

# **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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## 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 SAFETEA-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 State<sup>1</sup>. Some notable work of local governments on the environmental issues is as follows:

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<sup>1</sup> 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.

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Map 2.a	303d List of Streams and Dams (based upon 2002 data)
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Map 3	Brownfields and Hazardous Waste Sites
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Additionally, the Environmental Consideration section includes demonstration of compliance with requirements of Environmental Justice, Consultation with Resource Agencies and Consultation with Indian Tribes.

## 1) 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 1-2005 Soil Survey (Benton County, Oregon)

Sources: Benton County GIS Department:  
[http://ww2.co.benton.or.us/irm/gis/gisdata/Natural\\_Features/](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/>

### 2.a) 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 2.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](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>

## **2.b) 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 2.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](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>

### 3) 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 3-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>

#### **4) 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 Maps:

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

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

4.c-Sensitive Vegetation & Wildlife Habitat Connection Areas

4.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>

## 5) 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 5-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>

## **6) 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 6-Flood Plains

Source: Benton County GIS Department:  
[http://ww2.co.benton.or.us/irm/gis/gisdata/Natural\\_Features/](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>

## **7) 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 7-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>

## **8) 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.

<b>Name</b>	<b>Address</b>	<b>City</b>
Soap Creek School	37465 Soap Creek Rd	Adair Village vicinity
Avery-Helm Historic District	[District]	Corvallis
Benton County Courthouse	120 NW 4th St	Corvallis
Benton County State Bank Building	143 SW 2nd St	Corvallis
Benton Hotel	408-412 SW Monroe	Corvallis
Bexell, John, House	3009 NW Van Buren Ave	Corvallis
Bosworth, Dr Ralph Lyman, House	833 NW Buchanan	Corvallis
Bryson, J R , House	242 NW 7th	Corvallis
Burnap-Rickard House	518 SW 3rd St	Corvallis
Caton, Jesse H, House	602 NW 4th	Corvallis
College Hill West Historic District	[District]	Corvallis
Corvallis Hotel (Pref, Not Historic)	201-211 SW 2nd St	Corvallis
Crystal Lake Cemetery	1945 SE Crystal Lake	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
First Congregational Church	760 SW Madison Ave	Corvallis
Gaylord, Charles, House	600 NW 7th St	Corvallis
Hadley-Locke House	704 NW 9th St	Corvallis
Helm-Hout House	844 SW 5th St	Corvallis
Julian Hotel	103-107 SW 2nd St	Corvallis
Kappa Alpha Theta Sorority House	145 NW 21st St	Corvallis
Kline, Lewis G, Building	146 SW 2nd St	Corvallis
Kline, Lewis G, House	308 NW 8th St	Corvallis
Lewisburg Hall & Warehouse Company Building	6000 NE Elliott Cir	Corvallis
Pernot, Dr Henry S, House	242 SW 5th St	Corvallis
Pi Beta Phi Sorority House	3002 NW Harrison Blvd	Corvallis
Poultry Building & Incubator House	800 SW Washington Ave	Corvallis

Rickard, Peter, Farmstead	25450 Starr Creek Rd	Corvallis
Schuster, Charles L, House	228 NW 28th	Corvallis
Taylor, George, House	504 NW 6th St	Corvallis
Taylor, Jack, House	806 SW 5th St	Corvallis
Willamette Valley & Coast Railroad Depot	500 SW 7th St	Corvallis
Wilson, James O, House	340 SW 5th St	Corvallis
Woodward, Elias, House	442 NW 4th St	Corvallis
Fiechter, John, House	Finley Wildlife Refuge	Corvallis
Irwin, Richard S, Barn	26280 Finley	Corvallis
Bethers, George W, House	225 N 8th St	Philomath
King, Isaac, House & Barn	Rt 1	Philomath
Philomath College & Landmark	Main St	Philomath
Watson, James & Mary, Farm Barn	23380 Hoskins Rd	Philomath
Watson, James & Mary, Farmstead	23380 Hoskins Rd	Philomath
King, Charles, House	22930 Harris Rd	Philomath

Refer to Maps:

8.a-Historic Sites, Buildings, and Districts

8.b-Historic Sites Intersecting with RTP Projects

8.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](http://www.cr.nps.gov/local-law/FHPL_DOTAct.pdf)

Oregon National Register List

[http://www.oregon.gov/OPRD/HCD/NATREG/docs/oregon\\_nr\\_list.pdf](http://www.oregon.gov/OPRD/HCD/NATREG/docs/oregon_nr_list.pdf)

## 9) 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:

- 9.a-Natural Features Inventory
- 9.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](mailto:karlene@greenbeltlandtrust.org)

## **10) 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 10-Natural Hazard Areas

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

## **11) 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 11-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/>

## **12) 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 12-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](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>

## **13) 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 13-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>

#### **14) 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 14-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>

### **15.a) 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.

### 15.b) 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:

15.a-Wetland Inventory, and

15.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](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>

### 16) 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 16-Willamette River Greenway

Source: Benton County Comprehensive Plan, Goal 15

[http://www.co.benton.or.us/cd/planning/documents/CP\\_goal\\_15.pdf](http://www.co.benton.or.us/cd/planning/documents/CP_goal_15.pdf) ;  
<ftp://ftp.ci.corvallis.or.us/pw/gis/Planning/>

### **17) 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](http://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](http://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 geographic 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:

17.a-Environmental Justice: Minorities;

17.b-Environmental Justice: Poverty;

17.c-Environmental Justice: Poverty At or Below Oregon Poverty Level

17.d-Environmental Justice: Severe Poverty At or Below \$14,999/yr

## 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 Maps 4.a and 4.d

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 4.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.

The extended communication and consultation with the staff of the office of Fish and Wildlife and the staff of the ODFW resulted in the development of additional maps and making corrections to some of the habitat and ESA maps. The additional maps and corrections satisfied the comments these agencies provided through the consultation process.

### 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. There are, however, two federally recognized Indian tribes within 50 miles radius of the MPO boundaries. These are the Confederated Indian Tribes of Siletz Indians located in Lincoln County (50 miles to the west) and the Confederated Indian Tribes of Grand Ronde located in Polk County (40 miles to the north). The MPO contacted the two Tribes and inquired about any tribal interest within the MPO boundaries. The preliminary response from the Siletz Tribes indicates that there might be some cemetery or relics within the area. Additional communication with tribal officials will be pursued.

The site of the City of Corvallis 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, the 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). Priorities of the transit system are utilization of additional security devices, preferential treatment of buses at signalized intersections and automated fare collection technologies.

### 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 “*provide for consideration of projects and strategies that will increase the security of the transportation system for motorized and non-motorized uses*” [49 USC 5303(h)(1)(C) and 23 USC 134(h)(1)(C)]. The Act identified Safety and Security as separate items to be considered in both metropolitan and statewide planning process.

Transportation security planning involves measures that reduce the possibility of inflicting damages to transportation facilities and its users, as well those that are intended to reinstate operation services immediately following a disaster.

The role of the MPO is to identify activities that can be incorporated into the transportation planning process. The MPO can also coordinate these activities among the various agencies, since no one agency is solely responsible for all aspects of security planning in the area. In this role, the MPO must demonstrate that preventive and mitigation plans for the area have been or are being developed by other agencies.

Depending on geography and the presence of critical assets, security planning can vary from one planning area to another. In developing security measures for the Corvallis MPO Planning Area, it would be prudent to adopt the most feasible and effective measures that are commensurate with the characteristics of this area.

### Transportation Security Planning Process

The Corvallis Planning Area Transportation Security Plan was developed through the following process:

1. Establish Goal and Objectives
2. Review Existing Resources
3. Identify Critical Assets
4. Identify Possible Disasters
5. Recommend Actions
6. Coordinate Implementation Plan

These steps are explained below.

#### 1. Goal and Objectives

The goal of this effort is twofold:

- a. **To protect our transportation system assets and its users from any malicious action, and:**
- b. **To provide for the efficient functioning of our transportation system immediately after any natural or human-caused disaster.**

The objectives of this effort are:

- To protect transportation users life safety.
- To secure transportation infrastructure and facilities.
- To develop capability for the resumption of transportation operation services following any disasters.
- To coordinate security and mitigation measures among all agencies involved.

## **2. Review Existing Resources**

There are extensive resources on emergency and security management developed by the United States Department of Homeland Security (USDHS) as well as those by the State of Oregon and the local governments in the MPO Area. Benton County and the City of Corvallis have standing committees that have established processes and developed documents for managing emergencies. The following are some examples of efforts that are most relevant to the above goals and objectives:

- **National Resources.** USDHS and the National Emergency Management Agency provide extensive resources for the security of the nation's critical assets. Some of the most relevant to our purpose are:
  - i. National Infrastructure Protection Plan, June 2006.
  - ii. Transportation System Critical Infrastructure Protection Plan, 2006.
  - iii. Managing the Emergency Consequences of Terrorist Incidents, Interim Planning Guide for State and Local Governments, by the Federal Emergency Management Agency (FEMA), July 2002.
- **State of Oregon Resources Oregon Emergency Response System**
  - i. State of Oregon Emergency Response System. The purpose of the Oregon Emergency Response System (OERS) is to coordinate and manage state resources in response to natural and technological emergencies and civil unrest involving multi-jurisdictional cooperation between all levels of government and the private sector. Some more relevant publications of the OERS are:
    - Emergency Operation Plan
    - Natural Hazards Mitigation Plan
    - Disaster Recovery Assistance Guidebook
    - Emergency Declaration Guidelines for Elected and Appointed Officials
    - Employee and Family Disaster Preparedness Guide

Additionally the OERS has extensive publications on Emergency preparedness procedures and techniques.

- ii. Oregon Department of Transportation (ODOT). ODOT's Bridge Design and Drafting Manual was developed in 2004 and revised in April 2007 with an added chapter on "Bridge Security Design Considerations".
- iii. Oregon Transportation Plan (OTP) Update. The update to OTP includes a chapter on Transportation Security.
- **Benton County Emergency Management Council.** Made up of representatives of governments and private sector in Benton County, the Emergency Management Council's mission is to:
  - i. Determine hazards, vulnerabilities and risks;
  - ii. Increase public awareness of hazard risks;
  - iii. Educate and train all segments of the community on mitigation and preparedness options;
  - iv. Seek creative funding strategies which leverage available resources;
  - v. Enhance emergency response and recovery capabilities, and:
  - vi. Implement aggressive mitigation strategies to reduce or eliminate risk.
- **Benton County Emergency Operation Plan.** Adopted in March 2007, the Benton County Emergency Operation Plan provides policies and procedures for managing emergencies in Benton County. It is intended to :
  - i. Minimize personal injury or property damage resulting from the occurrence of an emergency
  - ii. Provide all participants that enter the event with a common expectation regarding roles and responsibilities.
  - iii. Describe who and what the roles/responsibilities of various County agencies/departments are in the response to events.
  - iv. Maximize use and integration of resources in incident prevention, preparedness, response and recovery.
  - v. Provide guidance for the emergency activities of political subdivisions and citizens within Benton County

In addressing all aspects of emergency management, the Plan includes a section on transportation that lays out procedures for transporting people, supplies and material during emergency responses.

- **Multi-Hazard Mitigation Plan for Benton County.** This Mitigation Plan was adopted in January 2006. It addresses floods, winter storms, landslides, fires, volcanic hazard, dam safety, hazmat incidents and terrorism. Chapter 13 of the Plan addresses disruption of transportation and utilities. The goals of the Plan are to:
  - i. Reduce the threat to life safety;
  - ii. Protect critical facilities and enhance emergency and essential services;
  - iii. Reduce the threat to property;
  - iv. Create a disaster resistant and disaster resilient economy;
  - v. Increase public awareness, education, outreach and partnership;
  
- **Benton County Crisis Response Team.** The Crisis Response Team provides stress management services to individuals, groups and organizations to lessen the immediate and long-term adverse effects of a crisis.
  
- **Disaster Preparedness for You and Your Household.** This 20-page booklet provides guidelines for the public in preparing for possible emergencies or disasters. The booklet is also available in Spanish.
  
- **Cities of Corvallis and Philomath Preparedness Web Pages.** The Cities of Corvallis and Philomath maintain web pages that provide guidelines to the public on emergency management. These are:
  
- [http://www.ci.corvallis.or.us/index.php?option=com\\_content&task=view&id=111&Itemid=71](http://www.ci.corvallis.or.us/index.php?option=com_content&task=view&id=111&Itemid=71), and  
<http://www.ci.philomath.or.us/Emergency%20Prep/emergency%20prep.htm>

The City of Corvallis has Emergency Operation Plan (EOP) that places the Corvallis Public Works Department as the lead agency for decisions during a flooding in Corvallis.

### 3. Identification of Critical Assets

Security programs are developed to protect critical assets and its users from any disastrous incidents. Although there are important private and governmental critical assets in the Planning Area, this process focuses solely on the area's critical transportation assets.

- i. Transportation Infrastructure (Roads and Bridges)
- ii. Transportation Facilities (Airport, Depots, Parking)
- iii. Public Transportation (Buses, Bus Facility and Transit Center)
- iv. Railroad Assets

### 4. Identify Possible Disasters

It is difficult to identify all possible disasters that would damage transportation system facilities and interrupt operation services. For this purpose, the most likely known disasters are categorized into natural and human-caused. While some of these disasters may happen outside of

the MPO Planning area, their impacts on our transportation and other resources could be severe. Below is a list of some of the most known disasters:

**Most Likely Disasters**

Natural	Human-caused
Floods	Bomb Threat
Earthquake	Explosions
Tsunami (impacts)	Hazard Spill
Weather-Related Events	Terrorism
Landslides	Bridge Collapse
Fires	Flu Pandemic
Volcanic Hazard	Food /Water Contamination
Dam Break	Computer Hacking

**5. Recommend Actions**

Recommended actions are measures devised to: a) provide for the security of the transportation system and its users, and; b) mobilize/reinstate the functioning of the transportation services during and following a disaster.

**A. Security Measures.** In providing for the security of the transportation system, the Department of Homeland Security recommends using the 4-D approach - Deter, Detect, Defend and Design.

The object of deterrence is to reduce the possibility of inflicting damages to the transportation system and its users. Local governments can implement the following measures to deter malicious actions against their critical transportation assets, when necessary:

- Conduct a test of vulnerability of the critical transportation assets;
- Randomly monitor and inspect critical assets for the possibility of malicious acts;
- Maintain a “standoff zone” around critical bridges or other transportation facilities.

Detection is about maintaining a vigilant mind on the possibility of threat to the transportation. Local governments can take the following measures to detect any possible threat to the transportation system:

- Increase the use of Intelligent Transportation System (ITS) technology in surveillance and monitoring of the critical transportation assets;
- Establish regular reports on the condition of transportation facilities and schedule regular maintenance of the facilities

Defending the security of transportation infrastructure is mainly the job of law enforcement and the national security agencies.

Design refers to a specific approach in the design of critical infrastructure that lessens the vulnerability of the structures to any malicious act. Transportation agencies can utilize design as

a means of securing the transportation system. In recent years a substantial amount of guidelines have been developed on structural designs that enhance security.

## **B. Mitigation Measures**

Mitigation is defined as actions that are taken before or after an emergency to eliminate or reduce the long-term risk to human life and property. Mitigation in this context is a multifaceted process that includes development of:

- Preparedness plans – actions to train, exercise, identify resource and lay out procedures for emergency decisions;
- Response - actions to be taken before, during and after the occurrence of a disaster;
- Recovery - actions to minimize the impacts of disasters on services as well as those that mobilize resources to mitigate the situation.

The county and cities' emergency management offices are well equipped for responding to these incidents. The Benton County Emergency Management has produced significant preparedness plans and procedures for managing the impacts of a wide range of disasters. Several of these publications include recommendations for the fleet and procedures for transporting affected public during emergencies (See P.3 of this Chapter).

Transportation measures that are recommended here are those that would help to facilitate emergency movement of residents within and out of the Planning Area. The most reasonably anticipated of these movements would be:

- Identification of all Life Line Routes, i.e. to the regional medical centers (Good Samaritan and Corvallis Clinic);
- Prioritization of maintenance of Life Line Routes
- Rapid departure from OSU athletic facilities;
- Mass evacuation of the area;

The 1996 City of Corvallis Transportation System Plan includes recommendations to improve Life Line Routes for managing emergencies. The County publications, as noted above, provide procedures for managing a wide range of disasters. In addition to these recommendations, the importance of the following measures should be emphasized:

- Coordination of operation among local and state transportation agencies, law enforcement, emergency management and medical institutions;
- Mapping out the paths for each of the above mentioned movements to identify and mitigate possible impediments;
- Synchronization of traffic lights or any other measures that would facilitate the flow;
- Identification of the potential capacity of the transportation system;
- Mobilization of incident response units.

## 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. Ex Officio Participation.** Ex Officio members of the TAC receive all notices, agendas and minutes of the TAC meetings and are consulted with as issues within their expertise arise.

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

**5. 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.
- Meet the Federal Transportation Administration’s Program of Projects (POP) criteria.

### 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](http://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
NOAA-FMS	National Oceanic and Atmospheric Administration Fish and Marine Service
OAR	Oregon Administrative Rule
ODFW	Oregon Department of Fish and Wildlife
ODOT	Oregon Department of Transportation
OSU	Oregon State University

Regional Highways	Provides connections and links to regional centers, statewide or interstate highways, or economic or activity centers of regional significance.
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 Resources within the Corvallis UGB, as identified by the Historic Advisory Board's Historic Resource Survey

With grants from the State, the City of Corvallis surveys historical properties for the Historic Preservation Advisory Board, (HPAB) to review. These historic resource survey forms are prepared in conformance with State and Federal standards, and generally include a photograph of the resource, the style and history of the structure, history of previous residents, a statement of significance, a site plan of the resource and a location map. Below is a listing of the historic properties surveyed by the Corvallis HPAB.

Source:

<http://www.ci.corvallis.or.us/index.php?option=content&task=view&id=857&Itemid=1299>

Property Name	Address	Location
1 William & Sabra McLagan House	2856 NW Van Buren Ave	Downtown Corvallis
2 E.L. & Vera Getz House	2801 NW Arnold Way	Downtown Corvallis
3 Rodney & Lucile Whitmore House	2769 NW Arnold Way	Downtown Corvallis
4 Corvallis General Hospital	2750 NW Harrison Blvd	Downtown Corvallis
5 Elwood & Blanche Smith House	2745 NW Arnold Way	Downtown Corvallis
6 H.B. & Jeannie Auld House	2731 NW Arnold Way	Downtown Corvallis
7 Eugene & Erma Robinson House	2725 NW Arnold Way	Downtown Corvallis
8 Steinmacher Rental	2719 NW Arnold Way	Downtown Corvallis
9 H.R. & Frank Patterson House	2713 NW Arnold Way	Downtown Corvallis
10 FelberbaumStiner House	2707 NW Arnold Way	Downtown Corvallis
11 Moss & Ida King House	2677 NW Arnold Way	Downtown Corvallis
12 U.G. & Ida Dubach House	2657-2661 NW Van Buren Ave	Downtown Corvallis
13 Alpha Gamma Delta Sorority House	360 NW 26th St	Downtown Corvallis
14 Theta Chi Fraternity House	361 NW 26th St	Downtown Corvallis
15 Kappa Sigma Fraternity House	354 NW 25th St	Downtown Corvallis
16 Phi Gamma Delta Fraternity House	348 NW 25th St	Downtown Corvallis
17 Alpha Tau Omega Fraternity House	309 NW 26th St	Downtown Corvallis
18 Alpha Chi Rho Fraternity House	312 NW 25th St	Downtown Corvallis
19 Sigma Kappa Sorority House	231 NW 26th St	Downtown Corvallis
20 Ava Milam House 127	129 NW 26th St	Downtown Corvallis
21 Schneider's Fountain	2541 NW Monroe Ave	Downtown Corvallis
22 26th Street Grocery	2535 NW Monroe Ave	Downtown Corvallis
23 College Crest Store	2525 NW Monroe Ave	Downtown Corvallis
24 Arthur & Helen Clarke House	204 NW 27th St	Downtown Corvallis
25 W.A. & Lillian Jensen House	2700 NW Arnold Way	Downtown Corvallis
26 Howard & Laura Barss House	2716 NW Arnold Way	Downtown Corvallis
27 W.L. & Mabel Powers House	2730-2734 NW Arnold Way	Downtown Corvallis
28 M.H. & Jettie H. Allen House	221-225 NW 28th St	Downtown Corvallis
29 Edna Tibbits Seamons House	219 NW 28th St	Downtown Corvallis
30 Frederick & Fern Price House	2723 NW Jackson Ave	Downtown Corvallis

31 James Hynd Rental	2735 NW Jackson Ave	Downtown Corvallis
32 Helen Brooks Johnson House	2807-2809 NW Jackson Ave	Downtown Corvallis
33 Settlemier/Thompson House	212 NW 28th St	Downtown Corvallis
34 D.D. & Emma Berman House	218 NW 28th St	Downtown Corvallis
35 Schuster House	228 NW 28th St	Downtown Corvallis
36 Edith McLean House	236 NW 28th St	Downtown Corvallis
37 Nora Hamlin House	242 NW 28th St	Downtown Corvallis
38 Oran & Charlotte Nelson House	250 NW 28th St	Downtown Corvallis
39 Realto & Erma Weatherford House	304 NW 28th St	Downtown Corvallis
40 J.W. & Harriet Wilt House	312 NW 28th St	Downtown Corvallis
41 Chi Omega Sorority/Acacia Fraternity	2857 NW Van Buren Ave	Downtown Corvallis
42 Iona Locke House	227 NW 29th St	Downtown Corvallis
43 Hillside	2127 NW Monroe Ave	Downtown Corvallis
44 Bryerly	2129 NW Monroe Ave	Downtown Corvallis
45 Westminster House	101-115 NW 23rd St	Downtown Corvallis
46 Magruder House	2323 NW Monroe Ave	Downtown Corvallis
47 J.W. & Cora Morgan House	120 NW 23rd St	Downtown Corvallis
48 Dr. Anderson's Surgical Hospital	2406 NW Jackson Ave	Downtown Corvallis
49 Delta Upsilon Fraternity House	235 NW 25th St	Downtown Corvallis
50 George W. Peavy House	210 NW 23rd St	Downtown Corvallis
51 Eunice Courtright House	327-331 NW 25th St	Downtown Corvallis
52 James & Irene Shaw House	335-339 NW 25th St	Downtown Corvallis
53 Delta Zeta Sorority House	2311 NW Van Buren Ave	Downtown Corvallis
54 T.J. Starker House	320 NW 23rd St	Downtown Corvallis
55 Alpha Xi Delta Sorority	330 NW 23rd St	Downtown Corvallis
56 L.B. Courtney House	330 NW 21st St	Downtown Corvallis
57 Ira & Sadie Allison House	2310 NW Harrison Blvd	Downtown Corvallis
58 Grant & Leta Feikert House	321 NW 23rd St	Downtown Corvallis
59 Permanent Home	2205 NW Van Buren Ave	Downtown Corvallis
60 Frank & Grace Burnap House	341 NW 21st St	Downtown Corvallis
61 Ben & Mary Nichols House	308 NW Kings Blvd	Downtown Corvallis
62 Marie A. Summers House	2015 NW Van Buren Ave	Downtown Corvallis
63 Alvin & Emma Ball House	2019 NW Van Buren Ave	Downtown Corvallis
64 Mrs. M.E. Cummings House	302 NW 21st St	Downtown Corvallis
65 Fred & Mary V. Walker House	246 NW 21st St	Downtown Corvallis
66 O.K. & Maple Beals House	2050 NW Van Buren Ave	Downtown Corvallis
67 Mrs. Maria Porter House	250 NW Kings Blvd	Downtown Corvallis
68 Ralph & Helen Besse House	229 NW 21st St	Downtown Corvallis
69 James Withycombe House	218 NW 21st St	Downtown Corvallis
70 Will & Frieda Taylor House	212-214 NW 21st St	Downtown Corvallis
71 John & Clara Heeszal House	146 NW 21st St	Downtown Corvallis
72 E.A. & Grace Schweining House	204 NW Kings Blvd	Downtown Corvallis
73 Avondale Apartments	204 NW 17th St	Downtown Corvallis
74 Zion Evangelical Lutheran Parsonage	1655 NW Monroe Ave	Downtown Corvallis
75 William Mittlestadt House	227 NW 17th St	Downtown Corvallis
76 Earl & Golda Canfield House	211 NW 16th St	Downtown Corvallis
77 C.L. Gentry Building	1555-1557 NW Monroe Ave	Downtown Corvallis
78 Campus Drug Store	1501 NW Monroe Ave	Downtown Corvallis

79 John Gortmaker House	114 NW 15th St	Downtown Corvallis
80 DeArmond/Williams House	132 NW 15th St	Downtown Corvallis
81 James Stewart Fraternity Rental	242 NW 15th St	Downtown Corvallis
82 John & Mary Whittemore House	219 NW 15th St	Downtown Corvallis
83 Theta Xi Fraternity House	1460 NW Van Buren Ave	Downtown Corvallis
84 Mrs. Lula Howard House	144 NW 14th St	Downtown Corvallis
85 Unknown	149 NW 14th St	Downtown Corvallis
86 Phi Sigma Kappa Fraternity	209 NW 14th St	Downtown Corvallis
87 HowardSmith Rental	230 NW 13th St	Downtown Corvallis
88 Phi Delta Theta Fraternity	120 NW 13th St	Downtown Corvallis
89 Omega Upsilon (Delta Tau Delta) Fraternity	127 NW 13th St	Downtown Corvallis
90 HayKienle Rental	153 NW 13th St	Downtown Corvallis
91 Theta Delta Nu (Delta Chi) Fraternity	203 NW 13th St	Downtown Corvallis
92 ArpkeSolberg House	120 NW 12th St	Downtown Corvallis
93 Shupe House	130 NW 12th St	Downtown Corvallis
94 Hay Apartments	146 NW 12th St	Downtown Corvallis
95 Unknown	234-236 NW 12th St	Downtown Corvallis
96 Pool House	245 NW 12th St	Downtown Corvallis
97 Margaret Shupe Duplex	210-214 NW 11th St	Downtown Corvallis
98 J.D. Hughson House	202 NW 11th St	Downtown Corvallis
99 First Methodist Episcopal Church	1165 NW Monroe Ave	Downtown Corvallis
100 PutnamTaylor House	434 NW 18th St	Downtown Corvallis
101 LaddHornerShaner Rental House	445 NW 18th St	Downtown Corvallis
102 Lance House	446 NW 16th St	Downtown Corvallis
103 Church of Christ	444 NW 15th St	Downtown Corvallis
104 Howard House	430-432 NW 15th St	Downtown Corvallis
105 Morgan House	342-344 NW 16th St	Downtown Corvallis
106 BullisWood House	1463 NW Van Buren Ave	Downtown Corvallis
107 Reader House	437 NW 14th St	Downtown Corvallis
108 Swain Court	401-405 NW 14th St	Downtown Corvallis
109 McCaustlandMoore House	406 NW 13th St	Downtown Corvallis
Tau Delta (Chi Phi) Fraternity/Kappa Kappa		
110 Gamma	1335 NW Van Buren Ave	Downtown Corvallis
111 JordanHarding Rental House	403 NW 13th St	Downtown Corvallis
112 Unknown	321 NW 13th St	Downtown Corvallis
113 CadyThurber Rental House	302 NW 12th St	Downtown Corvallis
114 LeeperFlook House	318 NW 12th St	Downtown Corvallis
115 ArmstrongCady Duplex	334-336 NW 12th St	Downtown Corvallis
116 Fairview Apartments/Fairview House Coop	315-319 NW 12th St	Downtown Corvallis
117 BlakesleeCovellHelm House	335 NW 12th St	Downtown Corvallis
118 Wrigglesworth House	416 NW 12th St	Downtown Corvallis
119 HaenelSchubert Boarding House	419 NW 12th St	Downtown Corvallis
120 Wells House	440 NW 11th St	Downtown Corvallis
121 JenningsThompson House	539 NW 17th St	Downtown Corvallis
122 HuffHenderson Rental	504 NW 15th St	Downtown Corvallis
123 Becker House	540 NW 14th St	Downtown Corvallis
124 Holstrom House	1363 NW Tyler Ave	Downtown Corvallis
125 Taylor House	500 NW 13th St	Downtown Corvallis

126 W.W. & Alice Ryder House	621 NW 14th St	Downtown Corvallis
127 Edward & Mellie May Ryder House	637 NW 14th St	Downtown Corvallis
128 Ryder Rental House	602 NW 13th St	Downtown Corvallis
129 Mary Watts House	728 NW 12th St	Downtown Corvallis
130 Tillie Read (Boatman) House	711 NW 13th St	Downtown Corvallis
131 Sarah Bevens House	633 NW 13th St	Downtown Corvallis
132 JohnsonSheppardHardy House	528 NW 12th St	Downtown Corvallis
133 Unknown	519 NW 13th St	Downtown Corvallis
134 Archibald House	505 NW 12th St	Downtown Corvallis
135 Tucker House	520 NW 11th St	Downtown Corvallis
136 Gamma Iota Sorority	530 NW 11th St	Downtown Corvallis
137 Buchanan House	505 NW 11th St	Downtown Corvallis
138 Maxfield House	519-521 NW 11th St	Downtown Corvallis
139 Wilkes House/Caroline Apartments	527-529 NW 11th St	Downtown Corvallis
140 FlintCramer House	1161-1163 NW Polk Ave	Downtown Corvallis
141 AdamsHanshew House	604 NW 11th St	Downtown Corvallis
142 SwansonHawleyDodge House	1009 NW Polk Ave	Downtown Corvallis
143 EmryWilt House	627 NW 12th St	Downtown Corvallis
144 TaylorBellmar House	624-630 NW 11th St	Downtown Corvallis
145 Merle Moore House	635 NW 11th St	Downtown Corvallis
146 OregonCorvallis Hatchery	701-707 NW 11th St	Downtown Corvallis
147 MinorAllen House	808 NW 11th St	Downtown Corvallis
148 Unknown	619 NW 10th St	Downtown Corvallis
149 HadleyMcFadden House	624 NW 9th St	Downtown Corvallis
150 HadleyLocke House	704 NW 9th St	Downtown Corvallis
151 Washington School	630 NW 7th St	Downtown Corvallis
152 Charles Gaylord House	600 NW 7th St	Downtown Corvallis
153 Robert Holroyd House	544 NW 7th St	Downtown Corvallis
154 Wuestefeld House	510 NW 7th St	Downtown Corvallis
155 Wuestefeld House	504 NW 7th St	Downtown Corvallis
156 SchultzDryden House	445 NW 8th St	Downtown Corvallis
157 Lucy Francisco House	663 NW Tyler Ave	Downtown Corvallis
158 George Taylor House	504 NW 6th St	Downtown Corvallis
159 R.E. Gibson House	440 NW 6th St	Downtown Corvallis
160 Charles E. Peterson House	420 NW 6th St	Downtown Corvallis
161 Benjamin Biddle House	406 NW 6th St	Downtown Corvallis
162 Frederic Berchtold House	560 NW Tyler Ave	Downtown Corvallis
163 WoodwardGellately House	442 NW 4th St	Downtown Corvallis
164 William G. Lane House	435 NW 4th St	Downtown Corvallis
165 James C. Taylor House	510 NW 3rd St	Downtown Corvallis
166 Jesse H. Caton House	602 NW 4th St	Downtown Corvallis
167 Peter Polly House	641 NW 4th St	Downtown Corvallis
168 Stewart House	618 NW 2nd St	Downtown Corvallis
169 Union Depot/Southern Pacific Railroad Station	603 NW 2nd St	Downtown Corvallis
170 William Mackay House	253 NW Tyler Ave	Downtown Corvallis
171 Levi Henkle House	502 NW 2nd St	Downtown Corvallis
172 MinorKempin House	442 NW 2nd St	Downtown Corvallis
173 Fruitt House	434 NW 2nd St	Downtown Corvallis

174 Crees House	445 NW 11th St	Downtown Corvallis
175 Brown House	402 NW 10th St	Downtown Corvallis
176 GoveJordan House	345 NW 11th St	Downtown Corvallis
177 HandyLaffertyCrowhurst House	327 NW 11th St	Downtown Corvallis
178 McLennanZigler House	313 NW 11th St	Downtown Corvallis
179 UnderwoodHandy House	231 NW 11th St	Downtown Corvallis
180 Cascade Club/Gamma Nu Fraternity	227 NW 11th St	Downtown Corvallis
181 Hayden Club Fraternity/Alpha Rho Sorority	205 NW 11th St	Downtown Corvallis
182 MontgomeryCopson House	147 NW 11th St	Downtown Corvallis
183 Sigma Nu Fraternity	143 NW 10th St	Downtown Corvallis
184 Wilder Apartments	963 NW Jackson Ave	Downtown Corvallis
185 Unknown	222 NW 10th St	Downtown Corvallis
186 Lemon House	959-961 NW Van Buren Ave	Downtown Corvallis
187 Strange House	306 NW 10th St	Downtown Corvallis
188 JonesGabel House	320 NW 10th St	Downtown Corvallis
189 SchultzLeeper House	328 NW 10th St	Downtown Corvallis
190 Archie Johnson House	330 NW 9th St	Downtown Corvallis
191 Lewis G. Kline House	308 NW 8th St	Downtown Corvallis
192 J.F. Yates Rental House	323 NW 8th St	Downtown Corvallis
193 Yates House	340 NW 7th St	Downtown Corvallis
194 Spangler House	344 NW 6th St	Downtown Corvallis
195 W.A. Wells House	244 NW 8th St	Downtown Corvallis
196 McElroy House	611 NW Van Buren Ave	Downtown Corvallis
197 William A. Bates House	660 NW Van Buren Ave	Downtown Corvallis
198 Bryson House	242 NW 7th St	Downtown Corvallis
199 Emily Pernot House	222 NW 7th St	Downtown Corvallis
200 Atwood House	214 NW 7th St	Downtown Corvallis
201 Leach House	206 NW 7th St	Downtown Corvallis
202 Kappa Sigma Fraternity House	239 NW 8th St	Downtown Corvallis
203 W.T. Wiles House	218 NW 8th St	Downtown Corvallis
204 WellsSavage House	206 NW 8th St	Downtown Corvallis
205 BlanchardSnell House	853 NW Jackson St	Downtown Corvallis
206 Dr. Margaret Snell Rental House	865 NW Jackson St	Downtown Corvallis
207 Bogue House	202 SW 9th St	Downtown Corvallis
208 John W. Foster House	861 SW Jefferson Ave	Downtown Corvallis
209 Jeffreys House	142 SW 8th St	Downtown Corvallis
210 Presbyterian Church	114 SW 8th St	Downtown Corvallis
211 Corvallis Women's Club Building	117 NW 7th St	Downtown Corvallis
212 First Congregational Church	760 SW Madison Ave	Downtown Corvallis
213 Episcopal Church of the Good Samaritan	700 SW Madison Ave	Downtown Corvallis
214 Dr. George Farra House	660 SW Madison Ave	Downtown Corvallis
215 BuxtonCorrie House	245 SW 8th St	Downtown Corvallis
216 John A. Bexell House	762 SW Jefferson Ave	Downtown Corvallis
217 Claude I. Lewis House	754 SW Jefferson Ave	Downtown Corvallis
218 Martha Lane House	329 SW 8th St	Downtown Corvallis
219 John B. Horner House	343 SW 8th St	Downtown Corvallis
220 Charles Whiteside House	344 SW 7th St	Downtown Corvallis
221 W.C. Crawford House	814 SW Adams Ave	Downtown Corvallis

222 James A. Wood Grocery Store	445 SW 9th St	Downtown Corvallis
223 Vance (Herbert) House	421 SW 8th St	Downtown Corvallis
224 Emery J. Newton House	663 SW Washington Ave	Downtown Corvallis
225 James & Caroline Hayes House	404 SW 6th St	Downtown Corvallis
226 S.K. & Carrie Hartsock House #2	412 SW 5th St	Downtown Corvallis
227 SchrepelGill House	421 SW 5th St	Downtown Corvallis
228 James O. Wilson House	340 SW 5th St	Downtown Corvallis
229 George Whiteside House	320 SW 5th St	Downtown Corvallis
230 Frederick Fischer House	460 SW Jefferson Ave	Downtown Corvallis
231 Dick & Louise Kiger House	508 SW Jefferson Ave	Downtown Corvallis
232 Neil & Lavinia Newhouse House	558 SW Jefferson Ave	Downtown Corvallis
233 Jefferson Street Tree Canopy	Jefferson Ave Trees	Downtown Corvallis
234 John Fulton House	563 SW Jefferson Ave	Downtown Corvallis
235 Dr. Henry S. Pernot House	242 SW 5th St	Downtown Corvallis
236 Pernot House	224-236 SW 5th St	Downtown Corvallis
237 First Christian Church	602 SW Madison Ave	Downtown Corvallis
238 Wells Fargo Office	563 SW Madison Ave	Downtown Corvallis
239 Madison Street Methodist Church	501 SW Madison Ave	Downtown Corvallis
240 Hotel Benton	408 SW Monroe Ave	Downtown Corvallis
241 Benton County Courthouse	120 NW 4th St	Downtown Corvallis
242 Humphrey Building	551-557 NW Monroe Ave	Downtown Corvallis
243 Corvallis Public Library	645 NW Monroe Ave	Downtown Corvallis
244 Van Buren Street Bridge	HWY 34 Bridge	Downtown Corvallis
245 Maggie Weigand Building	133-135 NW 2nd St	Downtown Corvallis
246 City Meat Market	111 NW 2nd St	Downtown Corvallis
247 Blue Mouse Theatre	106 NW 2nd St	Downtown Corvallis
248 Johnson Porter Buildings	100-114 SW 3rd St	Downtown Corvallis
249 Pulley/Darling/HydeThatcher Building	116 SW 3rd St	Downtown Corvallis
250 Pulley/Darling/HydeThatcher Building	120 SW 3rd St	Downtown Corvallis
251 Pulley/Darling/HydeThatcher Building	124 SW 3rd St	Downtown Corvallis
252 Lafferty Building	128-136 SW 3rd St	Downtown Corvallis
253 Harding Building	301-311 SW Madison Ave	Downtown Corvallis
254 RennieSmith Building	251-259 SW Madison Ave	Downtown Corvallis
255 Whiteside Theatre	361 SW Madison Ave	Downtown Corvallis
256 Fisher Block	104 SW 2nd St	Downtown Corvallis
257 Taylor Building	136 SW 2nd St	Downtown Corvallis
258 Lewis G. Kline Building	219-235 SW Madison Ave	Downtown Corvallis
259 Hotel Julian	103-107 SW 2nd St	Downtown Corvallis
260 Johnson Porter/Majestic Theater Building	115-127 SW 2nd St	Downtown Corvallis
261 Benton County State Bank	143 SW 2nd St	Downtown Corvallis
262 Marysville Landing	Marysville Landing	Downtown Corvallis
263 Hotel Corvallis	201-211 SW 2nd St	Downtown Corvallis
264 Kline's Department Store	215-231 SW 2nd St	Downtown Corvallis
265 Crees Building	228-230 SW 3rd St	Downtown Corvallis
266 Burnett Block	300-310 SW 2nd St	Downtown Corvallis
267 Full Gospel Assembly Church	349 SW 4th St	Downtown Corvallis
268 Crawford & Farra Building	340-344 SW 2nd St	Downtown Corvallis
269 Territorial Capitol Marker	340 SW 2nd St	Downtown Corvallis

270 Corvallis Post Office	311 SW 2nd St	Downtown Corvallis
271 J.C. Avery Building	400 SW 2nd St	Downtown Corvallis
272 A.L. Stevenson Garage	442 SW 2nd St	Downtown Corvallis
273 Corbett Rental House	622 SW 11th St	Downtown Corvallis
274 William & Laura Martin House	624 SW 11th St	Downtown Corvallis
275 George & Myrtle Brown House	704 SW 13th St	Downtown Corvallis
276 O.L. & Margaret Davis House	712 SW 13th St	Downtown Corvallis
277 Cora & Charles Kurtz House	744 SW 14th St	Downtown Corvallis
278 Mrs. Elsa Raber House	820 SW 11th St	Downtown Corvallis
279 Jesse & Metora Merryman House	829 SW 11th St	Downtown Corvallis
280 C.A. Troxel Speculative House	804 SW 10th St	Downtown Corvallis
281 C.A. Troxel House	902 SW 11th St	Downtown Corvallis
282 C.A. Troxel Speculative House	912 SW 11th St	Downtown Corvallis
283 Frank & Lola Sharrai House	900 SW C Ave	Downtown Corvallis
284 John M. Osburn House	830 SW 8th St	Downtown Corvallis
285 G.A. Robinson House	634 SW 7th St	Downtown Corvallis
286 E.E. and Anna Larned House	1012 SW 10th St	Downtown Corvallis
287 HelmHout House	844 SW 5th St	Downtown Corvallis
288 Martha Avery Fulton House	805-807 SW 5th St	Downtown Corvallis
289 Jack Taylor House	806 SW 5th St	Downtown Corvallis
290 B.L. Arnold House	800 SW 5th St	Downtown Corvallis
291 Ruth Buchanan House	730 SW 4th St	Downtown Corvallis
292 BuxtonMoore House	626 SW 5th St	Downtown Corvallis
293 J.H. and Ethel Harris House	606 SW 5th St	Downtown Corvallis
294 Willamette Valley & Coast Railroad Depot	700 SW Washington Ave	Downtown Corvallis
295 William L. Cauthorn House	527 SW 5th St	Downtown Corvallis
296 BurnapRickard House	518 SW 3rd St	Downtown Corvallis
297 McKellipsGroves Garage	500 SW 2nd St	Downtown Corvallis
298 Thomas Cauthorn House	628 SW 3rd St	Downtown Corvallis
299 Ella (Elnora) Johnson House	602 SW 2nd St	Downtown Corvallis
300 John & Ella Rickard House	704 SW 3rd St	Downtown Corvallis
301 Ann Smith House	558 SW Washington Ave	Downtown Corvallis
302 F.L. & Elizabeth Robinson House	40 NW 27th St	Downtown Corvallis
303 Sarah & E.A. Howey House	2727-2729 NW Orchard Ave	Downtown Corvallis
304 Harry & Elsie Lindgren House	113 NW 28th St	Downtown Corvallis
305 Waldo & Mable Ball House	143 NW 28th St	Downtown Corvallis
306 Mark & Mary Phillips House	146 NW 28th St	Downtown Corvallis
307 Charles & Marjorie Wilson House	136 NW 28th St	Downtown Corvallis
308 L.P. & Corda Arnold House	128 NW 28th St	Downtown Corvallis
309 Clifford & Helen Smith House	120 NW 28th St	Downtown Corvallis
310 William & Maude Messer House	104 NW 28th St	Downtown Corvallis
311 Tracy & Leone Johnson House	111 NW 29th St	Downtown Corvallis
312 Earl & Ruby Mary Willey House	121 NW 29th St	Downtown Corvallis
313 Arthur & Sarah Peck House	133 NW 29th St	Downtown Corvallis
314 Zion Evangelical Lutheran Church House	104 NW 29th St	Downtown Corvallis
315 George & Barbara Gleeson House	112 NW 29th St	Downtown Corvallis
316 Earl & Gladys Mason House	124 NW 29th St	Downtown Corvallis
317 Kathryn & Grace Jones House	134 NW 29th St	Downtown Corvallis

318 Myron & Clara Myers House	2914 NW Jackson Ave	Downtown Corvallis
319 Joseph & Alice Simmons House	2960 NW Jackson Ave	Downtown Corvallis
320 N.L. & Ruth Tarter House	154 NW 30th St	Downtown Corvallis
321 Helen & Beulah Gilkey House	136 NW 30th St	Downtown Corvallis
322 M.B. & Venus McKay House	107 NW 31st St	Downtown Corvallis
323 Earl C. & Annette Gilbert House	210 NW 29th St	Downtown Corvallis
324 Jessie & Anna Brumbaugh House	2961 NW Jackson Ave	Downtown Corvallis
325 S.M. & Ethel Zeller House	206 NW 30th St	Downtown Corvallis
326 Arthur & Minnie Brooks House	220 NW 30th St	Downtown Corvallis
327 Francois & Violette Gilfillan House	221 NW 31st St	Downtown Corvallis
328 Delmar & Gladys Whipple Goode House	225 NW 31st St	Downtown Corvallis
329 W.J. & Faith Gilmore Rental	240 NW 30th St	Downtown Corvallis
330 E.T. Erickson House	249 NW 31st St	Downtown Corvallis
331 W.M. & Annie Beals House	234 NW 29th St	Downtown Corvallis
332 Ernest & Josephine Wiegand House	302 NW 29th St	Downtown Corvallis
333 Bexell House	3009 NW Van Buren Ave	Downtown Corvallis
334 Vinnie Small House	329 NW 31st St	Downtown Corvallis
335 Thomas & Anna Mae Ordeman House	330 NW 29th St	Downtown Corvallis
336 Charles and Elizabeth Underwood House	342 NW 29th St	Downtown Corvallis
337 Benjamin Bates House	630 NW 35th St	Downtown Corvallis
338 Leo & Sarah Friedman House	3406 NW Polk Ave	Downtown Corvallis
339 Lester & Bertha Stutz House	529 NW 34th St	Downtown Corvallis
340 W.O. & Sinah Parks House	526 NW 35th St	Downtown Corvallis
341 William & Mabel Schoenfeld House	506 NW 35th St	Downtown Corvallis
342 Frank & Elizabeth Smith House	505 NW 35th St	Downtown Corvallis
343 John & Louise Kierzek House	506 NW 34th St	Downtown Corvallis
344 Casa Musica	3560 NW Tyler Ave	Downtown Corvallis
345 Milton & Lorene Nelson House	444 NW 35th St	Downtown Corvallis
346 M.H. & Jettie Allen House	3456 NW Tyler Ave	Downtown Corvallis
347 C.P. & Betty Brands House	3505 NW Harrison Blvd	Downtown Corvallis
348 Elizabeth Barnes House	3505 NW Harrison Blvd	Downtown Corvallis
349 Ivan Laughery House	418 NW 34th St	Downtown Corvallis
350 Arthur & Mary Berman House	3407 NW Harrison Blvd	Downtown Corvallis
351 Clarence Whiteside Rental	443 NW 34th St	Downtown Corvallis
352 William & Maude Messer Rental	435 NW 34th St	Downtown Corvallis
353 Donald & Rosalie Hill House	427 NW 34th St	Downtown Corvallis
354 Nash & Florence Taylor House	419 NW 34th St	Downtown Corvallis
355 Charles & Helen Mitchell House	3355 NW Harrison Blvd	Downtown Corvallis
356 Thomas & Edna Allen House	3307 NW Harrison Blvd	Downtown Corvallis
357 College Hill School	510 NW 31st St	Downtown Corvallis
358 Roderick & Mary Sprague House	345 NW 32nd St	Downtown Corvallis
359 Frank & Wyllian Ballard House	331 NW 32nd St	Downtown Corvallis
360 J. Leo & Pauline Fairbanks House	316 NW 32nd St	Downtown Corvallis
361 Benjamin & Gayle Schumacher House	305 NW 33rd St	Downtown Corvallis
362 Charles & Elizabeth Owens House	303 NW 32nd St	Downtown Corvallis
363 Don & Josephine Mote House	312 NW 31st St	Downtown Corvallis
364 Horace & Nellie Francis House	300 NW 31st St	Downtown Corvallis
365 Charles & Anna Sands House	244 NW 31st St	Downtown Corvallis

366 Reinhold & Catherina Paulson House	236 NW 31st St	Downtown Corvallis
367 Samuel & Frances Spring House	226 NW 32nd St	Downtown Corvallis
368 Edwin & Gertrude Yunker House	205 NW 32nd St	Downtown Corvallis
369 B.W. & Zelta F. Rodenwold House	218 NW 31st St	Downtown Corvallis
370 K.C. & Adda Reitsma House	3105 NW Jackson Ave	Downtown Corvallis
371 Henry & Pansy Lehnert House	3050 NW Taylor Ave	Downtown Corvallis
372 Jacob & Adele Middleton House	3012 NW Taylor Ave	Downtown Corvallis
373 Samuel E. & Clara Beal House	2960 NW Taylor Ave	Downtown Corvallis
374 Harold & Margaret Ewalt House	2920 NW Taylor Ave	Downtown Corvallis
375 Beal/Shideler House	714 NW 29th St	Downtown Corvallis
376 Harold & Catherine Lehnert House	721 NW 30th St	Downtown Corvallis
377 Henry & Pansy Lehnert Rental	743 NW 30th St	Downtown Corvallis
378 Peter Rickard Barn	Benton County Fairgrounds	Benton County Fairgrounds
379 William Crees House	1441 NW Grant Ave	Grant Ave. South Corvallis
380 Pioneer Park		South Corvallis
381 Georgia Pacific Railroad Landmark	Avery Park	South Corvallis
382 Corvallis Millrace		South Corvallis
383 Avery's Dam		South Corvallis

