

CORVALLIS AREA Metropolitan Planning Organization

777 NW 9th Street, Suite 204C; Corvallis, Oregon 97330
Contact: Steve Dobrinich, sdobrinich@ocwcog.org

TECHNICAL ADVISORY COMMITTEE

Wednesday, June 8, 2022

9:00 am - 11:00 am

HYBRID MEETING: IN-PERSON WITH ZOOM CALL-IN AVAILABLE

(Please be patient if using Zoom as this is our first hybrid meeting)

Sunset Building, Downstairs Sunset Room
4077 SW Research Way, Corvallis, OR 97333

Via Zoom by clicking [HERE](#)

Passcode: 2022

Via Phone: 1-669-900-9128

Meeting ID: 815 3722 2507

AGENDA

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|--|-------|--|-----------------------|
| 1) | 9:00 | Call to Order and Agenda Review | Chair, James Feldmann |
| 2) | 9:05 | Public Comments | Chair |
| 3) | 9:10 | Minutes of April 28, 2022 (Attachment A) | Chair |
| <i>Action: Decision on Minutes</i> | | | |
| 4) | 9:15 | Metropolitan Transportation Improvement Program (MTIP)
Project Evaluation Criteria and Application Instructions
(Attachment B1 & B2)
<i>Continue discussion on criteria for evaluating projects seeking
CAMPO Surface Transportation Block Grant (STBG) funding as part
of FY2024-2027 MTIP. Discuss STBG application instructions.</i> | Steve Dobrinich |
| <i>Action: Review evaluation criteria and application instructions and
forward to Policy Board</i> | | | |
| 5) | 10:00 | Historic Distribution of CAMPO Surface Transportation Block
Grant (STBG) Funding (Attachment C1 & C2)
<i>Review historic distribution of CAMPO's STBG funding.</i> | All |
| <i>Action: Information Only</i> | | | |
| 6) | 10:15 | Sponsor Eligibility for MTIP/STBG Funding (Attachment D)
<i>Discuss sponsor eligibility for CAMPO STBG funding as part of
FY2024-2027 MTIP.</i> | All |
| <i>Action: Discussion</i> | | | |
| 7) | 10:30 | Other Business and Jurisdictional Updates
• CAMPO Updates
◦ Letters of Support for 5539/Low-No Emissions Grant
Program (Attachment E & F) | Chair |

- CAMPO funding for Oregon Household Activity Survey
- New grant programs through Infrastructure Investment and Jobs Act (IIJA)
 - Safe Streets for All Grant Program:
<https://www.transportation.gov/SS4A>
 - Reconnecting Communities Pilot Grant Program:
<https://www.transportation.gov/grants/reconnecting-communities>
- Summer meeting schedule proposal (subject to change):

CAMPO Policy Board	CAMPO TAC
June 8 –cancelled	June 30 –cancelled
July 13 –in-person/hybrid	July 28 –in-person or remote
Aug 10 –cancel	Aug 25 –cancel
Sept 14 –in-person/hybrid	Sept 29 –in-person/hybrid

- Jurisdictional Updates
 - Region 2 IIJA letters of support process:
<https://www.oregon.gov/odot/Regions/Pages/R2-Support-Letters.aspx>

8) 10:45 Adjournment

Chair

ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	
Lisa Scherf	City of Corvallis	
Chris Workman	City of Philomath	
Gary Stockhoff	Benton County	
Rebecca Houghtaling	Oregon State University	
James Feldmann	Oregon Department of Transportation	
Ex-Officio Members	Jurisdiction	Attendance
Mary Camarata	Oregon Department of Environmental Quality	
Barry Hoffman	Albany Transit/Linn Benton Loop	
Patrick Wingard	Department of Land Conservation and Development	
Jasmine Harris	US Federal Highway Administration	
Jeremy Borrego	US Federal Transit Administration	
Mark Bernard	ODOT Regional Transit Coordinator	
	Oregon Department of State Lands	

Quorum Requirement: MPO business may be conducted provided a quorum of the members attends. A quorum consists of at least a majority of the voting members. The TAC members may participate telephonically or by other means of electronic communication, provided the meeting is called to order at a meeting place where the public can attend, hear, understand and/or read the comments of the members participating by telephonic or electronic means and the members so participating can fully hear, understand, and/or read the comments of the other members participating in the meeting.

*Meeting facilities are accessible to persons with disabilities. If you will need any special accommodations, Please contact Emma Chavez at least 72 hours prior to the meeting.
Emma can be reached at 541-924-84051. TTY/TTD 711*

**CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE**

Thursday, April 28, 2022

Via Zoom

DRAFT MINUTES

TAC Members	Jurisdiction	Attendance
Pat Hare	City of Adair Village	
Lisa Scherf	City of Corvallis	Yes
Chris Workman	City of Philomath	Yes
Gary Stockhoff	Benton County	Yes
Rebecca Houghtaling	Oregon State University	Yes
James Feldmann	Oregon Department of Transportation	Yes
Mark Bernard (Ex-Officio)	ODOT	

Guests: Daniel Wood, Rob Upson

Staff: Steve Dobrinich, Sarah Lindsey, and Emma Chavez

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	James asked if any changes to agenda. None. Introductions.	Meeting was called to order at 9:02 by Chair James Feldmann
2. Public Comments	Daniel Wood, President West Hills Neighborhood Association - I am commenting today as an electric bicycle and small car enthusiast. As I see it, when planning road preservation, reconstruction, and expansion of our infrastructure systems, we should look through a focal lens of separating bike and ped traffic from arterials.	

	<p>This is because low stress facilities encourage potential users to try leaving their cars at home, while only the experienced and hardy are willing to share a roadway with truck traffic at high speeds. Similarly, having lower speed zones wherever arterials link with neighborhood centers will encourage more folks to consider taking bikes and hikes to services.</p> <p>Competing with cars at 45mph and having to cross higher speed corridors discourages many potential bicyclists, hikers and power chair users.</p> <p>Additionally, roads with 45 mph zones prohibit usage of new classes of neighborhood electric or medium speed vehicles (NEVs), which, although registered, licensed and insured are limited to 35mph.</p> <p>NEVs are a more affordable alternative to full size electric cars and encourage the growth and success of neighborhood centers while decreasing need for energy consumption due to promoting local shopping habits.</p> <p>Finally, throughput traffic at 45 mph at Sunset Center differs wildly from 25 mph going through Philomath, 35 mph thru South Corvallis on 99 and 30 mph through Monmouth. To increase safety and ADA compliance for multimodal uses, it is past time to bring the speed zone in this commercial retail district into alignment with comparable districts.</p> <p>Thank you for your time and serious consideration.</p>	
3. Minutes of February 24, 2022	None	Consensus to approve the February 24, 2022, minutes as presented.
4. MTIP/STIP Amendments	Staff Steve Dobrinich - Page 9 of the packet, there is one amendment that would change to project estimate for 2023 CAMPO fund, just need	Consensus to approve

	<p>to approve this for the Statewide Transportation Improvement Program (STIP) and pass it on to the Policy Board. It will change our funds, but since there will be new funds from the recently passed infrastructure bill, we will not adjust the amount in the Unified Planning Work Program (UPWP) until we know what other funds will be coming in. They will go under the special projects pool, initially, purpose is to get it approved in the STIP. It is just a difference in the amount, we were working with the estimate, and it will increase the dollar amount by \$52,000 for fiscal year 2023. May change when additional infrastructure funds come in, but we have a year to plan. It is a multi-step process. Ask to move this forward and then figure out what projects to go towards in the fall.</p> <p>James Feldmann for ODOT – comments, questions?</p>	
5. Edits to CAMPO MTIP Document	<p>Staff Steve Dobrinich - We've made a few edits to Metropolitan Transportation Improvement Program (MTIP) document, and we wanted to provide an overview of some changes since last meeting. The first two were approved to add transportation options funding projects. It has been added to the STIP. Additionally, there were three projects funding the Linn Benton Loop that were in the STIP but not in the MTIP, so we've added those to the MTIP as well. Does not need approval, just wanted to let you know they were added.</p>	
6. Review Metropolitan Transportation Improvement Program (MTIP) Project Evaluation Criteria	<p>Dobrinich went on to start a conversation about the Metropolitan Transportation Improvement Program (MTIP) project evaluation criteria, just initial discussion wanted to talk about the development of the criteria. Dobrinich stated that Attachment D1 provides a summary of the criteria used during the last MTIP cycle and he wanted to understand the process the TAC went through. Dobrinich discussed updates made to the evaluation criteria during the FY2021-24 project selection process to streamline the MTIP, the goal for the changes to simplify the application process for all the members. The criteria had not been updated since 2004, so this was the first real update. At the time, the group decided to score modernization and preservation projects separately and then combine them into one project list to go</p>	Staff will make edits and add additional context language around the scoring criteria and bring it back to the TAC

	<p>to the Policy Board. Preservation projects were the primary focus for spending and modernization was done on a case-by-case basis. Scoping studies, about 10% set aside, but that was done on a case-by-case basis as well. Examples of scoping studies funded during the last cycle include the Adair Village Trails Plan.</p> <p>Dobrinich indicated that the TAC will look at the evaluation criteria again before end of this cycle of the MTIP. The criteria were treated more as a tool during the last round, to assign project scores and go from there on selecting funded projects. Project selection could depend on funding amount and time. Dobrinich moved to Attachment D2 which are sections out of the MTIP. Generally, what he heard was keeping the evaluation criteria simple and not overly complicated is helpful. It is a tool, a way for us to think about projects for scoring and discussion, not sure we need any major overhauls. Dobrinich asked if the group had thoughts or need more info? The criteria for Preservation Projects are broken into 4 different criteria on a 100-point scoring system. Same thing for modernization process, has 4 different criteria and 100-point scoring system.</p> <p>James Feldmann for ODOT – I would like to see more of a connection to the Regional Transportation Plan (RTP), not as direct as it could. In bike/pedestrian improvements, whether a project substantially changed or updated a bike/pedestrian path.</p> <p>Lisa Scherf - Similar thought process. We ran into this with the cities when working through TSP process, one of the initial criteria was adds bicycle facilities on arterials and collectors. Our initial system is kind of built out, so this didn't allow for the development of a low stress network that isn't on the arterials and collectors. Then the review criteria were changed and as a result many of the low stress projects in the TSP became high priority projects because the review criteria were changed. due to the change in criteria, made them high priority. I had a similar thought here that it might be hard to get points for some bike and pedestrian projects we want to do.</p>	
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	<p>James Feldmann for ODOT – Since the last time we did this the City of Corvallis has a street preservation fee that was not so t as substantial as last time.</p> <p>Lisa Scherf – Yes, the City is in the process of developing a more formal way of evaluating opportunities as we do resurface projects, to build out pieces of low stress network, for example we had a missed opportunity to bulb the intersections on Harrison and 11th, so we're looking for opportunities in the future in our resurfacing program. I would like to talk to Josh Capps – Active Transportation Coordinator, about what are the most effective ways to give points to bicycle and pedestrian projects? Do we define high frequency transit areas somewhere? Do you define high crash or documented safety issue?</p> <p>Staff Steve Dobrinich - I can look a little more closely at the scoring spreadsheets to clarify, it looks like maybe staff did an initial review/ scoring of projects and then it came to the TAC for further review and discussion. I had some of the same questions, I'm not sure how some of those topics are defined and whether they would be data intensive or not. Some of these other criteria pieces could be kind of subjective.</p> <p>Feldmann- what's high frequency in Adair could be different than what's high frequency in Corvallis.</p> <p>Dobrinich -That brings up a broader point, said that this is a tool, we have to ensure there is equity between communities and so that this is a fair process. If scoring does not produce results, we think make sense, we will have to make some decisions based on the funding amounts to find something that feels equitable. The good news is that we have a little bit of time to think about this. We will solicit projects later in the summer and into the fall. We will have Nick back by time we are making decisions about projects. This is really helpful to think about if we like these criteria or if it needs to be changed/simplified.</p>	
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	<p>Lisa Scherf - Should freight operations be separated from safety? That feels more like a mobility measure than a safety measure? James Feldman -operations and safety are different categories.</p> <p>James Feldmann for ODOT – So are you saying you will be soliciting projects before the scoring criteria is established?</p> <p>Staff Steve Dobrinich - No. I meant the actual project selection won't take place until fall. This actually brings up something that Bend MPO shared with me -their application process/instructions for STBG projects. The first couple pages are the solicitation. Bend is a little different because they are a single city MPO, and their criteria looks a little different. They split a portion of their STBG right off the top for street maintenance. On page 4 they have an overview of how they use the criteria as well as the criteria measures. I think it is a little bit simpler, only 8 criteria.</p> <p>James Feldmann for ODOT – Some of these seem very hard to measure.</p> <p>Staff Steve Dobrinich – I think we are going to run into those questions regardless, especially with our data capacity as a small MPO. I am hesitant to flip the criteria around to have better scoring, but there is still subjectivity. Sounds like we should do a little more thinking about how we put this together although I didn't hear any objections to having the two separate lists -preservation and modernization- that come together after scoring takes place.</p> <p>Chris Workman– that has worked in the past, there's a recognition that the priority for these dollars is preservation but we did not want to eliminate the ability to use them for a modernization project. Sometimes a preservation could turn into a modernization project. Did not want to limit the projects. It is going to be project by project and I like that element of the criteria. I think it is fine the way it is put together. I trust the TAC to come together to debate and discuss options and produce the best solution. I would pitch simplified is</p>	
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	<p>always better. We have always done well distributing the funds within the MPO, especially between Philomath and Corvallis. If the process needs to be simplified and the criteria eased down a little bet so it's easier to put it together, I know what our priority projects are in Philomath and what will go towards funding. To me it's more a matter of how much money do we have, and which projects should we submit? An easier qualification process and intake process and continued trust in the TAC to work together and make a decision sound good.</p> <p>Rebecca Houghtaling for OSU – James, you spoke about wanting to see the criteria tied closer to the RTP, I was wondering what you were thinking about or what a criterion around that might be?</p> <p>James Feldmann for ODOT – I don't have a specific proposal on that front. I feel that the RTP gets forgotten when we go through this process, the RTP lays out these goals for the next 5 years and beyond, but when we go for STBG funding we tend to focus on more immediate goals, not necessarily aligned. I'd just like to have a discussion on how we could make it more aligned with the RTP.</p> <p>Rebecca Houghtaling for OSU – I agree the local jurisdictions need flexibility. If developing plans, we can look at projects that address multi-jurisdictional issues, that's whole point of us being here.</p> <p>James Feldmann for ODOT – We identified these high priority corridors and then if we don't pick projects that are on the corridors are we doing what we should for the RTP?</p> <p>Gary Stockhoff for Benton County – I agree with Chris, some high priority corridors, those projects can be way more money that we could ever dream of. And we know each jurisdiction has prioritized projects and assume those will be selected by each jurisdiction then we see how much funding we have when we divvy up the money.</p>	
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	<p>James Feldmann for ODOT – RTP focuses on ODOT facilities, the STBG funds are typically more devoted to local system.</p> <p>Chris Workman for Philomath – When working through with the Philomath Public Works committee. The first thing we are looking at is the RTP and then our TSP and which projects are significant. We're not discounting RTP projects but typically they are expensive. I'd love to have money go towards Hwy 20 between Philomath and Corvallis, but we do not get enough money to touch some projects. But there are some things the city may recommend.</p> <p>James Feldmann for ODOT – You mentioned the TSP, that's another piece that seems relevant -whether or not the project is in a TSP.</p> <p>Dobrinich -TSP projects would be eligible because those are referenced into the RTP, they are not listed in the same way as the RTP corridor projects but the document points directly to them.</p> <p>Chris Workman for Philomath – I do not think it needs an overhaul if there are specific criteria that seem like they may be more data heavy or less appropriate I would be fine with stripping some of the criteria out of there, otherwise I think the criteria works well.</p> <p>Staff Steve Dobrinich – I did have one specific question. Not sure if this is a mistake- pavement condition scoring, Fair-30, Poor-15, Good-5. Was it intentional to have "Fair" pavement score higher than poor pavement?</p> <p>Lisa Scherf – I could make an argument that investing in fair pavement would yield more for your money than investment in poor pavement. May be the reason but I wasn't involved in the development of this criteria.</p> <p>Chris Workman for Philomath – I remember discussions about this, and I remember that being the case, dollars are going to go a lot further if you're doing fair pavement rather than poor pavement. I think</p>	
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	<p>it was an effort to have the dollars go further and spread out over a greater number of projects.</p> <p>James Feldmann- if you're doing, for example, a safety or bike projects and the pavement is in really good shape that's not as good if you're doing one of those projects on a street with poorer quality pavement because you're getting more out of the preservation.</p> <p>Lisa Scherf - Something often misunderstood when the public sees the city rehabbing pavement it doesn't look that bad, it's often to make sure it doesn't get any worse.</p> <p>Staff Steve Dobrinich - Thank you for clarifying, any other thoughts?</p> <p>James Feldmann for ODOT – What will you do next on this front? Are you going to work on some edits?</p> <p>Staff Steve Dobrinich - I could do a little more thinking about the subcategories and whether they are going to be easily scored. I could come up with a proposal, I do also think that this group works together really well. I feel like this group has historically found ways to find funding distribution that work for everyone, I have a high level of trust in the TAC finding projects that work for everyone, so spending a lot of time editing the criteria might not be the best use of time, but I recognize there are areas that need additional attention and happy to do it.</p> <p>James- A couple things I would note -defining some of the terms better, for example what is high frequency transit, what is an improvement to bike/ped. Do we have anything specific to climate change or equity? I would propose adding some criteria along those lines, those are two big ones at ODOT. For example, is a project in high income/low-income area, and whether there is any indication that they are going to reduce GHG emissions.</p>	
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	<p>Rebecca Houghtaling for OSU – I know we have been pretty equitable about the distribution of the money, but I'm not sure if that's a direction from the Policy Board or just a de facto policy we have followed. If it's not, and we are revising this, I think we should add that direction. We wouldn't want to see the distribution become unequitable between communities because of adding equity or other new pieces of criteria.</p> <p>Staff Steve Dobrinich – I don't think it's explicitly stated anywhere about how funds should be broken up between communities. My understanding is that the TAC has just had a really good working relationship, so those things have happened naturally. I am not opposed to adding some explicit language about distribution between communities.</p> <p>James Feldmann for ODOT – I don't just mean just equity between communities, within jurisdictions there are low- and high-income areas.</p> <p>Rebecca Houghtaling for OSU – I could see how adding an equity criterion, which I think is really important, could potentially cause project distribution between communities to become unequitable, even if just direction that it must be separated equitably, more explicit.</p> <p>James Feldmann- you could do that within jurisdiction, we have a GIS tool which shows which could help make that more objective.</p> <p>Rebecca- I think having general guidance that the money be distributed equitably amongst jurisdictions wouldn't be hurt. It's not always the exact same amount, it ebbs and flows a little bit. Representing the little guy is sometimes harder, it would be nice it was more explicit.</p> <p>Chris Workman for Philomath – We have had disagreements in the past and then we just called for a vote. Some individuals of TAC felt their role on the TAC was to represent their community, so they weren't going to vote projects that were one of their projects. The rest</p>	
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	<p>of the TAC seemed to be on the same page where we would look for equal distribution. That means we may pick project out in Adair Village rather than another project in Corvallis, not that Corvallis projects aren't important but because the distribution is important. I too second that we find somewhere in the intro to say that the intent of the scoring is to identify high priority projects in the region and striving to distribute projects between jurisdictions. That way we would have something to point back to.</p> <p>James Feldmann for ODOT – It would be helpful to go back and see what the allocation has been over the last few cycles and see what money has gone out and what each jurisdiction is allocated.</p> <p>Chris Workman for Philomath – That's not a bad way to look at it but my only caution is that my predecessor never came to CAMPO meetings, so Philomath did not receive these funds. Some of the funding may be based on participation, so we need to look at the fact that some areas where not a lot of funds. Maybe not influencing future decisions, but to see where the funds went in the last couple of years. I wouldn't be opposed to taking a look at past distribution but maybe not having it influence future decisions.</p> <p>Rebecca Houghtaling for OSU – I think it's important that we have these kinds of conversations, but I have a recollection that some of the County projects were having trouble scoring equal with more urbanized areas, even in preservation, because they didn't have bicycle or pedestrian improvements associated with them. They are still valuable projects and need to happen. Maybe having guidance that there should be equal distribution that could be helpful. Not all projects have the same components.</p> <p>Chris Workman for Philomath – I think that's right. I think that's where the TAC has done its best work when it's recognized that the scores themselves may lead towards one project but other projects that don't score as high may be really important. I think there are examples where the TAC decided on projects that weren't the highest scoring</p>	
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	<p>but helped make the distribution between communities more even. I have a lot of trust in this group. I see this scoring as a tool and we want it to be consistent we want it to do its job, but we are people making decisions, not computers. What we're talking about today is making the guide as best we can to help us make decisions.</p> <p>Gary Stockhoff for Benton County – Yes Rebecca, some projects did not have the same criteria as some of the urban ones. Back to what Chris was saying, since I have been here, we have been able to talk about projects and be fair in how we distribute the funds. How we would distribute the funds and look at it in the most equitable. Distribution over time evens out over time, so it has worked. My hesitation would be making this too accountant like where we lose the ability to talk about projects and find solutions that work regionally. I hate to see a process become so cumbersome that we have exceptions and exclusions and get overly complicated, lets narrow it down and have parameters.</p> <p>Staff Steve Dobrinich - I think I can focus on writing some more developed context language around the scoring criteria, I think that could be helpful in covering some of the points we've talked about. Also, I can look at some criteria where they could be a little more defined. I think we probably need to talk about this again before we take it to the Policy Board. I can go back to these minutes, think about what would be representative to the group here. I may be able to start putting together a solicitation packet that we would eventually send it out the group, I can send it over email if anyone wants to look at it before the meeting.</p> <p>James Feldmann for ODOT – Sounds good. I will note I heard a couple references to Monroe and Monroe is not part of CAMPO. And then there was a question from the public from Daniel Wood asking if you can define documented safety issues? That would be, for ODOT, we rank Safety Priority Index System (SPIS) locations of all the crashes for locations with highest percentage of crashes and it ranks priority locations for addressing improvements but there are other</p>	
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	ways to measure safety issues as well. Most cities have that data. ODOT uses SPIS though.	
7. Memorandum of Understanding (MOU) to Receive COVID Stimulus Funds	<p>Staff Steve Dobrinich – Included this item as a reminder. We are already working with Gary-Benton County MOU for Covid stimulus funding. Also working with OSU and City of Corvallis to start finalizing that. If you have not requested MOU and would like to let me know I'm ready to work on those. I know Rebecca and Lisa we have a couple pieces we could connect about for follow up.</p> <p>Rebecca Houghtaling for OSU – Sounds good.</p>	
8. Other Business and Jurisdictional Updates	<p>CAMPO Updates -Attachment E is a letter of Support for Benton Area Transit requesting funding to purchase new buses, we had board chair sign the letter. It's encouraging our senators to purchase 6 new buses, waiting to find out about funding. Put it together a week ago.</p> <p>Gary Stockhoff for Benton County – We put in for 6 buses when DeFazio asked for projects last summer. Merkley's office showed a great interest in having those be electric vehicles, but we found the size of vehicles that we use, there is not very many options for electric smaller buses. They are also really expensive; manufacturers still have a strong demand for diesel vehicles on smaller vehicle type that BAT uses. We ended up putting in for a couple a maybe for funding for the buses and charging stations. Huge push towards electric vehicles from Merkely's office. Keep angling for it is the CTS, may be able to get them.</p> <p>Staff Steve Dobrinich - Getting support from Bend MPO which has been really helped. I think everyone knows our AAMPO planner got a new job so we're doing our best to fill the gaps. While Nick is out, the Bend MPO has been really helpful for getting feedback on meeting topics and other technical needs, they run a really good program there, so it's been a great resource for me. Adair Village Trails Plan project, need to connect with Chris on the Circulation Study.</p>	

	<p>James Feldmann for ODOT – Do you have any bike counts coming up?</p> <p>Staff Steve Dobrinich – Yes, we are setting up to do some counts on Buchanan in Corvallis tomorrow. Talked City about doing some quicker easier locations that would not involve the roadway (sidewalk locations, etc.) to scale back recording. Just reporting on people using specific sidewalk, easier for technology, my goal right now is to keep using the equipment, keep interest in the equipment. Little time intensive- people use versus bike use and building it from there.</p> <ul style="list-style-type: none"> • Jurisdictional Updates <p>Lisa Scherf – A lot of grant activity- we did the Pre-Application for two TGM grants, one that would basically look at street sections where we have competing interest (typically between parking and improved on street bike facility), the ability to buffer or protect bike lanes hinges on whether or not you remove parking and can also cause tension with future plans for a center turn lane. So, we applied for a TGM grant to work with a consultant to help us look citywide, so we are not left scrambling when we do a resurfacing project. The other grant had to do with moving ahead with one of the projects out of our parking audit, to look at parking downtown, and look at whether it's time to transition into a fully paid parking downtown, how we might structure parking zones. Feedback we got on both of those pre-applications from DLCD was very enthusiastic. The Transportation Division Manager position closed. I did not apply but more to come there. Our city traffic engineer is retiring in 2 weeks. The department underwent reorganization quite some time ago so there may be a reorganization of the engineering division. There is an opportunity this fall for an Oregon Community Paths grant, and we are working collaboratively with OSU on an application there. We've been working on the connection between Harrison and 35th via Campus Way. It's time to make something happen there, been on the books for decades. It looks like the city got a Connect Oregon Grant for the airport overlay project. Project</p>	
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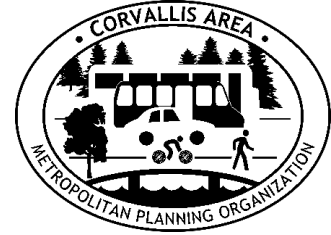
	<p>manager has taken another position, we have the money but not the people, so there may be project delay this summer.</p> <p>Rebecca Houghtaling for OSU – Working with Lisa on a couple things that's really exciting. Another project she did not mention, is the design of the Mobility Hub we are working on with Steph from the COG. Location is Jefferson and just east of 14th/15th, moving toward design, and it will move internally through OSU's necessary approval process, excited to work on this project. We are moving into full construction, getting ready for commencement and the summer construction blitz. There are a few delays on Washington Way, we are continuing to work with utilities and railroad. There is going to be some major construction on the water line this summer, escalation is hitting us hard. Some projects I was really excited about that may not come into fruition due to funding.</p> <p>Gary Stockhoff for Benton County – We just opened project in North Albany that was about 30% over the estimate, the majority of that was in asphalt cost and rock, we already decided to push a project on Springhill. We did get a bid on the new bridge close Monroe; Hover Rd has been closed for long time. Merkley project -we put in for 53rd overpass and added some roundabouts at Reservoir and south of there. Seems like it has some favor with Merkley's office. We also put in to do the middle section of the Albany to Corvallis Path, that's the biggest price ticket item. Also working with Brad and Lisa to do an RFP for the new dispatch for BAT, we were doing this in conjunction with the COG but with Nick and others gone we're moving ahead on project ourselves, also working with Brad and Lisa on STF and STIF committees, now in the crunch time to have group together by September so we can start looking at projects for next year. We will have new bylaws coming out and will be reviewed by two committees and who is in the new committee. Working with transit provider trying to figure out costs and expenditures to make sure we're living within our means, time consuming and more time than hope for. Transit is moving along 55-65% what it was pre-pandemic.</p>	
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	<p>Lisa Scherf - Fixed route transit that is back, it is the demand response service that is down.</p> <p>Chris Workman for Philomath – We have some overlay project- Mt. Union, Cemetery Rd getting repaved. Out for bid. We are moving forward with Landmark Drive at the east end of town, bid came right in under engineers' budget so that was nice. We are looking at the Local Improvement District (LID) to help pay for work on North 11th Street, the engineers indicate that we can't even get a storm water pipe, may be bumped to next year. We had a meeting with ODOT yesterday about the streetscape project, looks like that project is going to cost more than initially thought, scrounging for money on that project. ODOT seeing if they can find money for that project, has me a little bit concerned, but still scheduled to go out for bid end of July. Hope to know more next week but still unsure. Asphalt has gotten very expensive. School circulation study, I'm having trouble connecting with the school, they've expressed interest, but it's been difficult to pin things down. I'd like to get that study done and off the books. Some recommendation for how to improve the circulation around the schools.</p> <p>Staff Steve Dobrinich - need to follow up with consultant. It's small contract for them.</p> <p>Chris Workman for Philomath – I will focus on the schools, if you could work on your end and get back to me, I'll do some follow up. It is a small project, \$20,000.</p> <p>James Feldmann for ODOT – The Van Buren Bridge project has an open house right now through May 3, you can learn more on the project website. We still have not heard official word on signal improvements to Philomath Boulevard between Corvallis and Philomath. We haven't heard word about any of the bike/ped strategic funding either. US 20 is under construction between Granger and Independence, next year will be Conifer to Merloy. South Corvallis Facility Plan has been on hold while some ODOT modelers doing</p>	
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	<p>some work, but we're back up and running again with a meeting in April and another in May to look at future conditions and determine analyze will be to select.</p> <p>Staff Steve Dobrinich -How does this group like staying remote? We may be able to do some bi-monthly meetings? Depending on agenda, we could potentially cancel May or June meeting? Policy Board is interested in hybrid option this summer.</p> <p>Chris Workman for Philomath – I would rather they be in person.</p> <p>Rebecca Houghtaling for OSU – I agree.</p> <p>James Feldmann for ODOT – quarterly/monthly?</p> <p>Lisa Scherf - I prefer virtual, but I am okay with in person. Public Works can host if needed.</p> <p>Dobrinich -we had to reorganize our office a little bit so we may reach out about holding meeting with one of the jurisdictions' locations.</p> <p>Rebecca Houghtaling for OSU – we can host at the Western Building. But parking is limited. James Feldmann for ODOT – We used to do at Benton County Sunset building. Gary Stockhoff for Benton County – The Sunset building would still be available to use, just a matter of finding what meets everyone needs.</p> <p>Staff Steve Dobrinich – I will see how think about how to set it up and if it makes sense to meet in May, we will work on that.</p> <p>James Feldmann for ODOT – I am not going to be available for the Memorial Day weekend.</p>	
9. Adjournment		Meeting adjourned at 10:27 am

MEMORANDUM

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



Date: May 11th, 2022
To: CAMPO Policy Board & Technical Advisory Committee
From: Steve Dobrinich, CAMPO Staff
Re: Metropolitan Transportation Improvement Program (MTIP) Project Evaluation Criteria Recap

Purpose

The purpose of this memorandum is to outline discussion from the April 28, 2022 Technical Advisory Committee (TAC) meeting on the FY2024-2027 Metropolitan Transportation Improvement Program (MTIP) evaluation criteria. The criteria discussed applies to Surface Transportation Block Grant (STBG) funding distributed through the Corvallis Area Metropolitan Planning Organization (CAMPO).

Overview of April TAC Discussion

Background

- Evaluation criteria adopted in 2004; updated in 2019
- Modernization and preservation projects scored separately and then combined into one project list to go to the Policy Board
 - Preservation projects were the primary focus for spending and modernization was funded on a case-by-case basis
 - Scoping studies, about 10% set aside, was funded on a case-by-case basis
- The evaluation criteria is used as a tool to assess project proposals, however, project selection is determined by the CAMPO Technical Advisory Committee (TAC) and Policy Board, not strictly tied to outputs from scoring criteria

Initial Feedback

- Place more emphasis on connection between evaluation criteria and long-range transportation documents –Regional Transportation Plan (RTP) and local Transportation System Plans (TSP)
- Clarify definitions of terms used as part of evaluation criteria –“high frequency transit route”, “identified high crash location”, “document safety issues”
- Consider moving “Improves freight operations on designated routes” out from under “Safety Improvement” category

Discussion on Regional Travel Corridors

- Projects along regional travel corridors identified in the CAMPO RTP as well as projects identified in local TSPs are eligible for STBG funding
 - TSP projects are referenced into the RTP
- Given historic STBG funding levels, and higher costs along corridors, projects on local system are typically put forward by member jurisdictions
 - Regional travel corridors are largely ODOT facilities
 - Projects along regional travel corridors are often more costly than local TSP projects
- It's important to ensure RTP goals are being met through STBG spending

Pavement Condition Scoring

- CAMPO staff requested confirmation that pavement condition scoring documented in FY2021-24 STBG funding materials placed higher priority on improvements to roadways with “Fair” pavement condition than “Poor” pavement condition
 - Scoring: Fair-30, Poor-15, Good-5
- TAC confirmed this was the case in order to help make funding go further and to incentivize resurfacing before pavement condition deteriorates to “Poor”

Climate and Equity Criteria

- Suggestion to add criteria related to climate change and equity -i.e. is a project in a high or low income area? Will project help reduce Greenhouse gas (GHG) emissions?
- Question on whether equity criteria, while very important, could potentially cause funding distribution between communities to become inequitable

Distribution Between Communities

- Agreement to find somewhere in the solicitation packet to say that the intent of the scoring is to identify high priority projects in the region and to distribute projects between jurisdictions
- Suggestion that the group look back at past MTIP cycles to see how funds have been allocated bearing in mind that some funds may have been distributed based on TAC participation
- In the past some County projects had trouble scoring highly as compared to more urbanized areas, even in preservation, because they didn’t have bicycle or pedestrian improvements associated with them, not all projects have the same components

Other Key Takeaways

- No objections to maintaining two separate lists -preservation and modernization
 - Recognition that preservation remains the priority but don’t want to eliminate ability to use funds on modernization or scoping projects
- Don’t want to overcomplicate evaluation criteria and make the process too cumbersome
- Emphasis on using evaluation criteria and scoring as a tool, there have been past examples where the TAC decided to recommend funding projects that weren’t the highest scoring but helped make the distribution between communities more balanced
- During the last project selection process there was a desire from ODOT to use a more prescribed format for the project proposals (proposal form)

CAMPO Staff Analysis

Proposed Next Steps

- Develop application instructions including overview of STBG program, requirements, eligible projects/sponsors, schedule, evaluation criteria, and guidelines for submitting projects for consideration
 - Include info about State Fund Exchange Program
 - Incorporate language better defining terms used in criteria
- Review historic distribution of STBG dollars with recognition that funding levels may have been directly linked to staff participation on TAC
 - Goal is to maintain project-based focus when selecting projects for 2024-27 cycle, not to rely on historic trends

Future Considerations

- Defer addition of equity and climate criteria until next MTIP cycle
 - Bend MPO is starting to define equity criteria for the first time now
 - ODOT equity tool is still in development

- Potentially staff intensive process for small MPO
- Defer larger overhaul to evaluation criteria until future MTIP cycle

Action Requested

- **CAMPO TAC**: Discuss updated evaluation criteria and application instructions; recommend approval to CAMPO Policy Board
- **CAMPO Policy Board**: Discuss and approve updated evaluation criteria and application instructions

FFY 2024-2027 Corvallis Area MPO Discretionary Funds

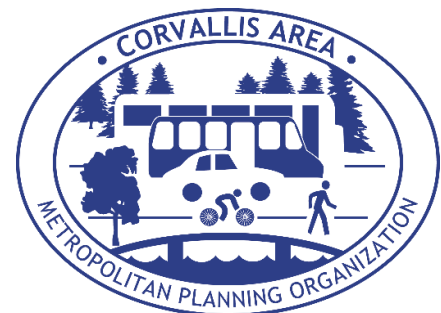
Surface Transportation Block Grant (STBG)
Program

Application Instructions

DRAFT

Staff Contact:

Steve Dobrinich, Transportation Planner
sdobrinich@ocwcog.org; 541-223-7040
Corvallis Area Metropolitan Planning Organization
777 NW 9th Street, Suite 204C
Corvallis OR, 97330
www.corvallisareampo.org/



Overview

The Corvallis Area Metropolitan Planning Organization (CAMPO) is requesting project proposals for use of Surface Transportation Block Grant (STBG) funds for federal fiscal years (FFY) 2024-2027. CAMPO has **approximately \$XX million** in federal funding available for construction and scoping projects in the MPO region. STBG funding is distributed annually with **approximately \$XX million** available each year. Priorities for the use of CAMPO's STBG funds are outlined in this document.

Projects will be accepted until 5:00 PM (PST), **October 14**, 2022. Application materials should be submitted electronically to sdobrinich@ocwcog.org.

Project Eligibility

Projects must be located within the Corvallis Area MPO boundary; be consistent with [2043 CAMPO Regional Transportation Plan](#) (RTP) a local transportation plan **or other long-range planning document**; and meet general eligibility requirements for use of federal aid dollars under Title 23 of the U.S. Code (see links below for more information).

The STBG program is a flexible funding source that may be used for a variety of programs and projects within the Corvallis Area MPO boundary, including those outlined below:

- Roadway projects (generally should be located on an arterial or collector¹)
- Capital costs for transit projects, purchased service
- Signal & technology projects
- Bicycle and pedestrian improvements, including trails
- Safety projects
- Planning and scoping projects
- Travel options programs (including Safe Routes to Schools)

To confirm project eligibility, see **Attachment A**

Section D.1. ELIGIBILITY form FAST ACT STBG Info Page
<https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm#d>

Bipartisan Infrastructure Law -STBG Fact Sheet:
<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbgfs.cfm>

Projects will first be evaluated and ranked by CAMPO staff and the Technical Advisory Committee. Project lists will be made public for comment before final approval by the CAMPO Policy Board. While the Corvallis Area MPO Policy Board is responsible for selecting projects for these funds, final eligibility may be determined in consultation with FHWA, FTA, and ODOT.

ODOT STBG Fund Exchange Program

CAMPO has historically utilized ODOT's [STBG State Fund Exchange Program](#) which provides additional flexibility in how STBG dollars can be spent locally. It is expected that applicants awarded funding may choose to use the Fund Exchange Program once again during this funding cycle. Local

¹ In general, STBG projects may not be on local roads or rural minor collectors. There are a number of exceptions to this requirement which are identified here: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm>

match is not required if the applicant uses the Fund Exchange Program, however, there is an exchange rate of .90 cents per dollar associated with the program². To be eligible for State Fund Exchange projects must be located within the public Right-of-Way. Other eligibility requirements apply as well.

Eligible Sponsors

Applicable to the Corvallis Area MPO, eligible sponsors for projects requesting funds are limited to: local governments, transit agencies, natural resource or public land agencies, school districts, local educational agencies, schools, tribal governments, ODOT, other local or regional governmental entity with responsibility for oversight of transportation or recreational trails.

Program Requirements

Project Size: There is no set min./max. award; each project will be considered on its own merit.

Matching Funds: All projects require a local match paid by the applicant or by partner organizations. **The minimum local match is 10.27 percent of eligible project costs.** Note that a local match is not required if the applicant uses ODOT's STBG Fund Exchange Program, although an exchange rate applies (see section on ODOT STBG Fund Exchange above for more info).

Annual Reporting: Applicants awarded STBG funds may be asked to submit a brief update annually for review by the CAMPO Policy Board. The update should include the status of the funded project and, if applicable, how it is performing relative to the purpose/need originally described in the project application.

Scoping Studies

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

Project Selection Process & Evaluation Criteria

Each project application will be screened for STBG Program eligibility by MPO staff, and an initial project scoring will be applied based on how well the information provided appears to support the established criteria (see Table with criteria, below). The Technical Advisory Committee (TAC) will then be given the opportunity to review all applications and finalize the criteria-based scoring through a consensus process. ***The evaluation criteria is used as a tool to assess project proposals, however, other factors are also considered as part of the selection process (e.g. funding available/requested, timeframe, benefits not captured in criteria).*** Given the select criteria topics and the broad range of projects that are STBG eligible, it is expected that not all projects will score well despite having clear benefits. As mentioned above, the criteria scoring is simply a tool that the TAC uses in developing their funding recommendation. Applicants will be given the opportunity to present projects to the TAC and Policy Board. The CAMPO Policy Board will make the final funding determination.

Evaluation Criteria

The following criteria will be used for STBG project evaluation as part of the FFY2024-2027 Metropolitan Transportation Improvement Program (MTIP) process. Projects will be sorted into Preservation and Modernization, and then combined into one overall funding list. **Applicants for**

² Previous exchange rate was .94 cents per dollar.

funding must demonstrate how well their proposed project meets the evaluation criteria identified below.

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

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

Schedule

Planned schedule and summary of actions is listed below. Note, meeting dates and deadlines may be subject to change. Partner agencies will be notified of changes to schedule moving forward.

Sept 1, 2022	Start project solicitation process.
Oct 14, 2022	Application period closes; CAMPO staff begins application evaluation.
Oct 27, 2022	TAC application workshop (optional for applicants). Opportunity to present applications. With TAC concurrence, applicants may submit minor changes to applications by email to CAMPO staff.
Nov XX, 2022	TAC to review applications, evaluate projects, and make funding recommendation to the Policy Board.
Dec 14, 2022	Applicant presentations to Policy Board. Policy Board awards funds.
Jan - Mar 2023	Process amendments to existing FFY2024-2027 Metropolitan Transportation Improvement Program (MTIP) to include funded projects.

Opportunities for Public Comment

Details on Policy Board and TAC meetings can be found at the CAMPO website:

www.corvallisareampo.org. Any questions or additional information can be requested through staff at the contact information listed above.

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

Instructions to Apply

Prospective applicants should refer to the “Project Eligibility” section of this document (pages 2 and 3) and use the links provided to determine if their project is an eligible activity. If unclear, please contact CAMPO staff for additional information.

The Corvallis Area MPO does not use a prescribed form for STBG project applications. The information below outlines a list of suggested topics to cover in your application.

Contact Information

Provide contact information for project applicant. Contact should be someone from the sponsor agency that will be able to answer questions regarding the submitted application.

Project Name and Description

Provide a short project description. Suggested topics to cover include project need, problem to be addressed, expected outcomes and other relevant information that describes the project. Include information about work to be funded, such as what will be built, services provided, equipment to be purchased, or planning efforts that will be paid for with requested funds. Maps, photos, and other graphics are not required but will be accepted as part of the application.

Presence in RTP, TSP, or other Planning Document

Make a note on whether your project is identified in an existing plan or program; include plan name and page number (or other identifying information). **Note that this is generally for information only, as not all projects will need to be in an existing plan/program.** However, projects need to align with goals and policies contained in the 2043 CAMPO Regional Transportation Plan.

Project Scoring Criteria & Other Project Benefits

Applicants for funding must demonstrate how their proposed project meets the evaluation criteria identified on page 4. The evaluation criteria was adopted by the Policy Board in 2019. It is up to the applicant to demonstrate how well the project supports each criterion, and including measurable objectives is encouraged, if applicable (e.g.: linear feet of new ped/bike facility, crash data, transit ridership, etc.).

Cost Estimate & Funding Requested

Provide an estimate for total project cost and amount of STBG funds being requested. Information about other committed funds, including match, may be useful to include as well. Match must come from non-federal sources. If a soft match is to be used, please note and consult with MPO staff for eligibility. Local match is not required if using ODOT Fund Exchange Program, however, please note there is a .90 per dollar exchange rate associated with the program.

Cost overages are not the responsibility of the MPO. Federal fiscal year begins October 1 and ends September 30.

Submit Application

Email your completed application to sdobrinich@ocwcog.org.

Fiscal Year	No.	Project	From To	Improvement	Total Cost	ODOT Key No.
FY06-09	1	Western Boulevard	26th Street to 35th Street	Resurface	\$450,000	14344
	2	Circle Boulevard	Hwy 20 to Corvallis City Limit	Resurface	\$70,000	14345
	3	53rd Street	Eliminate Railroad Underpass	Design & R.O.W.	\$500,000	14351
	4	53rd Street	Hwy 20/34 to Country Club Road	Reconstruct	\$500,000	14352
	5	William R. Carr Street	Columbia Ave to 350 ft. south of Laurel St.	Resurface	\$55,000	14353
	6	Reservoir Road		Reconstruct	\$900,000	14349
	7	19th Street	Hwy 34 to Chapel Street	Reconstruct	\$762,000	14350
	8	Walnut Boulevard	13th Street to Rolling Green Drive	Resurface	\$472,000	14346
	9	Walnut Boulevard	Highland Road to 13th Street	Resurface	\$280,000	14348
	10	West Hills Road	Western Boulevard to 53rd Street	Resurface	\$112,000	14347
	11	Lewisburg Road	Highland Rd to Crescent Valley Dr	Resurface	\$137,000	14354
	12	Highland Road	Corvallis City Limit to Lester Ave	Resurface	\$43,000	14355
	13	Highland Road	Lester Avenue to Lewisburg Road	Resurface	\$344,000	14356
	14	Walnut Boulevard	Rolling Green Dr to Kings Blvd	Resurface	\$521,000	14357
FY06-09 Total					\$5,146,000	
FY10-13	1	Walnut Blvd	Rolling Green – 25th Street	Reconstruct	\$561,000	
	2	West Hills Rd	Sunset Dr- 53rd Street	Overlay and pave shoulders	\$164,000	17326
	3	Arnold Ave	OR 99W - Ryals Ave	Overlay and grind inlay	\$224,000	17327
	4	9th Street	Jefferson Ave - Monroe Ave	Reconstruct	\$657,000	17328
	5	West Hills Rd and 53rd Intersection	53rd St.& West - Hills Road	Reconstruct to urban standard and intersection improvements	\$648,000	17329
	6	West Hills Rd	Western Blvd - Sunset Dr	Overlay, widen	\$398,000	17330
FY10-13 Total					\$2,652,000	
FY14-17	1	West Hills Rd. and 53 rd Street Intersection	West Hills Rd & 53 rd St. Intersection	Reconstruct	\$648,000	
	2	West Hills Rd	Western Blvd.-Sunset Dr.	Overlay and pave shoulders	\$398,000	
	3	NW. 10 th Street	Beca Ave – Grant Ave.	Reconstruct	\$213,000	
	4	NW. 10 th Street	Buchanan Ave- Beca Ave	Reconstruct	\$366,000	
	5	SW. 53rd Street	US20/OR34 – Technology Loop	Overlay, Grind and Inlay	\$102,000	
	6	SW. 15 th Street	Western Blvd – Washington Way	Reconstruct	\$426,000	
	7	Lewisburg Ave (Phase I PE)	OR99W – Highland Rd	Overlay, Grind and Inlay	\$20,000	
	8	Lewisburg Ave (Phase II Const)	OR99W – Highland Rd	Overlay, Grind and Inlay	491,000	
	9	15 th Street	Washington Way – Jefferson Ave	Reconstruct	\$478,000	
	10	Arnold Ave	OR99W -Ryals	ADA Requirements	\$60,000	
FY14-17 Total					\$3,202,000	

FY18-21 (Planned)

1	Walnut Blvd	Highland Blvd to Jack London St.	Overlay/	\$531,400
2	Harrison Blvd, Kings Blvd to 29 th St.	Kings Blvd to 29th St	Overlay/	\$170,200
3	9th St.,	Grant Ave to Circle Blvd	Resurfacing	\$589,071
4	Kings Blvd, Monroe Ave	Monroe Ave to Beca Ave	Resurfacing	\$290,947
5	Circle Blvd, Highland Blvd	Highland Blvd to Dogwood Dr.	Resurfacing	\$452,132
6	53rd Street	Reservoir Rd to Harrison Blvd	Resurfacing	\$322,372
7	Witham Hill,	Fernwood Pl to Canary Pl	Resurfacing	\$309,993
8	Witham Hill Dr.	Canary Pl to Walnut Blvd	Resurfacing	\$92,611
9	Conifer Blvd	Powderhorn Dr. to Conser St.	Resurfacing	\$217,940
10	Fern Rd, Chapel St. to Grange St.	Chapel St. to Grange St.	Resurfacing	\$124,919
11	53rd Street & Country Club Intersection		Construct Roundabout	\$200,000
FY18-21 Total				\$3,301,585

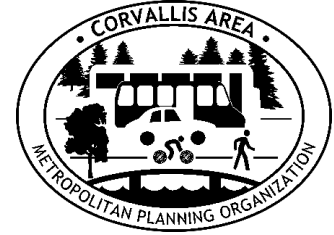
CAMPO Historical TIP Projects Continued

FY2021-2024 MPO Selected Projects (STBG State Exchange)

Projects	Improvement	Project Sponsor	Year	STBG Funding
School Vehicle Circulation Study	Scoping	Philomath	2021	\$20,000
Trails Connectivity Plan	Scoping	Adair Village	2021	\$25,000
53 rd and Country Club	Intersection Improvement	Benton County	2021	\$650,000
13 th Street Streetscape	Streetscape Modernization	Benton County/ Philomath	2022	\$520,000
Circle Blvd Paving	Preservation	Corvallis	2023	\$754,000
Western Blvd Paving	Preservation	Corvallis	2023-2024	\$626,000
Walnut Blvd Paving	Preservation	Corvallis	2024	\$824,000

MEMORANDUM

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



Date: May 19th, 2022
To: CAMPO Policy Board & Technical Advisory Committee
From: Steve Dobrinich, CAMPO Staff
Re: Sponsor Eligibility for Metropolitan Transportation Improvement Program (MTIP) and Surface Transportation Block Grant (STBG) Funding

Purpose and Background

The purpose of this memorandum is to discuss sponsor eligibility for CAMPO Surface Transportation Block Grant (STBG) funding as part of FY2024-2027 Metropolitan Transportation Improvement Program (MTIP) process. CAMPO received an inquiry from Oregon State University about eligibility for STBG funding. The question of whether OSU would be eligible to apply for project funding on its own or whether it would need to partner with a local jurisdiction was raised.

General Staff Findings

Bend MPO Example

CAMPO staff followed up on this inquiry and found that the Bend MPO included the passage below in their last STBG project solicitation packet:

Eligible Project Sponsors

Applicable to the Bend MPO, eligible sponsors for projects requesting funds are limited to: local governments, transit agencies, natural resource or public land agencies, school districts, local educational agencies, schools, tribal governments, ODOT, other local or regional governmental entity with responsibility for oversight of transportation or recreational trails.

OSU Cascades received STBG funding from Bend MPO for a micro-mobility pilot project several years ago. This project had significant co-benefits to the broader regional transportation system including helping move tourists around town.

Federal STBG Guidance

CAMPO staff reached out to the Federal Highway Administration (FHWA) on this topic and received reference to [“A Guide to Federal-Aid Programs and Projects.”](#) While the guide includes discussion on project eligibility it is limited to information on project location, eligible activities, and planning requirements. No discussion on project sponsorship is provided.

The [Bipartisan Infrastructure Law’s STBG Fact Sheet](#) states that “*The BIL’s STBG Program continues all prior STBG eligibilities (see in particular 23 U.S.C. 133(b)(22), as amended, which carries forward all pre-FAST Act eligibilities).*” The BIL adds new eligibilities, however, none reference sponsor eligibility.

STBG State Fund Exchange Program

CAMPO has historically utilized ODOT’s [STBG State Fund Exchange Program](#) which provides additional flexibility in how STBG dollars can be spent locally. It is expected that applicants awarded STBG funding may choose to use the Fund Exchange Program once again during this funding

cycle. There are eligibility requirements and an exchange rate of .90 cents per dollar associated with the Program¹.

Working Assumptions and Recommendation

Based on findings from the Bend MPO, along with limited discussion in FHWA documentation, CAMPO staff believes funding OSU projects is eligible under STBG requirements. Additional flexibility offered through the State Fund Exchange Program provides further reason to believe OSU is eligible to receive STBG funds.

Next Steps

- TAC Discussion -this would be first time OSU has received CAMPO STBG funds and therefore warrants discussion among partner agencies
- Staff follow up on project and sponsor eligibility as necessary
 - FHWA, FTA
 - IIJA and FAST Act information pages. Changes stemming from passage of Infrastructure Investment Jobs Act.
- Partnering with other CAMPO jurisdictions for projects on or around campus may be another option for OSU to pursue as part of the STBG application process

Full Links Referenced Above

FHWA -A Guide to Federal-Aid Programs and Projects: (STBG section begins on page 158)

<https://www.fhwa.dot.gov/federalaid/projects.pdf>

Bipartisan Infrastructure Law -STBG Fact Sheet:

<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>

ODOT STBG State Fund Exchange Program:

<https://www.oregon.gov/odot/LocalGov/Documents/2021%20Fund%20Exchange%20Overview.pdf>

¹ Previous exchange rate was .94 cents per dollar.

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



May 12, 2022

Ms. Amy Volz
 Office of Program Management
 Federal Transit Administration
 1200 New Jersey Ave, SE Washington, DC 20590

Dear Ms. Volz,

The Corvallis Area Metropolitan Planning Organization (CAMPO) is comprised of the cities of Corvallis, Philomath and Adair Village, as well as urbanized parts of Benton County. The CAMPO Policy Board, which is composed of elected officials from these communities, cares deeply about climate change. As such, CAMPO is pleased to support the Corvallis Transit System's (CTS) application to the Low or No Emission Grant Program and Buses and Bus Facilities Competitive Program for two battery electric buses and matching charging infrastructure.

The Corvallis Area MPO recently went through a process to develop performance measures, in an effort to reduce greenhouse gas emissions (GHGs) and vehicle miles traveled (VMT). After 12 months of engagement with city staff, county staff and elected officials, the plan was adopted in February 2020. Investment in new battery electric buses would directly support this effort and aid in the reduction of GHGs. More recently, CAMPO completed an update to the long-range Regional Transportation Plan (RTP) which includes eight adopted goals for the region's transportation future. Adding new electric buses to the CTS fleet is in alignment with a number of the RTP goals, most notably *Goal 4: Climate Adaptation* and *Goal 5: Healthy & Active Living*. The RTP was completed in February 2022 so we applaud CTS for moving ahead so quickly.

CTS has demonstrated a strong commitment to transition their fleet to electric power by using Section 5307 appropriations and local match to procure their first two electric buses and charging system. As Corvallis Transit System is funded through a combination of local revenue, state transit funding, and FTA 5307 funding eligible through the MPO, they have the resources to make electrification sustainable. Their commitment to sustainability is extremely high for a community of their size, as evidenced by their many programs and initiatives. This grant award would significantly advance CTS towards achieving its goal of transitioning their entire fleet to electric.

We are enthusiastic about this opportunity to reduce greenhouse gas emissions in the Corvallis region and urge your support for their grant application.

Sincerely,


 Andrew Struthers
 Policy Board Chair
 Corvallis Area MPO

Albany Area Metropolitan Planning Organization
Corvallis Area Metropolitan Planning Organization

1400 Queen Avenue SE #201
 Albany, Oregon 97322



May 27, 2022

To whom it may concern,

Located in close proximity to one another, the Albany Area Metropolitan Planning Organization (AAMPO) and the Corvallis Area Metropolitan Planning Organization (CAMPO) often work jointly on regional transportation and transit projects in the mid-Willamette Valley. As such, AAMPO and CAMPO are pleased to support the City of Albany's application to the 5339 grant program for the development of a Transit Operation Facility.

The City of Albany operates the Albany Transit System (ATS) and its complementary paratransit program, Albany Call-A-Ride. Albany is also the operator of the Linn-Benton Loop (Loop) which provides commuter connections between critical education, employment, and activity centers including Oregon State University, Downtown Corvallis, Hewlett-Packard, Linn-Benton Community College, and Downtown Albany. Maintenance and operations for these services is currently conducted in a shared facility with the Albany Fire Department. Investment in the Transit Operation Facility would lead to the development of a transit specific maintenance facility which is vital to future service expansion.

The Albany Area MPO is currently working with ATS to implement the "medium term" scenario of Albany's 2018 Transit Development Plan (TDP). The planned improvements will double service by expanding from two single-direction loop routes to four bi-directional routes. Operating four buses simultaneously is the current limit of ATS's capabilities with their existing facilities. Further expansion to implement the "long term" TDP scenario will require a dedicated Transit Operation Facility.

The Loop and ATS are key pieces to the region's transit network, providing service throughout the AAMPO and CAMPO planning areas. True to Albany's nickname "Hub of the Valley" these services connect far beyond our region. Both services offer transfers to multiple public and private transportation providers extending throughout the Willamette Valley, to the Oregon Coast, and beyond.

We are enthusiastic about this opportunity to invest in the City of Albany Transit Operation Facility and urge you to fully fund this request.

Sincerely,

Jenny Glass

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