles of roadway important to the nation's economy, defense, and mobility. The National Highway System (NHS) includes the Interstate System, other Principal Arterials, Strategic Highway Network (STRAHNET), Major Strategic Highway Network Connectors and Intermodal Connectors. Local examples of NHS are I-5 and OR 34.

Surface Transportation Program. The Surface Transportation Program (STP) is a block grant program that may be used for any road (including the NHS) that is not functionally classified as local or rural minor collectors. These roads are collectively referred to as Federal-Aid System (FAS) roads. Public bridge projects are exempt from this requirement. Transit capital projects are also eligible under this program through a process known as "flexibility," which allows local and State governments to determine the most effective means of meeting transportation needs in their communities. The Oregon Department of Transportation subdivides STP funds into the following categories:

Surface Transportation Program-State (STP-S). STP-State funds primarily provide funding for reconstruction or rehabilitation of roadways on the State Highway System. These funds may also be used for planning, enhancement, transit, bridge, or safety activities.

Surface Transportation Program-Urban (STP-U). A portion of the STP is allocated to urban areas (5,000 or more population). The funds are primarily used for reconstruction or rehabilitation of roadways functionally classified as urban collectors or higher. These funds may also be used for planning, transportation enhancement, transit, bridge, or safety activities.

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

Surface Transportation Program-Rural (STP-R). Local Rural funds are for projects in rural areas, and in cities with population below 5,000. They are primarily used for reconstruction or rehabilitation of roadways functionally classified as rural major collectors or higher. The funds may also be used for planning, enhancement, transit, bridge, or safety activities.

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

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

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

Safety Program. SAFETEA-LU includes separate funding for transportation safety projects. Eligible activities include projects for the improvement of identified high-hazard locations that constitute a danger to vehicles or pedestrians. Examples of the types of projects include intersection improvements, modification of roadway cross-sections, pavement skid treatments, and alignment changes. Any reconstruction of appreciable lengths of roadway is not intended for funding under this program. The major focus of this program is to target spot improvements of high accident areas. Similar to the Bridge Program, safety projects can be on any public road.

Bridge Replacement and Rehabilitation Program. Highway bridges over waterways, railroads, other highways, or other topographical barriers, may be replaced or rehabilitated when the state and the Secretary of Transportation find that they are unsafe due to structural deficiencies, physical deterioration, or functional obsolescence. Preliminary engineering, construction, construction engineering, painting, seismic retrofitting, and calcium magnesium acetate applications are eligible costs under this program.

B. Federal Transit Administration

The FTA provides federal assistance funds under its various programs to assist with the provision of public transportation services.

Section 5303. Provides funds for transit planning activities of states and metropolitan planning organizations.

Section 5307. These funds are allocated to the urbanized areas by statutory formula for capital improvements and operation of transit systems. The funds could be used for planning public transportation and the development of transit services.

Section 5309. Provides discretionary funds allocated directly by US Congress to state and local transit providers for capital improvement purposes. The funds are not transferable to roadway or transit operation improvement programs.

Section 5310. Provides funds for services and rolling stocks that directly benefit transportation of elderly and people with disabilities. The funds are distributed to states based on the population of elderly and people with disabilities in the state.

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

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

2. State Programs

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

Oregon Transportation Investment Act (OTIA)

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

OTIA III Bridge Program

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

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

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

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

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

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

Immediate Opportunity Fund. The Immediate Opportunity Fund (IOF) supports primary economic development in Oregon. It does this by building and improving streets and roads in strategic locations. The IOF only funds strategic projects that require a quick response and commitment of funds because other sources are unavailable or insufficient. It is not a substitute for other funding sources. The IOF is a discretionary program. The maximum amount available for a single project is \$500,000.

Jurisdictional Exchange. ODOT has identified over 1,000 miles of state highways that primarily serve local purposes. These include urban arterials serving mostly local travel, urban streets that are parallel to highway bypasses, and roads that function like county roads. Through negotiated agreements, ODOT will transfer jurisdiction of these highways to local governments. The agreements may include the cost to maintain or improve the facility based on the condition of the highway at the time of transfer.

Financial Capacity Analysis

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

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

1. **Revenue Projection.** The Corvallis Urbanized Area currently receives approximately \$530K of STP funds for its transportation improvement projects. The Area has a carryover of approximately \$575K as of February 2005. The table below is a conservative projection of STP funds (\$530K/year) for the Corvallis Urbanized Area over the next 4 years. It shows the balance of STP funds against the costs of projects programmed over the same time period.

STP Balance by Year

No.	Project	Fiscal Year	STP Cost (\$)	STP Allotment (\$)*	Fund Available (\$)	Fund Balance (\$)
1	Walnut Blvd, Highland-13th St.	2008	280,000	574,784	574,784	294,784
2	Walnut Blvd, 13th - Rolling Green	2008	282,000		294,784	12,784
3	Circle Blvd, US 20 - City Limit	2008	70,000	530,000	542,784	472,784
4	West Hills Rd, Western Blv-53rd St.	2008	112,000		472,784	360,784
5	Lewisburg Rd, Highland-Crescent Valley	2009	137,000	530,000	890,784	753,784
6	Highland Blvd, Walnut - City limit.	2009	160,000		753,784	593,784
7	Highland Rd, Corvallis-Lester Ave	2009	43,000		593,784	550,784
8	Highland Rd, Lester Ave-Lewisburg Ave	2009	344,000		550,784	206,784
9	Walnut Blvd, Rolling Green-Kings Blvd	2010	561,000	530,000	736,784	175,784
10	Walnut Blvd, 25th street - King Blvd	2011	504,000	530,000	705,784	201,784

FTA's Section 5307 Program Funds. The Corvallis Transit System which includes the Philomath Connection Service currently receives approximately \$690,000 from FTA's Section 5307 for its capital and operation improvement programs. Additionally the area receives the cost of purchasing a bus through Section 5309. The anticipated revenue from Section 5309 has not been accounted for in the calculation of financial constraints. A \$104,714 of the State Discretionary funds has been approved for FY2008 which is shown in the table below. Additionally, JARC funds for FY08 and 09 have been earmarked for the Corvallis Transit System. It is reasonable to assume that the system would receive similar funds in FY10 and FY11. The table below is a conservative projection of Section 5307 funds for the Corvallis Urbanized Area over the next 3 years:

**Transit Projects
Balancing of Revenue and Expenditure**

FY	Improve- ment	Federal \$ Requested	Local share	Total Cost Estimate	Revenue	Available	Balance
2008	Bus Replacement (PC)	\$104,714	\$11,985	\$116,699	\$104,714	\$104,714	\$0
2008	Annual Operation	\$536,500	\$536,500	\$1,073,000	\$744,536	\$744,536	\$208,036
2008	Annual Operation	\$164,000	\$41,000	\$205,000		\$208,036	\$44,036
2008	JARC Program	\$156,000	\$156,000	\$312,000	\$156,000	\$200,036	\$44,036
2009	Annual Operation	\$571,500	\$571,500	\$1,143,000	\$791,938	\$835,974	\$264,474
2009	Preventive/Maintenance	\$173,020	\$43,255	\$216,275		\$264,474	\$91,454
2009	JARC Program	\$162,485	\$162,485	\$324,970	\$162,485	\$253,939	\$91,454
2010	Annual Operation	\$608,500	\$618,500	\$1,227,000	\$823,616	\$915,070	\$306,570
2010	Preventive/Maintenance	\$182,536	\$45,634	\$228,170		\$306,570	\$124,034
2010	JARC Program	\$170,609	\$170,610	\$341,219	\$170,609	\$294,643	\$124,034
2011	Annual Operation	\$656,000	\$656,000	\$1,312,000	\$856,500	\$980,534	\$324,534
2011	Preventive/Maintenance	\$212,576	\$53,143	\$265,719		\$324,534	\$111,958
2011	JARC Program	\$179,140	\$179,139	\$358,279	\$179,139	\$291,097	\$111,957

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

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

Financial Capability Analyses. Benton County and the City of Corvallis are the only two local governments sponsoring projects in the Corvallis Area's TIP document. The County and the City, each develop a five-year Capital Improvement Program (CIP) that is adopted by their governing boards and is updated annually. The County's CIP includes capital outlay costs for the preservation and maintenance of the existing county roadways. It also provides local dollars to match federal funds.

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

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

Statement of Financial Capability. Tables above demonstrate the balancing of the reasonably anticipated revenue and the costs of programmed projects over the next 4 years. The MPO also reviewed the Benton County and the City of Corvallis' CIPs and the past trends in financing transportation improvement projects by these governments. The reviews led to the following conclusions:

1. Benton County and the City of Corvallis are financially solvent and capable of providing for the operation and maintenance of their transportation systems;
2. The Benton County and the City of Corvallis' CIPs are based on reasonable estimates of projected revenue and expenses over the next five years
3. The Benton County and City of Corvallis' CIPs include adequate funds to cover the required match for the transportation projects in the TIP;
4. Benton County and the City of Corvallis routinely provide for the maintenance and operation of existing transportation systems;
5. The City of Corvallis is committed to providing for the operation and maintenance of the Corvallis Transit System, and;

6. There currently is no indication that Benton County or the City of Corvallis would discontinue their financial support of their transportation systems.

Project Selection Process

The selection of transportation projects for inclusion in the FY2008-2011 TIP was conducted on two coordinated tracks.

A. Selection of Major Projects

The selection of major projects that are not funded through the MPO's STP funds are conducted by and coordinated with the Cascades West Area Commission on Transportation's project selection process. All entities within the three counties of Benton, Linn and Lincoln, including CAMPO submit priority projects to CWACT for funding considerations. CWACT uses prioritization criteria and recommends funding for projects within the entire three counties.

B. Selection of Projects under STP

The MPO Area receives approximately \$435K of STP funds annually that is pooled and allocated to the highest transportation priority of the MPO area.

1. **Request for Projects.** The MPO requested its member agencies to submit a list of desired transportation projects for STP funding. Desired projects were compiled into a master list of candidate projects for funding.
2. **Project Evaluation.** In 2005 CAMPO developed criteria for funding prioritization of candidate transportation projects (Appendix A and B). Per an adopted policy, more than half of the available funds over a five year period are allocated to the preservation and maintenance of the existing transportation system (Appendix C). The MPO Technical Advisory Committee (TAC) applied criteria to candidate projects for funding and developed a ranking table of projects.
3. **Programming of Projects.** The ranking table was modified based on financial constraints and the logical sequencing of projects. This process produced the recommended list of projects for funding under STP funds.

The results of these processes are demonstrated in the following pages as the list of FY2008-2011 Corvallis Area Transportation Improvement Program.

Status of Previously Programmed Projects

Federal regulations require MPOs to provide the status of projects from the previous TIP in terms of implemented, delayed or modified. The following is the status of Corvallis Area Transportation projects listed in the FY2006-2009 TIP:

FY2006-2009 TIP Projects

No.	Project	From-To	Improve- ment	Project Type	Sponsor	Fiscal Year	Funding Source	Federal (000)	Local Share (000)	Total Cost (000)	ODOT Key	Done (Y/N)	Obligated (Y/N)
1	Western Boulevard	26th Street to 35th Street	Resurface	P	City of Corvallis	FY05	STP	\$250	200	\$450	14344	Y	Y
2	Circle Boulevard	Hwy 20 to Corvallis City Limit	Resurface	P	Benton County	FY05	STP	\$70		\$70	14345	N	N
3	53rd Street	Eliminate Railroad Underpass	Design & R.O.W.	M	Benton County	FY05	STP	\$500		\$500	14351	N	Y
4	53rd Street	Hwy 20/34 to Country Club Road	Reconstruct	M	Benton County	FY05	STP	\$265	235	\$500	14352	N	Y
5	William R. Carr Street	Columbia Ave to 350 ft. south of Laurel St.	Resurface	P	City of Adair Village	FY05	STP	\$30	25	\$55	14353	Y	Y
6	Reservoir Road		Reconstruct	M	Benton County	FY06	STP	\$250	750	\$900	14349	under way	Y

7	19th Street	Hwy 34 to Chapel Street	Reconstruct	M	Benton County	FY06	STP	\$500	262	\$762	14350	Y	Y
8	Walnut Boulevard	13th Street to Rolling Green Drive	Resurface	P	City of Corvallis	FY07	STP	\$272	200	\$472	14346	N	N
9	Walnut Boulevard	Highland Road to 13th Street	Resurface	P	City of Corvallis	FY07	STP	\$280		\$280	14348	N	N
10	West Hills Road	Western Boulevard to 53rd Street	Resurface	P	Benton County	FY08	STP	\$112		\$112	14347	N	N
11	Lewisburg Road	Highland Rd to Crescent Valley Dr	Resurface	P	Benton County	FY08	STP	\$137		\$137	14354	N	N
12	Highland Road	Corvallis City Limit to Lester Ave	Resurface	P	Benton County	FY08	STP	\$43		\$43	14355	N	N
13	Highland Road	Lester Avenue to Lewisburg Road	Resurface	P	Benton County	FY08	STP	\$344		\$344	14356	N	N
14	Walnut Boulevard	Rolling Green Dr to Kings Blvd	Resurface	P	City of Corvallis	FY09	STP	\$521		\$521	14357	N	N

FY 2008-2011

**Corvallis Area
Transportation Improvement
Program**

List of Projects

Note: All dollar amounts are estimates.

Table 1. Corvallis Area FY 2008-2011 Projects – Projects in the Draft STIP

No.	Project Route/Highway	From	To	Type: Mod/ Pres	Description of Improvement	Federal \$ Requested	5307	Local Contribution	Project Total Cost Estimate	Fiscal Year(s)	ODOT Key No.
1	OR34: VAN BUREN ST BRIDGE REPLACE. DEV	0	0.34	Mod	ENVIRON. WORK & ROW PURCHASE	--	--		\$10,075,000	2011	12827
2	US20: NEWTON - NEER DEVELOPMENT	51.31	54.51	Mod	ENVIRON. DOC. WORK	--	--		\$2,000,000	2009	13666
3	TDM PROGRAM 2008 (CORVALLIS)	--	--	Operations	TDM PROGRAM USING FED FY 07-08 FUNDS; MATCH BY LOCAL	--	--		\$45,000	2008	13682
4	TDM PROGRAM	--	--	Operations	TDM PROGRAM USING FED FY 07-08 FUNDS; MATCH BY LOCAL	--	--		\$45,000	2009	13683
5	TDM PROGRAM	--	--	Operations	TDM PROGRAM USING FED FY 09-10 FUNDS; MATCH PAID BY LOCAL	--	--		\$48,000	2010	14884
6	US20: NEWTON CR (PHILOMATH)-OR99W	MP 51.31	MP 55.75	Preservation	OVERLAY MP 51.31 to MP 55.75	--	--		\$2,096,000	2011	14748
7	US20: CORVALLIS-ALBANY	MP 0.78	MP 11.28	Preservation	OVERLAY MP 0.78 to MP 11.28	--	--		\$5,247,000	2011	14749
8	TDM PROGRAM 2011 (CORVALLIS)	--	--	Operations	TDM PROGRAM USING FED FY 10-11 FUNDS; MATCH PAID BY LOCAL	--	--		\$48,000	2011	14885

Table 2. FY08-FY11 Projects Using STP Fund

No.	Project	From	To	Improve- ment	Type	FY	STP Cost	Total Cost	Sponsor	ODOT Key No.
1	Walnut Blvd.	Highland Dr.	13th St.	Resurface	P&M	2008	\$ 280,000	\$ 574,784	City of Corvallis	14348
2	Walnut Blvd.	13th St.	Rolling Green St.	Resurface	P&M	2008	\$ 282,000	\$ -	City of Corvallis	14346
3	Circle Blvd.	US 20	Corvallis City Limits	Resurface	P&M	2008	\$ 70,000	\$ 530,000	Benton County	14345
4	West Hills Rd.	Western Blvd	53rd St.	Resurface	P&M	2008	\$ 112,000	\$ -	City of Corvallis	14347
5	Lewisburg Rd.	Highland Dr.	Crescent Valley Rd.	Resurface	P&M	2009	\$ 137,000	\$ 530,000	Benton County	14354
6	Highland Dr.	Walnut Blvd	Corvallis City Limits	Resurface	P&M	2009	\$ 160,000	\$ 205,000	City of Corvallis	Not issued
7	Highland Dr.	Corvallis limits	Lester Ave.	Resurface	P&M	2009	\$ 43,000	\$ -	Benton County	14355
8	Highland Dr.	Lester Ave.	Lewisburg Ave.	Resurface	P&M	2009	\$ 344,000	\$ -	Benton County	14356
9	Walnut Blvd.	Rolling Green St.	Kings Blvd.	Resurface	P&M	2010	\$ 561,000	\$ 530,000	City of Corvallis	14357
10	Walnut Blvd.	25th St.	Kings Blvd.	Resurface	P&M	2011	\$ 504,000	\$ 530,000	City of Corvallis	Not issued

P & M = Preservation and Maintenance

**Table 3. City of Corvallis Transit System Capital and Operation Improvement Program
FY2008-2011 Projects**

FY	Improvement	Federal \$ Requested	Funding Source	Local share	Total Cost Estimate
2008	Bus Replacement (Philomath Conn.)	\$104,714	State Discretionary	\$11,985	\$116,699
2008	Annual Operation	\$536,500	Section 5307	\$536,500	\$1,073,000
2008	Annual Operation	\$164,000	Section 5307	\$41,000	\$205,000
2008	JARC Program	\$156,000	State Discretionary	\$156,000	\$312,000
2009	Annual Operation	\$571,500	Section 5307	\$571,500	\$1,143,000
2009	Preventive/Maintenance	\$173,020	Section 5307	\$43,255	\$216,275
2009	JARC Program	\$162,485	State Discretionary	\$162,485	\$324,970
2010	Annual Operation	\$608,500	Section 5307	\$618,500	\$1,227,000
2010	Preventive/Maintenance	\$182,536	Section 5307	\$45,634	\$228,170
2010	JARC Program	\$170,609	State Discretionary	\$170,610	\$341,219
2011	Annual Operation	\$656,000	Section 5307	\$656,000	\$1,312,000
2011	Preventive/Maintenance	\$212,576	Section 5307	\$53,143	\$265,719
2011	JARC Program	\$179,140	State Discretionary	\$179,139	\$358,279

Transit Capital Improvement Projects under Section 5309 Requires Approval by US Congress

The following capital improvement projects have been programmed based on the past discretionary grants secured by the Oregon Congressional Delegation. These projects require the approval of US Congress upon the annual budget appropriation.

***Table 4
Anticipated Section 5309 projects***

2008	Bus Replacement	\$267,072
2009	Bus Replacement	\$266,318
2010	Bus Replacement	\$276,561
2011	Bus Replacement	\$286,350

Glossary of Acronyms

ACT	Area Commission on Transportation
CAMPO	Corvallis Area Metropolitan Planning Organization
CIP	Capital Improvement Program
CWACT	Cascades West Area Commission on Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
IOF	Immediate Opportunity Fund
JARC	Job Access Reverse Commute
MPO	Metropolitan Planning Organization
NHS	National Highway System
ODOT	Oregon Department of Transportation
OTC	Oregon Transportation Commission
OTIA	Oregon Transportation Investment Act
OTIB	Oregon Transportation Infrastructure Bank
SAFETEA-LU	Safe, Accountable, Efficient Transportation Equity Act: A Legacy for Users
SIP	State Implementation Plan
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
STP-E	Surface Transportation Program – Enhancement
STP-R	Surface Transportation Program – Rural
STP-S	Surface Transportation Program – State
STP-U	Surface Transportation Program – Urban
STRAHNET	Strategic Highway Network
TAC	Technical Advisory Committee
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
U.S.C.	United States Code

Appendix A

Criteria for Funding Prioritization of Transportation Projects Under the Surface Transportation Program (STP) Funds

A. Modernization Projects

No.	Goal	Measures	Values
1	Transportation Capacity Improvement (34 Points)	Will the project improve the transportation system to support economic development?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project improve current or future traffic flow on this corridor?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project help improve transit services?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project help improve bicycle facilities?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project help improve pedestrian facilities?	Significantly = 5 Moderately = 3 Slightly = 1
		Will the project improve system connectivity to and/or reduce travel time for people and commerce?	Establish = 5 Improve = 3 Slight Change = 1
		Will the project accommodate for travel needs of existing or future trip generators?	Significantly = 4 Moderately = 2 Slightly = 1
		Total Points from this Goal	
2	Extent of Coverage (20 Points)	Will benefits of the project be realized in the entire Urbanized Area?	P. Arterial = 10 M. Arterial = 5 Collector = 2
		Will the project impact a large number of users?	ADT Range*: A = 10 B = 5 C = 2
		Total Points from this Goal	

3	Preservation and Maintenance of Existing Facilities (15 Points)	Will the project extend the life of a facility without construction of new facilities?	Significantly = 5 Moderately = 3 Slightly = 2
		Will the project upgrade or refurbish existing transit facilities or transit routes?	Significantly = 5 Moderately = 3 Slightly = 2
		Will the Project upgrade or refurbish existing bicycle and/or pedestrian facilities?	Significantly = 5 Moderately = 3 Slightly = 2
		Total Points from this Goal	15
4	Environmental Protection (12 Points)	Does the project have adverse impacts on the environment (water, air, habitat, etc.)?	Significantly = 1 Moderately = 2 Slightly = 3
		Will the project eliminate the need for an alternative solution with greater adverse impacts?	Significantly = 3 Moderately = 2 Slightly = 1
		Does the project improve the environmental impacts of existing conditions?	Significantly = 3 Moderately = 2 Slightly = 1
		How much effort will be required to mitigate the environmental impacts of the project?	Significantly = 1 Moderately = 2 Slightly = 3
		Total Points from this Goal	12
5	Safety Improvement (14 Points)	Will the project improve safety of motorists on this facility?	Significantly = 10 Moderately = 7 Slightly = 2
		Will the project improve safety of transit users, bicyclists and pedestrians?	Significantly = 9 Moderately = 7 Slightly = 2
		Total Points from this Goal	19
Grand Total			100

* ADT Range for
Goal 2, Criterion 2:
A = >10,000
B = 5,000 -10,000
C = < 5,000

Appendix B

Criteria for Funding Prioritization of Transportation Projects Under the Surface Transportation Program (STP) Funds

B. Maintenance and Preservation Projects

No	Goal	Measures	Values
1	Pavement Condition (reservation and Maintenance of Existing Facilities)	Pavement Rating	Good = 10 Fair = 25 Poor = 50
		Total Points from this Goal	50
2	Extent of Coverage	Will the project upgrade or refurbish existing transit facilities or transit routes?	Yes = 5 No = 0
		Will the Project upgrade or refurbish existing bicycle and/or pedestrian facilities?	Yes = 5 No = 0
		Will benefits of the project be realized in the entire Urbanized Area?	P. Arterial = 20 M. Arterial = 10 Collector = 5
		Total Points from this Goal	30
3	Safety Improvement	Will the project improve safety of motorists on this facility?	Significantly = 10 Moderately = 5 Slightly = 2
		Will the project improve safety of transit users, bicyclists and pedestrians?	Significantly = 10 Moderately = 5 Slightly = 2
		Total Points from this Goal	20
Grand Total			100

Appendix C

Corvallis Area MPO

Policy on Allocation of STP Funds

A. Eligibility

Eligible projects for STP funds are:

1. Transportation projects on roadways functionally classified as Collector or higher
2. Transportation Planning or Studies and Environmental projects
3. Transit and other alternative modes of transportation
4. Intelligent Transportation System (ITS) projects
5. Other transportation-related projects deemed appropriate by MPO Policy Board.

B. Funding Allocation

It is the policy of CAMPO to:

1. Allocate the majority of its STP funds to preservation and maintenance of existing transportation system over a five year period.
2. Provide support and give due considerations to all jurisdictions' projects.

Appendix D

CAMPO's Definition of Modernization and Preservation²

Modernization

Projects that add capacity to the transportation system by constructing new lanes or widening existing facilities, and projects that add traffic lights, curb and gutter, sidewalks, bikeways or storm-water drainage.

Preservation

Projects that improve or maintain the existing transportation system's operation, productivity, safety or useful life without expansion of capacity.

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