

2021 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2021 Application Packet](#) and [2021 Application Instructions](#) before filling out this grant application.

You can save your progress and revisit this form at any time by clicking the "Save" button at the bottom of the page.

Applications must be received by July 30, 2021 at 11:59 p.m. (PDT)

Applicant information

Instructions: Complete this information for the applicant. Provide both a designated contact and an authorized representative (if different than the designated contact) for your entity.

Primary applicant jurisdiction

City of Harrisburg

Mailing address

120 Smith St., PO Box 378, Harrisburg, Oregon 97446

Website

<https://www.ci.harrisburg.or.us>

Contact person name

Michele Eldridge

Contact person title

City Administrator

Contact phone

(541) 995-2200

Contact email

meldridge@ci.harrisburg.or.us

Would you like to receive TGM news and updates?

I am already subscribed

Authorized representative name, if different from the applicant contact

Authorized representative title

Phone

Email

List other participating local jurisdictions (if any)

Participating local jurisdiction	Providing match?
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Project name and location

Project title

City of Harrisburg TSP Update

***Project area:** Using either of the two fields below, attach a map of the project area or describe the area your project is located in.*

Option 1: Project area map

Project Area Map.pdf

Option 2: Project area description

ODOT region (1-5)

Region 2

[ODOT Region Map](#)

Type of grant

Category 1: Transportation System Planning

Summary description of project

The City of Harrisburg TSP was adopted in 1999. Since that adoption, the UGB has expanded by 383 acres, population has grown by 30%, and the City has purchased and is planning the further development of a 132 acre riverfront park. This rapid growth has resulted in gaps in our transportation systems for vehicles, pedestrian's, cyclists, and vulnerable populations. An updated TSP will help Harrisburg to balance and interconnect our transportation network, as well as integrate with the complete revision of our Zoning and Subdivision development codes. The primary outcome is to adopt and implement an updated TSP. Other outcomes will include a revision of the Street Capital Improvement Plan as well as Transportation SDC's, both of which are also over 9 years old, and require updates. The TSP will be a support document for the growth of the City into areas in which residential development will occur, as well as improving overall connectivity in the current transportation grid

Project cost table

TGM funds	Consultant	Local reimbursement	Total TGM funds requested
	\$162,800.00		

requested		\$162,800.00
Local match		Minimum Match (Calculated) \$22,200.00
Match to be provided	Labor, supplies and services during project	Payment when Intergovernmental Agreement is signed \$22,200.00

Certifications

Certifications

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions

Certifications checkbox

By checking this box, I certify that my organization listed above supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for Transportation and Growth Management funds. I further certify that matching funds are available or will be available for the proposed project.

Eligibility requirements

Applications are reviewed on a pass/fail basis on each of the following three requirements.

Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear transportation relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation and selection of alternatives, development of implementation actions, and public involvement that results in a long range transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance.

Certification: Clear transportation relationship

By checking this box, I certify that the project meets this eligibility criterion.

2. Adoption of products to meet project objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings (or equivalent) by the governing body or to prepare products which will be adopted as part of a larger project.

Certification: Adoption of products to meet project objectives

By checking this box, I certify that the project meets this eligibility criterion.

3. Support of local officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A resolution of support, meeting minutes, or authorized letter from the governing body of all applicants (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement.

Upload your resolution, minutes or authorized letter from governing body of applying jurisdiction(s) here:

1259 TGM Grant Resolution.pdf

Award criteria

Criterion 1: Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

Response instructions are on page 8 of the 2021 Application Instructions.

Explain how your proposed project addresses a need and supports TGM objectives

Harrisburg's outdated Transportation System Plan was created 22 years ago, with an update in 2004. The City has since expanded its UGB by 383 acres, and population has grown by 30%. Older areas in town have been re-zoned to higher densities than what the streets were designed for. Rapid growth has created gaps and deficiencies in the current transportation grid, and particularly in connectors to higher populated areas.

The primary outcome of this grant will develop an updated TSP, including a revision of the Street CIP and Transportation SDC's. The revised TSP allows for development of multi-modal safety plans, cures deficiencies in sidewalks and bike lanes, and enhances community livability by creating a safe and interconnected system for active and passive recreational uses. It allows vulnerable populations, such as seniors, children, and underprivileged groups without access to vehicles, multiple ways to safely move around town. This reduces interdependence on vehicles, including reduction of emissions. An update will

help the City to research and determine how to restore an urgently needed boat ramp for emergency river rescues, as well as for recreation on Oregon's waterways.

The City of Harrisburg does not have or provide public transit, which is a tremendous barrier for seniors, low-income families, and persons with disabilities to access shopping, health care, and social services. An updated TSP provides plans whereby public transit to nearby towns with connections to transit might be made possible. The update will also address safe walking and cycling to and from Harrisburg Schools. The existing system has gaps and deficiencies that will be further identified, assisting us when applying for SRTS Grants. An interconnected system for pedestrians and bikes allows better access to areas with social services, where cultural needs are met. This includes school district grounds, the historic downtown, Library, and other commercial locations. 2 rail lines, and Hwy 99E pose major concerns for children and families who desire walking or biking to church, school, and downtown. The update will better address rail/pedestrian crossings as well as ADA compliance issues.

Sidewalks and Bike lane deficiencies will be identified, creating a safe and convenient form of transportation that supports active lifestyles, and provides more mobility choices for underserved parts of town and members of our community. A new 132-acre park on the Willamette River will be a regional asset, providing recreational opportunities. The TSP update will include plans for existing easements that allow for new bike/pedestrian paths that will access the park. It will identify multi-use paths, trails, and river access, and will show how those facilities connect to others in the street network. Encouragement of these uses provides more recreational opportunities and results in reduced vehicle trips. This reduces the emissions of air pollution and greenhouse gases.

Harrisburg plans for growth include conversion of residential use to commercial use in that zone, and the expansion/addition of industrial businesses. Better access will be provided to these areas for future employees and customers. The TSP and Street CIP also need to be adjusted for recently completed projects in HRA boundaries, allowing resources to be applied to other locations. Reference will be made to downtown street scape design standards that are inviting to multi-modal transportation uses and encourages private investments in downtown. The TSP will address the challenges of extending roads across two railways, so that Sommerville Avenue, and S. 2nd St. can be extended to industrial/employment lands. Once developed, this area will spur more industrial investments.

Higher infrastructure costs create more interest in development of larger, higher density lots in older parts of town. The TSP will evaluate and implement changes to existing streets, including those in the UGB; thereby saving both public and private costs and assists with further development of urban and rural areas of town. More references will be provided to streetscape and design standards that will provide a template for future street construction projects. This reduces costs for developers investing in residential, commercial, and industrial lands.

The TSP will also require street designs fostering sustainable land use. Environmentally friendly designs such as planting strips with trees and storm swales will be required. As streets are improved in rural areas, open ditches will be culverted, improving the speed of storm water as it flows through town. This limits exposure of water to the elements, lowers temperature, and thereby improves TMDL levels. Culverting helps control mosquitoes, which encourages more recreational uses in nearby areas. Including transportations options for low-income and disabled persons, that links to transit systems in nearby towns, will also help to lower greenhouse gases and emissions.

Criterion 2: Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to:

- address pressing local transportation and land use issues

- make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements or regional plans
- make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans, including growth or lack of growth, changes in land-use patterns or changes in available funding
- build on, complement or take a necessary step toward completing or implementing other high priority community initiatives, including Governor's Regional Solutions Team priority
- resolve transportation or land use-related issues affecting the project readiness of local, regional or state transportation projects for which funding is expected to be obligated within the near future

Response instructions are on page 10 of the 2021 Application Instructions.

Explain how your proposed project is timely and urgent

Harrisburg's 22/15-yr old TSP doesn't take into account a UGB Expansion in 2013, population growth of 30%, land being rezoned to higher densities, expansion of industrial businesses, a major amendment of the HRA resulting in investment in downtown streets, and the purchase of a 132-acre park on the Willamette River. After a 13-year gap, 3 subdivisions have been approved in the last 5 months, resulting in 68 new lots. This affects two underdeveloped collector streets and increases the chance of annexations in the UGB.

TMDL requirements from the DEQ are now more regulated. The TSP update will include culverting of ditches, encourages planting strips and swales to cool and filter water, as it eventually flows to the river. The TSP will improve the safety of existing streets, improve connectivity and pinpoint gaps in bike lanes and sidewalks, including those that are part of Safe Routes to Schools. 3 new subdivisions are located in rural areas, increasing the need for an update to modernize streets, reduce congestion of vehicles, and improve infrastructure.

Expansion of industrial businesses, and property sales near S. 2nd St. and Sommerville Ave help to facilitate expansion of roadways that are already dedicated as future streets. Extension of these across railways improves access to industrial properties and increases the opportunity for more industrial development; this is expressly supported by the Regional Solutions Team – Mid-Valley Region. This can also encourage the creation of quality flex space, as well the number of certified industrial sites in this region. Rail transportation can also be accommodated in this area.

4th Street is an important right-of-way owned by the City, even though Burlington Northern railroad owns the rails. The lack of sidewalks allows trains, vehicles, cyclists and pedestrians to use a street that is severely damaged by the rail line. The TSP will specifically address this roadway, safety improvements, and allow the completion of design standards. Harrisburg's lack of transit solutions for residents who don't have a vehicle is concerning. We are equidistant from 3 metro areas. Lane Transit District services terminate four miles away. Harrisburg is in Linn County, and the small distance separating us could just as easily be far more. Challenges to bring LTD here include all employer's taxing employees for use of a transit system out of county. The update can evaluate and develop solutions for our residents.

The new 132-acre park will have regional significance. The park and transportation facilities that reach it, creates equity in our community. All people, whether they are a minority because they are disabled, a person in a disadvantaged family, or a senior, will be able to use this park and access it's facilities. The TSP update includes bike and pedestrian trail connectivity, street access, and use of recreational facilities. The City's existing boat landing, viable for over 50-years, is no longer usable by larger boats. This prevents EMS from accessing the river, adding fifteen minutes of travel time to the nearest boat landing. This is the difference between life and death for someone needing a river rescue. The 132-acre park, and proximity to the Willamette River will allow the creation of an alternate boat landing to provide emergency access.

This park also links with the Willamette River Water Trail system, allowing for transportation and recreation on Oregon's waterways.

Criterion 3: Proposed project approach supports policy decision (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and includes consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts will need to occur, the mechanisms and responsibilities for the coordination are clear.

Response instructions are on page 11 of the 2021 Application Instructions.

Explain how your proposed project approach supports policy decision

A project kickoff will establish a schedule and announce the process by which we will engage our citizens. Platforms include a project website, social media, project fact sheets, and targeted outreach to minority groups. Project objectives and goals will be identified and used in future meetings. Surveys include children, and parents in relation to schools, and mobility concerns with the help of the HART Community Center, Gods Storehouse, and the Harrisburg Senior Center; and at least two community-wide open houses. Community Engagement starts with an equitable process that includes all citizens and provides an opportunity for engagement and feedback. Public engagement meets Statewide Planning Goal 1; purposely reaching out to minorities, and other under-served people in our community. The process includes community and stakeholder meetings, including ad-hoc committees, the Planning Commission and the City Council.

Review of local, regional, and statewide planning documents for existing goals, policies, and identified projects of regional importance will allow for coordination with other groups, such as CWACT. Efforts will focus on accessibility and regional connectivity, community and economic vitality in the downtown and 3rd St. commercial core, safety and health of citizens of all ages and abilities, and land use and transportation integrations to ensure that the transportation needs of the community are being met. Community interest in providing for transportation options that provide alternatives to single occupancy vehicle trips will be explored, potentially reducing greenhouse gas emissions, and providing safe and convenient multi-modal transportation choices. Evaluation criteria for project selection and a logical prioritization system will be created based on input from the public. A tentative project list will be based on prioritization of both long- and short-range goals.

Inventory of the existing conditions of facilities will be dictated by the Transportation Planning Rule and will incorporate the existing 2016 Street Inventory Report as the basis of conditions. Major trip generators will be identified, along with unmet transportation needs of the population. Traffic studies will be made on higher traffic areas; focusing on streets that may have transitioned from their original classifications based on residential, commercial, and industrial growth patterns. Scoring systems will include ADA accessibility, proximity to schools for SRTS action plans and current conditions in the ranking of segments of streets, as well as proximity to pedestrian attractors, household incomes, residential population density, street classification, health status in the area, and occurrence of automobile/pedestrian/bike incidents. Intent of this broad-ranging criteria is to use not just physical characteristics, but social and health needs as well, to weigh and evaluate potential projects.

The City budget will be analyzed to understand opportunities and constraints. We will identify resources that may be available in the future, including Urban Renewal, Statewide Transportation Improvement Funds, Safe Routes to School Funds, and federal or other state funds. Match funds are already budgeted; expediting the process of completing the project within a tighter time frame.

Population and employment forecasting will be used to determine future capacity needs for projects

identified in the existing conditions inventory. We will focus on gaps in modal equity, ADA barriers and equal accessibility, safety, connectivity, community and neighborhood health, social equity, sustainability, economic vitality, housing availability, and strategic investment. Alternatives to single occupancy vehicle trips, potentially reducing GHG, and providing safe and convenient multi-modal transportation choices will be developed.

Plans will integrate and coordinate with regional and state transportation plans and initiatives, as well as with local Zoning and Development code. Harrisburg will develop Project Evaluations and Final TSP Standards, a new Streets Capital Improvement Plan, and Transportation SDC's. The Final TSP, CIP and Transportation SDC's shall be delivered to ad hoc committee, if present, the Planning Commission for recommendations, and public review of any suggested changes to the Harrisburg Municipal Code, and to the City Council for a final public hearing and final adoption.

Criterion 4: Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for project objectives, a commitment to participate, and a desire to implement the expected outcome.

Response instructions are on page 13 of the 2021 Application Instructions.

Upload letters of support from stakeholders here

L SUPPORT CWACT RE THE CITY OF HARRISBURG TGM GRANT - 07-21-2021.pdf

Letter from John Hitt - Signed 07.26.21.pdf

Planning Commission LOS - Signed.pdf

School District LOS.pdf

HFRD LOS.pdf

Criterion 5: Proposed project sponsor is ready and capable (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage and complete the project. The application demonstrates, if applicable, successful performance on previous TGM projects.

Response instructions are on page 14 of the 2021 Application Instructions.

Explain how proposed project sponsor is ready and capable

The City of Harrisburg is ready and able to undertake this project within the TGM timetable. The PW Director and City Administrator are able to develop the statement of work and select a consultant (as suggested by TGM) and complete this project within an 18-month timeframe. The PW Director completed a street assessment report in 2016, which is ready for use in the inventory of existing conditions and will ultimately save time. The PW Director, backed by the City Administrator, will ultimately be responsible as project manager for the TSP.

The City is in the middle of the water bond construction of two new water reservoirs, two water filtration systems, the removal of a former well/construction of a new one, as well as replacement of 3.5 miles of main waterlines. Included in this process was the completion of a Water Master Plan, which was adopted by the City Council in October 2019. The Public Works Director, and the City Engineer, have together worked on waterline distribution projects, as well as preparing the bids for the water treatment and storage facilities.

The Harrisburg Redevelopment Agency provided \$3.1 million to be used for street projects and infrastructure. The resultant Smith St., 2nd St. and Macy Street project, along with the Moore Street project, were undertaken over the last two and a half years, concurrently with the waterline and street improvement projects being completed in town. That major street project is substantially finished at this time.

The City has professional staff with decades of experience on major projects, as shown above. City Staff, City Council, and Planning Commission, and our committed public are capable of managing and participating in the development of this TSP Update. Harrisburg also has access to a Contract Planner, and Planning Staff that work for our City Engineer. OCWCOG, who worked on a TGM project in 2015, is also available to assist the City if additional planning and transportation staff is needed.

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

If applicable, list local jurisdiction's TGM projects within last 10 years and their status

TGM File Code	Project Title	Status

Required forms

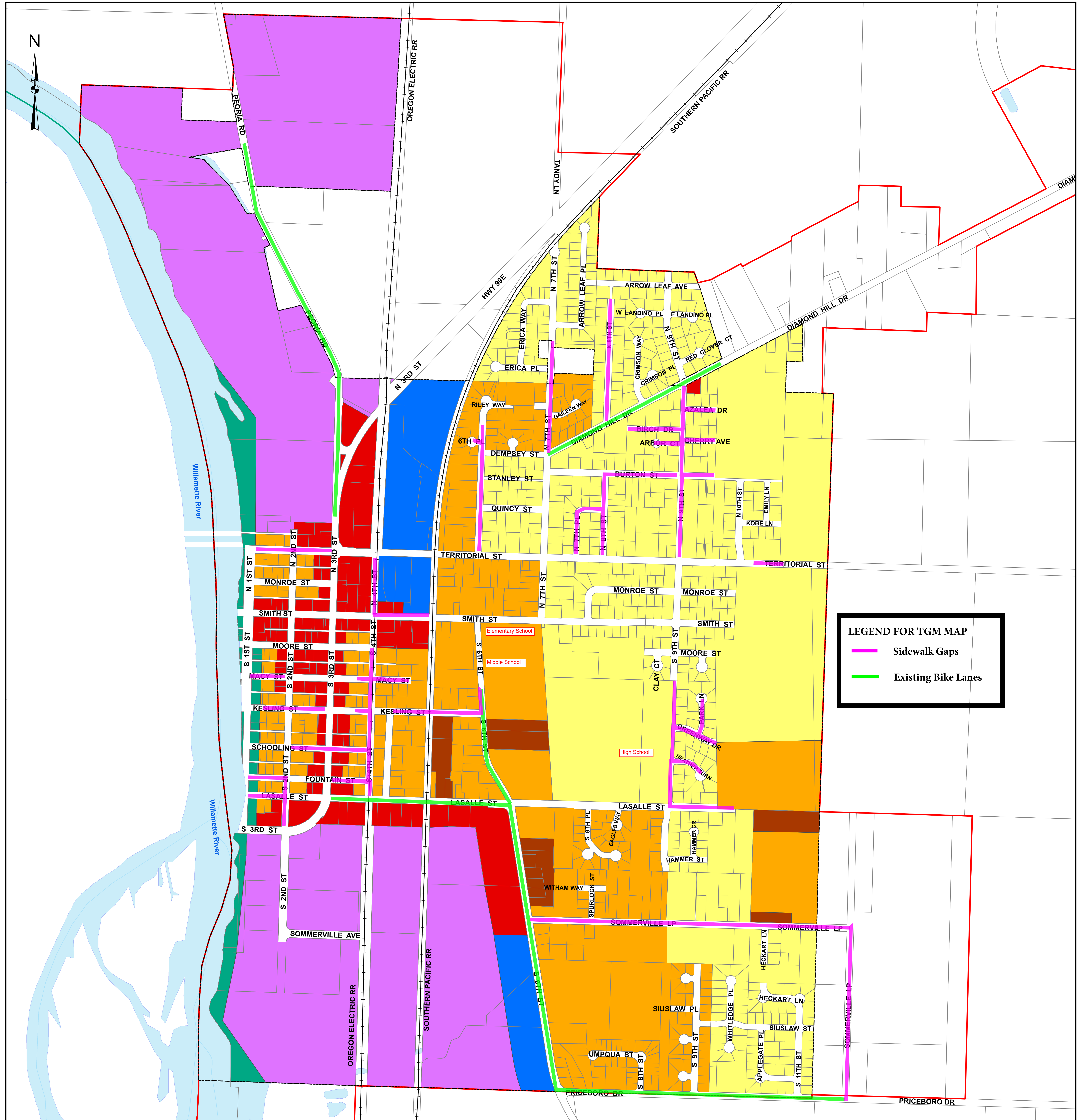
Title VI: Racial & Ethnic Impact Statement form
Harrisburg Racial-Ethnic-Impact-Statement.pdf

[Download the Racial & Ethnic Impact Statement form here](#)

Today's date
7/27/2021

If you encounter any issues with the submittal process, please contact:

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.state.or.us



LEGEND FOR TGM MAP

Sidewalk Gaps

Existing Bike Lanes



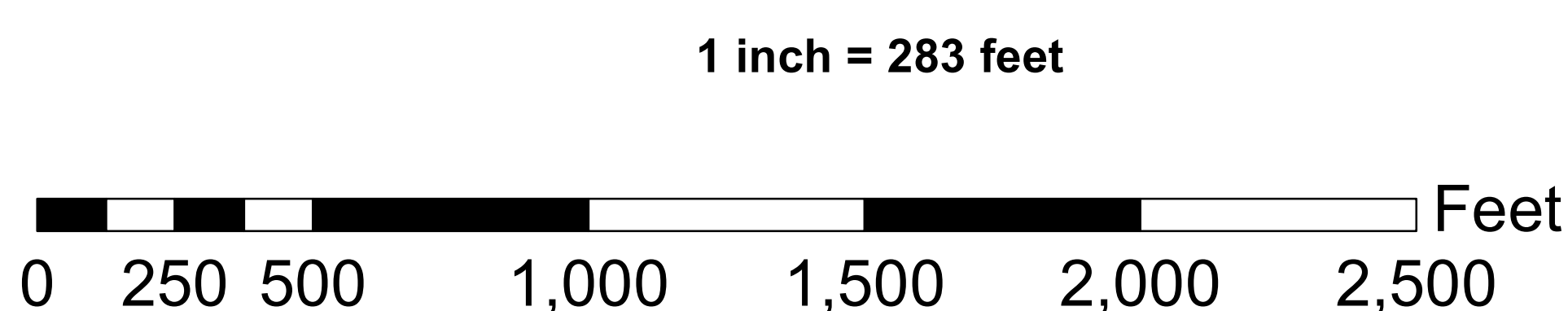
Linn County Disclaimer

The data contained in this map was designed for assessment and planning purposes only and not for precise engineering-level mapping. As such, it is subject to error and/or omission. Linn County disclaims any liability as to the accuracy or completeness of the data.

Zoning

City of Harrisburg, Oregon

Effective Date: April 8, 2014



Legend

City Zoning

C-1, COMMERCIAL

M-I, LIMITED INDUSTRIAL

M-2, GENERAL INDUSTRIAL

R-1, SINGLE-FAMILY RESIDENTIAL

R-2, MULTI-FAMILY RESIDENTIAL

R-3, MULTI-FAMILY RESIDENTIAL

GREENWAY SPECIAL PURPOSE DISTRICT

City Limits

Ugb

taxlots

Resolution No. 1259

**A RESOLUTION INDICATING THE CITY OF HARRISBURG'S INTENT TO APPLY FOR A
TRANSPORTATION AND GROWTH MANAGEMENT GRANT, PROVIDE FOR GRANT
MATCHING & THE CITY'S WILLINGNESS TO WORK COOPERATIVELY WITH THE
TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM TO FULFILL THE
OBJECTIVES OF THE GRANT**

WHEREAS, the Oregon Department of Transportation and Department of Land Conservation and Development offers grants to local governments through the Transportation and Growth Management program to complete planning projects for transportation issues; and,

WHEREAS, the Transportation and Growth Management program is accepting grant applications for the 2021 program; and,

WHEREAS, the 1999 Transportation System Plan for the City of Harrisburg is in need of significant updates to address transportation and livability issues for our citizens; and,

WHEREAS, the Transportation and Growth Management grant would greatly help the City to accomplish this project and its objectives; and,

WHEREAS, the City acknowledges, understands, and will provide at least the minimum grant match requirements.

NOW, THEREFORE, the members of the City Council, meeting in regular session, do hereby find, declare and resolve that:

1. The City intends to apply for a 2021 Transportation and Growth Management grant and will meet or exceed the minimum grant matching requirements; and,
2. The City Council supports the 2021 Transportation and Growth Management grant application and does hereby offer and pledge to the Transportation and Growth Management program its complete cooperation and assistance in the administration of any award given to the City.

Adopted by the City Council of the City of Harrisburg, Oregon, on July 27, 2021.


Mayor

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Harrisburg at a regular meeting of said council on the above date.

Dated this 27th day of July, 2021.


City Recorder



Cascades West Area Commission on Transportation

1400 Queen Ave. SE Suite 205A Albany, OR 97322 •
(541) 967-8551 • FAX (541) 967-4651

July 21, 2021

Dear TGM Selection Committee:

The Cascades West Area Commission on Transportation (CWACT) offer this letter of support for the City of Harrisburg's Transportation and Growth Management (TGM) grant application for a Transportation System Plan (TSP) Update. The City of Harrisburg has tremendous opportunity to capitalize on its location, leadership and economic potential. The City Council is committed to maintenance of its infrastructure after a street study was conducted in 2016 and now transfers a large percentage of annual funding for maintenance of the streets. To continue to realize the potential of the City to thrive, support business growth and meet the demand of residential capacity, they must be positioned to improve their transportation system and strategically invest in community assets.

The City's last comprehensive update to their TSP was in 1999; a minor update to address, as well as, some bike and pedestrian issues were made in 2004. The signs of growth and increased transportation use are clearly evident in the City of Harrisburg. The City has demonstrated a commitment to making sound investments in a thoughtful continued growth pattern. The City expanded its Urban Growth Boundary in 2013 due to high growth and development in industrial, commercial and residential portions of the community in the early 2000's. Since the previous TSP was completed, population has grown by 30% and Harrisburg has added over 320,000 sq. ft. of a mix of commercial, retail, industrial and manufacturing space.

In addition to changes brought by recent growth, there are existing gaps in bicycle and pedestrian facilities, as well as, intersections that are not ADA compliant. The City of Harrisburg also represents a gap in the statewide transit network which, recent increases in transit funding, may be able to address. Through a TSP update process, the City of Harrisburg will be able to identify the best path forward to filling these gaps in infrastructure and services.

CWACT supports investment in transportation planning within our region through the TGM program.

Sincerely,

Roger Nyquist
Linn County Commissioner, Chair
CWACT, Chair

July 26, 2021

Michele Eldridge
City Administrator
City of Harrisburg
Harrisburg, OR

Re: City TGM Grant Application

Dear Ms. Eldridge,

I am writing this letter in support of Harrisburg's TGM grant application for the purpose of updating the city's TSP.

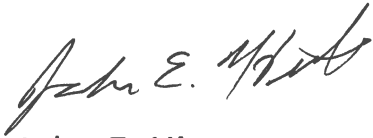
I served as an Interim administrator in Harrisburg for almost 18 months. During that time, it became very evident that the city's current TSP, finished well over 20 years ago, did not and could not meet the city's current and future transportation needs. These needs are summarized as follows:

1. Most recent and proposed development in the city includes portions of the city, and streets, not encompassed in the old plan.
2. The city's recent purchase of 132 acres of Willamette River waterfront makes clear the need for new roads and trails to improve public access and coordinate uses of the Willamette.
3. There is no current plan or proposal to connect Harrisburg with other Linn and Lane County public transit options, leaving citizens with private vehicle transportation as the only option to access vital health and other public services.

4. The city is currently well along in the process of updating it's zoning and development codes. An updated TSP would assist in revising zoning and/or development standards to assure consistency with city transportation needs.

During my 30-year public service career, which includes recent roles as Interim Administrator in both Harrisburg and Curry County, I have consistently seen the need and benefit of a current and comprehensive TSP. A TSP is essential to planned growth that matches development to needed public services.

Therefore, I would urge your favorable review of Harrisburg's TGM grant application.

A handwritten signature in black ink, appearing to read "John E. Hitt". The signature is stylized with a large initial "J" and a prominent "H".

John E. Hitt

120 Smith Street
PO Box 378
Harrisburg, OR 97446



(541) 995-6655
FAX: (541) 995-9244
TDD: (800) 753-2900

"2002 Award of Excellence"

"2006 All-America City Finalist"

www.ci.harrisburg.or.us

ODOT Region 2 Lead Grant Manager
David Helton
2080 Laura St.
Springfield, OR 97477

July 21, 2021

Re: Harrisburg TGM Grant Application Letter of Support

Dear Mr. Helton;

The Harrisburg Planning Commission would like to express support for the issuance of a TGM Grant to the City of Harrisburg for an updated Transportation System Plan (TSP). In 2013, the Planning Commission recommended to the City Council that we approve the UGB Expansion that was completed that year. This added badly needed residential acreage to the urban growth boundaries for the City of Harrisburg. Even though development is somewhat impacted by both wetlands and infrastructure, we had anticipated more residential development to occur considering that nearby metro areas have ran out of most of the easily developed property.

Over the last several years, we have had multiple industrial businesses in the City who have been able to expand their facilities, and therefore, have started gradually adding employees. Many of the existing large lots in town are now being developed, with 15 minor partitions having been approved since 2016. During the public hearings for many of those partitions, we heard from local residents who were concerned about transportation safety, and the effect of additional residential homes being added to their streets.

Up until November 2020, it had been 13 years since the City had a subdivision application. In the last five months, we have now approved three subdivisions, resulting in an additional 68 lots that can be developed in the future. During the public hearings for the subdivisions, a common theme was expressed by local citizens, all who were upset about development that wasn't large enough to require improvements on the local street network, but which nevertheless, have an impact on the citizens in those neighborhoods.

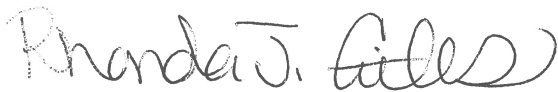
In particular, one of the main streets in which development has been occurring is Sommerville Loop; this is a Collector street in town. Recent partitions and two subdivisions are all in this area; partitions resulted in 7 new homes being added in one general area over a year or so, with access to Sommerville Loop from two private drives. Sommerville Loop is in somewhat good shape, and the infrastructure it contains is important for future residential development in the Urban Growth areas in town. When the

original TSP was created, the City Council and Planning Commission did not anticipate the steady growth in this area, and therefore Sommerville Loop was considered more rural in nature, and was not included in the Capital Improvement Plan (CIP). The TSP and by extension, the CIP needs to include Sommerville Loop in order for SDC's to be applied to any future improvements. Streets that are located towards the eastern edge of town, and particularly those with crucial infrastructure needed for future development, need to be added as well.

The TSP must be updated in order to improve the transportation grid on this side of town, and to prepare for further growth. This will become more important as development continues to occur in this area of Harrisburg. The safety of our citizens, whether they are pedestrians, cyclists, or motorists, needs to be improved. Transportation safety and accessibility improvements are important to having safe neighborhoods, as is interconnectivity to other parts of Harrisburg. Safe Neighborhoods are always a top goal for both the City Council, and by extension, the Planning Commission.

We encourage you and the others on the grant committee to issue a TGM Grant to the City of Harrisburg in Fiscal Year 2021-2022 so that the outdated Transportation System Plan, and Capital Improvement Plan can be improved, and become more useful tools for the City.

Sincerely, and on behalf of the Harrisburg Planning Commission;

A handwritten signature in dark ink, reading "Rhonda J. Giles". The signature is written in a cursive, flowing style.

Harrisburg Planning Commission Vice-Chair



HARRISBURG SCHOOL DISTRICT, 7J

P.O. Box 208

865 LaSalle Street

Harrisburg, Oregon 97446-0208

Telephone: (541) 995-6626 FAX: (541) 995-3453

Bryan Starr, Superintendent

Jason Carothers, Chairman

July 19, 2021

Dear Transportation and Growth Management Grant Selection Committee,

The Harrisburg School District is in strong support of the city of Harrisburg applying and receiving the Transportation and Growth Management (TGM) grant. This grant will allow the city to update its Transportation System Plan. The update would specifically address the City's lack of transit, disconnected bicycle and sidewalk system, and safe routes to schools. Many of the city sidewalks are in disrepair or nonexistent. A number of our students walk to school so creating safe routes to and from school would be greatly appreciated.

Hopefully, our city will be awarded the grant and move forward with a plan for improving pedestrian, bicycle, and vehicle transit within the city limits. Our elementary and middle schools have heavy traffic use while students are dropped off and picked up from school each day. This grant will address local transportation and land use issues affecting our families in the small community of Harrisburg.

If you would like to discuss anything further with me call the school district office at 541-995-6626.

Sincerely,

Bryan Starr



7/23/21

My name is Chief Bart Griffith and I work for Harrisburg Fire & Rescue in Harrisburg Oregon. I am writing this letter in support of the City of Harrisburg and their attempt to get the Transportation & Growth Management Grant. I live and work in this community and I am exceptionally proud of our history and heritage. Harrisburg still has that small, old-town feel where you should want to raise a family.

As a fire chief, I have concerns for pedestrian/bicycle safety, while walking or riding on or next to our streets. These roads are so narrow that I have had problems in the past just driving our firetrucks in town. As the population of our town, county, and state increase, so does the traffic. The streets were not made for this traffic load, or for sharing it with bicycles and pedestrians. We do have some sidewalks in our town, but no bicycle lanes to speak of. We still have streets where the children must share the lane with vehicle traffic while walking to and from school. This is a huge concern for us.

Another area of concern from a Fire/EMS standpoint is the lack of access from the newer parts of the community. What I mean is that we have no direct access from the northeast section to the south east part of town. We must drive to the center of Harrisburg to be able to make it north or south. We need a direct access road that connects the northeast and southeast subdivisions.

The City of Harrisburg does not currently have a boat landing that can accommodate our rescue boat and equipment. The boat landing that has been used for over 50 years is only accessible for small boats. In order to respond to a river rescue, we are required to head to a boat dock that is ten to fifteen minutes from Harrisburg. This can be the difference between life and death in a river rescue. The TSP Master Plan will take this into account, and can support the need for a new boat landing in the 132-acre park that can accommodate an emergency rescue boat for the HFRD.

Respectfully Submitted,

Bart Griffith
Fire Chief

RACIAL AND ETHNIC IMPACT STATEMENT

This form is used for informational purposes only and must be included with the grant application.

[Chapter 600 of the 2013 Oregon Laws](#) require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons¹ in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

1. The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

2. The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

Indicate all that apply:

Women	Asians or Pacific Islanders
Persons with Disabilities	American Indians
African-Americans	Alaskan Natives
Hispanics	

3. The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, please provide below the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

By checking this box, I hereby certify the information contained on this form is true, complete, and accurate to the best of my knowledge.

Dated:

Printed Name:

Title:

Agency Name:

¹ “Minority person” are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African Americans, Hispanics, Asians, or Pacific Islanders, American Indians and Alaskan Natives.