



**CORVALLIS AREA
METROPOLITAN PLANNING ORGANIZATION**

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www.corvallisareampo.org

POLICY BOARD

AGENDA

June 15th, 2007

8:30 – 10:30 a.m.

Downstairs Meeting Room, Benton Plaza, 408 SW Monroe, Corvallis

- I. Call to Order** Schaudt
- II. Agenda Review** Schaudt
- III. Minutes of May 18th, Meeting of Policy Board** (Attachment I) Schaudt
ACTION: Decision on Minutes
- IV. Minutes of June 15th, Meeting of Policy Board** (Attachment II) Schaudt
ACTION: Decision on Minutes
- VII. Addendum to the Transportation Plan** (Attachment III) Bonakdar
An addendum to the Corvallis Area Metropolitan Transportation Plan has been developed to comply with requirements of SAFETEA-LU. Please see the attached Memo, Addendum and Resolution.
ACTION: Decision
- VIII. Amendment to the FY06-09 TIP** (Attachment IV) Bonakdar
Newly developed transit projects must be included in the FY06-09 TIP for funding purposes. Please see the attached Memo
ACTION: Decision
- IX. Abandonment of Bailey's Railroad Track** Bonakdar
The Portland & Western Railroads has announced the abandonment of a 23-mile railroad tracks from Corvallis to Dawson. The purpose of this item is to discuss the potential impacts of the abandonment and to evaluate the need for any action by the MPO. A location map will be displayed.
ACTION: Discussion
- X. Public Comment** Schaudt
- XI. Updates**
- Report on OMPOC
 - TGM Applications
 - Jurisdictions Updates
- XII. Adjourn** Schaudt

**METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

May 18, 2007 8:30 am
Benton Plaza Upstairs Meeting Room

MINUTES

Policy Board Members Attending: Ken Schaudt, Linda Modrell, Vivian Payne, George Grosch, and Bill Currier.

Board Members Absent:

Guests: Steve Rogers, and Dean Stephens-Benton County.

Staff: Ali Bonakdar, Kindra Martinenko, and Brenda Mainord.

TOPIC	DISCUSSION	DECISION / CONCLUSIONS
I. Meeting called to order by Chair, Ken Schaudt at 8:30 am		
II. Agenda Review	The Chair called for any additions to the agenda. Linda Modrell requested to add to the updates a piece about the ACT's planning/visioning plans.	
III. Approval of the March 16 th , 2007 Policy Board minutes.		CONSENSUS to approve the minutes of March 16th, 2007 Policy Board meeting.
IV. FY 08-11 Transportation Improvement Program (TIP)	Ali reported having met with members of the TAC and the presented list shows their recommended projects for inclusion in the FY08-11 TIP (the list is attached at the end of these minutes). Ali requested authorization from the Policy Board to release the list for public review. The list is based on prioritization of criteria and financial feasibilities. Staff will bring back to the next Policy Board meeting the full text document of the TIP.	CONSENSUS to release the prioritized list for public review.

<p>V. Compliance with SAFETEA-LU</p>	<p>The Transportation Plan must be in compliance with the new requirements of SAFETEA-LU by July 1, 2007. Ali reported a major component of this is the Environmental Considerations. Kindra prepared 26 maps along with the reference document which Ali presented to the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS). Ali reported the group was impressed with our work on the maps and the document referencing the maps. The 26 maps and document are posted on the website, www.corvallisareampo.org. Kindra will burn the maps to CD's for those who would like a copy. The Board requested a demonstration of the maps at the next meeting. There was discussion on how the jurisdictions might use the maps and the associated document.</p>	<p>The Policy Board agreed all updated chapters when completed, should be brought at the same time to the Policy Board for inclusion in the amendment to the Plan.</p>
<p>VI. Compliance with the Requirements of the TPR</p>	<p>The Policy Board discussed the matrix comparing the MPO Plan to the local plan documents. Vivian asked if things are on track with movement of the plans to meet the September deadline. There were concerns as to how the deadline may impact Adair Village. Steve Rogers suggested the TPR has language regarding extensions and LCDC should be inquired regarding the fact that Adair doesn't have a TSP. Ali offered MPO's help to demonstrate Adair's compliance with requirement of TPR.</p>	<p>Ali will contact Bob Cortright at LCDC to follow up on what may be done regarding an extension or other options.</p>
<p>VII. ODOT's Freight Survey Questionnaire</p>	<p>Ali shared information on ODOT's Freight Survey Questionnaire asking jurisdictions to review and respond to the questions. Staff will put together a summary/response to the questions to be brought back to the next meeting.</p>	
<p>VIII. Public Comments</p>	<p>No public comments</p>	
<p>IX Updates</p>	<p>Vivian – the Philomath Couplet is well under way. There was a major traffic switch on Applegate to begin work on the north half first rather than the south, in order to finish paving the S-curve; there will be a closure and detour at Grange Hall Rd this weekend; Van Buren Bridge painting is proceeding with another closure starting May 21st; Rocky St to Wolcott project limits access from Peoria Rd West and impacts the golf course as well as other businesses; no project leader has been selected to date: the Business Coalition is talking to legislators and there will be a presentation at the CWACT meeting next week. Vivian offered to get CD's of the presentation and document for those wanting one.</p>	

	<p>Dean Stephens, representing Benton County for Roger Irvin – South 53rd project (Technical Loop to Country Club) to start in June, construction firm is KSH; regarding the Reservoir Rd project they are working on wetlands mitigation as there is some unstable ground there.</p> <p>Bill – Adair is in the process of developing a profile and advertising for the City Manager/Administrator within 4-5 months.</p> <p>Linda – the COG Board felt it was a good idea under the auspices of the ACT to do some visioning in the three county areas about what people think, looking into the future trying to fix problems we already have and look to at a process of where do we (the region) want to be in the future. Representatives from the small towns were very supportive. Vivian added she has had conversations with Bill, Cynthia and Scott from the COG about as we go through the STIP process to update it is hard to update without the vision and goals already established.</p>	
<p>X. Meeting adjourned at 10:35 am</p>		



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Memorandum

To: CAMPO's Policy Board
From: Ali Bonakdar, Director
Date: July 13, 2007
Re: Adoption of an Addendum to the Corvallis Area Metropolitan Transportation Plan

Requested Action

Approve the Addendum to the Corvallis Area Metropolitan Transportation Plan through the adoption of Resolution No. 08-01, hereto attached.

Background

Metropolitan Planning Organizations (MPOs) are required to develop a long-range transportation plan for their respective area. In September 2006 the Policy Board adopted the first regional transportation plan for the Corvallis Urbanized Area.

On August 10, 2005, the President signed a new transportation act titled "Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU)." The new act included new requirements for transportation plans.

Status

To demonstrate compliance with requirements of SAFETEA-LU CAMPO developed the attached Addendum to the Corvallis Area Metropolitan Transportation Plan. The document was made available to the public for comments and a public meeting on the adoption of the document was held on July 12, 2007. The Technical Advisory Committee (TAC) reviewed the document and recommended its adoption (no quorum). The TAC comments are being incorporated into the document.

With this Addendum, CAMPO's transportation planning process meets all requirements of SAFETEA-LU, albeit that the status of a chapter on Security of the Transportation System is "work in progress." This benchmark achievement has been verified by a formal letter from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Draft

ADDENDUM

to the

Corvallis Area Metropolitan Transportation Plan: Destination 2030

**Compliance with Requirements of
Safe, Accountable, Flexible, Efficient
Transportation Equity Act – a Legacy for
Users (SAFETEA-LU)**

Corvallis Area Metropolitan Planning Organization



June 2007

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- V. Expanded Consultation and Participation**
- VI. Public Involvement**
- VII. Visualization Techniques and Internet Site**
- VIII. Coordinated Public Transit-Human Services Transportation Plan**

Glossary of Acronyms

Attachments

Preface

In December 2002 the Governor of Oregon, per the federal requirement of USC, Title 23, designated the Corvallis Area Metropolitan Planning Organization (CAMPO) as the organization responsible for transportation planning and programming in the Corvallis Urbanized Area. The Corvallis Urbanized Area encompasses the cities of Corvallis, Philomath and Adair Village, and the urban portions of Benton County that are adjacent to these cities. CAMPO provides its transportation planning and programming services under the directives of a Policy Board made up of representatives of the City of Corvallis, City of Philomath, City of Adair Village, Benton County and the Oregon Department of Transportation (ODOT).

On August 10, 2005 the President signed the Safe, Accountable, Flexible and Efficient Transportation Equity Act - A Legacy of Users (SAFETEA-LU) into law. The new Transportation Act replaced the Transportation Equity Act-for the 21st Century (TEA-21) of 1998. Although SAFETEA-LU retained many of the goals and programs found in TEA-21, it includes new requirements and emphasizes some transportation issues, such as safety, security and the importance of consultation in transportation planning.

The Corvallis Metropolitan Transportation Plan was adopted by the Policy Board of the CAMPO in September 2006. This regional transportation plan was developed with an extensive public involvement to address all modes of transportation in the CAMPO Planning Area. Upon its adoption, however, the document was not in full compliance with Requirements of SFETEA-LU.

The Metropolitan Planning Organizations (MPOs) in the nation are required to comply with the requirements of the new Transportation Act by July 1, 2007. The purpose of this Addendum to the Transportation Plan is to demonstrate compliance with requirements of SAFETEA-LU, the new Transportation Act. The Addendum addresses the following transportation issues:

- I. Environmental Considerations
- II. Transportation System Management and Operations
- III. Safety of the Transportation System
- IV. Security of the Transportation System
- V. Expanded Consultation and Participation
- VI. Public Involvement
- VII. Visualization Techniques and Internet Site
- VIII. Coordinated Public Transit-Human Services Transportation Plan.

I. Environmental Considerations

Federal Regulation

According to requirements of SAFETEA-LU, a long-range transportation plan shall include a discussion of types of potential environmental consideration activities and potential steps to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan. This requirement shall be met through the development of a discussion with Federal, State, and tribal wildlife, land management, and regulatory agencies.

The Act stipulates that metropolitan planning organization shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of a long-range transportation plan. The consultation shall involve the following, as appropriate:

1. Comparison of transportation plans with State conservation plans or maps, if available; or
2. Comparison of transportation plans to inventories of natural or historic resources, if available.

Goal and Objectives

The goal of this effort is **to make the consideration of environmental issues an integral part of the MPO's transportation planning process**. The objectives of this effort are:

- To identify any potential conflict between the implementation of projects recommended in the Transportation Plan and the area's sensitive environmental features.
- To develop an inventory of all sensitive environmental issues related to the implementation of projects recommended in the Transportation Plan.
- To begin the consideration of environmental issues prior to the implementation phase and during the planning process.
- To provide an environmental reference and resource document for the implementation of projects in the Transportation Plan.

Status

Privileged by the location of the Oregon State University (OSU), Benton County has a wealth of environmental studies and inventories of its floras and faunas. Additionally, the local governments in Benton County place a great deal of values on protecting the natural and built environments in implementing community projects. It is because of these traits that the Country Home Magazine designated the City of Corvallis as the "Third Best Green Places" in the United State¹. Some notable work of local governments on the environmental issues is as follows:

¹ Country Home Magazine, March 2007

In December 2004, the City of Corvallis adopted a document referred to as Phase III – Natural Features Project. This document was incorporated into the City’s Land Development Code. The Natural Features inventoried all environmentally sensitive features of the area and established procedures for their protection.

In 2005 the City of Corvallis updated its Erosion Prevention and Sediment Control Manual. It requires an Erosion Prevention and Sediment Control Permit for any groundbreaking affecting at least 2000 square feet of land.

The OSU Campus and particularly its College of Forestry is renowned as a scientific institution that takes pride in the protection of the natural environment.

The City of Corvallis and Benton County have established procedures for the protection of the natural environment and mitigation of the impact of their transportation projects.

Identification of Areas of Conflict

As part of the Environmental Consideration, CAMPO identified the areas of potential conflict between the recommendations of the Transportation Plan and the protected environmental features of the Planning Area. Using Geographic Information System (GIS) mapping software, the sensitive natural features of the Planning Area were overlaid with the projects recommended in the Corvallis Area Metropolitan Transportation Plan. The following 21 maps demonstrate the areas of potential conflicts. In preparing these maps the MPO consulted with city, county, state and national resource agencies.

- Map I. 2005 Soil Survey (Benton County, Oregon)
- Map II.a. 303d List of Streams and Dams (based upon 2002 data)
- Map II.b. Total Daily Maximum Load for 303d List Streams and Rivers
- Map III. Brownfields and Hazardous Waste Sites
- Map IV.a. Critical, Endangered, or Threatened Fish Species Habitats
- Map IV.b. Critical, Endangered, or Threatened Wildlife Species Habitats
- Map IV.c. Sensitive Vegetation & Wildlife Habitat Connection Areas
- Map IV.d. Essential Fish Habitats
- Map V. Fish Passage Barriers
- Map VI. Flood Plains
- Map VII. Forest Lands and Zones
- Map VIII.a. Historic Sites, Buildings, and Districts
- Map VIII.b. Historic Sites Intersecting with RTP Projects
- Map VIII.c. Historic Sites Intersecting with RTP Projects (Inset)
- Map IX.a. Natural Features Inventory
- Map IX.b. Greenbelts
- Map X. Natural Hazard Areas
- Map XI. Parks, Trails, and Recreational Sites
- Map XII. Protected Riparian Corridors, Creeks and Streams (within Corvallis UGB)
- Map XIII. Stormwater Drainage System and Basins
- Map XIV. Toxic Release Inventory Permitted Facilities

- Map XV.a. Wetland Inventory
- Map XV.b. Wetland Mitigation Banks
- Map XVI. Willamette River Greenway

Additionally the Environmental Consideration section includes demonstration of compliance with requirements of Environmental Justice, Consultation with Resource Agencies and Consultation with Indian Tribes.

I. Soil

Soil types react differently under distress based upon a number of factors, including water solubility and grades of coarseness. For example, plastic soils such as clay and silt may be more susceptible to landslide than those that are not. Transportation projects that are built on these soils may require additional attention to mitigating potential hazards brought on by the composition of soils prone to natural disaster.

Soil erosion can be broken down into three types:

1. Mass movement erosion (soil loss and movement due to the effects of gravity, including; landslips, slumps and slides)
2. Water erosion
3. Wind erosion.

The soil map is based on the 2005 Benton County Soil Survey. It demonstrates soils that are dominant within the Planning Area. Areas mapped in light-gray are soils comprised of different types of clay and loam.

Refer to Map I-2005 Soil Survey (Benton County, Oregon)

Sources: Benton County GIS Department:
http://ww2.co.benton.or.us/irm/gis/gisdata/Natural_Features/
Oregon Department of Land Conservation and Development:
<http://www.oregon.gov/LCD/HAZ/index.shtml>
Natural Resources Conservation Service (NCRS):
<http://www.nrcs.usda.gov/>

II. Waters (303d)

Section 303(d) of the Clean Water Act (CWA) requires states to develop a list of waters not meeting water quality standards or which have impaired uses. Listed waters must be prioritized, and a management strategy or total maximum daily load (TMDL) must subsequently be developed for all listed waters.

As identified by the State of Oregon and Environmental Protection Agency, there are four primary waterways within or adjacent to the CAMPO Planning Area that require protection under the EPA rules. Those waterways are:

- The Willamette River
- The Mary's River
- The Muddy Creek
- Soap Creek

Refer to: Map II.a-303d List of Streams and Dams (based upon 2002 data)

Sources: Environmental Protection Agency:
http://www.epa.gov/region5/water/pdf/ecwa_t3.pdf

Oregon Geospatial Data Clearinghouse:
<http://gis.oregon.gov/DAS/EISPD/GEO/alphalist.shtml>
(2002 303d List GIS data)
Oregon Department of Water Quality Willamette Basin TMDL Program:
<http://www.deq.state.or.us/wq/tmdls/willamette.htm#w>

Total Maximum Daily Load(s) (TMDL)

TMDL is the Total Maximum Daily Loads of pollutants that can be discharged into a body of water and still maintain water quality standards.

According to Chapter 340-042-0025 of the Oregon Administrative Rules it is:

(1) The public policy of the State of Oregon is to protect, maintain and improve the quality of waters of the state for beneficial uses and to provide for prevention, abatement and control of water pollution. To achieve and maintain water quality standards, the Environmental Quality Commission may impose limitations and controls including Total Maximum Daily Loads (TMDLs), wasteload allocations for point sources and load allocations for nonpoint sources.

Four 303d listed waters within or around the CAMPO planning area were identified in the September 2006 Upper Willamette Basin TMDL Project published by the Oregon Department of Water Quality:

- Muddy Creek (Listed for temperature)
- Soap Creek (Listed for dissolved oxygen)
- Mary's River (Listed for temperature and fecal coliform)
- Willamette River (Listed for temperature, fecal coliform, mercury, and dissolved oxygen)

According to the Environmental Protection Agency, there are four criteria for these waters. These criteria are water temperature (for fish spawning and migration); fecal coliform (public health safety); mercury (public health safety), and dissolved oxygen (for wildlife and vegetation).

Temperature. The water temperatures must not exceed 17.8 degrees Celsius (64 degrees Fahrenheit) for Summer Trout & Steelhead Salmon migration and rearing in designated temperature reaches.

Fecal Coliform and other bacteria. Bacteria load in Mary's River must not exceed the geometric mean of 200, no more than 10% > 400. The Bacteria load for the Willamette River must not exceed 406 MPN/100ml of water. According to the Oregon DEQ, there has been no reported violation in the entire river since summer 1996.

Mercury. Mercury can be present in various physical and chemical forms in the environment. The majority of the mercury found in the environment is in the form of inorganic or elemental mercury but these forms of mercury can be converted to organic or methyl mercury by sulfate reducing bacteria. Methyl mercury production is affected by a host of physical and chemical factors including temperature, redox (reduction oxidation reaction) potential, dissolved oxygen

levels, organic carbon, sediment particle size, alkalinity, sulfate concentration and PH levels. Methyl mercury, once formed, represents the most bioaccumulative form of mercury in fish tissue and the most toxic form of mercury for human consumers (USEPA, 2001a). The current freshwater ‘acute’ criterion for mercury is 2.4 micrograms/liter and the freshwater ‘chronic’ criterion is 0.012 micrograms/liter. It is important to note that the Willamette River currently attains the current numeric criteria for the protection of aquatic life. The average annual concentration of mercury in the mainstream Willamette is approximately 1.3 nano grams/l. A 2002 TMDL study for the Willamette River stated that the Corvallis Mercury Monitoring Site recorded .63 nano grams per liter, and .38 nano grams per liter of methyl mercury, both well below the acceptable criteria for meeting water quality standards.

Dissolved Oxygen. The level of oxygen desolation is sensitive to both stream temperature and solar radiation. Therefore, shade improvements can result in improved dissolved oxygen levels. In addition to reductions in solar radiation, load modeling indicates that reductions in oxygen demanding pollutant loads are needed in order for water quality standards to be met. The lack of dissolved oxygen may be harmful to fish and other life forms of aquatic life. The Oregon DEQ in September of 2006 identified Soap Creek as having a dissolved oxygen issue between the months of October through May. However, the TMDL study did not specifically address Soap Creek dissolved oxygen levels.

Refer to Map II.b-Total Daily Maximum Load for 303d List Streams and Rivers

Sources:

Environmental Protection Agency:

http://www.epa.gov/region5/water/pdf/ecwa_t3.pdf

Oregon Geospatial Data Clearinghouse:

<http://gis.oregon.gov/DAS/EISPD/GEO/alphalist.shtml>

(2002 303d List GIS data)

Oregon Department of Water Quality Willamette Basin TMDL Program:

<http://www.deq.state.or.us/wq/tmdls/willamette.htm#w>

III. Brownfields and Hazardous Waste Sites

A Brownfield is a land that has been contaminated by pollution, hazardous chemicals, and/or waste. A Brownfield can be property which is abandoned, idled, or under-used commercially. In the CAMPO Planning Area there are 31 sites referenced that are either currently under investigation for unacceptable levels of hazardous waste, leakage, or collection; or are undergoing rehabilitation.

The Oregon Revised Statutes Chapter 465.006 states that:

“ it is the policy of the State of Oregon to encourage reduction in the use of toxic substances and to reduce the generation of hazardous waste whenever technically and economically practicable, without shifting risks from one part of a process, environmental media or product to another. Priority shall be given to methods that reduce the amount of toxics used and, where that is not technically and economically practicable, methods that reduce the generation of hazardous waste.”

The TRI Explorer database was queried to cover the extent of the planning area and was exported into a geo database within ArcGIS. The geo database was then transformed into a shape file to show the hazardous waste sites on the map.

Refer to Map III-Brownfields and Hazardous Waste Sites

Sources: The EPA TriExplorer: <http://www.epa.gov/tri/>
Oregon Department of Environmental Quality Laws and Regulations:
<http://www.deq.state.or.us/regulations/statutes.htm>

IV. Critical, Threatened, Endangered, and Sensitive Fish and Wildlife Habitats

Critical Fish and Wildlife Habitats are those habitats identified by the United States Department of Fish and Wildlife and the Oregon Department of Fish and Wildlife. Staff consulted with local ODFW staff on the mapping of sensitive, threatened, endangered, and critical habitat species within the Planning area.

The Oregon Administrative Rules, Chapter 635-415-0000 states that:

It is the fish and wildlife habitat mitigation policy of the Oregon Department of Fish and Wildlife to require or recommend, depending upon the habitat protection and mitigation opportunities provided by specific statutes, mitigation for losses of fish and wildlife habitat resulting from development actions. Priority for mitigation actions shall be given to habitat for native fish and wildlife species. Mitigation actions for nonnative fish and wildlife species may not adversely affect habitat for native fish and wildlife.

Endangered, Threatened, and Sensitive species of concern which have been identified in or around the CAMPO planning area are:

- Fender's Blue Butterfly
- Taylor's Checkerspot Butterfly
- Streaked Horned Lark
- Spotted Owl
- Marbled Murrelet
- Kincaid's Lupine
- Willamette Daisy
- Nelson's Checkermallow
- Bradshaw's Lomatium
- Peacock Larkspur
- Coho Salmon*
- Chinook Salmon*
- Steelhead Salmon

*Identified as an Essential Fish Habitats specie

Species such as the Kincaid's Lupine and Fender's Blue Butterfly are found in specific sensitive habitat areas identified as wet prairies. Species such as the Spotted Owl are found specifically in forest areas containing old growth forest (stands that are 50+ years old). Aquatic, riparian,

grasslands, oak savannah, oak woodlands, wetlands, and wet prairies are critical habitats for the following species which may occur in the CAMPO planning area:

- Northern Red-Legged Frog
- Western Pond Turtle
- Common kingsnake
- Waterfowl (e.g Dusky Canada Goose)
- Shorebirds (e.g. Upland sandpiper)
- Common Nighthawk
- Streaked Horned Lark
- Yellow-breasted Chat
- Oregon Vesper Sparrow
- Western Bluebird
- Western Meadowlark
- Townsend's Big Eared Bat

Refer to Map:

IV.a-Critical, Endangered, or Threatened Fish Species Habitats

IV.b-Critical, Endangered, or Threatened Wildlife Species Habitats

IV.c-Sensitive Vegetation & Wildlife Habitat Connection Areas

IV.d Essential Fish Habitats.

Sources: USFW GIS webpage at <http://www.fws.gov/data/>
State of Oregon's Natural Resources Information Management Program (NRIMP) Geospatial Database:
<http://nrimp.dfw.state.or.us/nrimp/default.aspx?pn=dataresources>
Oregon Department of Fish and Wildlife Habitat Mitigation Policy:
<http://www.dfw.state.or.us/OARs/415.pdf>
Benton County Habitat Conservation Plan
<http://www.co.benton.or.us/parks/hcp/index.php>

V. Fish Passage Barriers

Fish Passage Barriers can be man-made or natural blockages to the free movement of fish species through a waterway. Upstream blockages that prevent spawning of fish, especially those that are identified as threatened or endangered, are of significant importance. Fish barriers can come in the form of culvert blockages, dams, shallow water, or a combination of factors that prevent fish from reaching their spawning grounds. Transportation projects that may develop new barriers, or intersect existing barriers will require adequate fish passage as directed by State law.

Oregon Revised Statutes Chapter 509.585 states:

(1) It is the policy of the State of Oregon to provide for upstream and downstream passage for native migratory fish and the Legislative Assembly finds that cooperation and collaboration between public and private entities is necessary to accomplish the policy goal of providing passage for native migratory fish and to achieve the enhancement and restoration of Oregon's native salmonid populations, as envisioned by the Oregon Plan.

Therefore, except as provided in ORS chapter 509, fish passage is required in all waters of this state in which native migratory fish are currently or have historically been present. and,

(3) The State Department of Fish and Wildlife shall complete and maintain a statewide inventory of artificial obstructions in order to prioritize enforcement actions based on the needs of native migratory fish. This prioritization shall include, but need not be limited to, the degree of impact of the artificial obstruction on the native migratory fish, the biological status of the native migratory fish stocks in question and any other factor established by the department by rule... ”

Refer to Map V-Fish Passage Barriers

Sources: Oregon Department of Fish and Wildlife’s StreamNet:
<http://www.streamnet.org/online-data/GISData.html>
Benton County Fish Passage Maps:
<http://ww2.co.benton.or.us/irm/gis/gisdata/FishPassageProgram/>
Oregon Revised Statutes Chapter 509
<http://www.leg.state.or.us/ors/509.html>

VI. Flood Plains

A Flood Plain is an area designated either by the State or Federal Governments as being susceptible to flooding (the inundation of water in an otherwise dry area). Flood plains are usually flat areas near a prominent water feature such as a river, creek, or lake. Typically properties within a flood plain incur certain land use restrictions and higher insurance rates. Thus, identifying a flood plain is critical in land use designation and development.

The identification of flood plains is required under ORS Chapters 196.615, 196.668, 196.815, and 197.230; as well as Oregon’s Statewide Planning Goals and Guidelines Goal 7: Areas Subject to Natural Hazards in order to prevent and/or mitigate the potential negative impact on human life, wildlife, and vegetation.

Refer to Map VI-Flood Plains

Source: Benton County GIS Department:
http://ww2.co.benton.or.us/irm/gis/gisdata/Natural_Features/
Oregon Revised Statutes
<http://www.leg.state.or.us/ors/196.html> and <http://www.leg.state.or.us/ors/197.html>
Oregon’s Statewide Planning Goals and Guidelines, Goal 7: Areas Subject to Natural Hazards
<http://www.lcd.state.or.us/LCD/docs/goals/goal7.pdf>

VII. Forest Lands and Zones

Identification of forest lands within the planning area is important for the purposes of mitigating the impact that transportation projects have on the forest environment. Forests play an important role in the ecological diversity of a region. According to Oregon’s Statewide Planning Goal 4: Forest Lands OAR 660-015-0000(4) the purpose is to:

Conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Construction of new dwelling units on Forest Lands is regulated by the Forest Land Protection Program. The 1993 McDonald-Dunn Forest Plan recognized the following three geographic zones for the management of the Forest Lands:

- North--all forestland in Dunn Forest (4,030 acres)
- Central--south of the Dunn Forest and north of the Sulfur Springs Road (2,509 acres)
- South--all forestland south of the Sulfur Springs Road including the headwaters of Soap Creek (4,720 acres). Contained within the Southern zone is the Starker Forest Research Zone.

Refer to Map VII-Forest Lands and Zones

Sources: OSU Forestry GIS Department: <http://www.cof.orst.edu/cf/gis/>
Oregon Geospatial Data Clearinghouse:
<http://gis.oregon.gov/DAS/EISPD/GEO/alphalist.shtml>
Oregon' Statewide Planning Goals and Guidelines, Goal 4: Forest Lands
<http://www.lcd.state.or.us/LCD/docs/goals/goal4.pdf>

VIII. Historic Sites, Buildings, and Districts

There are several state and federal laws and regulations that call for preservation and/or enhancement of cultural resources. Of specific relevance to transportation projects are Section 106 of the National Historic Preservation Act (NHPA) of 1966 and Section 4(f) of the Department of Transportation Act of 1966

NHPA Section106 states:

The head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register. The head of any such Federal agency shall afford the Advisory Council on Historic Preservation established under Title II of this Act a reasonable opportunity to comment with regard to such undertaking.

Section 4(f) of the Department of Transportation Act states:

49 U.S.C. 303(c) *The Secretary may approve a transportation program or project (other than any project for a park road or parkway under section 204 of title 23) [of the United States Code, “Federal Lands Highways Program”] requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if—*

- (1) *there is no prudent and feasible alternative to using that land; and*
- (2) *the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.*

The Historic properties are any historic district, site, building, structure or object included in, or eligible for inclusion in, the National Register of Historic Places. The following table identifies key historic sites, buildings, and districts within the CAMPO Planning Area that are listed in the National Register of Historic Places. A complete listing of all historic properties within the Corvallis Urban Growth Boundary is attached at the end of this chapter.

Property Name	Address	City
Avery--Helm Historic District	Roughly bounded by SW 2nd, 6th, and Jefferson Sts. and OR 20/34 By-Pass	Corvallis
Benton County Courthouse	NW 4th St. between Jackson and Monroe Sts.	Corvallis
Benton County State Bank Building	155 SW Madison Ave.	Corvallis
Benton Hotel	408 SW Monroe	Corvallis
Bethers, George W., House	225 N. 8th St.	Philomath
Bexell, John, House	3009 NW. Van Buren Ave.	Corvallis
Bosworth, Dr. Ralph Lyman, House	833 NW Buchanan Ave.	Corvallis
Bryson, J. R., House	242 NW 7th St.	Corvallis
Burnap-Rickard House	518 SW 3rd St.	Corvallis
Caton, Jesse H., House	602 NW 4th St.	Corvallis
College Hill West Historic District	Roughly bounded by NW Johnson, Polk, Arnold and 36th	Corvallis
Corvallis Hotel	201--211 S.W. Second St.	Corvallis
Crystal Lake Cemetery	1945 SE Crystal Lake Dr.	Corvallis
Episcopal Church of the Good Samaritan	700 SW Madison Ave.	Corvallis
Fairbanks, J. Leo, House	316 NW 32nd	Corvallis
Farra, Dr. George R., House	660 SW Madison Ave.	Corvallis
Fiechter, John, House	William L. Finley National Wildlife Refuge	Corvallis
First Congregational Church	8th and Madison Sts.	Corvallis
Gaylord, Charles, House	600 NW. Seventh St.	Corvallis
Hadley-Locke House	704 NW 9th St.	Corvallis

Helm-Hout House	844 SW 5th St.	Corvallis
Irwin, Richard S., Barn	26208 Finley Refuge Rd.	Corvallis
Julian Hotel	105 SW 2nd St.	Corvallis
Kline, Lewis G., Building	146 S.W. Second St.	Corvallis
Kline, Lewis G., House	308 NW 8th St.	Corvallis
Lewisburg Hall and Warehouse Company Building	6000 NE. Elliott Cir.	Corvallis
Pernot, Dr. Henry S., House	242 SW 5th St.	Corvallis
Philomath College	Main St.	Philomath
Pi Beta Phi Sorority House	3002 NW Harrison Blvd.	Corvallis
Poultry Building and Incubator House	800 SW Washington Ave.	Corvallis
Rickard, Peter, Farmstead	SW of Corvallis	Corvallis
Schuster, Charles L., House	228 N.W. Twenty-eighth	Corvallis
Soap Creek School	37465 Soap Creek Rd.	Corvallis
Taylor, George, House	504 SW 6th St.	Corvallis
Taylor, Jack, House	806 SW 5th St.	Corvallis
Willamette Valley and Coast Railroad Depot—Corvallis	500 S. W. 7th St.	Corvallis
Wilson, James O., House	340 SW 5th St.	Corvallis
Woodward, Elias, House	442 NW 4th St.	Corvallis

Refer to Maps:

VIII.a-Historic Sites, Buildings, and Districts

VIII.b-Historic Sites Intersecting with RTP Projects

Map VIII.c-Historic Sites Intersecting with RTP Projects (illustrating enlargement of key sections).

Sources:

City of Corvallis’ GIS FTP website at:

<ftp://ftp.ci.corvallis.or.us/pw/gis/Planning/HistoricInventory>

National Register Information System (NRIS) at <http://www.nr.nps.gov/> .

The National Historic Preservation Act of 1966, As Amended

<http://www.achp.gov/nhpa.html>

The Department of Transportation Act of 1966

http://www.cr.nps.gov/local-law/FHPL_DOTAct.pdf

IX. Natural Features and Greenbelts

The City of Corvallis has produced its Natural Features Inventories as part of a multi-year Natural Features Project. The project was developed in part to meet Oregon’s Statewide Planning Goals & Guidelines Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces; OAR 660-015-0000(5) which states that:

“Local governments shall adopt programs that will protect natural resources and conserve scenic, historic, and open space resources for present and future generations. These resources promote a healthy environment and natural landscape that contributes to Oregon’s livability.

The following resources shall be inventoried:

- a. Riparian corridors, including water and riparian areas and fish habitat;*
- b. Wetlands;*
- c. Wildlife Habitat;*
- d. Federal Wild and Scenic Rivers;*
- e. State Scenic Waterways;*
- f. Groundwater Resources;*
- g. Approved Oregon Recreation Trails;*
- h. Natural Areas;*
- i. Wilderness Areas;*
- j. Mineral and Aggregate Resources;*
- k. Energy sources;*
- l. Cultural areas.”*

The Natural Features Project consists of inventories of streams, wetlands, riparian areas, flood plains, areas prone to landslides and wildfires, steep slopes, wildlife habitats, tree groves, scenic views, and archeological resources within the UGB. The Natural Features Inventories is being implemented as part of the City of Corvallis Land Development Code.

The Greenbelt Land Trust owns or has conservation easements on 3 properties within the Corvallis MPO planning area. Those properties are Owen’s Farm (95 acres), Bald Hill Park (177 Acres), and Newton Creek Wetlands (58 Acres).

Refer to Maps:

IX.a-Natural Features Inventory

IX.b-Greenbelts

Sources: City of Corvallis Natural Features Inventory Web Page:
<http://www.ci.corvallis.or.us/index.php?option=content&task=view&id=289&Itemid=241>
City of Corvallis GIS Department:
<ftp://ftp.ci.corvallis.or.us/pw/gis/Planning/ComprehensivePlan>
Oregon’s Statewide Planning Goals & Guidelines, Goal 5
<http://www.lcd.state.or.us/LCD/docs/goals/goal5.pdf>
Karlene McCabe, Executive Director, Green Belt Land Trust, Inc.
karlene@greenbeltlandtrust.org

X. Natural Hazard Areas

The City of Corvallis has designated areas that are prone to a natural disaster such as flooding, earthquake, landslide, or fire. Areas that lie at or below river/creek level are susceptible to flooding, while areas on graded slope may be susceptible to landslide.

Refer to Map X-Natural Hazard Areas

Source: City of Corvallis GIS Department:
<ftp://ftp.ci.corvallis.or.us/pw/gis/Planning/ComprehensivePlan>

XI. Parks, Recreational Sites, and Trails

Trails, Parks, and other recreational sites were identified within the Planning area to meet State requirements under Oregon Administrative Rule 660-015-0000(5g).

Trails, Parks, and other recreational sites were located and mapped using the City of Corvallis GIS Department website, the Benton County GIS Department, and the OSU Forestry GIS Website.

Refer to Map XI-Parks, Trails, and Recreational Sites

Sources: OSU Forestry GIS website: <http://www.cof.orst.edu/cf/gis/>
City of Corvallis GIS Department: <ftp://ftp.ci.corvallis.or.us/pw/gis/>
Benton County GIS Department: <http://ww2.co.benton.or.us/irm/gis/gisdata/>

XII. Protected Riparian Corridors

Protected riparian corridors were identified within the Corvallis Urban Growth Boundary to meet State requirements under Oregon Administrative Rule 660-015-0000(5a).

Protected riparian corridors are an integral part of the stability of the ecology surrounding a waterway. A Riparian zone or corridor may include tree canopies, grassland, wild shrubs, woodland, and sometimes natural rocky embankments essential to the stability of the soils around the waterway. Riparian zones or corridors may be natural or engineered for soil stabilization or restoration. These zones are important natural biofilters, protecting aquatic environments from excessive sedimentation, polluted surface runoff and erosion. They supply shelter and food for many aquatic animals and shade that is an important part of stream temperature regulation. When riparian zones are damaged by construction, agriculture or silviculture, biological restoration can take place, usually by human intervention in erosion control and revegetation.

Refer to Map XII-Protected Riparian Corridors, Creeks and Streams (within Corvallis UGB)

Sources: City of Corvallis Development Code:
http://www.ci.corvallis.or.us/downloads/cd/Land%20Development%20Code-%20Ordinance%20Exhibit%20A/CHAPTER%204_13.pdf
City of Corvallis GIS Department:
<ftp://ftp.ci.corvallis.or.us/pw/gis/Planning/ProtectedNaturalFeatures/NaturalResources/RiparianAndWetland>

XIII. Stormwater Basins and Drainage

Stormwater runoff from land and impervious areas such as paved streets, parking lots, and building rooftops during rainfall and snow events often contain pollutants that could adversely affect water quality. Having a separate stormwater drainage system alleviates some of the residual affects of stormwater runoff. This excerpt taken from the Oregon Department of Environmental Quality's Fact Sheet titled Oregon's Phase II Municipal Stormwater Program found at <http://www.deq.state.or.us/wq/pubs/factsheets/stormwater/ph2munistmprg.pdf>:

“In December 1999, EPA adopted rules to implement “Phase II” of the stormwater program. Phase II expanded the stormwater permitting program to include smaller communities located in U.S. census-defined urban areas. Phase II rules require communities to develop, implement and enforce stormwater management programs that address six minimum control measures,

Public Education and Outreach *Distributing educational materials to inform citizens about the impacts polluted stormwater runoff discharges can have on water quality.*

• ***Public Participation/Involvement*** *Providing opportunities for citizens to participate in program development and implementation.*

• ***Unlawful Discharge Detection and Elimination***

Implementing a plan to detect and eliminate unlawful discharges to the storm sewer system (includes developing a system map and informing the community about unlawful discharges and improper disposal of waste).

• ***Construction Site Runoff Control*** *Implementing an erosion and sediment control program for construction activities that disturb one or more acres of land.*

• ***Post-Construction Runoff Control*** *Implementing a program to address stormwater discharges from new development and redevelopment areas. Applicable controls could include preventive actions such as protecting sensitive areas or the use of structural controls such as grassed swales or porous pavement.*

• ***Pollution Prevention/Good Housekeeping*** *Implementing a program aimed at preventing or reducing pollutant runoff from municipal operations. The program must include municipal staff”*

The City of Corvallis is permitted as a Municipal Stormwater 4 Phase II and has a stormwater system independent from its sewer system. There are a total of 20 basins within the Corvallis UGB. Each Basin is named after the primary water feature which impacts the area. For example, the Mary’s River Basin is defined by the Mary’s River that runs through it. The City of Philomath also has a separate stormwater drainage system independent from its sewer system. The City of Adair Village applied for and received a waiver for obtaining a MS4 Phase II permit and is currently exempt from EPA Stormwater requirements.

Note: Due to the lack of GIS data for Philomath and Adair Village, stormwater basins and drainage systems were not mapped for these cities.

Refer to Map XIII-Stormwater Drainage System and Basins

Sources: City of Corvallis GIS Department:
<ftp://ftp.ci.corvallis.or.us/pw/gis/Utilities>
Oregon Department of Environmental Quality Fact Sheet
<http://www.deq.state.or.us/wq/pubs/factsheets/stormwater/ph2munistmprg.pdf>

XIV. Toxic Release Inventory Facilities

Identification of permitted toxic release facilities is required under the Environmental Protection Agency Act as well as Oregon's Statewide Planning Goals and Guidelines, Goal 6, OAR 660-015-0000(6) which states:

“All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards. With respect to the air, water and land resources of the applicable air sheds and river basins described or included in state environmental quality statutes, rules, standards and implementation plans, such discharges shall not (1) exceed the carrying capacity of such resources, considering long range needs; (2) degrade such resources; or (3) threaten the availability of such resources.”

Refer to Map XIV-Toxic Release Inventory Permitted Facilities

Source: EPA Tri-Explorer:
<http://www.epa.gov/tri/>
Oregon Statewide Planning Goals and Guidelines Goal 6
<http://www.lcd.state.or.us/LCD/docs/goals/goal6.pdf>

XV. Wetlands

The Code of Federal Regulations Title 23, Part 777.7 (23 CFR Part 777.7) requires mitigation of transportation impacts on wetlands and natural habitats. Specifically:

- (1) The importance of the impacted wetlands and natural habitats;
- (2) The extent of highway impacts on the wetlands and natural habitats, as determined through an appropriate, interdisciplinary, impact assessment; and
- (3) *Actions necessary to comply with the Clean Water Act, Section 404, the Endangered Species Act of 1973, and other relevant Federal statutes.*
 - (b) *Evaluation of the importance of the impacted wetlands and natural habitats shall consider:*
 - (1) *Wetland and natural habitat functional capacity;*
 - (2) *Relative importance of these functions to the total wetland or natural habitat resource of the area;*
 - (3) *Other factors such as uniqueness, esthetics, or cultural values; and*
 - (4) *Input from the appropriate resource management agencies through interagency coordination.*
 - (c) *A determination of the highway impact should focus on both the short-and long-term affects of the project on wetland or natural habitat functional capacity, consistent with 40 CFR part 1500, 40 CFR 1502.16, 33 CFR 320.4, and the FHWA's environmental compliance regulations, found at 23 CFR part 771.*

A wetland can be thought of as the integration of terrestrial and aquatic areas, for which both are interdependent yet separate from one another. A wetland is typically defined first and foremost by the natural water features which serve host to biodiversity. In the CAMPO Planning Area, two major wetlands dominate the area: The Jackson-Frazier Wetland and the Squaw Creek

Wetland. With the designation of wetland, these areas enjoy a higher level of environmental protection and conservation, as both are integral to the stability of the native vegetation and wildlife habitats.

Wetland Mitigation Banks

A mitigation bank is a wetland, stream, or other aquatic resource area that has been restored, established, enhanced, or (in certain circumstances) preserved for the purpose of providing compensation for unavoidable impacts to aquatic resources permitted under Section 404 or a similar state or local wetland regulation. A mitigation bank may be created when a government agency, corporation, nonprofit organization, or other entity undertakes these activities under a formal agreement with a regulatory agency.

In the Corvallis MPO planning area, there are two mitigation banks identified by the Oregon Department of State Lands and the United States Army Corps. Of Engineers. They are:

- **Bank Name** - Frazier Creek
Nearest City - Corvallis
Approval Status - Approved Spring 2003
Approximate Size - 26 acres
Maximum credits to be developed - 13 credits first phase

- **Bank Name** - Evergreen
Nearest City - Philomath
Approval Status - Approved December 2006
Approximate Size - 175 acres

A possible future mitigation bank may lie within the Newton Creek Wetlands conservation easement currently held by the Greenbelt Land Trust Inc. The property is 58 acres in size. The Greenbelt Land Trust is currently working with the City of Philomath on mitigating this property for banking purposes.

Refer to Maps:

XV.a-Wetland Inventory, and

Map XV.b-Wetland Mitigation Banks

Sources: City of Corvallis GIS Department:
<ftp://ftp.ci.corvallis.or.us/pw/gis/Planning/NaturalFeaturesInventory/FinalReport/LWIGISFiles/GISFiles>
Benton County GIS Department: <http://ww2.co.benton.or.us/irm/gis/gisdata/>
Code of Federal Regulations, Title 23, Volume 1:
<http://www.gpoaccess.gov/cfr/index.html>
Oregon Department of State Lands
http://www.oregon.gov/DSL/PERMITS/mitbank_status.shtml
US Army Corps. Of Engineers
<https://www.nwp.usace.army.mil/op/g/docs.asp?id=1127168714936&lvl=groups>
EPA Wetland Mitigation Fact sheet
<http://www.epa.gov/owow/wetlands/facts/fact16.html>

XVI. Willamette River Greenway

The Willamette River Greenway was originally established by the 1967 Oregon Legislature as a grant program to State Parks for land acquisition along the Willamette River. The Greenway evolved from a state parks and recreation program in 1970 to a corridor program in 1972. In 1973 it developed into a land use program under the joint administration by State Parks & Recreation Division, Land Conservation and Development Department and local jurisdictions. The protection of the Willamette River Greenway is Goal 15 in the Benton County Comprehensive Plan as well as Goal 15 in the Statewide Planning Goals. The Greenway designation restricts or prevents certain land use activities from taking place along the Willamette River for the purpose of protecting the integrity of the river and its riparian zone.

Refer to Map XVI-Willamette River Greenway

Source: Benton County Comprehensive Plan, Goal 15

http://www.co.benton.or.us/cd/planning/documents/CP_goal_15.pdf ;

<ftp://ftp.ci.corvallis.or.us/pw/gis/Planning/>

XVII. Environmental Justice

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations (1994)* was enacted to reinforce Title VI of the Civil Rights Act of 1964. In the Civil Rights Act it is stated that “No person in the United States shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance” (*U.S. Code 1964*). Executive Order 12898 states, “Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations” (*Federal Register 1994*).

As an entity utilizing federal funds, the Corvallis Area Metropolitan Planning Organization is responsible to successfully integrate environmental justice standards into its transportation program and planning activities. Any program or activity receiving federal financial assistance cannot discriminate against people based on race, color, national origin, age, sex, disability, religion or income status. Title VI and environmental justice laws require recipients of federal funds to

1. Avoid, minimize, or mitigate disproportionately high and adverse effects of its activities on minority populations and low-income populations,
2. Ensure involvement of low-income and minority groups in the decision making process, and
3. Ensure low income and minority groups receive their fair share of benefits CAMPO produced the following maps to identify the population of the Planning Area that is subject to the requirements of EJ by producing the following maps:

A. Percent of Minorities by Census Block Group

Census GIS data was obtained through the Oregon Geospatial Data Clearinghouse. The raw 2000 Census data was obtained through the Census Bureau: www.census.gov. Percentages were calculated by totaling the number of minorities within each census block group and dividing that number by the total population within each block group. A new geo database was then created for the Minority percentages and joined with the existing 2000 Census block GIS shape file obtained through the Oregon Geospatial Data Clearinghouse.

B. Percent Below Poverty Level by Census Block Group:

Census GIS data was obtained through the Oregon Geospatial Data Clearinghouse at <http://gis.oregon.gov/DAS/EISPD/GEO/alphalist.shtml>. The raw 2000 Census data was obtained through the Census Bureau at www.census.gov. Percentages were calculated by totaling the number of individuals (of all age group classifications) at or below the Federal poverty level. This total was then divided by the total population within each of those block groups. A new geo database was then created for the Poverty percentages and joined with the existing 2000 Census block GIS shape file obtained through the Oregon Geospatial Data Clearinghouse.

Refer to Maps:

XVII.a-Environmental Justice: Minorities, and

XVII.b-Environmental Justice: Poverty

Consultation

CAMPO has engaged in consultation activities with responsible resource agencies and stakeholders.

1. Fish and Wildlife

Consultation was made with officials of the Oregon Department of Fish and Wild Life, South Willamette Watershed District on the maps of the Critical Fish Species Habitats and Critical Wildlife Species Habitats. The agency reviewed the maps and provided the following comments:

Although Coho and Fall Chinook do occur in the subject area, they are not ESA-listed above Willamette Falls and should therefore be removed from the map. Spring Chinook (ESA Threatened) (juvenile rearing) do occur in portions of the Mary's River Basin. Therefore, they should be added to:

- *Mary's River mainstream (mouth to Philomath UGB)*
- *Oak Creek (mouth to UGB)*
- *Muddy Creek (mouth to map edge)*

Oregon Chub (ESA Endangered) occur in Bull Run Creek just above the confluence with Muddy Creek.

The comments above were added to Map IV.a

Additionally, CAMPO consulted with the Corvallis ODFW Wildlife Division and was encouraged by staff to add a new map displaying sensitive habitat areas within the planning area. The new map is labeled as Map IV.c. It should be noted that due to the lack of data for many sensitive or threatened species within the planning area, these species cannot be spatially mapped to appropriately reflect location. Wildlife species, such as the Nelson's checkermallow (flowering plant), occur specifically within areas classified as "Wet Prairies" which are essential wetlands or open meadows surrounded by water or have a water feature running through it. A listing of species and their probable habitat was provided by ODFW Wildlife Division staff and can be found as an appendix to the chapter.

2. Consultation with the Collaborative Environmental and Transportation Agreement for Streamlining (CETAS)

On April 17, 2007 the MPO presented the work on Environmental Considerations to CETAS for their review and comments. Several comments were received from the members that were incorporated into the work. Overall the group expressed their satisfaction with this work.

CETAS is made up of representative of the following environmental and transportation related agencies:

- Federal Highway Administration (FHWA);
- National Oceanic and Atmospheric Administration (NOAA));
- Oregon Department of Land Conservation and Development (DLCD);
- Oregon Department of Environmental Quality (DEQ);

- Oregon Department of Fish and Wildlife (ODFW);
- Oregon Division of State Lands (DSL);
- Oregon Parks and Recreation Department;
- State Historic Preservation Office (SHPO);
- Oregon Department of Transportation (ODOT);
- US Army Corps of Engineers (USACE);
- US Environmental Protection Agency (EPA); and
- US Fish and Wildlife Service (USFWS).

The goal of the CETAS is to identify and implement collaborative opportunities to help each participating agency realize its mission through sound environmental stewardship, while providing for a safe and efficient transportation system.

3. Indian Tribes

There is no Indian reservation within or adjacent to the CAMPO Area. Of all the federally recognized Indian Tribes in Oregon, the Confederate Tribes of Siletz Indians is the nearest one to the MPO boundaries. The Siletz Tribes is located approximately 60 miles west of the MPO area in Lincoln County. The MPO contacted the Tribes and inquired about any tribal interest within the MPO boundaries. The preliminary response indicates that there might be some cemetery or relics within the area. Additional communication with the Tribal officials will be pursued.

The site of the City of Corvallis, however, had been occupied by the Calapooia (also spelled Kalapooia, or Kalapuya) Indian Tribes prior to the settlement of the Euro-Americans in the late 1700s. There were 8 separate groups within the Calapooia Tribe, two of whom were living in or nearby the current MPO Planning Area. These were Mary's River (Chepenefa) and the Muddy Creek (Chemapho) people. Between 1782 and 1883, all but a handful of Calapooians remained in the Willamette Valley, as disease wiped out nearly 90% of the tribe. The very few remaining tribe members merged with the federally recognized Confederated Tribes of Grand Rhonde in January of 1855 under the Dayton Oregon Treaty. Under this treaty, the Tribes ceded the entirety of the Willamette River drainage area to the United States. Today, Calapooia is not officially recognized by the federal government as a tribe.

II. Transportation System Management and Operations

SAFETEA-LU requires each metropolitan area to “*provide for the development and integrated management and operation of transportation systems and facilities (including pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan area and as an integral part of an intermodal transportation system or the State and the United States.*”

Transportation System Management and Operations means an integrated program to optimize the performance of the existing infrastructure through implementation of multi-modal, cross-jurisdictional systems, services, and projects. These systems, services, and projects are designed to preserve capacity and improve security, safety, and reliability of transportation systems. Examples of Transportation System Management and Operations include:

- Intelligent Transportation Systems (ITS)
- Traffic Management Centers, local and joint use
- Coordinated Signal Deployments for general purpose auto and transit
- Arterial Management Systems
- Incident Detection and Response
- Traveler Information Dissemination
- Incident Management
- Special Events and Emergency Traffic Management
- Roadway Access Control
- Managed Lanes/HOV
- Work zone management system
- Automated Enforcement
- Roadway Weather Management
- Traffic Detection and Surveillance
- Universal Transit Fare
- Prioritization of Traffic Signals for Transit
- Automated Transit Fare
- Automated Vehicle Location
- Online Trip Planner
- System and Real Time Information on:
 - Internet
 - Bus Stops
 - Mobile Phones

Obviously, deployment of the modern electronic systems requires a considerable amount of capital investment which is beyond the financial capability of the small jurisdictions. Other common difficulties in the way of operations and management by the MPOs are institutional barriers. Successful implementation of Management and Operations strategies requires close coordination and cooperation among the MPO member jurisdictions and particularly among their various service agencies. In this arena, the MPO provides a forum to promote cooperation and to facilitate coordination of transportation system operation.

Goal and Objectives

The goal of the Corvallis Area Regional Transportation Management and Operations is to **optimize the operation of the regional highways, transit and non-motorized transportation system of the Planning Area.**

The objectives are:

- Reduce the need for building new capacity, when practicable, by optimizing the capacity of the existing transportation system.
- Increase safety and security of the transportation system through the use of modern technologies.
- Provide for the economic vitality of the area by improving system reliability
- Increase accessibility and mobility by reducing recurrent and non-recurrent congestion
- Improve the efficiency of operations for a multimodal transportation system

Status

Jurisdictions within the Corvallis Area MPO have a long history of cooperation toward the building of an integrated transportation system. This spirit of cooperation in 2005 resulted in the development of a single Pavement Management System for the entire Planning Area.

Pavement Management System. In 2005 members of the Corvallis Area MPO agreed to develop a single Pavement Management System for the Planning Area. ODOT provided State Planning and Research (SPR) funds to Benton County for the development and implementation of this program. The result is a fairly up-to-date database on surface condition of classified roadways in the Planning Area. This database is maintained and updated regularly. The output of this system is utilized in funding prioritization of roadways in need of repaving and resurfacing.

ODOT's Region 2 Incident Response. This program consists of a fleet of vehicles that continually patrol Region 2 roadways. These vehicles provide assistances, such as free gas and flat tire repair, to resume the regular flow of vehicles as quickly as possible. They also provide quick incident response by arriving early to the scene and coordinating emergency response activities.

Corvallis Area Law Enforcement Partnership. This partnership consists of Benton County Sheriff Department, the City of Corvallis Police Department, Oregon State University (OSU), Oregon Liquor Control Commission and OSU Department of Public Safety. Among the many functions of the partnership are traffic incident response, emergency response, traffic law enforcement and emergency management.

Other Operation Management Programs. There are several other operation management programs in the Planning Area. Examples of these are Benton County Emergency Management, Benton County Emergency Council, the Equipment Sharing Program and the Benton County Public Works Repair Shop that provides vehicular maintenance services to all entities in the region.

Recommendations

The Corvallis Area Metropolitan Planning Organization will undertake the following measures to continuously provide for the Management and Operations of the transportation system:

- Place greater emphasis on the optimization of the existing transportation system, consistent with the goal of the Metropolitan Transportation Plan. As a means of ensuring this recommendation, the MPO has adopted a policy that allocates more than half of its Surface Transportation Program (STP) funds to the preservation of the existing transportation system.
- Work with ODOT's ITS Division for the development of an ITS Architecture for the Corvallis Area MPO. The MPO has begun preliminary discussion with the ITS Division for the development of this document.
- Develop a Corvallis Area ITS Deployment Plan for all modes of transportation, following the development of the Corvallis Area ITS Architecture.
- Evaluate the formation of an incident response team for the Planning Area. The incident response Team will include representatives of ODOT, local traffic engineers, law enforcement, paramedics, fire department, towing services and other pertinent agencies. The function of the team will be responding to any traffic delaying incident within the Planning Area to reduce delay time.
- Work with the engineering departments of the member agencies to promote the use of ITS technologies and to enhance efficiencies and safety of the transportation system. Currently, traffic lights in the City of Corvallis are partially synchronized and the Corvallis Transit System uses Automatic Vehicle Location (AVL).

III. Safety of the Transportation System

SAFETEA-LU requires state and local departments of transportation and metropolitan planning organizations (MPOs) to “*carry out a transportation planning process that provides for consideration and implementation of projects and strategies and services that will increase the safety of the transportation system for motorized and non-motorized users*”.

SAFETEA-LU raised the stature of the highway safety program by establishing highway safety improvement as a core program. Planning for safety is a proactive approach to the prevention of accidents and unsafe transportation conditions by establishing inherently safe transportation networks. It achieves road safety improvements through small changes as well as addressing the safety of the entire network.

Major components of this program are Safe Routes to Schools, Work Zone Safety and addressing Bicycle and Pedestrians Safety.

States are required to develop a State Strategic Highway Safety Plans (SHSP) that identifies and analyzes highway safety problems and opportunities and includes projects or strategies to address them. ODOT has developed the Oregon Transportation Safety Action Plan in fulfillment of this requirement.

Goals and Objectives

The goal of this planning effort is **to consider the provision of safety measures a primary priority of the MPO’s transportation planning and programming activities**. The objectives are:

- To follow up with the goals, objectives and safety measures established in ODOT’s Transportation Safety Action Plan.
- To further integrate safety considerations into all levels of transportation planning and programming processes.
- To systematically identify traffic hazardous locations, analyze and develop mitigation strategies.
- To give special considerations to projects designed to improve documented hazardous conditions.
- To give special considerations to projects designed to help Safe Route to School.

Status

Providing for the safety of motorized and non-motorized transportation is one of the goals of the Transportation Plan. Furthermore, the consideration of safety issues is an integral part of transportation planning and programming process in the Corvallis Area. Safety is also one of the

adopted criteria used in the process of funding prioritization of candidate projects in the Transportation Improvement Program (TIP).

The Corvallis Area Metropolitan Transportation Plan Chapter V, Page 8 address safety issues in the Planning Area in some detail. It reviews the latest Crash Data for State Highways and identifies the highest accident prone intersections within the Planning Area. The Safety Section of the Plan uses the State of Oregon's Safety Priority Index System (SPIS) to rank the severity of Crash Data on various highways and intersections for vehicles as well as for pedestrian and bicyclists.

Recommendations

It is recommended that the MPO Take the following measures to provide for the safety of the transportation system:

- Collect, review and analyze accident data regularly and on a systematic basis.
- Develop an up-to-date inventory of hazardous locations in the Planning Area.
- Work with ODOT and the Technical Advisory Committee to devise strategies for the elimination of hazardous situations.
- Give higher priority to hazard improvement projects.
- Incorporate safety considerations into all MPO's transportation planning and programming activities.

IV. Security of Transportation System

SAFETEA-LU requires that metropolitan transportation plans to include provisions “*to increase the security of the transportation system for motorized and non-motorized uses.*” The Act regards security as a transportation system issue that is independent from the safety issue.

In devising transportation system security measures for the Planning Area, it would seem inappropriate to adopt the same measures that are recommended for the nation’s larger metropolitan areas. In an effort to recommend the most feasible and effective measures, CAMPO recommends measures commensurate with the characteristics of the Corvallis Planning Area.

Goal and Objectives

The goal of this effort is **to provide for efficient functioning of transportation system during unanticipated incidents.**

The objectives of this effort are:

- To develop an incident management team composed of representatives of all state and local agencies with a role in incident management.
- To develop an Action Plan for responding to emergencies in consultation with state and local emergency management agencies.
- To update the Action Plan regularly with the updating of the Transportation Plan.

Compliance with this requirement is currently underway. Due to the complexity of this new requirement, CAMPO is still gathering information for the completion of this section.

Status

To be completed later.

Recommendations

To be completed later.

V. Expanded Consultation and Participation

SAFETEA-LU requires MPOs to engage in an expanded consultation for the development of transportation plans and programs. The expanded consultation and participation should include state, local and tribal agencies responsible for land use, natural resources, environmental protection and historic preservation.

Goal and Objectives

The goal of this effort is **to outreach and consult with all state and local agencies that have a stake in the transportation planning process.**

The objectives of this effort are:

- Inform all agencies with a stake in transportation planning activities of MPO on the upcoming transportation planning processes.
- Provide copies of transportation plan documents to all agencies with a stake in the MPO transportation planning activities.
- Consult with stakeholders on transportation planning activities of the MPO and seek their input.

Status

The Corvallis Area Metropolitan Transportation Plan was developed in consultation with the following federal, state and local agencies:

1. **Technical Advisory Committee (TAC).** The MPO's TAC, an active participant in the development of the Transportation Plan, is made up of transportation and land use professionals in the Planning Area as well as in the State. It, additionally, includes a representative from the City of Albany's Public Transportation (a transportation entity outside of Corvallis Urbanized Area).
2. **Ad hoc Committee.** The Transportation Plan was developed in consultation with an Ad hoc Committee that provided input to the development of the document. The Ad hoc Committee is composed of Chairpersons of the following transportation related organizations in the Planning Area:
 - Benton County Road Advisory Committee
 - Citizen's Advisory Commission on Transit (CACOT)
 - City of Corvallis Bike and Pedestrian Advisory Commission
 - City of Corvallis Downtown Parking Commission
 - City of Corvallis Committee on Citizen Involvement
 - City of Corvallis Capital Improvement Plan Commission

- City of Corvallis Airport Commission
- Benton County Bicycle Advisory Committee
- Benton County Environmental Issues Advisory Committee
- Benton County Special Transportation Advisory Committee
- City of Philomath Transportation and Safety Commission

3. Environmental Considerations. The Environmental Considerations section of this document was developed in consultation with the following federal and state agencies:

- Federal Highway Administration (FHWA);
- National Oceanic and Atmospheric Administration (NOAA);
- Oregon Department of Land Conservation and Development (DLCD);
- Oregon Department of Environmental Quality (DEQ);
- Oregon Department of Fish and Wildlife (ODFW);
- Oregon Division of State Lands (DSL);
- Oregon Parks and Recreation Department, State Historic Preservation Office (SHPO);
- Oregon Department of Transportation (ODOT);
- US Army Corps of Engineers (USACE);
- US Environmental Protection Agency (EPA); and
- US Fish and Wildlife Service (USFWS).

4. Indian Tribes. There is no Indian Tribe inside or within a reasonable distance from the MPO Planning Area. The Siletz Tribes which dwell approximately 50 miles to the west of the Planning Area were contacted for consultation purposes. For more on this see the Consultation section of the Environmental Considerations.

VI. Public Involvement

SAFETEA-LU requires MPOs to “include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and early and continuing involvement of the public in developing plans” and Transportation Improvement Programs (TIP) [23 CFR part 450.316].

The legislation stipulates that MPOs must develop and utilize a “Participation Plan” that provides reasonable opportunities for interested parties to comment on the content of the metropolitan transportation plan and metropolitan TIP. The “Participation Plan” must be developed “in consultation with all interested parties”. A minimum public comment period of 45 days shall be provided before the participation plan is adopted by the MPO.

Some highlights of this requirement are as follows:

- Employing visualization techniques to describe plans and TIPs;
- Making public information available in electronically accessible formats and the Internet;
- Holding any public meetings at convenient and accessible locations and times;
- Demonstrating explicit consideration and response to public input received during the development of plan and the TIP;
- Seeking out and considering the needs of those traditionally underserved by; and
- Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan.
- A summary, analysis and report on the disposition of all comments received shall be made as part of the final plan and TIP.

Goals and Objectives

The public involvement goals of CAMPO are:

- **To provide the public with thorough and timely information on its transportation planning services;**
- **To gain the active participation of all citizens and stakeholders in the MPO’s decision making process;**
- **To provide opportunities for the public involvement in the most convenient way.**

The objectives of CAMPO’s public involvement are:

- Inform the public about transportation issues under consideration by the MPO
- Provide the public with opportunities to be involved in all phases of the transportation planning process

- Coordinate the MPO's activities with those of other public agencies and stakeholders
- Coordinate the MPO's activities with the Cascades West Area Commission on Transportation (CWACT)
- Coordinate the MPO's activities with transit providers within and adjacent to the MPO Area
- Afford the public an opportunity at every meeting of the Policy Board to provide comments on the MPO's transportation planning and decision-making process
- Provide timely notices to the public on all transportation issues and processes affecting the Corvallis Urbanized Area
- Provide for the consideration of input received from all segments of the community
- Provide the public with a summary of comments received prior to the adoption of the document.
- Identify and involve traditionally underserved segments of the population, including minorities, low-income and elderly people or people with disabilities, in the transportation planning process (See Appendix A for a demographic analysis of subject groups)
- Provide additional opportunity for public review and comments when the final version of a transportation document is significantly different from the one viewed by the public
- Involve the city and county's committees on alternative modes of transportation.

Status

In April 2004 the Policy Board of the MPO adopted a Public Involvement Framework for the agency's transportation planning and programming activities. The Framework outlines public outreach activities of CAMPO for both routine and episodic activities. The Framework calls for the development of a Special Public Involvement Plan for the development of the Corvallis Area Metropolitan Transportation Plan. These documents are posted in the agency's website: www.corvallisareampo.org.

Adoption of Public Involvement Framework. The Framework document was widely advertised and was made available to the general public and stakeholders for comments. The public was afforded 45 days to comment on the MPOs proposed public outreach efforts. Throughout this period the document was available on the MPO's Website and at the libraries and other public locales in the Planning Area. Prior to the end of the comment period, an open house public meeting was held on the document on Wednesday, March 31, 2004 from 5:00 PM to 7:00 PM at the Benton Plaza, an accessible

location. A summary of all comments received was made available to the Policy Board and to the public prior to the adoption of the final document on April 16, 2004.

Recommendations

- It is recommended that the MPO closely follow the policies contained in its adopted Public Involvement Framework.

- It is recommended that the role of MPO's website as a means of public outreach be enhanced by the use of visualization techniques described in this document.

VII. Visualization Techniques

Under SAFTEA-LU requirements, Metropolitan Planning Organizations shall “*to the maximum extent practicable...employ visualization techniques to describe plans....*”

Visualization techniques include any visual aid that may enhance a reader’s ability to comprehend, assimilate, and analyze information presented. Examples of visualization techniques include:

- Maps
 - Printed - using Geographic Information Systems (GIS) software
 - Online Interactive - digital maps such as Google Earth and Google Maps
- Diagrams, flowcharts, spreadsheets, posters, etc.
- Posting of transportation related documents and material on the Internet; and
- Presentation of documents and material to the public employing visual aids.

Goal and Objectives

The goal of CAMPO is to **facilitate communication with the public and stakeholders on transportation planning and programming activities of the MPO by employing visual aid techniques, to the extent possible.**

The objectives of this effort are:

- To provide interactive web-based Geographic Information System. This feature will enable users to turn specific layers of maps on or off and to retrieve specific tabular data associated with images.
- To provide aerial views of the transportation projects using Google Earth.
- To provide maps, diagrams and charts of transportation plans and programs.
- To post a description of processes and the outcome of all transportation planning and programming activities of the MPO on the MPO website
- To enhance the capability of the MPO Website (<http://www.corvallisareampo.org>) to perform interactive forms of communications with the general public.

Status

Since its inception, the Corvallis Area MPO has maintained a high level of communication with the general public and its jurisdictional members through the use of visualization techniques.

Corvallis Area MPO Website. The first significant effort in utilizing visualization techniques was the development of the Corvallis Area MPO’s website in 2004. The website contains several different pages with access to electronic copies of plans, project

area maps, traffic count data, public participation information, as well as a section dedicated to the news and events. The website continues to be the primary portal for the dissemination of information to the public. Some of the links to the MPO documents are as follows:

- Regional Transportation Plan
<http://www.corvallisareampo.org/transportation.html>
- Transportation Improvement Program
<http://www.corvallisareampo.org/TIP1.html>
- Policy Board meetings agenda and minutes
<http://www.corvallisareampo.org/meetings.html>

Maps in the Internet. The MPO provides maps of plans, programs and projects in its Website. For example, the Environmental Consideration Page of the Website includes 26 maps depicting potential environmental impacts of projects recommended in the Metropolitan Transportation Plan. The maps are available for download.

Interactive Digital Maps and Displays. Visualization of projects in the Regional Transportation Plan and the TIP is made possible through the use of Google Maps and Google Earth. Google Earth is a free software that displays an interactive and 3-dimensional aerial view of the Earth. The public can view transportation projects with a “birds-eye” view or zoom in closer to view a detailed satellite image of the project location. Links to these Google Maps pages are provided below:

- Regional Transportation Plan (RTP), via redirect link <http://tinyurl.com/285jdd>
- Transportation Improvement Program (TIP), via redirect link <http://tinyurl.com/27v5uh>

Traffic Counts. Google Earth is used to provide an aerial photo of the intersection, a diagram of the intersection configuration and the latest Average Daily Traffic (ADT) counts. The traffic counts are also provided as an Adobe PDF File with the diagram of the intersection for a quicker access. The 2005 Traffic Counts for Key Intersections are at: <http://tinyurl.com/2lk17l>

Recommendations

It is recommended that the MPO:

- Continue and enhance the use of visualization technologies in its transportation planning and programming activities.

VIII. Coordinated Public Transit - Human Services Transportation Plan

SAFETEA-LU requires development of a Coordinated Public Transit-Human Services Transportation Plan aimed at improving public transportation services to elderly people, people with disabilities and low income people. All transit projects funded with federal funds must be derived from the Human Services Transportation Plan.

The Public Transportation Division of ODOT provided funding for the development of this Plan to Benton County's Special Transportation Fund (STF) Program. A Coordinated Public Transit – Human Services Transportation Plan has been produced by Benton County STF Program for Benton and Linn Counties. This document will be referenced in the Corvallis Area Metropolitan Transportation Plan.

Glossary of Acronyms

303d Streams	Section 303d of the Environmental Protection Act requirement on clean waters
CAMPO	Corvallis Area Metropolitan Planning Organization
CETAS	Collaborative Environmental and Transportation Agreement for Streamlining
EFH	Essential Fish Habitat
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GIS	Geographic Information System
ITS	Intelligent Transportation System
MPO	Metropolitan Planning Organization
MS4	Municipal Separate Storm Sewer Systems
MS4 Phase II	Expanded storm water permitting program to include smaller communities located in U.S. census-defined urban area.
M&O	Management and Operation
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act of 1966
OAR	Oregon Administrative Rule
ODFW	Oregon Department of Fish and Wildlife
ODOT	Oregon Department of Transportation
OSU	Oregon State University
SAFETEA-LU	Safe, Accountable, Flexible and Efficient Transportation Equity Act-A Legacy for Users

SHPO	State Historic preservation Office
TAC	Technical Advisory Committee
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
TRI Facility	Toxic Release Inventory Facility
UGB	Urban Growth Boundary
USFW	United States Fish and Wildlife

Attachment

Complete Listing of Historic Properties within the Corvallis UGB

HISTORIC_NAME	CURRENT_NAME	ADDRESS
William Crees House		1441 NW GRANT AVE
Minor-Allen House	Wagner rental property	808 NW 11TH ST
Mary Watts House	Capretta residence	728 NW 12TH ST
Tillie Read (Boathouse) House	George residence	711 NW 13TH ST
Edward and Mellie May Ryder House	Donahue rental property	637 NW 14TH ST
Jennings-Thompson House	Orchinik rental property	539 NW 17TH ST
W.W. and Alice Ryder House	Norris residence	621 NW 14TH ST
Sarah Bevens House	Reedy rental property	633 NW 13TH ST
Oregon-Corvallis Hatchery	Stained Glass Mystery	701-707 NW 11TH ST
Putnam-Taylor House	Sutherland rental property	434 NW 18TH ST
Ladd-Horner-Shaner Rental House	Bach residence	445 NW 18TH ST
Ryder Rental House	Piland residence	602 NW 13TH ST
Emry-Wilt House	King residence	627 NW 12TH ST
Merle Moore House	Picchi rental property	1058 NW TAYLOR AVE 2750 NW HARRISON BLVD
Corvallis General Hospital	Heart of the Valley	
Becker House	Holbo rental property	540 NW 14TH ST
Alpha Gamma Delta Sorority House		360 NW 26TH ST
Theta Chi Fraternity House		361 NW 26TH ST
Kappa Sigma Fraternity House		354 NW 25TH ST
Taylor-Bellmar House	Borders rental property	624-630 NW 11TH ST
Hadley-Locke House		704 NW 9TH ST
E.L. and Vera Getz House		2801 NW ARNOLD WAY
Washington School	Benton Center	630 NW 7TH ST 2310 NW HARRISON BLVD
Ira and Sadie Allison House	Harrison House	
Flint-Cramer House	Carns rental property	1161 NW POLK AVE
Huff-Henderson Rental	Haines residence	504 NW 15TH ST
Lance House	Gray rental property	446 NW 16TH ST
Rodney & Lucile Whitmore House		2769 NW ARNOLD WAY
Adams-Hanshew House	Sevruk rental property	604-614 NW 11TH ST
Charles Gaylord House		600 NW 7TH ST
Phi Gamma Delta Fraternity House		348 NW 25TH ST
None	Lumm rental property	619-627 NW 10TH ST
Hadley-McFadden House		624 NW 9TH ST
Church of Christ	United Pentecostal Church	444 NW 15TH ST
Holstrom House	Marino residence	1363 NW TYLER AVE
Swanson-Hawley-Dodge House	Muckleston residence	1009 NW POLK AVE
James and Irene Shaw House		335 NW 25TH ST
Johnson-Sheppard-Hardy House	Pease rental property	528 NW 12TH ST
Howard House	McCormick rental property	430-432 NW 15TH ST
Alpha Xi Delta Sorority		330 NW 23RD ST

None	Larson residence	519 NW 13TH ST
Johnson-Smith House		2745 NW ARNOLD WAY
Logan-Auld House		2731 NW ARNOLD WAY
Taylor House	Wilson residence	500 NW 13TH ST
Eunice Courtright House		327-331 NW 25TH ST
Frank & Grace Burnap House		341 NW 21ST ST
Alpha Chi Rho Fraternity House	Sigma Chi Fraternity House	312 NW 25TH ST
Eugene & Erma Robinson House		2725 NW ARNOLD WAY
Gamma Iota Sorority	Graham rental property	530 NW 11TH ST
E.D. & Constance Roberts House		2719 NW ARNOLD WAY
Alpha Tau Omega Fraternity House		309 NW 26TH ST
William McLagan House		2856 NW VAN BUREN AVE
T.J. Starker House		320 NW 23RD ST
H.R. and Frank Patterson House		2713 NW ARNOLD WAY
Wilkes House/Caroline Apartments	Caroline Apartments	525-533 NW 11TH ST
Tucker House	Hanson rental property	520 NW 11TH ST
Grant and Leta Feikert House		321 NW 23RD ST
L.B. Courtney House		330 NW 21ST ST
Felberbaum-Stiner House		2707 NW ARNOLD WAY
U.G. and Ida Dubach House		2657-2661 NW VAN BUREN AVE
Reader House	Nielson rental property	437 NW 14TH ST
Delta Zeta Sorority House	Van Buren Street Boarding Hou	2311 NW VAN BUREN AVE
Archibald House	Holdorf rental property	505 NW 12TH ST
Maxfield House	Caroline Apartments	519 NW 11TH ST
Permanent Home		2205 NW VAN BUREN AVE
Morgan House	Gustafson rental property	336-344 NW 16TH ST
Ben & Mary Nichols House		308 NW KINGS BLVD
Marie A. Summers House		2015 NW VAN BUREN AVE
Sigma Kappa Sorority House		231 NW 26TH ST
King, Moss and Ida, House		2677 NW ARNOLD WAY
Delta Upsilon Fraternity House		235 NW 25TH ST
Buchanan House	Anderton rental property	505 NW 11TH ST
Alvin and Emma Ball House		2019 NW VAN BUREN AVE
Mrs. M.E. Cummings House		302 NW 21ST ST
Swain Court	Hortsch rental property	1355 NW HARRISON BLVD
Wells House	Street/Wagner rental property	440 NW 11TH ST
McCautland-Moore House	Spatafora residence	406 NW 13TH ST
Fred and Mary V. Walker House		246 NW 21ST ST
Wrigglesworth House	Levien Residence	416 NW 12TH ST
O.K. and Maple Beals House		2050 NW VAN BUREN AVE
Crees House	Peters/Herson residence	445 NW 11TH ST

Robert Holroyd House	Hyslop House	544 NW 7TH ST
Jordan-Harding Rental House	Frank residence	403 NW 13TH ST
Mrs. Maria Porter House		250-252 NW KINGS BLVD
Haenel-Schubert Boarding House	Windom rental property	419 NW 12TH ST
George W. Peavy House		210 NW 23RD ST
James Withycombe House		218-222 NW 21ST ST
Ralph and Helen Besse House		229 NW 21ST ST
Peter Polly House		641 NW 4TH ST
Ava Milam House		127 NW 26TH ST
Bullis-Wood House	Englert rental property	1463 NW VAN BUREN AVE
Will and Frieda Taylor House		212 NW 21ST ST
Jesse H. Caton House	Dixon-Caton House	602 NW 4TH ST
Dr. Anderson's Surgical Hospital	Anderson House	2406 NW JACKSON AVE
Wuestefeld House		510 NW 7TH ST
William Mittlestadt House		227 NW 17TH ST
Schneider's Fountain	The Beanery	111 NW 26TH ST
Blakeslee-Covell-Helm House	Johnson rental property	334-336 NW 12TH ST
Wuestefeld House		504 NW 7TH ST
James Stewart Fraternity Rental		242 NW 15TH ST
Union Depot/ Southern Pacific	Corvallis Depot	603 NW 2ND ST
Avondale Apartments	Avondale Apartments	204 NW 17TH ST
Lucy Francisco House		663 NW TYLER AVE
Tau Delta (Chi Phi) Fraternity	Kappa Kappa Gamma Sorority	1335 NW VAN BUREN AVE
Brown House	Kitson/Yu rental property	402 NW 10TH ST
College Crest Store	American Dream Pizza	2525 NW MONROE AVE
None	Whitener residence	321 NW 13TH ST
John and Clara Heeszal House		146 NW 21ST ST
George Taylor House	Oliver House	504 NW 6TH ST
E.A. & Grace Schweining House		204 NW KINGS BLVD
Theta Xi Fraternity House	Tau Kappa Epsilon Fraternity	1460 NW VAN BUREN AVE
Schultz-Dryden House		445 NW 8TH ST
Magruder House	Sigma Pi Fraternity House	2323 NW MONROE AVE
Leeper-Flook House	Corden rental property	318 NW 12TH ST
Stewart House		618 NW 2ND ST
J.W. and Cora Morgan House		120 NW 23RD ST
Gove-Jordan House	Heck residence	345 NW 11TH ST
Westminster House	Westminster House	101-115 NW 23RD ST
Bryerly		2129 NW MONROE AVE
Earl & Golda Canfield House		211 NW 16TH ST
Cady-Thurber Rental House	Schoning rental property	302 NW 12TH ST
Fairview Apartments/Fairview	Wagner/Street rental property	315-319 NW 12TH ST
Handy-Lafferty-Crowhurst House	Gerding rental property	327 NW 11TH ST
Hillside		2127 NW MONROE AVE
R.E. Gibson House	Pinkerton House	440 NW 6TH ST

John & Mary Whittemore House		219 NW 15TH ST
Schultz-Leeper House	Rudisill rental property	328 NW 10TH ST
Archie Johnson House		330 NW 9TH ST
Phi Sigma Kappa Fraternity	Pi Kappa Alpha Fraternity	209 NW 14TH ST
Jones-Gabel House	Vidana Residence	320 NW 10TH ST
McLennan-Zigler House	Enzensperger rental property	313 NW 11TH ST
Frederic Berchtold House		560 NW TYLER AVE
Howard-Smith Rental	Glitz rental property	230 NW 13TH ST
Strange House	White residence	306 NW 10TH ST
Pool House	Poet residence	245 NW 12TH ST
None	Corden rental property	234 NW 12TH ST
Charles E. Peterson House		420 NW 6TH ST
Benjamin Biddle House	Porter House	406 NW 6TH ST
James C. Taylor House		510 NW 3RD ST
Lemon House	Sumners rental property	961 NW VAN BUREN AVE
Theta Delta Nu (Delta Chi) Fraternity	Delta Chi Fraternity	203 NW 13TH ST
DeArmond/Williams House	The White House	132 NW 15TH ST
Woodward-Gellately House	Port of Hair Design	442 NW 4TH ST
Zion Evangelical Lutheran Parish	University Christian Center	1655 NW MONROE AVE
Yates House	Mary Goldblatt House	340 NW 7TH ST
William Mackay House		253 NW TYLER AVE
Mrs. Lula Howard House		144 NW 14TH ST
None	Sweeney rental property	149 NW 14TH ST
John Gortmaker House	The Red House	120 NW 15TH ST
Margaret Shupe Duplex	Young rental property	210-214 NW 11TH ST
L.G. Kline House		308 NW 8TH ST
Levi Henkle House		502 NW 2ND ST
Underwood-Handy House	Sams residence	231 NW 11TH ST
J.F. Yates Rental House		323 NW 8TH ST
William G. Lane House		435 NW 4TH ST
C.L. Gentry Building		1555-1557 NW MONROE AVE
Spangler House		344 NW 6TH ST
Cascade Club/Gamma Nu Fraternity	Mishler rental property	227 NW 11TH ST
Hay Apartments	Jeske Apartments	146 NW 12TH ST
J.D. Hughson House		202 NW 11TH ST
Hay-Kienle Rental	Corden rental property	153 NW 13TH ST
Minor-Kempin House		442 NW 2ND ST
Phi Delta Theta Fraternity	Phi Delta Theta Fraternity	120 NW 13TH ST
Omega Upsilon (Delta Tau Delta) Fraternity	Phi Sigma Kappa Fraternity	127 NW 13TH ST
None	Debritto residence	222 NW 10TH ST
Hayden Club Fraternity/Alpha	Cox rental property	205 NW 11TH ST
Fruitt House	Pancratz House	434 NW 2ND ST
W.A. Wells House		236-244 NW 8TH ST
Wilder Apartments	Wilder Apartments	963 NW JACKSON AVE
First Methodist Episcopal Church	First United Methodist Church	1165 NW MONROE AVE

Shupe House	Baptist Student Union	130 NW 12TH ST
Kappa Sigma Fraternity House	Cathryn Apartments	239 NW 8TH ST
McElroy House		611 NW VAN BUREN AVE
Arpke-Solberg House	Thayer Residence	120 NW 12TH ST
Montgomery-Copson House	Ferry residence	147 NW 11TH ST
Bryson House		242 NW 7TH ST
W.T. Wiles House		218 NW 8TH ST
Wells-Savage House		206 NW 8TH ST
William A. Bates House		660 NW VAN BUREN AVE
Sigma Nu Fraternity		143 NW 10TH ST
Emily Pernot House		222 NW 7TH ST
Atwood House		214 NW 7TH ST
Leach House		206 NW 7TH ST
Corvallis Public Library	Corvallis Public Library	645 NW MONROE AVE
Presbyterian Church	1st Presbyterian Church of Co	114 SW 8TH ST
Benton County Courthouse		120 NW 4TH ST
Corvallis Woman's Club Building		117 SW 7TH ST
Humphrey Building	Multiple names	551-557 NW MONROE AVE
Jeffreys House	Porter House	142 SW 8TH ST
Bogue House		202 SW 9TH ST
Maggie Weigand Building		133-135 NW 2ND ST
First Congregational Church	Demoss-Durdan Building	760 SW MADISON AVE
Episcopal Church of the Good	Corvallis Arts Center	700 SW MADISON AVE
Hotel Benton	Benton Plaza	408 SW MONROE AVE
John W. Foster House		859-861 SW JEFFERSON AVE
Madison Street Methodist Church	Corvallis City Hall	501 SW MADISON AVE
Wells Fargo Office	Office of Corvallis City Engi	563 SW MADISON AVE
Blue Mouse Theatre	Benton Printers and Lithograp	106 NW 2ND ST
George Ferra House		660 SW MADISON AVE
Johnson Porter Buildings		100-114 SW 3RD ST
First Christian Church		602 SW MADISON AVE
City Meat Market	Yoga Center and More Madness	111 NW 2ND ST
Buxton-Corrie House		245 SW 8TH ST
Pulley/Darling/Hyde-Thatcher	The Kid Shop	116 SW 3RD ST
Pulley/Darling/Hyde-Thatcher	Konick's Jewelers	120 SW 3RD ST
Fisher Block		104 SW 2ND ST
Pulley/Darling/Hyde-Thatcher	Berlene's	124 SW 3RD ST
Whiteside Theatre	Whiteside Theatre	361 SW MADISON AVE
Lafferty Building	Multiple names	128-136 SW 3RD ST
Hotel Corvallis/Hotel Julian	Frontier Building	103-107 SW 2ND ST
The Harding Building		301-311 SW MADISON AVE
John A. Bexell House	Nolans Department Store	762 SW JEFFERSON AVE
Johnson Porter/Majestic Theater	Varsity Theatre	115-121 SW 2ND ST

Rennie-Smith Building		259 SW MADISON AVE
Claude I. Lewis House		754 SW JEFFERSON AVE
Pernot House		202-236 SW 5TH ST
John Fulton House	Jefferson Street House	563 SW JEFFERSON AVE
The Taylor Building		136 SW 2ND ST
Dr. H.S. Pernot House		242 SW 5TH ST
		219-235 SW MADISON
L.G. Kline Building	Acme Shoe Store	AVE
Martha Lane House		329 SW 8TH ST
Benton County State Bank	Night Deposit	143 SW 2ND ST
Crees Building	McGregors	228-230 SW 3RD ST
Neil Newhouse House		558 SW JEFFERSON AVE
John B. Horner House		343 SW 8TH ST
Dick Kiger House		508 SW JEFFERSON AVE
Charles Whiteside House		344 SW 7TH ST
W.C. Crawford House		802-814 SW ADAMS AVE
Hotel Corvallis	Corvallis Hotel	201-211 SW 2ND ST
Frederick Fischer House		460 SW JEFFERSON AVE
George Whiteside House		320 SW 5TH ST
Kline's Department Store		215-231 SW 2ND ST
		845-863 SW
James A. Wood Grocery Store		WASHINGTON AVE
Oregon and Pacific Railroad Depot		530-550 SW 7TH ST
J.O. Wilson House		340 SW 5TH ST
None	Vance (Herbert) House	421-423 SW 8TH ST
James Haves House		404 SW 6TH ST
Burnett Block		300-310 SW 2ND ST
Corbett Rental House		622 SW 11TH ST
Corvallis Post Office		311 SW 2ND ST
S.K. Hartsock House		412 SW 5TH ST
Full Gospel Assembly Church		349 SW 4TH ST
		663 SW WASHINGTON
Emery J. Newton House		AVE
William and Laura Martin House		624 SW 11TH ST
Armory T. "Slats" Gill House		421 SW 5TH ST
Crawford and Farra Building		340-344 SW 2ND ST
George and Myrtle Brown House		704 SW 13TH ST
		558 SW WASHINGTON
Ann Smith House		AVE
J.C. Avery Building	Robnett's Hardware	400 SW 2ND ST
O.L. & Margaret Davis House		712 SW 13TH ST
A.L. Stevenson Garage	Jack Scoville Ltd.	442 SW 2ND ST
None	None	527 SW 5TH ST
Cora and Charles Kurtz House		744 SW 14TH ST
C. A. Troxel speculative House		804 SW 10TH ST
Burnap-Rickard House		518 SW 3RD ST
G.A. Robinson House	Henry Robinson House	634 SW 7TH ST
McKellips-Groves Garage	Wilhelm's Garage	500 SW 2ND ST

J.H. Harris House		606 SW 5TH ST
Mrs. Elsa Raber House		820 SW 11TH ST
John M. Osburn House		830 SW 8TH ST
Jesse & Metora Merryman House		829 SW 11TH ST
Buxton House	Moore House	626 SW 5TH ST
Frank & Lola Sharrai House		900 SW C AVE
C.A. Troxel House		902 SW 11TH ST
Ella Johnson House		602 SW 2ND ST
Troxel Speculative House		912 SW 11TH ST
Thomas Cauthorn House		628 SW 3RD ST
John Rickard House		704 SW 3RD ST
Ruth Buchanan House		730 SW 4TH ST
B.L. Arnold House		800 SW 5TH ST
E. E. and Anna Larned House		1012 SW 10TH ST
Jack Taylor House		806 SW 5TH ST
Martha Avery Fulton House		805-807 SW 5TH ST
F.A. Helm House		844 SW 5TH ST
City Park	Pioneer Park	PIONEER PARK
Georgia Pacific Railroad Land		LOCOMOTIVE
Avery's Dam		AVERY'S DAM
Corvallis Millrace		MILLRACE
Marysville Landing		MARYSVILLE LANDING
Territorial Capitol Marker		TERRITORIAL CAP MARKER
Van Buren Street Bridge		HWY 34 BRIDGE
Peter Rickard Barn	Skelton Barn	FAIRGROUNDS
Jefferson Street Tree Canopy	Jefferson Street Tree Canopy	JEFFERSON AVE TREES
Blakeslee-Covell-Helm House	Johnson rental property	335-337 NW 12TH ST
Dr. Margaret Snell Rental House		865 NW JACKSON
Blanchard-Snell House		853 NW JACKSON
26th Street Grocery		2535 NW MONROE
Campus Drug Store	Clodfelter's	1501-1505 NW MONROE AVE
E.W. Fisher Building		225-231 SW 2ND ST
Benjamin Bates House		630 NW 35TH ST
Leo and Sarah Friedman House		3406 NW POLK AVE
College Hill School		510 NW 31ST ST
Lester and Bertha Stutz House		529 NW 34TH ST
W.O. and Sinah Parks House		526 NW 35TH ST
William and Mabel Schoenfeld		506 NW 35TH ST
John and Louise Kierzek House		506 NW 34TH ST
Frank and Elizabeth Smith House		505 NW 35TH ST
Casa Musica		3560 NW TYLER AVE
Clarence and Hopewell Rands House		444 NW 35TH ST
M.H. and Jettie Allen House		3456 NW TYLER AVE
Clarence Whiteside Rental		443 NW 34TH ST
Vane and Fern Gibson House		435 NW 34TH ST

Elizabeth Barnes House	426 NW 34TH ST
Donald and Rosalie Allen Hill House	427 NW 34TH ST
Ivan Laughery House	418 NW 34TH ST
Nash and Florence Taylor House	419 NW 34TH ST
Thomas and Edna Allen House	3307 NW HARRISON BLVD
C.P. and Betty Brands House	3505 NW HARRISON BLVD
Donald and Clara Stuart House	3407 NW HARRISON BLVD
Charles and Helen Mitchell House	3355 NW HARRISON BLVD
Charles and Elizabeth Underwood House	342 NW 29TH ST
R. and Ruth Reitsma House	329 NW 31ST ST
Charles Overton House	330 NW 29TH ST
Chi Omega Sorority/Acacia Fraternity	2857 NW VAN BUREN AVE
J.W. and Harriet Wilt House	312 NW 28TH ST
John and Dena Bexell House	3009 NW VAN BUREN AVE
Ernest and Josephine Wiegand House	302 NW 29TH ST
Delta Alpha Sorority	304 NW 28TH ST
E.T. Erickson House	249 NW 31ST ST
W.J. and Faith Gilmore Rental	240 NW 30TH ST
Oran and Charlotte Nelson House	250 NW 28TH ST
Nora Hamlin House	242 NW 28TH ST
W.L. and Mabel Powers House	2730-2734 NW ARNOLD WAY
Harold and Catherine Dilberge House	234 NW 29TH ST
Edith McLean House	236 NW 28TH ST
Delmar and Gladys Whipple Goode House	225 NW 31ST ST
Paul Womer House	227 NW 29TH ST
Charles and Carl Schuster House	228 NW 28TH ST
M.H. and Jettie H. Allen House	221-225 NW 28TH ST
Howard Barss House	2716 NW ARNOLD WAY
Francois and Violette Gilfillan House	221 NW 31ST ST
Arthur and Minnie Brooks House	220 NW 30TH ST
D.D. and Emma Berman House	218 NW 28TH ST
Edna Tibbits Seamons House	219 NW 28TH ST
Durrell/Gilbert House	210 NW 29TH ST
E.V. and Mary Holloway House	2961 NW JACKSON AVE
Settlemier/Thompson House	212 NW 28TH ST
Xi Beta Sorority	2735 NW JACKSON AVE
Alpha Xi Delta Sorority	2723 NW JACKSON AVE
W.A. and Lillian Jensen House	2700 NW ARNOLD WAY
S.M. and Ethel Zeller House	206 NW 30TH ST
Helen Bryce Brooks Johnson House	2807-2809 NW JACKSON AVE
Arthur and Helen Clarke House	204 NW 27TH ST

N.L. and Ruth Tarter House	154 NW 30TH ST
Joseph and Alice Simmons House	2960 NW JACKSON AVE
Myron and Clara Myers House	2914 NW JACKSON AVE
Mark Clyde and Mary Phillips House	146 NW 28TH ST
Waldo and Mable Ball House	143 NW 28TH ST
J.A. Gilkey House	132-136 NW 30TH ST
Kathryn and Grace Jones House	134 NW 29TH ST
Arthur and Sarah Peck House	133 NW 29TH ST
Charles and Marjorie Wilson House	136 NW 28TH ST
Earl and Gladys Mason House	124 NW 29TH ST
L.P. and Corda Arnold House	128 NW 28TH ST
M.B. and Venus McKay House	107 NW 31ST ST
Earl and Ruby Mary Willey House	121 NW 29TH ST
Clifford and Helen Smith House	120 NW 28TH ST
Alton and Elva Everest House	112 NW 29TH ST
Tracy and Leone Sands Johnson House	111 NW 29TH ST
Harry and Elsie Lindgren House	113 NW 28TH ST
William and Maude Messer House	104 NW 28TH ST
Zion Evangelical Lutheran Church House	104 NW 29TH ST
Sarah and E.A. Howey House	2713-2827 NW ORCHARD AVE
F.L. and Elizabeth Robinson House	40 NW 27TH ST

RESOLUTION No. 08-01
FOR THE PURPOSE OF ADOPTING AN ADDENDUM TO THE
CORVALLIS AREA METROPOLITAN TRANSPORTATION PLAN: DESTINATION 2030

WHEREAS, the Governor of the State of Oregon and the US Department of Transportation, pursuant to USC 23 §123 & 450, have designated representatives of Benton County, the cities of Corvallis, Philomath and Adair Village and the Oregon Department of Transportation as the Corvallis Area Metropolitan Planning Organization (CAMPO) to carryout the requirements of the Metropolitan Transportation Planning Process, and;

WHEREAS, per 23 CFR, §450.322, the Metropolitan Transportation Planning Process shall include the development of a transportation plan addressing at least a twenty-year planning horizon, and;

WHEREAS, the CAMPO's Policy Board adopted the Corvallis Area Metropolitan Transportation Plan: Destination 2030 on September 29, 2006, pursuant to the requirements of 23 CFR §450.322, and in cooperation with local governments in the Corvallis Urbanized Area, and;

WHEREAS, the new Transportation Act titled "Safe, Accountable, Flexible and Efficient Transportation Efficiency Act-A Legacy for Users (SAFETEA-LU) increased the requirements of the Metropolitan Transportation Planning Process;

WHEREAS, the CAMPO's Corvallis Area Metropolitan Transportation Plan upon its adoption was not in full compliance with the additional requirements of SAFETEA-LU;

WHEREAS, CAMPO has developed an Addendum to the Corvallis Area Metropolitan Transportation Plan: Destination 2030 to address the requirements of SAFETEA-LU;

WHEREAS, the Addendum document was made available to the public for comments and a public meeting was held on its adoption;

NOW, THEREFORE, BE IT RESOLVED, that the CAMPO's Policy Board adopts the Addendum to the Transportation Plan as an integral part of the Corvallis Area Metropolitan Transportation Plan: Destination 2030.

Dated this 20th day of July 2007

APPROVED:

By: _____
Ken Schaudt, Chair
 Corvallis Area MPO

ATTESTED:

By: _____
Ali Bonakdar, Director
 Corvallis Area MPO



CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION

301 SW 4th Street, Suite 140 • Corvallis, Oregon 97333

Phone: 541-758-1911 • Fax: 541-758-3127

www.corvallisareampo.org

Memorandum

To: CAMPO's Policy Board
From: Ali Bonakdar, Director
Date: July 13, 2007
Re: **Amendment to the FY06-09 Transportation Improvement Program (TIP)**

Requested Action

Approve an amendment to the FY06-09 TIP to include the newly developed transit projects.

Background

In 2005 the Policy Board adopted the FY06-09 Corvallis Area Transportation Improvement Program that was incorporated into the FY06-09 Statewide Transportation Improvement Program (STIP). New transit projects have recently been developed that must be included in the TIP, per a requisite of receiving federal funds.

The Corvallis Area MPO adopted its FY08-11 TIP last month. A reason for not including these projects in the new TIP/STIP is that the US DOT will not approve the new documents before November 2007 and the transit projects could not await this schedule. As such, they are being added to the adopted FY06-09 TIP and STIP.

Status

The following transit projects must be added to the FY06-09 TIP for funding purposes:

1. City of Corvallis Job Access Reverse Commute (JARC) Project. 2007 for \$637,070.
2. City of Corvallis ADA Bus Stop and Pedestrian Accessibility Project, 2007 for \$111,445.
3. Philomath Connector Bus Replacement Project, 2007 for \$116,699
4. Benton County New Freedom Project, 2007 for \$203,806
5. Benton County Operation Project, 2007 for \$290,000
6. Benton County Vehicle Purchase and Preventive Maintenance Project, 2007 for \$149,600.
7. OSU Innovations Project, 2007 for \$118,943.