

2024 Transportation Growth Management Grant Application

Instructions

Be sure to download and review the [2024 Application Packet](#) 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 31, 2024 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.

Response instructions are on page 9 of the 2024 Application Packet.

Primary applicant jurisdiction

City of Hillsboro Economic & Community Development Department

Mailing address

150 E Main Street

Address Line 1

Address Line 2

Hillsboro

City

Oregon

State

97123

Zip Code

Website

<https://www.hillsboro-oregon.gov/our-city/departments/community-development>

Contact person name

Joseph

First

Auth

Last

Contact person title

Transportation Systems Division Principal Engineer

Contact phone

(503) 681-5256

Contact email

joseph.auth@hillsboro-oregon.gov

Name of person empowered to sign the agreement with ODOT, if different from the applicant contact

Mat

First

Dolata

Last

Title of above named person

Transportation Systems Director

Phone

(503) 681-6451

Email

mat.dolata@hillsboro-oregon.gov

List co-applicants (if a joint project)

List co-applicants (if a joint project)

Providing match?

Upload your resolution or authorized letter with associated meeting minutes from the governing body of applying jurisdiction(s) here:

Signed TGM Grant Support Letter.pdf

July2ndCityCouncilAgenda.pdf

PDFs only. Max 2mb per file.

Project information

Response instructions are on page 10 of the 2024 Application Packet.

Project title

NE Cornell Road: NE Arrington Road to E Main Street - Corridor Plan

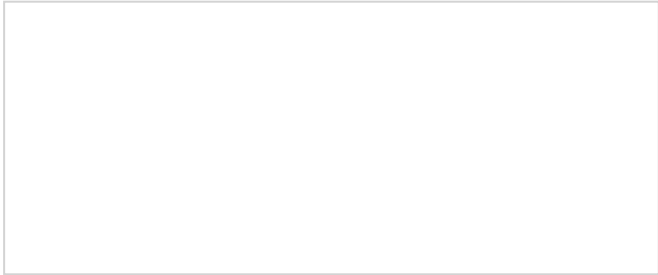
Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map

CornellArringtonMainProjectAreaMap.pdf

PDFs only, 1 file maximum, 2mb file size limit.

Option 2: Project area description



ODOT region (1-5)

[ODOT Region Map](#)

Region 1

Refer to the region map if you are unsure of your region.

Type of grant

Category 1: Transportation System Planning

Summary description of project

Cornell Rd between Main St and Arrington Rd within the City of Hillsboro is an arterial roadway that connects the City's Downtown with commercial and residential areas to the north. The existing roadway has four motor vehicle travel lanes, curb-tight sidewalks, and no exclusive facilities for bicycling. The City has experienced several redevelopment applications on this corridor, but construction to current design requirements would have substantial impacts outside of the constrained right-of-way. The City is looking to do a corridor refinement plan to develop a preferred design concept that effectively improves safety, transit access, bicycling facilities, and the experience for people walking. This refinement plan will be adopted into the City's Transportation System Plan to guide future land use applications towards an identified project. Implementation of the plan would substantially improve travel and safety for all users on the corridor, enhance accessibility, and promote housing

Describe the purpose of your project and how the expected outcomes will address a transportation problem, need, opportunity, or issue. (Maximum characters: 750)

Project cost table

Response instructions are on page 11 of the 2024 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant \$224,000.00	Local reimbursement 	Total TGM funds requested \$224,000.00
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Local match **Minimum Match (Calculated)**
 \$25,637.80
Approximately 11.5% of requested funds

Match to be provided

Labor, supplies and services during project

Payment when Intergovernmental Agreement is signed

\$26,000.00

Total Match to be Provided

\$26,000.00

Award criteria

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

The application demonstrates the proposed 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 13 of the 2024 Application Packet.

What is the transportation or transportation-related land use issue, problem, need, or opportunity the proposed project will address?

The project would improve the safety issues on the corridor and address the quality of available facilities for people walking and bicycling. The crash rate along Cornell Road between Arrington Road and Main Street (3.73 crashes per million vehicle miles) is 75% higher than the average segment crash rate of statewide minor arterials within urban cities. The Cornell Road / Lincoln Street intersection also falls on the top 5% on the statewide Safety Priority Index System that identifies crash hotspots. On this section of Cornell Road there are no exclusive facilities for bicycling and pedestrians must use curb-tight sidewalks. The bicycle level of traffic stress rating is 4, which is the highest stress level. Cornell Road divides two schools' attendance boundaries. The availability of enhanced crossings for students are located a quarter to a half mile apart along the corridor. Cornell Road has experienced three crashes involving pedestrians and three crashes with suspected serious injuries in the last five years. The proposed project plans to address these safety issues and become more inviting for active travel modes.

The project is also intended to improve access to transit stops including the bus stops on Cornell Road and Main Street and the TriMet MAX station located a few blocks away at 12th Avenue and Washington Street. It also plans to consider improvements bus stop amenities, since this corridor is proposed to become a frequent service bus route by TriMet's Forward Together plan.

The City has experienced several middle housing applications along this corridor, but construction to current standard design requirements would have substantial impacts outside the right-of-way. The project plans to explore various design techniques and ultimately identify a preferred design concept that would provide clarity to existing properties and potential redevelopment opportunities.

This refinement plan will be adopted into the City's Transportation System Plan. Adoption of the plan into the City's Transportation System Plan will allow the City to seek right-of-way dedication and half-street improvements from land use applications along the corridor to help further move the project forward until a fully funded project occurs. This refinement plan will also assist the City and County's work with TriMet on enhancing the transit accessibility and amenities needed for the proposed frequent service route.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What are the proposed Project Objectives? How will the Project Objectives achieve one or more of the TGM Objectives?

The project objectives are to enhance the safety and quality for all travel modes and provide a clear and effective design concept that can encourage infill redevelopments while reducing infrastructure costs. This project would achieve at least three of the TGM objectives. The project provides transportation choices (Objectives 1.1 to 1.4) by exploring ways to include bicycle facilities, enhancing the walking experience, and improving accessibility to transit. It saves public and private costs (Objective 4.2) by developing conceptual design alternatives to reduce the conventional standard 102-foot-wide cross-section of Cornell Road that currently has 60-foot-wide pinch points of available right-of-way along the arterial. The project supports economic vitality and growth (Objectives 3.1 - 3.3) by developing ways to reduce a requirement for 21-foot right-of-way dedication request that has challenged middle housing projects on the corridor. The project would provide new/alternative design standards that benefit all modes and while enhancing opportunities to build needed middle housing along the corridor.

Maximum characters: 3,000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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 local conditions or in federal regulations, state requirements, or regional plans
- 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 15 of the 2024 Application Packet.

Why is it important to do the proposed project in this grant cycle?

The proposed project is needed in this grant cycle to address the pressing issue supporting construction of middle housing projects. The City has experienced potential development of middle housing projects pull away due to the large right-of-way dedication requests along Cornell Road. Obtaining a 102-foot-wide cross-section throughout this corridor is unrealistic and unachievable due to existing dwellings and parcel sizes. A new approach is needed that finds the safe balance between transportation modes while reducing the required roadway cross-section on the corridor. Also, a clear plan is needed to identify the appropriate design treatment to address the crashes occurring at the Cornell Road / Lincoln Street intersection.

TriMet is also moving forward with Cornell Road being a frequent service route. The City needs this project for this grant cycle to develop a plan to provide for better transit accessibility and amenities for this frequent service route.

Maximum characters: 2,500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

What local actions are needed to move the proposed project forward? Have these actions been taken and if so, when? If those efforts are underway, when will they be completed?

Figure 5-5 of the City's Transportation System Plan (TSP) calls for future refinement work on this segment of Cornell Road for safety, access management, and bicycle treatment. The TSP also has a placeholder project, Project 22-007, that lists various alternative treatments such as a median barrier and roundabouts in this segment. Washington County has this segment of Cornell Road on their Transportation Development Tax (TDT) Road Project List which provides opportunities for project funding by the TDT program and TDT credits for developers who implement parts of the project. The next local actions to move this refinement work forward is pursuing funding opportunities, such as this TGM grant, to develop a corridor plan.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

How does the proposed project relate to other planning efforts, developments, or initiatives? Which of those are completed, underway, or waiting on the completion of this project?

This corridor plans are consistent with the City of Hillsboro's efforts to enhance walking and bicycling options within the city. Once the corridor plan is adopted, the City plans to seek Washington County Major Streets Transportation Improvement Program funding, TDT, and/or other funding sources in the next 10 years to deliver the project. In the meantime, an adopted corridor plan will help the City and County acquire the right-of-way and half-street improvements from redevelopment activity (land use applications) that moves in the direction of the completed project.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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 16 of the 2024 Application Packet.

Tasks and deliverables table

What are your proposed tasks and deliverables

PROJECT INITIATION AND COORDINATION TASKS/DELIVERABLES (2 MONTHS):

Consultant - Project Kickoff Meeting and Project Area Tour
Consultant - Draft and Final Memorandum #1: Public Engagement Strategy
Consultant & City - PMT Meetings
Consultant & City - Initial Web Site Content
DECISIONS OF THESE TASKS MADE BY PMT

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

EXISTING CONDITIONS TASKS/DELIVERABLES (4 MONTHS):

Consultant & City - Draft and Final Memorandum #2: Existing Conditions (Current Roadway Elements and Traffic Analysis)
Consultant - Agency Coordination Meeting #1 and Summary
Consultant - Stakeholder Advisory Committee #1 and Summary
Consultant - Partner Interviews
Consultant & City - Public Online Open House Preparation, Attending, and Summary
Consultant - Draft and Final Memorandum #3: Project Goals and Objectives that identifies needs, opportunities, and constraints.
DECISIONS OF THESE TASKS MADE BY PMT BASED ON COMMENTS FROM THE PUBLIC AND OTHER AGENCIES

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

CORRIDOR CONCEPT DEVELOPMENT TASKS/DELIVERABLES (6 MONTHS):

Consultant - Agency Coordination Meeting #2 and Summary (develop alternatives)

Consultant & City - Draft and Final Memorandum #4: Preliminary Design Concept Alternatives (includes conceptual plan and cross-sectional of alternative, traffic analysis, and cost estimates)

Consultant & City - Public Conceptual Design Workshop

Consultant - Stakeholder Advisory Committee #2 and Summary

Consultant - Elected Officials Meeting #1 and Summary

DECISION OF THE ALTERNATIVES TO PROCEED VIA AGENCY COORDINATION. ALL OTHER DECISIONS MADE BY PMT BASED ON COMMENTS FROM THE PUBLIC AND OTHER AGENCIES.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

PREFERRED DESIGN ALTERNATIVE TASKS/DELIVERABLES (3 MONTHS):

Consultant - Agency Coordination Meeting #3 and Summary (recommend preferred design)

Consultant - Draft and Revise Corridor Concept Plan

Consultant - Stakeholder Advisory Committee #3 and Summary

Consultant & City - Public Preferred Design Alternative Workshop

DECISION OF THE ALTERNATIVE TO PROCEED VIA AGENCY COORDINATION. ALL OTHER DECISIONS MADE BY PMT BASED ON COMMENTS FROM THE PUBLIC AND OTHER AGENCIES.

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

IMPLEMENTATION AND PHASING PLAN TASKS/DELIVERABLES (9 MONTHS):

City and County - Draft and Final Memorandum #5: Implementation and Phasing Plan

Consultant - Agency Coordination Meeting #4 and Summary

Consultant - Final Corridor Concept Plan

Consultant – Provide graphics to amend City’s Community Development Code to incorporate the adopted corridor plan cross-sections.

City and County - County and City Adoption Materials

Consultant, City, and County - City Council and Board of County Commissioners Work Sessions

DECISIONS OF THESE TASKS MADE BY PMT

For each project task, describe the major deliverables and who is responsible for its preparation, decisions to be made, and expected timeline. Clearly identify which local plans or regulations the final document(s) will create, amend or update and which entity or entities will need to take action to adopt them.

How will the project approach support investment decisions for Safe Systems, Climate Action, and Equitable Outcomes?

This proposed project follows the Safe System approach by developing a cross-section that accommodates the safety of all users. It also follows this approach by improving potential safety conflicts between modes by creating more enhanced crossings along the corridor. The proposed project intends to address Climate Action by improving the experience and safety for people walking, bicycling, and using transit along the corridor, thus providing people opportunities other than using motor vehicles. It will also create more equitable outcomes by improving community health, transportation accessibility, and affordability including allowing opportunities for more housing to be constructed for less.

Maximum characters: 1000 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If adoption hearings will be held as part of a larger project, when will that be and as part of what project? (optional)

Adoption hearings will be done within 2 to 2.5 years of the project initiation. The plan would be adopted by reference (amendment) through an update of the City of Hillsboro Transportation System Plan. The developed cross-sections will be adopted into the City’s Community Development Code as a plan district. Washington County will include the preferred alternative from this refinement plan in their next Transportation System Plan Update. The County will also amend their road standards to acknowledge the preferred alternative from their default roadway standards.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

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 17 of the 2024 Application Packet.

Upload letters of support here

HillsboroSchoolDistrict_CornellSupportLetter.pdf

SafeRoutesToSchool_CornellSupportLetter.pdf

TriMet Support Letter_Hillsboro TGM Grant.pdf

WashingtonCounty_TGM-SupportLetterForCornellArringtonMain.pdf

PDFs only. Max 2 mb per file.

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 18 of the 2024 Application Packet.

Describe the experience and availability of key staff

Joseph Auth, City of Hillsboro Transportation Systems Principal Engineer, will be the project manager. He has over 23 years of experience with project management, transportation planning, traffic analysis, and roadway design. 14 of those years he worked for the Oregon Department of Transportation on TGM projects. Joseph's understanding of the correlation between planning, analysis, and design is integral in making this project a success. Portland-Milwaukie Light-Rail is one of the notable projects Joseph managed at his time with ODOT which has been implemented successfully. Joseph has the availability to manage this project for the next three years.

Dock Rosenthal in the City of Hillsboro Transportation Systems Division will be assisting with any travel demand modeling and forecasting needs to support the traffic analysis. Susie Serres and Matt Egeler from the City's Public Works Department will be aiding the data to provide safety analysis. Gretchen Olson with the city will assist in mailings to residences and business within the nearby vicinity of the project. Lauren Scott from the City will assist with online materials.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Explain how the applicant has the capacity to scope the proposed project during the next 15 months and manage it to completion within 3 years

The applicant team have the capacity to scope the project during the next 15 months and manage it to completion within the three years. City staff have moved proactively on this project by obtaining safety data from ODOT and Inrix for this section of Cornell Road. City staff have also built a Synchro traffic analysis model for the corridor traffic analysis. The scope of the project is listed in the tasks and deliverables which will be further refined when a consultant is selected.

Maximum characters: 1500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

If applicable, list applicant'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
<input type="text"/>	<input type="text"/>	<input type="text"/>

300 character limit.

Bonus points: Housing (up to 10 points)

Response instructions are on page 19 of the 2024 Application Packet.

How will the adoption of the final document(s) address barriers to a broad range of housing types and affordability or work to link the location of future workforce housing to walkable/bikeable areas with good transit?

This segment of Cornell Road connects the City's Downtown to Intel campuses of Ronler Acres, Hawthorne Farm, and Jones Farm with housing, schools, and commercial areas in between. Travel mode improvements from this corridor plan would enhance access and connectivity between housing, employment, schools, and commercial activities. The current planned cross-section based on Washington County standards creates a barrier for more housing along the corridor where every foot of land is highly valued. This project hopes to meet the needs of the community.

Maximum characters: 500 | (Text box automatically expands. Click and drag right-hand corner of text box to manually expand it.)

Required forms

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

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

PDFs only. Max 2 mb per file.

Certifications

Response instructions are on page 20 of the 2024 Application Packet.

Eligibility criteria

- This application demonstrates a clear transportation relationship
- This application demonstrates adoption of products to meet project objectives
- This application demonstrates the support of local officials

Preparation of application

- This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions
 - This application was prepared by the following COMPENSATED consultant (indicate below)
 - This application was prepared by the following UNCOMPENSATED consultant (indicate below)
-

Would you like to receive TGM news and updates?

Yes No I am already subscribed

Clicking "Yes" authorizes us to add your email to our e-newsletter mailing list. You can unsubscribe at any time.

Today's date

7/19/2024

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

Rachael Levasseur
Planning Section Web Coordinator
Rachael.LEVASSEUR@odot.oregon.gov



June 3, 2024

The Mayor, on behalf of the City Council, authorize city staff to pursue a Transportation and Growth Management (TGM) grant to develop a corridor refinement plan for NE Cornell Road between NE Arrington Road and E Main Street. This segment of NE Cornell Road connects the City's Downtown to Intel campuses at Ronler Acres, Hawthorn Farm, and Jones Farm, with housing, schools, and commercial areas in between. Travel mode improvements from this refinement plan would enhance community access and connectivity between housing, employment, schools, and commercial activities.

The existing roadway has four motor vehicle travel lanes, curb-tight sidewalks, and no dedicated facilities for bicycling. NE Cornell Road also divides two of Hillsboro's school attendance boundaries. A refinement plan to develop a preferred design concept that most effectively improves safety, transit access, bicycling facilities, and a better experience for the people walking is much needed for NE Cornell Road.

Construction to current design requirements has substantial impacts outside of the constrained right-of-way. These design requirements have been an obstacle to the City in reviewing several redevelopment applications along this corridor. A refinement plan would define a better approach for utilizing the constrained right-of-way and will encourage more housing development along the corridor.

By this letter, the City Council has authorized the city staff to request \$250,000 of TGM funds to develop this refinement plan that will improve the safety and accessibility for the community. The City will provide a 11.5% match of funds projected at approximately \$29,000, towards this refinement plan. The City will also offer labor, supplies, and services towards this project outside of the 11.5% match without request for reimbursement.

We look forward to seeing this refinement plan addresses the safety, accessibility, equity, and housing needs along NE Cornell Road.

Sincerely

A handwritten signature in black ink that reads 'Steve Callaway' in a cursive script.

Mayor Steve Callaway



CITY COUNCIL MEETING AGENDA

Tuesday, July 2, 2024

[TVCTV Livestream](#) • [Civic Center Auditorium](#) • [Zoom Teleconference](#)

Language interpreters, including Sign-language, are available at no cost.
To arrange, please call 503-681-6100 or TTY 503-681-6284, 72 hours prior to the meeting.

1. **Work Session - 6pm - Civic Center C113B&C/Zoom Teleconference**

1.1. Climate Action Planning Update - presented by Robin Straughan, Sustainability Manager

[Staff Report](#)

[PowerPoint](#)

1.2. American Rescue Plan Act Update - presented by Rahim Harji, Deputy City Manager

[Staff Report](#)

[PowerPoint](#)

City Council Regular Session - 7pm - Civic Center C113B&C/Zoom Teleconference

Zoom Teleconference

Phone: 1-253-215-8782 or 1-301-715-8592

Meeting ID: 851 4863 9488

Password: 932487

<https://us02web.zoom.us/j/85148639488?pwd=RzNHQ0ZzVFBNN3h5Q04xQnJjaGJsQT09>

Pledge of Allegiance

Call to Order - Roll Call

2. **Presentations and Appointments**

2.1. Proclamation: Disability Pride Month - July

[Proclamation](#)

2.2. Proclamation: Parks & Recreation Month - July

[Proclamation](#)

2.3. Parks & Recreation Commission Annual Update

[PowerPoint](#)

3. **Public Comment**

Comments are limited to three minutes.

Speaking In Person: Please fill out a yellow card on the table in the back of the room and give it to the City Recorder. If you have a written statement for the Council, please have 10 copies available and give them to the City Recorder who will distribute them to the Council.

Speaking Virtually: Register to speak by contacting the City Recorder's Office before 3 pm the day of the meeting. Email Council@Hillsboro-Oregon.gov or call 503-681-6117 to provide your name, phone number, address, email, and topic. Members of the public will not be able to share their screen or turn their camera on during the meeting; presentation materials should be submitted as written testimony.

4. **Consent Agenda**

4.1. Minutes:

May 21, 2024

May 21, 2024 work session

June 4, 2024

June 4, 2024 work session

June 18, 2024

June 18, 2024 work session

[Council Minutes 052124](#)

[Work Session Minutes 052124](#)

[Council Minutes 060424](#)

[Work Session Minutes 060424](#)

[Council Minutes 061824](#)

[Work Session Minutes 061824](#)

4.2. Consider Transportation Committee's recommendation to approve a letter and to authorize city staff to pursue a Transportation and Growth Management grant from the Oregon Department of Transportation to develop a corridor refinement plan for NE Cornell Road between NE Arrington Road and E Main Street.

[Staff Report](#)

5. **Public Hearings**

Comments are limited to three minutes.

Speaking In Person: Please fill out a yellow card on the table in the back of the room and give it to the City Recorder. If you have a written statement for the Council, please have 10 copies available and give them to the City Recorder who will distribute them to the Council.

Speaking Virtually: Register to speak by contacting the City Recorder's Office before 3 pm the day of the meeting. Email Council@Hillsboro-Oregon.gov or call 503-681-6117 to provide your name, phone number, address, email, and topic. Members of the public will not be able to share their screen or turn their camera on during the meeting; presentation materials should be submitted as written testimony.

5.1. [Annexation 001-24: Glee PDX LLC](#): (The ordinance will be considered as item 7.1.)

- 5.2. Zone Change 001-24: Glee PDX LLC: Consider the recommendation from the Planning Commission to adopt an order for a City-initiated Zone Change from County FD-20 to City I-S Industrial Sanctuary on two parcels approximately 9.74 in size being annexed into the City limits. **Order No. *14 is available.**
[Staff Report](#)
[Order No. 14](#)
[Written Testimony](#)
- 5.3. Annexation 005-24: Vanrose: (The ordinance will be considered as item 7.2.)
- 5.4. Zone Change 005-24: Vanrose: Consider the recommendation from the Planning Commission to adopt an order for a City-initiated Zone Change from County FD-20 to City I-S Industrial Sanctuary, with Significant Natural Resource and Flood Plain Overlays, for a parcel of land approximately 129.7 acres in size being annexed into the City limits. **Order No. *15 is available.**
[Staff Report](#)
[Order No. 15](#)
- 5.5. Annexation 006-24: Farmboys: (The ordinance will be considered as item 7.3.)
- 5.6. Zone Change 006-24: Farmboys: Consider the recommendation from the Planning Commission to adopt an order for a City-initiated Zone Change from County FD-20 to City I-S Industrial Sanctuary, with Significant Natural Resource and Flood Plain Overlays, for a parcel of land approximately 116.8 acres in size being annexed into the City limits. **Order No. *16 is available.**
[Staff Report](#)
[Order No. 16](#)
- 5.7. Annexation 007-24: Witch Hazel Village South: (The ordinance will be considered as item 7.4.)
- 5.8. Zone Change 007-24: Witch Hazel Village South: Consider the recommendation from the Planning Commission to adopt an order for a City-initiated Zone Change for 8 parcels approximately 127.27 acres in size being annexed into the City limits. **Order No. *17 is available.**
[Staff Report](#)
[Order No. 17](#)
- 5.9. Vacation 02-24: Vacate a public utility easement and an emergency vehicle access easement located in Parcel 2, Partition Plat 2016-055. (The ordinance will be considered as item 7.6.)

6. Unfinished Business

- 6.1. None.

7. Ordinances:

(Per Charter requirements, ordinances are adopted over the course of two City

Council meetings, unless special circumstances exist. If applicable, ordinances adopted at a single meeting are noted as such on the agenda.)

First Reading:

- 7.1. Annexation 001-24: Glee PDX LLC: Consider adopting an ordinance for annexation of two lots approximately 9.74 acres in size and adjacent right-of-way into the City limits of Hillsboro. **Ordinance No. *6476 is available.**
[Staff Report](#)
[Ordinance No. 6476](#)
- 7.2. Annexation 005-24: Vanrose: Consider approving an Ordinance for annexation of one property approximately 129.7 acres in size into the City limits of Hillsboro. **Ordinance No. *6477 is available.**
[Staff Report](#)
[Ordinance No. 6477](#)
- 7.3. Annexation 006-24: Farmboys: Consider adopting an ordinance for annexation of one property approximately 116.8 acres in size into the City limits of Hillsboro. **Ordinance No. *6478 is available.**
[Staff Report](#)
[Ordinance No. 6478](#)
- 7.4. Annexation 007-24: Witch Hazel Village South: Consider adopting an ordinance for annexation of eight lots totaling approximately 127.27 acres in size into the City limits of Hillsboro. **Ordinance No. *6479 is available.**
[Staff Report](#)
[Application Materials](#)
[Ordinance No. 6479](#)
- 7.5. Hillsboro Comprehensive Plan Amendment 001-24: Transportation System Plan: Consider the recommendation from the Planning Commission to approve minor text amendments to the Hillsboro Comprehensive Plan related to incorporating Hillsboro Transportation System Plan updates. **Ordinance No. *6480 is available.**
[Staff Report](#)
[Ordinance No. 6480](#)
- 7.6. Vacation 02-24: Consider adopting an ordinance vacating a public utility easement and an emergency vehicle access easement located in Parcel 2, Partition Plat 2016-055. **Ordinance No. *6481 is available.**
[Staff Report](#)
[Ordinance No. 6481](#)

Second Reading:

- 7.7. None.

8. New Business

- 8.1. Consider Transportation Committee's recommendation to adopt a resolution declaring a necessity to acquire needed property interests for improvements to widen NE Huffman Street and build a new NE 55th Court stub street and authorize the City Attorney and their designees to proceed with the necessary acquisitions in accordance with our real property acquisition and disposition policy. **Resolution No. *2851 is available.**

[Staff Report](#)

[Resolution No. 2851](#)

9. City Manager Report

10. Advice/Information Items

- 10.1. For information on the 2024 General Election City Council Candidates, visit [Hillsboro-Oregon.gov/Elections](https://hillsboro-oregon.gov/Elections)
- 10.2. Sign up to receive [Happening in Hillsboro](#) or [Creciendo Juntos](#) email updates from the City of Hillsboro.

11. Work Session - Following Regular Session - Civic Center C113B&C/Zoom Teleconference

- 11.1. Continued, if needed: American Rescue Plan Act Update - presented by Rahim Harji, Deputy City Manager

12. Executive Session - Following Work Session - Civic Center C113B&C

(No action may be taken in executive session. If action needs to be taken, the Council will do so in regular session)

- 12.1. ORS 192.660(2)(e) – to conduct deliberations with persons designated by the governing body to negotiate real property transactions.

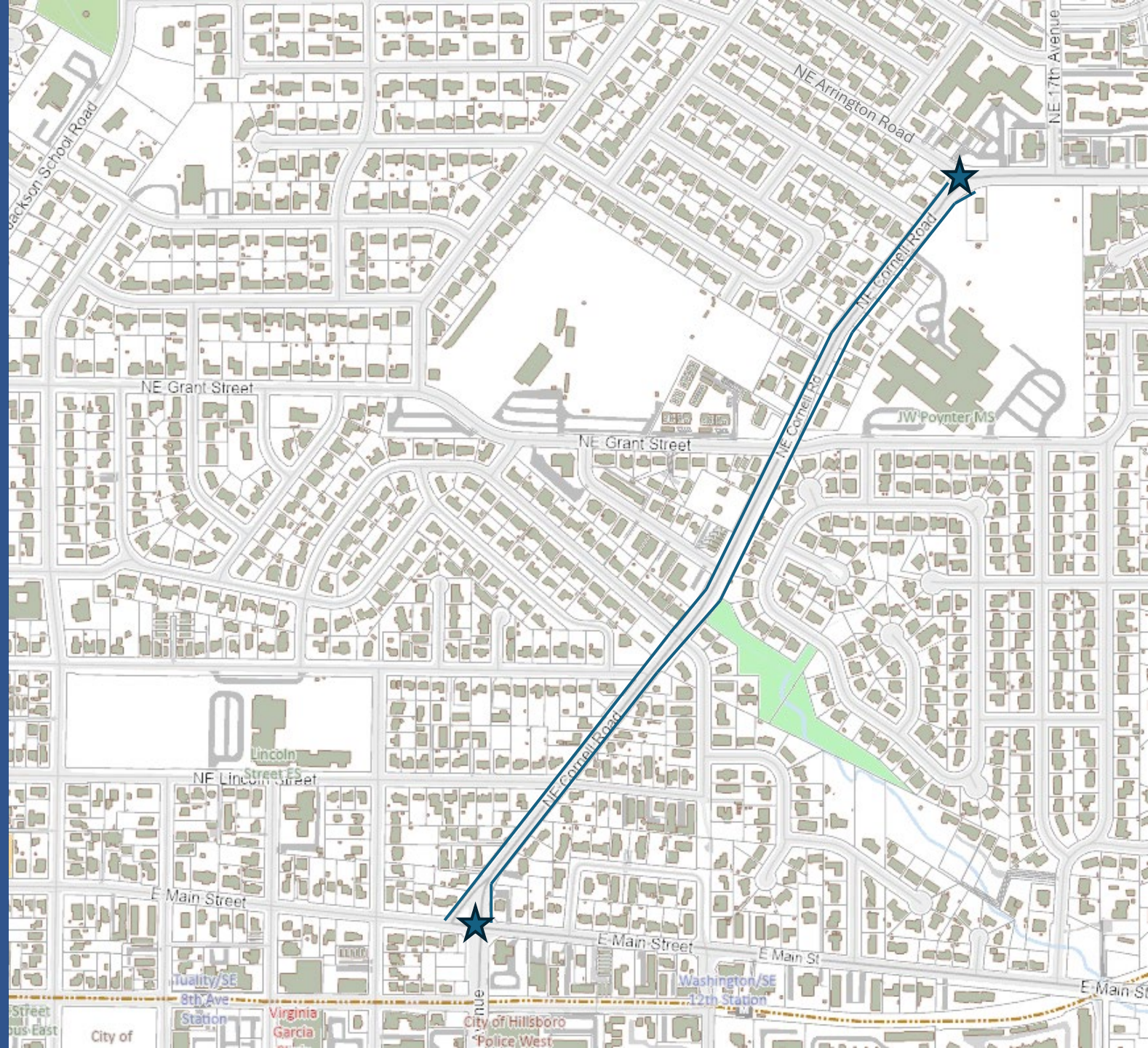
Transportation and Growth
Management Program Application

Project Area Map

NE Cornell Road: NE Arrington Road
to NE Main Street

Project Sponsor:

Joseph Auth, PE | *Principal Engineer*
City of Hillsboro | Community Development:
Transportation Systems Division
503-681-5256 (office) | 503-476-2278 (cell)





June 10, 2024

Oregon Department of Transportation, Oregon Transportation & Growth Management Program

RE: Letter of Support for TGM Funding for City of Hillsboro's multimodal improvements study on Cornell Road

Dear Oregon Transportation & Growth Management Program staff:

As the Hillsboro School District Transportation Executive Director, I wish to express our strong support for the City of Hillsboro's application for a Transportation Growth Management (TGM) grant to study potential multimodal improvements on Cornell Road between Arrington Road and Main Street.

This segment of Cornell Road divides the attendance boundaries of J.W. Poynter Middle School and Lincoln Street Elementary Schools. Students living north of Cornell Road currently walk across Cornell Road to attend J.W. Poynter Middle School. The school district currently provides buses to Lincoln Street Elementary School students residing east of Cornell Road since Cornell Road lacks enhanced crossings.

The City of Hillsboro receiving this TGM grant provides an opportunity to plan and design safer crossings along Cornell Road. This grant also explores developing improved safety, access and comfort for people walking and bicycling along this stretch of Cornell Road. The school district believes that these improvements will create an environment that further promotes walking and biking to school as well as benefits the greater community's multimodal options to get to businesses, work, and destinations of interest.

Please, accept this enthusiastic endorsement for Cornell Road: Arrington Road to Main Street TGM grant application.

Sincerely,

Carol Hatfield

Carol Hatfield



June 11, 2024

Oregon Department of Transportation, Oregon Transportation & Growth Management Program

RE: Letter of Support for TGM Funding for City of Hillsboro's multimodal improvements study on Cornell Road

Dear Oregon Transportation & Growth Management Program staff:

As the Safe Routes to School Coordinator for the City of Hillsboro, I wish to express my strong support for the City of Hillsboro's application for a Transportation Growth Management (TGM) grant to study multimodal improvements on Cornell Road between Arrington Road and Main Street.

This segment of Cornell Road divides the attendance boundaries of J.W. Poynter Middle School and Lincoln Street Elementary Schools. Students living north of Cornell Road currently walk across Cornell Road to attend J.W. Poynter Middle School. The school district currently provides buses to Lincoln Street Elementary School students residing east of Cornell Road since Cornell Road lacks enhanced crossings.

The City of Hillsboro receiving this TGM grant provides an opportunity to plan and design safer crossings along Cornell Road. This grant also explores developing improved safety, access and comfort for people walking and bicycling along this stretch of Cornell Road. As the Safe Routes to School Coordinator for the City I feel that these improvements will create an environment that further promotes walking and biking to school as well as benefits the greater community's multimodal options to get to businesses, work, and destinations of interest.

Please, accept this enthusiastic endorsement for Cornell Road: Arrington Road to Main Street TGM grant application.

Sincerely,

Dani Walker

Dani Walker, MPH | she/her | Safe Routes to School Coordinator
City of Hillsboro | Public Works Department: Transportation Division

June 20, 2024

Transportation Growth Management Program
Oregon Department of Transportation
ODOT Region 1
555 13th Street NE
Salem, OR 97301

Dear TGM Program:

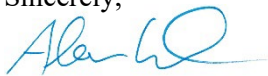
I am writing to express my strong support for the City of Hillsboro's application for Transportation and Growth Management funding for a corridor refinement plan along NE Cornell Road between NE Arrington Road and E Main Street. This proposed project would help advance important community goals regarding mobility and accessibility.

This funding request comes at an opportune time. TriMet recently finalized an updated transit service plan, "Forward Together", which designated NE Cornell Road as a corridor requiring 'Frequent Service' to meet travel demands. The objectives of the proposed refinement plan, to improve pedestrian and bicycle access along the corridor and enhance access to transit stops, directly address this need. The plan also allows for exploring enhancements to bus stop infrastructure and passenger amenities, given the constrained right-of-way.

In fact, TriMet has already upgraded of Line 48-Cornell Rd. to Frequent Service status, defined as trips every 15 minutes during much of the day, seven days a week. Line 48 provides daily service between the Hillsboro Transit Center and Sunset Transit Center in Beaverton, offering connections to MAX light rail and additional bus lines along the way—some also providing frequent service. According to recent ridership data, Line 48 facilitates over 10,000 weekly passenger trips, providing access to major regional medical centers, event venues, and the Hillsboro Airport.

We appreciate the collaborative efforts of the City and County to develop solutions that can improve transit accessibility and travel times through strategic planning. The more we are able to work together, the better we can meet the needs of Hillsboro residents and others who work or travel in Hillsboro. TriMet looks forward to continuing our strong partnership with the City of Hillsboro to build a safer, more accessible, and sustainable transit network for the community. Thank you for your consideration of this important project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alan Lehto".

Alan Lehto
Senior Director, Planning



July 16, 2024

Glen Bolen, ODOT Region 1 Lead Grant Manager
Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209

Dear Mr. Bolen:

Washington County, as the agency having roadway jurisdiction on Cornell Road, supports the City of Hillsboro's application for a Transportation and Growth Management (TGM) grant to study multimodal improvements on Cornell Road between Arrington Road and Main Street.

Cornell Road is an important arterial that connects Hillsboro's vibrant Calle Diez and downtown with commercial, industrial, and residential areas to the north and east. The corridor has constrained right-of-way, curb-tight sidewalks, and no dedicated bicycle facilities.

Washington County is committed to providing safe multimodal transportation solutions that improve access to jobs and housing and connect key community destinations. We are encouraged that this TGM grant opportunity will help lead to future implementation of multimodal safety and accessibility improvements on this 0.7-mile segment of Cornell Road to enhance the corridor for bicycling and walking. The planning will allow for consideration of multiple potential solutions that may reduce the need for additional right-of-way, and better serve multimodal travel.

On behalf of the Board of County Commissioners and Washington County staff, I respectfully request that you give Hillsboro's TGM grant application the fullest consideration.

Sincerely,

Chair Kathryn Harrington
On behalf of the Washington County Board of Commissioners

Cc: Board of County Commissioners
Hillsboro City Council
Robby Hammond, Hillsboro City Manager
Stephen Roberts, Director of Land Use & Transportation, Washington County

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.