

I. Introduction

A. Purpose

The purpose of this transportation plan is to devise strategies and outline a path to help the Corvallis Metropolitan Area achieve its vision and goals for a future transportation system. The plan is intended to direct the future infrastructure developments in a manner that is closely aligned with the lifestyle and the values of the community. It outlines the area's transportation priority projects and policies and provides a blue print for orderly allocation of scarce resources. Additionally, it serves as the requisite document for the flow of federal transportation funds to the area.

B. Leading Agency

The Corvallis Area Metropolitan Planning Organization (CAMPO) is an association of local governments made up of representatives of Benton County, the cities of Corvallis, Philomath and Adair Village and the Oregon Department of Transportation (ODOT). CAMPO was designated a Metropolitan Planning Organization (MPO) by the Oregon Governor in December 2002 to carryout the federal requirements of the Metropolitan Transportation Planning Process in the Corvallis Urbanized Area.

In 2002, the US Census Bureau declared that the population of the City of Corvallis and its densely developed surrounding areas had reached 54,229. Urban areas with a population of 50,000 are called Urbanized Areas (Fig. I-1) and are required to form an MPO such as CAMPO (US Code, Title 23).

One of the major responsibilities of CAMPO is to develop a regional transportation plan for the Corvallis Urbanized Area. The adoption of the transportation plan is a prerequisite for receiving federal funds for the Corvallis Urbanized Area's transportation projects.

C. Development Process

The *Corvallis Area Metropolitan Transportation Plan: Destination 2030* was developed through coordination among local governments, the Oregon Department of Transportation (ODOT), citizens, stakeholders and special interest groups in the Corvallis Urbanized Area. The Plan is intended to comply with all state and federal requirements applicable to the development of regional transportation plans.

The development process of the plan is depicted in Figure I-2. It began with establishing a vision and goals for the future transportation system of the Planning Area. Information on the existing condition of the transportation system was gathered and reviewed and five transportation system alternatives were developed and evaluated. This led to the formation of a preferred alternative that was deemed to most closely align with the Area's vision and goals. The projects and policies recommended in this plan are within the framework of the Preferred Alternative.

The development of the Plan involved three cohesive and integrated tracks: a public participation and input process, technical analysis, and the directives of the CAMPO Policy Board. The role of the public and the agency's efforts to engage the public in the development of the Plan are described in Section III-Public Involvement.

The technical track involved the work of CAMPO's Technical Advisory Committee, comprised of the public works and transportation staff of the member jurisdictions, staff of CAMPO, Cascades West Council of Governments, and ODOT. Transportation planning and engineering consultants were also employed to gather and analyze data on the existing transportation system. The ODOT modeling section also developed and forecasted future transportation scenarios. The resulting technical work was prepared for review by the public and the elected officials. An array of transportation planning techniques was used to satisfy both the needs of the public as well as federal and state requirements.

Finally, the CAMPO Policy Board steered the development of the plan at the policy level. According to federal rules, the adoption of the plan by the MPO Policy Board constitutes the approval of a transportation plan for the Corvallis Urbanized Area.

D. Planning Area

CAMPO's Planning Area is a slightly expanded Corvallis Urbanized Area as defined by the 2000 US Census (Figure I-1). It is mostly stretched along OR 99W, from the Corvallis Municipal Airport in the south to Adair Village in the north. The Willamette River forms the eastern boundary of the Planning Area. The east-west expanse of the area is extended along US 20/OR 34 to the west of City of Philomath, where US 20 and OR 34 detach.

The Planning area includes the entire cities of Corvallis, Philomath and Adair Village and their Urban Growth Boundaries, as well as the parts of Benton County that are in between these cities.

E. Document Structure

This introduction forms Section I of the document. Section II describes the federal and state regulatory framework within which the plan was developed and Section III states the Plan's Vision and Goals. Section IV provides detail on the public involvement process. Sections V and VI describe the Planning Area and the elements of the existing transportation system in the area. Section VII presents the alternatives considered for meeting the goals of the plan. Section VIII includes the recommendations of the plan. A glossary of acronyms and the appendices of the Plan follow the main body of the document.

Figure I-1

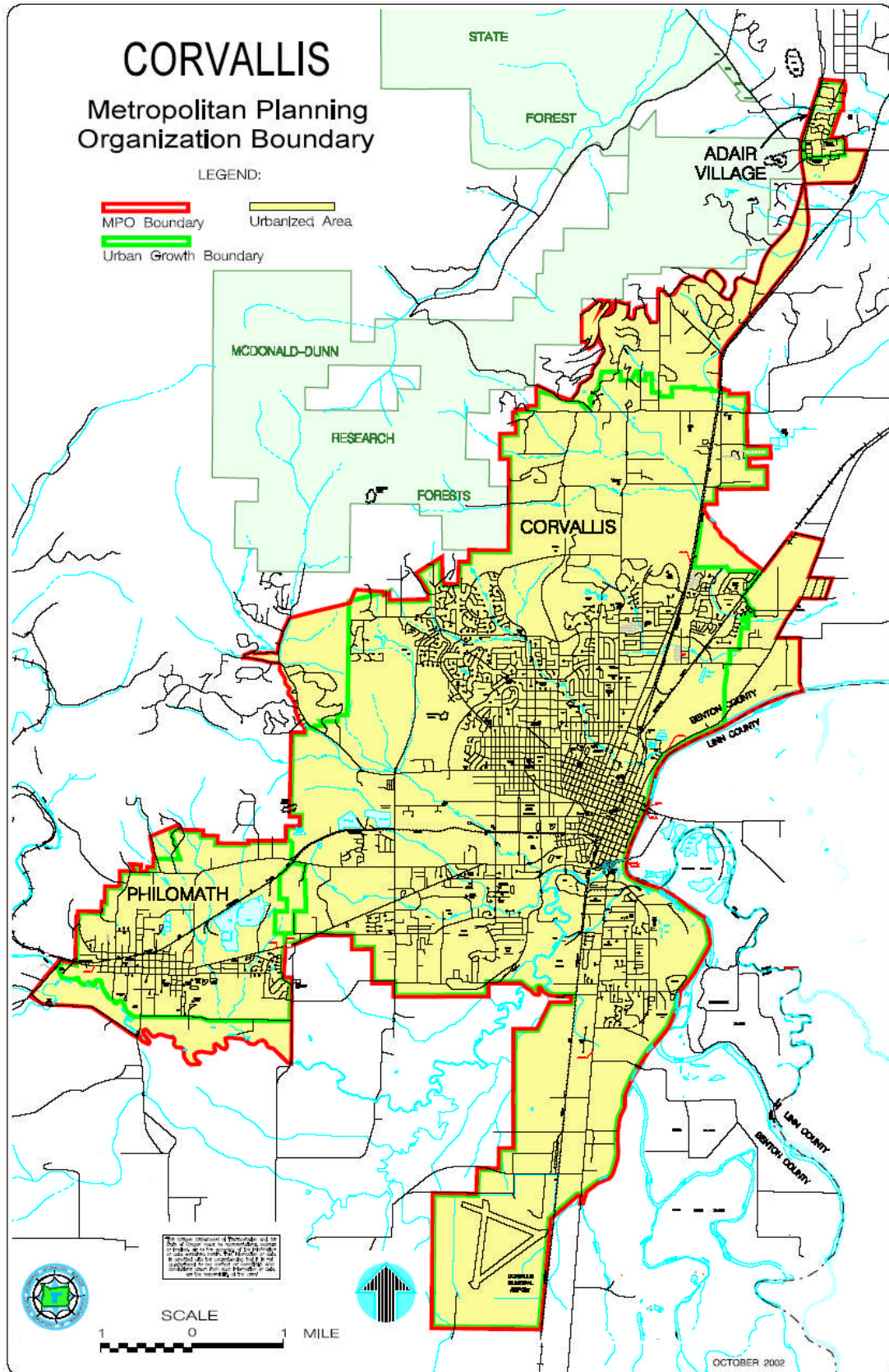


Figure I-2
Corvallis Area Metropolitan Transportation Plan: Destination 2030
Schematic Development Process

