

# 2025 Transportation Growth Management Grant Application

## Instructions

Be sure to download and review the [2025 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, 2025 at 11:59 p.m. (PDT)***

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## 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 2025 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

Oregon

97123

City

State

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 Manager

**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 meeting minutes from the governing body of applying jurisdiction(s) here:**

CityOfHillsboroSupportLetter.pdf

CityOfHillsboroMeetingMinutes.pdf

*PDFs only. Max 2mb per file.*

## Project information

Response instructions are on page 10 of the 2025 Application Packet.

**Project title**

NE Cornell Road: E Main Street to NE 25th Avenue - Corridor Plan

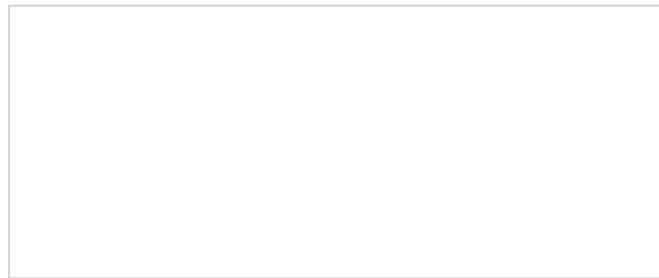
**Project area:** Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

**Option 1: Project area map**

ProjectAreaMap.pdf

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

**Option 2: Project area description**

**ODOT region (1-5)**

Region 1

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

**ODOT Region Map****Type of grant**

Category 1: Transportation System Planning

**Summary description of project**

The City is looking to do a corridor refinement plan on Cornell Rd between Main St and 25th Ave to develop a preferred design concept that effectively improves housing, transit access, bicycling facilities, and the experience for people walking. This segment is an arterial roadway that connects the City's Downtown with commercial and residential areas to the north. The existing roadway has four to five motor vehicle travel lanes, curb-tight sidewalks, and no exclusive facilities for bicycling. The City has experienced several redevelopment applications on this corridor, but current design requirements would have substantial impacts outside of the constrained right-of-way. This refinement plan will be adopted into the City and County's Transportation System Plan to guide future land use applications towards an identified project. Implementation of the plan that 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)*

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**Project cost table**

Response instructions are on page 11 of the 2025 Application Packet.

<b>TGM funds requested for the work identified in Criterion 3</b>	<b>Consultant</b>	<b>Local reimbursement</b>	<b>Total TGM funds requested</b>
	\$175,000.00	\$0.00	\$175,000.00

**Local match****Minimum Match (Calculated)**

\$20,029.53

*Approximately 11.5% of requested funds*

<b>Match to be provided</b>	<b>Labor, supplies and services during project</b>	<b>Payment when Intergovernmental Agreement is signed</b>
	\$29,000.00	\$21,000.00

**Total Match to be Provided**

\$50,000.00

## 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 2025 Application Packet.**

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

The project would reduce significant right-of-way dedications from housing projects, improve the safety issues on the corridor, and address the quality of available facilities for people walking and bicycling.

The City has experienced several pre-applications for middle and transitional housing projects along this corridor where the applicant had challenges pursuing an application with the City due to the 19-foot of right-of-way dedication required by the County's Transportation System Plan (TSP). Some of these applicants withdrew their application due to this right-of-way dedication requirement. The most recent project facing these challenges was Transcending Hope in December of 2024, a 36-bed transitional housing project on Cornell Rd between Main St and Lincoln St. This corridor plan will explore various design techniques and ultimately identify a preferred design concept that reduces this right-of-way request significantly so future housing projects on the corridor do not run into this barrier that limits land availability to develop housing.

The crash rate along Cornell Rd between Main St and 25th Ave (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 Rd intersections of NE Lincoln St and NE 21st Ave also fall on the top 5% on the statewide Safety Priority Index System that identifies crash hotspots. There are no exclusive facilities for bicycling on this section of Cornell Rd. Walking experience is diminished from people having to use curb-tight sidewalks. The bicycle level of traffic stress rating is 4, which is the highest stress level. Cornell Rd divides two schools' attendance boundaries. The availability of enhanced crossings for students is located a quarter to a half mile apart along the corridor. Cornell Rd has experienced 4 crashes involving pedestrians and 2 crashes involving people bicycling. One of the walking crashes was a fatality. Cornell Rd also had 13 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 transportation modes.

The project is also intended to improve access to transit stops including the bus stops on Cornell Rd and Main St and the TriMet MAX station located a few blocks away at 12th Ave and Washington St. It also plans to consider improvements to bus stop amenities, since this corridor is a frequent service bus route.

This refinement plan will be adopted into the City and County's TSPs. Adoption of the plan into the City's TSP 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.

*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 provide an effective design concept that can encourage infill redevelopments, reduce infrastructure costs, enhance the safety, and improve quality for all travel modes. This project would achieve at least nine 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 promotes middle housing and livable city by creating family-friendly connection from a residential area to Hillsboro's placemaking community, Calle Diez, to the south that has diverse shops (Objective 2.1).

The project saves public and private costs (Objective 4.2) by developing conceptual design alternatives to reduce the conventional standard 98-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 19-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 2025 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 and transitional housing projects along Cornell Rd. The City has experienced proposed development of middle and transitional housing projects withdrawing their application due to the right-of-way dedication requests of 19-feet along Cornell Rd. The most recent example is a transitional housing pre-application in December of 2024 that has not proceeded with their application. This hindrance for middle and transitional housing will continue until the City and County has an adopted corridor plan for Cornell Rd. Obtaining a 98-foot-wide cross-section throughout this corridor is unrealistic and unachievable due to existing buildings 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 Rd / Lincoln St intersection and other locations on the corridor.

The City also needs this project for this grant cycle to develop a plan to provide for better transit accessibility and amenities for TriMet's 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 TSP calls for future refinement work on this segment of Cornell Rd 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 is supportive and has this segment of Cornell Rd 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. City staff have started collecting vehicle/bicycling volumes, speed, ridership, and crash data to do an existing assessment of the corridor. The City plans to run some analysis in the future to guide the grant of potential alternatives. The next local actions to move this refinement work forward is pursuing funding opportunities to support design work and public engagement, 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 plan is consistent with the City and County's efforts to enhance walking and bicycling options within the city and our directive to implement the goals of Climate Friendly & Equitable Communities. 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 2025 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 (3 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 (4 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 (6 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 that align with Oregon's Transportation Plan and Transportation Planning Rules?**

The project supports investment decisions that align with Oregon's Transportation Plan and Transportation Planning Rules by exploring alternatives to improve the walking experience, to incorporate bicycle facilities, and to allow community visions to derive the outcome. None of the alternatives will have a proposal to add a travel or turn lane to the existing corridor, so Oregon Administrative Rule 660-12-0830 process is not required to be conducted for this study. City staff still plan to implement the alternatives review, equity analysis, transportation mode inventories, and other pertinent rules listed in the Transportation Planning Rule to achieve Climate Friendly and Equitable Communities' goals and objectives. This study will also create more equitable outcomes by improving community health, transportation accessibility, and affordability including allowing opportunities for more housing to be constructed.

*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 18 months of the project initiation. The plan would be adopted by reference (amendment) through an update of the City of Hillsboro's 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 2025 Application Packet.**

##### **Upload letters of support here**

Wa County TGM Support Letter - City of Hillsboro.pdf

TriMet Support Letter\_Hillsboro TGM Grant 2025-06-16.pdf

HSD\_Letter\_2025.pdf

WashCoBikesSupportLetter\_2025.pdf

OregonWalksSupportLetter.pdf

Letter of Support\_WashCoChamber.pdf

CentroCulturalLetterofSupport.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 2025 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.

Steve Kelley will be the Washington County lead for the corridor study. Steve has over 32 years of experience as a transportation planner (more than 25 years with the county) and bring a wide range skills including: travel demand forecasting, transportation system planning and development coordination. Steve will coordinate with County engineering as needed on the project.

*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 City's team have the capacity to start proceeding with this project as soon as the grant is awarded. Our staff with Washington County will manage the corridor plan to completion within 18-months once the consultant is selected. City staff have moved proactively on this project by obtaining motor vehicle volumes, bicycling volumes, speed, ridership, crash, and Inrix data for this section of Cornell Rd. City staff have also built a Synchro traffic analysis model for the corridor traffic analysis and can do the forecast modeling work. 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 2025 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?**

The existing TSP designation is preventing middle & transitional housing development along Cornell Rd. Finding a narrower cross-section that allows for more developable land and that provides amenities for all transportation modes would be a huge win for the City & County. This segment Cornell Rd connects a frequent service transit route to the City's Downtown to Intel campuses with housing, schools, and commercial areas in between. Providing bicycle facilities and a better walking experience for the community with housing options is what the City & County expect to accomplish from this plan.

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

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## Required forms

### Title VI: Racial & Ethnic Impact Statement form

Racial-Ethnic-Impact-  
Statement\_HillsboroJuly2025.pdf

PDFs only. Max 2 mb per file.

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

## Certifications

Response instructions are on page 20 of the 2025 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)

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**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**

7/31/2025

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

Rachael Levasseur  
Planning Section Web Coordinator  
[Rachael.LEVASSEUR@odot.oregon.gov](mailto:Rachael.LEVASSEUR@odot.oregon.gov)

**From:** [Dan Dias](#)  
**To:** [Economic and Community Development Department - All Staff](#)  
**Cc:** [Robby Hammond](#); [Rahim Harji](#); [Patrick Preston](#); [Colin Miletich](#)  
**Subject:** July 1, 2025 City Council Recap  
**Date:** Tuesday, July 1, 2025 8:33:01 PM

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Good Evening All,

It was a brief City Council meeting this evening. The full agenda can be found [here](#) with a summary of items most relevant to our department found below.

#### Work Sessions

- [Hillsboro 101 Public Safety](#) – Fire and Rescue and Police provide Hillsboro 101 presentations on their respective areas of public safety.

#### Consent Agenda

- [Transportation Growth Management \(TGM\) Grant for TV Hwy rezoning and future development](#) – The Council **authorized** the City's TGM grant to support evaluation and planning for additional growth and development along the TV Hwy corridor. Many thanks to Amy Kreimeier and Planning for their work on this.
- [Transportation Growth Management \(TGM\) Grant for Cornell Road corridor refinement plan](#) – The Council **authorized** the City's TGM grant to develop a corridor refinement plan for NE Cornell Rd between Main Street and 25<sup>th</sup> Avenue to assess transportation improvements and safety. Thanks to Joseph Auth and Transportation Systems for their work on this.
- [TV Hwy Transit and Safety Project](#) – The Council **approved** an Intergovernmental Agreement (IGA) between the City and Tri-Met for project development on the TV Highway Transit and Safety project. Thanks to Mat Dolata, Gregg Snyder, and the Transportation Systems team for this work.
- [Regional Travel Demand Modeling and Analysis](#) – The Council **approved** an IGA amendment with the City and Metro for regional transportation management. Thank you Gregg Snyder for your work on this.

#### Ordinances

- [Comprehensive Plan Amendment Process Amendment](#) – The Council **approved the first reading** of the policy package to amend the Community Development Code to clarify the process and descriptions of major and minor Comprehensive Plan Amendments. Thank you again Amy Kreimeier for your work on this item.

#### New Business

- [Type 1 Flood Plain Activity Permit Fee](#) – The Council **approved a resolution** establishing a permit fee for the recently created Flood Plain Type 1 permit. Thank you Rachel Marble for your work on this item.

Thank you all and I hope you make it a great week,

Dan

**Dan Dias** | *Economic & Community Development Director*

City of Hillsboro | Economic & Community Development Department

503-899-3548 (cell)

[Hillsboro-Oregon.gov](http://Hillsboro-Oregon.gov) | [Engage with Us](#)

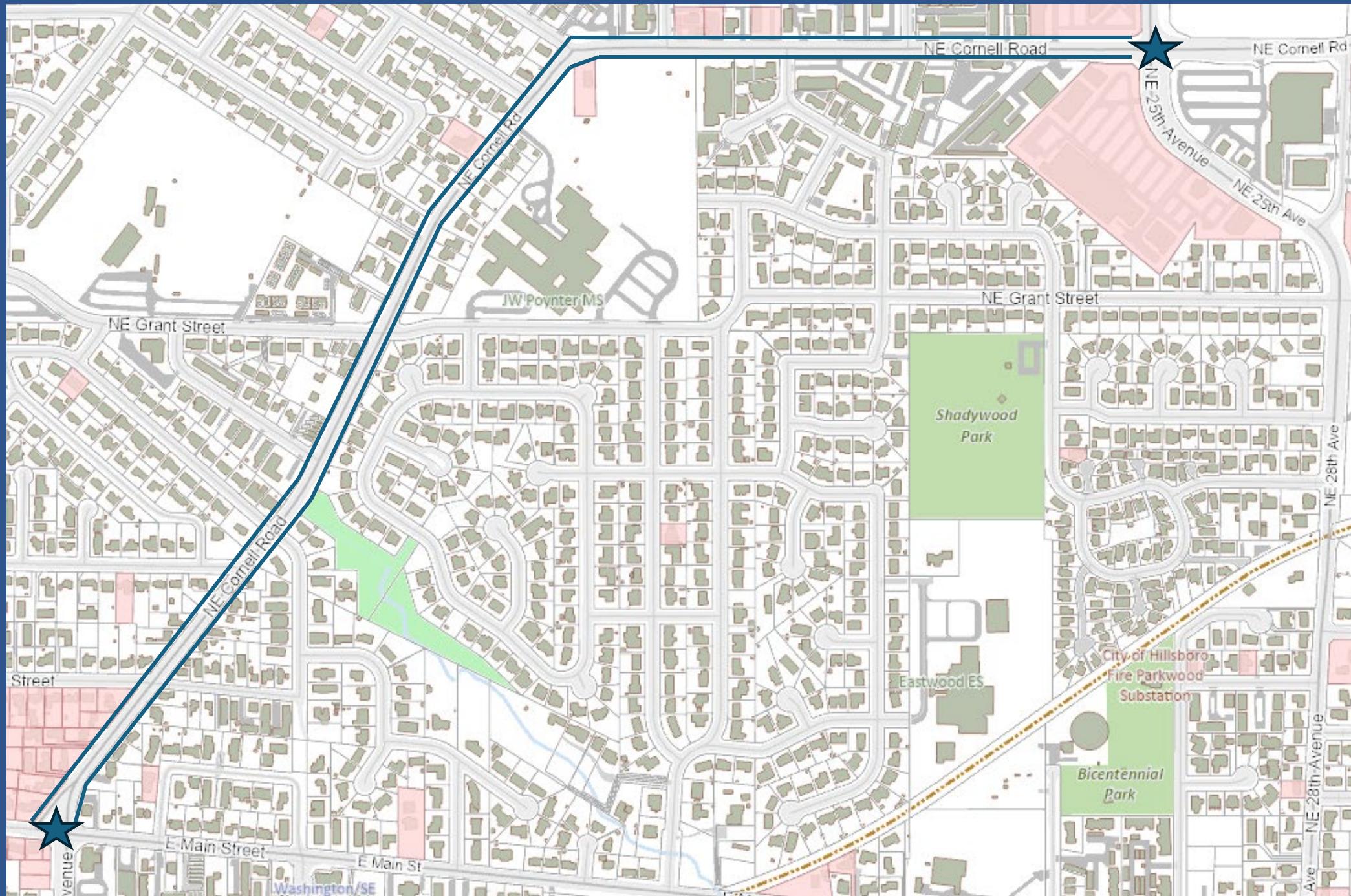
TGM Program Application  
Project Area Map

NE Cornell Road:  
E Main Street to  
NE 25<sup>th</sup> Avenue

Project Sponsor:

**Joseph Auth, PE**  
*Principal Engineer*  
City of Hillsboro

Community Development:  
Transportation Systems  
503-681-5256 (office)  
503-476-2278 (cell)





# WASHINGTON COUNTY

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## OREGON

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 25<sup>th</sup> Avenue 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. This project will build upon recent improvements and committed investments to enhance multimodal safety within the corridor, including the Major Streets Transportation Improvement Program (MSTIP)-funded improvements at 25<sup>th</sup> Avenue and the All Roads Transportation Safety (ARTS) grant-funded improvements at 17<sup>th</sup> Avenue and 21<sup>st</sup> Avenue. The TGM planning grant will allow consideration of multiple potential solutions that may reduce the need for additional right-of-way, and better serve multimodal travel.

We appreciate the City's leadership in pursuing this opportunity, as well as managing the project once awarded and leading the public engagement. The County will be heavily involved as Cornell Road is an important regional arterial operated and maintained by Washington County. We look forward to collaborating with the City of Hillsboro in the development of the corridor plan by providing technical assistance from our Operations, Traffic and Planning staff.

I respectfully request that you give Hillsboro's TGM grant application the fullest consideration.

Sincerely,

Stephen Roberts, AICP  
Director

The mission of WashCo Bikes is to promote bicycle transportation, protect bicyclists' rights, and improve bicycling conditions throughout Washington County, Oregon through education, community and advocacy.



**WashCo  
Bikes**

July 16,2025

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

WashCo Bikes Supports the City of Hillsboro's pursuit of a Transportation and Growth Management Planning Grant to do a corridor study for NE Cornell Road between East Main Street and NE 25<sup>th</sup> Avenue.

The lack of bicycle infrastructure, comfortable sidewalks and transit here really limits the access to businesses in this area as well as housing along the corridor. Designing a truly people-oriented space that allows protected bicycle access will go a long way to develop a bicycle network that will connect existing infrastructure to the east on Cornell Road, east and west on the neighborhood bikeway along NE Grant Street and to the south to connect with proposed bicycle facilities in the Oak/Baseline/10<sup>th</sup> Highway 8 corridor.

We believe the idea of a road diet through this area would provide a much safer and more equitable transportation solution without the added cost and disruption that widening the existing right-of- way would cause. Narrowing crossings for pedestrians and having room for street trees would also provide a natural speed reduction and shade to make the environment cooler.

WashCo Bikes



# CENTRO

July 30, 2025

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

Dear TGM Program:

Centro Cultural is writing this letter in strong support of the City of Hillsboro's pursuit of a Transportation and Growth Management grant to do a corridor study for NE Cornell Road between E Main Street and NE 25th Avenue. This corridor study provides a great opportunity to develop a plan to improve user quality for all transportation modes on NE Cornell Road as the corridor turns into 10th Avenue adjacently south of the project limits.

City staff is working with the community to preserve and enhance the livability of 10th Avenue, which is also known as Hillsboro's Calle Diez area. The goals of the Calle Diez project are similar to the goals of the corridor study for NE Cornell Road. Both projects strive to enhance safety and inclusion for bikes and pedestrians; engage the public, allowing community visions to drive the outcome; and improve health and well-being. There can be no better timing to have the NE Cornell Road: E Main Street and NE 25th Avenue corridor study coinciding with the City's Calle Diez work.

Centro Cultural and the City of Hillsboro have been partners for years, collaborating on projects in the Calle Diez area. We have built strong relationships with businesses and the larger community within this corridor. This has not just enabled, but empowered local government and community to collaborate in envisioning the Calle Diez area, where everyone feels welcome. The city's commitment to diversity, equity, and inclusion has not just influenced, but fostered a community where everyone's voice is heard. The active participation and continuous visioning of businesses and residents in the Calle Diez Area are the true fruits of this collaboration. This grant funding isn't just a win for the City of Hillsboro, it's a win for all those that call the Calle Diez area HOME.

Sincerely,

Nansi López, *Policy Director*  
*Centro Cultural*



July 1, 2025

The Mayor, on behalf of the City Council, authorizes city staff to pursue a grant opportunity through the Oregon Department of Transportation's Transportation and Growth Management (TGM) program. The grant would be used to develop a corridor refinement plan for NE Cornell Road between E Main Street and NE 25<sup>th</sup> Avenue. This segment of NE Cornell Road connects the City's Downtown, Calle Diez cultural area, and MAX transit station with nearby commercial and employment areas to the north. Travel improvements for all modes would be identified through this plan which would enhance community access and connectivity between housing, transit, employment, schools, and commercial activities.

The existing roadway has four to five motor vehicle travel lanes, curb-tight sidewalks, and no dedicated facilities for bicycling. It also bisects two Hillsboro schools' attendance boundaries, functioning as a barrier that limits potential safe walking and biking routes to these schools. 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.

Potential investment in the corridor has been constrained because constructing frontage improvements to current design requirements would have substantial costs and 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 infill and redevelopment along the corridor.

By this letter, the City Council has authorized the city staff to request \$175,000 of ODOT grant 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 \$25,000, towards this refinement plan. The City will also offer labor, supplies, and services towards this project above and beyond 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, appearing to read 'Beach Pace', followed by a horizontal line for a signature.

Mayor Beach Pace

**Transportation Systems Division**

Mail 150 E Main Street, 4<sup>th</sup> Floor, Hillsboro, Oregon 97123 Phone 503-681-6153 Web [Hillsboro-Oregon.gov/CommunityDevelopment](http://Hillsboro-Oregon.gov/CommunityDevelopment)



HILLSBORO SCHOOL DISTRICT

# TRANSPORTATION SERVICES

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July 2, 2025

**Oregon Department of Transportation, Oregon Transportation & Growth Management Program**

**RE: Letter of Support – TGM Funding for City of Hillsboro’s Cornell Road Multimodal Improvements Study**

Dear Oregon Transportation & Growth Management Program Staff,

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

This segment of Cornell Road separates the attendance boundaries of J.W. Poynter Middle School and Lincoln Street Elementary School. Currently, students living north of Cornell Road walk across it to attend J.W. Poynter, while those residing east of Cornell are bused to Lincoln Street Elementary due to the absence of safe crossings.

Receiving this TGM grant would allow the City of Hillsboro to plan and design enhanced pedestrian and bicycle infrastructure along this corridor. These improvements would significantly increase safety, access, and comfort for students and other community members traveling on foot or by bike. We believe that better infrastructure along Cornell Road will encourage more students to walk or bike to school and offer the broader community safer, more accessible multimodal transportation options.

We strongly endorse the City of Hillsboro’s application for the Cornell Road: Arrington Road to Main Street TGM grant and appreciate your consideration of this important initiative.

Sincerely,

Rusty Bingham  
Hillsboro School District  
Executive Director of Transportation



July 30, 2025

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

Dear Mr. Bolen,

On behalf of the Washington County Chamber of Commerce, I am writing to express our strong support for the City of Hillsboro's application for a Transportation and Growth Management (TGM) grant to fund a corridor study for NE Cornell Road between E Main Street and NE 25th Avenue.

This study is critical to shaping the future of one of Hillsboro's most dynamic corridors. It presents an opportunity to plan for multimodal improvements that will benefit residents, businesses, and visitors alike. Of particular significance is the alignment of this corridor study with the City's Calle Diez initiative, focused on enhancing livability and cultural vibrancy along 10th Avenue just south of the project area.

Both efforts share a commitment to inclusive community engagement, pedestrian and bicycle safety, and promoting equitable access to economic opportunities. The Chamber values the City's proactive approach to centering community voices in shaping infrastructure that supports long-term vitality and growth.

We believe the timing is ideal for this corridor study to build upon and complement the momentum of the Calle Diez vision. The resulting plan will help ensure that this key corridor continues to evolve into a safe, accessible, and welcoming space for all.

Thank you for your consideration of this important project. Please do not hesitate to contact our office if you have any questions or would like additional context.

Sincerely,

A handwritten signature in black ink, appearing to read "Christian J. Vázquez Rivera".

**Christian J. Vázquez Rivera**  
Director of Latino Business Development & Engagement  
Washington County Chamber of Commerce  
[christianvr@wcchamber.org](mailto:christianvr@wcchamber.org)



PROTECTING YOUR  
RIGHT TO ROAM

July 28th, 2025

Glen Bolen  
Principal Planner/Lead Grant Manager  
ODOT Region 1  
123 NW Flanders Street  
Portland, OR 97209

Dear Glen,

Greetings from Oregon Walks! I am writing in support of the City of Hillsboro's pursuit of a Transportation and Growth Management grant to do a corridor study for NE Cornell Road between E Main Street and NE 25th Avenue.

As you are likely aware, the conditions along this stretch of road are not safe or accessible for pedestrians. The curb-tight sidewalks along this four lane road put pedestrians next to often-high speed motor vehicle traffic and create an unsafe environment for folks on foot. The lack of bicycle facilities results in people bicycling to use the sidewalk—thus creating additional conflict—or the motor vehicle lane on a roadway that has no markings for cyclists.

NE Cornell Road separates the attendance boundaries of J.W. Poynter Middle School and Lincoln Street Elementary School, which means students living north of NE Cornell Road cross this arterial to attend J.W. Poynter Middle School. Students residing east of NE Cornell Road are bused to Lincoln Street Elementary School due to the absence of safe crossings on NE Cornell Road. This, of course, means that these students are largely unable to walk or roll as a safe option, robbing them of the exercise and autonomy that comes with active transportation.

It is my understanding that the corridor study will create a game plan on improving the safety and quality of walking atmosphere by exploring options of various alternatives, such as a road diet, to provide more space and amenities for housing, walking, and bicycling. This is the first step toward making this a place for all people, not just cars, something we wholeheartedly get behind, and hope you will, too.

All the best. Sincerely,

A handwritten signature in black ink that reads "ZL".

Zachary Lauritzen  
Executive Director, Oregon Walks

June 16, 2025

Transportation Growth Management Program  
Oregon Department of Transportation  
ODOT Region 1  
555 13<sup>th</sup> 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 25<sup>th</sup> Avenue and E Main Street. This proposed project would help advance important community goals regarding mobility and accessibility.

TriMet recently upgraded 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 16,000 passenger trips every week, providing access to major regional medical centers, event venues, central Hillsboro, and the Hillsboro Airport.

The objectives of the proposed refinement plan, to improve pedestrian and bicycle access along the corridor and enhance access to transit stops, directly supports the effectiveness and attractiveness of transit. The plan also allows for exploring enhancements to bus stop infrastructure and passenger amenities, given the constrained right-of-way.

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

## 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 persons<sup>1</sup> 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:

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<sup>1</sup> "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.