

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)

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

Mailing address

150 East Main Street

Address Line 1

Address Line 2

Hillsboro Oregon 97124

City

State

Zip Code

Website

<https://www.hillsboro-oregon.gov/home>

Contact person name

Amy Kreimeier

First

Last

Contact person title

Senior Planner

Contact phone

(503) 985-2141

Contact email

amy.kreimeier@hillsboro-oregon.gov

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

Dan

First

Dias

Last

Title of above named person

Director of Economic and Community Development

Phone

(503) 681-6153

Email

dan.dias@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:

City Council - 01 Jul 2025 - Minutes DRAFT.pdf

TRANSP_ TV HWY Grant Letter of Support Staff Report and Attachments.pdf

PDFs only. Max 2mb per file.

Project information

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

Project title

TV Highway Equitable Development Strategy & TOD Plan

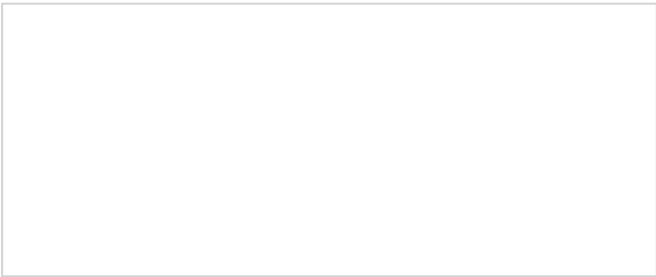
Project area: Using either of the two fields below, attach a map of the project area or describe the area your project is located in.

Option 1: Project area map

Project Area Map - reduced.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 2: Integrated Land Use & Transportation Planning

Summary description of project

In anticipation of BRT improvements along the TV Hwy corridor and to address potential displacement risks as well as the need for additional housing, the City is proposing to create an EDS and TOD Plan for the north side of the TV Hwy corridor. The City has an opportunity to explore increasing housing supply along the corridor with access to transit, walking and bicycling.

The EDS will be used to guide development and decision-making and prevent and mitigate negative impacts of development.

The TOD plan will identify nodes for mixed-use and multi-unit development, prioritizing nodes near future transit stations, and opportunities to facilitate compact, mixed-income development with safe connections to transit, walking and bicycling.

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 2025 Application Packet.

TGM funds requested for the work identified in Criterion 3	Consultant \$300,000.00	Local reimbursement 	Total TGM funds requested \$300,000.00
Local match	Minimum Match (Calculated) \$34,336.34 <i>Approximately 11.5% of requested funds</i>		
Match to be	Labor, supplies and services during project Payment when Intergovernmental Agreement is signed		

provided

\$10,000.00

\$26,000.00

Total Match to be Provided

\$36,000.00

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?

TV Hwy is served by TriMet's bus route Line 57, one of the highest ridership lines in the district. Upgrading line 57 from a frequent service route to a BRT system is a focus of the TV Hwy Transit & Safety Project. Members of the TV Hwy Transit & Safety Project recently adopted a locally preferred alternative to advance BRT along TV Hwy.

Line 57 ranks 10th in the system for providing access to needed housing, jobs, services, and resources for communities of concern. Many communities along the corridor have high concentrations of low-income people, people of color, and people with limited English proficiency. Improving transit efficiency and service means improving access to jobs, education, and community resources for historically marginalized populations in the local area.

Planned BRT improvements have equity implications with the potential to transform this corridor and spur redevelopment. Displacement is a significant concern associated with public transit investment. Public transit investments often increase property value and demand in nearby commercial and residential areas and may lead to housing price increases and displacement of existing small businesses and residents.

BRT service on TV Hwy could be an attractive amenity that would entice residential development along the corridor. Though there are benefits to increasing local housing stock, there may be drawbacks if it results from outbidding small business owners in this area or redevelopment of naturally occurring affordable housing.

At the same time, the state is experiencing a housing shortage. The City's 2023 HNA identified a need for 14,046 new housing units over the next 20 years, including 5,259 units affordable to households earning less than 80% of the median income. The lack of available housing, especially housing that is affordable to low-income households, exacerbates the risk of displacement.

The city has an opportunity to explore increasing housing and compact, mixed-income development along TV Hwy's northern portion, with opportunities for transit, and safe walking and bicycling while reducing and mitigating potential displacement of small businesses and surrounding residents.

Much of the northern portion of this corridor is zoned for commercial use. There is a possibility of business displacement if zoning in the area changes from commercial to mixed-use. Potential upzoning to increase residential density could lead to displacement of residents as existing housing stock is redeveloped. It is concerns such as these that make the need for this project vital to the future of the TV Hwy corridor in Hillsboro.

This project will enable the city to take a holistic approach to planning for the area in advance of transit improvements and ensure that future development and redevelopment of the area will be done from a lens of reducing and mitigating potential displacement risks while increasing housing supply in such a high-opportunity area.

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: encourage and support housing development; prevent & mitigate displacement of residents and small businesses; prioritize housing with connectivity to transit and planned transit improvements; prioritize compact, mixed-income housing development; and create safe opportunities for walking and biking.

In anticipation of BRT improvements along the TV Hwy corridor and to address potential displacement risks as well as the need for additional housing, an EDS and TOD plan will be prepared. The project aims to increase the supply of housing in an area that has not previously identified for housing development as much of the project area is zoned for commercial use. This is in alignment with TGM objectives 3.1 & 4.1 for well planned new growth within existing communities. The project will explore opportunities for housing centered around planned transit improvements while mitigating potential displacement and impacts to existing residents and small businesses that may occur with redevelopment.

The EDS will assist the City and partners to navigate decision-making and avoid negative impacts of development within the TV Hwy corridor. The EDS furthers community equity goals by creating strategies to assess the risk associated with displacement and tools to mitigate the effects of new development and change on vulnerable households. The EDS will be a community-led effort that identifies actions that nonprofit, government and private sector partners can take to stabilize and support the community. The EDS is needed to guide development and other initiatives to ensure that the project area is a vibrant and welcoming place for diverse communities. Preventing and mitigating the displacement of residents and businesses is a central tenet of this work.

The TOD plan will identify and analyze nodes for potential mixed-use and multi-unit development, prioritizing nodes near future transit stations, and opportunities to increase housing supply in project area. The plan will develop urban design concepts to facilitate compact, mixed-income development with safe connections to transit, walking and bicycling. The plan will recommend specific actions and strategies to achieve project objectives which may include comp plan and zoning map amendments, development code amendments or other tools.

Prioritizing housing with connectivity to transit and planned transit improvements supports TGM Objective 1 for a balanced, interconnected, and safe transportation system that will support land uses. By increasing the capacity for housing in high-opportunity areas with safe and accessible options for transit, walking and biking, the project supports City of Hillsboro strategic plan goals for community growth and development to increase the number of housing units and provide residents of all ages, cultures, incomes, and abilities with affordable, reliable, convenient, and safe mobility choices to meet daily needs.

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?

It is important to undertake the project during this grant cycle because change is coming to the corridor and to best serve the community, the City must be proactive in planning for the corridor in response to known coming transportation improvements while also addressing an identified need for housing. It will allow the City to take a holistic approach to planning for the area in advance of these improvements. The timeline for this grant, to be completed in 2028/2029, aligns with the timeline for both the TV Hwy Transit and Safety Project and the HPS.

This project will help to address a pressing need for housing and build upon and complement the work being done in the corridor. The TV Hwy Transit and Safety Project is a high priority community initiative to complete planning and design for a better bus to improve safe access and transit travel time while connecting people to high-opportunity areas. An LPA was recently adopted to advance BRT along TV Hwy. The project is now beginning the BRT Design and environmental analysis work, expected to take place from 2025-2027.

The state of Oregon is experiencing a housing shortage. The City of Hillsboro HNA identified a need for 14,046 new housing units over the next 20 years. The City's HPS, which contains actions the city will undertake to promote the creation of housing to meet the needs identified, was recently completed. The HPS is on a 6-year timeline, ending in 2030. This project would support the HPS actions: undertaking Comprehensive Plan and Zoning Map updates to areas where additional housing capacity can be permitted in high-opportunity areas; Increasing housing in multi-dwelling zones; and increasing housing in commercial and mixed-use zones. These actions are to be completed within the next 2-3 years. Undertaking the project during this grant cycle will synergize with the planned investment in the corridor and build upon the work being done. The opportunity to explore increased housing and compact, mixed-income development along TV Hwy supports the safety, access, and connectivity objectives of the transit project and is critical to increasing the housing supply and meeting Hillsboro's identified need for more housing. This targeted work provides a rare opportunity to coordinate transportation and land use for the betterment of community on concurrent project timelines, reflecting the urgency, dedication, and intentionality needed to move from vision to action in the corridor.

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?

There are no local actions needed to begin to move the project forward. If awarded the grant, work can begin on the project as soon as possible.

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?

Related planning efforts include: TV Highway Corridor Plan 2013; South Hillsboro Focus Area Plan 2013; Aloha Tomorrow Study 2017; Moving Forward TV Highway Enhanced Transit and Access Plan 2019; Metro's 2020 Get Moving ballot measure; TV Highway Transit and Safety Project, on-going; TV Highway Equitable Development Strategy 2023; Calle Diaz Equitable Development Strategy, on-going.

The numerous plans for the TV Highway corridor over the past decade plus clearly demonstrate an awareness of the challenges facing the corridor and the need for improvements as public investment and planning efforts prioritize a shift toward multi-modal travel along the corridor. Plans for BRT are moving ahead and this project will support and complement the safety, access, and connectivity objectives of the TV Highway Transit & Safety project. This proposed project will build off the 2023 EDS to focus on the Hillsboro TV highway corridor where significant investment and demographic changes are occurring.

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

Task 1 - Project Management and Initiation. The timeline is on-going over the course of the project and is estimated to cost \$30,000. Sub-tasks include project management team meetings between consultants and project manager and team. It also includes a project kick-off meeting and site tour, sharing of data & background documents and creating a project schedule with consultants and project manager. As part of this task the Project Manager & Consultants will create a Community Advisory Committee (CAC) made up of community members and representatives of community organizations and a list of interested parties. The Project Manager will create a project website and a Public Communications & Engagement Plan (PCEP). The PCEP will go before the Public Engagement Committee for approval.

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.

Task 2 - Public Engagement. Engagement tasks are on-going over the course of the project and estimated consultant cost is \$60,000. City staff have a high capacity to facilitate engagement activities and will share tasks with consultants. Engagement tasks include up to 8 CAC meetings to be held during EDS & TOD plan development. Up to 12 stakeholder interviews will be conducted by consultants. Consultants will conduct 1 survey. Up to 4 targeted engagement meetings or events will be held. Events may be paired with other regularly occurring community events in order to reach a larger or specific audience. Consultants will prepare a Public Engagement Summary Memo to inform the EDS & TOD Plan. Tasks also include 2 Planning Commission & 2 City Council work sessions to occur during tasks 4 & 5.

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.

Task 3 - Existing Conditions. This task is the responsibility of the consultants and is estimated to take 2-4 months and cost \$40,000. This task will include existing conditions research of project area and analysis of data and background documents including previously prepared plans and plans underway. It will include a TOD case study review of projects in the region. Consultants will conduct a market study of redevelopment within and adjacent to the corridor to understand potential opportunity within the project area and impacts on future development in adjacent plan areas and impact of development in adjacent plan areas on project area development viability. Consultants will also analyze existing infrastructure and identify infrastructure gaps & needs. An Existing Conditions Analysis memo will be prepared by the consultants to inform the TOD plan.

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.

Task 4 - Equitable Development Strategy. This task is expected to take 8-9 months and cost \$65,000. The EDS will begin with consultants and CAC defining the goals, objectives & metrics for success. A vision statement memo will be prepared and agreed upon to guide the development of the EDS. As part of this task the consultants will conduct a commercial and residential displacement risk analysis to identify and assess risks of future development. This information will inform the draft strategies to mitigate displacement and support equitable development to be prepared by consultants. Consultants will work with city staff and the CAC to evaluate refine strategies. During EDS development, a work session will be held with the Planning Commission and City Council. The consultants will prepare a draft and final EDS. The final EDS will be presented to the City Council for informal approval

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.

Task 5 - TV Highway TOD Plan. This task is expected to take 1 year and cost \$100,000. The TOD plan will be prepared by consultants with input from the CAC, city staff, and other agencies. Task includes a site analysis and feasibility study to identify location of nodes for development and feasibility of housing types and densities in project area. Consultants to analyze infrastructure needs to support estimated development including a preliminary transportation analysis to evaluate existing conditions and impacts of identified development alternatives. Task includes draft urban design and development code concepts to achieve desired bike/ped connectivity and housing type. Consultants to draft implementation actions and strategies to support identified opportunities and utilize the EDS to evaluate location of nodes and implementation actions. A draft and final TOD plan will be prepared.

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.

Task 6 - TOD Plan Adoption. This task is estimated to take between 2-4 months and cost \$5,000. This task includes an optional Planning Commission Public Hearing. Consultants and Project Manager will determine whether to hold a PC public hearing as the project progresses. This is not required for adoption. Consultants will be responsible for preparation of materials and presentation to Planning Commission and City Council. The TOD plan will be presented before the City Council who will vote to approve the plan via resolution during a Council meeting. Following adoption, the city will begin phase 2, the implementation of actions and strategies identified in the plan. Implementation is to be phased over multiple years with short-term, mid-term, and long-term actions and could include actions such as code amendments and zoning map amendments if identified in plan.

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 BRT transit investments in the corridor and complements the safety, access, and connectivity objectives of the TV Hwy Transit & Safety Project. The EDS and TOD plan aligns with OTP goals 6.1, 6.2, 6.3, and 6.5. The project will explore increased housing in a high-opportunity area with a safe and accessible multimodal transportation system for all. The project will involve the community to mitigate displacement risks of small businesses and residents and create opportunities for stability and growth.

TOD plan development will include a preliminary transportation analysis to assess existing conditions and an alternatives analysis of the impacts of the proposed actions and identify where potential improvements/infrastructure would be needed. Following adoption, as part of implementation, a more technical traffic analysis will be prepared, and impacts will be addressed in compliance with TPR section 0060 updating the TSP as needed.

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)

The City Council will be asked to informally approve the Equitable Development Strategy (EDS) following the completion of the document. This may occur at a work session or during a City Council meeting. This is anticipated to occur 8-9 months from the beginning of the EDS task and 1 year from project initiation. The TOD plan will be presented before the City Council who will vote to approve and adopt the plan via resolution during a City Council meeting. This is anticipated to occur over 2-4 months and 20-22 months from project initiation.

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

WashCo TGM Grant Letter of Support-Hillsboro-TVHwy-06302025.pdf

Unite Oregon - TV Highway EDS letter of support.pdf

Metro - Hillsboro TGM letter of support 070725.pdf

Mayor - TGM Support Letter Signed.pdf

TriMet Support Letter_Hillsboro TGM Grant EDS 2025-07-10.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

Project Manager – Amy Kreimeier, Senior Planner, Long Range Planning. Amy has over 10 years of experience in urban planning working in both current planning and development and long-range planning. She has experience managing consultant teams and project budgets as the lead project manager on complex projects such as comprehensive plan updates, development code updates and developing master plans. Amy has experience managing both state and federal grants and recently administered grant application, monitoring, and reporting tasks for a \$300,000 U.S. EDA Planning and Local Technical Assistance grant.

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

Amy Kreimeier, Senior Planner – Amy will be the project manager and is fully available to scope the project and participate in all tasks.

Rachel Marble, Code and Policy Project Manager – Rachel will assist with project scope, development of the TV Highway TOD Plan, and drafting Comprehensive Plan & Zoning Map & Development Code amendments. Rachel has 30% availability to participate in tasks.

Becky Coutino, Senior Planner – Becky will advise on housing related issues in the development of the Equitable Development Strategy and TV Highway TOD Plan. Becky has 20% availability to participate in tasks.

Nick Baker, Planner and Visual Communications Specialist – Nick will assist with public engagement tasks and development of the Equitable Development Strategy. Nick has 40% availability to participate in tasks.

Joseph Auth, Transportation Systems Principal Engineer – Joseph will advise on transportation related issues in the development of the Equitable Development Strategy and TV Highway TOD Plan. Joseph has 20% availability to participate in tasks.

City of Hillsboro Staff – Staff from the City Public Works Department, Water Department, and Parks & Recreation Department will be available to advise and assist on the development of the TV Highway TOD Plan. Specific staff members are to be determined.

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 TOD plan will identify nodes for mixed-use and multi-unit development connected to BRT stations and identify actions to achieve TOD development and increase overall housing supply to be implemented in phases following adoption. The plan will encourage compact, mixed-income development to expand affordable options in the high-opportunity area and plan for bike/ped connectivity between TOD nodes, BRT stations, and existing neighborhoods. An estimated 500-1000 units could be developed.

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-filled.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 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)
-

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



CITY COUNCIL MINUTES

Tuesday, July 1, 2025

Civic Center Auditorium/Zoom Teleconference

Present: Mayor Beach Pace, Councilor Olivia Alcaire, Councilor Kipperlyn Sinclair, Councilor Saba Anvery, Councilor Elizabeth Case, Councilor Rob Harris, and Councilor Cristian Salgado

Staff Present: Robby Hammond, Rahim Harji, Simone Brooks, Jon Grover, Teresa Galvan, Geoffrey Kavulya, Dan Dias, Sean Morrison, Jincy Pace, Gregg Snyder, Kendall Reid, Sean Morgan, Rochelle Schoenthal, Bryan Molitor, Amber Rios, Mark Jackson, Kristin Judy, Greg Espinoza, Leah Turner, Brian Wilber, David Downey, and Jim Coleman

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

1.1. Hillsboro 101: Public Safety - Fire & Rescue

The work session was held.

City Council Regular Session - 7pm - Civic Center Auditorium/Zoom Teleconference

Pledge of Allegiance

Call to Order - Roll Call

2. Presentations and Appointments

2.1. Patriotic Employer Award

Scott Witt and Greg Espinosa, Employer Support of the Guard and Reserve (ESGR) presented the award to Kristin Judy, Information Services Supervisor.

2.2. Proclamation: Disability Pride Month - July

Mayor Pace read the proclamation and presented it to Rochelle Schoenthal, Hidden Creek Community Center Adaptive & Inclusive Recreation Instructor.

3. Public Comment

None.

4. Consent Agenda

4.1. Minutes:

June 17, 2025

June 17, 2025 work session

- 4.2. Consider approving a letter authorizing City staff to pursue a Transportation Growth Management grant from the Oregon Department of Transportation for consultant support in developing an Equitable Development Strategy and Comprehensive Plan, Zoning Map, and Community Development Code proposed amendments for the northern portion of Oregon Highway 8 east of the Calle Diez area in Hillsboro.
- 4.3. 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 E Main Street to NE 25th Avenue.
- 4.4. Consider Transportation Committee's recommendation to approve an Intergovernmental Agreement with TriMet for the Project Development phase funding and staffing of the TV Highway Transit and Safety Project.
- 4.5. Consider Transportation Committee's recommendation to approve Amendment No. 10 to Intergovernmental Agreement No. 929555 for Regional Travel Demand Modeling and Analysis with Metro.
- 4.6. Consider approving an Intergovernmental Agreement with Washington County providing funding for forty hours per week of mental health clinician capacity, and associated administrative matters related to clinician participation, on the Washington County Mental Health Response Team.

Kipperlyn Sinclair made a motion to approve the consent agenda, with removal of Item 4.6. Elizabeth Case seconded the motion.

CARRIED. 5-0 Olivia Alcaire, Kipperlyn Sinclair, Saba Anvery, Elizabeth Case, and Rob Harris voted yes.

Councilor Salgado abstained from item No. 4.6 due to conflict of interest with his employment at Washington County.

Kipperlyn Sinclair made a motion to approve Item 4.6. Elizabeth Case seconded the motion.

CARRIED. 6-0 Olivia Alcaire, Kipperlyn Sinclair, Saba Anvery, Elizabeth Case, Rob Harris, and Cristian Salgado voted yes.

5. Public Hearings

5.1. None.

6. Unfinished Business

6.1. None.

7. Ordinances:

First Reading:

- 7.1. Consider the Planning Commission's recommendation to adopt an ordinance approving a Community Development Code Amendment, Case File No. CDCA-002-25 to clarify the Comprehensive Plan Minor Text Amendment and Major Amendment processes. Ordinance No. 6504 was available.

Elizabeth Case made a motion to approve the first reading of Ordinance No. 6504. Rob Harris seconded the motion.

CARRIED. 6-0 Olivia Alcaire, Kipperlyn Sinclair, Saba Anvery, Elizabeth Case, Rob Harris, and Cristian Salgado voted yes.

Second Reading:

- 7.2. Consider Finance Committee's recommendation to adopt an ordinance amending Ordinance No. 6472, authorizing staff to execute the sale of bonds as it relates to various capital projects in the City's capital improvement plan. Ordinance No. 6503 was available.

In response to a question from Councilor Sinclair regarding the payback of Strategic Investment Plan (SIP) funds in the case of economic downturn, Robby Hammond, City Manager, spoke that it although it is not anticipated there are other ways to secure bonds if necessary.

Elizabeth Case made a motion to adopt Resolution No. 2879. Cristian Salgado seconded the motion.

CARRIED. 6-0 Olivia Alcaire, Kipperlyn Sinclair, Saba Anvery, Elizabeth Case, Rob Harris, and Cristian Salgado voted yes.

8. New Business

- 8.1. Consider adopting a resolution updating the existing Land Use Application Fee Schedule to include an application fee for a new application, Floodplain Activity Type I. Resolution No. 2892 was available.

Rob Harris made a motion to adopt Resolution No. 2892. Elizabeth Case seconded the motion.

CARRIED. 6-0 Olivia Alcaire, Kipperlyn Sinclair, Saba Anvery, Elizabeth Case, Rob Harris, and Cristian Salgado voted yes.

9. City Manager Report

- 9.1. Robby Hammond, City Manager, invited the community to join the Hillsboro Rotary's July 4th parade.

10. Advice/Information Items

- 10.1. Sign up to receive [Happening in Hillsboro](#) or [Creciendo Juntos](#) email updates from the City of Hillsboro.

The meeting adjourned at 7:27 pm.

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

- 11.1. Hillsboro 101: Public Safety - Police

The work session was held.

Beach Pace, Mayor

ATTEST: _____
Amber Rios, City Recorder



DISCLAIMER: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.



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 (ODOT) Transportation and Growth Management (TGM) program for consultant support in developing an Equitable Development Strategy and Comprehensive Plan, Zoning Map, and Community Development Code proposed amendments for the northern portion of Oregon Highway 8 (TV Highway) east of the Calle Diez area in Hillsboro.

Planned bus rapid transit improvements along TV Highway have the potential to transform this corridor and spur redevelopment. Potential redevelopment along the southern portion of TV Highway is constrained by the Union Pacific railway. Much of the northern portion of this corridor is zoned for commercial use. The City has an opportunity to explore increasing housing and compact, mixed-income development along TV Highway's northern portion, opportunities for transit, walking and bicycling while reducing and mitigating potential displacement of small businesses and surrounding residents.

City staff are preparing a TGM grant application to hire consultants to undertake an Equitable Development Strategy for small businesses and residents within a quarter mile along the northern portion of TV Highway east of Calle Diez in Hillsboro. Once this work is complete, City staff will also use the TGM grant funds to hire consultants to develop Comprehensive Plan, Zoning Map and Community Development Code proposed amendments for this stretch of the corridor.

With this letter, the City Council has authorized City staff to request \$230,000 in TGM grant funds. This requires a local grant match using a federal formula of 10.27% of the total project costs. If awarded, the City would need to provide an 11.5% match of the TGM funds awarded, approximately \$26,000. 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 undertaking this critical work to promote livable, affordable, and accessible community for all ages and incomes along TV Highway.

Sincerely,

A handwritten signature in black ink, appearing to read 'Beach Pace', written over a horizontal line.

Mayor Beach Pace

Planning Division

Mail 150 E Main Street, 4th Floor, Hillsboro, Oregon 97123 Phone 503-681-6153 Web [Hillsboro-Oregon.gov/CommunityDevelopment](https://www.hillsboro-oregon.gov/CommunityDevelopment)



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

July 7, 2025

Mr. Glen Bolen
Oregon Department of Transportation
123 NW Flanders Street
Portland, Oregon 97209

Dear Mr. Bolen,

I'm writing to extend my strong support for the City of Hillsboro's request for grant funding through the Transportation and Growth Management Program, to develop an Equitable Development Strategy (EDS) and corresponding code amendments for the northern portion of Tualatin Valley (TV) Highway corridor east of the Calle Diez area in Hillsboro. This strategy builds off the important work of the TV Highway Equitable Development Strategy, a community-led effort supported by a Metro 2040 Planning and Development grant and supports the goals of the TV Highway Transit and Safety Project.

Over the last several decades, Metro has learned from transportation projects across the region and understands the importance of mitigating displacement risks that can result from infrastructure investments. In parallel with the TV Highway Transit and Safety Project, Metro helped convene the TV Highway Equity Coalition, a community-led group of people and organizations that live, work and play along TV Highway between Beaverton and Forest Grove. This coalition focus created an EDS with 13 priority actions to help residents and businesses stay in place and thrive. In recent years, Metro has also participated in the Calle Diez working group to preserve and enhance livability along 10th Avenue in Hillsboro.

We are encouraged to see Hillsboro's proposal to develop an EDS for TV Highway along the segment between 13th Avenue and Cornelius Pass Road. This work will advance many of the action items identified in the TV Highway EDS, particularly those focused on creating more affordable housing in the corridor. This opportunity to explore increased housing and compact mixed-income development along TV Highway will support and complement the safety, access, and connectivity objectives of the transit project.

An equitable development strategy and code amendment process along this segment of TV Highway will be critical in bringing the TV Highway Equitable Development Strategy closer to implementation. Metro is proud to support this grant application.

Thank you for your consideration of this important request.

Sincerely,

A handwritten signature in black ink that reads "Catherine Ciarlo".

Catherine Ciarlo
Director, Planning, Development and Research



MEMORANDUM

To: Rahim Harji, Deputy City Manager

From: Amy Kreimeier, Senior Planner

Date: July 1, 2025

Subject: TV Highway Equitable Development Strategy and Comprehensive Plan, Zoning Map, and Community Development Code Proposed Amendments
Application for Transportation and Growth Management Grant Funds

Requested City Council Action:

Consider approving a letter authorizing City staff to pursue a Transportation Growth Management (TGM) grant from the Oregon Department of Transportation (ODOT) for consultant support in developing an Equitable Development Strategy and Comprehensive Plan, Zoning Map and Community Development Code proposed amendments for the northern portion of Oregon Highway 8 (TV Highway) east of the Calle Diez area in Hillsboro.

Background:

Planned bus rapid transit improvements along TV Highway have the potential to transform this corridor and spur redevelopment. Potential redevelopment along the southern portion of TV Highway is constrained by the Union Pacific railway. Much of the northern portion of this corridor is zoned for commercial use. The City has an opportunity to explore increasing housing and compact, mixed-income development along TV Highway's northern portion, opportunities for transit, walking and bicycling while reducing and mitigating potential displacement of small businesses and surrounding residents.

An equitable development strategy is a community-led effort that identifies actions that nonprofit, government and private sector partners can each take to stabilize and support community. These projects work to ensure that residents can stay in place, small businesses have opportunities for stability and growth, and generational wealth can be built in communities that have too often been left behind.

A TV Highway Equitable Development Strategy focused on the entire corridor from Beaverton to Forest Grove was recently completed by Unite Oregon with Metro assistance. This worked involved forming a TV Highway Equity Coalition to engage community members

through workshops and a leadership cohort to train new civic leaders. The coalition is made up of people and organizations that live, work and play along TV Highway, including Adelante Mujeres, APANO, Bienestar, Centro Cultural, the Muslim Educational Trust, the Community Housing Fund, the Street Trust, and individual civic leaders.

The City is currently leading an Equitable Development Strategy for the Calle Diez area in downtown Hillsboro. Unite Oregon's TV Highway Equitable Development Strategy involved limited engagement with community members, small businesses, and other stakeholders specifically along the stretch of TV Highway within Hillsboro. City staff are preparing a TGM grant application to hire consultants to undertake a refined Equitable Development Strategy for small businesses and residents within a quarter mile along the northern portion of TV Highway east of Calle Diez in Hillsboro. Once this work is complete, City staff will also use the TGM grant funds to hire consultants to develop Comprehensive Plan, Zoning Map and Community Development Code proposed amendments for this stretch of the corridor.

Following Council approval of the authorization letter (Exhibit A), City staff will submit for the TGM program grant under the Integrated Land Use and Transportation Planning Category by July 31, 2025.

Cost/Budget/Funding Source:

City staff are seeking \$230,000 in TGM grant funds. This requires a local grant match using a federal formula of 10.27% of the total project costs. If awarded, the City would need to provide an 11.5% match of the TGM funds awarded, approximately \$26,000. The City will also offer labor, supplies, and services towards this project outside of the 11.5% match without request for reimbursement.

Strategic Plan or Policy Reference:

The following sections are the most applicable policy bases and references to the City Strategic Plan influencing the subject item.

Strategic Plan Goal Focus Area and Initiative #	Most Applicable Policy Basis Section	Description
Equity #19	Comprehensive Plan: POLICY UR 3.4 Strategies and tools to address gentrification.	Create strategies to assess the risk associated with gentrification and use tools to mitigate the effects of new development and change on vulnerable households.
Equity #40	Comprehensive Plan: POLICY T 8.1 Transportation system equity.	Manage transportation system operations and investments to provide residents of all ages, cultures,

		incomes, and abilities with affordable, reliable, convenient, and safe transportation options to meet daily needs.
Safety + Supportive Services #19	Comprehensive Plan: POLICY H 1.1 Variety of housing choice.	Employ development standards that allow the opportunity for development of housing types such as single detached residences, single-story housing, accessory dwellings, duplexes, triplexes, quadplexes, apartments, cottage cluster housing, co-op housing, condominiums, townhouses, government-assisted affordable housing, and manufactured housing.
Safety + Supportive Services #34	Comprehensive Plan: POLICY UR 3.3 Range of housing choices.	Provide a range of housing choices that meet the needs and preferences of current and future community members of all ages, abilities, cultures, and incomes.

Equity Toolkit Usage:

City staff will use the Equity Toolkit following a grant award as part of project commencement.

Community Engagement:

City staff will use the Community Engagement Framework following a grant award as part of project commencement.

Attachment:

Exhibit A: Authorization Letter to Pursue TGM Funds for a TV Highway Equitable Development Strategy and Comprehensive Plan, Zoning Map, and Development Code Proposed Amendments.

Cc: File



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 (ODOT) Transportation and Growth Management (TGM) program for consultant support in developing an Equitable Development Strategy and Comprehensive Plan, Zoning Map, and Community Development Code proposed amendments for the northern portion of Oregon Highway 8 (TV Highway) east of the Calle Diez area in Hillsboro.

Planned bus rapid transit improvements along TV Highway have the potential to transform this corridor and spur redevelopment. Potential redevelopment along the southern portion of TV Highway is constrained by the Union Pacific railway. Much of the northern portion of this corridor is zoned for commercial use. The City has an opportunity to explore increasing housing and compact, mixed-income development along TV Highway's northern portion, opportunities for transit, walking and bicycling while reducing and mitigating potential displacement of small businesses and surrounding residents.

City staff are preparing a TGM grant application to hire consultants to undertake an Equitable Development Strategy for small businesses and residents within a quarter mile along the northern portion of TV Highway east of Calle Diez in Hillsboro. Once this work is complete, City staff will also use the TGM grant funds to hire consultants to develop Comprehensive Plan, Zoning Map and Community Development Code proposed amendments for this stretch of the corridor.

With this letter, the City Council has authorized City staff to request \$230,000 in TGM grant funds. This requires a local grant match using a federal formula of 10.27% of the total project costs. If awarded, the City would need to provide an 11.5% match of the TGM funds awarded, approximately \$26,000. 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 undertaking this critical work to promote livable, affordable, and accessible community for all ages and incomes along TV Highway.

Sincerely,

Mayor Beach Pace

Planning Division

Mail 150 E Main Street, 4th Floor, Hillsboro, Oregon 97123 Phone 503-681-6153 Web [Hillsboro-Oregon.gov/CommunityDevelopment](https://www.hillsboro-oregon.gov/CommunityDevelopment)

July 10, 2025

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

Dear TGM Program:

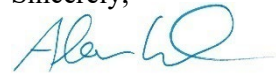
I am writing to express my strong support for the City of Hillsboro's application for Transportation and Growth Management funding for an equitable development strategy for small businesses and residents near Tualatin Valley Hwy and east of Calle Diez in Hillsboro. This proposed project would help advance important community goals regarding mobility and accessibility.

TriMet's existing service on TV Hwy is provided by Line 57 – TV Hwy/Forest Grove. This line is one of the highest ridership lines in the TriMet district. It operates as Frequent Service, with trips at least every 15 minutes for much of the day, seven days a week. TriMet, City of Hillsboro, Metro, and others have recently adopted a locally preferred alternative to advance bus rapid transit along TV Hwy, so plans for service as an FX line are moving ahead.

The objectives of the proposed work, to develop an equitable development strategy, and develop Comprehensive Plan, zoning, and code enhancements necessary to support it, directly supports the effectiveness and attractiveness of transit and will synergize with the planned investment in the corridor. This area, with Frequent Service in place now and enhancements planned, is excellent for this kind of work. This exemplifies the opportunity to coordinate transportation and land use for the betterment of community and to support the intent of the Transportation and Growth Management program.

We appreciate the collaborative efforts of the City to develop community solutions that can increase equitable development along transit corridors. 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, to, and from Hillsboro. TriMet looks forward to continuing our strong partnership with the City of Hillsboro to better connect transit, land use, and community development. 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 7, 2025

Unite Oregon Washington County Chapter
11714 SE Stark St, Portland, OR 97216

Transportation and Growth Management Program
Oregon Department of Transportation
355 Capitol St NE, Salem, OR 97301

Dear TGM Program Review Committee,

I am writing on behalf of Unite Oregon to express our strong support for the City of Hillsboro's application to the Transportation and Growth Management (TGM) program. This application represents a vital next step in deepening community-centered planning and advancing equitable development along the Tualatin Valley Highway corridor.

As a statewide community-based organization rooted in racial and social justice, Unite Oregon has a long-standing presence in Washington County. We have convened the TV Highway Equity Coalition and led the creation of the **TV Highway Equitable Development Strategy (EDS)** in 2023 through a community-driven process centered on the experiences and leadership of immigrants, refugees, and BIPOC residents living along the corridor.

The City of Hillsboro's proposed project—to develop an equitable development strategy and evaluate zoning and comprehensive plan map changes—will build directly upon the foundation laid by the 2023 EDS. This alignment ensures continuity, responsiveness to community priorities, and the potential for long-term, tangible outcomes that reduce displacement and increase opportunity for historically marginalized communities.

We deeply appreciate the City's commitment to this work and their efforts to center equity in planning practices. The proposed strategy focuses on a portion of the corridor where significant investment and demographic change are occurring. This is exactly the kind of targeted, place-based work that reflects the urgency and intentionality needed to move from vision to action.

We look forward to continued partnership with the City of Hillsboro on this effort. Their collaborative approach, grounded in accountability to community priorities, gives us confidence that this project will support meaningful progress toward a more just and inclusive Hillsboro.

11714 SE Stark St, Portland, OR 97216 | (503) 287-4117 | www.uniteoregon.org

Unite Oregon is a federally recognized 501(c)(3) nonprofit organization.

Your contribution is tax-deductible to the extent allowed by law. All donors will receive a donation receipt.



If you require further information about our partnership or the foundational work of the TV Highway Equity Coalition, please don't hesitate to contact us.

Sincerely,

Mouna Jbali

Washington County Chapter Director
Unite Oregon

Email: mouna@uniteoregon.org

Phone: (503) 515-1767

Pronouns: She/Her/Hers

Languages: English/French/Arabic



WASHINGTON COUNTY OREGON

June 30, 2025

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

Dear Mr. Bolen:

Washington County supports the City of Hillsboro's proposed Transportation and Growth Management (TGM) program grant proposal for consultant-support to develop a refined Equitable Development Strategy, Comprehensive Plan, Zoning Map and Community Development Code proposed amendments for the north side of Oregon Highway 8 (TV Highway) east of the Calle Diez area in Hillsboro.

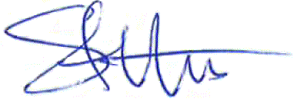
Planned bus rapid transit improvements along TV Highway have the potential to transform this corridor and spur redevelopment. Potential redevelopment along the south side of TV Highway is constrained by the Union Pacific/Portland & Western railway. Much of the area north of the TV Highway corridor is zoned for commercial use. The City has an opportunity to explore increasing housing and compact, mixed-income development along TV Highway's north side, with opportunities for transit access, walking and bicycling while reducing and mitigating potential displacement of small businesses and surrounding residents.

The City is currently leading an Equitable Development Strategy for the Calle Diez area in downtown Hillsboro. A TV Highway Equitable Development Strategy focused on the entire corridor from Beaverton to Forest Grove was recently completed by the TV Highway Equitable Development Coalition, facilitated by Unite Oregon with Metro assistance. Due to its large scope, this TV Highway Equitable Development Strategy could not conduct significant focused engagement with community members, small businesses, and other stakeholders along the stretch of TV Highway within Hillsboro.

Building on this prior work, City of Hillsboro staff are preparing a TGM grant application to hire consultants to undertake a refined Equitable Development Strategy for small businesses and residents within a quarter mile along the north side of TV Highway east of Calle Diez in Hillsboro. Once this work is complete, City staff will use TGM grant funds to hire consultants to develop Comprehensive Plan, Zoning Map and Community Development Code proposed amendments for this stretch of the corridor. Under TGM's Integrated Land Use and Transportation Planning category, City of Hillsboro staff are requesting \$230,000 in grant funds.

Washington County has coordinated with ODOT, TriMet, Hillsboro, and others on multiple planning projects involving TV Highway. Washington County supports the City of Hillsboro's proposed TGM grant to undertake critical work promoting a livable, affordable, and accessible community for all ages and incomes along this stretch of TV Highway within Hillsboro.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S. Roberts', with a stylized flourish extending to the right.

Stephen Roberts, AICP
Director

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.