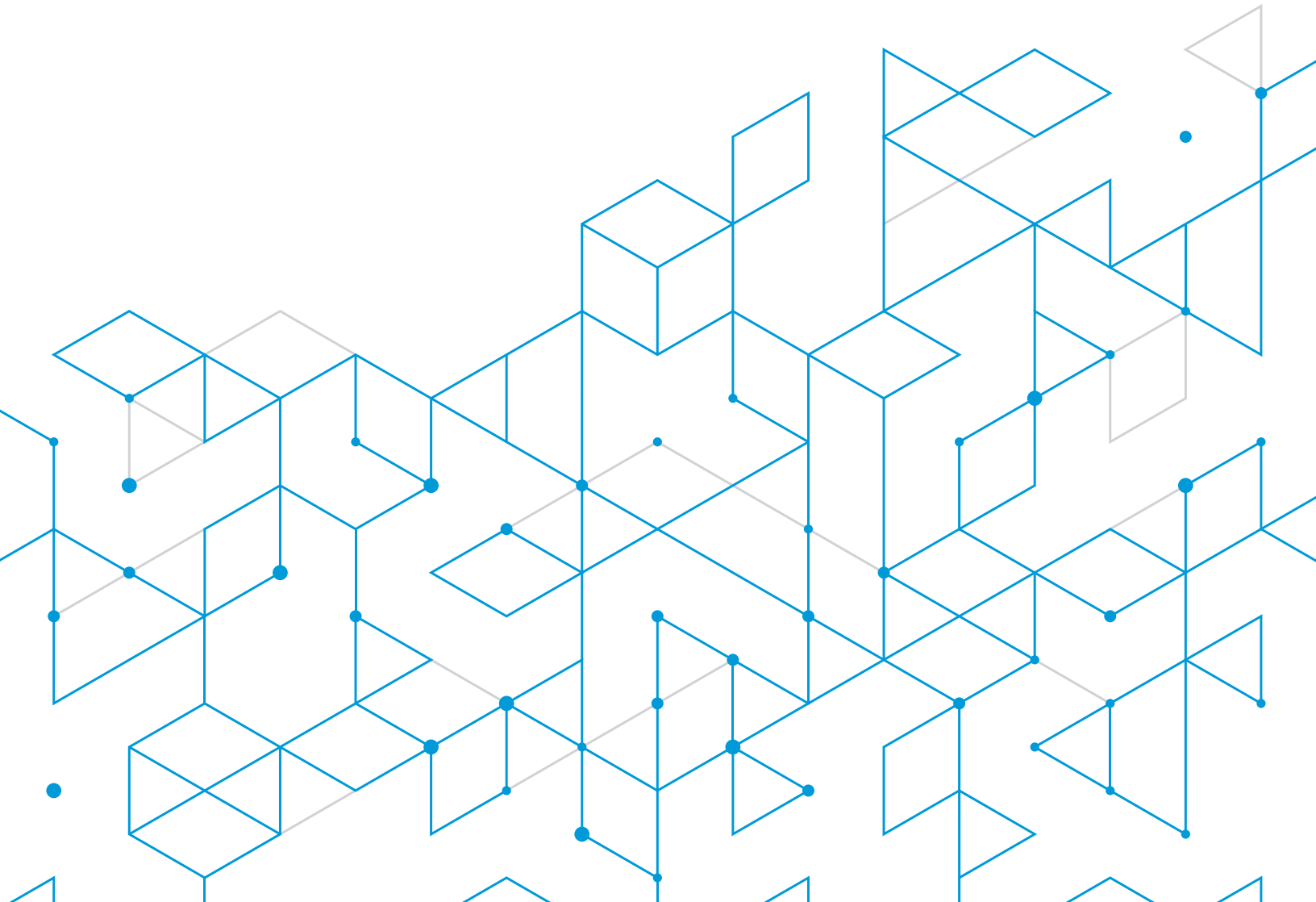
Department of
Land Use & Transportation

Transportation Development Tax Annual Reports

2009–2021



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2009–2021

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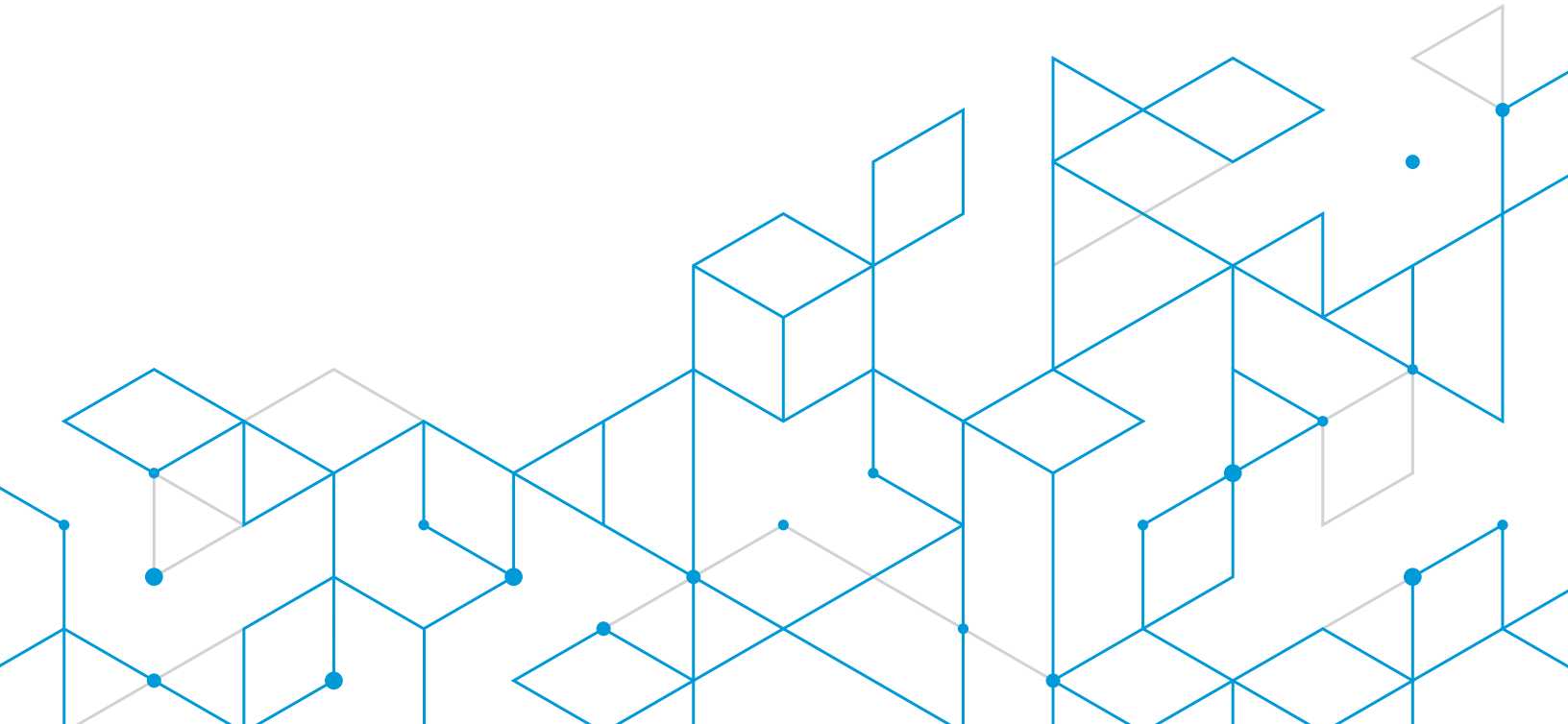

Washington County Oregon

Transportation Development Tax

Fiscal Year 2020-2021 Annual Report

July 1, 2020 through June 30, 2021

Washington County
Department of Land Use
& Transportation

December 2021

Board of County Commissioners

Kathryn Harrington, Chair
Nafisa Fai • Pam Treece • Roy Rogers • Jerry Willey

Department of Land Use & Transportation

Stephen Roberts, Director
Andy Back, Manager, Planning and Development Services
Joe Younkins, Capital Projects Services Division Manager
Stacy Shetler, County Engineer
Erin Wardell, Principal Planner

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Cindy Downey, Management Analyst II
Joseph Hayes, GIS Analyst
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VJ Prasad, Senior Information Systems Analyst

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TRANSPORTATION DEVELOPMENT TAX

FISCAL YEAR 2020-2021 ANNUAL REPORT

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I. EXECUTIVE SUMMARY

The Washington County Transportation Development Tax (TDT) is a one-time, countywide tax on development that functions like a System Development Charge (SDC). The TDT was approved by Washington County voters in 2008 and became effective July 1, 2009. It replaced a previous charge called the Traffic Impact Fee (TIF) and effectively doubled rates with the intent of increasing investments in growth-accommodating transportation infrastructure. Uniform TDT rates apply across all local jurisdictions within Washington County – incorporated, unincorporated, urban and rural. TDT charges are calculated according to the type and size of development and are based on formulas in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Some development applicants are able to reduce their TDT obligation by deducting for previous land uses or by building public improvements. Additional discounts and delays in the full phase-in of TDT rates were subsequently adopted by the Board of County Commissioners in response to the economic downturn of the late 2000s. On August 5, 2014 the Board of County Commissioners adopted A-Engrossed Ordinance No. 793, which ended the temporary discounts, effective October 1, 2014.

This annual report is required by county code based on state statutes governing SDCs. Highlights of TDT activity in Fiscal Year (FY) 2020-21 (July 1, 2020 through June 30, 2021) include the following:

- Washington County and the cities collected **$19.2 million in TDT cash proceeds**, about four percent higher than the previous fiscal year ($18.5 million), showing general overall growth since TDT was adopted in 2009.

- The county and cities issued **TDT credits with a total value of $26.2 million**, which is about 11 percent higher than the value of credits issued in FY 2019-20 ($23.5 million).

- County and city TDT accounts collectively generated over **$1.5 million in interest and investment income.**

- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as **"total TDT activity," was approximately $47 million**, an increase (about five percent) from the previous fiscal year ($44.7 million).

- The cities and unincorporated Washington County collectively **invested about $15.3 million in TDT funds for transportation capital projects**. Hillsboro invested the most TDT funds, totaling over $6.8 million for improvements. Countywide, more than **$56 million in other revenue** (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.

- **Administration and compliance expenditures totaled approximately $4.8 million**. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions and departments) administering the TDT.

- TDT accounts across the county had a **total balance of over $127 million** on June 30, 2021.

II. TDT POLICY REVIEW

Reporting Requirements

This report fulfills State of Oregon statutory requirements for SDC reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in Washington County code section 3.17.140. These requirements include:

- Annual accounting, showing total revenues and expenditures over the past fiscal year;
- A list of projects that were funded by the TDT in the past fiscal year;
- The amount of funds spent (from TDT and from other sources) on each project; and
- The amount of funds attributed to administration of the TDT.

County code also requires this report to consider whether additional revenues should be generated to provide extra capacity improvements needed to address new development, and whether revenues exceed identified demands. In so doing, the county must consider:

- Construction of facilities on the project list by federal, state or other revenue sources;
- Receipt of unanticipated funds from other sources for construction of facilities on the project list;
- New information provided by the Institute of Transportation Engineers adjusting trip rates; and
- The impact of TDT credits.

Transportation Development Tax Overview

On November 4, 2008 Washington County voters approved the TDT, with 70.25 percent of voters in favor. The TDT is governed by Washington County Code section 3.17 as instituted by A-Engrossed Ordinance No. 691 as amended. In addition, the TDT is governed by Oregon Revised Statutes 223.297 through 223.314.

The TDT replaced the previous countywide charge, known as the Traffic Impact Fee (TIF), passed in 1990. The TDT, effective July 1, 2009, increased the rates and updated and clarified various procedures. The TDT essentially doubled the transportation SDC developers pay for the impacts new development has on the transportation system. The TDT is imposed on all development within Washington County, including inside the cities. The cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville have each signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly discussed and reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, county commissioners and other elected officials representing local governments.

The TDT is based on the average traffic generated by each type of development, as estimated in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 7th Edition*. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects, shown on an

official TDT Capital Improvement Project List ("TDT Project List") maintained by the county, are generally limited to improvements on major roads (arterials and collectors) and selected transit capital projects. Examples of eligible projects include roadway expansions, intersection improvements, sidewalks, bike lanes and bus stop enhancements. Developers may receive credits to help offset their TDT obligation if they construct eligible transportation improvements on the TDT Project List. Partial credit is allowed for improvements to arterials and collectors that are not on the list.

Rate Phase-In, Discounts and Other Policy Changes

The county initially intended to phase in TDT rates over a four-year period, with rates stepping up each year and the full rate taking effect on July 1, 2012. However, in response to the "Great Recession" and subsequent slow recovery, the county took deliberate steps to phase in TDT rates more slowly, apply additional discounts, and provide other accommodations. Accordingly, the Board of County Commissioners ("the Board") approved the following ordinances.

Ordinance 729

Ordinance 729 was developed conceptually by the WCCC and adopted by the Board, effective December 1, 2009. The primary effect of Ordinance 729 was to discount the TDT rates during the phase-in period (through June 30, 2012). The ordinance helped alleviate the impact that national economic conditions had on the development industry. The provisions of Ordinance 729 did the following:

- Established a 20 percent discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10 percent discount for charges paid between July 1, 2010 and June 30, 2011.
- Established a 5 percent discount for charges paid between July 1, 2011 and June 30, 2012.
- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discounted rate and the original rate. Refunds totaling $148,650 were actually issued countywide.
- Amended Washington County code section 3.17.080 to specify that pre-existing TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Because the discounts applied to pre-existing step increases, the effective discounts were even greater compared to the fully phased-in rate. For example, the TDT rate for a single-family home was 55 percent, 36 percent and 19 percent of the fully phased-in rate during the respective fiscal years.

Ordinance 741

During the fall and winter of 2010, county staff worked with the cities and other parties to provide more temporal flexibility in the "previous use" definition within the TDT. Ordinance 741 was adopted July 26, 2011 and became effective August 26, 2011. Under the original TDT ordinance, a previous use was defined as "the most intensive lawful, permitted use existing at a particular property within the past 36 months prior to the date of application for a building permit." Ordinance 741 changed that time frame to

"on or after January 1, 2005 but not more than ten years." By expanding this window of time, development applicants theoretically have more opportunities to reduce their TDT obligation by claiming a previous use and subtracting the prior use's TDT from the TDT obligation of the new use.

A-Engrossed Ordinance 746

A-Engrossed Ordinance 746, approved January 17, 2012, delayed the final step increase that would have brought rates to the top level on July 1, 2012. Instead, implementation of the top rates was delayed until as late as July 1, 2015, with the FY 2011-12 rates to be maintained in the interim. These interim rates were approximately 20 percent below the top rates.

A-Engrossed Ordinance 746 provided the Board two opportunities to remove the rate cap early and allow the final step-increase of TDT to occur on July 1, 2013 or July 1, 2014. It required the Board to hold a public hearing no later than April 30 of the respective year to determine whether the discount should be continued or terminated. In making its determination, the Board had to consider the recommendation of the WCCC.

In April 2013 the Board decided to leave the discount in place. In April 2014 the Board decided to maintain the discount tentatively but directed staff to develop a new ordinance that would implement full rates sometime between July 1, 2014 and July 1, 2015. The result, A-Engrossed Ordinance No. 793, is described later in this section.

A-Engrossed Ordinance 746 also adopted minor administrative changes that:

- Established procedures to replace Construction Cost Index factors when specific information sources are no longer available;
- Required any request to defer payment of TDT to occupancy to be signed by the owner of the property; and
- Established administrative provisions for uncollectable taxes.

Ordinance 751

On June 19, 2012, at the request of the WCCC, the Board considered and adopted Ordinance 751, which established an additional TDT discount for certain building reuses. Effective July 19, 2012, the ordinance established a 50 percent or 75 percent discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to a use with a TDT rate that is calculated per thousand square feet of gross floor area or gross leasable area – primarily commercial and industrial uses. Discounts are applied to the first 5,000 square feet of floor area and are calculated at 50 percent for buildings three years or older, and 75 percent for buildings 20 years or older. The discount is intended to encourage small- to medium-sized renovation or redevelopment of vacant buildings and spaces. The discount was set to expire on June 30, 2015 but was later extended indefinitely by A-Engrossed Ordinance No. 793.

In FY 2020-2021 several developments used the change-in-use discount, including four in Beaverton, one in Hillsboro, three in Tigard and four in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2020-21 was $402,148.

A-Engrossed Ordinance No. 793

A-Engrossed Ordinance No. 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- Ended the temporary discount on TDT rates that was established by Ordinance 729 in 2009, extended by A-Engrossed Ordinance 746 in 2012, and continued through Board resolutions in 2013 and 2014.

- Adjusted the timing of TDT calculations for applicants that have obtained building permits and have deferred some TDT until building occupancy. Applicants are now allowed to pay the TDT rate in effect at the time of building permit acquisition and TDT deferral. Prior to the effective date of A-Engrossed Ordinance No. 793 applicants that deferred payment to occupancy had to pay the rate that was in effect at the time of occupancy.

- Made permanent the Change-in-Use Discount enacted through Ordinance 751 in 2012. This discount was previously set to expire on July 1, 2015. This discount applies to existing, previously occupied buildings changing to certain commercial and industrial uses.

Construction Cost Index

The Construction Cost Index ("Index") provides an objective basis for adjusting TDT rates over time. It is a weighted index based on three factors: change in materials costs (weighted 50 percent), change in labor costs (weighted 30 percent) and change in right-of-way costs (weighted 20 percent), averaged over the last five years. The Index must be calculated and shared with the Board of County Commissioners annually no later than April 30. This gives the Board the opportunity to review the Index.

In 2013 county staff had to reformulate the Index because the Oregon Department of Transportation (ODOT) discontinued the cost trend report originally used to calculate the materials component of the index. After researching a number of alternatives and conferring with the WCCC, the ODOT index was replaced with the National Highway Construction Cost Index. The other two components of the Index, and the weighting of all three components, remained the same.

In 2018, the Index was adjusted again to account for FHWA updated NHCCI methodology and revised prior calculations based on the new procedures. FHWA staff believes the revised index more accurately represents construction costs. After researching impacts of the change and conferring with the WCCC, this new index was incorporated into the rate adopted by the Board of Commissioners on April 13, 2019. The rate was adjusted using the new index and adopted by the Board of Commissioners on April 20, 2021.

TDT Index History
Cost Change Index using the National Highway Construction Cost Index 2.0

YEAR	2015	2016	2017*	2018	2019	2020
Index Components						
Materials Component						
National Highway CCI 2.0*	1.6984	1.6616	1.6752	1.7338	1.9088	1.9542
% Annual Change	1.00%	-2.17%	0.82%	3.50%	10.09%	2.38%
Avg. 5-Year Change	3.39%	1.97%	0.92%	1.48%	2.65%	2.92%
Labor Component						
BLS Employment Cost Index	123.4	124.9	128.3	132.4	137	140.3
% Annual Change	2.24%	1.22%	2.72%	3.20%	3.47%	2.41%
Avg. 5-Year Change	1.67%	1.42%	1.76%	2.23%	2.57%	2.60%
Right-of-Way Component						
Avg. Total Real Market Value	$481,670	$ 530,246	$581,558	$597,302	$614,277	$701,507
% Annual Change	6.32%	10.08%	9.68%	2.71%	2.84%	14.20%
Avg. 5-Year Change	4.42%	7.31%	9.75%	7.98%	6.33%	7.90%
5-year rolling average weighted index	**2.028%**	**2.875%**	**2.939%**	**3.005%**	**3.360%**	**3.824%**

< - - - - - - - - - - - - Five-year running average - - - - -- - - - - - - >

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2021) was $9,623, up from the $9,269 charged between October 1, 2020 and June 30, 2021.

III. COUNTYWIDE FINANCIAL ANALYSIS

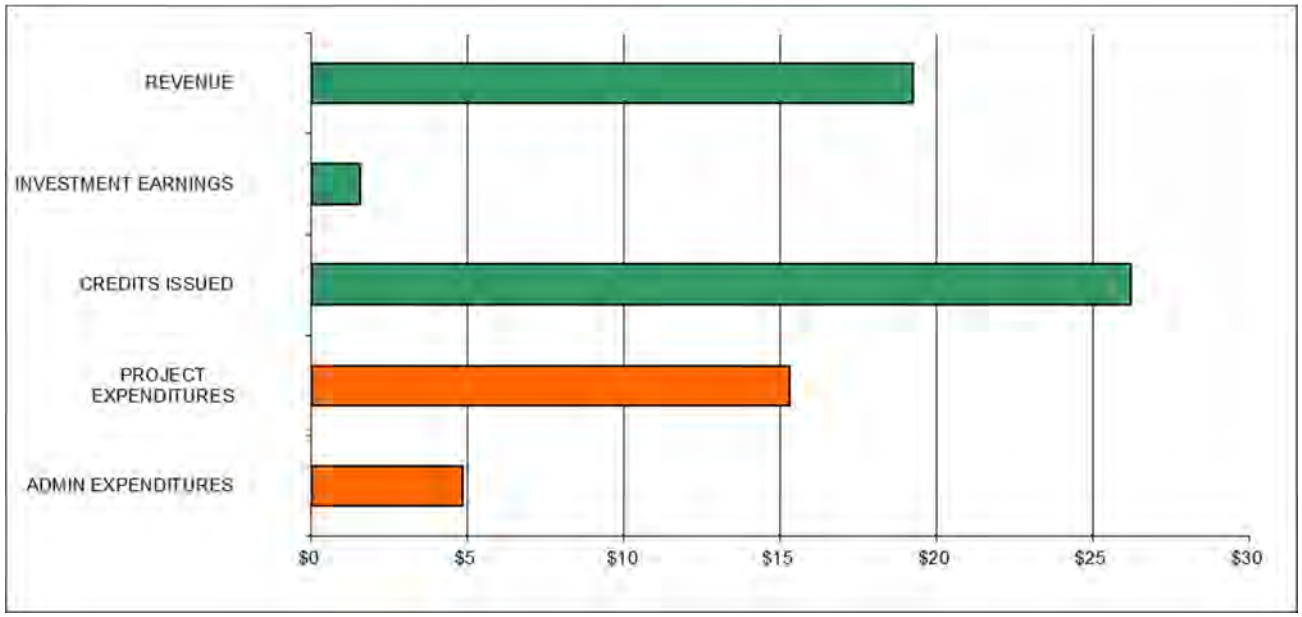
Countywide Total TDT Activity and Balance

In FY 2020-21, the county and cities collected $19,241,351 in TDT revenue. This represents a four percent increase compared to the previous fiscal year, following overall development activity in Washington County and continuing the expected growth since the program started in 2009. County and city TDT accounts earned interest amounting to $1,544,950. Jurisdictions issued 30 different credits totaling $26,195,710 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was $47,031,408 countywide in FY 2020-21.

Expenditures on capital projects (which may include design), totaled $15.3 million. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to about $4.8 million. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2021 were added together for all jurisdictions across the county, the total "account balance" would be over $127 million. That total does not include issued TDT credits or outstanding TDT credit balances. To date there has been significantly more TDT revenue than expenditures – a situation that will likely change in coming years as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2020-21.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2020-21
(Reported in millions of $'s)

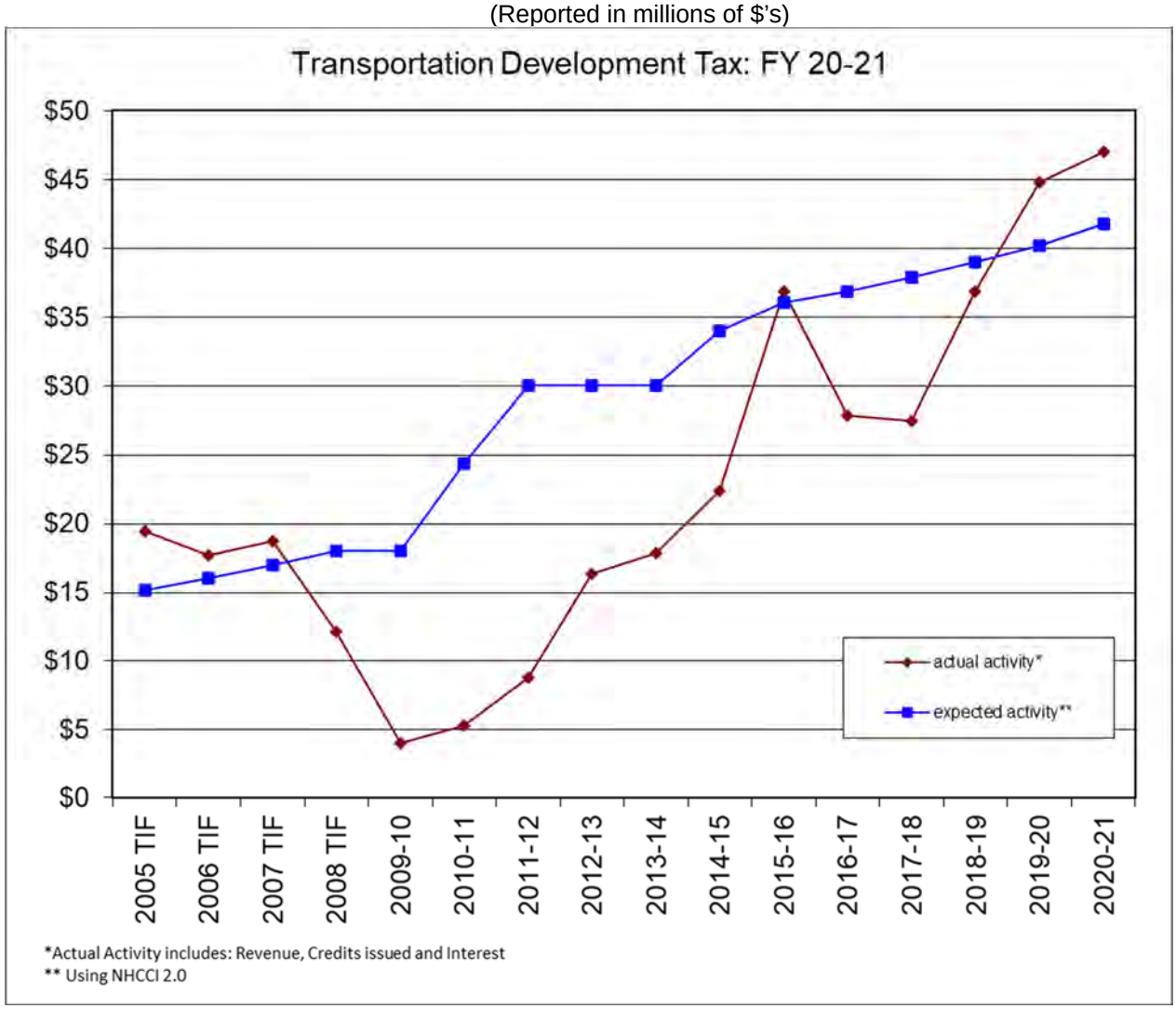


Actual vs. Expected Total TDT Activity

In 2008 the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues once the TDT was completely phased in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the Board approved Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate, and reduced TDT obligations for eligible redeveloping properties (as described in Section II). Based on pre-recession assumptions, "expected" total TDT activity for FY 2020-21 should have been around $41 million. Actual activity was about $47 million, somewhat higher than that expectation. Total TDT activity in FY 2020-21 was up slightly (by about five percent) compared to FY 2019-20, showing continued overall growth since the program started in 2009.

Figure 2 compares actual annual TIF and TDT total activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent recovery are obvious in the graph. During the 2020-21 fiscal year, the total TDT activity is consistent with expected TDT activity anticipated in 2008.

FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY
(Reported in millions of $'s)

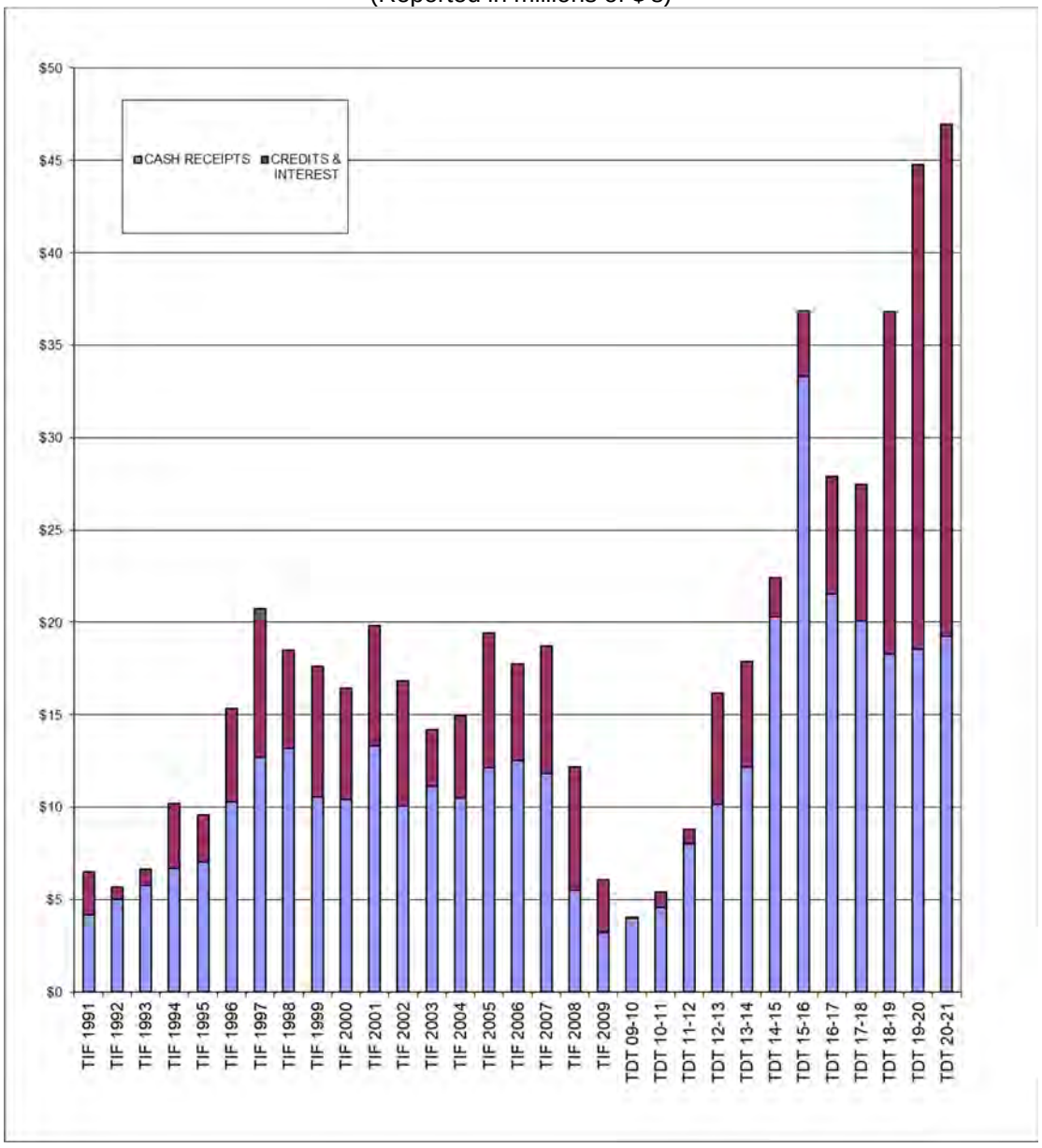


Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2020-21 with that of previous years, including TIF activity for calendar years prior to 2010. Prior to this year, FY 2019-20 had generated the most revenue and total activity since the TIF program went countywide in 1990. FY 2015-16 remains the year that has generated the most revenue. However, FY 2020-21 generated more total activity towards improvements of the transportation network due to credits issued. FY 2020-21 was the highest total activity year thus far, exceeding the record set in FY 2019-20.

FIGURE 3: ANNUAL PROGRAM COMPARISON

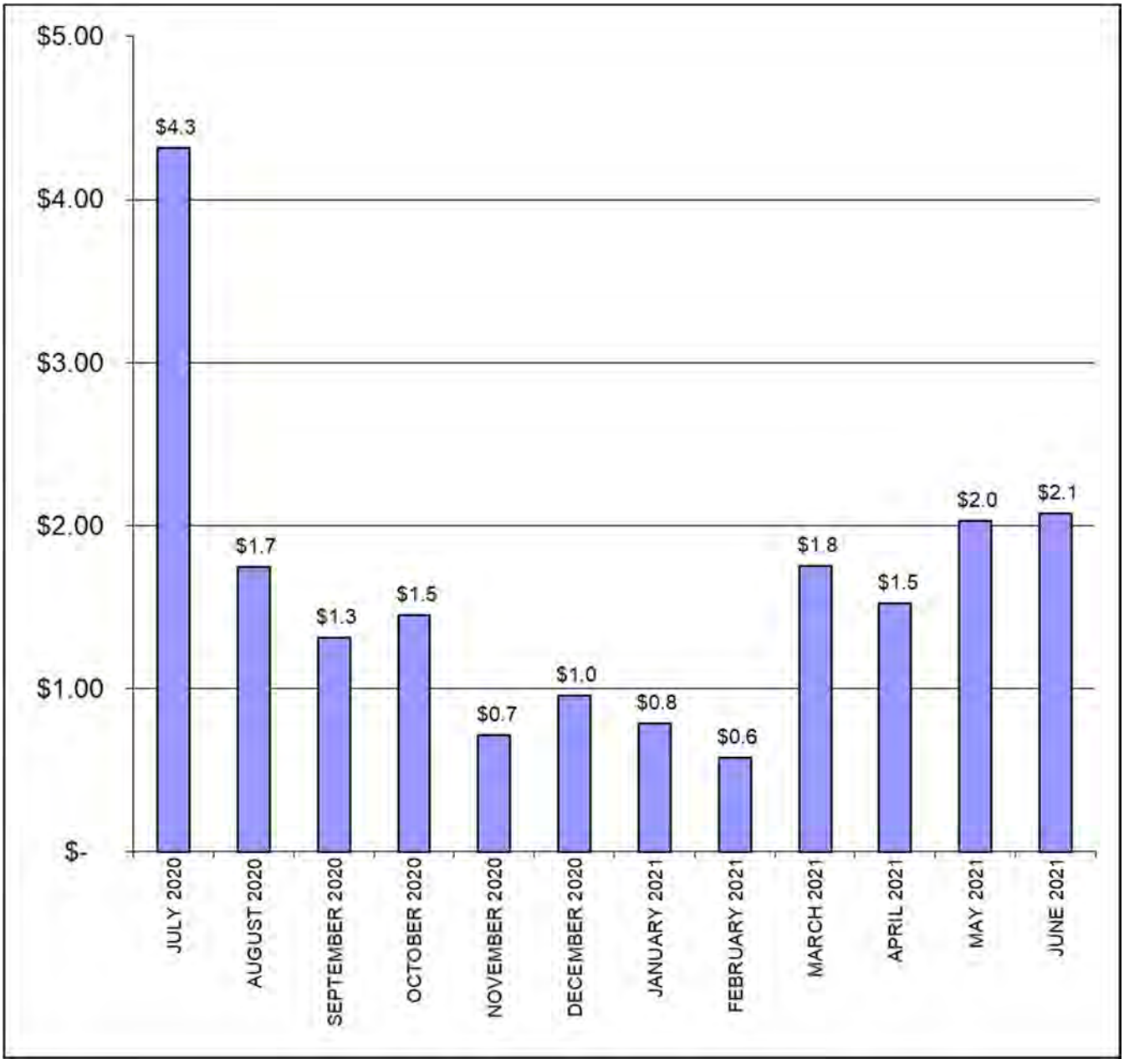
(Reported in millions of $'s)



TDT Payments by Month

TDT payments fluctuate by month, as depicted in Figure 4 below. Variations are due to the seasonality of the construction industry as well as occasional large TDT payments for major development projects. During FY 2020-21, revenue ranged from about $600,000 in February, 2021, to about $4.3 million in July, 2020. Covid-19 potentially kept TDT revenues lower than normal throughout the year.

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2020-21
(Reported in millions of $'s)



Interest Earned

During FY 2020-21, the countywide TDT program collected $1,594,348 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Table 3 on the next page includes a breakdown of interest earnings by jurisdiction, along with other information.

Credits

The TDT program provides opportunities for developers to reduce or eliminate TDT charges by improving eligible transportation facilities and/or dedicating right-of-way for future TDT-eligible improvements. After a developer improves a facility or dedicates right-of-way, the improvement is "accepted" by the applicable jurisdiction, and the developer then has 90 days to request a TDT credit. Each request is reviewed by the jurisdiction in order to ensure that the project meets eligibility requirements, that the actual construction costs were reasonable, and that right-of-way values were calculated per code. If all criteria are met, the jurisdiction issues a credit voucher for the specific property and for a specific dollar amount. During the ten years following the issuance of credit, the developer of the subject property may submit a credit voucher in lieu of paying TDT. Credit vouchers may also be transferred to other properties in the vicinity, with some restrictions.

Credit is generally available for eligible improvements made to facilities listed on the TDT Project List. Partial credit may be available for improvements that are not on the TDT Project List but are on a facility designated as an arterial or collector in the applicable jurisdiction's transportation system plan. During FY 2020-21, a total of 30 separate TDT credits were issued: 10 in Hillsboro, none in Tigard, five in Beaverton, two in Sherwood, three in Cornelius, and 10 in unincorporated Washington County. The 30 credits represent $26.2 million in eligible improvements to the transportation system. Developers used about $15.9 million in TDT credit vouchers to pay for TDT obligations; some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 3 and Figures 6 and 7 summarize FY 2020-21 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances.

The jurisdictions with the highest cash receipts in FY 2020-21, in order, were unincorporated Washington County ($8.1 million, 42 percent of total), Hillsboro ($2.6 million, 13 percent of total), Cornelius ($2.5 million, 13 percent of total), Beaverton ($1.9 million, 10 percent of total), Tigard ($1.9 million, 10 percent of total), Forest Grove ($1.1 million, six percent of total), Tualatin ($0.7 million, four percent of total) and Sherwood ($0.3 million, two percent of total). If credits and interest are included, Hillsboro had the most activity with $11.7 million; followed by Sherwood with $11.2 million, unincorporated Washington County with $9.8 million, and Beaverton with $6.4 million in total TDT activity.

In terms of expenditures, unincorporated Washington County had the highest amount, with $8.5 million for capital projects and administrative expenses; this was followed by Hillsboro, with $7.0 million in expenditures, Sherwood with $1.5 million, and North Plains with $1.3 million in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2021 was highest in Washington County ($44.7 million), followed by the City of Hillsboro ($16.2 million), Beaverton ($15.5 million) and Tigard $14.9 million).

TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2020-21

(Rounded to nearest dollar)

Jurisdiction	Balance as of 7/1/20	Cash Receipts	Interest Earnings & Transfers	Credits Issued*	"Total Activity"	Project & Admin Expenses	Balance as of 6/30/21
Banks	$ 382,101	$ -	$ 2,978	$ -	$ 2,978	$ -	$ 385,079
Beaverton	$ 13,769,243	$ 1,917,835	$ 119,541	$ 4,330,013	$ 6,367,389	$ 316,109	$ 15,490,510
Cornelius	$ 1,864,298	$ 2,512,936	$ 21,924	$ 716,999	$ 3,251,859	$ 93,660	$ 4,305,498
Durham	$ 17,066	$ -	$ 130	$ -	$ 130	$ 600	$ 16,597
Forest Grove	$ 11,936,545	$ 1,052,103	$ 146,838	$ -	$ 1,198,941	$ -	$ 13,135,486
Gaston	$ 63,298	$ 9,269	$ 489	$ -	$ 9,758	$ -	$ 73,056
Hillsboro	$ 20,404,879	$ 2,550,640	$ 220,462	$ 8,932,351	$ 11,703,453	$ 6,951,031	$ 16,224,951
King City	$ 505,208	$ -	$ 3,814	$ -	$ 3,814	$ 3,000	$ 506,022
North Plains	$ 4,101,315	$ 137,558	$ 27,935	$ -	$ 165,493	$ 1,348,235	$ 2,918,573
Sherwood	$ 5,113,154	$ 345,202	$ 37,892	$ 11,247,368	$ 11,630,461	$ 1,534,816	$ 3,961,432
Tigard	$ 13,727,360	$ 1,899,523	$ 116,328	$ -	$ 2,015,852	$ 870,023	$ 14,873,189
Tualatin	$ 9,835,649	$ 704,071	$ 143,898	$ -	$ 847,969	$ 441,633	$ 10,241,985
Washington County	$ 44,399,091	$ 8,112,213	$ 748,894	$ 968,980	$ 9,830,086	$ 8,547,300	$ 44,712,898
Wilsonville	$ 350,616	$ -	$ 3,225	$ -	$ 3,225	$ -	$ 353,841
Countywide Total	**$ 126,469,824**	**$ 19,241,351**	**$ 1,594,348**	**$ 26,195,710**	**$ 47,031,408**	**$ 20,106,406**	**$ 127,199,116**

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2020-21

(Does not include credits, interest earnings or fund transfers)

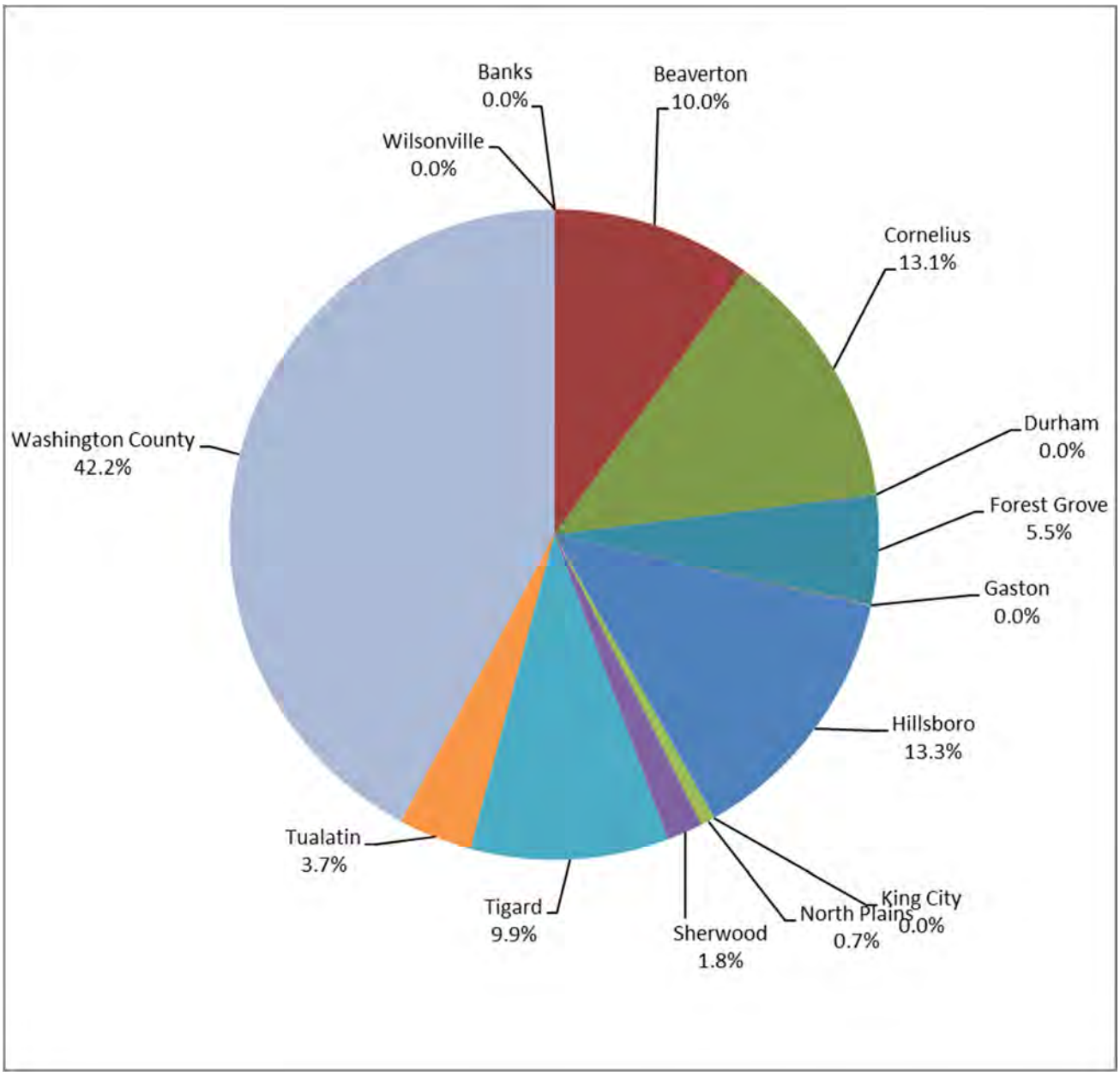
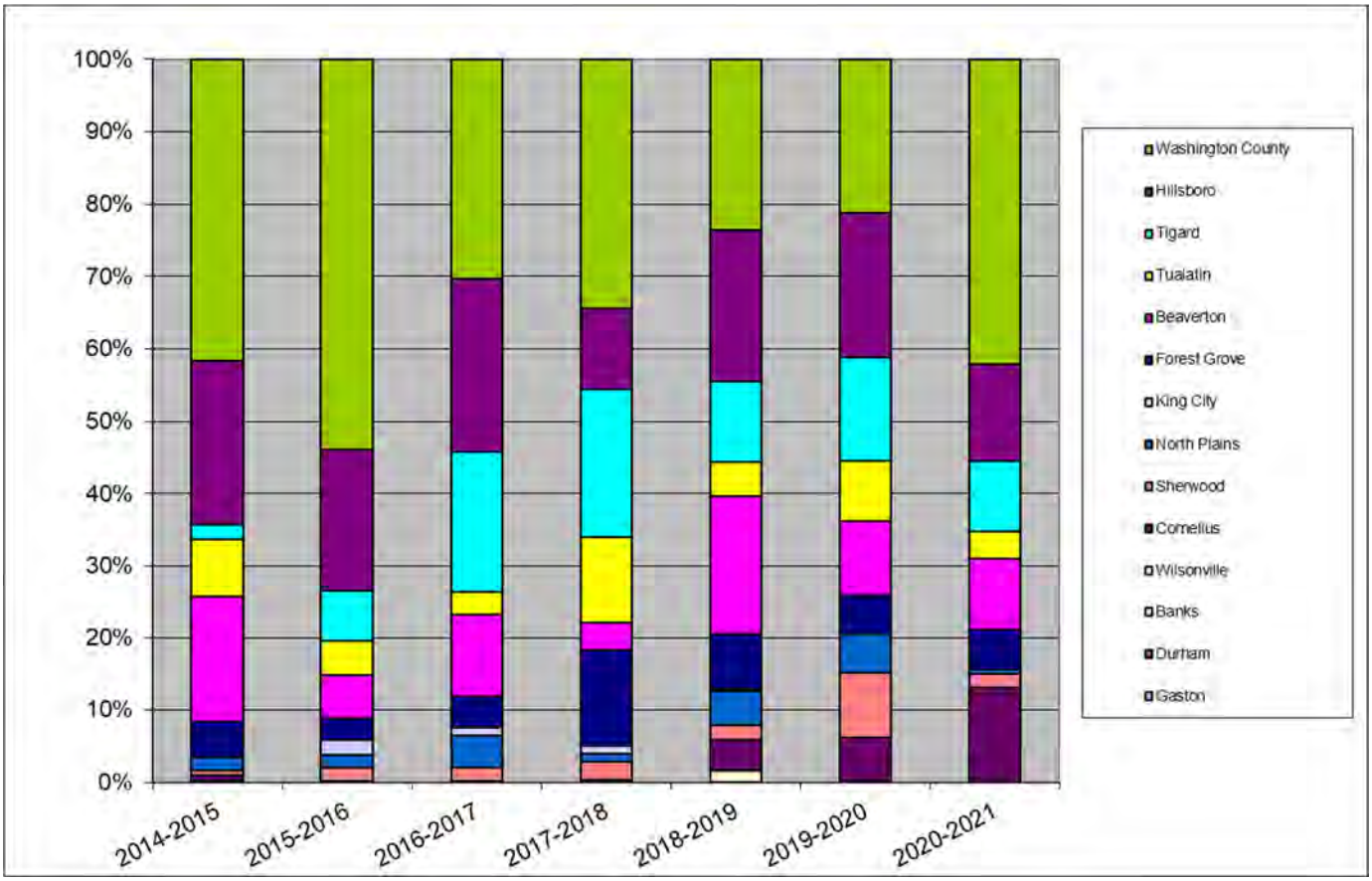


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2014-15 through FY 2020-21

(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2020-21, eight cities and Washington County invested a combined total of about $15.3 million in TDT funds to design and/or construct capital improvements on the TDT Project List. Amounts listed below highlight some of the FY 2020-21 expenditures.

- The City of Hillsboro invested about $6.8 million for four projects, including an improvement/extension of Century Boulevard, widening on NE 28th Avenue, a Jackson School Road bike/ped project and Hidden Creek between 49th and 53rd Avenues.
- Washington County used about $4.1 million for intersection improvements at Cedar Hills Boulevard/US 26 and 185th Avenue/Springville Road, improvements to Jenkins Road, 158th Avenue, Springville Road, SW 209th and Johnson Streets and preliminary design for projects on Basalt Creek Parkway and Grabhorn Road.
- The City of Beaverton used about $84,000 for the Hocken Avenue Railroad – Canyon Street improvement, Cedar Hills/Westgate – Dawson intersection and a Western Avenue road diet, including ped/bike facilities.
- The City of Sherwood used about $1.5 million for improvements to OR 99W/Sunset Boulevard, Kruger-Elwert intersection improvements, Tualatin-Sherwood Road widening, the Cedar Creek Trail and Oregon Street improvements.
- The City of Tigard used about $850,000 toward several projects, including contributions toward signal coordination on Upper Boones Ferry Road, Roy Rogers Road improvements, 121st Ave ped/bike, and Tiedeman sidewalks between Fanno Creek and Greenburg.
- The City of Cornelius used about $94,000 toward their S. 29th Blvd. project.
- The City of North Plains used about $1.3 million toward a pedestrian path along West Union Road.
- The City of Tualatin used about $440,000 toward their Garden Corner Curves and Tualatin-Sherwood Road improvements.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2020-21, jurisdictions invested over $56 million in non-TDT funding resources for projects on the TDT List. Significant examples include:

- ***Roadway Improvements:*** Walker Road, Cornelius Pass Road, 158th Avenue, 198th Avenue, Roy Rogers Road, Jackson School Road, Jenkins Road, 10th Avenue, 175th Avenue, 209th Avenue, West Union Road, Springville Road, SW 121st Avenue, Tualatin-Sherwood Road, Thompson Road, Saltzman Road, Millikan Way
- ***Roadway Extensions:*** Hidden Creek Drive, Basalt Creek Parkway, Century Boulevard, 124th Avenue

- ***Intersection Improvements:*** 185th Avenue/Springville Road, 175th Avenue/Kemmer Road, Walker Road/Murray Boulevard, Century Boulevard/TV Highway, Elwert Road/Kruger Road, OR 47/Maple/Fern Hill, 25th Avenue/Cornell Road, Martin/Hwy 47/Verboort, Gales Creek/Thatcher Road, Farmington Road/River Road, Cornelius Pass Road/Germantown Road
- ***Bicycle/Pedestrian Projects:*** Jackson School Road, Cedar Creek Trail
- ***Bridge/Culvert Replacements:*** 227th Avenue over Rock Creek, Butner Road, Beef Bend Road, Cornelius Pass Road/Rock Creek Bridge, Cornelius Pass Road/Butternut Creek Bridge
- ***ADA Ramps:*** Countywide
- ***Technology/Other:*** Cornelius Pass Road, Countywide Smart Mobility Network

Additional Improvement Value Contributed by Development:

Starting in fiscal year 2017-18 some of the local jurisdictions within the county began tracking additional expenditures the development community has made toward public roadway improvements. This is intended to be useful in tracking the total investment in roadway facilities, which becomes important periodically when identifying financially constrained projects in the Regional Transportation Plan and for other purposes. During the 2020-21 fiscal year, three cities (Beaverton, Hillsboro and Tigard) reported additional improvement value contributed by development to be almost $6.5 million.

Appendices A and B to this report detail the TDT Road and Transit Project Lists with associated expenditures from TDT and other sources from FY 2009-10 through FY 2020-21. In total, $383.3 million has been invested in eligible road projects on the TDT Project List since 2009, including $62 million in TDT funds and $321 million in other funds. In addition, $3.1 million has been invested in eligible transit projects, including $2.1 million in TDT funds and just over $1 million in other funds.

TDT Cost Capture

One purpose of this report is to monitor changes in transportation infrastructure needs and to track the percentage of those needs that is “captured” by the TDT. When the TDT was developed, staff estimated that it would raise 28 percent of the revenue necessary to complete eligible components of the projects on the TDT Project List. It assumes that other revenue will come from sources such as the gas tax and the county’s property tax-funded Major Streets Transportation Improvement Program and that some needs would remain unfunded. As of the end of FY 2020-21, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover about 21 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in the past several years, which resulted in a net increase in project needs.

The 2008 TDT Methodology Report estimates how these growth-related infrastructure costs get passed on to new users of the system and provides a basis for TDT rates. It divides the total cost of the TDT Project List by the increase in average daily motor vehicle and transit trip-ends as forecast by the Metro Regional Travel Demand Model. This calculation is repeated each year in the Annual Report to monitor changes in the cost per trip-end due to investments in TDT-eligible projects from all sources and/or changes to the TDT Project List.

Comparing the total cost of TDT-eligible projects that remain unfunded (including about $3.4 billion in road projects and about $523 million in transit projects) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of $1,796 per motor vehicle trip and $312 per

transit trip. The Captured Cost per New Person Trip-End values (second to last column) remains constant, but now represents about 22% of the eligible motor vehicle costs and 14% of eligible transit costs, as shown in Table 4 below. Compliance costs are assumed to have remained static.

TABLE 4: SDC-ELIGIBLE COST PER PERSON TRIP-END
(Deducting completed projects)

Type of Cost	Remaining SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Captured Cost per New Person Trip-End	Capture Rate
Motor Vehicle Cost	$2,994,408,895	1,666,558	$1,797	$391	21.8%
Transit Cost	$519,851,087	1,666,558	$312	$45	14.4%
Compliance Cost	$5,234,000	1,666,558	$3	$3	95.5%
Total	$3,519,493,981		$2,112	$439	N/A

The TDT is now anticipated to cover a slightly smaller percentage of the needs identified on the TDT Project List compared to when the TDT first became effective. As mentioned earlier, this is primarily due to additional projects and revised project cost estimates that have been added to the TDT Project List.

Appendix A: TDT Road Project List Expenditures
FY 2020-21

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 20-21 TDT	FY 20-21 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
2000	Beaverton	114th/115th	MAX Light Rail	Beaverton-Hillsdale/ Griffith	Construct 2-lane multimodal	$ 11,040,000	100%			$ 11,040,000	100%	$11,040,000	2014-2024			$ -	$ -	$ -
2001	Beaverton	120th	Center	Canyon	Construct 2-lane multimodal	$ 9,825,600	100%			$ 9,825,600	100%	$9,825,600	2014-2024			$ -	$ -	$ -
2002	Beaverton	125th	Brockman	Hall	Extend 2-lane multimodal	$ 15,345,600	100%			$ 15,345,600	100%	$15,345,600	2014-2024			$ -	$ 143,127	$ 143,127
2003	Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	$ 6,955,200	100%			$ 6,955,200	100%	$6,955,200	2014-2024			$ -	$ 677,351	$ 677,351
2004	Beaverton	Allen	Murray	Hwy 217	Add turn lanes, bike lanes, sidewalks & signalize	$ 45,926,400	100%			$ 45,926,400	100%	$45,926,400	2014-2024			$ -	$ -	$ -
2005	Beaverton	Allen: Murray to Scholls Ferry; Cedar Hills: Farmington to north of Walker; Hall: SB OR 217 ramp to Cedar Hills; Farmington: SB OR 217 ramp to west of Murray			Adaptive signal systems	$ 11,040,000	100%			$ 11,040,000	100%	$11,040,000	2014-2024			$ -	$ -	$ -
2006	Beaverton	Baltic	US26 WB	Barnes	Add NB aux lane; Add SB aux lane	$ 570,000	100%			$ 570,000	100%	$570,000	2025-2039			$ -	$ -	$ -
2007	Beaverton	Barnes	117th	Baltic	Bus pullouts, shelters, and transit amenities	$ 700,000	100%			$ 700,000	100%	$700,000	2014-2024			$ -	$ -	$ -
2008	Beaverton	Barnes	116th		Construct traffic signal; Construct 2nd WB left turn lane	$ 500,000	100%			$ 500,000	77%	$384,058	2014-2024			$ -	$ -	$ -
2009	Beaverton	Barnes	Cedar Hills		Add 2nd EB to SB right turn lane	$ 450,000	100%			$ 450,000	100%	$450,000	2014-2024			$ -	$ -	$ -
2010	Beaverton	Barnes	Cedar Hills	Valeria	Add WB aux lane; modify signals	$ 1,250,000	100%			$ 1,250,000	100%	$1,250,000	2014-2024			$ -	$ -	$ -
2011	Beaverton	Barnes	Station North/Holly		Construct signal and interconnect; Add WB right turn lane	$ 600,000	100%			$ 600,000	100%	$600,000	2014-2024			$ -	$ -	$ -
2012	Beaverton	Barnes	Station North/Holly	Lois	Add EB and WB aux lanes; Modify traffic signal and interconnect	$ 1,900,000	100%			$ 1,900,000	100%	$1,900,000	2014-2024			$ -	$ -	$ -
2013	Beaverton	Barnes	Lois	OR217	Add NB aux lane; Add 2nd SB left turn lane; Modify transit station entrance; Modify traffic signal	$ 600,000	100%			$ 600,000	100%	$600,000	2014-2024			$ -	$ -	$ -
2014	Beaverton	Barnes	OR 217		Add NB right turn lane; Add NB aux lane; Add Wb right turn lane; Add WB aux lane to US 26 WB; Modify traffic signal	$ 2,100,000	100%			$ 2,100,000	100%	$2,100,000	2014-2024			$ -	$ -	$ -
2015	Beaverton	Barnes	OR 217	Leahy	Interconnect traffic signals	$ 200,000	100%			$ 200,000	88%	$175,824	2025-2039			$ -	$ -	$ -
2016	Beaverton	Barnes	Baltic		Add EB right turn lane, Add WB left turn lane; Add WB aux lane; Add NB left turn lane; Add NB aux lane; Add dual NB right turn lane; Modify traffic signal	$ 2,700,000	100%			$ 2,700,000	100%	$2,700,000	2014-2024			$ -	$ -	$ -
2017	Beaverton	Barnes	Baltic	Monterey Pl	Add WB aux lane; Modify traffic signals	$ 600,000	100%			$ 600,000	100%	$600,000	2025-2039			$ -	$ -	$ -
2018	Beaverton	Barnes	Monterey		Add EB left turn lane; Modify traffic signal	$ 500,000	100%			$ 500,000	88%	$439,560	2025-2039			$ -	$ -	$ -
2019	Beaverton	Barnes	Miller		Add aux lanes at all intersection approaches; Modify Miller SB lane approaches; Modify Miller SB lane assignments; Modify traffic signals	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2025-2039			$ -	$ -	$ -
2020	Beaverton	Beaverton-Hillsdale	Western		Turn lanes, signal improvements	$ 2,064,480	100%			$ 2,064,480	100%	$2,064,480	2025-2039			$ -	$ -	$ -
2021	Beaverton	Butner	Cedar Hills		Add dual EB left turn lanes; Add single EB right turn lane; Modify signal; Interconnect to US26 interchange signals	$ 1,430,000	100%			$ 1,430,000	100%	$1,430,000	2014-2024			$ -	$ -	$ -
2022	Beaverton	Canyon	170th	OR 217	Access management	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
2023	Beaverton	Canyon	Cedar Hills		Turn lanes, signal improvements	$ 6,922,080	100%			$ 6,922,080	100%	$6,922,080	2025-2039			$ -	$ -	$ -
2024	Beaverton	Cedar Hills	300' north of Celeste	Barnes	Add NB and SB aux lanes, extend 300' north of Celeste	$ 2,330,000	100%			$ 2,330,000	100%	$2,330,000	2014-2024			$ -	$ -	$ -
2025	Beaverton	Cedar Hills	Barnes	US 26 WB	Add SB multi-use bike/ped facility	$ 250,000	100%			$ 250,000	100%	$250,000	2014-2024			$ -	$ -	$ -
2026	Beaverton	Cedar Hills	US 26 WB		Add NB aux lane to Barnes; Add bike/ped tunnel under WB on ramp; Modify WB offramp lane assignments; Modify and interconnect signals	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
2027	Beaverton	Cedar Hills	US 26 WB	US 26 EB	Construct sidewalks and bike lanes	$ 670,000	100%			$ 670,000	100%	$670,000	2014-2024	$ 23,419		$ 2,503,285	$ -	$ 2,503,285
2028	Beaverton	Cedar Hills	US 26 EB		Construct dual SB left turn lanes and EB aux lane; Construct EB left and right turn lanes; Construct signals and interconnect	$ 1,770,000	100%			$ 1,770,000	100%	$1,770,000	2014-2024			$ -	$ -	$ -
2029	Beaverton	Cedar Hills	US 26 EB	Butner	Convert NB right turn lane into Th-Rt Aux lane to US26 EB with ped island; Add sidewalk and bike lanes	$ 448,000	100%			$ 448,000	100%	$448,000	2014-2024			$ -	$ -	$ -

Appendix A: TDT Road Project List Expenditures
FY 2020-21

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 20-21 TDT	FY 20-21 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
2030	Beaverton	Cedar Hills	Walker		Add double left turn lanes on all approaches, add EB rt turn lane	$ 3,643,200	100%			$ 3,643,200	97%	$3,545,614	2025-2039			$ -	$ -	$ -
2031	Beaverton	Cedar Hills	Walker	Farmington	Add turn lanes, bike lanes	$ 20,976,000	100%			$ 20,976,000	100%	$20,976,000	2014-2024			$ -	$ -	$ -
2032	Beaverton	Cedar Hills	Jenkins		Turn lanes, signal improvements	$ 2,550,240	100%			$ 2,550,240	100%	$2,550,240	2025-2039			$ -	$ -	$ -
2033	Beaverton	Cedar Hills	Hall		Add NB rt turn lane	$ 728,640	100%			$ 728,640	100%	$728,640	2025-2039			$ -	$ -	$ -
2034	Beaverton	Cornell	113th		Add aux lanes at all intersection approaches; Modify traffic signal	$ 700,000	100%			$ 700,000	100%	$700,000	2014-2024			$ -	$ -	$ -
2035	Beaverton	Cornell	107th		Construct traffic signal	$ 360,000	100%			$ 360,000	100%	$360,000	2014-2024			$ -	$ -	$ -
2036	Beaverton	Crescent	Rose Biggi	Cedar Hills	Extend 2-lane multimodal	$ 3,864,000	100%			$ 3,864,000	100%	$3,864,000	2014-2024			$ -	$ 65,237	$ 65,237
2037	Beaverton	Davies	Scholls Ferry	Barrows	Extend 2-lane multimodal	$ 5,409,600	100%			$ 5,409,600	100%	$5,409,600	2014-2024			$ -	$ -	$ -
2038	Beaverton	Dawson/ Westgate	Rose Biggi	Hocken	Extend 2-lane multimodal	$ 9,825,600	100%			$ 9,825,600	100%	$9,825,600	2014-2024	$ 2,733		$ 842,553	$ 31,576	$ 874,129
2039	Beaverton	Denney	Hall	Scholls Ferry	Add turn lanes, bike lanes & signalize	$ 6,734,400	100%			$ 6,734,400	100%	$6,734,400	2014-2024			$ -	$ -	$ -
2040	Beaverton	Farmington	Cedar Hills		Turn lanes, signal improvements	$ 3,036,000	100%			$ 3,036,000	100%	$3,036,000	2025-2039			$ -	$ 4,481,573	$ 4,481,573
2041	Beaverton	Farmington	Lombard		Add NB rt turn lane	$ 1,689,120	100%			$ 1,689,120	100%	$1,689,120	2025-2039			$ -	$ 2,492,788	$ 2,492,788
2042	Beaverton	Hall extension	to Jenkins		Construct 2 or 4 lane	$ 15,897,600	100%			$ 15,897,600	100%	$15,897,600	2025-2039			$ -	$ -	$ -
2044	Beaverton	Hall	Cedar Hills	Farmington	Add turn lanes, bike lanes	$ 5,740,800	100%			$ 5,740,800	100%	$5,740,800	2014-2024			$ -	$ -	$ -
2045	Beaverton	Hall	Center		Turn lanes, signal improvements	$ 121,440	100%			$ 121,440	100%	$121,440	2025-2039			$ -	$ -	$ -
2046	Beaverton	Hall	Allen		Add EB&WB rt turn lanes, NB&SB double lefts	$ 2,373,600	100%			$ 2,373,600	100%	$2,373,600	2025-2039			$ -	$ -	$ -
2047	Beaverton	Hall	Denney		Turn lanes, signal improvements	$ 850,080	100%			$ 850,080	100%	$850,080	2025-2039			$ -	$ -	$ -
2048	Beaverton	Hall	500' south of Allen	12th	Add turn lanes, bike lanes	$ 6,734,400	100%			$ 6,734,400	100%	$6,734,400	2014-2024			$ -	$ -	$ -
2049	Beaverton	Millikan	TV Hwy	141st	Add turn lanes, signals, bike and ped	$ 18,878,400	100%			$ 18,878,400	100%	$18,878,400	2014-2024			$ -	$ -	$ -
2050	Beaverton	Millikan	Murray		Rt turn lane for WB Millikan	$ 607,200	100%			$ 607,200	100%	$607,200	2025-2039			$ -	$ -	$ -
2051	Beaverton	Millikan	141st	Hocken	Add signal, turn lanes, bike & ped	$ 2,870,400	100%			$ 2,870,400	100%	$2,870,400	2014-2024			$ -	$ -	$ -
2052	Beaverton	Millikan	Watson	114th	Extend 2-lane multimodal	$ 15,235,200	100%			$ 15,235,200	100%	$15,235,200	2014-2024		$ 362	$ -	$ 936,571	$ 936,571
2053	Beaverton	Murray	Allen		Turn lanes, signal improvements	$ 1,578,720	100%			$ 1,578,720	100%	$1,578,720	2025-2039			$ 1,299	$ -	$ 1,299
2054	Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	$ 1,280,640	100%			$ 1,280,640	100%	$1,280,640	2025-2039			$ -	$ -	$ -
2055	Beaverton	New street	Broadway	115th	Construct 2-lane multimodal	$ 4,968,000	100%			$ 4,968,000	100%	$4,968,000	2014-2024			$ -	$ -	$ -
2056	Beaverton	Nimbus	Denney	Hall	Extend 2-lane multimodal	$ 17,001,600	100%			$ 17,001,600	100%	$17,001,600	2014-2024			$ -	$ -	$ -
2058	Beaverton	Rose Biggi	TV Hwy	Broadway	Extend 2-lane multimodal	$ 3,312,000	100%			$ 3,312,000	100%	$3,312,000	2014-2024			$ -	$ -	$ -
2059	Beaverton	Scholls Ferry	Allen		Turn lanes, signal improvements	$ 4,128,960	100%			$ 4,128,960	95%	$3,929,172	2025-2039			$ -	$ -	$ -
2060	Beaverton	Scholls Ferry	Nimbus		Turn lanes, signal improvements	$ 1,733,280	100%			$ 1,733,280	100%	$1,733,280	2025-2039			$ -	$ -	$ -
2061	Beaverton	Scholls Ferry	125th		Add SB rt turn lane	$ 1,280,640	100%			$ 1,280,640	100%	$1,280,640	2025-2039			$ -	$ -	$ -
2062	Beaverton	Scholls Ferry	Davies		Add NB rt turn lane, close east end of Scholls Ferry @Barrows	$ 331,200	100%			$ 331,200	100%	$331,200	2025-2039			$ -	$ -	$ -
2063	Beaverton	Scholls Ferry	Barrows (west end)		Add SB rt turn lane	$ 331,200	100%			$ 331,200	100%	$331,200	2025-2039			$ -	$ -	$ -
2064	Beaverton	Sexton Mountain	160th	155th	Extend 2-lane multimodal	$ 2,760,000	100%			$ 2,760,000	100%	$2,760,000	2014-2024			$ -	$ -	$ -
2065	Beaverton	Walker	173rd		Turn lanes, signal improvements	$ 2,760,000	100%			$ 2,760,000	100%	$2,760,000	2025-2039			$ -	$ 2,762,080	$ 2,762,080
2066	Beaverton	Walker	167th		Signalize, add SB left turn lane	$ 187,680	100%			$ 187,680	100%	$187,680	2025-2039			$ -	$ 187,821	$ 187,821
2067	Beaverton	Weir	155th	175th	Turn lanes, bike lanes, sidewalks	$ 4,526,400	100%			$ 4,526,400	100%	$4,526,400	2014-2024			$ -	$ -	$ -
2068	Beaverton	175th	UGB	Scholls Ferry	Widen to 5 lanes	$ 6,345,000	100%	SCM TSDC		$ 6,345,000	100%	$6,345,000	2014-2024			$ -	$ 5,191,746	$ 5,191,746
2069	Beaverton	New East-West Collector	Tile Flat	Loon	New 3 lane collector	$ 22,755,000	100%	SCM TSDC		$ 22,755,000	100%	$22,755,000	2014-2024			$ -	$ -	$ -
2070	Beaverton	New North-South Collector	UGB	Scholls Ferry	New 2 lane collector	$ 11,020,000	100%	SCM TSDC		$ 11,020,000	100%	$11,020,000	2014-2024			$ -	$ -	$ -
2071	Beaverton	Scholls Ferry	Tile Flat	175th / Roy Rogers	Widen to 5 lanes	$ 8,165,000	100%	SCM TSDC		$ 8,165,000	100%	$8,165,000	2014-2024			$ -	$ -	$ -
2072	Beaverton	Scholls Ferry	Horizon/Teal		New right turn lanes at Scholls Ferry Rd / Horizon-Teal Blvd intersection	$ 500,000	100%	SCM TSDC		$ 500,000	100%	$500,000	2025-2039			$ -	$ -	$ -
2073	Beaverton	Tile Flat	UGB	Scholls Ferry	Widen to 3 lanes	$ 3,025,000	100%	SCM TSDC		$ 3,025,000	100%	$3,025,000	2025-2039			$ -	$ -	$ -
2074	Beaverton	Western	5th	Beaverton-Hillsdale/ Griffith	Reconstruct 4-lane roadway as 3-lane arterial with separated bicycle and pedestrian paths. Includes traffic signal	$ 4,125,000	100%	SCM TSDC		$ 4,125,000	100%	$4,125,000	2014-2024	$ 80,000		$ 274,489	$ -	$ 274,489
2075	Beaverton	Hocken Ave	RR Tracks	Tualatin-Valley Hwy	Add 2nd southbound lane, bike lanes and sidewalks. Requires signal and RR crossing pole relocation	$ 2,500,000	100%	SCM TSDC		$ 2,500,000	76%	$1,900,000	2014-2024	$ 895		$ 97,409	$ -	$ 97,409
	Beaverton	TOTAL				$ 366,628,600				$ 366,628,600		$365,530,668		$ 107,047	$ 362	$ 3,719,035	$ 16,969,870	$ 20,688,904
2500	Banks	OR 6	Aerts Road		Construct intersection improvement or roundabout	$ 5,800,000	100%	City SDCs		$ 5,800,000	100%	$5,800,000	2025-2040			$ -	$ -	
2501	Banks	Banks Rd	OR 47	Aerts Rd	Widen, improve intersection sight distance, provide shoulders, construct continuous or intermittent left-turn lanes	$ 10,200,000	100%	City SDCs		$ 10,200,000	100%	$10,200,000	2025-2040			$ -	$ -	
2502	Banks	New Collector (West Banks)	Cedar Canyon Road	Main Street/OR 47 (South of Sunset Park)	Construct new 2/3 lane collector	$ 15,700,000	100%	City SDCs		$ 15,700,000	100%	$15,700,000	2025-2040			$ -	$ -	

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2503	Banks	New Collector (East Banks)	Banks Road	Aerts Road (north of OR 6)	Construct new 2/3 lane collector	$ 5,500,000	100%	City SDCs		$ 5,500,000	100%	$5,500,000	2025-2040			$ -	$ -	
	Banks	TOTAL				$ 37,200,000				$ 37,200,000		$37,200,000		$ -	$ -	$ -	$ -	$ -
																$ -	$ -	
~~7000~~	~~Cornelius~~	~~10th~~	~~Adair/Main~~	~~Baseline~~	~~Add left & right turn lanes at couplet intersection approaches~~	~~$ -~~	~~100%~~	~~Developer / ODOT Rail~~	~~$880,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~		$ 431	$ 234,687	$ 9,595,616	$ 7,155,001
~~7001~~	~~Cornelius~~	~~14th~~	~~Holladay~~	~~Dogwood~~	~~Add signals at TV Hwy and widen existing travel lanes~~	~~$ -~~	~~75%~~			~~$ -~~	~~100%~~	~~$0~~	~~2025-2039~~			$ -	$ -	$ -
~~7002~~	~~Cornelius~~	~~Baseline~~	~~10th~~	~~20th~~	~~Inteconnect signals and consolidate access points~~	~~$ -~~	~~100%~~	~~federal grant~~	~~$3,060,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ 447,492	$ 8,200	$ 455,692
~~7003~~	~~Cornelius~~	~~Cornelius-Schefflin~~	~~Verboort Circle~~	~~South city limit~~	~~Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes~~	~~$ -~~	~~75%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ 9,015,238	$ 9,015,238
7004	Cornelius	Davis St Extension	4th	10th	New 2-lane collector	$ 2,255,000	100%			$ 2,255,000	100%	$2,255,000	2040+			$ -	$ -	$ -
~~7005~~	~~Cornelius~~	~~Forest Grove Connectivity~~	~~East Forest Grove city limit~~	~~West Cornelius city limit~~	~~Construct new 2-lane collector between Cornelius & Forest Grove~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2025-2039~~			$ -	$ -	$ -
7006	Cornelius	Holladay St Extension	Yew (Forest Grove)	4th	New 2-lane collector	$ 2,960,000	100%			$ 2,960,000	100%	$2,960,000	2028-2040			$ -	$ -	$ -
7007	Cornelius	Holladay St Extension	10th	Gray	New 2-lane collector	$ 2,810,000	100%			$ 2,810,000	100%	$2,810,000	2040+			$ -	$ -	$ -
7008	Cornelius	Holladay St Extension	Gray	19th	New 2-lane collector	$ 3,085,000	100%			$ 3,085,000	100%	$3,085,000	2040+			$ -	$ -	$ -
7009	Cornelius	19th Ave	20th Ave	Council Creek Bridge	Build complete street with sidewalk and bike facilities. Also new RR crossing and possible mini-roundabouts at Holladay & Davis	$ 1,975,000	100%			$ 1,975,000	100%	$1,975,000	2018-2027			$ -	$ 87,698	$ 87,698
~~7010~~	~~Cornelius~~	~~TV Highway Corridor~~	~~4th~~	~~29th~~	~~Traffic signal system coordination~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
7011	Cornelius	New N-S Collector	Baseline	Kodiak	New 2-lane collector for SE UGB Expansion Area, with improved rail crossing south of Baseline and new signalized intersection with Baseline.	$ 9,390,000	100%			$ 9,390,000	100%	$9,390,000	2018-2027	$ 93,660		$ 181,258	$ -	$ 181,258
7012	Cornelius	SE Cornelius New Collectors	South of Ginger St	South UGB Boundary	New collector through UGB expansion area: 20th, Jasper, 26th, 29th, Kodiak, and shared-use path south of Jasper Roundabout	$ 13,955,000	100%			$ 13,955,000	100%	$13,955,000	2018-2027			$ -	$ -	$ -
~~7013~~	~~Cornelius~~	~~26th~~	~~Webb~~	~~New roundabout at Jasper/Kodiak~~	~~Extend collector within UGB expansion area~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
7014	Cornelius	Dogwood Extension	28th	345th	Extend collector within UGB expansion area	$ 2,085,000	100%			$ 2,085,000	100%	$2,085,000	2028-2040			$ -	$ -	$ -
7015	Cornelius	Complete Collector Pedestrian Facilities	Citywide		4th Ave: Adair to Fawn 20th Ave: Alpine to Elder 29th Ave: North UGB to Baseline Adair: 1st to 7th Baseline: 4th to 10th (north side)	$ 2,913,000	100%			$ 2,913,000	100%	$2,913,000	2018-2027			$ -	$ -	$ -
7016	Cornelius	Baseline North Frontage Rd	East Lane	NW 344th Ave	Create collector frontage road on north side of Baseline and intersection improvements with possible signal at NW 341st Ave	$ 2,830,000	100%			$ 2,830,000	100%	$2,830,000	2018-2027			$ -	$ -	$ -
7017	Cornelius	Davis Street Extension	10th Ave	Fred Meyer Eastern Driveway	Complete pedestrian/bike facilities west of 19th and build new collector east of 19th	$ 3,490,000	100%			$ 3,490,000	100%	$3,490,000	2028-2040			$ -	$ -	$ -
7018	Cornelius	341st Ave	Baseline	North terminus of street	Complete pedestrian facilities and improve to collector standards	$ 526,000	100%			$ 526,000	100%	$526,000	2028-2040			$ -	$ -	$ -
7019	Cornelius	Baseline St	26th Ave	East Lane	Complete pedestrian facilities	$ 1,035,000	100%			$ 1,035,000	100%	$1,035,000	2028-2040			$ -	$ -	$ -
7020	Cornelius	29th Blvd	S. City Limits	S. UGB (345th/Cook Rd)	New collector	$ 2,120,000	100%			$ 2,120,000	100%	$2,120,000	2040+			$ -	$ -	$ -
7021	Cornelius	Baseline St	20th Ave	E. City Limits	Complete two-way bike blvd.	$ 1,500,000	100%			$ 1,500,000	100%	$1,500,000	2040+			$ -	$ -	$ -
7022	Cornelius	Baseline Frontage Rd (south side)	NW 341st Ave	E. City Limits	Create collector frontage road	$ 1,545,000	100%			$ 1,545,000	100%	$1,545,000	2040+			$ -	$ -	$ -
7023	Cornelius	Davis Street Extension	Fred Meyer Driveway	N. 26th Ave	Extend collector	$ 2,065,000	100%			$ 2,065,000	100%	$2,065,000	2040+			$ -	$ -	$ -
7024	Cornelius	Complete Collector Ped and Bike facilities	Citywide		Complete bicycle facilities on collectors (e.g. pavement markings, shared streets, signage, etc.) and fill sidewalk gaps on collectors	$ 8,030,000	100%			$ 8,030,000	100%	$8,030,000	2040+			$ -	$ -	$ -

Appendix A: TDT Road Project List Expenditures
FY 2020-21

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 20-21 TDT	FY 20-21 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
	Cornelius	TOTAL				$ 64,569,000				$ 64,569,000		$64,569,000		$ 93,660	$ 431	$ 415,945	$ 7,449,116	$ 7,865,061
8000	Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes (Durham share of cost only)	$ 600,000	100%			$ 600,000	57%	$342,857	2014-2024			$ 11,000	$ -	$ 11,000
	Durham	TOTAL				$ 600,000				$ 600,000		$342,857		$ -	$ -	$ 11,000	$ -	$ 11,000
7500	Forest Grove	19th	Poplar	HWY 47	Extend 2-lane collector	$ 1,517,156	100%			$ 1,517,156	100%	$1,517,156	2019-2029			$ -	$ -	$ -
7501	Forest Grove	23rd/24th	Hawthorne	Quince	Construct 2-lane collector	$ 4,260,000	100%			$ 4,260,000	100%	$4,260,000	2025-2039			$ -	$ -	$ -
7502	Forest Grove	26th	Sunset	Oak	Extend 2-lane collector and improve 26th Ave to city standards	$ 9,800,000	95%			$ 9,310,000	100%	$9,310,000	2019-2029			$ 2,155	$ 262,593	$ 264,748
7503	Forest Grove	OR 47	Maple		Construct improvements (e.g. traffic signal including interconnect with rail crossing in longer term)	$ 5,000,000	75%			$ 3,750,000	100%	$3,750,000	2019-2029		$ 37,388	$ -	$ 100,060	$ 100,060
7504	Forest Grove	OR 47	Elm		Construct improvements (e.g. traffic signal)	$ 520,000	75%			$ 390,000	100%	$390,000	2019-2029			$ -	$ -	$ -
~~7505~~	~~Forest Grove~~	~~B~~	~~David Hill~~	~~Hartford~~	~~Extend 2-lane collector~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
7506	Forest Grove	David Hill	Thatcher Road	Forest Gale Drive	Full street reconstruction to urban collector standard	$ 4,000,000	100%			$ 4,000,000	100%	$4,000,000	2021-2031			$ 15,195	$ 8,268,024	$ 8,283,219
7507	Forest Grove	E/Pacific/19th	E	19th	Extend 2-lane couplet	$ 4,940,000	100%			$ 4,940,000	100%	$4,940,000	2019-2029			$ -	$ -	$ -
7508	Forest Grove	Hawthorne	26th	Willamina	Extend 2-lane collector	$ 7,885,582	100%			$ 7,885,582	100%	$7,885,582	2019-2029			$ -	$ -	$ -
7509	Forest Grove	Heather	OR 47	Mountain View	Extend 2-lane collector	$ 1,730,000	100%			$ 1,730,000	100%	$1,730,000	2019-2029			$ -	$ -	$ -
7510	Forest Grove	Laurel	26th	22nd	Extend 2-lane collector	$ 8,598,914	100%			$ 8,598,914	100%	$8,598,914	2019-2029			$ -	$ -	$ -
~~7511~~	~~Forest Grove~~	~~Main~~	~~David Hill~~	~~Hartford~~	~~Extend 2-lane collector~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
7512	Forest Grove	Oak	OR 47	Pacific	Upgrade to 2-lane collector; add signal	$ 6,200,788	75%			$ 4,650,591	100%	$4,650,591	2019-2029			$ -	$ -	$ -
7513	Forest Grove	Thatcher	Gales Creek	David Hill	Realign and signalize intersection; road improvements from Gales Creek to David Hill	$ 14,543,206	75%			$ 10,907,405	100%	$10,907,405	2019-2029		$ 144,268	$ -	$ 223,837	$ 223,837
7514	Forest Grove	TV Hwy	Quince		Add turn lanes / signal	$ 4,294,293	25%			$ 1,073,573	100%	$1,073,573	2019-2029			$ -	$ -	$ -
7515	Forest Grove	Willamina	Main	Sunset	Improve collector to city standards	$ 2,168,128	95%			$ 2,059,722	100%	$2,059,722	2019-2029			$ -	$ 4,423	$ 4,423
7516	Forest Grove	Yew	Adair	Pacific	Construct Improvements (e.g. traffic signal or restrictions)	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2021-2031			$ -	$ -	
7517	Forest Grove	OR 47	Martin		Construct Improvements (e.g. traffic signal or roundabout)	$ 8,000,000	100%			$ 8,000,000	100%	$8,000,000	2019-2029		$ 505,746	$ -	$ 1,090,884	
	Forest Grove	TOTAL				$ 86,458,067				$ 76,072,942		$76,072,942		$ -	$ 687,402	$ 17,350	$ 9,949,821	$ 9,967,171
9000	Gaston	Church	3rd	Trail	Improve to collector standards	$ 720,000	100%			$ 720,000	100%	$720,000	2014-2025			$ -	$ -	
9001	Gaston	Third	Park	Cottonwood	Improve to collector standards	$ 225,000	100%			$ 225,000	100%	$225,000	2014-2025			$ -	$ -	
	Gaston	TOTAL				$ 945,000				$ 945,000		$945,000		$ -	$ -	$ -	$ -	$ -
3000	Hillsboro	1st/Glencoe	Grant		Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
3001	Hillsboro	13th/River	TV Hwy		Add EB right turn lane and NB left turn lane	$ 4,500,000	100%			$ 4,500,000	100%	$4,500,000	2025-2039			$ -	$ -	$ -
3002	Hillsboro	28th	Cornell	Main	Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2014-2024	$ 38,143	$ 1,784	$ 42,241	$ 30,466	$ 72,707
3003	Hillsboro	69th	Quatama	Main	New 3 lane extension	$ 4,943,785	100%			$ 4,943,785	100%	$4,943,785	2025-2039		$ 56,905	$ -	$ 1,885,559	$ 1,885,559
3004	Hillsboro	185th	Walker		Intersection capacity and signal improvements	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2025-2039			$ -	$ -	$ -
3005	Hillsboro	Amberglen Pkwy/194th Extension	Cornell	Amberglen Pkwy	New 3-lane collector, Remove segment Amberglen Pkwy	$ 2,250,000	100%			$ 2,250,000	100%	$2,250,000	2014-2024			$ -	$ -	$ -
3006	Hillsboro	Amberglen Pkwy/194th Extension	Stucki Extension		Signalize or construct roundabout	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -
3007	Hillsboro	Amberglen Pkwy/194th Extension	Stucki Extension	Wilkins	New 3-lane collector	$ 3,500,000	100%			$ 3,500,000	100%	$3,500,000	2025-2039			$ -	$ -	$ -
3008	Hillsboro	Amberglen Pkwy/194th Extension	Wilkins		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3009	Hillsboro	205th/John Olson	Wilkins	MAX Light Rail	Complete bike lanes	$ 200,000	100%			$ 200,000	100%	$200,000	2014-2024			$ -	$ -	$ -
3010	Hillsboro	209th	Blanton		Signalize; turn lane improvements	$ 671,000	100%			$ 671,000	100%	$671,000	2014-2024			$ -	$ -	$ -
3011	Hillsboro	209th	Kinnaman		Signalize; turn lane improvements	$ 1,016,000	100%			$ 1,016,000	100%	$1,016,000	2014-2024			$ -	$ -	$ -
3012	Hillsboro	209th	McInnis Lane		Construct traffic signal or roundabout	$ 1,574,000	100%			$ 1,574,000	100%	$1,574,000	2014-2024			$ -	$ -	$ -
3013	Hillsboro	209th	Butternut Creek Pkwy		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3014	Hillsboro	209th	Deline		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3015	Hillsboro	209th	Vermont		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3016	Hillsboro	209th	Murphy Lane		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -

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December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 20-21 TDT	FY 20-21 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
3017	Hillsboro	67th	TV Hwy		Close south leg and modify signal	$ 935,000	100%			$ 935,000	100%	$935,000	2014-2024			$ -	$ -	$ -
3018	Hillsboro	67th	Alexander	Kinnaman	Widen to 3 lanes	$ 4,126,000	100%			$ 4,126,000	100%	$4,126,000	2014-2024			$ -	$ -	$ -
3019	Hillsboro	Century	Kinnaman		construct roundabout	$ 1,027,000	100%			$ 1,027,000	100%	$1,027,000	2014-2024			$ -	$ -	$ -
3020	Hillsboro	Century	Kinnaman	Rosedale	Widen to 3 lanes; Realign and construct Butternut Creek bridge	$ 16,007,000	100%			$ 16,007,000	100%	$16,007,000	2025-2039			$ -	$ -	$ -
3021	Hillsboro	Century	Murphy		Construct roundabout	$ 1,046,000	100%			$ 1,046,000	100%	$1,046,000	2025-2039			$ -	$ -	$ -
3022	Hillsboro	231st	MAX Light Rail	Baseline	Widen to 3 lanes	$ 6,800,000	100%			$ 6,800,000	100%	$6,800,000	2014-2024			$ -	$ -	$ -
~~3023~~	~~Hillsboro~~	~~231st~~	~~Cornell~~	~~Campus Way~~	~~Widen to 5 lanes with multimodal improvements~~	~~$ -~~	~~100%~~	~~Developer~~	~~$330,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ 1,328,708	$ -	$ 1,328,708
~~3024~~	~~Hillsboro~~	~~231st~~	~~Campus Way~~	~~Cherry~~	~~Construct southbound cycle track and west pedestrian improvements~~	~~$ -~~	~~100%~~	~~Developer~~	~~$100,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
~~3025~~	~~Hillsboro~~	~~231st~~	~~MAX Light Rail~~		~~Signal & pedestrian crossing improvements~~	~~$ -~~	~~100%~~	~~Developer~~	~~$25,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3026	Hillsboro	Century	Johnson		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3027	Hillsboro	Starr	Meek	Evergreen	New 3-lane collector	$ 12,000,000	100%			$ 12,000,000	100%	$12,000,000	2014-2024			$ -	$ -	$ -
3028	Hillsboro	Starr	Huffman		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3029	Hillsboro	Starr	Evergreen		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3030	Hillsboro	25th Ave	Cornell		Intersection capacity and signal imp	$ 6,000,000	100%	MSTIP	$ 5,000,000	$ 1,000,000	100%	$1,000,000	2014-2024		$ 271,808	$ -	$ 343,153	$ 343,153
3031	Hillsboro	30th	Meek	Evergreen	New 3 lane collector	$ 14,000,000	100%			$ 14,000,000	100%	$14,000,000	2014-2024			$ 893,409	$ 110,634	$ 1,004,043
3032	Hillsboro	30th	Huffman		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3033	Hillsboro	30th	Evergreen		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3034	Hillsboro	Airport (Butler)	Brookwood	Dawson Cr	Widen to 3 lanes and install new signal at Brookwood Pkwy	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -
3035	Hillsboro	Blanton Extension	67th	209th	New 3 lane collector	$ 12,521,000	100%			$ 12,521,000	100%	$12,521,000	2014-2024			$ -	$ -	$ -
3036	Hillsboro	Blanton Extension	Town Center Drive		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3037	Hillsboro	Blanton Extension	West Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3038	Hillsboro	Aloclek	Walker	Cornelius Pass	Extend 3 lane	$ 3,909,666	100%			$ 3,909,666	100%	$3,909,666	2014-2024			$ -	$ 449,709	$ 449,709
3039	Hillsboro	Walker	Cornelius Pass	John Olsen	Widen to 3 lane	$ 2,932,250	100%			$ 2,932,250	100%	$2,932,250	2014-2024			$ -	$ -	$ -
3040	Hillsboro	Walker Extension	Amberbrook	Stucki extension	Extend 3 lanes	$ 1,400,000	100%			$ 1,400,000	100%	$1,400,000	2014-2024			$ -	$ -	$ -
3041	Hillsboro	Walker Extension	194th		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3042	Hillsboro	Bentley	Brookwood		Add EB Left turn lane and Signalize	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ 137,100	$ -	$ 137,100
3043	Hillsboro	Blanton Extension	East Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
~~3044~~	~~Hillsboro~~	~~Brookwood~~	~~US 26~~	~~Evergreen~~	~~Widen to 7 lanes, add turn lanes and aux lanes at Evergreen~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ 1,597,643	$ 16,015,075	$ 17,612,718
3045	Hillsboro	Brookwood	Cornell		Add SB through lane, Add EB and WB 2nd Left Turn Lanes	$ 5,500,000	100%			$ 5,500,000	100%	$5,500,000	2014-2024			$ 532,548	$ 1,317,835	$ 1,850,382
3046	Hillsboro	Campus Ct extension	West terminus	Ray Circle	Construct new 2/3 lane collector	$ 1,800,000	100%	Developer	$100,000	$ 1,700,000	100%	$1,700,000	2014-2024			$ 2,431,571	$ -	$ 2,431,571
3047	Hillsboro	Century	Baseline	Lois	New 3 lane and bridge over Rock Creek	$ 16,500,000	100%			$ 16,500,000	100%	$16,500,000	2014-2024		$ 835,048	$ 1,225,008	$ 2,668,384	$ 3,893,392
3048	Hillsboro	Century/229th	West Union	Evergreen	Extend 3 lane, including Hwy 26 overcrossing	$ 21,000,000	100%			$ 21,000,000	100%	$21,000,000	2014-2024			$ 3,906,847	$ 85,530	$ 3,992,377
3049	Hillsboro	Century	Johnson	Alexander	Widen to 5 lanes; Reconstruct Railroad crossing, Add EB right turn lane, EB bus pullout, Modify TV Hwy signal	$ 7,943,000	100%			$ 7,943,000	100%	$7,943,000	2014-2024		$ 291,660	$ -	$ 3,067,992	$ 3,067,992
3050	Hillsboro	Century	Alexander		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3051	Hillsboro	Century	Alexander	Old UGB	Construct multi-modal improvements	$ 519,000	100%			$ 519,000	100%	$519,000	2025-2039			$ -	$ -	$ -
3052	Hillsboro	Century	Davis	67th	New 3 lane collector	$ 5,127,000	100%			$ 5,127,000	100%	$5,127,000	2014-2024	$ 57,678		$ 57,678	$ -	$ 57,678
~~3053~~	~~Hillsboro~~	~~Cornelius Pass~~	~~Cornell~~	~~HWY 26~~	~~2nd NB right turn lane to US26 East, and multimodal enhancements~~	~~$ -~~	~~100%~~	~~Developer, ODOT, TIF, & MSTIP~~		~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ 344,778	$ 17,701,402	$ 18,046,180
3054	Hillsboro	Cornelius Pass	TV Hwy		Extend Cornelius Pass Road south, Construct at-grade rail crossing and close private crossings, Add intersection capacity, modify signal	$ 27,429,000	100%			$ 27,429,000	100%	$27,429,000	2014-2024			$ -	$ -	$ -
3055	Hillsboro	Cornelius Pass	TV Hwy	Rosedale	Extend as new 5 lane to Murphy Lane, 3-lane in 5-lane ROW to Rosedale, 7-lane ROW TV Hwy to Alexander-Blanton; Construct Butternut Creek 5-lane bridge	$ 45,848,000	100%			$ 45,848,000	100%	$45,848,000	2014-2024		$ 16,631	$ 6,212	$ 184,806	$ 191,018
3056	Hillsboro	Cornelius Pass	Town Center X-ing		Construct signalized Z-crossing	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3057	Hillsboro	Cornelius Pass	Blanton		Signalize and add turn lanes	$ 724,000	100%			$ 724,000	100%	$724,000	2014-2024			$ -	$ -	$ -
3058	Hillsboro	Cornelius Pass	Kinnaman		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -

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3059	Hillsboro	Cornelius Pass	McInnis Lane		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3060	Hillsboro	Cornelius Pass	Butternut Creek		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3061	Hillsboro	Cornelius Pass	Deline		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3062	Hillsboro	Cornelius Pass	Vermont		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3063	Hillsboro	Cornelius Pass	Murphy Lane		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3064	Hillsboro	Cornelius Pass	Rosedale		Construct roundabout or signal	$ 1,408,000	100%			$ 1,408,000	100%	$1,408,000	2025-2039			$ -	$ -	$ -
3065	Hillsboro	Cornell	Arrington	Main	Widen 5 lane, Construct Intersection capacity/signal and/or safety improvements	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ 45,710	$ 45,710
~~3066~~	~~Hillsboro~~	~~Cornell~~	~~229th~~		~~Add EB and NB right turn lanes, add WB 2nd left turn lane~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3067	Hillsboro	Cornell	Amberbrook		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3068	Hillsboro	Cornell	185th		Add EB right turn lane and 3rd SB through lane	$ 1,200,000	100%			$ 1,200,000	100%	$1,200,000	2025-2039			$ -	$ -	$ -
~~3069~~	~~Hillsboro~~	~~Davis Extn~~	~~River Rd~~	~~South CWS boundary~~	~~construct 2/3 lane collector, modify traffic signal~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3070	Hillsboro	Edgeway (Salix Ext)	Holly	Walker	New 3 lane extension	$ 4,000,000	100%			$ 4,000,000	100%	$4,000,000	2014-2024			$ -	$ -	$ -
3071	Hillsboro	Evergreen	Jackson School (south)	15th	Widen to 5 lanes	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2025-2039			$ -	$ -	$ -
3072	Hillsboro	Evergreen	229th		Add 2nd EB/WB Left turn lanes, Add NB Right Turn lane, and modify traffic signal	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024			$ -	$ -	$ -
3073	Hillsboro	Evergreen	Imbrie		Add second eastbound left turn lane	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	$ -
~~3074~~	~~Hillsboro~~	~~Evergreen~~	~~Cornelius Pass~~		~~Add 2nd SB, and NB Left Turn Lanes, Add NB and WB Right Turn Lanes~~	~~$ -~~	~~100%~~	~~MSTIP~~		~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
~~3075~~	~~Hillsboro~~	~~Evergreen~~	~~Cornelius Pass~~	~~215th~~	~~Add bicycle lanes, including rail crossing removal/grade adjustments. Add WB right turn lane at Cornelius Pass, including Ped island~~	~~$ -~~	~~100%~~	~~Developer~~		~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3076	Hillsboro	Farmington	209th		Modify signal, add SB right turn lane, add 2nd SB left turn lane;add NB Right turn lane	$ 1,067,000	100%			$ 1,067,000	100%	$1,067,000	2025-2039			$ -	$ -	$ -
3077	Hillsboro	Grant	Cornell		Add eastbound/westbound left turn lanes	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2025-2039			$ -	$ -	$ -
3078	Hillsboro	Harewood	at Jackson School		Construct Roundabout	$ 772,466	100%			$ 772,466	100%	$772,466	2025-2039			$ -	$ -	$ -
3079	Hillsboro	Huffman	West City Limits	Brookwood	Construct 5-lane arterial	$ 50,000,000	100%			$ 50,000,000	100%	$50,000,000	2014-2024			$ 429	$ -	$ 429
3080	Hillsboro	Imbrie	Evergreen	Cornelius Pass	Widen to accommodate second EB lane	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024			$ -	$ -	$ -
3081	Hillsboro	Imlay	TV Hwy		Signalize	$ 364,000	75%			$ 273,000	100%	$273,000	2025-2039			$ -	$ -	$ -
3082	Hillsboro	Jackson School	Evergreen	Grant	Widen to 3 lanes	$ 7,000,000	100%	MSTIP	$5,000,000	$ 2,000,000	100%	$2,000,000	2014-2024	$ 6,391,908	$ 4,120,689	$ 14,490,110	$ 11,855,778	$ 26,345,888
3083	Hillsboro	Jacobson	Century		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3084	Hillsboro	Jacobson	Croeni		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3085	Hillsboro	Kinnaman	229th	209th	New 3 lane collector	$ 9,916,000	100%			$ 9,916,000	100%	$9,916,000	2014-2024			$ -	$ -	$ -
3086	Hillsboro	Kinnaman	West Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3087	Hillsboro	Kinnaman	East Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
~~3088~~	~~Hillsboro~~	~~Main~~	~~1st~~		~~Add westbound right turn~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3089	Hillsboro	Meek	West UGB	Starr	Widen to 3 lanes	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2025-2039			$ -	$ -	$ -
3090	Hillsboro	Minter Bridge	River Rd	South UGB	Construct ped/bike improvements	$ 2,250,000	100%			$ 2,250,000	100%	$2,250,000	2014-2024			$ -	$ -	$ -
3091	Hillsboro	Quatama	227th	205th	Widen to 3 lanes	$ 8,210,299	100%			$ 8,210,299	100%	$8,210,299	2025-2039		$ 94,503	$ -	$ 3,147,247	$ 3,147,247
3092	Hillsboro	River	Rood Bridge		Add eastbound right turn lane	$ 750,000	100%			$ 750,000	100%	$750,000	2025-2039			$ -	$ 26,947	$ 26,947
3093	Hillsboro	Rosedale	River Rd		Construct roundabout	$ 1,031,000	100%			$ 1,031,000	100%	$1,031,000	2025-2039			$ -	$ -	$ -
3094	Hillsboro	Rosedale	River Rd	229th	Widen 2-lane, add shoulder improvements	$ 1,321,000	100%			$ 1,321,000	100%	$1,321,000	2025-2039			$ -	$ -	$ -
3095	Hillsboro	Rosedale	Century		Add EB left turn lane	$ 380,000	100%			$ 380,000	100%	$380,000	2025-2039			$ -	$ -	$ -
3096	Hillsboro	Rosedale	Century	209th	Widen to 3 lanes	$ 4,986,000	100%			$ 4,986,000	100%	$4,986,000	2025-2039			$ -	$ -	$ -
3097	Hillsboro	Rosedale	209th		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3098	Hillsboro	Stucki Extension	Walker	Wilkins extension	New 3-lane Collector with Multi-modal improvements; 5-lane at Walker Road approach, Realign Stucki North of Walker	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ -	$ -
3099	Hillsboro	Stucki Extension	Wilkins Extension		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3100	Hillsboro	Stucki Extension	Wilkins	205th/206th	New 3-lane collector with Multi-modal improvements	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2025-2039			$ -	$ -	$ -
3101	Hillsboro	Stucki extension	205th/206th		Signalize or construct roundabout	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -

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3102	Hillsboro	Murphy	Century	209th	New 3 lane collector	$ 9,047,000	100%			$ 9,047,000	100%	$9,047,000	2014-2024			$ -	$ -	$ -
3103	Hillsboro	Wilkins	194th extension	185th	New 3 lane extension	$ 16,000,000	100%			$ 16,000,000	100%	$16,000,000	2025-2039			$ -	$ -	$ -
3104	Hillsboro	Witch Hazel	River		signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ 220,980	$ 220,980
3105	Hillsboro	Hidden Creek	49th	53rd	New 3-lane collector	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2014-2024	$ 325,919	$ 36,213	$ 5,084,460	$ 793,756	$ 5,878,216
3106	Hillsboro	Schaaf	Helvetia	520 ft east of Helvetia	Right-of-way acquisition only	$ 600,000	100%			$ 600,000	100%	$600,000	2014-2024			$ -	$ -	
3107	Hillsboro	Meek	West UGB	Jackson School	Safety improvements	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	
3108	Hillsboro	Evergreen	Town Center	185th	Construct 2nd Westbound through lane	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024			$ -	$ -	
3109	Hillsboro	185th	Evergreen	Sunset Hwy	Extend northbound right-turn lane to Evergreen, provide dual right-turns onto WB on-ramp	$ 3,500,000	100%			$ 3,500,000	100%	$3,500,000	2014-2024			$ -	$ -	
3110	Hillsboro	47th	Brookwood/Ihly	Hidden Creek	Improve 2-lane roadway and construct sidewalk	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039			$ -	$ -	
3111	Hillsboro	Huffman (east leg)	Brookwood		Add second eastbound receiving lane on eastern leg of intersection	$ 4,200,000	100%			$ 4,200,000	100%	$4,200,000	2018-2024			$ -	$ -	
	Hillsboro	TOTAL				$ 460,071,466	$0		$0	$ 449,880,466		$449,880,466	$0	$ 6,813,648	$ 5,725,241	$ 32,078,742	$ 59,950,963	$ 92,029,705
8300	King City	131st	Beef Bend	Fischer	Improve to collector standards	$ 1,600,000	100%			$ 1,600,000	86%	$1,376,000	2014-2024			$ 1,791,890	$ -	$ 1,791,890
	King City	TOTAL				$ 1,600,000				$ 1,600,000		$1,376,000		$ -	$ -	$ 1,791,890	$ -	$ 1,791,890
9600	North Plains	Commercial	Main	Glencoe	Widen street, add parking, bike and pedestrian facilities	$ 3,600,000	100%			$ 3,600,000	100%	$3,600,000	2014-2024			$ -	$ -	$ -
9601	North Plains	Cottage	Gordon	321st	Construct new two-lane collector	$ 1,300,000	100%			$ 1,300,000	100%	$1,300,000	2025-2039			$ -	$ -	$ -
9602	North Plains	Main	Commercial	Pacific	Widen street, add parking, bike and pedestrian facilities	$ 1,250,000	100%			$ 1,250,000	100%	$1,250,000	2014-2024			$ -	$ -	$ -
9603	North Plains	Pacific	Glencoe		Add new signal	$ 297,102	75%			$ 222,827	100%	$222,827	2025-2039			$ -	$ -	$ -
9604	North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard and add pedestrian and bicycle trails	$ 2,365,000	50%			$ 1,182,500	100%	$1,182,500	2025-2039	$ 1,348,235		$ 1,843,667	$ -	$ 1,843,667
9605	North Plains	Glencoe	RR Tracks	North UGB	Add bike and pedestrian facilities and planter strip	$ 865,000	100%			$ 865,000	100%	$865,000	2018-2024			$ -	$ -	
9606	North Plains	North	Shadybrook	Gordon	Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc.	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2018-2024			$ -	$ -	
9607	North Plains	Glencoe	Commercial		Add traffic signal or roundabout	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2018-2024			$ -	$ -	
9608	North Plains	322nd Ave	Pacific	Cottage	New north-south collector street	$ 400,000	100%			$ 400,000	100%	$400,000	2019-2025			$ -	$ -	
9609	North Plains	Gordon	Commercial	North	Add sidewalks and bike lanes	$ 1,700,000	100%			$ 1,700,000	100%	$1,700,000	2019-2025			$ -	$ -	
9610	North Plains	313th	Commercial	Highland Ct	Add sidewalks, bike lanes and planter strips	$ 1,305,000	100%			$ 1,305,000	100%	$1,305,000	2019-2025			$ -	$ -	
9611	North Plains	Pacific	Glencoe	322nd	Add sidewalks, bike lanes, planter strips, on-street parking, intersection builb-outs	$ 3,695,000	100%			$ 3,695,000	100%	$3,695,000	2019-2025			$ -	$ -	
9612	North Plains	Glencoe	North		Roundabout or signalization and left-turn lane	$ 750,000	100%			$ 750,000	100%	$750,000	2019-2025			$ -	$ -	
	North Plains	TOTAL				$ 22,527,102				$ 21,270,327		$21,270,327		$ 1,348,235	$ -	$ 1,843,667	$ -	$ 1,843,667
4000	Sherwood	OR 99W	Edy	Sunset	Install missing pedestrian crossings at existing signalized intersections.	$ 7,000	100%			$ 7,000	100%	$7,000	2014-2024			$ -	$ -	$ -
4001	Sherwood	OR 99W	Ice Age Tonquin Trail		Install Hwy 99W pedestrian regional trail undercrossing, includes stream and animal corridor sections	$ 13,300,000	100%			$ 13,300,000	100%	$13,300,000	2025-2035	$ 1,338,189	$ 276,127	$ 1,591,942	$ 276,127	$ 1,868,069
4002	Sherwood	Arrow	Langer Farms	Gerda	Construct new 2-lane road to collector standards	$ 7,427,562	100%			$ 7,427,562	100%	$7,427,562	2025-2039			$ -	$ -	$ -
4003	Sherwood	Arrow/ Galbreath	Gerda	Cipole	Construct 2-lane collector road	$ 2,317,399	100%			$ 2,317,399	100%	$2,317,399	2014-2024			$ -	$ -	$ -
4004	Sherwood	Baker	Sunset	UGB south	Upgrade road to 2-lane arterial with bike lanes, sidewalks, and planter strips.	$ 779,000	100%			$ 779,000	100%	$779,000	2014-2024			$ -	$ -	$ -
4005	Sherwood	Baler	Tualatin-Sherwood	Langer Farms	Construct 2-lane collector status road with bike lanes, sidewalks, and planter strips	$ 3,802,000	100%			$ 3,802,000	100%	$3,802,000	2025-2039			$ -	$ -	$ -
4006	Sherwood	Brookman	OR 99W		Realign Brookman Road to intersection with Hwy 99W north of existing location, install signalized intersection on Hwy 99W, install grade seperated railroad crossing	$ 7,020,000	100%			$ 7,020,000	100%	$7,020,000	2014-2024			$ -	$ -	$ -
4007	Sherwood	Brookman	OR 99W	Ladd Hill	Add turn lanes and center median	$ 13,440,917	100%			$ 13,440,917	100%	$13,440,917	2014-2024			$ -	$ -	$ -
4008	Sherwood	Brookman	Middleton		Traffic control improvements; add turn lane and relocate stop signage	$ 250,000	75%			$ 187,500	100%	$187,500	2025-2039			$ -	$ -	$ -
4009	Sherwood	Cedar Brook	Elwert	Handley	Construct 2-lane collector road	$ 13,000,000	100%			$ 13,000,000	100%	$13,000,000	2025-2039			$ -	$ -	$ -

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4010	Sherwood	Edy	Borchers		Improve 3-leg intersection, possible roundabout	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
4011	Sherwood	Edy	City limit west	Borchers	Widen to a 3-lane collector status with bike lanes, sidewalks, and planter strips.	$ 8,600,000	100%			$ 8,600,000	100%	$8,600,000	2014-2024			$ -	$ -	$ -
4012	Sherwood	Edy/Sherwood	Borchers	3rd	Add turn lanes and center median	$ 7,427,562	100%			$ 7,427,562	100%	$7,427,562	2014-2024			$ -	$ -	$ -
4013	Sherwood	Edy	OR 99W		Capacity improvements include adding turn lanes, eliminating split phase timing, and adding Hwy 99W crossing on south approach	$ 1,070,000	100%			$ 1,070,000	100%	$1,070,000	2014-2024			$ -	$ -	$ -
4014	Sherwood	Edy to Roy Rogers Connector	Edy	Roy Rogers	Construct 2-lane collector status road located between Lynnly Way and Cedarview Way	$ 3,400,000	100%			$ 3,400,000	100%	$3,400,000	2025-2039			$ -	$ -	$ -
4015	Sherwood	Elwert	Edy	OR 99W	Widen to 3-lane arterial status with turn lanes, bike lanes, sidewalks, and planter strip.	$ 11,430,000	100%			$ 11,430,000	100%	$11,430,000	2014-2024			$ -	$ -	$ -
4016	Sherwood	Elwert	Kruger	OR 99W	Add lanes, turn lanes, modify signal and phasing at intersection with Hwy 99W, and install roundabout at intersection of Cedar Brook Way extension with Elwert	$ 4,639,866	100%			$ 4,639,866	100%	$4,639,866	2014-2024	$ 24,550	$ 4,744,372	$ 802,331	$ 20,177,775	$ 20,980,107
4017	Sherwood	Elwert	Edy		Intersection improvement	$ 5,500,000	100%			$ 5,500,000	100%	$5,500,000	2014-2024			$ -	$ -	$ -
4018	Sherwood	Herman	Langer Farms	Cipole	Construct collector status road to connect Cipole Road to Langer Farms Parkway North, includes bike lanes, sidewalks, and planter strips	$ 8,190,000	100%			$ 8,190,000	100%	$8,190,000	2025-2039			$ -	$ -	$ -
4019	Sherwood	Ladd Hill	Sunset	UGB south	Widen to 3-lane arterial status with bike lanes, sidewalks, and planter strips.	$ 6,340,000	100%			$ 6,340,000	100%	$6,340,000	2014-2024			$ -	$ -	$ -
4020	Sherwood	Langer	Baler	Sherwood	Construct improvements consistent with Town Center Plan; buffered bike lanes, on-street parking, wider sidewalks, narrower travel lanes, removal of center turn lane, landscaping	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	$ -
4021	Sherwood	Langer Farms	North and west of intersection with OR 99W	OR 99W	Construct 2-lane collector status road.	$ 3,243,000	100%			$ 3,243,000	100%	$3,243,000	2025-2039			$ -	$ -	$ -
4022	Sherwood	Oregon	Railroad crossing	Murdock	Upgrade Oregon Street to 3-lane collector with sidewalk (south side), multi-use path (north side), bike lanes, and planter strips	$ 6,712,000	100%			$ 6,712,000	100%	$6,712,000	2014-2024	$ 134,787		$ 186,370	$ 109,757	$ 296,127
4023	Sherwood	Oregon	Tonquin		Construct roundabout north of Oregon St/Murdock Roundabout	$ 2,940,000	100%			$ 2,940,000	100%	$2,940,000	2014-2024			$ -	$ -	$ -
4024	Sherwood	Pine	Willamette	Sunset	New road extension across railroad tracks from Railroad Street to Willamette Street, existing County road to be widened	$ 3,808,260	100%			$ 3,808,260	100%	$3,808,260	2014-2024			$ -	$ 80,113	$ 80,113
4025	Sherwood	Sherwood	Langer		Remove traffic signal. Allow left-in turns only (no lefts from Langer to Sherwood Blvd); capacity issues related to queing at Hwy 99W	$ 900,000	25%			$ 225,000	100%	$225,000	2014-2024			$ -	$ -	$ -
4026	Sherwood	Sherwood	Century		Improve intersection, possible roundabout in conjunction with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at Hwy 99W	$ 386,233	100%			$ 386,233	100%	$386,233	2025-2039			$ -	$ -	$ -
4027	Sherwood	Sunset	Main		Install Traffic Signal	$ 250,000	100%			$ 250,000	100%	$250,000	2025-2039			$ -	$ -	$ -
4028	Sherwood	Sunset	Eucalyptus	Aldergrove	Upgrade road to 3-lane arterial with bike lanes, sidewalks, planter strips. Address vertical sight distance issue near Pine Street.	$ 8,316,000	100%			$ 8,316,000	100%	$8,316,000	2014-2024			$ -	$ -	$ -
4029	Sherwood	Sunset	Timbrel		Install single lane roundabout	$ 300,000	100%			$ 300,000	100%	$300,000	2025-2039			$ -	$ -	$ -
4030	Sherwood	Tonquin Employment Area East/West Collector	Oregon	124th	Construct collector status road to serve Tonquin Employment Area and connect Oregon Street to SW 124th Avenue	$ 6,400,000	100%			$ 6,400,000	100%	$6,400,000	2025-2039			$ -	$ -	$ -
4031	Sherwood	Hwy 99W	Sunset		Construct a 630 foot long 12 foot wide pedestrian bridge across 99W, Elwert and Kruger	$ 12,000,000	100%			$ 12,000,000	100%	$12,000,000	2020-2025			$ -	$ -	$ -

Appendix A: TDT Road Project List Expenditures
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List as amended by
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Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 20-21 TDT	FY 20-21 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
	Sherwood	TOTAL				$ 167,196,799				$ 166,459,299		$166,459,299		$ 1,497,526	$ 5,020,499	$ 2,580,643	$ 20,643,772	$ 23,224,415
5000	Tigard	68th	OR 99W		Intersection improvement	$ 2,394,646	100%			$ 2,394,646	100%	$2,394,646	2025-2039			$ -	$ -	$ -
5001	Tigard	68th	Atlanta	Haines	Intersection improvement	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
5002	Tigard	72nd	OR 99W		Turn lanes	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
5003	Tigard	72nd	OR 99W	Hampton	Complete Street, consistent with adopted plan up to 5-lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2014-2024			$ 398	$ -	$ 398
5004	Tigard	72nd	Hampton	Hunziker	Add southbound right turn & protected left turn phasing	$ 386,233	100%			$ 386,233	100%	$386,233	2025-2039			$ -	$ -	$ -
5005	Tigard	72nd	Hampton	Hunziker	Expand the 217 overpass at 72nd Ave. to accommodate all modes up to 5 lanes	$ 30,000,000	100%			$ 30,000,000	100%	$30,000,000	2014-2024			$ -	$ -	$ -
5006	Tigard	72nd	Hunziker	Bonita	Complete missing sidewalks and bike lanes	$ 7,261,185	100%			$ 7,261,185	100%	$7,261,185	2014-2024			$ -	$ -	$ -
5007	Tigard	72nd	Bonita		Intersection improvement	$ 1,114,134	100%			$ 1,114,134	90%	$998,380	2025-2039			$ -	$ -	$ -
5008	Tigard	72nd	Bonita	Durham	Complete Street, consistent with adopted plan up to 5-lanes	$ 9,269,598	100%			$ 9,269,598	100%	$9,269,598	2014-2024			$ -	$ -	$ -
5009	Tigard	72nd	Carman		NB right turn lane	$ 308,987	100%			$ 308,987	100%	$308,987	2025-2039			$ -	$ -	$ -
5010	Tigard	72nd	Upper Boones Ferry		Intersection improvement & signal upgrade	$ 1,544,933	100%			$ 1,544,933	89%	$1,368,928	2025-2039			$ 13,124	$ -	$ 13,124
5011	Tigard	OR 99W	Walnut		Intersection improvements	$ 5,000,000	100%			$ 5,000,000	84%	$4,220,000	2014-2024			$ -	$ -	$ -
~~5012~~	~~Tigard~~	~~OR 99W~~	~~McDonald~~	~~Gaarde~~	~~WB right turn lane~~	~~$ -~~	~~100%~~			~~$ -~~	~~91%~~	~~$0~~	~~2025-2039~~			$ 1,223,301	$ 3,894,075	$ 5,117,375
5013	Tigard	OR 99W	Durham		Intersection improvements	$ 10,000,000	100%			$ 10,000,000	99%	$9,860,000	2014-2024			$ -	$ -	$ -
5014	Tigard	121st	North Dakota		New signal system	$ 231,740	100%			$ 231,740	100%	$231,740	2025-2039			$ -	$ -	$ -
5015	Tigard	121st	North Dakota	Walnut	Widen to 3 lanes with sidewalks & bikelanes	$ 7,647,418	100%			$ 7,647,418	100%	$7,647,418	2025-2039			$ -	$ -	$ -
5016	Tigard	121st	Whistler	Tippit	Widen with sidewalks and bike lanes	$ 4,325,812	100%			$ 4,325,812	100%	$4,325,812	2025-2039	$ 57,145	$ 559,773	$ 123,641	$ 1,371,800	$ 1,495,441
5017	Tigard	Bonita	Hall	I-5	Widen to 4 lanes	$ 6,179,732	100%			$ 6,179,732	85%	$5,272,615	2014-2024			$ -	$ -	$ -
5018	Tigard	Bonita	Sequoia		New traffic signal and turn lanes	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
5019	Tigard	Carman	I-5		Turn lanes	$ 1,081,453	100%			$ 1,081,453	100%	$1,081,453	2025-2039			$ -	$ -	$ -
5020	Tigard	Dartmouth	OR 99W		Intersection Improvements	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2025-2039			$ -	$ -	$ -
5021	Tigard	Dartmouth	72nd	68th	Widen to 4 lanes	$ 1,853,920	100%			$ 1,853,920	100%	$1,853,920	2014-2024			$ 873,376	$ 1,576,067	$ 2,449,443
5022	Tigard	Durham	Upper Boones Ferry		Intersection improvement	$ 1,544,933	100%			$ 1,544,933	89%	$1,368,928	2025-2039	$ 1,042		$ 125,360	$ -	$ 125,360
5023	Tigard	Greenburg	Olsen	Hall	Intersection improvement	$ 849,713	100%			$ 849,713	93%	$791,613	2014-2024			$ -	$ -	$ -
5024	Tigard	Greenburg	Shady	Tiedeman	Widen to 5 lanes	$ 8,000,000	100%			$ 8,000,000	84%	$6,745,098	2014-2024			$ -	$ -	$ -
~~5025~~	~~Tigard~~	~~Greenburg~~	~~Tiedeman~~		~~Intersection improvement~~	~~$ -~~	~~100%~~			~~$ -~~	~~84%~~	~~$0~~	~~2025-2039~~			$ -	$ -	$ -
5026	Tigard	Greenburg	Tiedeman	OR 99W	Complete street up to 5 lanes	$ 14,900,000	100%			$ 14,900,000	100%	$14,900,000	2014-2024			$ -	$ -	$ -
5027	Tigard	Hall	Pfaffle		New traffic signal and turn lanes	$ 1,260,000	100%			$ 1,260,000	100%	$1,260,000	2014-2024			$ -	$ -	$ -
5028	Tigard	Hall	McDonald	Bonita	Turn lanes at both intersections; aux lanes between intersections; bike lanes and sidewalks	$ 8,900,000	100%			$ 8,900,000	93%	$8,277,000	2014-2024			$ -	$ -	$ -
5029	Tigard	Highway 217 Overcrossing	Hunziker	Tigard Triangle (Beveland)	Construct new complete street overcrossing of Hwy 217	$ 30,000,000	100%			$ 30,000,000	100%	$30,000,000	2014-2024			$ -	$ -	$ -
5030	Tigard	Locust	Greenburg	Hall	Complete street improvement	$ 2,471,893	100%			$ 2,471,893	100%	$2,471,893	2025-2039			$ -	$ -	$ -
5031	Tigard	McDonald	Hall		Right turn lane from Hall to McDonald & signal system upgrade	$ 772,466	100%			$ 772,466	99%	$766,702	2025-2039			$ -	$ -	$ -
5032	Tigard	Nimbus	Scholls Ferry		Intersection improvement	$ 1,776,673	100%			$ 1,776,673	100%	$1,776,673	2025-2039			$ -	$ -	$ -
5033	Tigard	Nimbus extension	Scholls Ferry	Greenburg	3-lane extension	$ 23,173,994	100%			$ 23,173,994	100%	$23,173,994	2014-2024			$ -	$ -	$ -
5034	Tigard	Scoffins	Hunziker	Hall	Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ -	$ -
5035	Tigard	Tiedeman / North Dakota	Tigard	Greenburg	Realign one or both streets so they intersect west of the railroad	$ 10,000,000	75%			$ 7,500,000	89%	$6,675,000	2014-2024			$ -	$ -	$ -
5036	Tigard	Upper Boones Ferry	Durham	I-5	Widen to 5 lanes	$ 6,000,000	100%			$ 6,000,000	89%	$5,340,000	2014-2024			$ 17,752	$ -	$ 17,752
5037	Tigard	Walnut	121st	Tiedeman	Widen to 3 lanes	$ 4,325,812	100%			$ 4,325,812	100%	$4,325,812	2025-2039			$ 5,192	$ 8,048,297	$ 8,053,489
5038	Tigard	Walnut	Tiedeman	OR 99W	Widen to 3 lanes	$ 3,862,332	100%			$ 3,862,332	100%	$3,862,332	2025-2039			$ -	$ -	$ -
5039	Tigard	Walnut	OR 99W		Intersection improvement	$ 1,776,673	100%			$ 1,776,673	100%	$1,776,673	2025-2039			$ -	$ -	$ -
5040	Tigard	Walnut extension	OR 99W	Scoffins	New 3-lane collector	$ 29,353,726	100%			$ 29,353,726	100%	$29,353,726	2014-2024			$ -	$ -	$ -
5041	Tigard	Washington Square Overcrossing (South)	Nimbus	South mall area (Locust St.)	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$ 39,781,536	100%			$ 39,781,536	100%	$39,781,536	2025-2039			$ -	$ -	$ -
5042	Tigard	Roy Rogers	Scholls Ferry	UGB	Widen to 5 lanes	$ 39,400,000	100%			$ 39,400,000	74%	$29,156,000	2014-2024	$ 796,821	$ 12,730,600	$ 1,796,263	$ 36,132,064	$ 37,928,327
~~5043~~	~~Tigard~~	~~Tiedeman~~	~~Fanno Creek~~	~~Greenburg~~	~~Sidewalk infill and intersection safety improvements at N Dakota and Tigard streets~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~	$ 343		$ 11,587	$ -	$ 11,587
5044	Tigard	Atlanta	68th	74th	Extend collector roadway	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039			$ -	$ -	
5045	Tigard	74th	99W	Hermoso/Beveland	Extend collector roadway	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039			$ -	$ -	
5046	Tigard	McDonald	Hall	99W	Complete street improvement	$ 10,100,000	100%			$ 10,100,000	96%	$9,696,000	2014-2024			$ -	$ -	
5047	Tigard	Hunziker	72nd	Hall	Sidewalk infill and bike lanes	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	
~~5048~~	~~Tigard~~	~~I-5 Overcrossing~~	~~Beveland~~	~~Southwood (Lake Oswego)~~	~~Bicycle/pedestrian bridge~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2025-2039~~			$ -	$ -	

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5049	Tigard	Wall St Ext	Wall	Tech Center Dr	New Street from Hunziker to Tech Center Dr	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2014-2024			$ -	$ -	
5050	Tigard	Durham/Upper Boones Ferry	Upper Boones Ferry	92nd Ave	Install traffic signal coordination on Durham and Upper Boones Ferry	$ 1,000,000	100%			$ 1,000,000	56%	$560,000	2014-2024			$ -	$ -	
5051	Tigard	OR 99W	Hall Blvd		Intersection Improvements	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2019-2029			$ -	$ -	
	Tigard	TOTAL				$ 402,349,542				$ 399,849,542		$383,039,894	$74,990	$ 855,352	$ 13,290,373	$ 4,189,993	$ 51,022,302	$ 55,212,296
6000	Tualatin	65th	Nyberg Lane	I-205	Multi-use path	$ 9,734,000	100%			$ 9,734,000	82%	$8,023,973	2025-2039			$ -	$ -	$ -
6001	Tualatin	95th	Tualatin-Sherwood	Avery	Bike lanes	$ 2,920,000	100%			$ 2,920,000	100%	$2,920,000	2014-2024			$ -	$ -	$ -
6002	Tualatin	105th/Blake/ 108th	Avery	Willow	Widen to 3 lanes, bike lanes & sidewalk	$ 5,086,000	100%			$ 5,086,000	100%	$5,086,000	2014-2024	$ 309,312		$ 506,439	$ -	$ 506,439
6003	Tualatin	115th	Blake	124th	New street - major collector	$ 31,446,000	100%			$ 31,446,000	100%	$31,446,000	2025-2039			$ -	$ -	$ -
6004	Tualatin	124th/Basalt Creek	Tualatin-Sherwood	Grahams Ferry	Widen to 5 lanes, pedestrian & bicycle facilities, signal at Tonquin/124th	$ 14,000,000	100%			$ 14,000,000	100%	$14,000,000	2014-2024		$ 67,834	$ -	$ 496,518	$ 496,518
6005	Tualatin	Avery	Tualatin-Sherwood	Teton	Widen to 3 lanes	$ 3,600,000	100%			$ 3,600,000	100%	$3,600,000	2025-2039			$ -	$ -	$ -
6006	Tualatin	Avery	105th		Signal - new	$ 254,914	75%			$ 191,185	100%	$191,185	2025-2039			$ -	$ -	$ -
6007	Tualatin	Avery	Teton		Signal - new	$ 339,885	75%			$ 254,914	100%	$254,914	2025-2039			$ -	$ -	$ -
6008	Tualatin	Basalt Creek East-West Arterial	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5.	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2040+	$ 20,188		$ 73,198	$ -	$ 73,198
6009	Tualatin	Blake	124th	115th	New street - minor collector	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039			$ -	$ -	$ -
6010	Tualatin	Boones Ferry	Lower Boones Ferry		Fill sidewalk gaps	$ 50,000	100%			$ 50,000	100%	$50,000	2014-2024			$ -	$ -	$ -
6011	Tualatin	Boones Ferry	Lower Boones Ferry	Martinazzi	Widen to 5 lanes and bridge	$ 13,579,200	100%			$ 13,579,200	90%	$12,265,084	2014-2024			$ -	$ -	$ -
6012	Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	Widen to 3 lanes	$ 5,098,279	100%			$ 5,098,279	92%	$4,690,416	2014-2024			$ -	$ -	$ -
6013	Tualatin	Boones Ferry	Ibach	Norwood	Widen to 3 lanes	$ 660,000	100%			$ 660,000	100%	$660,000	2025-2039			$ -	$ -	$ -
6014	Tualatin	Boones Ferry	Tualatin High School	South city limits	Fill sidewalk gaps	$ 315,000	100%			$ 315,000	100%	$315,000	2014-2024			$ -	$ -	$ -
6015	Tualatin	Cipole	OR 99W	Tualatin-Sherwood	Add left turn lane & bike lanes	$ 10,196,557	100%			$ 10,196,557	100%	$10,196,557	2014-2024			$ -	$ -	$ -
6016	Tualatin	Cipole	Cummins		Signal - new	$ 339,885	75%			$ 254,914	100%	$254,914	2025-2039			$ -	$ -	$ -
6017	Tualatin	Cipole	Herman		Signal & realign railroad	$ 3,058,967	75%			$ 2,294,225	100%	$2,294,225	2014-2024			$ -	$ -	$ -
6018	Tualatin	Grahams Ferry	Ibach	Helenius	Widen to 3 lanes, fill sidewalk gaps	$ 4,980,000	100%			$ 4,980,000	100%	$4,980,000	2014-2024			$ -	$ -	$ -
6019	Tualatin	Grahams Ferry	Helenius		Signal - new	$ 254,914	75%			$ 191,185	100%	$191,185	2025-2039			$ -	$ -	$ -
6020	Tualatin	Hazelbrook	OR 99W	Jurgens	Widen to 3 lanes	$ 3,543,000	100%			$ 3,543,000	100%	$3,543,000	2025-2039			$ -	$ -	$ -
6021	Tualatin	Helenius	109th	Grahams Ferry	Widen to 3 lanes	$ 1,403,000	100%			$ 1,403,000	100%	$1,403,000	2025-2039			$ -	$ -	$ -
6022	Tualatin	Herman	Cipole	Tualatin	Fill sidewalk & bike lane gaps	$ 3,393,000	100%			$ 3,393,000	100%	$3,393,000	2014-2024			$ -	$ -	$ -
6023	Tualatin	Herman	Cipole	124th	Add left turn lane	$ 1,563,472	100%			$ 1,563,472	100%	$1,563,472	2014-2024			$ -	$ -	$ -
6024	Tualatin	Leveton	108th		Signal - new	$ 254,914	75%			$ 191,185	100%	$191,185	2025-2039			$ -	$ -	$ -
6025	Tualatin	Loop Road	Boones Ferry	Nyberg	New street - minor collector	$ 4,248,566	100%			$ 4,248,566	100%	$4,248,566	2025-2039			$ -	$ -	$ -
6026	Tualatin	Martinazzi	Boones Ferry	Warm Springs	Bike lane	$ 2,403,000	100%			$ 2,403,000	100%	$2,403,000	2014-2024			$ -	$ -	$ -
6027	Tualatin	Martinazzi	Sagert		Signal/roundabout - new	$ 2,400,000	75%			$ 1,800,000	100%	$1,800,000	2014-2024			$ -	$ -	$ -
6028	Tualatin	McEwan	65th	Lake Oswego city limit	Widen to 3 lanes	$ 3,908,680	100%			$ 3,908,680	100%	$3,908,680	2025-2039			$ -	$ -	$ -
6029	Tualatin	Myslony	124th	112th	Widen to 3 lanes, add bridge	$ 14,030,000	100%			$ 14,030,000	100%	$14,030,000	2014-2024			$ 1,846,799	$ 599,369	$ 2,446,168
6030	Tualatin	Norwood	Boones Ferry	East city limits	Widen to 3 lanes, add sidewalks & bike lanes	$ 3,129,000	100%			$ 3,129,000	100%	$3,129,000	2014-2024			$ -	$ -	$ -
6031	Tualatin	Sagert	I-5 overpass	72nd	Bike lanes & sidewalks	$ 3,282,000	100%			$ 3,282,000	100%	$3,282,000	2028-2040			$ -	$ -	$ -
6032	Tualatin	Sagert	65th		Signal - new	$ 679,770	75%			$ 509,828	100%	$509,828	2014-2024			$ -	$ -	$ -
6033	Tualatin	Teton	Tualatin		Signal - new	$ 609,000	75%			$ 456,750	100%	$456,750	2014-2024			$ -	$ -	$ -
6034	Tualatin	Teton	Herman	Tualatin-Sherwood	Widen to 3 lanes	$ 2,464,000	100%			$ 2,464,000	100%	$2,464,000	2025-2039			$ -	$ -	$ -
6035	Tualatin	Teton	Tualatin-Sherwood		Add SB right turn lane	$ 890,000	100%			$ 890,000	100%	$890,000	2014-2024			$ -	$ -	$ -
6036	Tualatin	Tualatin	115th		Signal - new	$ 609,000	75%			$ 456,750	100%	$456,750	2025-2039			$ -	$ -	$ -
6037	Tualatin	Tualatin-Sherwood	Boones Ferry		Add EB right turn lane	$ 792,000	100%			$ 792,000	100%	$792,000	2014-2024			$ -	$ -	$ -
6038	Tualatin	Nyberg	I-5		Additional on-ramp lane from westbound Nyberg to northbound I-5 (NE quadrant of interchange)	$ 792,000	100%			$ 792,000	100%	$792,000	2014-2024			$ -	$ -	$ -
	Tualatin	TOTAL				$ 171,308,004				$ 169,107,692		$165,675,686		$ 329,500	$ 67,834	$ 2,426,436	$ 1,095,887	$ 3,522,323
1000	Wash Co	80th	Oleson	Oak	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 13,000,000	90%			$ 11,700,000	100%	$11,700,000	2040+			$ -	$ 611,896	$ 611,896
1001	Wash Co	92nd/Allen	Scholls Ferry	Garden Home	Widen to 3 lanes	$ 3,922,000	100%			$ 3,922,000	85%	$3,325,673	2025-2039			$ -	$ -	$ -
1002	Wash Co	113th	McDaniel	Rainmont	New 2-lane collector road	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2025-2039			$ -	$ -	$ -
1003	Wash Co	113th	Rainmont	Cornell	Sidewalk infill	$ 6,300,000	90%			$ 5,670,000	100%	$5,670,000	2025-2039			$ -	$ -	$ -
1004	Wash Co	119th	McDaniel	Cornell	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 12,000,000	90%			$ 10,800,000	100%	$10,800,000	2040+			$ -	$ -	$ -
1005	Wash Co	160th	TV Hwy	Farmington	Widen to 3 lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ -	$ -

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Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 20-21 TDT	FY 20-21 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
1006	Wash Co	170th	Merlo	Alexander	Widen to 4/5 lanes with enhanced bicycle & pedestrian facilities; replace bridge over Beaverton Creek	$ 15,277,000	100%			$ 15,277,000	84%	$12,839,181	2014-2024			$ -	$ -	$ -
1007	Wash Co	173rd	Bronson	Cornell	Extend 173rd Ave under or over US 26 connecting to 174th Ave	$ 58,640,000	100%			$ 58,640,000	100%	$58,640,000	2025-2039			$ -	$ -	$ -
1008	Wash Co	174th	Meadowgrass	Bronson	Widen to 3 lanes	$ 16,230,000	100%			$ 16,230,000	100%	$16,230,000	2025-2039			$ -	$ -	$ -
1009	Wash Co	175th	Rigert	Weir	Widen to 3 lanes	$ 13,950,000	100%			$ 13,950,000	100%	$13,950,000	2014-2024			$ -	$ -	$ -
1010	Wash Co	175th	Kemmer		Intersection improvement	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024		$ 11,848	$ -	$ 7,156,283	$ 7,156,283
1011	Wash Co	175th	Outlook	Horse Tale	Realign roadway, improve to standard	$ 6,000,000	25%			$ 1,500,000	100%	$1,500,000	2025-2039			$ -	$ -	$ -
1012	Wash Co	185th	UGB	Springville	Widen to 3 lanes	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2025-2039			$ -	$ -	$ -
1013	Wash Co	185th	Springville	West Union	Widen to 5 lanes	$ 5,100,000	100%			$ 5,100,000	97%	$4,948,515	2014-2024			$ -	$ 5,985,834	$ 5,985,834
1014	Wash Co	185th	Blanton	Farmington	Widen to 5 lanes	$ 12,163,000	100%			$ 12,163,000	100%	$12,163,000	2025-2039			$ -	$ -	$ -
1015	Wash Co	185th	Farmington	Bany	Widen to 3 lanes	$ 14,522,370	100%			$ 14,522,370	100%	$14,522,370	2025-2039			$ -	$ 120,946	$ 120,946
1016	Wash Co	197th/198th	Baseline	Alexander	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset	$ 18,000,000	90%			$ 16,200,000	100%	$16,200,000	2040+			$ -	$ -	$ -
1017	Wash Co	198th	Alexander	Blanton	Widen to 5 lanes; add 2nd WB and EB left turn lanes on TV Hwy	$ 10,450,000	100%			$ 10,450,000	100%	$10,450,000	2014-2024		$ 1,502,921	$ -	$ 7,599,399	$ 7,599,399
1018	Wash Co	198th	Blanton	Farmington	Widen to 3 lanes	$ 27,900,000	100%			$ 27,900,000	100%	$27,900,000	2014-2024		$ 4,012,582	$ -	$ 21,003,952	$ 21,003,952
1019	Wash Co	205th/206th	Quatama	Baseline	Widen to 5 lanes; replace bridge over Beaverton Creek	$ 31,000,000	100%			$ 31,000,000	100%	$31,000,000	2025-2039			$ -	$ 409,467	$ 409,467
1020	Wash Co	209th	TV Hwy	Farmington	Widen to 5 lanes; reconstruct rail crossing and signal, add EB right turn lane at TV Hwy; widen Butternut Creek bridge	$ 44,396,000	100%			$ 44,396,000	100%	$44,396,000	2014-2024		$ 2,141,965	$ -	$ 7,640,461	$ 7,640,461
1021	Wash Co	Alexander	192nd	178th	Add sidewalks, streetscape features, bicycle facilities, signal at 185th Ave, turn lanes at major intersections	$ 9,293,000	90%			$ 8,363,700	100%	$8,363,700	2014-2024			$ -	$ -	$ -
1022	Wash Co	Barnes	119th	Cedar Hills	Widen to 5 lanes	$ 4,000,000	100%			$ 4,000,000	77%	$3,072,464	2014-2024			$ -	$ -	$ -
1023	Wash Co	Barnes	Catlin Gabel entrance	Miller	Widen to 5 lanes	$ 18,000,000	100%			$ 18,000,000	88%	$15,824,176	2014-2024			$ -	$ 166,174	$ 166,174
1024	Wash Co	Barnes	Miller	County line	Widen to 3 lanes	$ 8,800,000	100%			$ 8,800,000	100%	$8,800,000	2025-2039			$ -	$ -	$ -
1025	Wash Co	Basalt Creek East-West Arterial	Grahams Ferry	Boones Ferry	Construct new 4/5-lane arterial	$ 30,000,000	100%			$ 30,000,000	100%	$30,000,000	2025-2039		$ 152,874	$ -	$ 285,398	$ 285,398
1026	Wash Co	Beef Bend	150th	131st	Widen to 3 lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2040+		$ 39,469	$ -	$ 531,575	$ 531,575
1027	Wash Co	Bull Mountain	Roy Rogers	OR 99W	Widen to 3 lanes	$ 34,000,000	100%			$ 34,000,000	84%	$28,697,248	2040+			$ -	$ 14,457	$ 14,457
1028	Wash Co	Butner	Murray	Cedar Hills	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 12,730,247	90%			$ 11,457,223	100%	$11,457,223	2040+		$ 1,223,473	$ -	$ 2,002,746	$ 2,002,746
1029	Wash Co	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to 3 lanes	$ 2,100,000	40%			$ 840,000	100%	$840,000	2025-2039			$ -	$ -	$ -
1030	Wash Co	Cornelius Pass	Frances	TV Highway	Widen to 5 lanes	$ 11,307,000	100%			$ 11,307,000	100%	$11,307,000	2014-2024		$ 5,816,124	$ 528	$ 8,678,134	$ 8,678,662
1031	Wash Co	Cornell	US 26	Murray	Widen to 5 lanes	$ 40,620,000	100%			$ 40,620,000	100%	$40,620,000	2025-2039			$ -	$ 1,210,641	$ 1,210,641
1032	Wash Co	Cornell	143rd / Science Park		Reconfigure intersection	$ 12,400,000	100%			$ 12,400,000	100%	$12,400,000	2025-2039			$ -	$ -	$ -
1033	Wash Co	Cornell	102nd	County line	Widen to 3 lanes	$ 18,000,000	100%			$ 18,000,000	100%	$18,000,000	2040+			$ -	$ -	$ -
1034	Wash Co	Elligsen	Wilsonville city limit	65th	Widen to 3 lanes, add turn pockets & signal at 65th	$ 5,000,000	60%			$ 3,000,000	100%	$3,000,000	2025-2039			$ -	$ -	$ -
1035	Wash Co	Evergreen	East of 25th	West of 253rd	Multi-modal improvements	$ 1,800,000	100%			$ 1,800,000	100%	$1,800,000	2008-2017			$ -	$ 679	$ 679
1036	Wash Co	Farmington	209th	185th	Widen to 5 lanes	$ 42,000,000	100%			$ 42,000,000	85%	$35,853,659	2025-2039			$ -	$ -	$ -
1037	Wash Co	Farmington	185th	Kinnaman	Widen to 5 lanes	$ 27,299,000	100%			$ 27,299,000	99%	$26,944,468	2025-2039			$ -	$ -	$ -
1038	Wash Co	Fischer	131st	OR 99W	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 4,580,000	90%			$ 4,122,000	100%	$4,122,000	2025-2039			$ 472,713	$ 2,443,770	$ 2,916,483
1039	Wash Co	Garden Home	92nd	Oleson	Widen to 3 lanes	$ 9,000,000	100%			$ 9,000,000	100%	$9,000,000	2025-2039			$ -	$ -	$ -
1040	Wash Co	Germantown	Cornelius Pass		Intersection improvement	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039		$ 7,896	$ 1,309,042	$ 277,937	$ 1,586,979
1041	Wash Co	Germantown	185th		Intersection improvement	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039			$ -	$ -	$ -
1042	Wash Co	Glencoe/1st	Harewood	Jackson	Widen to 3 lanes	$ 10,700,000	100%			$ 10,700,000	100%	$10,700,000	2025-2039			$ -	$ -	$ -
1043	Wash Co	Grahams Ferry	Helenius	Clay	Widen to 3 lanes; add signal and improve geometry at Tonquin Rd	$ 11,100,000	100%			$ 11,100,000	100%	$11,100,000	2025-2039			$ -	$ -	$ -
1044	Wash Co	Grahams Ferry	Cahalin	County line	Widen to 3 lanes; upgrade railroad crossing; add signal at Clutter Rd	$ 9,700,000	100%			$ 9,700,000	100%	$9,700,000	2025-2039			$ -	$ -	$ -
1045	Wash Co	Greenburg	Hall	Locust	Widen to 5 lanes	$ 23,019,501	100%			$ 23,019,501	93%	$21,445,518	2025-2039			$ -	$ -	$ -
1046	Wash Co	Hall	Scholls Ferry	Oleson	Widen to 5 lanes	$ 2,401,000	100%			$ 2,401,000	100%	$2,401,000	2025-2039			$ -	$ -	$ -
1047	Wash Co	Hall	Oleson	OR 99W	Widen to 3 lanes	$ 13,800,000	100%			$ 13,800,000	95%	$13,164,474	2025-2039			$ -	$ -	$ -
1048	Wash Co	Hall	OR 99W	Durham	Widen up to 5 lanes	$ 42,500,000	100%			$ 42,500,000	92%	$39,022,727	2025-2039			$ -	$ -	$ -
1049	Wash Co	Jenkins	158th	Murray	Widen to 5 lanes	$ 15,530,000	100%			$ 15,530,000	79%	$12,253,028	2014-2024	$ 2,250,000	$ 1,398,748	$ 2,250,000	$ 14,407,190	$ 16,657,190
1050	Wash Co	Johnson	Cornelius Pass	185th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 24,333,000	90%			$ 21,899,700	100%	$21,899,700	2025-2039	$ 29,721		$ 1,721,605	$ -	$ 1,721,605

Appendix A: TDT Road Project List Expenditures
FY 2020-21

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 20-21 TDT	FY 20-21 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
1051	Wash Co	Johnson	185th	170th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; complete missing section over drainage	$ 14,027,000	95%			$ 13,325,650	100%	$13,325,650	2025-2039			$ -	$ -	$ -
1052	Wash Co	Kaiser/143rd	Bethany	Cornell	Widen to 3 lanes	$ 38,357,000	100%			$ 38,357,000	100%	$38,357,000	2025-2039			$ -	$ 108,459	$ 108,459
1053	Wash Co	Kinnaman	209th	Farmington	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 26,810,000	90%			$ 24,129,000	100%	$24,129,000	2025-2039			$ -	$ -	$ -
1054	Wash Co	Kinnaman	198th		Realign offset intersection, signalize or add roundabout	$ 4,971,000	100%			$ 4,971,000	100%	$4,971,000	2014-2024			$ -	$ -	$ -
1055	Wash Co	Laidlaw	Skycrest	Lakeview	Straighten curves; add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 10,000,000	90%			$ 9,000,000	100%	$9,000,000	2025-2039			$ -	$ -	$ -
1056	Wash Co	Laidlaw	Saltzman	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 22,000,000	90%			$ 19,800,000	100%	$19,800,000	2025-2039		$ 324,802	$ -	$ 431,111	$ 431,111
1057	Wash Co	Leahy/90th/ 107th	Cornell	Barnes	Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes	$ 10,000,000	90%			$ 9,000,000	100%	$9,000,000	2040+			$ -	$ -	$ -
1058	Wash Co	McDaniel	119th	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 21,000,000	90%			$ 18,900,000	100%	$18,900,000	2040+			$ -	$ -	$ -
1059	Wash Co	Merlo	170th	MAX Light Rail	Widen to 5 lanes	$ 16,635,000	100%			$ 16,635,000	100%	$ 16,635,000	2014-2024			$ -	$ 1,292,697	$ 1,292,697
1060	Wash Co	Miller Hill	Farmington	Gassner	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 9,000,000	90%			$ 8,100,000	100%	$8,100,000	2025-2039			$ -	$ -	$ -
1061	Wash Co	Oleson	Scholls Ferry	Fanno Creek bridge	Realign Oleson Rd and reconfigure intersections with Scholls Ferry Rd and B-H Hwy	$ 34,200,000	100%			$ 34,200,000	100%	$34,200,000	2014-2024			$ -	$ 4,608,174	$ 4,608,174
1062	Wash Co	River	Farmington		Intersection improvement	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039		$ 1,685,014	$ -	$ 1,844,891	$ 1,844,891
1063	Wash Co	Saltzman	Laidlaw	Bayonne	Realign 2/3-lane collector road, including bridge over Bronson Creek	$ 11,100,000	100%			$ 11,100,000	100%	$11,100,000	2014-2024			$ -	$ -	$ -
1064	Wash Co	Saltzman	Bayonne	Bauer Woods	Widen to 3 lanes	$ 8,000,000	100%			$ 8,000,000	100%	$8,000,000	2025-2039			$ -	$ -	$ -
1065	Wash Co	Scholls Ferry	Beaverton-Hillsdale	Allen	Widen to 3 lanes	$ 22,587,000	100%			$ 22,587,000	100%	$22,587,000	2025-2039			$ -	$ -	$ -
1066	Wash Co	Scholls Ferry	Hall		Intersection capacity and signal improvements	$ 2,549,139	100%			$ 2,549,139	100%	$2,549,139	2025-2039			$ -	$ -	$ -
1067	Wash Co	Scholls Ferry	OR 217	121st	Widen to 7 lanes	$ 20,547,608	100%			$ 20,547,608	91%	$18,745,186	2040+			$ -	$ 1,644,864	$ 1,644,864
1068	Wash Co	Scholls Ferry	Murray		Intersection capacity and signal improvements	$ 1,390,440	100%			$ 1,390,440	100%	$1,390,440	2025-2039			$ -	$ -	$ -
1069	Wash Co	Springville	185th	PCC entrance	Widen to 5 lanes	$ 11,100,000	100%			$ 11,100,000	100%	$11,100,000	2014-2024	$ 1,562,881	$ 37,292	$ 3,523,305	$ 10,477,574	$ 14,000,879
1070	Wash Co	Springville	PCC entrance	Kaiser	Widen to 3 lanes	$ 3,600,000	100%			$ 3,600,000	100%	$3,600,000	2014-2024	$ 20,113	$ 286,526	$ 1,494,500	$ 6,027,416	$ 7,521,916
1071	Wash Co	Taylors Ferry	Oleson	Washington	New 2/3-lane road	$ 4,390,000	100%			$ 4,390,000	100%	$4,390,000	2025-2039			$ -	$ -	$ -
1072	Wash Co	Thompson	Saltzman	County line	Widen to 3 lanes	$ 37,000,000	100%			$ 37,000,000	100%	$37,000,000	2040+		$ 386,398	$ -	$ 718,521	$ 718,521
1073	Wash Co	Tonquin	124th	Grahams Ferry	Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd	$ 10,500,000	100%			$ 10,500,000	100%	$10,500,000	2018-2025			$ -	$ 618	$ 618
1074	Wash Co	Tualatin-Sherwood	Langer Farms	Teton	Widen to 5 lanes	$ 31,500,000	100%	Willamette Water Supply, MSTIP		$ 31,500,000	93%	$29,295,000	2014-2024	$ 153,196	$ 1,771,750	$ 171,854	$ 5,423,273	$ 5,595,127
1075	Wash Co	Tualatin-Sherwood	Baler		Reconfigure intersection at Baler Way and construct north leg of intersection	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
1076	Wash Co	Walker	194th extension	185th	Widen to 5 lanes, right-of-way for turn/auxiliary lanes	$ 20,000,000	100%			$ 20,000,000	100%	$20,000,000	2025-2039			$ -	$ -	$ -
1077	Wash Co	Walker	185th	173rd	Widen to 5 lanes	$ 13,570,000	100%			$ 13,570,000	68%	$9,277,449	2014-2024		$ 999,418	$ -	$ 2,368,886	$ 2,368,886
1078	Wash Co	Walker	158th		Intersection capacity and signal improvements	$ 2,549,139	100%			$ 2,549,139	100%	$2,549,139	2014-2024		$ 637,919	$ -	$ 2,707,231	$ 2,707,231
1079	Wash Co	Walker	Murray	OR 217	Widen to 5 lanes	$ 33,000,000	100%			$ 33,000,000	90%	$29,758,929	2014-2024		$ 563,201	$ -	$ 9,107,293	$ 9,107,293
1080	Wash Co	West Union	Cornelius Pass	185th	Widen to 5 lanes	$ 26,192,000	100%			$ 26,192,000	100%	$26,192,000	2014-2024		$ 71,062	$ -	$ 474,371	$ 474,371
1081	Wash Co	West Union	185th	143rd	Widen to 3 lanes	$ 34,870,000	100%			$ 34,870,000	100%	$34,870,000	2025-2039			$ -	$ 227,281	$ 227,281
1082	Wash Co	158th	Walker	MAX Light Rail	Widen to 5 lanes	$ 8,100,000	100%			$ 8,100,000	100%	$8,100,000	2014-2024	$ 250,000	$ -	$ 2,250,000	$ 8,255,361	$ 10,505,361
1083	Wash Co	Murray	Walker		Additional turn lanes and auxiliary lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2014-2024			$ -	$ -	$ -
1084	Wash Co	Thompson	Circle A	Saltzman	Realign 3-lane arterial	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2014-2024			$ -	$ -	$ -
1085	Wash Co	Walker	158th	Murray	Widen to 5 lanes	$ 10,200,000	100%			$ 10,200,000	70%	$7,140,000	2014-2024			$ -	$ 2,105,020	$ 2,105,020
1086	Wash Co	Roy Rogers	Borchers	Sherwood UGB	Widen to 5 lanes	$ 12,000,000	100%			$ 12,000,000	95%	$11,400,000	2014-2025			$ -	$ -	$ -
1087	Wash Co	Roy Rogers	Sherwood UGB	Tigard UGB	Widen to 4/5 lanes	$ 30,000,000	100%			$ 30,000,000	70%	$21,000,000	2025-2039			$ -	$ -	$ -
1088	Wash Co	Cornelius Pass	Rosedale	Farmington	New 3-lane road extension	$ 31,800,000	100%			$ 31,800,000	100%	$31,800,000	2018-2030			$ -	$ 20,536	$ 20,536
1089	Wash Co	Tile Flat	Scholls Ferry	Bull Mountain	New 3-lane road extension	$ 72,900,000	100%			$ 72,900,000	100%	$72,900,000	2018-2030			$ -	$ -	$ -
1090	Wash Co	Tile Flat	Bull Mountain	Beef Bend	New 3-lane road extension	$ 48,500,000	100%			$ 48,500,000	100%	$48,500,000	2018-2030			$ -	$ -	$ -
1091	Wash Co	Grabhorn	Farmington	UGB	Realign curves; widen to 3-lanes	$ 5,300,000	100%			$ 5,300,000	100%	$5,300,000	2025-2039	$ 12,684		$ 12,684	$ -	$ 12,684
1092	Wash Co	Kaiser	Springville	County line	Widen to 3 lanes	$ 12,000,000	100%			$ 12,000,000	100%	$ 12,000,000	2018-2030			$ -	$ 32,090	$ 32,090
1093	Wash Co	All arterials and collectors	Countywide	Countywide	ADA facilities (including ramps, actuators, signal modifications, equipment, etc.)	$ 10,000,000	100%			$ 10,000,000	100%	$ 10,000,000	2018-2030		$ 4,992,799	$ -	$ 8,708,008	$ 8,708,008

Appendix A: TDT Road Project List Expenditures
FY 2020-21

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 20-21 TDT	FY 20-21 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
1094	Wash Co	Science Park Dr	Murray	Cornell	Complete streets, pedestrian crossing, safety	$ 7,000,000	100%			$ 7,000,000	100%	$7,000,000	2019-2030			$ -	$ -	$ -
1095	Wash Co	Hall Blvd	Scholls Ferry	Nimbus	Bike lanes and sidewalks	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2019-2030	$ 618		$ 618	$ -	$ 618
1096	Wash Co	Cornelius Pass	West Union	County line	Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union	$ 12,000,000	100%			$ 12,000,000	100%	$12,000,000	2019-2030		$ 40,925	$ -	$ 59,364	$ 59,364
1097	Wash Co	Roy Rogers	Borchers	Chicken Creek	Widening, bicycle and pedestrian facilities	$ 20,000,000	100%	Willamette Water Supply, MSTIP		$ 20,000,000	100%	$20,000,000	2019-2030		$ 706,694	$ -	$ 1,255,916	$ 1,255,916
1098	Wash Co	Tualatin-Sherwood	Langer Farms	OR 99W	Widening, turn lanes, bike lanes	$ 17,000,000	100%	Willamette Water Supply, MSTIP		$ 17,000,000	100%	$17,000,000	2019-2030		$ 2,650,355	$ -	$ 3,792,121	$ 3,792,121
1099	Wash Co	Cornell	129th	Saltzman	Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal	$ 1,500,000	100%			$ 1,500,000	100%	$1,500,000	2020-2030			$ -	$ -	
1100	Wash Co	Terman	Murray	Hocken	Widen to 3 lanes	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039			$ -	$ -	
1101	Wash Co	Shannon Pl	Light Rail Tracks	Terman	Widen to 3 lanes	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	
1102	Wash Co	Jenkins	Murray	Cedar Hills	Widen to 5 lanes	$ 13,000,000	100%			$ 13,000,000	100%	$13,000,000	2025-2039			$ -	$ -	$ -
	Wash Co	TOTAL				$ 1,662,108,444				$ 1,633,742,470		$1,582,485,052		$ 4,279,213	$ 31,462,055	$ 13,206,848	$ 152,238,018	$ 165,444,866
8600	Wilsonville	Boones Ferry	Basalt Creek East-West Arterial	Day	Widen to 5 lanes	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -
8601	Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	$ 5,800,000	80%			$ 4,640,000	100%	$4,640,000	2025-2039			$ -	$ -	$ -
8602	Wilsonville	Day	Garden Acres		Intersection improvements, roundabout, signal/lane modifications	$ 8,600,000	100%			$ 8,600,000	100%	$8,600,000	2014-2024			$ -	$ -	$ -
8603	Wilsonville	Day	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2040+			$ -	$ -	$ -
8604	Wilsonville	Elligsen	Parkway Center	Wilsonville city limit	Widen to 3 lanes	$ 3,000,000	60%			$ 1,800,000	100%	$1,800,000	2014-2024			$ -	$ -	$ -
8605	Wilsonville	Grahams Ferry	Clay	Calahin	Widen to 3 lanes, add double southbound left turn lane at Day	$ 7,100,000	60%			$ 4,260,000	100%	$4,260,000	2014-2024			$ -	$ -	$ -
8606	Wilsonville	Garden Acres	Day	Ridder	Widen, construct 3-lane road	$ 11,300,000	100%			$ 11,300,000	100%	$11,300,000	2014-2024			$ -	$ -	$ -
~~8607~~	~~Wilsonville~~	~~Ridder~~	~~Kinsman~~		~~Construct left turn pocket & signal~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
8608	Wilsonville	Boones Ferry	Basalt Creek Pkwy	Day	Widen to 5 lanes	$ 1,200,000	100%			$ 1,200,000	100%	$1,200,000	2019-2025			$ -	$ -	
8609	Wilsonville	Grahams Ferry	Basalt Creek Pkwy	Day	Widen to 3 lanes, urban upgrade	$ 13,200,000	100%			$ 13,200,000	100%	$13,200,000	2019-2025			$ -	$ -	
8610	Wilsonville	I-5 Southbound	Elligsen/Boones Ferry		Widen/Construct second southbound right-turn lane	$ 1,063,000	100%			$ 1,063,000	100%	$1,063,000	2019-2025			$ -	$ -	
8611	Wilsonville	Boones Ferry	95th		Access Management	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2019-2025			$ -	$ -	
8612	Wilsonville	Java Rd	Boones Ferry	Grahams Ferry	Construct new road (Java Rd) with signal at Grahams Ferry	$ 1,500,000	100%			$ 1,500,000	100%	$1,500,000	2020-2035			$ -	$ -	
8613	Wilsonville	Grahams Ferry	RR Undercrossing		Reconstruct existing railroad undercrossing to a 3-lane cross-section	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2020-2035			$ -	$ -	
	Wilsonville	TOTAL				$ 66,363,000				$ 61,163,000		$61,163,000		$ -	$ -	$ -	$ -	$ -
	TOTAL					**$ 3,509,925,025**				**$ 3,449,088,337**		**$ 3,376,010,193**		**$ 15,324,180**	**$ 56,254,197**	**$ 62,281,549**	**$ 319,319,749**	**$ 381,601,298**

~~XXX~~ Projects that are struck through have been removed from the current TDT Project List, but remain here to indicate funds spent on them.

Appendix B: TDT Transit Project List Expenditures
FY 2020-21

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 20-21 TDT	FY 20-21 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
Bus Line and Bus Stop Improvements																	
100	185th / Farmington Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 52)	$2,503,000	0%	$2,503,000	100%	$2,503,000	100%	$2,503,000	58%	$1,441,728	2014-2024			$ -	$ -	$ -
101	B-H Hwy Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 54)	$753,000	0%	$753,000	100%	$753,000	100%	$753,000	58%	$433,728	2014-2024			$ -	$ -	$ -
102	Beaverton - Tualatin Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Lines 76/78)	$2,835,000	0%	$2,835,000	100%	$2,835,000	100%	$2,835,000	58%	$1,632,960	2014-2024			$ -	$ -	$ -
103	Jones Farm - South Hillsboro Bus Line Infrastructure	Shelter and stop infrastructure for new north-south bus line along Veterans Drive, Brookwood Pkwy, Century Blvd, and Alexander St (Line 41)	$1,225,000	0%	$1,225,000	100%	$1,225,000	100%	$1,225,000	58%	$705,600	2025-2039			$ -	$ -	$ -
104	Cornell Rd Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 48)	$2,933,000	0%	$2,933,000	100%	$2,933,000	100%	$2,933,000	58%	$1,689,408	2014-2024			$ -	$ -	$ -
105	Orenco-Bethany Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 47)	$2,425,000	0%	$2,425,000	100%	$2,425,000	100%	$2,425,000	58%	$1,396,800	2014-2024			$ -	$ -	$ -
106	Pacific Hwy Near-Term Improvements	Pacific Hwy near-term shelter, stop and other improvements leading up to SW Corridor HCT	$400,000	0%	$400,000	100%	$400,000	100%	$400,000	58%	$230,400	2014-2024			$ -	$ -	$ -
107	TV Hwy Near-Term Improvements	TV Hwy near-term shelter, stop and other improvements leading up to TV Hwy HCT	$4,043,000	0%	$4,043,000	100%	$4,043,000	100%	$4,043,000	58%	$2,328,768	2014-2024			$ -	$ -	$ -
108	Other Bus Stop Improvements	Other shelter, stop and street improvements to support bus service as needed throughout Washington County, including North Plains, Banks, and Gaston	$3,500,000	20%	$2,800,000	100%	$2,800,000	100%	$2,800,000	58%	$1,612,800	2014-2024			$ -	$ -	$ -
109	Tigard - Transit Stop Improvements	Improve stations, stops, crossings and ADA access on Hall Blvd from Commercial St to Locust St	$1,000,000	0%	$1,000,000	100%	$1,000,000	100%	$1,000,000	58%	$580,000	2014-2024			$ -	$ -	$ -
110	Cornelius - Transit Stop Improvements	Upgrade transit stop amenities (shelters, seating, landing pads, route info, bike parking, lighting)	$ 500,000	0%	$ 500,000	100%	$ 500,000	100%	$ 500,000	58%	$ 290,000	2040+			$ -	$ -	$ -
111	Burnside/Cedar Hills Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 20)	$ 1,300,000	0%	$ 1,300,000	100%	$ 1,300,000	100%	$ 1,300,000	58%	$ 754,000	2018-2024			$ -	$ -	$ -
112	Cornelius Pass Road Bus Line Infrastructure	Shelter and stop infrastructure for new frequent service bus line along Cornelius Pass Road (Line 47)	$ 400,000	0%	$ 400,000	100%	$ 400,000	100%	$ 400,000	58%	$ 232,000	2018-2024			$ -	$ -	$ -
113	Baseline/Jenkins Bus Line Infrastructure	Shelter and stop infrastructure for new bus lines along Main Street, Baseline Road and Jenkins Road (Lines 40/47)	$ 1,400,000	0%	$ 1,400,000	100%	$ 1,400,000	100%	$ 1,400,000	58%	$ 812,000	2018-2024			$ -	$ -	$ -
114	North Hillsboro – Willow Creek Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Croeni Avenue, Jacobsen Street, Brookwood Pkwy, Shute Road, and Butler Street (Line 88)	$ 1,150,000	0%	$ 1,150,000	100%	$ 1,150,000	100%	$ 1,150,000	58%	$ 667,000	2025-2039			$ -	$ -	$ -
115	Merlo – Tigard Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Merlo Road, 170th Avenue, 155th Avenue, Beard Road, 121st Avenue, and Gaarde Street (Line 67)	$ 1,250,000	0%	$ 1,250,000	100%	$ 1,250,000	100%	$ 1,250,000	58%	$ 725,000	2025-2039			$ -	$ -	$ -
116	Progress Ridge Bus Line Infrastructure	Shelter and stop infrastructure for reroute or extension of bus lines along Scholls Ferry Road, Horizon Blvd, Murray Blvd, and Barrows Road (Lines 37/56/62)	$ 625,000	0%	$ 625,000	100%	$ 625,000	100%	$ 625,000	58%	$ 362,500	2025-2039			$ -	$ -	$ -
117	South Cooper Mountain Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Scholls Ferry Road, including bus layover in South Cooper Mountain (Line 56)	$ 275,000	0%	$ 275,000	100%	$ 275,000	100%	$ 275,000	58%	$ 159,500	2018-2024			$ -	$ -	$ -
118	West Beaverton Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along Oak Street-Davis Road Allen Blvd (Line 88)	$ 325,000	0%	$ 325,000	100%	$ 325,000	100%	$ 325,000	58%	$ 188,500	2025-2039			$ -	$ -	$ -
119	Durham Road Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Durham Road (Line 36)	$ 425,000	0%	$ 425,000	100%	$ 425,000	100%	$ 425,000	58%	$ 246,500	2025-2039			$ -	$ -	$ -
120	141st/Terman Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along 141st Avenue-Shannon Place and Terman Road (Line 62)	$ 125,000	0%	$ 125,000	100%	$ 125,000	100%	$ 125,000	58%	$ 72,500	2025-2039			$ -	$ -	$ -
121	McDonald/Bonita Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along McDonald Street and Bonita Road (Line 38)	$ 500,000	0%	$ 500,000	100%	$ 500,000	100%	$ 500,000	58%	$ 290,000	2025-2039			$ -	$ -	$ -

Appendix B: TDT Transit Project List Expenditures
FY 2020-21

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 20-21 TDT	FY 20-21 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
122	Wilsonville Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along 95th Avenue (Line 96)	$ 125,000	0%	$ 125,000	100%	$ 125,000	100%	$ 125,000	58%	$ 72,500	2025-2039			$ -	$ -	$ -
123	Sunset – Bethany Bus Line Infrastructure	Shelter and stop infrastructure for new north-south bus line along Saltzman Road and Laidlaw Road (Line 49)	$ 825,000	0%	$ 825,000	100%	$ 825,000	100%	$ 825,000	58%	$ 478,500	2025-2039			$ -	$ -	$ -
124	Walnut Street Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Walnut Street (Line 37)	$ 350,000	0%	$ 350,000	100%	$ 350,000	100%	$ 350,000	58%	$ 203,000	2025-2039			$ -	$ -	$ -
125	Oleson Road Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Oleson Road (Line 1)	$ 225,000	0%	$ 225,000	100%	$ 225,000	100%	$ 225,000	58%	$ 130,500	2025-2039			$ -	$ -	$ -
126	Multnomah Blvd Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along Multnomah Blvd (Line 92)	$ 75,000	0%	$ 75,000	100%	$ 75,000	100%	$ 75,000	58%	$ 43,500	2025-2039			$ -	$ -	$ -
127	Beaverton – Sellwood Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along Garden Home Road, 92nd Avenue, Allen Blvd, and Western Avenue (Line 45)	$ 500,000	0%	$ 500,000	100%	$ 500,000	100%	$ 500,000	58%	$ 290,000	2025-2039			$ -	$ -	$ -
128	Amberglen - Beaverton Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along John Olsen Avenue, Aloclek Drive, Stucki Avenue, and Walker Road (Line 59)	$ 1,000,000	0%	$ 1,000,000	100%	$ 1,000,000	100%	$ 1,000,000	58%	$ 580,000	2025-2039			$ -	$ -	$ -
129	Basalt Creek Bus Infrastructure	Shelter and stop infrastructure for new north-south bus line along 124th Avenue Basalt Creek Parkway (or Tonquin Rd), Grahams Ferry Road, and Day Street (Line 94)	$ 1,125,000	0%	$ 1,125,000	100%	$ 1,125,000	100%	$ 1,125,000	58%	$ 652,500	2025-2039			$ -	$ -	$ -
Subtotal			$34,117,000		$33,417,000		$33,417,000		$33,417,000		$19,302,192		$ -	$ -	$ -	$ -	$ -
Transit Priority Treatments															$ -	$ -	$ -
200	Streamline Bus Efficiency Improvements	Bus efficiency treatments such as signal priority, queue bypasses, dedicated bus stops and other treatments to enhance efficiency and improve or preserve service speeds for Frequent Service and key bus lines throughout county	$2,750,000	0%	$2,750,000	100%	$2,750,000	100%	$2,750,000	58%	$1,584,000	2014-2024			$ -	$ -	$ -
201	Tigard - Transit Priority	Transit signal preemption at Hall Blvd and Hwy 99W intersection	$5,000,000	0%	$5,000,000	100%	$5,000,000	100%	$5,000,000	58%	$2,900,000	2014-2024			$ -	$ -	$ -
Subtotal			$7,750,000		$7,750,000		$7,750,000		$7,750,000		$4,484,000		$ -	$ -	$ -	$ -	$ -
Park & Rides / Transit Centers															$ -	$ -	$ -
300	P&R expansion	Expand park & ride capacities in smaller lots on sites within Washington County with direct transit service to Portland and/or Washington County employment areas	$15,000,000	0%	$15,000,000	100%	$15,000,000	100%	$15,000,000	58%	$8,640,000	2014-2024			$ -	$ -	$ -
301	OR 8 P&R	Cornelius - Develop OR 8 Park & Ride facilities at 10th and 26th Avenues	$1,700,000	0%	$1,700,000	100%	$1,700,000	100%	$1,700,000	100%	$1,700,000	2028-2040			$ -	$ -	$ -
Subtotal			$16,700,000		$16,700,000		$16,700,000		$16,700,000		$10,340,000		$ -	$ -	$ -	$ -	$ -
Pedestrian/Bicycle Access to Transit															$ -	$ -	$ -
400	65th Ave Multi-Use Trail	Ped/bike pathway connecting Tualatin River Greenway and multi-family neighborhoods with #76 bus service at Legacy Meridian Park Medical Center	$3,796,000	0%	$3,796,000	100%	$3,796,000	90%	$3,416,400	100%	$3,416,400	2025-2039			$ -	$ -	$ -
401	95th Ave Ped/Bike Connection	Ped/bike pathway connecting Springcres Drive with Sunset Transit Center, including grade-separated ped/bike crossing of Barnes Rd	$11,546,000	0%	$11,546,000	100%	$11,546,000	90%	$10,391,400	100%	$10,391,400	2014-2024			$ -	$ -	$ -
402	Crescent Connection: Cedar Hills to Lombard	Construct a multi-use use path along Beaverton Creek from Cedar Hills Blvd to Beaverton Transit Center, providing access to Beaverton Central MAX station and Beaverton Transit Center	$1,230,000	0%	$1,230,000	100%	$1,230,000	75%	$922,500	100%	$922,500	2014-2024			$ 2,135,384	$ 65,470	$ 2,200,854
403	TV Hwy Access to Transit	Enhanced bikeway facilities, sidewalks, pedestrian crossings, multi-use trail	$11,667,500	0%	$11,667,500	100%	$11,667,500	90%	$10,500,750	100%	$10,500,750	2014-2024			$ -	$ -	$ -
404	Washington Square Overcrossing (North)	Pedestrian/bicycle overcrossing of Hwy 217 and Scholls Ferry Rd between Nimbus Dr and north mall area, connecting to Hall/Nimbus WES commuter rail station	$39,781,536	0%	$39,781,536	100%	$39,781,536	90%	$35,803,382	100%	$35,803,382	2025-2039			$ -	$ -	$ -
405	Westside Trail: Cornell to Greenbrier	Multi-use trail connecting business park to Cornell Rd bus line, including grade-separated overcrossing of US 26	$9,450,000	0%	$9,450,000	100%	$9,450,000	90%	$8,505,000	100%	$8,505,000	2014-2024			$ -	$ -	$ -
406	Bike & Rides	Enclosed, key card accessed bicycle parking at high capcity transit or frequent service bus stops	$1,000,000	0%	$1,000,000	100%	$1,000,000	100%	$1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -

Appendix B: TDT Transit Project List Expenditures
FY 2020-21

List as amended by
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December 1, 2020

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 20-21 TDT	FY 20-21 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
407	Other Access to Transit Improvements	Other pedestrian and bicycle improvements to support access to transit in Washington County, including sidewalks, pedestrian crossings, bike lanes, multi-use paths and bike parking.	$3,500,000	20%	$2,800,000	100%	$2,800,000	90%	$2,520,000	100%	$2,520,000	2014-2024			$ -	$ -	$ -
408	Basalt Creek Canyon Trail	North/south trail connection within Basalt Creek making connections to east/west roadways. Includes grade separation of Basalt Creek Pkwy	$450,000	0%	$450,000	100%	$450,000	90%	$405,000	100%	$405,000	2019-2029			$ -	$ -	$ -
409	I-5 Easement Trail	Trail parallel to I-5 providing north/south connection to existing bike and pedestrian facilities	$750,000	0%	$750,000	100%	$750,000	90%	$675,000	100%	$675,000	2019-2029			$ -	$ -	$ -
Subtotal			$83,171,036		$82,471,036		$82,471,036		$74,139,432		$74,139,432		$ -	$ -	$ 2,069,914	$ 65,470	$ 2,135,384
Transit System Requirements															$ -	$ -	$ -
500	Merlo Bus Operating Base Expansion	Long-term expansion of bus service in Washington County requires additional capacity at bus storage and maintenance shops.	$1,001,000	0%	$1,001,000	100%	$1,001,000	100%	$1,001,000	58%	$576,576	2014-2024			$ -	$ -	$ -
501	Elmonica LRV Expansion	Expansion of light rail vehicle yard and maintanance facility for increased service.	$4,000,000	0%	$4,000,000	100%	$4,000,000	100%	$4,000,000	58%	$2,304,000	2025-2039			$ -	$ -	$ -
502	Electric Bus Supportive Capital Improvements	Capital improvements to support operation and maintenance of electric buses.	$10,000,000	50%	$5,000,000	32%	$1,600,000	50%	$800,000	58%	$460,800	2025-2039			$ -	$ -	$ -
503	South Hillsboro Transit Improvements	Bus pullouts, shelters, bus layover	$4,830,000	0%	$4,830,000	100%	$4,830,000	100%	$4,830,000	100%	$4,830,000	2025-2039			$ -	$ -	$ -
Subtotal			$19,831,000		$14,831,000		$11,431,000		$10,631,000		$8,171,376		$ -	$ -	$ -	$ -	$ -
High Capacity Transit (HCT)															$ -	$ -	$ -
600	Amber Glen Streetcar loop circulator or Red Line extension	Amber Glen LRT spur. (Pending development with sufficient density) Alternative would be a streetcar circulator. Lower end of estimated project cost range is shown because detailed project scoping has not been developed.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	100%	$75,000,000	2025-2039			$ -	$ -	$ -
601	Red Line to Fair Complex/ Hillsboro Airport	Add a third track and switches and upgrade signals to allow for the Red Line MAX to be extended to the Fair Complex/Hillsboro Airport MAX Station	$6,000,000	50%	$3,000,000	100%	$3,000,000	100%	$3,000,000	58%	$1,728,000	2014-2024			$ -	$ -	$ -
602	Southwest Corridor HCT	Portland, Sylvania, Tigard and Tualatin high-capacity transit.	$1,075,000,000	50%	$537,500,000	60%	$322,500,000	100%	$322,500,000	58%	$185,760,000	2014-2024			$ -	$ 938,530	$ 938,530
603	Sunset Highway HCT	East-west HCT connecting Hillsboro and Tanasbourne, STC, and St. Vincent's. Detailed project scoping has not been developed.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	58%	$43,200,000	2025-2039			$ -	$ -	$ -
604	TV Highway HCT	East-west bus rapid transit linking Forest Grove, Cornelius, Hillsboro, Aloha-Reedville and Beaverton Transit Center via the TV Highway corridor. Hillsboro-Beaverton segment includes westbound Business Access & Transit Lane, eastbound bus pullouts, enhanced bikeway facilities, sidewalks, pedestrian crossings, signal modifications on TV Hwy.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	58%	$43,200,000	2014-2024			$ -	$ -	$ -
605	WES Commuter Rail Upgrades	Capital improvements to allow future service upgrades including double-tracking (for improved frequency and span of service.) Detailed project scoping has not been developed.	$250,000,000	50%	$125,000,000	80%	$100,000,000	100%	$100,000,000	58%	$57,600,000	2025-2039			$ -	$ -	$ -
Subtotal			$1,781,000,000		$890,500,000		$650,500,000		$650,500,000		$406,488,000		$ -	$ -	$ -	$ 938,530	$ 938,530
TOTAL			**$1,942,569,036**		**$1,045,669,036**		**$802,269,036**		**$793,137,432**		**$522,925,000**		**$ -**	**$ -**	**$ 2,069,914**	**$ 1,004,000**	**$ 3,073,914**

Appendix C:
North Bethany Funding Plan Report

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Introduction

The North Bethany Transportation Funding Plan was adopted by Resolution and Order 11-70 on October 25, 2011. The North Bethany Transportation Funding Plan provided a framework of finance mechanisms necessary to support development within the North Bethany Subarea. The Funding Plan combines pre-existing countywide revenue sources with two new North Bethany-specific revenue sources to assure adequate revenue for transportation infrastructure necessary to serve the North Bethany Subarea.

This report updates the 5-year funding plan report published for Fiscal Year 2015-16 and again updated in each of the Fiscal Years since then. This complete funding reporting exceeds the minimum reporting requirements called for by Resolution and Order 11-70. The intent of the report is two-fold:

1) Assess the overall Funding Plan and provide an update to the 5-year review conducted five years ago and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.

2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2020-21.

Overview of Recommendations

This report provides three recommendations:

1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number of units anticipated in the North Bethany Funding Plan.
2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2020-21.

North Bethany Funding Plan Overview

The North Bethany Funding Plan includes four funding programs intended to fund 12 road improvements. The 2011 Funding Plan identified four funding programs, plus pre-existing Trust & Agency funds, that would contribute to the transportation improvements necessary to serve the area. These funding programs are described in Table 1.

Table 1: North Bethany Funding Plan – Revenue Sources

Funding Program	Expected Revenue
Major Streets Transportation Improvement Program (MSTIP)	$10,000,000
Transportation Development Tax (TDT)	$21,778,574
North Bethany County Service District for Roads (NBCSD)	$13,354,670
North Bethany Transportation System Development Charge (NBTSDC)	$22,466,756
Pre-Existing Trust & Agency	$1,400,000
TOTAL	**$69,000,000**

Together these funding sources would provide a total of $69,000,000 dollars for 12 transportation improvements. These improvements are described in Table 2.

Table 2: North Bethany Funding Plan – Transportation Improvements

Project Number	Road	Extent	Project Description	Total Cost Estimate
1	Shackelford Rd	West Boundary to Joss	New Collector Rd	$9,300,000
2	Shackelford Rd	Joss to Kaiser	New Collector Rd	$8,800,000
3	Springville Rd	185th to Joss	Improvements	$11,100,000
4	Springville Rd	Joss to Kaiser	Improvements	$3,600,000
5	Springville Rd	Kaiser to Countyline	Improvements	$0*
6	Kaiser Rd	Shackelford to Springville	Improvements	$7,800,000
7	185th Ave	Springville to West Union	Improvements	$4,500,000
8	Shackelford	Kaiser to Countyline	Improvements	$0*
9	Shackelford Rd	½ Bridge over Rock Creek	Bridge	$7,300,000
10	185th and Springville	Realignment	Improvements	$900,000
11	Kaiser Rd	Springville to Bethany	Improvements	$6,100,000
12	Brugger Rd	Joss to Kaiser	Improvements	$3,200,000
13	Joss Rd	Shackelford to Arbor	Improvements	$4,100,000
14	P15 / Oats / 160th	Springville to Brugger	Improvements	$2,300,000
			Total	**$69,000,000**

* Funding plan anticipated these projects would be funded through development.

A brief summary of each of the funding programs follows:

1. **North Bethany and the Major Streets Transportation Improvement Program (MSTIP)**

On June 23, 2015 the Board of County Commissioners approved the MSTIP Bonding Cost-sharing transportation funding program to provide transportation financing for high-growth residential areas. The program is a partnership between Washington County and the cities of Beaverton, Hillsboro and Tigard to share funding resources for improvements to identified roadways in four major residential growth areas:

- North Bethany & Bonny Slope West (unincorporated Washington County)
- South Hillsboro (City of Hillsboro)

- South Cooper Mountain (City of Beaverton)
- River Terrace (City of Tigard)

This is an innovative cost-sharing partnership that will allow the County and cities to make transportation improvements – without raising property taxes – before deficient roadways become problematic. Two-thirds of the $140 million cost of the identified capacity and safety road-improvement projects will be funded by Washington County (through MSTIP); the remaining one-third will be funded by the cities and by development (e.g. frontage improvements, TDT, supplemental SDCs, including the NBTSDC). The cost-sharing is based on travel forecasting that estimates only one-third of travelers using the improved roads will result from the developments. The remaining traffic will be "regional travel"– trips that begin and end outside of the high-growth areas. This will improve county-wide mobility.

Funding projects: Getting ahead of the growth

- The County will issue bonds to fund two-thirds of the project costs.
- Incremental growth in revenue from the county-wide property tax-based Major Streets Transportation Improvement Program (MSTIP) will be used to pay back the bonds. Issuing bonds will allow improvements to be made proactively – before the deficient roadways become problematic.

Preserving funds: Other transportation needs still a high priority

The cost-sharing strategy preserves the existing MSTIP funding level of $35 million/year for improvements on other roadways throughout Washington County. By funding high-growth area road improvements through MSTIP-backed bonds, these high-growth projects will not compete with other transportation projects for MSTIP funds.

Two of the projects identified are on the North Bethany Transportation Funding Plan:

- Springville Road: 185th Avenue to the PCC entrance ($7,833,333 in MSTIP funding)
- 185th Avenue: Springville to West Union ($4,000,000 in MSTIP funding)

While the total of $11.83M in MSTIP is more than the initial $10M anticipated in the funding plan, this total potential amount allows for construction cost increases and provides additional flexibility if necessary. Additional information about the high-growth funding program is available at:

http://www.co.washington.or.us/LUT/News/high-growth-transportation-funding.cfm

2. North Bethany and the Transportation Development Tax (TDT)

The North Bethany Funding Plan is based on an assumed amount of development occurring within the North Bethany Subarea. The total amount of TDT revenue and credits from that development was calculated in 2010 dollars. Table 3 shows the TDT assumptions in the North Bethany Funding Plan.

Table 3: North Bethany Funding Plan – TDT Assumptions

Land Use Category	Projected Number of Units	2012 Rate[1]	Total Revenue Anticipated[2]
Single Family Detached	1,437	$8,225	$11,819,325
Single Family Attached	1,534	$4,919	$7,545,746
Multi-Family	1,218	$5,381	$6,554,058
Non-Residential	varies	varies	$3,118,969
Total[2]			**$29,038,098**

1) The 2012 TDT Rates were used due to the phase-in of the TDT rates occurring during the development of the North Bethany Funding Plan.
2) As explained below only 75% of the total TDT revenue expected to be generated in North Bethany was allocated toward projects on the North Bethany Funding plan. The remaining revenue is anticipated to help address other needs – countywide – related to growth from North Bethany and throughout Washington County.

The North Bethany Funding Plan allocated ***75%*** of the total TDT revenue anticipated to the roadway improvements identified. The remaining 25% of the TDT revenue would be available to contribute to other roadway improvements countywide necessary to serve growth. Therefore, the revenue and credits expected for the TDT component of the North Bethany Funding Plan was: ***$21,778,574***. Table 4 shows the estimated TDT revenue from North Bethany to date and calculates the 75% allocation.

Table 4: Summary of North Bethany TDT Revenue (Estimated)

Fiscal Year	Estimated TDT Revenue*	75% Allocation
FY 14-15	$1,141,678	$856,258
FY 15-16	$2,614,654	$1,960,990
FY 16-17	$2,006,493	$1,504,870
FY 17-18	$3,449,267	$2,586,950
FY 18-19	$1,762,068	$1,321,551
FY 19-20	$452,863	$339,648
FY 20-21	$1,372,471	$1,029,353
Total	**$12,799,494**	**$9,599,620**

* Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

TDT fund expenditures and TDT Credits issued in North Bethany total $4,164,897 (see Table 12, later in report, and appendix).

Summary of TDT and the North Bethany Funding Plan

Subtracting the TDT credits and TDT funds already invested in the North Bethany Subarea from the 75% of TDT revenue allocated to the North Bethany Funding Plan would result in **$5,434,723 ($9,599,620 estimated revenue - $4,164,897 expenditures/credits)** in estimated available TDT revenue to date. The TDT revenue would be expected to be combined with other funding sources and contribute towards the projects identified on the North Bethany Funding Plan.

3. North Bethany County Service District for Roads (NBCSDR)

In the May 17, 2011 election, voters in the North Bethany Subarea approved Ballot Measure No. 34-189, taking the necessary step to create the North Bethany County Service District for Roads. The district includes an additional property tax rate of $1.25 per/$1,000 of assessed valuation within the North Bethany Subarea.

The North Bethany County Service District for Roads provides an ongoing funding source. As the North Bethany Subarea develops, the assessed valuation and service district revenue are expected to increase and provide additional funding for the North Bethany Subarea.

The NBCSDR also serves as a clearinghouse for other North Bethany funding sources (e.g. MSTIP, TDT, NBTSDC) for expenditures on North Bethany transportation projects. In FY 19-20, the North Bethany share of Transportation Development Tax (TDT) revenue collected from North Bethany development (see section 2, previously) and North Bethany Transportation System Development Charge (NBTSDC) funds were added to the NBCSDR fund to reflect all funding available for projects included in the North Bethany Funding Plan. Expenditures from the three revenue sources have been combined and are no longer distinguishable. However, County staff continue to make required TDT expenditure requests for TDT funded projects using these funds.

Table 5 shows a summary of the North Bethany County Service District for Roads.[1]

Table 5: Summary of the North Bethany County Service District for Roads Revenue (NBCSDR)

Fiscal Year	Total Assessed Valuation	Service District Revenue	Transfers In*	Service District Expenditures	Running Total
FY 11-12	$26,240,000	$47,519	$378	$2,839	$45,058
FY 12-13	$26,270,000	$31,849	$2,298,334	$12,582	$2,362,659
FY 13-14	$28,180,000	$35,728	$741,670	$2,926,002	$215,055
FY 14-15	$43,790,000	$73,029	$501,465	$663,137	$125,412
FY 15-16	$80,730,000	$101,655	$1,061,433	$1,086,735	$201,765
FY 16-17	$200,830,000	$251,373	$675,860	$722,282	$406,716
FY 17-18	$340,160,000	$416,805	$901	$281,042	$543,380
FY 18-19	$474,360,000	$603,234	$350,416	$317,015	$1,180,015
FY 19-20**	$622,006,788	$752,024	$11,820,811	$1,264,513	$12,488,337
FY 20-21	$705,606,517	$857,612	$1,883,436	$3,942,911	$11,286,474
Total		**$3,170,828**	**$19,334,704**	**$11,219,058**	

* Includes interest, Road Fund transfers, North Bethany TSDC (NBTSDC), Transportation Development Tax (TDT)
** Fund combined with NBTSDC and North Bethany Share of TDT

Loan from MSTIP

One project (P15 / Oats / 160th Springville to Brugger improvements) was already completed by the MSTIP program. The cost of these early improvements was structured as a loan from the MSTIP program to the County Service District. These expenses were repaid as revenue became available from the Service District.

[1] Table 5 has been updated from previous annual North Bethany Funding Plan reports to include transfers in and expenditures back to the fund initiation in FY 11-12.

4. North Bethany Transportation System Development Charge

The North Bethany Transportation System Development Charge (NBTSDC) became effective November 29, 2010. It is a component of the larger North Bethany Funding Plan, which was subsequently established by the Board of County Commissioners on June 7, 2011. The purpose of the NBTSDC is to fund new or improved capacity-increasing transportation capital infrastructure. The NBTSDC is dedicated solely to fund transportation facilities necessary to serve the North Bethany subarea.

Revenue

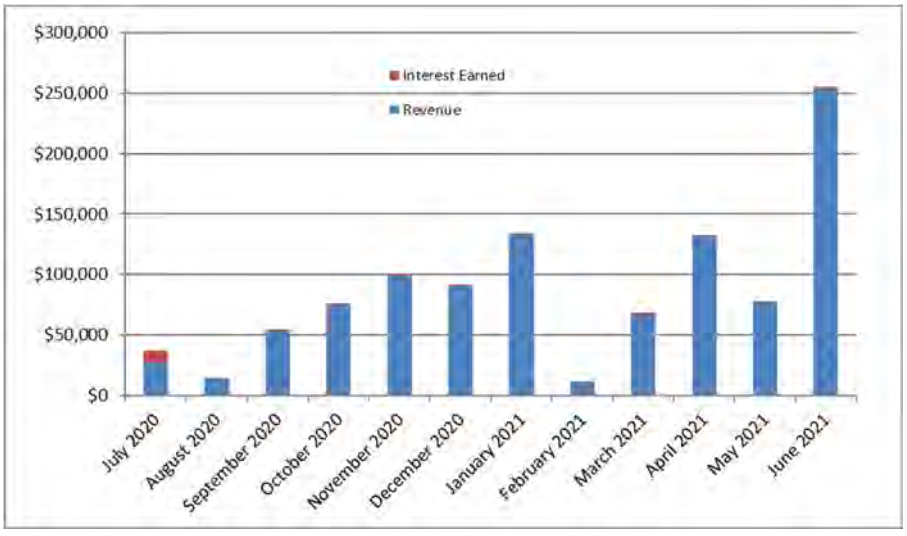
Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2020 through June 2021 fiscal year. The revenue paid into the NBTSDC account generates interest and the interest earned on the account is also included in the table.

Table 6: North Bethany TSDC Revenue Receipts by Month

Month	Revenue	Interest Earned	Month Total
July 2020	$26,831.00	$9,843.78	$36,674.78
August 2020	$13,514.00	$388.29	$13,902.29
September 2020	$53,721.98	$416.21	$54,138.19
October 2020	$75,068.00	$477.34	$75,545.34
November 2020	$99,624.00	$407.33	$100,031.33
December 2020	$91,127.65	$565.16	$91,692.81
January 2021	$133,212.00	$633.74	$133,845.74
February 2021	$10,458.00	$724.97	$11,182.97
March 2021	$67,630.00	$743.30	$68,373.30
April 2021	$132,045.00	$840.97	$132,885.97
May 2021	$76,824.00	$991.15	$77,815.15
June 2021	$254,111.00	$1,073.76	$255,184.76
Total	**$1,034,166.63**	**$17,106.00**	**$1,051,272.63**

Figure 1 displays the revenue receipts and interest earned by month.

Figure 1: Revenue Receipts by Month



Expenditures

Table 7 summarizes the expenditures by month from the NBTSDC account during the July 2020 through June 2021 fiscal year. The expenditures include administration and other costs, including quarterly credit card charges.

Table 7: Expenditures by Month

Month	Administration	Other	Month Total
July 2020	$2,997.25	$5,647.04	$8,644.29
August 2020	$3,041.00		$3,041.00
September 2020	$2,997.25		$2,997.25
October 2020	$2,997.25		$2,997.25
November 2020	$3,041.00		$3,041.00
December 2020	$2,997.25		$2,997.25
January 2021	$2,997.25		$2,997.25
February 2021	$3,041.00		$3,041.00
March 2021	$2,997.25		$2,997.25
April 2021	$2,997.25		$2,997.25
May 2021	$3,041.00		$3,041.00
June 2021	$2,997.25	$859,484.00	$862,481.25
Total	**$36,142.00**	**$865,131.04**	**$901,273.04**

North Bethany Transportation System Development Charge Credits

Credits are issued for cost of constructing eligible transportation improvements. Credit transfers are allowed within the NBTSDC area – such transfers are documented by issuance of a new credit voucher. Credits may be used in lieu of paying the North Bethany Transportation System Development Charge. Table 8 shows the NBTSDC credits issued through June 30, 2021.

Table 8: North Bethany Transportation System Development Charge Credits*

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 20-21	Credit Remaining 6/30/21	Notes
NB14-01	NW 160th: Springville to Brugger	West Hills Development	North Bethany Creek	$180,397	10/23/14	$180,397 Transfer to NB14-01A	$0	Entire amount transferred to NB14-01A
NB14-01A	From NB14-01	DR Horton		Transfer from NB14-01 $180,397	12/30/14	$180,397	$0	
NB14-02	Brugger & ROW dedication	West Hills Development	North Bethany Creek	$77,822	11/24/14	$77,822 Transfer to NB14-01A	$0	Entire amount transferred to NB14-02A
NB14-02A	From NB14-02	DR Horton		Transfer from NB14-01 $77,822	12/30/14	$77,822	$0	
NB15-001	Shackelford Rd	DR Horton	Bethany Abbey Heights 1 & 2	$400,253	11/20/15	$397,345	$2,908	

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 20-21	Credit Remaining 6/30/21	Notes
NB15-002	Shackelford Rd	DR Horton	Bethany Commons at Abbey Creek	$114,490	12/9/15	$114,490	$0	
NB15-003	Brugger Rd & Joss Rd	DR Horton	Commons at Abbey Creek	$71,870	12/9/15	$44,413 used $27,457 Transfer to NB15-003A	$0	$27,457 transferred to NB15-003A
NB15-003A	From NB15-003	DR Horton	Meadows at Abbey Creek	Transfer from NB15-003 $27,457	4/22/16	$27,457	$0	
NB16-001	Brugger Rd & Joss Rd	DR Horton	Commons at Abbey Creek #2	$62,000	3/15/16	$61,130 used $870 Transfer to NB16-00A	$0	$870 transferred to NB16-001A
NB16-001A	From NB16-001	DR Horton	Meadows at Abbey Creek	Transferred from NB16-001 $870	4/21/16	$870	$0	
NB16-002	Brugger Rd & Joss Rd	DR Horton	Bethany Abbey Meadows	$31,360	4/15/16	$31,360	$0	
NB-007	Shackelford Rd	DR Horton	Grace Hollow & Grace Hollow #2	$450,547	9/2/16	$183,762	$0	$266,661 transferred to NB-007A
NB-007A	Shackelford Rd	DR Horton	Bethany Abbey Meadows	Transferred from NB-007 $266,661	10/26/16	$266,661	$0	
NB15-001	Shackelford Rd	DR Horton	Bethany Abbey Heights 1 & 2			$2,908	$0	
NB16-004	Shackelford Rd	DR Horton	Bethany Abbey Heights No. 2	$179,530	8/15/16	$178,145	$1,385	
NB16-003	Shackelford Rd	DR Horton	Bethany Creek Falls No. 2 Row Houses	$185,193	8/12/16	$185,193	$0	
NB16-006	Kaiser Rd & Springville Rd	Noyes	Crossing at North Bethany	$177,795	8/31/16	$177,795 Transfer to NB16-006A	$0	$177,795 Transferred to NB16-006A
NB16-006A	Kaiser Rd & Springville Rd	Noyes	Highlands at North Bethany	Transferred from NB16-006 $177,795	10/19/16	$177,795	$0	
NB16-008	Brugger Rd	DR Horton	Bethany Abbey Meadows No. 2 – Brugger Rd	$74,727	12/13/16	$74,727	$0	
NB16-009	Shackelford Rd	DR Horton	Bethany Abbey Meadows No. 2 – Shackelford Rd	$62,999	12/13/16	$18,828	$44,171	
NB16-004	Shackelford Rd	DR Horton	Bethany Abbey Heights No.2		9/02/16	$1,385	$0	
NB16-009	Shackelford Rd	DR Horton	Bethany Abbey Meadows No.2		12/13/16	$44,171	$0	
NB17-001	Shackelford Rd	Noyes	Highlands at North Bethany	$133,968	2/2/18	$133,968	$0	

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 20-21	Credit Remaining 6/30/21	Notes
NB18-001	Kaiser Rd & Brugger Rd	DR Horton	North Bethany Commons	$310,681	3/8/18	$85,844 Transfer to NB18-001A	$140,472	$84,365 Transferred to NB18-001A
NB18-001A	Kaiser Rd & Brugger Rd	DR Horton	Bethany Abbey Meadows No.2	Transferred from NB18-001 $84,365	3/14/18	$84,365	$0	Transferred from NB18-001
NB18-002	Brugger Rd	DR Horton	Orchards at Abbey Creek	$304,491	12/13/18	$297,931	$6,561	
NB18-003	Brugger Rd	DR Horton	Vineyards at Abbey Creek	$136,578	12/13/18	$134,048	$0	$2,530 Transferred to NB18-003A
NB18-003A	Brugger Rd	DR Horton	North Bethany Commons	$2,530 Transferred from NB18-003	12/17/17		$2,530	
NB18-004	Brugger Rd	DR Horton	Abbey Crest	$132,561	12/13/18	$132,561	$0	
NB18-005	Brugger Rd	DR Horton	Abbey Ridge	$19,680	12/13/18	$19,116	$0	$564 Transferred to NB 18-005A
NB18-005A	Brugger Rd	DR Horton	North Bethany Commons	$564 Transferred from NB18-005	6/19/19		$564	
NB19-001	Kaiser Rd	Beaverton School District	BSD Kaiser K5 Elementary	$83,874	5/3/19	$83,874	$0	
NB19-002	Kaiser Rd	Polygon WLH	Bethany Creek Park	$134,171	4/25/19	$134,171	$0	$134,171 Transferred to NB19-002A
NB19-002A	Kaiser Rd	Polygon WLH	Ridgeline 1, 2 and 3	$134,171 Transferred from NB19-002	5/23/19	$134,171	$0	
NB19-003	Shackelford Rd	Noyes	Highlands at North Bethany	$623,801	6/3/19	$19,680	$604,121	$19,680 Transferred to NB19-003A
NB19-003A	Shackelford Rd	Noyes	Highlands at North Bethany	$19,680 Transferred from NB19-003	6/10/16	$19,680	$0	
NB 18-001	Kaiser Rd & Brugger Rd	DR Horton	North Bethany Commons	$171,573	3/8/18	$33,216	$138,357	
NB 18-002	Brugger Rd	DR Horton	Orchards at Abbey Creek		12/13/18	$6,560	$0	$6,560 Transferred to NB18-002A
NB 18-002A	Brugger Rd	DR Horton	Orchards at Abbey Creek	$6,560 Transferred from NB 18-002	9/26/19		$6,560	
NB 18-003A	Brugger Rd	DR Horton	North Bethany Commons				$2,530	
NB 18-005A	Brugger Rd	DR Horton	North Bethany Commons				$564	

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 20-21	Credit Remaining 6/30/21	Notes
NB 19-003	Shackelford Rd	Noyes	Highlands at North Bethany		6/3/19	$188,605	$415,516	
NB 18-001	Kaiser Rd & Brugger Rd	DR Horton	North Bethany Commons		3/8/18	$138,357	$0	
NB 18-002A	Brugger Rd	DR Horton	Orchards at Abbey Creek		9/26/19	$6,560	$0	
NB 18-003A	Brugger Rd	DR Horton	North Bethany Commons		6/17/19	$2,530	$0	
NB 18-005A	Brugger Rd	DR Horton	North Bethany Commons		6/17/19	$564	$0	
NB 19-003	Shackelford Rd	Noyes	Highlands at North Bethany		6/3/19	$188,341	$227,175	
FY 20-21 Total				**$0**		**$336,352**	**$227,299**	
Total (FY 14-15 through FY 20-21)				**$3,948,791**		**$3,721,491**	**$227,299**	

* Credits from prior fiscal years are shown in gray.

Credits are an important component of the NBTSDC. The credits issued represent investments that have occurred on NBTSDC eligible facilities. The credits used represent potential revenue that has been invested as improvements in lieu of cash receipts.

Construction Cost Index

The NBTSDC index adjustment provides an automatic non-discretionary adjustment to reflect changes in construction costs. The adjustment occurs on July 1 of each year and no Board action is necessary or required. The NBTSDC Construction Cost Index follows the Transportation Development Tax (TDT) Construction Cost Index. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary

Total NBTSDC activity is summarized in Table 9. It includes revenue from the charge, interest earned and credits issued. Interest for FY 2014-15 and FY 2015-16 was combined based on information provided by accounting. The revenue, interest and credits issued result in **$13,956,083** in total activity from the North Bethany Transportation System Development Charge through June 30, 2021.

Table 9: NBTSDC Total Activity (Revenue plus Credits Issued)

Fiscal Year	NBTSDC Revenue	Interest Earned	Credits Issued	Total Activity
FY 2014-15	$867,675		$258,219	$1,125,894
FY 2015-16	$1,987,137	$14,069	$679,976	$2,681,182
FY 2016-17	$1,512,326	$9,811	$1,130,791	$2,652,928
FY 2017-18	$2,598,573	$50,885	$444,649	$3,094,107
FY 2018-19	$1,327,488	$166,764	$1,435,156	$2,929,408
FY 2019-20	$341,213	$80,078	$0	$421,291
FY 2020-21	$1,034,167	$17,106	$0	$1,051,273
Total	**$9,668,579**	**$338,713**	**$3,948,791**	**$13,956,083**

North Bethany Funding Plan Revenue Source Summary

Table 10 summarizes the North Bethany Funding programs through June 30, 2021.

Table 10: Summary of North Bethany Revenue Sources

	Anticipated in Funding Plan	Actual though June 30, 2021[1]
Major Streets Transportation Improvement Program (MSTIP)*	$10,000,000	$10,000,000
Transportation Development Tax (TDT)**	$21,778,574	$9,599,620
North Bethany County Service District for Roads (NBCSD)	$13,354,670	$3,170,828
North Bethany Transportation System Development Charge (NBTSDC - includes credits issued)	$22,466,756	$13,956,083
Pre-Existing Trust & Agency	$1,400,000	$1,400,000
Total	**$69,000,000**	**$38,126,531**

1) Includes revenue plus interest and credits

* Assumes the MSTIP allocation committed to the North Bethany Funding Plan.

** Estimated from NBTSDC receipts plus credits

Review of North Bethany Development

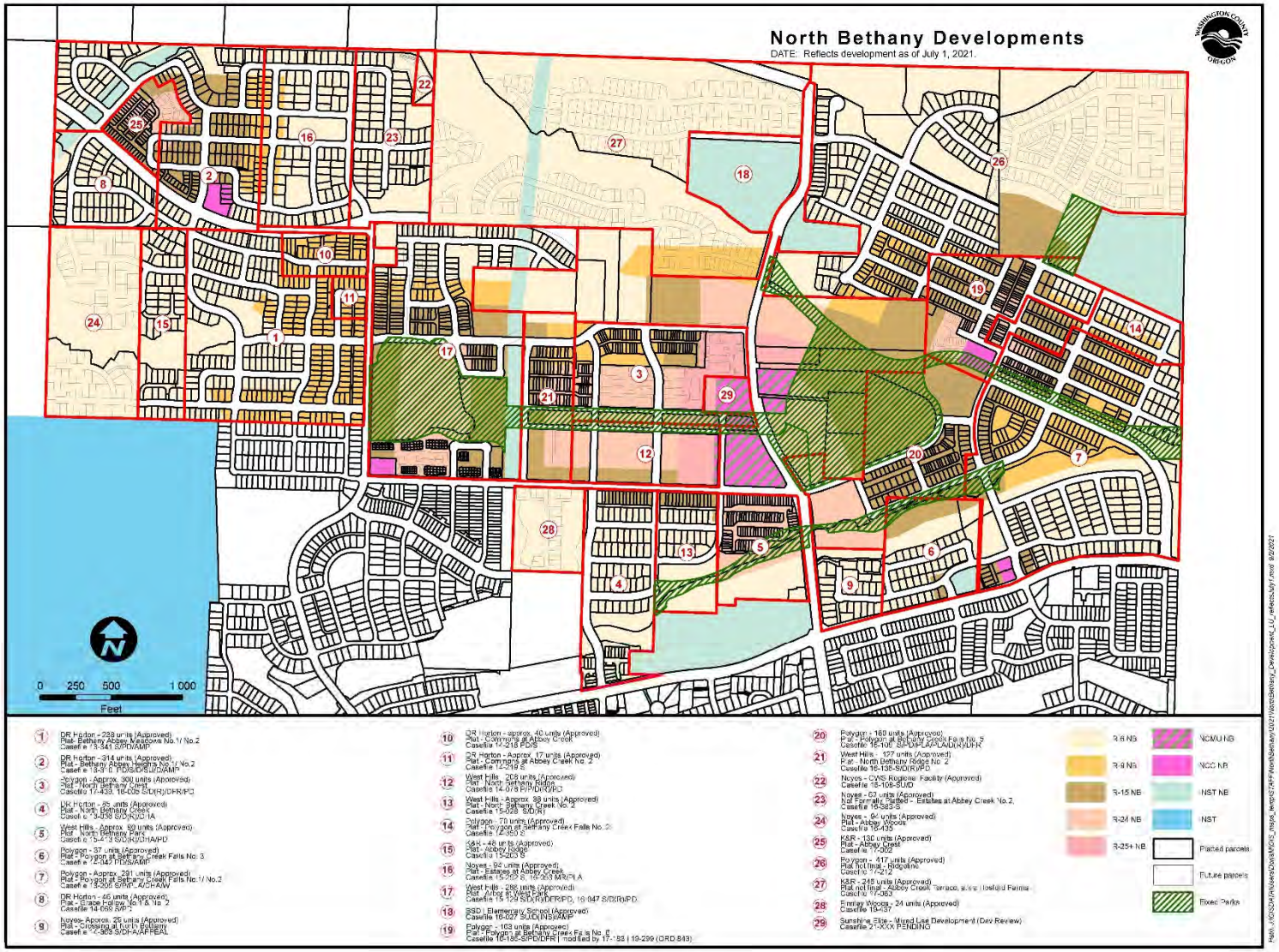
Prior to FY 14-15, no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 3,700 residential units (single-family, attached and multi-family) have been approved. Construction within these approved developments has begun and over 2,200 units have been issued permits or final approval prior to June 30, 2021.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the North Bethany Funding Plan may not necessarily occur until after development construction begins. This is due to the fact that some TDT (or NBTSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and NBTSDC) at time of final building permit (or deferred to occupancy)
- Increased valuation and payment of property taxes (NBCSD revenue)

Figure 2, displays the land use approval status as of June 30, 2021.

Figure 2: Development as of June 30, 2021



North Bethany Development Analysis

As shown in Figure 2, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Table 11 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2021.

Table 11: Residential Development

Unit Type	Units Expected in Funding Plan	Units Approved, June 30, 2021	Units Permitted or Final, June 30, 2021
Single Family Detached	1,437	2,886* (97%)	1,334 (93%)
Single Family Attached	1,534		386 (25%)
Multifamily	1,218	790** (65%)	547 (45%)
Total	**4,189**	**3,676 (88%)**	**2,267 (54%)**

*Single Family residential approvals are not distinguished between attached and detached structures

Approximately 88% of the development expected in the North Bethany Funding Plan has been approved. The development approvals cover approximately 90% of the total North Bethany Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 10% of the land area remains developable, much of that is in the commercial center along Kaiser Road, which may have a higher development density, but will include commercial, as well as residential land use. Also, some of the remaining developable area includes lands with environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the North Funding Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.

North Bethany Non-Residential Development

Non-residential development must also pay appropriate charges in the North Bethany Funding Plan. The majority of the development is expected to be residential. As non-residential development is completed and pays the appropriate charges these contributions will be included in the future North Bethany Funding Plan reports.

North Bethany Road Project Analysis

As of June 30, 2021, one capital project had been completed and credits had been issued for parts of several other projects. Several other projects were underway and/or been submitted for credit eligibility review. Table 12 shows the North Bethany Road projects the investment in thus far in each and credit vouchers related to that investment through June 30, 2021 and Figure 3 shows the same roadway improvements in a map form.

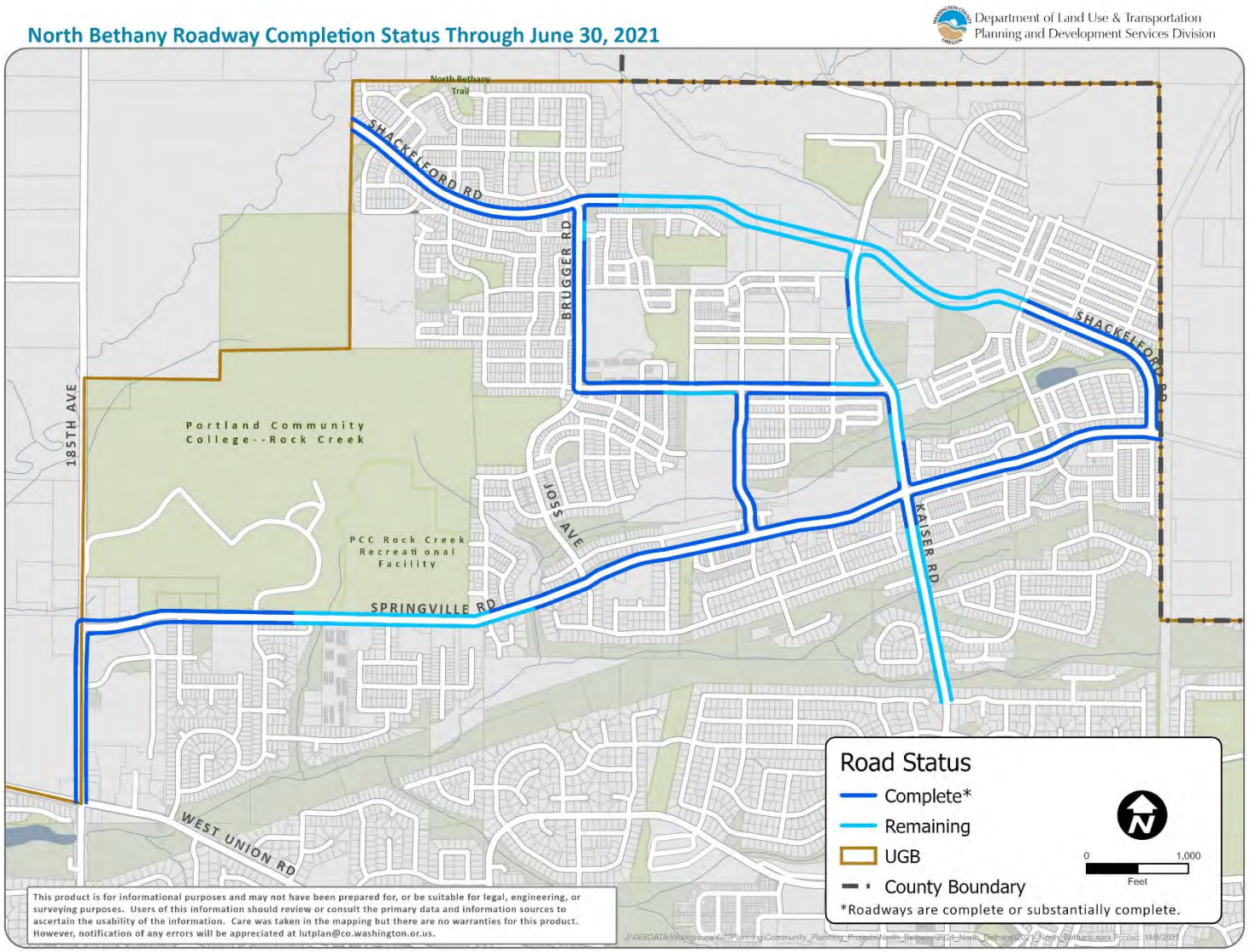
Table 12: North Bethany Road Project Analysis

Project Number	Road	Extent	Total Cost Estimate	Percent Complete*	Investment**	Credit Vouchers Issued/ Other Funding
1	Shackelford Rd	West Boundary to Joss	$9,300,000	16%	$1,490,540	TDT15-05 TDT15-06 NB15-001 NB15-002 NB-007 NB16-004 NB16-009 NB17-001
2	Shackelford Rd	Joss to Kaiser	$8,800,000	4%	$359,757	NB19-003 TDT19-07 TDT19-08
3	Springville Rd	185th to Joss	$11,100,000	90%	$9,996,031	TDT MSTIP 3d-HG NB Co Svc Dist URMD
4	Springville Rd	Joss to Kaiser	$3,600,000	25%	$886,686	TDT14-04 URMD Safety NB Co Svc Dist
5	Springville Rd	Kaiser to Countyline	$0			
6	Kaiser Rd	Shackelford to Springville	$7,800,000	17%	$1,306,585	NB16-006 NB18-001 NB19-001 NB19-002 TDT18-03 TDT19-02 TDT19-05 TDT19-07
7	185th Ave	Springville to West Union	$4,500,000	40%	$1,792,652	TDT MSTIP 3d-HG
8	Shackelford	Kaiser to Countyline	$0	N/A	$185,193***	NB16-003
9	Shackelford Rd	½ Bridge over Rock Creek	$7,300,000			
10	185th and Springville	Realignment	$900,000	100%	$900,000	MSTIP 3d-HG TDT
11	Kaiser Rd	Springville to Bethany	$6,100,000			
12	Brugger Rd	Joss to Kaiser	$3,200,000	18%	$588,857	NB14-02 NB16-008 NB18-001 NB18-002 NB18-003 NB18-004 NB18-005

Project Number	Road	Extent	Total Cost Estimate	Percent Complete*	Investment**	Credit Vouchers Issued/ Other Funding
						TDT18-06
13	Joss Rd	Shackelford to Arbor	$4,100,000	11%	$461,604	NB15-003 NB16-001 NB16-002 NB18-002 NB18-003 NB18-004 NB18-005
14	P15 / Oats / 160th	Springville to Brugger	$2,300,000	100%	$2,480,397	NB14-01 MSTIP (Loan)
		Total	**$69,000,000**	**29%**	**$20,263,109**	

* As of June 30, 2021. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.
** Includes public construction and/or credits issued.
*** NBTSDC Credits were issued, but not counted in total since no funding had been allocated for this project.

Figure 3: North Bethany Road Improvements



North Bethany Project Costs

Washington County engineering staff has been diligently working with the development community to coordinate and implement funded projects. North Bethany transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2021. It is the recommendation of this report to continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Project costs for North Bethany roads should continue to be independently monitored. If the project costs increase faster in North Bethany than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The North Bethany Funding Plan assumed that development would occur in North Bethany in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, development timing was not known.

The North Bethany Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2021 that is not included in this report. The ongoing rapid development of the North Bethany Subarea is recognized as a response to existing market conditions. It is unknown if this is a short-term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the North Bethany Funding Plan for Fiscal Year 2021-22.

This report provides three recommendations:

1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.
2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2021-22.

North Bethany Project Tracking

Credit Issued or Other Funds Spent

Project No.	Road	Extent	Total Cost Estimate	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	Cumulative Total	Cumulative Percent Complete	2014-15 Credit Vouchers Issued/Other	2015-16 Credit Vouchers Issued/Other	2016-17 Credit Vouchers Issued/Other	2017-18 Credit Vouchers Issued/Other	2018-19 Credit Vouchers Issued/Other	2019-20 Credit Vouchers Issued/Other	2020-21 Credit Vouchers Issued/Other
1	Shackelford Rd	West Boundary to Joss	$9,300,000	$ -	$ 720,196	$ 636,376	$ 133,968				$ 1,490,540	16.0%		TDT15-05 TDT15-06 NB15-001 NB15-002	NB-007 NB16-004 NB16-009	NB17-001			
2	Shackelford Rd	Joss to Kaiser	$8,800,000	$ -				$ 214,778	$ 144,979		$ 359,757	4.1%					NB19-003 TDT19-07	TDT19-08	
3	Springville Rd	185th to Joss	$11,100,000	$ 118,833	$ 1,237,792	$ 2,126,937	$ 4,432,876	$ 44,162	$ 2,035,431		$ 9,996,031	90.1%	TDT	MSTIP 3d-HG TDT	MSTIP 3d-HG	TDT MSTIP 3d-HG NB Co Svc Dist	TDT	MSTIP 3d-HG TDT	
4	Springville Rd	Joss to Kaiser	$3,600,000	$ 160,393			$ 31,932	$ 386,686	$ 307,675		$ 886,686	24.6%	TDT14-04			URMD Safety Imp	NB Co Svc Dist URMD	URMD Safety Imp	
5*	Springville Rd	Kaiser to Countyline	$0	$ -							$ -								
6	Kaiser Rd	Shackelford to Springville	$7,800,000	$ -		$ 177,795	$ 207,325	$ 921,465			$ 1,306,585	16.8%			NB16-006	NB18-001	NB19-001 NB19-002 TDT18-03 TDT19-02 TDT19-05 TDT19-07		
7	185th Ave	Springville to West Union	$4,500,000	$ -			$ 1,792,652				$ 1,792,652	39.8%				TDT MSTIP 3d-HG			
8*	Shackelford	Kaiser to Countyline	$0	$ -		$ 185,193					$ 185,193				NB16-003				
9	Shackelford Rd	½ Bridge over Rock Creek	$7,300,000	$ -							$ -	0.0%							
10	185th and Springville	Realignment	$900,000	$ -		$ 450,000	$ 450,000				$ 900,000	100.0%			MSTIP 3d-HG TDT	MSTIP 3d-HG			
11	Kaiser Rd	Springville to Bethany	$6,100,000	$ -							$ -	0.0%							
12	Brugger Rd	Joss to Kaiser	$3,200,000	$ 77,822		$ 74,727	$ 103,356	$ 332,952			$ 588,857	18.4%	NB14-02		NB16-008	NB18-001	NB18-002 NB18-003 NB18-004 NB18-005 TDT18-06		
13	Joss Rd	Shackelford to Arbor	$4,100,000	$ -	$ 165,231			$ 296,373			$ 461,604	11.3%		NB15-003 NB16-001 NB16-002					
14	P15 / Oats / 160th	Springville to Brugger	$2,300,000	$ 2,480,397							$ 2,480,397	107.8%	NB14-01 MSTIP (Loan from SD)						
		Total	**$69,000,000**	**$ 2,837,445**	**$ 2,123,219**	**$ 3,651,028**	**$ 7,152,109**	**$ 2,196,416**	**$ 2,488,085**	**$ -**	**$ 20,448,302**	29.6%							
* Funding plan anticipated these projects (#5 and #8) would be funded through developmen											**$ 20,263,109**	29.4%	Projects #5 and #8 removed						
		TDT Project	TDT Exp/Credits	$ 279,226	$ 212,380	$ 769,525	$ 494,282	$ 979,259	$ 1,430,225		**$ 4,164,897**								
		Partial TDT Project																	

Appendix D:
Bonny Slope West
Transportation System Development Charge
Annual Report - Fiscal Year 2020-2021

Introduction

The Bonny Slope West Transportation System Development Charge (SDC) became effective January 19, 2016. It is a component of the larger Bonny Slope West Funding Plan, which was adopted by the Board of County Commissioners on October 6, 2015. The purpose of the Bonny Slope West Transportation SDC is to fund new or improved transportation infrastructure necessary to serve the Bonny Slope West Subarea.

This summary of account activity serves as the required Annual Report for the Bonny Slope West Transportation SDC for Fiscal Year 2020-2021. The intent of the report is two-fold:

1) Assess the overall Funding Plan and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.

2) Provide a detailed accounting of the Bonny Slope West Transportation System Development Charge activity during Fiscal Year 2020-21.

BONNY SLOPE WEST TRANSPORTATION SDC FY 2020-2021 SUMMARY

	FY 2020 -2021
Starting Balance 7/1/2020	$1,644,960
Revenue	$884,040
Transfer from TDT fund	$1,798,703
Investment Earnings	$28,678
Expenditures	$43,353
Ending Balance 6/30/2021	$4,313,028

No credits have been issued and no projects have been completed prior to June 30, 2021.

Washington County
Department of Land Use & Transportation • Planning and Development Services
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Bonny Slope West Transportation System Development (BSWTSDC) Charge Summary

Total BSWTSDC revenue activity is summarized in Table 1. It includes revenue from the charge, interest earned and credits issued. The revenue, interest and credits issued result in **$4,343,768** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2021.

Table 1: BSWTSDC Total Activity (Revenue plus Credits Issued)

Fiscal Year	BSWTSDC Revenue	Interest Earned	Transfers (from TDT)	Credits Issued	Total Activity
FY 2017-18	$531,156	$2,847	$0	$0	$534,003
FY 2018-19	$387,023	$20,209	$0	$0	$407,232
FY 2019-20	$672,091	$19,020	$0	$0	$691,112
FY 2020-21	$884,040	$28,678	$1,798,703	$0	$2,711,421
Total	**$2,474,310**	**$70,754**	**$1,798,703**	**$0**	**$4,343,768**

Total BSWTSDC expenditure activity is summarized in Table 2. It includes expenditures for administration and other costs (e.g. credit card charges, mailing). The expenditures result in **$78,056** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2021.

Table 2: BSWTSDC Expenditures

Fiscal Year	Administration	Other	Total Activity
FY 2017-18	$4,291	$11,497	$15,788
FY 2018-19	$1,416	$4,277	$5,693
FY 2019-20	$10,425	$2,797	$13,222
FY 2020-21	$3,324	$40,029	$43,353
Total	**$19,456**	**$58,600**	**$78,056**

Bonny Slope West Funding Plan Revenue Source Summary

Table 3 summarizes the Bonny Slope West Funding programs through June 30, 2021.

Table 3: Summary of Bonny Slope West Revenue Sources

	Anticipated in Funding Plan	Actual though June 30, 2021[1]
Transportation Development Tax (TDT)*	$3,649,500	$1,798,703
Bonny Slope West Transportation System Development Charge (BSWTSDC - includes credits issued)	$4,635,000	$2,474,310
Major Streets Transportation Improvement Program (MSTIP)**	$2,665,500	$0
Total	**$10,950,000**	**$4,273,013**

[1] Includes revenue plus interest and credits
* Estimated from BSWTSDC receipts plus credits
** Assumes the MSTIP allocation committed to the Bonny Slope West Funding Plan

Review of Bonny Slope West Development

Prior to FY 17-18, no development had occurred in the Bonny Slope West Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the

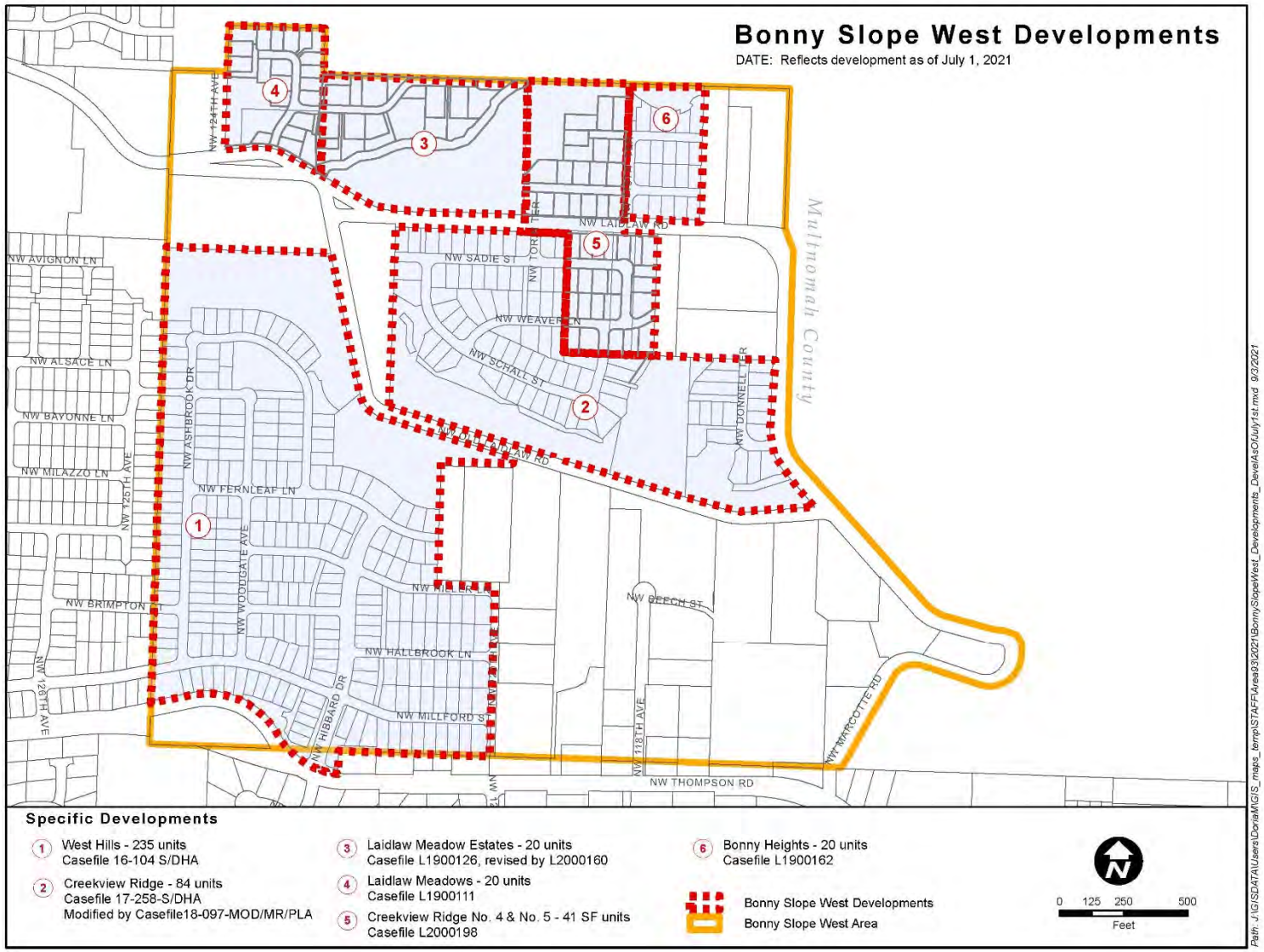
Subarea and 420 residential units (single-family) have been approved. Construction within these approved developments has begun and 307 units were issued permits or final approval prior to June 30, 2021.

While a significant portion of the overall residential development has been approved, contribution/payment toward the three funding programs included in the Bonny Slope West Funding Plan may not necessarily occur until development construction. This is due to the fact that TDT (or BSWTSDC) fees are generally paid at time of building permit and in some cases can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and BSWTSDC) at time of final building permit (or deferred to occupancy in some cases)

Figure 1, displays the land use approval status as of June 30, 2021.

Figure 1: Development as of June 30, 2021



Bonny Slope West Development Analysis

As shown in Figure 1, considerable development has been approved. However, some of it is not yet constructed or has yet to contribute toward the Bonny Slope West Funding Plan. Table 4 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2021.

Table 4: Residential Development

Unit Type	Units Expected in Funding Plan	Units Approved, June 30, 2021	Units Permitted or Final, June 30, 2021
Single Family Detached	600	420 (70%)	307 (51%)

Approximately 70% of the development expected in the Bonny Slope West Funding Plan has been approved. The development approvals also cover approximately 53% of the total Bonny Slope West Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 47% of the land area remains developable, much of the remaining developable area includes smaller parcels and lands that may have environmental or other restrictions.

Given the remaining land area available, it is expected that the units in the Bonny Slope West Plan can be reasonably achieved. It is the recommendation of this report to continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope Funding Plan.

Bonny Slope West Road Project Analysis

As of June 30, 2021, no capital projects had been completed and only one credit had been issued for a portion of the Thompson Road identified project. Table 5 shows the Bonny Slope West Road projects investment through June 30, 2021.

Table 5: Bonny Slope West Road Project Analysis

Project Number	Road	Extent	Total Eligible Cost ***	Percent Complete*	Investment**	Credit Vouchers Issued/Other Funding
1	Thompson Rd	Saltzman Rd to Marcotte Rd	$4,000,000	3%	$142,870	TDT20-03 URMD Safety
2	Laidlaw Rd	Saltzman Rd to Marcotte Rd	$5,400,000	0%	$0	
3	Marcotte Rd	Laidlaw Rd to Thompson Rd (ROW only)	$350,000	0%	$0	
4	Saltzman Rd	Laidlaw Rd to Thompson Rd	$1,200,000	0%	$0	
		Total	**$10,950,000**	**1%**	**$142,870**	

* As of June 30, 2021. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

** Includes public construction and/or credits issued.

*** Reflects total eligible project cost per Bonny Slope West ordinance project list. Overall project cost may be higher.

Bonny Slope West Project Costs

Bonny Slope West Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2021. It is the recommendation of this report to continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Project costs for Bonny Slope West roads should continue to be independently monitored. If the project costs increase faster in Bonny Slope West than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The Bonny Slope West Funding Plan assumed that development would occur in Bonny Slope West in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, additional information about the timing of development was not known.

The Bonny Slope West Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2021 that is not included in this report. The ongoing rapid development of the Bonny Slope West Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the Bonny Slope West Funding Plan for Fiscal Year 2021-22.

This report provides three recommendations:

1. Continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope West Funding Plan.
2. Continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for Bonny Slope West roads, if the project costs increase faster in Bonny Slope West than the countywide TDT index, consider adjustments.
3. Update this review of the Bonny Slope West Funding Plan in Fiscal Year 2021-22.

Washington County
Oregon

Transportation Development Tax

Fiscal Year 2019-2020
Annual Report

July 1, 2019 through June 30, 2020

Washington County
Department of Land Use
& Transportation

December 2020

Board of County Commissioners

Kathryn Harrington, Chair
Dick Schouten • Pam Treece • Roy Rogers • Jerry Willey

Department of Land Use & Transportation

Stephen Roberts, Director
Andy Back, Manager, Planning and Development Services
Joe Younkins, Capital Projects Services Division Manager
Stacy Shetler, County Engineer
Erin Wardell, Principal Planner

Project Staff

Julie Sosnovske, Senior Transportation Planner
Steve Kelley, Senior Planner
Juli Mills, Senior Management Analyst
Marlene de Villa, Senior Accounting Assistant
Cindy Downey, Management Analyst II
Joseph Hayes, GIS Analyst
Doria Mateja-Stellmacher, GIS Technician III
Sheila Giambrone, Senior Administrative Manager
VJ Prasad, Senior Information Systems Analyst

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155 N. First Avenue, Suite 350-14, Hillsboro, OR 97214-3072

TRANSPORTATION DEVELOPMENT TAX

FISCAL YEAR 2019-2020 ANNUAL REPORT

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Appendix A: TDT Project List Expenditures

Appendix B: TDT Transit Project List Expenditures

Appendix C: North Bethany Funding Plan Report

Appendix D: Bonny Slope West System Development Charge Annual Report

I. EXECUTIVE SUMMARY

The Washington County Transportation Development Tax (TDT) is a one-time, countywide tax on development that functions like a System Development Charge (SDC). The TDT was approved by Washington County voters in 2008 and became effective July 1, 2009. It replaced a previous charge called the Traffic Impact Fee (TIF) and effectively doubled rates with the intent of increasing investments in growth-accommodating transportation infrastructure. Uniform TDT rates apply across all local jurisdictions within Washington County – incorporated, unincorporated, urban and rural. TDT charges are calculated according to the type and size of development and are based on formulas in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Some development applicants are able to reduce their TDT obligation by deducting for previous land uses or by building public improvements. Additional discounts and delays in the full phase-in of TDT rates were subsequently adopted by the Board of County Commissioners in response to the economic downturn of the late 2000s. On August 5, 2014 the Board of County Commissioners adopted A-Engrossed Ordinance No. 793, which ended the temporary discounts, effective October 1, 2014.

This annual report is required by county code based on state statutes governing SDCs. Highlights of TDT activity in Fiscal Year (FY) 2019-20 (July 1, 2019 through June 30, 2020) include the following:

- Washington County and the cities collected **$18.5 million in TDT cash proceeds**, almost the same as the previous fiscal year ($18.3 million), but still showing general overall growth since TDT was adopted in 2009.

- The county and cities issued **TDT credits with a total value of $23.5 million**, which is about 45 percent higher than the value of credits issued in FY 2018-19 ($16.1 million).

- County and city TDT accounts collectively generated almost **$2.7 million in interest and investment income.**

- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as **"total TDT activity," was approximately $50.2 million**, a significant increase (about 35 percent) from the previous fiscal year ($37.2 million).

- The cities and unincorporated Washington County collectively **invested about $20.1 million in TDT funds for transportation capital projects**. Hillsboro invested the most TDT funds, totaling over $5.6 million for improvements. Countywide, more than **$42 million in other revenue** (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.

- **Administration and compliance expenditures totaled approximately $2.1 million**. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT.

- TDT accounts across the county had a **total balance of over $125 million** on June 30, 2020.

II. TDT POLICY REVIEW

Reporting Requirements

This report fulfills State of Oregon statutory requirements for SDC reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in Washington County code section 3.17.140. These requirements include:

- Annual accounting, showing total revenues and expenditures over the past fiscal year;
- A list of projects that were funded by the TDT in the past fiscal year;
- The amount of funds spent (from TDT and from other sources) on each project; and
- The amount of funds attributed to administration of the TDT.

County code also requires this report to consider whether additional revenues should be generated to provide extra capacity improvements needed to address new development, and whether revenues exceed identified demands. In so doing, the county must consider:

- Construction of facilities on the project list by federal, state or other revenue sources;
- Receipt of unanticipated funds from other sources for construction of facilities on the project list;
- New information provided by the Institute of Transportation Engineers adjusting trip rates; and
- The impact of TDT credits.

Transportation Development Tax Overview

On November 4, 2008 Washington County voters approved the TDT, with 70.25 percent of voters in favor. The TDT is governed by Washington County Code section 3.17 as instituted by A-Engrossed Ordinance No. 691 as amended. In addition, the TDT is governed by Oregon Revised Statutes 223.297 through 223.314.

The TDT replaced the previous countywide charge, known as the Traffic Impact Fee (TIF), passed in 1990. The TDT, effective July 1, 2009, increased the rates and updated and clarified various procedures. The TDT essentially doubled the transportation SDC developers pay for the impacts new development has on the transportation system. The TDT is imposed on all development within Washington County, including inside the cities. The cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville have each signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly discussed and reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, county commissioners and other elected officials representing local governments.

The TDT is based on the average traffic generated by each type of development, as estimated in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 7th Edition*. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects, shown on an

official TDT Capital Improvement Project List ("TDT Project List") maintained by the county, are generally limited to improvements on major roads (arterials and collectors) and selected transit capital projects. Examples of eligible projects include roadway expansions, intersection improvements, sidewalks, bike lanes and bus stop enhancements. Developers may receive credits to help offset their TDT obligation if they construct eligible transportation improvements on the TDT Project List. Partial credit is allowed for improvements to arterials and collectors that are not on the list.

Rate Phase-In, Discounts and Other Policy Changes

The county initially intended to phase in TDT rates over a four-year period, with rates stepping up each year and the full rate taking effect on July 1, 2012. However, in response to the "Great Recession" and subsequent slow recovery, the county took deliberate steps to phase in TDT rates more slowly, apply additional discounts, and provide other accommodations. Accordingly, the Board of County Commissioners ("the Board") approved the following ordinances.

Ordinance 729

Ordinance 729 was developed conceptually by the WCCC and adopted by the Board, effective December 1, 2009. The primary effect of Ordinance 729 was to discount the TDT rates during the phase-in period (through June 30, 2012). The ordinance helped alleviate the impact that national economic conditions had on the development industry. The provisions of Ordinance 729 did the following:

- Established a 20 percent discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10 percent discount for charges paid between July 1, 2010 and June 30, 2011.
- Established a 5 percent discount for charges paid between July 1, 2011 and June 30, 2012.
- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discounted rate and the original rate. Refunds totaling $148,650 were actually issued countywide.
- Amended Washington County code section 3.17.080 to specify that pre-existing TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Because the discounts applied to pre-existing step increases, the effective discounts were even greater compared to the fully phased-in rate. For example, the TDT rate for a single-family home was 55 percent, 36 percent and 19 percent of the fully phased-in rate during the respective fiscal years.

Ordinance 741

During the fall and winter of 2010, county staff worked with the cities and other parties to provide more temporal flexibility in the "previous use" definition within the TDT. Ordinance 741 was adopted July 26, 2011 and became effective August 26, 2011. Under the original TDT ordinance, a previous use was defined as "the most intensive lawful, permitted use existing at a particular property within the past 36 months prior to the date of application for a building permit." Ordinance 741 changed that time frame to

"on or after January 1, 2005 but not more than ten years." By expanding this window of time, development applicants theoretically have more opportunities to reduce their TDT obligation by claiming a previous use and subtracting the prior use's TDT from the TDT obligation of the new use.

A-Engrossed Ordinance 746

A-Engrossed Ordinance 746, approved January 17, 2012, delayed the final step increase that would have brought rates to the top level on July 1, 2012. Instead, implementation of the top rates was delayed until as late as July 1, 2015, with the FY 2011-12 rates to be maintained in the interim. These interim rates were approximately 20 percent below the top rates.

A-Engrossed Ordinance 746 provided the Board two opportunities to remove the rate cap early and allow the final step-increase of TDT to occur on July 1, 2013 or July 1, 2014. It required the Board to hold a public hearing no later than April 30 of the respective year to determine whether the discount should be continued or terminated. In making its determination, the Board had to consider the recommendation of the WCCC.

In April 2013 the Board decided to leave the discount in place. In April 2014 the Board decided to maintain the discount tentatively but directed staff to develop a new ordinance that would implement full rates sometime between July 1, 2014 and July 1, 2015. The result, A-Engrossed Ordinance No. 793, is described later in this section.

A-Engrossed Ordinance 746 also adopted minor administrative changes that:

- Established procedures to replace Construction Cost Index factors when specific information sources are no longer available;
- Required any request to defer payment of TDT to occupancy to be signed by the owner of the property; and
- Established administrative provisions for uncollectable taxes.

Ordinance 751

On June 19, 2012, at the request of the WCCC, the Board considered and adopted Ordinance 751, which established an additional TDT discount for certain building reuses. Effective July 19, 2012, the ordinance established a 50 percent or 75 percent discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to a use with a TDT rate that is calculated per thousand square feet of gross floor area or gross leasable area – primarily commercial and industrial uses. Discounts are applied to the first 5,000 square feet of floor area, and are calculated at 50 percent for buildings three years or older, and 75 percent for buildings 20 years or older. The discount is intended to encourage small- to medium-sized renovation or redevelopment of vacant buildings and spaces. The discount was set to expire on June 30, 2015 but was later extended indefinitely by A-Engrossed Ordinance No. 793.

In FY 2019-20 several developments used the change-in-use discount, including four in Beaverton, one in Cornelius, four in Tigard, one in Hillsboro and two in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2019-20 was about $295,000.

A-Engrossed Ordinance No. 793

A-Engrossed Ordinance No. 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- Ended the temporary discount on TDT rates that was established by Ordinance 729 in 2009, extended by A-Engrossed Ordinance 746 in 2012, and continued through Board resolutions in 2013 and 2014.

- Adjusted the timing of TDT calculations for applicants that have obtained building permits and have deferred some TDT until building occupancy. Applicants are now allowed to pay the TDT rate in effect at the time of building permit acquisition and TDT deferral. Prior to the effective date of A-Engrossed Ordinance No. 793 applicants that deferred payment to occupancy had to pay the rate that was in effect at the time of occupancy.

- Made permanent the Change-in-Use Discount enacted through Ordinance 751 in 2012. This discount was previously set to expire on July 1, 2015. This discount applies to existing, previously occupied buildings changing to certain commercial and industrial uses.

Construction Cost Index

The Construction Cost Index ("Index") provides an objective basis for adjusting TDT rates over time. It is a weighted index based on three factors: change in materials costs (weighted 50 percent), change in labor costs (weighted 30 percent) and change in right-of-way costs (weighted 20 percent), averaged over the last five years. The Index must be calculated and shared with the Board of County Commissioners annually no later than April 30. This gives the Board the opportunity to review the Index.

In 2013 county staff had to reformulate the Index because the Oregon Department of Transportation (ODOT) discontinued the cost trend report originally used to calculate the materials component of the index. After researching a number of alternatives and conferring with the WCCC, the ODOT index was replaced with the National Highway Construction Cost Index. The other two components of the Index, and the weighting of all three components, remained the same.

In 2018, the Index was adjusted again to account for FHWA updated NHCCI methodology and revised prior calculations based on the new procedures. FHWA staff believes the revised index more accurately represents construction costs. After researching impacts of the change and conferring with the WCCC, this new index was incorporated into the rate adopted by the Board of Commissioners on April 13, 2019. The rate was adjusted using the new index and adopted by the Board of Commissioners on April 21, 2020.

TDT Index History
Cost Change Index using the National Highway Construction Cost Index 2.0

YEAR	2013	2014	2015	2016	2017*	2018	2019
Index Components							
Materials Component							
National Highway CCI 2.0*	1.6130	1.6816	1.6984	1.6616	1.6752	1.7338	1.9088
% Annual Change	0.71%	4.25%	1.00%	-2.17%	0.82%	3.50%	10.09%
Avg. 5-Year Change	-0.29%	3.14%	3.39%	1.97%	0.92%	1.48%	2.65%
Labor Component							
BLS Employment Cost Index	118.6	120.7	123.4	124.9	128.3	132.4	137.0
% Annual Change	0.85%	1.77%	2.24%	1.22%	2.72%	3.20%	3.47%
Avg. 5-Year Change	1.35%	1.56%	1.67%	1.42%	1.76%	2.23%	2.57%
Right-of-Way Component							
Avg. Total Real Market Value	$ 407,690	$ 453,046	$481,670	$ 530,246	$581,558	$597,302	$614,277
% Annual Change	11.54%	11.13%	6.32%	10.08%	9.68%	2.71%	2.84%
Avg. 5-Year Change	-1.12%	2.18%	4.42%	7.31%	9.75%	7.98%	6.33%
5-year rolling average weighted index	**0.039%**	**2.474%**	**2.028%**	**2.875%**	**2.939%**	**3.005%**	**3.360%**

< - - - - - - - - - - - - Five-year running average - - - - - - - - - - - - >

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2020) was $9,269, up from the $8,968 charged between October 1, 2019 and June 30, 2020.

III. COUNTYWIDE FINANCIAL ANALYSIS

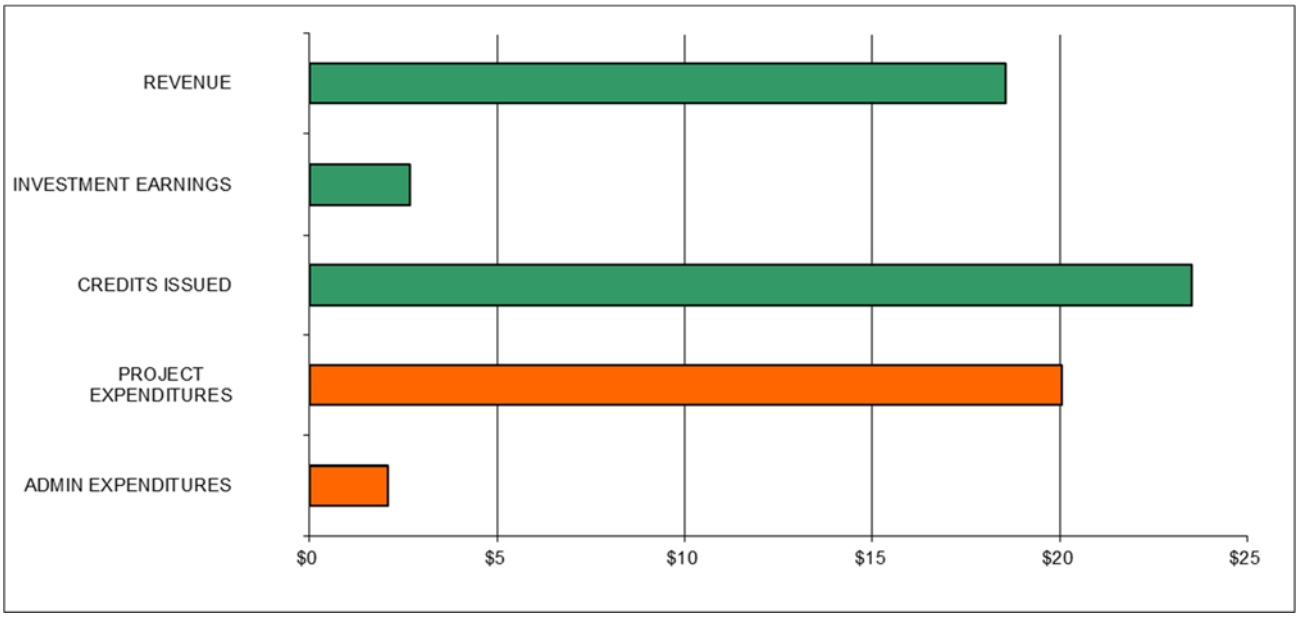
Countywide Total TDT Activity and Balance

In FY 2019-20, the county and cities collected $18,549,709 in TDT revenue. While this represents a nine percent decrease compared to the previous fiscal year, it follows overall development activity in Washington County and continues the expected growth since the program started in 2009. County and city TDT accounts earned interest amounting to $2,685,469. Jurisdictions issued 40 different credits totaling $23,510,294 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was $50,203,858 countywide in FY 2019-20.

Expenditures on capital projects (which may include design), totaled $20.1 million. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to about $2.1 million. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2020 were added together for all jurisdictions across the county, the total "account balance" would be over $125 million. That total does not include issued TDT credits or outstanding TDT credit balances. To date there has been significantly more TDT revenue than expenditures – a situation that will likely change in coming years as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2019-20.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2019-20
(Reported in millions of $'s)

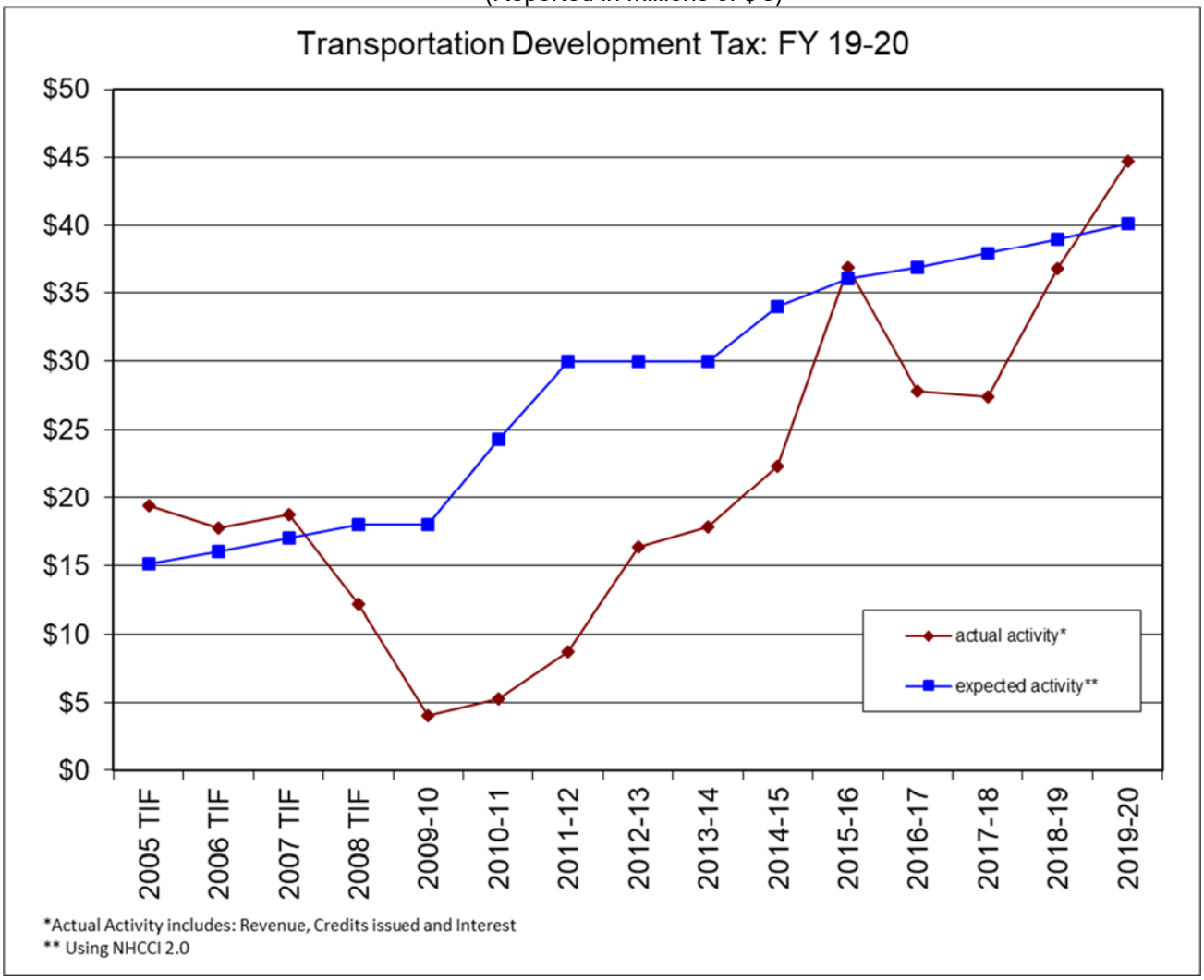


Actual vs. Expected Total TDT Activity

In 2008 the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues once the TDT was completely phased in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the Board approved Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate, and reduced TDT obligations for eligible redeveloping properties (as described in Section II). Based on pre-recession assumptions, "expected" total TDT activity for FY 2019-20 should have been around $40 million. Actual activity was $44.75 million, somewhat higher than that expectation. Total TDT activity in FY 2019-20 was up significantly (by about 21 percent) compared to FY 2018-19, showing continued overall growth since the program started in 2009.

Figure 2 compares actual annual TIF and TDT total activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent recovery are obvious in the graph. During the 2019-20 fiscal year, the total TDT activity is consistent with expected TDT activity anticipated in 2008.

FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY
(Reported in millions of $'s)

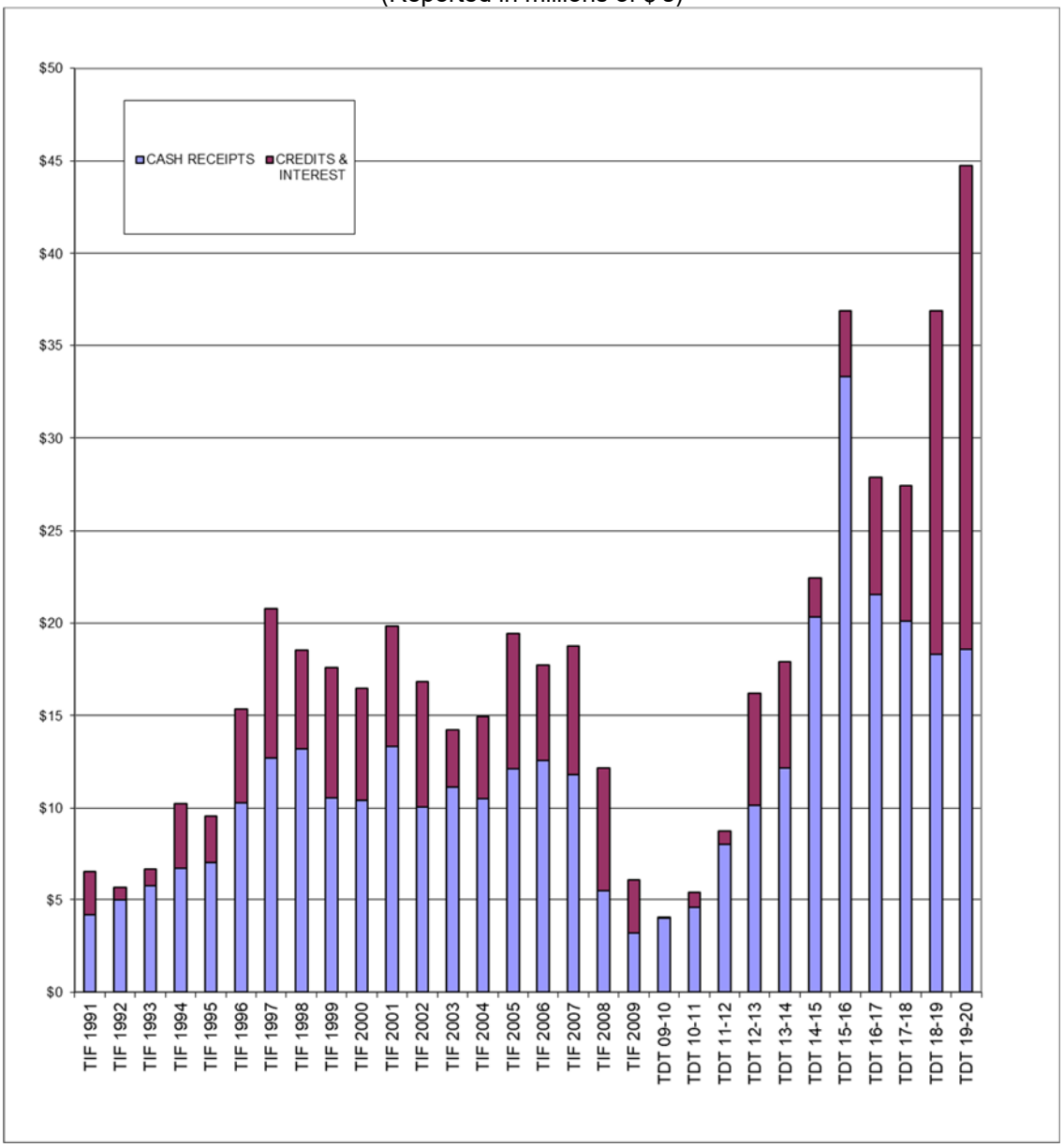


Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2019-20 with that of previous years, including TIF activity for calendar years prior to 2010. Prior to this year, FY 2015-16 had generated the most revenue and total activity since the TIF program went countywide in 1990. FY 2015-16 remains the year that has generated the most revenue. However, FY 2019-20 generated more total activity towards improvements of the transportation network due to credits issued. FY 2019-20 was the highest total activity year thus far, exceeding the record set in FY 2015-16.

FIGURE 3: ANNUAL PROGRAM COMPARISON

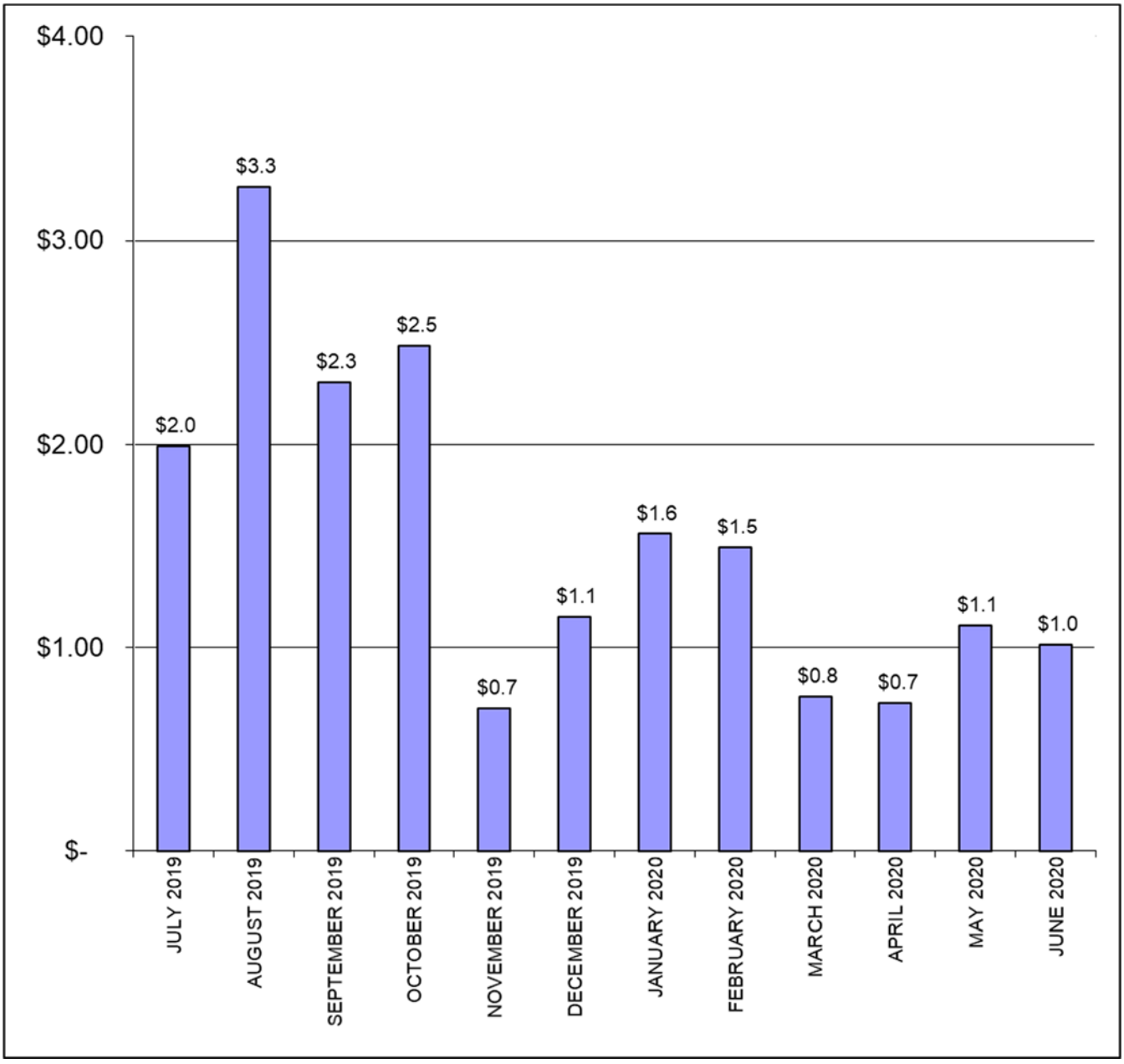
(Reported in millions of $'s)



TDT Payments by Month

TDT payments fluctuate by month, as depicted in Figure 4 below. Variations are due to the seasonality of the construction industry as well as occasional large TDT payments for major development projects. During FY 2019-20, revenue ranged from about $700,000 in November, 2019 and April, 2020, to about $3.3 million in August, 2019. Covid-19 likely kept TDT revenues lower than normal from March, 2020 on.

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2019-20
(Reported in millions of $'s)



Interest Earned

During FY 2019-20, the countywide TDT program collected $2,685,469 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Table 3 on the next page includes a breakdown of interest earnings by jurisdiction, along with other information.

Credits

The TDT program provides opportunities for developers to reduce or eliminate TDT charges by improving eligible transportation facilities and/or dedicating right-of-way for future TDT-eligible improvements. After a developer improves a facility or dedicates right-of-way, the improvement is "accepted" by the applicable jurisdiction, and the developer then has 90 days to request a TDT credit. Each request is reviewed by the jurisdiction in order to ensure that the project meets eligibility requirements, that the actual construction costs were reasonable, and that right-of-way values were calculated per code. If all criteria are met, the jurisdiction issues a credit voucher for the specific property and for a specific dollar amount. During the ten years following the issuance of credit, the developer of the subject property may submit a credit voucher in lieu of paying TDT. Credit vouchers may also be transferred to other properties in the vicinity, with some restrictions.

Credit is generally available for eligible improvements made to facilities listed on the TDT Project List. Partial credit may be available for improvements that are not on the TDT Project List but are on a facility designated as an arterial or collector in the applicable jurisdiction's transportation system plan. During FY 2019-20, a total of 35 separate TDT credits were issued: 19 in Hillsboro, two in Tigard, one in Beaverton, one in Sherwood, three in Cornelius, and nine in unincorporated Washington County. The 35 credits represent $23.5 million in eligible improvements to the transportation system. Developers used about $5.3 million in TDT credit vouchers to pay for TDT obligations; some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 3 and Figures 6 and 7 summarize FY 2019-20 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances.

The jurisdictions with the highest cash receipts in FY 2019-20, in order, were unincorporated Washington County ($3.9 million, 21 percent of total), Hillsboro ($3.7 million, 20 percent of total), Tigard ($2.7 million, 14 percent of total), Beaverton ($1.9 million, 10 percent of total), Sherwood ($1.7 million, nine percent of total) and Tualatin ($1.5 million, eight percent of total). If credits and interest are included, Hillsboro had the most activity with $25.2 million; followed by unincorporated Washington County with $4.9 million, and Tigard with $2.8 million in total TDT activity.

In terms of expenditures, unincorporated Washington County had the highest amount, with $10.6 million for capital projects and administrative expenses; this was followed by Hillsboro, with $7.2 million in expenditures, and King City with $1.4 million in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2020 was highest in Washington County ($43.3 million), followed by the City of Hillsboro ($20.4 million), Beaverton ($13.8 million) and Tigard $13.6 million).

TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2019-20

(Rounded to nearest dollar)

Jurisdiction	Balance as of 7/1/19	Cash Receipts	Interest Earnings & Transfers	Credits Issued*	"Total Activity"	Project & Admin Expenses	Balance as of 6/30/20
Banks	$ 328,970	$ 45,626	$ 7,505	$ -	$ 53,131	$ -	$ 382,101
Beaverton	$ 12,333,907	$ 1,918,318	$ 292,316	$ 566,606	$ 2,777,240	$ 775,299	$ 13,769,243
Cornelius	$ 787,137	$ 1,110,851	$ 24,664	$ 240,922	$ 1,376,437	$ 58,353	$ 1,864,298
Durham	$ 17,255	$ -	$ 361	$ -	$ 361	$ 550	$ 17,066
Forest Grove	$ 10,638,260	$ 976,850	$ 321,435	$ -	$ 1,298,286	$ -	$ 11,936,545
Gaston	$ 61,965	$ -	$ 1,333	$ -	$ 1,333	$ -	$ 63,298
Hillsboro	$ 18,926,197	$ 3,712,983	$ 4,953,994	$ 21,507,028	$ 30,174,005	$ 7,188,295	$ 20,404,879
King City	$ 1,872,045	$ -	$ 23,861	$ -	$ 23,861	$ 1,390,697	$ 505,208
North Plains	$ 3,437,727	$ 989,425	$ 77,614	$ -	$ 1,067,039	$ 331,911	$ 4,172,855
Sherwood	$ 4,269,325	$ 1,659,691	$ 105,235	$ 44,583	$ 1,809,510	$ 826,990	$ 5,207,262
Tigard	$ 11,607,601	$ 2,666,364	$ 326,537	$ 180,948	$ 3,173,849	$ 989,645	$ 13,610,857
Tualatin	$ 8,054,581	$ 1,542,796	$ 238,272	$ -	$ 1,781,068	$ -	$ 9,835,649
Washington County	$ 48,205,847	$ 3,926,804	$ 1,761,793	$ 970,207	$ 6,658,804	$ 10,588,210	$ 43,306,233
Wilsonville	$ 333,440	$ -	$ 8,934	$ -	$ 8,934	$ -	$ 342,373
Countywide Total	**$ 120,874,256**	**$ 18,549,709**	**$ 8,143,855**	**$ 23,510,294**	**$ 50,203,858**	**$ 22,149,952**	**$ 125,417,868**

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2019-20

(Does not include credits, interest earnings or fund transfers)

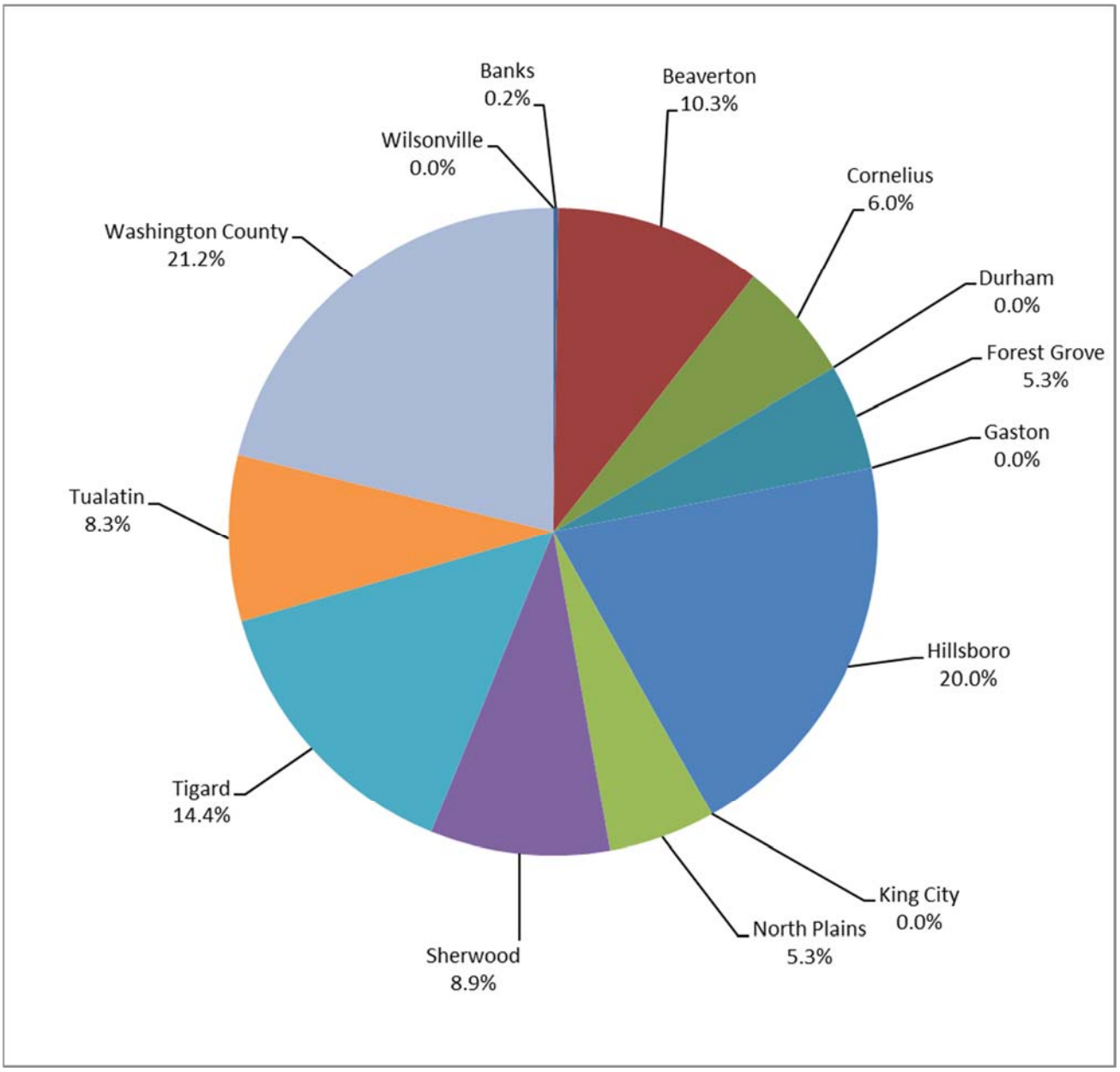
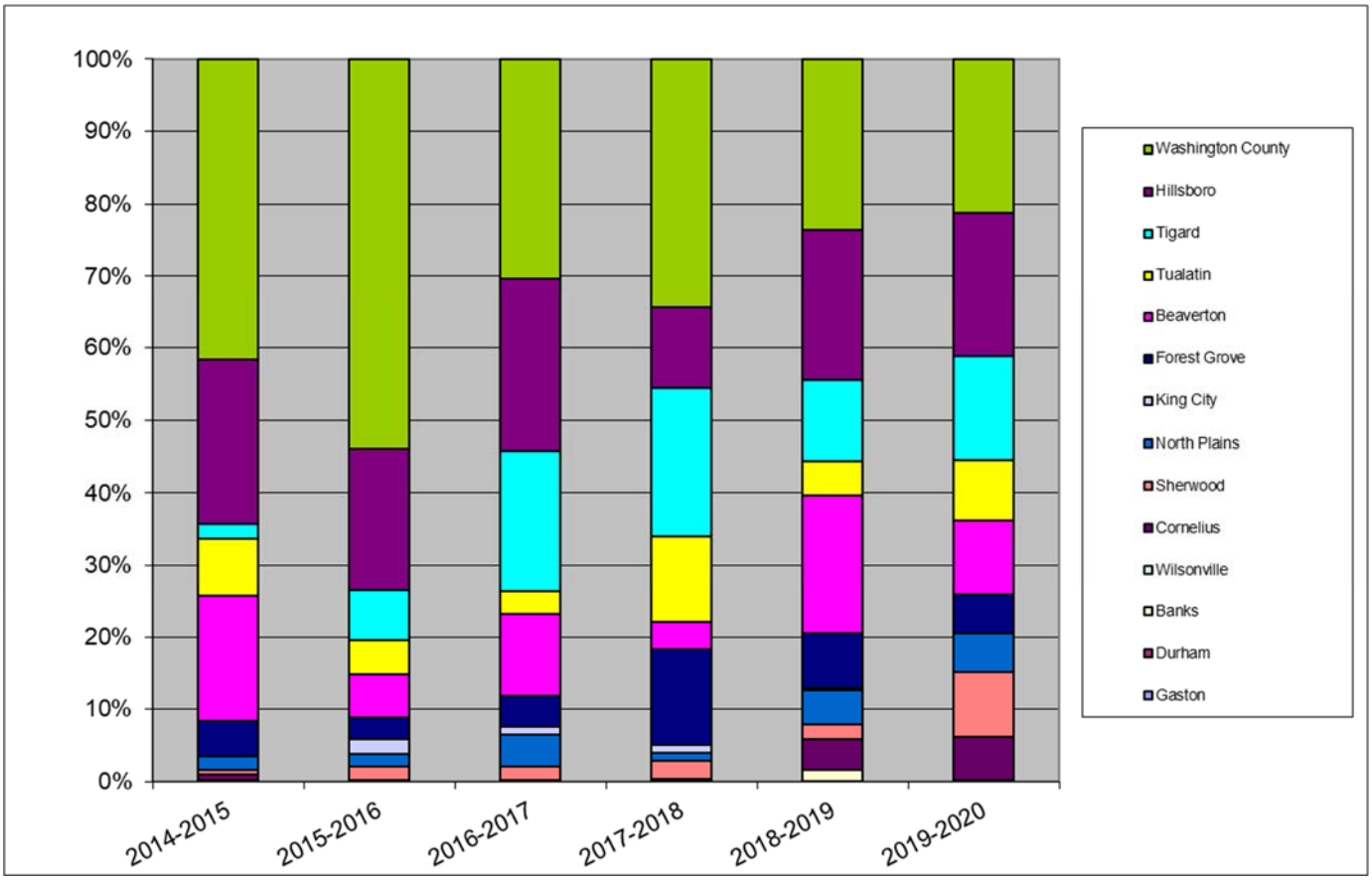


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2014-15 through FY 2019-20

(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2019-20, eight cities and Washington County invested a combined total of $15,464,646 in TDT funds to design and/or construct capital improvements on the TDT Project List. Amounts listed below highlight some of the FY 2019-20 expenditures.

- The City of Hillsboro invested about $7.1 million for three projects, including extensions of Century Boulevard and Cherry Drive, a Jackson School Road bike/ped project and Hidden Creek between 49th and 53rd Avenues.
- Washington County used about $4.3 million for intersection improvements at Cedar Hills Boulevard/US 26 and Cornelius Pass Road/Germantown Road, improvements to Springville Road, SW 209th and Johnson Streets and preliminary design for projects on Cornelius Pass Road and Basalt Creek Parkway.
- The City of Beaverton used about $550,000 for the Hocken Avenue Railroad – Canyon Street improvement, Cedar Hills/Westgate – Dawson intersection and a Western Avenue road diet, including ped/bike facilities.
- The City of Sherwood used about $820,000 for improvements to OR 99W/Sunset Boulevard, Kruger-Elwert intersection improvements, Tualatin-Sherwood Road widening, the Cedar Creek Trail and Oregon Street improvements.
- The City of Tigard used almost $1 million toward several smaller projects, including contributions toward signal coordination on Upper Boones Ferry Road, Roy Rogers Road improvements, 121st Ave ped/bike, and Tiedeman sidewalks between Fanno Creek and Greenburg.
- The City of Cornelius used about $58,000 toward their S. 29th Blvd. project.
- The City of North Plains used about $330,000 toward a trail along West Union Road.
- The City of King City used about $1.3 million toward their 131st and Beef Bend improvements.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2019-20, jurisdictions invested over $76 million in non-TDT funding resources for projects on the TDT List. Significant examples include:

- ***Roadway Improvements:*** Walker Road, Cornelius Pass Road, 158th Avenue, 198th Avenue, Roy Rogers Road, Jackson School Road, Jenkins Road, 10th Avenue, 175th Avenue, 209th Avenue, West Union Road, Springville Road, SW 121st Avenue, Tualatin-Sherwood Road, Thompson Road, Saltzman Road, Millikan Way
- ***Roadway Extensions:*** Hidden Creek Drive, Basalt Creek Parkway, Century Boulevard, 124th Avenue

- ***Intersection Improvements:*** 185th Avenue/Springville Road, 175th Avenue/Kemmer Road, Walker Road/Murray Boulevard, Century Boulevard/TV Highway, Elwert Road/Kruger Road, OR 47/Maple/Fern Hill, 25th Avenue/Cornell Road, Martin/Hwy 47/Verboort, Gales Creek/Thatcher Road, Farmington Road/River Road
- ***Bicycle/Pedestrian Projects:*** Jackson School Road, Bull Mountain Road, West Union/Thompson Road
- ***Bridge/Culvert Replacements:*** 227th Avenue over Rock Creek, Butner Road, Beef Bend Road, Cornelius Pass Road/Rock Creek Bridge, 80th Avenue
- ***Safety Improvements:*** 185th Avenue, Springville Road, Kaiser Road, Thompson Road
- ***Interchange:*** OR 217 (Allen-Denney) Interchange
- ***ADA Ramps:*** Countywide
- ***Technology/Other:*** Cornelius Pass Road

Additional Improvement Value Contributed by Development:

Starting in fiscal year 2017-18 some of the local jurisdictions within the county began tracking additional expenditures the development community has made toward public roadway improvements. This is intended to be useful in tracking the total investment in roadway facilities, which becomes important periodically when identifying financially constrained projects in the Regional Transportation Plan and for other purposes. During the 2019-20 fiscal year, two cities (Hillsboro and Tigard) reported additional improvement value contributed by development to be just over $5 million.

Appendices A and B to this report detail the TDT Road and Transit Project Lists with associated expenditures from TDT and other sources from FY 2009-10 through FY 2019-20. In total, $310.1 million has been invested in eligible road projects on the TDT Project List since 2009, including $47 million in TDT funds and $263.1 million in other funds. In addition, $2.9 million has been invested in eligible transit projects, including $2.0 million in TDT funds and just under $1 million in other funds.

TDT Cost Capture

One purpose of this report is to monitor changes in transportation infrastructure needs and to track the percentage of those needs that is “captured” by the TDT. When the TDT was developed, staff estimated that it would raise 28 percent of the revenue necessary to complete eligible components of the projects on the TDT Project List. It assumes that other revenue will come from sources such as the gas tax and the county’s property tax-funded Major Streets Transportation Improvement Program and that some needs would remain unfunded. As of the end of FY 2019-20, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover about 21 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in the past few years, which resulted in a net increase in project needs.

The 2008 TDT Methodology Report estimates how these growth-related infrastructure costs get passed on to new users of the system and provides a basis for TDT rates. It divides the total cost of the TDT Project List by the increase in average daily motor vehicle and transit trip-ends as forecast by the Metro Regional Travel Demand Model. This calculation is repeated each year in the Annual Report to monitor changes in the cost per trip-end due to investments in TDT-eligible projects from all sources and/or changes to the TDT Project List.

Comparing the total cost of TDT-eligible projects that remain unfunded (including about $3 billion in road projects and about $500 million in transit projects) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of $1,840 per motor vehicle trip and $312 per transit trip. The Captured Cost per New Person Trip-End values (second to last column) remains constant, but now represents about 21% of the eligible motor vehicle costs and 14% of eligible transit costs, as shown in Table 4 below. Compliance costs are assumed to have remained static.

TABLE 4: SDC-ELIGIBLE COST PER PERSON TRIP-END
(Deducting completed projects)

Type of Cost	Remaining SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Captured Cost per New Person Trip-End	Capture Rate
Motor Vehicle Cost	$3,065,938,066	1,666,558	$1,840	$391	21.3%
Transit Cost	$519,982,027	1,666,558	$312	$45	14.4%
Compliance Cost	$5,234,000	1,666,558	$3	$3	95.5%
Total	$3,5911,154,092		$2,155	$439	N/A

The TDT is now anticipated to cover a slightly smaller percentage of the needs identified on the TDT Project List compared to when the TDT first became effective. As mentioned earlier, this is primarily due to additional projects and revised project cost estimates that have been added to the TDT Project List.

Appendix A: TDT Road Project List Expenditures
FY 2019-20

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 19-20 TDT	FY 19-20 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
2000	Beaverton	114th/115th	MAX Light Rail	Beaverton-Hillsdale/ Griffith	Construct 2-lane multimodal	$ 11,040,000	100%			$ 11,040,000	100%	$11,040,000	2014-2024			$ -	$ -	$ -
2001	Beaverton	120th	Center	Canyon	Construct 2-lane multimodal	$ 9,825,600	100%			$ 9,825,600	100%	$9,825,600	2014-2024			$ -	$ -	$ -
2002	Beaverton	125th	Brockman	Hall	Extend 2-lane multimodal	$ 15,345,600	100%			$ 15,345,600	100%	$15,345,600	2014-2024			$ -	$ 143,127	$ 143,127
2003	Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	$ 6,955,200	100%			$ 6,955,200	100%	$6,955,200	2014-2024		$ 548,486	$ -	$ 677,351	$ 677,351
2004	Beaverton	Allen	Murray	Hwy 217	Add turn lanes, bike lanes, sidewalks & signalize	$ 45,926,400	100%			$ 45,926,400	100%	$45,926,400	2014-2024			$ -	$ -	$ -
2005	Beaverton	Allen: Murray to Scholls Ferry; Cedar Hills: Farmington to north of Walker; Hall: SB OR 217 ramp to Cedar Hills; Farmington: SB OR 217 ramp to west of Murray			Adaptive signal systems	$ 11,040,000	100%			$ 11,040,000	100%	$11,040,000	2014-2024			$ -	$ -	$ -
2006	Beaverton	Baltic	US26 WB	Barnes	Add NB aux lane; Add SB aux lane	$ 570,000	100%			$ 570,000	100%	$570,000	2025-2039			$ -	$ -	$ -
2007	Beaverton	Barnes	117th	Baltic	Bus pullouts, shelters, and transit amenities	$ 700,000	100%			$ 700,000	100%	$700,000	2014-2024			$ -	$ -	$ -
2008	Beaverton	Barnes	116th		Construct traffic signal; Construct 2nd WB left turn lane	$ 500,000	100%			$ 500,000	77%	$384,058	2014-2024			$ -	$ -	$ -
2009	Beaverton	Barnes	Cedar Hills		Add 2nd EB to SB right turn lane	$ 450,000	100%			$ 450,000	100%	$450,000	2014-2024			$ -	$ -	$ -
2010	Beaverton	Barnes	Cedar Hills	Valeria	Add WB aux lane; modify signals	$ 1,250,000	100%			$ 1,250,000	100%	$1,250,000	2014-2024			$ -	$ -	$ -
2011	Beaverton	Barnes	Station North/Holly		Construct signal and interconnect; Add WB right turn lane	$ 600,000	100%			$ 600,000	100%	$600,000	2014-2024			$ -	$ -	$ -
2012	Beaverton	Barnes	Station North/Holly	Lois	Add EB and WB aux lanes; Modify traffic signal and interconnect	$ 1,900,000	100%			$ 1,900,000	100%	$1,900,000	2014-2024			$ -	$ -	$ -
2013	Beaverton	Barnes	Lois	OR217	Add NB aux lane; Add 2nd SB left turn lane; Modify transit station entrance; Modify traffic signal	$ 600,000	100%			$ 600,000	100%	$600,000	2014-2024			$ -	$ -	$ -
2014	Beaverton	Barnes	OR 217		Add NB right turn lane; Add NB aux lane; Add Wb right turn lane; Add WB aux lane to US 26 WB; Modify traffic signal	$ 2,100,000	100%			$ 2,100,000	100%	$2,100,000	2014-2024			$ -	$ -	$ -
2015	Beaverton	Barnes	OR 217	Leahy	Interconnect traffic signals	$ 200,000	100%			$ 200,000	88%	$175,824	2025-2039			$ -	$ -	$ -
2016	Beaverton	Barnes	Baltic		Add EB right turn lane, Add WB left turn lane; Add WB aux lane; Add NB left turn lane; Add NB aux lane; Add dual NB right turn lane; Modify traffic signal	$ 2,700,000	100%			$ 2,700,000	100%	$2,700,000	2014-2024			$ -	$ -	$ -
2017	Beaverton	Barnes	Baltic	Monterey Pl	Add WB aux lane; Modify traffic signals	$ 600,000	100%			$ 600,000	100%	$600,000	2025-2039			$ -	$ -	$ -
2018	Beaverton	Barnes	Monterey		Add EB left turn lane; Modify traffic signal	$ 500,000	100%			$ 500,000	88%	$439,560	2025-2039			$ -	$ -	$ -
2019	Beaverton	Barnes	Miller		Add aux lanes at all intersection approaches; Modify Miller SB lane approaches; Modify Miller SB lane assignments; Modify traffic signals	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2025-2039			$ -	$ -	$ -
2020	Beaverton	Beaverton-Hillsdale	Western		Turn lanes, signal improvements	$ 2,064,480	100%			$ 2,064,480	100%	$2,064,480	2025-2039			$ -	$ -	$ -
2021	Beaverton	Butner	Cedar Hills		Add dual EB left turn lanes; Add single EB right turn lane; Modify signal; Interconnect to US26 interchange signals	$ 1,430,000	100%			$ 1,430,000	100%	$1,430,000	2014-2024			$ -	$ -	$ -
2022	Beaverton	Canyon	170th	OR 217	Access management	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
2023	Beaverton	Canyon	Cedar Hills		Turn lanes, signal improvements	$ 6,922,080	100%			$ 6,922,080	100%	$6,922,080	2025-2039			$ -	$ -	$ -
2024	Beaverton	Cedar Hills	300' north of Celeste	Barnes	Add NB and SB aux lanes, extend 300' north of Celeste	$ 2,330,000	100%			$ 2,330,000	100%	$2,330,000	2014-2024			$ -	$ -	$ -
2025	Beaverton	Cedar Hills	Barnes	US 26 WB	Add SB multi-use bike/ped facility	$ 250,000	100%			$ 250,000	100%	$250,000	2014-2024			$ -	$ -	$ -
2026	Beaverton	Cedar Hills	US 26 WB		Add NB aux lane to Barnes; Add bike/ped tunnel under WB on ramp; Modify WB offramp lane assignments; Modify and interconnect signals	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
2027	Beaverton	Cedar Hills	US 26 WB	US 26 EB	Construct sidewalks and bike lanes	$ 670,000	100%			$ 670,000	100%	$670,000	2014-2024	$ 73,430		$ 2,479,866	$ -	$ 2,479,866
2028	Beaverton	Cedar Hills	US 26 EB		Construct dual SB left turn lanes and EB aux lane; Construct EB left and right turn lanes; Construct signals and interconnect	$ 1,770,000	100%			$ 1,770,000	100%	$1,770,000	2014-2024			$ -	$ -	$ -
2029	Beaverton	Cedar Hills	US 26 EB	Butner	Convert NB right turn lane into Th-Rt Aux lane to US26 EB with ped island; Add sidewalk and bike lanes	$ 448,000	100%			$ 448,000	100%	$448,000	2014-2024			$ -	$ -	$ -

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2030	Beaverton	Cedar Hills	Walker		Add double left turn lanes on all approaches, add EB rt turn lane	$ 3,643,200	100%			$ 3,643,200	97%	$3,545,614	2025-2039			$ -	$ -	$ -
2031	Beaverton	Cedar Hills	Walker	Farmington	Add turn lanes, bike lanes	$ 20,976,000	100%			$ 20,976,000	100%	$20,976,000	2014-2024			$ -	$ -	$ -
2032	Beaverton	Cedar Hills	Jenkins		Turn lanes, signal improvements	$ 2,550,240	100%			$ 2,550,240	100%	$2,550,240	2025-2039			$ -	$ -	$ -
2033	Beaverton	Cedar Hills	Hall		Add NB rt turn lane	$ 728,640	100%			$ 728,640	100%	$728,640	2025-2039			$ -	$ -	$ -
2034	Beaverton	Cornell	113th		Add aux lanes at all intersection approaches; Modify traffic signal	$ 700,000	100%			$ 700,000	100%	$700,000	2014-2024			$ -	$ -	$ -
2035	Beaverton	Cornell	107th		Construct traffic signal	$ 360,000	100%			$ 360,000	100%	$360,000	2014-2024			$ -	$ -	$ -
2036	Beaverton	Crescent	Rose Biggi	Cedar Hills	Extend 2-lane multimodal	$ 3,864,000	100%			$ 3,864,000	100%	$3,864,000	2014-2024			$ -	$ 65,237	$ 65,237
2037	Beaverton	Davies	Scholls Ferry	Barrows	Extend 2-lane multimodal	$ 5,409,600	100%			$ 5,409,600	100%	$5,409,600	2014-2024			$ -	$ -	$ -
2038	Beaverton	Dawson/ Westgate	Rose Biggi	Hocken	Extend 2-lane multimodal	$ 9,825,600	100%			$ 9,825,600	100%	$9,825,600	2014-2024	$ 399,567		$ 839,820	$ 31,576	$ 871,396
2039	Beaverton	Denney	Hall	Scholls Ferry	Add turn lanes, bike lanes & signalize	$ 6,734,400	100%			$ 6,734,400	100%	$6,734,400	2014-2024			$ -	$ -	$ -
2040	Beaverton	Farmington	Cedar Hills		Turn lanes, signal improvements	$ 3,036,000	100%			$ 3,036,000	100%	$3,036,000	2025-2039			$ -	$ 4,481,573	$ 4,481,573
2041	Beaverton	Farmington	Lombard		Add NB rt turn lane	$ 1,689,120	100%			$ 1,689,120	100%	$1,689,120	2025-2039			$ -	$ 2,492,788	$ 2,492,788
2042	Beaverton	Hall extension	to Jenkins		Construct 2 or 4 lane	$ 15,897,600	100%			$ 15,897,600	100%	$15,897,600	2025-2039			$ -	$ -	$ -
2044	Beaverton	Hall	Cedar Hills	Farmington	Add turn lanes, bike lanes	$ 5,740,800	100%			$ 5,740,800	100%	$5,740,800	2014-2024			$ -	$ -	$ -
2045	Beaverton	Hall	Center		Turn lanes, signal improvements	$ 121,440	100%			$ 121,440	100%	$121,440	2025-2039			$ -	$ -	$ -
2046	Beaverton	Hall	Allen		Add EB&WB rt turn lanes, NB&SB double lefts	$ 2,373,600	100%			$ 2,373,600	100%	$2,373,600	2025-2039			$ -	$ -	$ -
2047	Beaverton	Hall	Denney		Turn lanes, signal improvements	$ 850,080	100%			$ 850,080	100%	$850,080	2025-2039			$ -	$ -	$ -
2048	Beaverton	Hall	500' south of Allen	12th	Add turn lanes, bike lanes	$ 6,734,400	100%			$ 6,734,400	100%	$6,734,400	2014-2024			$ -	$ -	$ -
2049	Beaverton	Millikan	TV Hwy	141st	Add turn lanes, signals, bike and ped	$ 18,878,400	100%			$ 18,878,400	100%	$18,878,400	2014-2024			$ -	$ -	$ -
2050	Beaverton	Millikan	Murray		Rt turn lane for WB Millikan	$ 607,200	100%			$ 607,200	100%	$607,200	2025-2039			$ -	$ -	$ -
2051	Beaverton	Millikan	141st	Hocken	Add signal, turn lanes, bike & ped	$ 2,870,400	100%			$ 2,870,400	100%	$2,870,400	2014-2024			$ -	$ -	$ -
2052	Beaverton	Millikan	Watson	114th	Extend 2-lane multimodal	$ 15,235,200	100%			$ 15,235,200	100%	$15,235,200	2014-2024		$ 936,209	$ -	$ 936,209	$ 936,209
2053	Beaverton	Murray	Allen		Turn lanes, signal improvements	$ 1,578,720	100%			$ 1,578,720	100%	$1,578,720	2025-2039			$ 1,299	$ -	$ 1,299
2054	Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	$ 1,280,640	100%			$ 1,280,640	100%	$1,280,640	2025-2039			$ -	$ -	$ -
2055	Beaverton	New street	Broadway	115th	Construct 2-lane multimodal	$ 4,968,000	100%			$ 4,968,000	100%	$4,968,000	2014-2024			$ -	$ -	$ -
2056	Beaverton	Nimbus	Denney	Hall	Extend 2-lane multimodal	$ 17,001,600	100%			$ 17,001,600	100%	$17,001,600	2014-2024			$ -	$ -	$ -
2058	Beaverton	Rose Biggi	TV Hwy	Broadway	Extend 2-lane multimodal	$ 3,312,000	100%			$ 3,312,000	100%	$3,312,000	2014-2024			$ -	$ -	$ -
2059	Beaverton	Scholls Ferry	Allen		Turn lanes, signal improvements	$ 4,128,960	100%			$ 4,128,960	95%	$3,929,172	2025-2039			$ -	$ -	$ -
2060	Beaverton	Scholls Ferry	Nimbus		Turn lanes, signal improvements	$ 1,733,280	100%			$ 1,733,280	100%	$1,733,280	2025-2039			$ -	$ -	$ -
2061	Beaverton	Scholls Ferry	125th		Add SB rt turn lane	$ 1,280,640	100%			$ 1,280,640	100%	$1,280,640	2025-2039			$ -	$ -	$ -
2062	Beaverton	Scholls Ferry	Davies		Add NB rt turn lane, close east end of Scholls Ferry @Barrows	$ 331,200	100%			$ 331,200	100%	$331,200	2025-2039			$ -	$ -	$ -
2063	Beaverton	Scholls Ferry	Barrows (west end)		Add SB rt turn lane	$ 331,200	100%			$ 331,200	100%	$331,200	2025-2039			$ -	$ -	$ -
2064	Beaverton	Sexton Mountain	160th	155th	Extend 2-lane multimodal	$ 2,760,000	100%			$ 2,760,000	100%	$2,760,000	2014-2024			$ -	$ -	$ -
2065	Beaverton	Walker	173rd		Turn lanes, signal improvements	$ 2,760,000	100%			$ 2,760,000	100%	$2,760,000	2025-2039		$ 2,080	$ -	$ 2,762,080	$ 2,762,080
2066	Beaverton	Walker	167th		Signalize, add SB left turn lane	$ 187,680	100%			$ 187,680	100%	$187,680	2025-2039		$ 141	$ -	$ 187,821	$ 187,821
2067	Beaverton	Weir	155th	175th	Turn lanes, bike lanes, sidewalks	$ 4,526,400	100%			$ 4,526,400	100%	$4,526,400	2014-2024			$ -	$ -	$ -
2068	Beaverton	175th	UGB	Scholls Ferry	Widen to 5 lanes	$ 6,345,000	100%	SCM TSDC		$ 6,345,000	100%	$6,345,000	2014-2024		$ 24,320	$ -	$ 5,191,746	$ 5,191,746
2069	Beaverton	New East-West Collector	Tile Flat	Loon	New 3 lane collector	$ 22,755,000	100%	SCM TSDC		$ 22,755,000	100%	$22,755,000	2014-2024			$ -	$ -	$ -
2070	Beaverton	New North-South Collector	UGB	Scholls Ferry	New 2 lane collector	$ 11,020,000	100%	SCM TSDC		$ 11,020,000	100%	$11,020,000	2014-2024			$ -	$ -	$ -
2071	Beaverton	Scholls Ferry	Tile Flat	175th / Roy Rogers	Widen to 5 lanes	$ 8,165,000	100%	SCM TSDC		$ 8,165,000	100%	$8,165,000	2014-2024			$ -	$ -	$ -
2072	Beaverton	Scholls Ferry	Horizon/Teal		New right turn lanes at Scholls Ferry Rd / Horizon-Teal Blvd intersection	$ 500,000	100%	SCM TSDC		$ 500,000	100%	$500,000	2025-2039			$ -	$ -	$ -
2073	Beaverton	Tile Flat	UGB	Scholls Ferry	Widen to 3 lanes	$ 3,025,000	100%	SCM TSDC		$ 3,025,000	100%	$3,025,000	2025-2039			$ -	$ -	$ -
2074	Beaverton	Western	5th	Beaverton-Hillsdale/ Griffith	Reconstruct 4-lane roadway as 3-lane arterial with separated bicycle and pedestrian paths. Includes traffic signal	$ 4,125,000	100%	SCM TSDC		$ 4,125,000	100%	$4,125,000	2014-2024	$ 95,398		$ 194,489	$ -	$ 194,489
2075	Beaverton	Hocken Ave	RR Tracks	Tualatin-Valley Hwy	Add 2nd southbound lane, bike lanes and sidewalks. Requires signal and RR crossing pole relocation	$ 2,500,000	100%	SCM TSDC		$ 2,500,000	76%	$1,900,000	2014-2024	$ 52,858		$ 96,514	$ -	$ 96,514
	Beaverton	TOTAL				$ 366,628,600				$ 366,628,600		$365,530,668		$ 621,253	$ 1,511,236	$ 3,611,988	$ 16,969,508	$ 20,581,496
2500	Banks	OR 6	Aerts Road		Construct intersection improvement or roundabout	$ 5,800,000	100%	City SDCs		$ 5,800,000	100%	$5,800,000	2025-2040					
2501	Banks	Banks Rd	OR 47	Aerts Rd	Widen, improve intersection sight distance, provide shoulders, construct continuous or intermittent left-turn lanes	$ 10,200,000	100%	City SDCs		$ 10,200,000	100%	$10,200,000	2025-2040					
2502	Banks	New Collector (West Banks)	Cedar Canyon Road	Main Street/OR 47 (South of Sunset Park)	Construct new 2/3 lane collector	$ 15,700,000	100%	City SDCs		$ 15,700,000	100%	$15,700,000	2025-2040					

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2503	Banks	New Collector (East Banks)	Banks Road	Aerts Road (north of OR 6)	Construct new 2/3 lane collector	$ 5,500,000	100%	City SDCs		$ 5,500,000	100%	$5,500,000	2025-2040					
	Banks	TOTAL				$ 37,200,000				$ 37,200,000		$37,200,000		$ -	$ -	$ -	$ -	$ -
~~7000~~	~~Cornelius~~	~~10th~~	~~Adair/Main~~	~~Baseline~~	~~Add left & right turn lanes at couplet intersection approaches~~	~~$ -~~	~~100%~~	~~Developer / ODOT Rail~~	~~$880,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~		$ 99,895	$ 234,687	$ 9,595,185	$ 7,155,001
~~7001~~	~~Cornelius~~	~~14th~~	~~Holladay~~	~~Dogwood~~	~~Add signals at TV Hwy and widen existing travel lanes~~	~~$ -~~	~~75%~~			~~$ -~~	~~100%~~	~~$0~~	~~2025-2039~~			$ -	$ -	$ -
~~7002~~	~~Cornelius~~	~~Baseline~~	~~10th~~	~~20th~~	~~Inteconnect signals and consolidate access points~~	~~$ -~~	~~100%~~	~~federal grant~~	~~$3,060,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ 447,492	$ 8,200	$ 455,692
~~7003~~	~~Cornelius~~	~~Cornelius-Schefflin~~	~~Verboort Circle~~	~~South city limit~~	~~Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes~~	~~$ -~~	~~75%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ 9,015,238	$ 9,015,238
7004	Cornelius	Davis St Extension	4th	10th	New 2-lane collector	$ 2,255,000	100%			$ 2,255,000	100%	$2,255,000	2040+			$ -	$ -	$ -
~~7005~~	~~Cornelius~~	~~Forest Grove Connectivity~~	~~East Forest Grove city limit~~	~~West Cornelius city limit~~	~~Construct new 2-lane collector between Cornelius & Forest Grove~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2025-2039~~			$ -	$ -	$ -
7006	Cornelius	Holladay St Extension	Yew (Forest Grove)	4th	New 2-lane collector	$ 2,960,000	100%			$ 2,960,000	100%	$2,960,000	2028-2040			$ -	$ -	$ -
7007	Cornelius	Holladay St Extension	10th	Gray	New 2-lane collector	$ 2,810,000	100%			$ 2,810,000	100%	$2,810,000	2040+			$ -	$ -	$ -
7008	Cornelius	Holladay St Extension	Gray	19th	New 2-lane collector	$ 3,085,000	100%			$ 3,085,000	100%	$3,085,000	2040+			$ -	$ -	$ -
7009	Cornelius	19th Ave	20th Ave	Council Creek Bridge	Build complete street with sidewalk and bike facilities. Also new RR crossing and possible mini-roundabouts at Holladay & Davis	$ 1,975,000	100%			$ 1,975,000	100%	$1,975,000	2018-2027			$ -	$ 87,698	$ 87,698
~~7010~~	~~Cornelius~~	~~TV Highway Corridor~~	~~4th~~	~~29th~~	~~Traffic signal system coordination~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
7011	Cornelius	New N-S Collector	Baseline	Kodiak	New 2-lane collector for SE UGB Expansion Area, with improved rail crossing south of Baseline and new signalized intersection with Baseline.	$ 9,390,000	100%			$ 9,390,000	100%	$9,390,000	2018-2027	$ 58,353		$ 87,598	$ -	$ 87,598
7012	Cornelius	SE Cornelius New Collectors	South of Ginger St	South UGB Boundary	New collector through UGB expansion area: 20th, Jasper, 26th, 29th, Kodiak, and shared-use path south of Jasper Roundabout	$ 13,955,000	100%			$ 13,955,000	100%	$13,955,000	2018-2027			$ -	$ -	$ -
~~7013~~	~~Cornelius~~	~~26th~~	~~Webb~~	~~New roundabout at Jasper/Kodiak~~	~~Extend collector within UGB expansion area~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
7014	Cornelius	Dogwood Extension	28th	345th	Extend collector within UGB expansion area	$ 2,085,000	100%			$ 2,085,000	100%	$2,085,000	2028-2040			$ -	$ -	$ -
7015	Cornelius	Complete Collector Pedestrian Facilities	Citywide		4th Ave: Adair to Fawn 20th Ave: Alpine to Elder 29th Ave: North UGB to Baseline Adair: 1st to 7th Baseline: 4th to 10th (north side)	$ 2,913,000	100%			$ 2,913,000	100%	$2,913,000	2018-2027			$ -	$ -	$ -
7016	Cornelius	Baseline North Frontage Rd	East Lane	NW 344th Ave	Create collector frontage road on north side of Baseline and intersection improvements with possible signal at NW 341st Ave	$ 2,830,000	100%			$ 2,830,000	100%	$2,830,000	2018-2027			$ -	$ -	$ -
7017	Cornelius	Davis Street Extension	10th Ave	Fred Meyer Eastern Driveway	Complete pedestrian/bike facilities west of 19th and build new collector east of 19th	$ 3,490,000	100%			$ 3,490,000	100%	$3,490,000	2028-2040			$ -	$ -	$ -
7018	Cornelius	341st Ave	Baseline	North terminus of street	Complete pedestrian facilities and improve to collector standards	$ 526,000	100%			$ 526,000	100%	$526,000	2028-2040			$ -	$ -	$ -
7019	Cornelius	Baseline St	26th Ave	East Lane	Complete pedestrian facilities	$ 1,035,000	100%			$ 1,035,000	100%	$1,035,000	2028-2040			$ -	$ -	$ -
7020	Cornelius	29th Blvd	S. City Limits	S. UGB (345th/Cook Rd)	New collector	$ 2,120,000	100%			$ 2,120,000	100%	$2,120,000	2040+			$ -	$ -	$ -
7021	Cornelius	Baseline St	20th Ave	E. City Limits	Complete two-way bike blvd.	$ 1,500,000	100%			$ 1,500,000	100%	$1,500,000	2040+			$ -	$ -	$ -
7022	Cornelius	Baseline Frontage Rd (south side)	NW 341st Ave	E. City Limits	Create collector frontage road	$ 1,545,000	100%			$ 1,545,000	100%	$1,545,000	2040+			$ -	$ -	$ -
7023	Cornelius	Davis Street Extension	Fred Meyer Driveway	N. 26th Ave	Extend collector	$ 2,065,000	100%			$ 2,065,000	100%	$2,065,000	2040+			$ -	$ -	$ -
7024	Cornelius	Complete Collector Ped and Bike facilities	Citywide		Complete bicycle facilities on collectors (e.g. pavement markings, shared streets, signage, etc.) and fill sidewalk gaps on collectors	$ 8,030,000	100%			$ 8,030,000	100%	$8,030,000	2040+			$ -	$ -	$ -

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	Cornelius	TOTAL				$ 64,569,000				$ 64,569,000		$64,569,000		$ 58,353	$ 99,895	$ 322,285	$ 7,448,685	$ 7,770,970
8000	Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes (Durham share of cost only)	$ 600,000	100%			$ 600,000	57%	$342,857	2014-2024			$ 11,000	$ -	$ 11,000
	Durham	TOTAL				$ 600,000				$ 600,000		$342,857		$ -	$ -	$ 11,000	$ -	$ 11,000
7500	Forest Grove	19th	Poplar	HWY 47	Extend 2-lane collector	$ 1,517,156	100%			$ 1,517,156	100%	$1,517,156	2019-2029			$ -	$ -	$ -
7501	Forest Grove	23rd/24th	Hawthorne	Quince	Construct 2-lane collector	$ 4,260,000	100%			$ 4,260,000	100%	$4,260,000	2025-2039			$ -	$ -	$ -
7502	Forest Grove	26th	Sunset	Oak	Extend 2-lane collector and improve 26th Ave to city standards	$ 9,800,000	95%			$ 9,310,000	100%	$9,310,000	2019-2029			$ 2,155	$ 262,593	$ 264,748
7503	Forest Grove	OR 47	Maple		Construct improvements (e.g. traffic signal including interconnect with rail crossing in longer term)	$ 5,000,000	75%			$ 3,750,000	100%	$3,750,000	2019-2029		$ 5,515	$ -	$ 62,672	$ 62,672
7504	Forest Grove	OR 47	Elm		Construct improvements (e.g. traffic signal)	$ 520,000	75%			$ 390,000	100%	$390,000	2019-2029			$ -	$ -	$ -
~~7505~~	~~Forest Grove~~	~~B~~	~~David Hill~~	~~Hartford~~	~~Extend 2-lane collector~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
7506	Forest Grove	David Hill	Thatcher Road	Forest Gale Drive	Full street reconstruction to urban collector standard	$ 4,000,000	100%			$ 4,000,000	100%	$4,000,000	2021-2031			$ 15,195	$ 8,268,024	$ 8,283,219
7507	Forest Grove	E/Pacific/19th	E	19th	Extend 2-lane couplet	$ 4,940,000	100%			$ 4,940,000	100%	$4,940,000	2019-2029			$ -	$ -	$ -
7508	Forest Grove	Hawthorne	26th	Willamina	Extend 2-lane collector	$ 7,885,582	100%			$ 7,885,582	100%	$7,885,582	2019-2029			$ -	$ -	$ -
7509	Forest Grove	Heather	OR 47	Mountain View	Extend 2-lane collector	$ 1,730,000	100%			$ 1,730,000	100%	$1,730,000	2019-2029			$ -	$ -	$ -
7510	Forest Grove	Laurel	26th	22nd	Extend 2-lane collector	$ 8,598,914	100%			$ 8,598,914	100%	$8,598,914	2019-2029			$ -	$ -	$ -
~~7511~~	~~Forest Grove~~	~~Main~~	~~David Hill~~	~~Hartford~~	~~Extend 2-lane collector~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
7512	Forest Grove	Oak	OR 47	Pacific	Upgrade to 2-lane collector; add signal	$ 6,200,788	75%			$ 4,650,591	100%	$4,650,591	2019-2029			$ -	$ -	$ -
7513	Forest Grove	Thatcher	Gales Creek	David Hill	Realign and signalize intersection; road improvements from Gales Creek to David Hill	$ 14,543,206	75%			$ 10,907,405	100%	$10,907,405	2019-2029		$ 79,569	$ -	$ 79,569	$ 79,569
7514	Forest Grove	TV Hwy	Quince		Add turn lanes / signal	$ 4,294,293	25%			$ 1,073,573	100%	$1,073,573	2019-2029			$ -	$ -	$ -
7515	Forest Grove	Willamina	Main	Sunset	Improve collector to city standards	$ 2,168,128	95%			$ 2,059,722	100%	$2,059,722	2019-2029			$ -	$ 4,423	$ 4,423
7516	Forest Grove	Yew	Adair	Pacific	Construct Improvements (e.g. traffic signal or restrictions)	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2021-2031			$ -	$ -	
7517	Forest Grove	OR 47	Martin		Construct Improvements (e.g. traffic signal or roundabout)	$ 8,000,000	100%			$ 8,000,000	100%	$8,000,000	2019-2029		$ 585,138	$ -	$ 585,138	
	Forest Grove	TOTAL				$ 86,458,067				$ 76,072,942		$76,072,942		$ -	$ 670,222	$ 17,350	$ 9,262,419	$ 9,279,769
9000	Gaston	Church	3rd	Trail	Improve to collector standards	$ 720,000	100%			$ 720,000	100%	$720,000	2014-2025			$ -	$ -	
9001	Gaston	Third	Park	Cottonwood	Improve to collector standards	$ 225,000	100%			$ 225,000	100%	$225,000	2014-2025			$ -	$ -	
	Gaston	TOTAL				$ 945,000				$ 945,000		$945,000		$ -	$ -	$ -	$ -	$ -
3000	Hillsboro	1st/Glencoe	Grant		Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
3001	Hillsboro	13th/River	TV Hwy		Add EB right turn lane and NB left turn lane	$ 4,500,000	100%			$ 4,500,000	100%	$4,500,000	2025-2039			$ -	$ -	$ -
3002	Hillsboro	28th	Cornell	Main	Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2014-2024			$ 4,098	$ 28,682	$ 32,780
3003	Hillsboro	69th	Quatama	Main	New 3 lane extension	$ 4,943,785	100%			$ 4,943,785	100%	$4,943,785	2025-2039		$ 1,531,352	$ -	$ 1,828,655	$ 1,828,655
3004	Hillsboro	185th	Walker		Intersection capacity and signal improvements	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2025-2039			$ -	$ -	$ -
3005	Hillsboro	Amberglen Pkwy/194th Extension	Cornell	Amberglen Pkwy	New 3-lane collector, Remove segment Amberglen Pkwy	$ 2,250,000	100%			$ 2,250,000	100%	$2,250,000	2014-2024			$ -	$ -	$ -
3006	Hillsboro	Amberglen Pkwy/194th Extension	Stucki Extension		Signalize or construct roundabout	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -
3007	Hillsboro	Amberglen Pkwy/194th Extension	Stucki Extension	Wilkins	New 3-lane collector	$ 3,500,000	100%			$ 3,500,000	100%	$3,500,000	2025-2039			$ -	$ -	$ -
3008	Hillsboro	Amberglen Pkwy/194th Extension	Wilkins		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3009	Hillsboro	205th/John Olson	Wilkins	MAX Light Rail	Complete bike lanes	$ 200,000	100%			$ 200,000	100%	$200,000	2014-2024			$ -	$ -	$ -
3010	Hillsboro	209th	Blanton		Signalize; turn lane improvements	$ 671,000	100%			$ 671,000	100%	$671,000	2014-2024			$ -	$ -	$ -
3011	Hillsboro	209th	Kinnaman		Signalize; turn lane improvements	$ 1,016,000	100%			$ 1,016,000	100%	$1,016,000	2014-2024			$ -	$ -	$ -
3012	Hillsboro	209th	McInnis Lane		Construct traffic signal or roundabout	$ 1,574,000	100%			$ 1,574,000	100%	$1,574,000	2014-2024			$ -	$ -	$ -
3013	Hillsboro	209th	Butternut Creek Pkwy		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3014	Hillsboro	209th	Deline		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3015	Hillsboro	209th	Vermont		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3016	Hillsboro	209th	Murphy Lane		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -

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Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 19-20 TDT	FY 19-20 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
3017	Hillsboro	67th	TV Hwy		Close south leg and modify signal	$ 935,000	100%			$ 935,000	100%	$935,000	2014-2024			$ -	$ -	$ -
3018	Hillsboro	67th	Alexander	Kinnaman	Widen to 3 lanes	$ 4,126,000	100%			$ 4,126,000	100%	$4,126,000	2014-2024			$ -	$ -	$ -
3019	Hillsboro	Century	Kinnaman		construct roundabout	$ 1,027,000	100%			$ 1,027,000	100%	$1,027,000	2014-2024			$ -	$ -	$ -
3020	Hillsboro	Century	Kinnaman	Rosedale	Widen to 3 lanes; Realign and construct Butternut Creek bridge	$ 16,007,000	100%			$ 16,007,000	100%	$16,007,000	2025-2039			$ -	$ -	$ -
3021	Hillsboro	Century	Murphy		Construct roundabout	$ 1,046,000	100%			$ 1,046,000	100%	$1,046,000	2025-2039			$ -	$ -	$ -
3022	Hillsboro	231st	MAX Light Rail	Baseline	Widen to 3 lanes	$ 6,800,000	100%			$ 6,800,000	100%	$6,800,000	2014-2024			$ -	$ -	$ -
~~3023~~	~~Hillsboro~~	~~231st~~	~~Cornell~~	~~Campus Way~~	~~Widen to 5 lanes with multimodal improvements~~	~~$ -~~	~~100%~~	~~Developer~~	~~$330,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ 1,328,708	$ -	$ 1,328,708
~~3024~~	~~Hillsboro~~	~~231st~~	~~Campus Way~~	~~Cherry~~	~~Construct southbound cycle track and west pedestrian improvements~~	~~$ -~~	~~100%~~	~~Developer~~	~~$100,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
~~3025~~	~~Hillsboro~~	~~231st~~	~~MAX Light Rail~~		~~Signal & pedestrian crossing improvements~~	~~$ -~~	~~100%~~	~~Developer~~	~~$25,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3026	Hillsboro	Century	Johnson		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3027	Hillsboro	Starr	Meek	Evergreen	New 3-lane collector	$ 12,000,000	100%			$ 12,000,000	100%	$12,000,000	2014-2024			$ -	$ -	$ -
3028	Hillsboro	Starr	Huffman		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3029	Hillsboro	Starr	Evergreen		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3030	Hillsboro	25th Ave	Cornell		Intersection capacity and signal imp	$ 6,000,000	100%	MSTIP	$ 5,000,000	$ 1,000,000	100%	$1,000,000	2014-2024		$ 71,345	$ -	$ 71,345	$ 71,345
3031	Hillsboro	30th	Meek	Evergreen	New 3 lane collector	$ 14,000,000	100%			$ 14,000,000	100%	$14,000,000	2014-2024			$ 893,409	$ 110,634	$ 1,004,043
3032	Hillsboro	30th	Huffman		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3033	Hillsboro	30th	Evergreen		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3034	Hillsboro	Airport (Butler)	Brookwood	Dawson Cr	Widen to 3 lanes and install new signal at Brookwood Pkwy	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -
3035	Hillsboro	Blanton Extension	67th	209th	New 3 lane collector	$ 12,521,000	100%			$ 12,521,000	100%	$12,521,000	2014-2024			$ -	$ -	$ -
3036	Hillsboro	Blanton Extension	Town Center Drive		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3037	Hillsboro	Blanton Extension	West Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3038	Hillsboro	Aloclek	Walker	Cornelius Pass	Extend 3 lane	$ 3,909,666	100%			$ 3,909,666	100%	$3,909,666	2014-2024			$ -	$ 449,709	$ 449,709
3039	Hillsboro	Walker	Cornelius Pass	John Olsen	Widen to 3 lane	$ 2,932,250	100%			$ 2,932,250	100%	$2,932,250	2014-2024			$ -	$ -	$ -
3040	Hillsboro	Walker Extension	Amberbrook	Stucki extension	Extend 3 lanes	$ 1,400,000	100%			$ 1,400,000	100%	$1,400,000	2014-2024			$ -	$ -	$ -
3041	Hillsboro	Walker Extension	194th		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3042	Hillsboro	Bentley	Brookwood		Add EB Left turn lane and Signalize	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ 137,100	$ -	$ 137,100
3043	Hillsboro	Blanton Extension	East Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
~~3044~~	~~Hillsboro~~	~~Brookwood~~	~~US 26~~	~~Evergreen~~	~~Widen to 7 lanes, add turn lanes and aux lanes at Evergreen~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ 1,597,643	$ 16,015,075	$ 17,612,718
3045	Hillsboro	Brookwood	Cornell		Add SB through lane, Add EB and WB 2nd Left Turn Lanes	$ 5,500,000	100%			$ 5,500,000	100%	$5,500,000	2014-2024			$ 532,548	$ 1,317,835	$ 1,850,382
3046	Hillsboro	Campus Ct extension	West terminus	Ray Circle	Construct new 2/3 lane collector	$ 1,800,000	100%	Developer	$100,000	$ 1,700,000	100%	$1,700,000	2014-2024	$ 3,101		$ 2,431,571	$ -	$ 2,431,571
3047	Hillsboro	Century	Baseline	Lois	New 3 lane and bridge over Rock Creek	$ 16,500,000	100%			$ 16,500,000	100%	$16,500,000	2014-2024		$ 919,653	$ 1,225,008	$ 1,833,336	$ 3,058,344
3048	Hillsboro	Century/229th	West Union	Evergreen	Extend 3 lane, including Hwy 26 overcrossing	$ 21,000,000	100%			$ 21,000,000	100%	$21,000,000	2014-2024	$ 82,459	$ 2,546	$ 3,906,847	$ 85,530	$ 3,992,377
3049	Hillsboro	Century	Johnson	Alexander	Widen to 5 lanes; Reconstruct Railroad crossing, Add EB right turn lane, EB bus pullout, Modify TV Hwy signal	$ 7,943,000	100%			$ 7,943,000	100%	$7,943,000	2014-2024		$ 896,522	$ -	$ 2,776,332	$ 2,776,332
3050	Hillsboro	Century	Alexander		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3051	Hillsboro	Century	Alexander	Old UGB	Construct multi-modal improvements	$ 519,000	100%			$ 519,000	100%	$519,000	2025-2039			$ -	$ -	$ -
3052	Hillsboro	Century	Davis	67th	New 3 lane collector	$ 5,127,000	100%			$ 5,127,000	100%	$5,127,000	2014-2024			$ -	$ -	$ -
~~3053~~	~~Hillsboro~~	~~Cornelius Pass~~	~~Cornell~~	~~HWY 26~~	~~2nd NB right turn lane to US26 East, and multimodal enhancements~~	~~$ -~~	~~100%~~	~~Developer, ODOT, TIF, & MSTIP~~		~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~		$ 393	$ 344,778	$ 17,701,402	$ 18,046,180
3054	Hillsboro	Cornelius Pass	TV Hwy		Extend Cornelius Pass Road south, Construct at-grade rail crossing and close private crossings, Add intersection capacity, modify signal	$ 27,429,000	100%			$ 27,429,000	100%	$27,429,000	2014-2024			$ -	$ -	$ -
3055	Hillsboro	Cornelius Pass	TV Hwy	Rosedale	Extend as new 5 lane to Murphy Lane, 3-lane in 5-lane ROW to Rosedale, 7-lane ROW TV Hwy to Alexander-Blanton; Construct Butternut Creek 5-lane bridge	$ 45,848,000	100%			$ 45,848,000	100%	$45,848,000	2014-2024			$ 6,212	$ 168,175	$ 174,387
3056	Hillsboro	Cornelius Pass	Town Center X-ing		Construct signalized Z-crossing	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3057	Hillsboro	Cornelius Pass	Blanton		Signalize and add turn lanes	$ 724,000	100%			$ 724,000	100%	$724,000	2014-2024			$ -	$ -	$ -
3058	Hillsboro	Cornelius Pass	Kinnaman		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -

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Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 19-20 TDT	FY 19-20 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
3059	Hillsboro	Cornelius Pass	McInnis Lane		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3060	Hillsboro	Cornelius Pass	Butternut Creek		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3061	Hillsboro	Cornelius Pass	Deline		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3062	Hillsboro	Cornelius Pass	Vermont		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3063	Hillsboro	Cornelius Pass	Murphy Lane		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3064	Hillsboro	Cornelius Pass	Rosedale		Construct roundabout or signal	$ 1,408,000	100%			$ 1,408,000	100%	$1,408,000	2025-2039			$ -	$ -	$ -
3065	Hillsboro	Cornell	Arrington	Main	Widen 5 lane, Construct Intersection capacity/signal and/or safety improvements	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ 45,710	$ 45,710
~~3066~~	~~Hillsboro~~	~~Cornell~~	~~229th~~		~~Add EB and NB right turn lanes, add WB 2nd left turn lane~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3067	Hillsboro	Cornell	Amberbrook		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3068	Hillsboro	Cornell	185th		Add EB right turn lane and 3rd SB through lane	$ 1,200,000	100%			$ 1,200,000	100%	$1,200,000	2025-2039			$ -	$ -	$ -
~~3069~~	~~Hillsboro~~	~~Davis Extn~~	~~River Rd~~	~~South CWS boundary~~	~~construct 2/3 lane collector, modify traffic signal~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3070	Hillsboro	Edgeway (Salix Ext)	Holly	Walker	New 3 lane extension	$ 4,000,000	100%			$ 4,000,000	100%	$4,000,000	2014-2024			$ -	$ -	$ -
3071	Hillsboro	Evergreen	Jackson School (south)	15th	Widen to 5 lanes	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2025-2039			$ -	$ -	$ -
3072	Hillsboro	Evergreen	229th		Add 2nd EB/WB Left turn lanes, Add NB Right Turn lane, and modify traffic signal	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024			$ -	$ -	$ -
3073	Hillsboro	Evergreen	Imbrie		Add second eastbound left turn lane	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	$ -
~~3074~~	~~Hillsboro~~	~~Evergreen~~	~~Cornelius Pass~~		~~Add 2nd SB, and NB Left Turn Lanes, Add NB and WB Right Turn Lanes~~	~~$ -~~	~~100%~~	~~MSTIP~~		~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
~~3075~~	~~Hillsboro~~	~~Evergreen~~	~~Cornelius Pass~~	~~215th~~	~~Add bicycle lanes, including rail crossing removal/grade adjustments. Add WB right turn lane at Cornelius Pass, including Ped island~~	~~$ -~~	~~100%~~	~~Developer~~		~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3076	Hillsboro	Farmington	209th		Modify signal, add SB right turn lane, add 2nd SB left turn lane;add NB Right turn lane	$ 1,067,000	100%			$ 1,067,000	100%	$1,067,000	2025-2039			$ -	$ -	$ -
3077	Hillsboro	Grant	Cornell		Add eastbound/westbound left turn lanes	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2025-2039			$ -	$ -	$ -
3078	Hillsboro	Harewood	at Jackson School		Construct Roundabout	$ 772,466	100%			$ 772,466	100%	$772,466	2025-2039			$ -	$ -	$ -
3079	Hillsboro	Huffman	West City Limits	Brookwood	Construct 5-lane arterial	$ 50,000,000	100%			$ 50,000,000	100%	$50,000,000	2014-2024			$ 429	$ -	$ 429
3080	Hillsboro	Imbrie	Evergreen	Cornelius Pass	Widen to accommodate second EB lane	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024			$ -	$ -	$ -
3081	Hillsboro	Imlay	TV Hwy		Signalize	$ 364,000	75%			$ 273,000	100%	$273,000	2025-2039			$ -	$ -	$ -
3082	Hillsboro	Jackson School	Evergreen	Grant	Widen to 3 lanes	$ 7,000,000	100%	MSTIP	$5,000,000	$ 2,000,000	100%	$2,000,000	2014-2024	$ 4,544,319	$ 5,435,794	$ 8,098,202	$ 7,735,089	$ 15,833,291
3083	Hillsboro	Jacobson	Century		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3084	Hillsboro	Jacobson	Croeni		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3085	Hillsboro	Kinnaman	229th	209th	New 3 lane collector	$ 9,916,000	100%			$ 9,916,000	100%	$9,916,000	2014-2024			$ -	$ -	$ -
3086	Hillsboro	Kinnaman	West Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3087	Hillsboro	Kinnaman	East Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
~~3088~~	~~Hillsboro~~	~~Main~~	~~1st~~		~~Add westbound right turn~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3089	Hillsboro	Meek	West UGB	Starr	Widen to 3 lanes	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2025-2039			$ -	$ -	$ -
3090	Hillsboro	Minter Bridge	River Rd	South UGB	Construct ped/bike improvements	$ 2,250,000	100%			$ 2,250,000	100%	$2,250,000	2014-2024			$ -	$ -	$ -
3091	Hillsboro	Quatama	227th	205th	Widen to 3 lanes	$ 8,210,299	100%			$ 8,210,299	100%	$8,210,299	2025-2039		$ 2,543,163	$ -	$ 3,052,743	$ 3,052,743
3092	Hillsboro	River	Rood Bridge		Add eastbound right turn lane	$ 750,000	100%			$ 750,000	100%	$750,000	2025-2039			$ -	$ 26,947	$ 26,947
3093	Hillsboro	Rosedale	River Rd		Construct roundabout	$ 1,031,000	100%			$ 1,031,000	100%	$1,031,000	2025-2039			$ -	$ -	$ -
3094	Hillsboro	Rosedale	River Rd	229th	Widen 2-lane, add shoulder improvements	$ 1,321,000	100%			$ 1,321,000	100%	$1,321,000	2025-2039			$ -	$ -	$ -
3095	Hillsboro	Rosedale	Century		Add EB left turn lane	$ 380,000	100%			$ 380,000	100%	$380,000	2025-2039			$ -	$ -	$ -
3096	Hillsboro	Rosedale	Century	209th	Widen to 3 lanes	$ 4,986,000	100%			$ 4,986,000	100%	$4,986,000	2025-2039			$ -	$ -	$ -
3097	Hillsboro	Rosedale	209th		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3098	Hillsboro	Stucki Extension	Walker	Wilkins extension	New 3-lane Collector with Multi-modal improvements; 5-lane at Walker Road approach, Realign Stucki North of Walker	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ -	$ -
3099	Hillsboro	Stucki Extension	Wilkins Extension		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3100	Hillsboro	Stucki Extension	Wilkins	205th/206th	New 3-lane collector with Multi-modal improvements	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2025-2039			$ -	$ -	$ -
3101	Hillsboro	Stucki extension	205th/206th		Signalize or construct roundabout	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -

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Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 19-20 TDT	FY 19-20 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
3102	Hillsboro	Murphy	Century	209th	New 3 lane collector	$ 9,047,000	100%			$ 9,047,000	100%	$9,047,000	2014-2024			$ -	$ -	$ -
3103	Hillsboro	Wilkins	194th extension	185th	New 3 lane extension	$ 16,000,000	100%			$ 16,000,000	100%	$16,000,000	2025-2039			$ -	$ -	$ -
3104	Hillsboro	Witch Hazel	River		signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ 220,980	$ 220,980
3105	Hillsboro	Hidden Creek	49th	53rd	New 3-lane collector	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2014-2024	$ 2,451,680	$ 272,136	$ 4,758,541	$ 757,543	$ 5,516,084
3106	Hillsboro	Schaaf	Helvetia	520 ft east of Helvetia	Right-of-way acquisition only	$ 600,000	100%			$ 600,000	100%	$600,000	2014-2024			$ -	$ -	
3107	Hillsboro	Meek	West UGB	Jackson School	Safety improvements	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	
3108	Hillsboro	Evergreen	Town Center	185th	Construct 2nd Westbound through lane	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024			$ -	$ -	
3109	Hillsboro	185th	Evergreen	Sunset Hwy	Extend northbound right-turn lane to Evergreen, provide dual right-turns onto WB on-ramp	$ 3,500,000	100%			$ 3,500,000	100%	$3,500,000	2014-2024			$ -	$ -	
3110	Hillsboro	47th	Brookwood/Ihly	Hidden Creek	Improve 2-lane roadway and construct sidewalk	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039			$ -	$ -	
3111	Hillsboro	Huffman (east leg)	Brookwood		Add second eastbound receiving lane on eastern leg of intersection	$ 4,200,000	100%			$ 4,200,000	100%	$4,200,000	2018-2024			$ -	$ -	
	Hillsboro	TOTAL				$ 460,071,466	$0		$0	$ 449,880,466		$449,880,466	$0	$ 7,081,559	$ 11,672,904	$ 25,265,094	$ 54,225,722	$ 79,490,816
8300	King City	131st	Beef Bend	Fischer	Improve to collector standards	$ 1,600,000	100%			$ 1,600,000	86%	$1,376,000	2014-2024	$ 1,342,697		$ 1,791,890	$ -	$ 1,791,890
	King City	TOTAL				$ 1,600,000				$ 1,600,000		$1,376,000		$ 1,342,697	$ -	$ 1,791,890	$ -	$ 1,791,890
9600	North Plains	Commercial	Main	Glencoe	Widen street, add parking, bike and pedestrian facilities	$ 3,600,000	100%			$ 3,600,000	100%	$3,600,000	2014-2024			$ -	$ -	$ -
9601	North Plains	Cottage	Gordon	321st	Construct new two-lane collector	$ 1,300,000	100%			$ 1,300,000	100%	$1,300,000	2025-2039			$ -	$ -	$ -
9602	North Plains	Main	Commercial	Pacific	Widen street, add parking, bike and pedestrian facilities	$ 1,250,000	100%			$ 1,250,000	100%	$1,250,000	2014-2024			$ -	$ -	$ -
9603	North Plains	Pacific	Glencoe		Add new signal	$ 297,102	75%			$ 222,827	100%	$222,827	2025-2039			$ -	$ -	$ -
9604	North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard and add pedestrian and bicycle trails	$ 2,365,000	50%			$ 1,182,500	100%	$1,182,500	2025-2039	$ 331,911		$ 495,432	$ -	$ 495,432
9605	North Plains	Glencoe	RR Tracks	North UGB	Add bike and pedestrian facilities and planter strip	$ 865,000	100%			$ 865,000	100%	$865,000	2018-2024			$ -	$ -	
9606	North Plains	North	Shadybrook	Gordon	Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc.	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2018-2024			$ -	$ -	
9607	North Plains	Glencoe	Commercial		Add traffic signal or roundabout	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2018-2024			$ -	$ -	
9608	North Plains	322nd Ave	Pacific	Cottage	New north-south collector street	$ 400,000	100%			$ 400,000	100%	$400,000	2019-2025			$ -	$ -	
9609	North Plains	Gordon	Commercial	North	Add sidewalks and bike lanes	$ 1,700,000	100%			$ 1,700,000	100%	$1,700,000	2019-2025			$ -	$ -	
9610	North Plains	313th	Commercial	Highland Ct	Add sidewalks, bike lanes and planter strips	$ 1,305,000	100%			$ 1,305,000	100%	$1,305,000	2019-2025			$ -	$ -	
9611	North Plains	Pacific	Glencoe	322nd	Add sidewalks, bike lanes, planter strips, on-street parking, intersection builb-outs	$ 3,695,000	100%			$ 3,695,000	100%	$3,695,000	2019-2025			$ -	$ -	
9612	North Plains	Glencoe	North		Roundabout or signalization and left-turn lane	$ 750,000	100%			$ 750,000	100%	$750,000	2019-2025			$ -	$ -	
	North Plains	TOTAL				$ 22,527,102				$ 21,270,327		$21,270,327		$ 331,911	$ -	$ 495,432	$ -	$ 495,432
4000	Sherwood	OR 99W	Edy	Sunset	Install missing pedestrian crossings at existing signalized intersections.	$ 7,000	100%			$ 7,000	100%	$7,000	2014-2024			$ -	$ -	$ -
4001	Sherwood	OR 99W	Ice Age Tonquin Trail		Install Hwy 99W pedestrian regional trail undercrossing, includes stream and animal corridor sections	$ 13,300,000	100%			$ 13,300,000	100%	$13,300,000	2025-2035	$ 90,149		$ 253,753	$ -	$ 253,753
4002	Sherwood	Arrow	Langer Farms	Gerda	Construct new 2-lane road to collector standards	$ 7,427,562	100%			$ 7,427,562	100%	$7,427,562	2025-2039			$ -	$ -	$ -
4003	Sherwood	Arrow/ Galbreath	Gerda	Cipole	Construct 2-lane collector road	$ 2,317,399	100%			$ 2,317,399	100%	$2,317,399	2014-2024			$ -	$ -	$ -
4004	Sherwood	Baker	Sunset	UGB south	Upgrade road to 2-lane arterial with bike lanes, sidewalks, and planter strips.	$ 779,000	100%			$ 779,000	100%	$779,000	2014-2024			$ -	$ -	$ -
4005	Sherwood	Baler	Tualatin-Sherwood	Langer Farms	Construct 2-lane collector status road with bike lanes, sidewalks, and planter strips	$ 3,802,000	100%			$ 3,802,000	100%	$3,802,000	2025-2039			$ -	$ -	$ -
4006	Sherwood	Brookman	OR 99W		Realign Brookman Road to intersection with Hwy 99W north of existing location, install signalized intersection on Hwy 99W, install grade seperated railroad crossing	$ 7,020,000	100%			$ 7,020,000	100%	$7,020,000	2014-2024			$ -	$ -	$ -
4007	Sherwood	Brookman	OR 99W	Ladd Hill	Add turn lanes and center median	$ 13,440,917	100%			$ 13,440,917	100%	$13,440,917	2014-2024			$ -	$ -	$ -
4008	Sherwood	Brookman	Middleton		Traffic control improvements; add turn lane and relocate stop signage	$ 250,000	75%			$ 187,500	100%	$187,500	2025-2039			$ -	$ -	$ -
4009	Sherwood	Cedar Brook	Elwert	Handley	Construct 2-lane collector road	$ 13,000,000	100%			$ 13,000,000	100%	$13,000,000	2025-2039			$ -	$ -	$ -

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4010	Sherwood	Edy	Borchers		Improve 3-leg intersection, possible roundabout	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
4011	Sherwood	Edy	City limit west	Borchers	Widen to a 3-lane collector status with bike lanes, sidewalks, and planter strips.	$ 8,600,000	100%			$ 8,600,000	100%	$8,600,000	2014-2024			$ -	$ -	$ -
4012	Sherwood	Edy/Sherwood	Borchers	3rd	Add turn lanes and center median	$ 7,427,562	100%			$ 7,427,562	100%	$7,427,562	2014-2024			$ -	$ -	$ -
4013	Sherwood	Edy	OR 99W		Capacity improvements include adding turn lanes, eliminating split phase timing, and adding Hwy 99W crossing on south approach	$ 1,070,000	100%			$ 1,070,000	100%	$1,070,000	2014-2024			$ -	$ -	$ -
4014	Sherwood	Edy to Roy Rogers Connector	Edy	Roy Rogers	Construct 2-lane collector status road located between Lynnly Way and Cedarview Way	$ 3,400,000	100%			$ 3,400,000	100%	$3,400,000	2025-2039			$ -	$ -	$ -
4015	Sherwood	Elwert	Edy	OR 99W	Widen to 3-lane arterial status with turn lanes, bike lanes, sidewalks, and planter strip.	$ 11,430,000	100%			$ 11,430,000	100%	$11,430,000	2014-2024			$ -	$ -	$ -
4016	Sherwood	Elwert	Kruger	OR 99W	Add lanes, turn lanes, modify signal and phasing at intersection with Hwy 99W, and install roundabout at intersection of Cedar Brook Way extension with Elwert	$ 4,639,866	100%			$ 4,639,866	100%	$4,639,866	2014-2024	$ 676,088	$ 13,102,694	$ 777,782	$ 15,433,403	$ 16,211,185
4017	Sherwood	Elwert	Edy		Intersection improvement	$ 5,500,000	100%			$ 5,500,000	100%	$5,500,000	2014-2024			$ -	$ -	$ -
4018	Sherwood	Herman	Langer Farms	Cipole	Construct collector status road to connect Cipole Road to Langer Farms Parkway North, includes bike lanes, sidewalks, and planter strips	$ 8,190,000	100%			$ 8,190,000	100%	$8,190,000	2025-2039			$ -	$ -	$ -
4019	Sherwood	Ladd Hill	Sunset	UGB south	Widen to 3-lane arterial status with bike lanes, sidewalks, and planter strips.	$ 6,340,000	100%			$ 6,340,000	100%	$6,340,000	2014-2024			$ -	$ -	$ -
4020	Sherwood	Langer	Baler	Sherwood	Construct improvements consistent with Town Center Plan; buffered bike lanes, on-street parking, wider sidewalks, narrower travel lanes, removal of center turn lane, landscaping	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	$ -
4021	Sherwood	Langer Farms	North and west of intersection with OR 99W	OR 99W	Construct 2-lane collector status road.	$ 3,243,000	100%			$ 3,243,000	100%	$3,243,000	2025-2039			$ -	$ -	$ -
4022	Sherwood	Oregon	Railroad crossing	Murdock	Upgrade Oregon Street to 3-lane collector with sidewalk (south side), multi-use path (north side), bike lanes, and planter strips	$ 6,712,000	100%			$ 6,712,000	100%	$6,712,000	2014-2024	$ 40,186		$ 51,583	$ 109,757	$ 161,340
4023	Sherwood	Oregon	Tonquin		Construct roundabout north of Oregon St/Murdock Roundabout	$ 2,940,000	100%			$ 2,940,000	100%	$2,940,000	2014-2024			$ -	$ -	$ -
4024	Sherwood	Pine	Willamette	Sunset	New road extension across railroad tracks from Railroad Street to Willamette Street, existing County road to be widened	$ 3,808,260	100%			$ 3,808,260	100%	$3,808,260	2014-2024			$ -	$ 80,113	$ 80,113
4025	Sherwood	Sherwood	Langer		Remove traffic signal. Allow left-in turns only (no lefts from Langer to Sherwood Blvd); capacity issues related to queing at Hwy 99W	$ 900,000	25%			$ 225,000	100%	$225,000	2014-2024			$ -	$ -	$ -
4026	Sherwood	Sherwood	Century		Improve intersection, possible roundabout in conjunction with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at Hwy 99W	$ 386,233	100%			$ 386,233	100%	$386,233	2025-2039			$ -	$ -	$ -
4027	Sherwood	Sunset	Main		Install Traffic Signal	$ 250,000	100%			$ 250,000	100%	$250,000	2025-2039			$ -	$ -	$ -
4028	Sherwood	Sunset	Eucalyptus	Aldergrove	Upgrade road to 3-lane arterial with bike lanes, sidewalks, planter strips. Address vertical sight distance issue near Pine Street.	$ 8,316,000	100%			$ 8,316,000	100%	$8,316,000	2014-2024			$ -	$ -	$ -
4029	Sherwood	Sunset	Timbrel		Install single lane roundabout	$ 300,000	100%			$ 300,000	100%	$300,000	2025-2039			$ -	$ -	$ -
4030	Sherwood	Tonquin Employment Area East/West Collector	Oregon	124th	Construct collector status road to serve Tonquin Employment Area and connect Oregon Street to SW 124th Avenue	$ 6,400,000	100%			$ 6,400,000	100%	$6,400,000	2025-2039			$ -	$ -	$ -
4031	Sherwood	Hwy 99W	Sunset		Construct a 630 foot long 12 foot wide pedestrian bridge across 99W, Elwert and Kruger	$ 12,000,000	100%			$ 12,000,000	100%	$12,000,000	2020-2025			$ -	$ -	$ -

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	Sherwood	TOTAL				$ 167,196,799				$ 166,459,299		$166,459,299		$ 806,423	$ 13,102,694	$ 1,083,117	$ 15,623,273	$ 16,706,390
5000	Tigard	68th	OR 99W		Intersection improvement	$ 2,394,646	100%			$ 2,394,646	100%	$2,394,646	2025-2039			$ -	$ -	$ -
5001	Tigard	68th	Atlanta	Haines	Intersection improvement	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
5002	Tigard	72nd	OR 99W		Turn lanes	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
5003	Tigard	72nd	OR 99W	Hampton	Complete Street, consistent with adopted plan up to 5-lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2014-2024	$ 398		$ 398	$ -	$ 398
5004	Tigard	72nd	Hampton	Hunziker	Add southbound right turn & protected left turn phasing	$ 386,233	100%			$ 386,233	100%	$386,233	2025-2039			$ -	$ -	$ -
5005	Tigard	72nd	Hampton	Hunziker	Expand the 217 overpass at 72nd Ave. to accommodate all modes up to 5 lanes	$ 30,000,000	100%			$ 30,000,000	100%	$30,000,000	2014-2024			$ -	$ -	$ -
5006	Tigard	72nd	Hunziker	Bonita	Complete missing sidewalks and bike lanes	$ 7,261,185	100%			$ 7,261,185	100%	$7,261,185	2014-2024			$ -	$ -	$ -
5007	Tigard	72nd	Bonita		Intersection improvement	$ 1,114,134	100%			$ 1,114,134	90%	$998,380	2025-2039			$ -	$ -	$ -
5008	Tigard	72nd	Bonita	Durham	Complete Street, consistent with adopted plan up to 5-lanes	$ 9,269,598	100%			$ 9,269,598	100%	$9,269,598	2014-2024			$ -	$ -	$ -
5009	Tigard	72nd	Carman		NB right turn lane	$ 308,987	100%			$ 308,987	100%	$308,987	2025-2039			$ -	$ -	$ -
5010	Tigard	72nd	Upper Boones Ferry		Intersection improvement & signal upgrade	$ 1,544,933	100%			$ 1,544,933	89%	$1,368,928	2025-2039			$ 13,124	$ -	$ 13,124
5011	Tigard	OR 99W	Walnut		Intersection improvements	$ 5,000,000	100%			$ 5,000,000	84%	$4,220,000	2014-2024			$ -	$ -	$ -
~~5012~~	~~Tigard~~	~~OR 99W~~	~~McDonald~~	~~Gaarde~~	~~WB right turn lane~~	~~$ -~~	~~100%~~			~~$ -~~	~~91%~~	~~$0~~	~~2025-2039~~			$ 1,223,301	$ 3,894,075	$ 5,117,375
5013	Tigard	OR 99W	Durham		Intersection improvements	$ 10,000,000	100%			$ 10,000,000	99%	$9,860,000	2014-2024			$ -	$ -	$ -
5014	Tigard	121st	North Dakota		New signal system	$ 231,740	100%			$ 231,740	100%	$231,740	2025-2039			$ -	$ -	$ -
5015	Tigard	121st	North Dakota	Walnut	Widen to 3 lanes with sidewalks & bikelanes	$ 7,647,418	100%			$ 7,647,418	100%	$7,647,418	2025-2039			$ -	$ -	$ -
5016	Tigard	121st	Whistler	Tippit	Widen with sidewalks and bike lanes	$ 4,325,812	100%			$ 4,325,812	100%	$4,325,812	2025-2039	$ 37,878	$ 673,022	$ 66,496	$ 812,027	$ 878,523
5017	Tigard	Bonita	Hall	I-5	Widen to 4 lanes	$ 6,179,732	100%			$ 6,179,732	85%	$5,272,615	2014-2024			$ -	$ -	$ -
5018	Tigard	Bonita	Sequoia		New traffic signal and turn lanes	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
5019	Tigard	Carman	I-5		Turn lanes	$ 1,081,453	100%			$ 1,081,453	100%	$1,081,453	2025-2039			$ -	$ -	$ -
5020	Tigard	Dartmouth	OR 99W		Intersection Improvements	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2025-2039			$ -	$ -	$ -
5021	Tigard	Dartmouth	72nd	68th	Widen to 4 lanes	$ 1,853,920	100%			$ 1,853,920	100%	$1,853,920	2014-2024			$ 873,376	$ 1,576,067	$ 2,449,443
5022	Tigard	Durham	Upper Boones Ferry		Intersection improvement	$ 1,544,933	100%			$ 1,544,933	89%	$1,368,928	2025-2039	$ 5,668		$ 124,317	$ -	$ 124,317
5023	Tigard	Greenburg	Olsen	Hall	Intersection improvement	$ 849,713	100%			$ 849,713	93%	$791,613	2014-2024			$ -	$ -	$ -
5024	Tigard	Greenburg	Shady	Tiedeman	Widen to 5 lanes	$ 8,000,000	100%			$ 8,000,000	84%	$6,745,098	2014-2024			$ -	$ -	$ -
~~5025~~	~~Tigard~~	~~Greenburg~~	~~Tiedeman~~		~~Intersection improvement~~	~~$ -~~	~~100%~~			~~$ -~~	~~84%~~	~~$0~~	~~2025-2039~~			$ -	$ -	$ -
5026	Tigard	Greenburg	Tiedeman	OR 99W	Complete street up to 5 lanes	$ 14,900,000	100%			$ 14,900,000	100%	$14,900,000	2014-2024			$ -	$ -	$ -
5027	Tigard	Hall	Pfaffle		New traffic signal and turn lanes	$ 1,260,000	100%			$ 1,260,000	100%	$1,260,000	2014-2024			$ -	$ -	$ -
5028	Tigard	Hall	McDonald	Bonita	Turn lanes at both intersections; aux lanes between intersections; bike lanes and sidewalks	$ 8,900,000	100%			$ 8,900,000	93%	$8,277,000	2014-2024			$ -	$ -	$ -
5029	Tigard	Highway 217 Overcrossing	Hunziker	Tigard Triangle (Beveland)	Construct new complete street overcrossing of Hwy 217	$ 30,000,000	100%			$ 30,000,000	100%	$30,000,000	2014-2024			$ -	$ -	$ -
5030	Tigard	Locust	Greenburg	Hall	Complete street improvement	$ 2,471,893	100%			$ 2,471,893	100%	$2,471,893	2025-2039			$ -	$ -	$ -
5031	Tigard	McDonald	Hall		Right turn lane from Hall to McDonald & signal system upgrade	$ 772,466	100%			$ 772,466	99%	$766,702	2025-2039			$ -	$ -	$ -
5032	Tigard	Nimbus	Scholls Ferry		Intersection improvement	$ 1,776,673	100%			$ 1,776,673	100%	$1,776,673	2025-2039			$ -	$ -	$ -
5033	Tigard	Nimbus extension	Scholls Ferry	Greenburg	3-lane extension	$ 23,173,994	100%			$ 23,173,994	100%	$23,173,994	2014-2024			$ -	$ -	$ -
5034	Tigard	Scoffins	Hunziker	Hall	Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ -	$ -
5035	Tigard	Tiedeman / North Dakota	Tigard	Greenburg	Realign one or both streets so they intersect west of the railroad	$ 10,000,000	75%			$ 7,500,000	89%	$6,675,000	2014-2024			$ -	$ -	$ -
5036	Tigard	Upper Boones Ferry	Durham	I-5	Widen to 5 lanes	$ 6,000,000	100%			$ 6,000,000	89%	$5,340,000	2014-2024			$ 17,752	$ -	$ 17,752
5037	Tigard	Walnut	121st	Tiedeman	Widen to 3 lanes	$ 4,325,812	100%			$ 4,325,812	100%	$4,325,812	2025-2039			$ 5,192	$ 8,048,297	$ 8,053,489
5038	Tigard	Walnut	Tiedeman	OR 99W	Widen to 3 lanes	$ 3,862,332	100%			$ 3,862,332	100%	$3,862,332	2025-2039			$ -	$ -	$ -
5039	Tigard	Walnut	OR 99W		Intersection improvement	$ 1,776,673	100%			$ 1,776,673	100%	$1,776,673	2025-2039			$ -	$ -	$ -
5040	Tigard	Walnut extension	OR 99W	Scoffins	New 3-lane collector	$ 29,353,726	100%			$ 29,353,726	100%	$29,353,726	2014-2024			$ -	$ -	$ -
5041	Tigard	Washington Square Overcrossing (South)	Nimbus	South mall area (Locust St.)	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$ 39,781,536	100%			$ 39,781,536	100%	$39,781,536	2025-2039			$ -	$ -	$ -
5042	Tigard	Roy Rogers	Scholls Ferry	UGB	Widen to 5 lanes	$ 39,400,000	100%			$ 39,400,000	74%	$29,156,000	2014-2024	$ 939,056	$ 12,394,704	$ 999,442	$ 23,401,464	$ 24,400,906
~~5043~~	~~Tigard~~	~~Tiedeman~~	~~Fanno Creek~~	~~Greenburg~~	~~Sidewalk infill and intersection safety improvements at N Dakota and Tigard streets~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~	$ 6,645		$ 11,244	$ -	$ 11,244
5044	Tigard	Atlanta	68th	74th	Extend collector roadway	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039			$ -	$ -	
5045	Tigard	74th	99W	Hermoso/Beveland	Extend collector roadway	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039			$ -	$ -	
5046	Tigard	McDonald	Hall	99W	Complete street improvement	$ 10,100,000	100%			$ 10,100,000	96%	$9,696,000	2014-2024			$ -	$ -	
5047	Tigard	Hunziker	72nd	Hall	Sidewalk infill and bike lanes	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	
~~5048~~	~~Tigard~~	~~I-5 Overcrossing~~	~~Beveland~~	~~Southwood (Lake Oswego)~~	~~Bicycle/pedestrian bridge~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2025-2039~~			$ -	$ -	

Appendix A: TDT Road Project List Expenditures
FY 2019-20

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 19-20 TDT	FY 19-20 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
5049	Tigard	Wall St Ext	Wall	Tech Center Dr	New Street from Hunziker to Tech Center Dr	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2014-2024			$ -	$ -	
5050	Tigard	Durham/Upper Boones Ferry	Upper Boones Ferry	92nd Ave	Install traffic signal coordination on Durham and Upper Boones Ferry	$ 1,000,000	100%			$ 1,000,000	56%	$560,000	2014-2024			$ -	$ -	
5051	Tigard	OR 99W	Hall Blvd		Intersection Improvements	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2019-2029			$ -	$ -	
	Tigard	TOTAL				$ 402,349,542				$ 399,849,542		$383,039,894	$74,990	$ 989,645	$ 13,067,726	$ 3,334,642	$ 37,731,929	$ 41,066,571
6000	Tualatin	65th	Nyberg Lane	I-205	Multi-use path	$ 9,734,000	100%			$ 9,734,000	82%	$8,023,973	2025-2039			$ -	$ -	$ -
6001	Tualatin	95th	Tualatin-Sherwood	Avery	Bike lanes	$ 2,920,000	100%			$ 2,920,000	100%	$2,920,000	2014-2024			$ -	$ -	$ -
6002	Tualatin	105th/Blake/ 108th	Avery	Willow	Widen to 3 lanes, bike lanes & sidewalk	$ 5,086,000	100%			$ 5,086,000	100%	$5,086,000	2014-2024			$ 197,127	$ -	$ 197,127
6003	Tualatin	115th	Blake	124th	New street - major collector	$ 31,446,000	100%			$ 31,446,000	100%	$31,446,000	2025-2039			$ -	$ -	$ -
6004	Tualatin	124th/Basalt Creek	Tualatin-Sherwood	Grahams Ferry	Widen to 5 lanes, pedestrian & bicycle facilities, signal at Tonquin/124th	$ 14,000,000	100%			$ 14,000,000	100%	$14,000,000	2014-2024		$ 418,579	$ -	$ 428,684	$ 428,684
6005	Tualatin	Avery	Tualatin-Sherwood	Teton	Widen to 3 lanes	$ 3,600,000	100%			$ 3,600,000	100%	$3,600,000	2025-2039			$ -	$ -	$ -
6006	Tualatin	Avery	105th		Signal - new	$ 254,914	75%			$ 191,185	100%	$191,185	2025-2039			$ -	$ -	$ -
6007	Tualatin	Avery	Teton		Signal - new	$ 339,885	75%			$ 254,914	100%	$254,914	2025-2039			$ -	$ -	$ -
6008	Tualatin	Basalt Creek East-West Arterial	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5.	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2040+	$ 53,010		$ 53,010	$ -	$ 53,010
6009	Tualatin	Blake	124th	115th	New street - minor collector	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039			$ -	$ -	$ -
6010	Tualatin	Boones Ferry	Lower Boones Ferry		Fill sidewalk gaps	$ 50,000	100%			$ 50,000	100%	$50,000	2014-2024			$ -	$ -	$ -
6011	Tualatin	Boones Ferry	Lower Boones Ferry	Martinazzi	Widen to 5 lanes and bridge	$ 13,579,200	100%			$ 13,579,200	90%	$12,265,084	2014-2024			$ -	$ -	$ -
6012	Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	Widen to 3 lanes	$ 5,098,279	100%			$ 5,098,279	92%	$4,690,416	2014-2024			$ -	$ -	$ -
6013	Tualatin	Boones Ferry	Ibach	Norwood	Widen to 3 lanes	$ 660,000	100%			$ 660,000	100%	$660,000	2025-2039			$ -	$ -	$ -
6014	Tualatin	Boones Ferry	Tualatin High School	South city limits	Fill sidewalk gaps	$ 315,000	100%			$ 315,000	100%	$315,000	2014-2024			$ -	$ -	$ -
6015	Tualatin	Cipole	OR 99W	Tualatin-Sherwood	Add left turn lane & bike lanes	$ 10,196,557	100%			$ 10,196,557	100%	$10,196,557	2014-2024			$ -	$ -	$ -
6016	Tualatin	Cipole	Cummins		Signal - new	$ 339,885	75%			$ 254,914	100%	$254,914	2025-2039			$ -	$ -	$ -
6017	Tualatin	Cipole	Herman		Signal & realign railroad	$ 3,058,967	75%			$ 2,294,225	100%	$2,294,225	2014-2024			$ -	$ -	$ -
6018	Tualatin	Grahams Ferry	Ibach	Helenius	Widen to 3 lanes, fill sidewalk gaps	$ 4,980,000	100%			$ 4,980,000	100%	$4,980,000	2014-2024			$ -	$ -	$ -
6019	Tualatin	Grahams Ferry	Helenius		Signal - new	$ 254,914	75%			$ 191,185	100%	$191,185	2025-2039			$ -	$ -	$ -
6020	Tualatin	Hazelbrook	OR 99W	Jurgens	Widen to 3 lanes	$ 3,543,000	100%			$ 3,543,000	100%	$3,543,000	2025-2039			$ -	$ -	$ -
6021	Tualatin	Helenius	109th	Grahams Ferry	Widen to 3 lanes	$ 1,403,000	100%			$ 1,403,000	100%	$1,403,000	2025-2039			$ -	$ -	$ -
6022	Tualatin	Herman	Cipole	Tualatin	Fill sidewalk & bike lane gaps	$ 3,393,000	100%			$ 3,393,000	100%	$3,393,000	2014-2024			$ -	$ -	$ -
6023	Tualatin	Herman	Cipole	124th	Add left turn lane	$ 1,563,472	100%			$ 1,563,472	100%	$1,563,472	2014-2024			$ -	$ -	$ -
6024	Tualatin	Leveton	108th		Signal - new	$ 254,914	75%			$ 191,185	100%	$191,185	2025-2039			$ -	$ -	$ -
6025	Tualatin	Loop Road	Boones Ferry	Nyberg	New street - minor collector	$ 4,248,566	100%			$ 4,248,566	100%	$4,248,566	2025-2039			$ -	$ -	$ -
6026	Tualatin	Martinazzi	Boones Ferry	Warm Springs	Bike lane	$ 2,403,000	100%			$ 2,403,000	100%	$2,403,000	2014-2024			$ -	$ -	$ -
6027	Tualatin	Martinazzi	Sagert		Signal/roundabout - new	$ 2,400,000	75%			$ 1,800,000	100%	$1,800,000	2014-2024			$ -	$ -	$ -
6028	Tualatin	McEwan	65th	Lake Oswego city limit	Widen to 3 lanes	$ 3,908,680	100%			$ 3,908,680	100%	$3,908,680	2025-2039			$ -	$ -	$ -
6029	Tualatin	Myslony	124th	112th	Widen to 3 lanes, add bridge	$ 14,030,000	100%			$ 14,030,000	100%	$14,030,000	2014-2024			$ 1,846,799	$ 599,369	$ 2,446,168
6030	Tualatin	Norwood	Boones Ferry	East city limits	Widen to 3 lanes, add sidewalks & bike lanes	$ 3,129,000	100%			$ 3,129,000	100%	$3,129,000	2014-2024			$ -	$ -	$ -
6031	Tualatin	Sagert	I-5 overpass	72nd	Bike lanes & sidewalks	$ 3,282,000	100%			$ 3,282,000	100%	$3,282,000	2028-2040			$ -	$ -	$ -
6032	Tualatin	Sagert	65th		Signal - new	$ 679,770	75%			$ 509,828	100%	$509,828	2014-2024			$ -	$ -	$ -
6033	Tualatin	Teton	Tualatin		Signal - new	$ 609,000	75%			$ 456,750	100%	$456,750	2014-2024			$ -	$ -	$ -
6034	Tualatin	Teton	Herman	Tualatin-Sherwood	Widen to 3 lanes	$ 2,464,000	100%			$ 2,464,000	100%	$2,464,000	2025-2039			$ -	$ -	$ -
6035	Tualatin	Teton	Tualatin-Sherwood		Add SB right turn lane	$ 890,000	100%			$ 890,000	100%	$890,000	2014-2024			$ -	$ -	$ -
6036	Tualatin	Tualatin	115th		Signal - new	$ 609,000	75%			$ 456,750	100%	$456,750	2025-2039			$ -	$ -	$ -
6037	Tualatin	Tualatin-Sherwood	Boones Ferry		Add EB right turn lane	$ 792,000	100%			$ 792,000	100%	$792,000	2014-2024			$ -	$ -	$ -
6038	Tualatin	Nyberg	I-5		Additional on-ramp lane from westbound Nyberg to northbound I-5 (NE quadrant of interchange)	$ 792,000	100%			$ 792,000	100%	$792,000	2014-2024			$ -	$ -	$ -
	Tualatin	TOTAL				$ 171,308,004				$ 169,107,692		$165,675,686		$ 53,010	$ 418,579	$ 2,096,937	$ 1,028,053	$ 3,124,990
1000	Wash Co	80th	Oleson	Oak	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 13,000,000	90%			$ 11,700,000	100%	$11,700,000	2040+		$ 611,896	$ -	$ 611,896	$ 611,896
1001	Wash Co	92nd/Allen	Scholls Ferry	Garden Home	Widen to 3 lanes	$ 3,922,000	100%			$ 3,922,000	85%	$3,325,673	2025-2039			$ -	$ -	$ -
1002	Wash Co	113th	McDaniel	Rainmont	New 2-lane collector road	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2025-2039			$ -	$ -	$ -
1003	Wash Co	113th	Rainmont	Cornell	Sidewalk infill	$ 6,300,000	90%			$ 5,670,000	100%	$5,670,000	2025-2039			$ -	$ -	$ -
1004	Wash Co	119th	McDaniel	Cornell	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 12,000,000	90%			$ 10,800,000	100%	$10,800,000	2040+			$ -	$ -	$ -
1005	Wash Co	160th	TV Hwy	Farmington	Widen to 3 lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ -	$ -

Appendix A: TDT Road Project List Expenditures
FY 2019-20

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 19-20 TDT	FY 19-20 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
1006	Wash Co	170th	Merlo	Alexander	Widen to 4/5 lanes with enhanced bicycle & pedestrian facilities; replace bridge over Beaverton Creek	$ 15,277,000	100%			$ 15,277,000	84%	$12,839,181	2014-2024			$ -	$ -	$ -
1007	Wash Co	173rd	Bronson	Cornell	Extend 173rd Ave under or over US 26 connecting to 174th Ave	$ 58,640,000	100%			$ 58,640,000	100%	$58,640,000	2025-2039			$ -	$ -	$ -
1008	Wash Co	174th	Meadowgrass	Bronson	Widen to 3 lanes	$ 16,230,000	100%			$ 16,230,000	100%	$16,230,000	2025-2039			$ -	$ -	$ -
1009	Wash Co	175th	Rigert	Weir	Widen to 3 lanes	$ 13,950,000	100%			$ 13,950,000	100%	$13,950,000	2014-2024			$ -	$ -	$ -
1010	Wash Co	175th	Kemmer		Intersection improvement	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024		$ 297,986	$ -	$ 7,144,435	$ 7,144,435
1011	Wash Co	175th	Outlook	Horse Tale	Realign roadway, improve to standard	$ 6,000,000	25%			$ 1,500,000	100%	$1,500,000	2025-2039			$ -	$ -	$ -
1012	Wash Co	185th	UGB	Springville	Widen to 3 lanes	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2025-2039			$ -	$ -	$ -
1013	Wash Co	185th	Springville	West Union	Widen to 5 lanes	$ 5,100,000	100%			$ 5,100,000	97%	$4,948,515	2014-2024			$ -	$ 5,985,834	$ 5,985,834
1014	Wash Co	185th	Blanton	Farmington	Widen to 5 lanes	$ 12,163,000	100%			$ 12,163,000	100%	$12,163,000	2025-2039			$ -	$ -	$ -
1015	Wash Co	185th	Farmington	Bany	Widen to 3 lanes	$ 14,522,370	100%			$ 14,522,370	100%	$14,522,370	2025-2039		$ 34,288	$ -	$ 120,946	$ 120,946
1016	Wash Co	197th/198th	Baseline	Alexander	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset	$ 18,000,000	90%			$ 16,200,000	100%	$16,200,000	2040+			$ -	$ -	$ -
1017	Wash Co	198th	Alexander	Blanton	Widen to 5 lanes; add 2nd WB and EB left turn lanes on TV Hwy	$ 10,450,000	100%			$ 10,450,000	100%	$10,450,000	2014-2024		$ 3,079,857	$ -	$ 6,096,478	$ 6,096,478
1018	Wash Co	198th	Blanton	Farmington	Widen to 3 lanes	$ 27,900,000	100%			$ 27,900,000	100%	$27,900,000	2014-2024		$ 8,222,775	$ -	$ 16,991,370	$ 16,991,370
1019	Wash Co	205th/206th	Quatama	Baseline	Widen to 5 lanes; replace bridge over Beaverton Creek	$ 31,000,000	100%			$ 31,000,000	100%	$31,000,000	2025-2039			$ -	$ 409,467	$ 409,467
1020	Wash Co	209th	TV Hwy	Farmington	Widen to 5 lanes; reconstruct rail crossing and signal, add EB right turn lane at TV Hwy; widen Butternut Creek bridge	$ 44,396,000	100%			$ 44,396,000	100%	$44,396,000	2014-2024		$ 1,417,408	$ -	$ 5,498,496	$ 5,498,496
1021	Wash Co	Alexander	192nd	178th	Add sidewalks, streetscape features, bicycle facilities, signal at 185th Ave, turn lanes at major intersections	$ 9,293,000	90%			$ 8,363,700	100%	$8,363,700	2014-2024			$ -	$ -	$ -
1022	Wash Co	Barnes	119th	Cedar Hills	Widen to 5 lanes	$ 4,000,000	100%			$ 4,000,000	77%	$3,072,464	2014-2024			$ -	$ -	$ -
1023	Wash Co	Barnes	Catlin Gabel entrance	Miller	Widen to 5 lanes	$ 18,000,000	100%			$ 18,000,000	88%	$15,824,176	2014-2024		$ 122,419	$ -	$ 288,593	$ 288,593
1024	Wash Co	Barnes	Miller	County line	Widen to 3 lanes	$ 8,800,000	100%			$ 8,800,000	100%	$8,800,000	2025-2039			$ -	$ -	$ -
1025	Wash Co	Basalt Creek East-West Arterial	Grahams Ferry	Boones Ferry	Construct new 4/5-lane arterial	$ 30,000,000	100%			$ 30,000,000	100%	$30,000,000	2025-2039			$ -	$ 10,105	$ 10,105
1026	Wash Co	Beef Bend	150th	131st	Widen to 3 lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2040+		$ 492,106	$ -	$ 492,106	$ 492,106
1027	Wash Co	Bull Mountain	Roy Rogers	OR 99W	Widen to 3 lanes	$ 34,000,000	100%			$ 34,000,000	84%	$28,697,248	2040+		$ 14,221	$ -	$ 14,457	$ 14,457
1028	Wash Co	Butner	Murray	Cedar Hills	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 12,730,247	90%			$ 11,457,223	100%	$11,457,223	2040+		$ 295,815	$ -	$ 779,273	$ 779,273
1029	Wash Co	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to 3 lanes	$ 2,100,000	40%			$ 840,000	100%	$840,000	2025-2039			$ -	$ -	$ -
1030	Wash Co	Cornelius Pass	Frances	TV Highway	Widen to 5 lanes	$ 11,307,000	100%			$ 11,307,000	100%	$11,307,000	2014-2024		$ 1,144,250	$ 528	$ 2,862,010	$ 2,862,538
1031	Wash Co	Cornell	US 26	Murray	Widen to 5 lanes	$ 40,620,000	100%			$ 40,620,000	100%	$40,620,000	2025-2039			$ -	$ 1,210,641	$ 1,210,641
1032	Wash Co	Cornell	143rd / Science Park		Reconfigure intersection	$ 12,400,000	100%			$ 12,400,000	100%	$12,400,000	2025-2039			$ -	$ -	$ -
1033	Wash Co	Cornell	102nd	County line	Widen to 3 lanes	$ 18,000,000	100%			$ 18,000,000	100%	$18,000,000	2040+			$ -	$ -	$ -
1034	Wash Co	Elligsen	Wilsonville city limit	65th	Widen to 3 lanes, add turn pockets & signal at 65th	$ 5,000,000	60%			$ 3,000,000	100%	$3,000,000	2025-2039			$ -	$ -	$ -
1035	Wash Co	Evergreen	East of 25th	West of 253rd	Multi-modal improvements	$ 1,800,000	100%			$ 1,800,000	100%	$1,800,000	2008-2017			$ -	$ 679	$ 679
1036	Wash Co	Farmington	209th	185th	Widen to 5 lanes	$ 42,000,000	100%			$ 42,000,000	85%	$35,853,659	2025-2039			$ -	$ -	$ -
1037	Wash Co	Farmington	185th	Kinnaman	Widen to 5 lanes	$ 27,299,000	100%			$ 27,299,000	99%	$26,944,468	2025-2039			$ -	$ -	$ -
1038	Wash Co	Fischer	131st	OR 99W	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 4,580,000	90%			$ 4,122,000	100%	$4,122,000	2025-2039			$ 472,713	$ 2,443,770	$ 2,916,483
1039	Wash Co	Garden Home	92nd	Oleson	Widen to 3 lanes	$ 9,000,000	100%			$ 9,000,000	100%	$9,000,000	2025-2039			$ -	$ -	$ -
1040	Wash Co	Germantown	Cornelius Pass		Intersection improvement	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039	$ 1,309,042	$ 1,254	$ 1,309,042	$ 270,041	$ 1,579,083
1041	Wash Co	Germantown	185th		Intersection improvement	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039			$ -	$ -	$ -
1042	Wash Co	Glencoe/1st	Harewood	Jackson	Widen to 3 lanes	$ 10,700,000	100%			$ 10,700,000	100%	$10,700,000	2025-2039			$ -	$ -	$ -
1043	Wash Co	Grahams Ferry	Helenius	Clay	Widen to 3 lanes; add signal and improve geometry at Tonquin Rd	$ 11,100,000	100%			$ 11,100,000	100%	$11,100,000	2025-2039			$ -	$ -	$ -
1044	Wash Co	Grahams Ferry	Cahalin	County line	Widen to 3 lanes; upgrade railroad crossing; add signal at Clutter Rd	$ 9,700,000	100%			$ 9,700,000	100%	$9,700,000	2025-2039			$ -	$ -	$ -
1045	Wash Co	Greenburg	Hall	Locust	Widen to 5 lanes	$ 23,019,501	100%			$ 23,019,501	93%	$21,445,518	2025-2039			$ -	$ -	$ -
1046	Wash Co	Hall	Scholls Ferry	Oleson	Widen to 5 lanes	$ 2,401,000	100%			$ 2,401,000	100%	$2,401,000	2025-2039			$ -	$ -	$ -
1047	Wash Co	Hall	Oleson	OR 99W	Widen to 3 lanes	$ 13,800,000	100%			$ 13,800,000	95%	$13,164,474	2025-2039			$ -	$ -	$ -
1048	Wash Co	Hall	OR 99W	Durham	Widen up to 5 lanes	$ 42,500,000	100%			$ 42,500,000	92%	$39,022,727	2025-2039			$ -	$ -	$ -
1049	Wash Co	Jenkins	158th	Murray	Widen to 5 lanes	$ 15,530,000	100%			$ 15,530,000	79%	$12,253,028	2014-2024		$ 9,132,810	$ -	$ 13,008,442	$ 13,008,442
1050	Wash Co	Johnson	Cornelius Pass	185th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 24,333,000	90%			$ 21,899,700	100%	$21,899,700	2025-2039	$ 1,375,902		$ 1,691,884	$ -	$ 1,691,884

Appendix A: TDT Road Project List Expenditures
FY 2019-20

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 19-20 TDT	FY 19-20 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
1051	Wash Co	Johnson	185th	170th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; complete missing section over drainage	$ 14,027,000	95%			$ 13,325,650	100%	$13,325,650	2025-2039			$ -	$ -	$ -
1052	Wash Co	Kaiser/143rd	Bethany	Cornell	Widen to 3 lanes	$ 38,357,000	100%			$ 38,357,000	100%	$38,357,000	2025-2039			$ -	$ 108,459	$ 108,459
1053	Wash Co	Kinnaman	209th	Farmington	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 26,810,000	90%			$ 24,129,000	100%	$24,129,000	2025-2039			$ -	$ -	$ -
1054	Wash Co	Kinnaman	198th		Realign offset intersection, signalize or add roundabout	$ 4,971,000	100%			$ 4,971,000	100%	$4,971,000	2014-2024			$ -	$ -	$ -
1055	Wash Co	Laidlaw	Skycrest	Lakeview	Straighten curves; add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 10,000,000	90%			$ 9,000,000	100%	$9,000,000	2025-2039			$ -	$ -	$ -
1056	Wash Co	Laidlaw	Saltzman	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 22,000,000	90%			$ 19,800,000	100%	$19,800,000	2025-2039		$ 106,309	$ -	$ 106,309	$ 106,309
1057	Wash Co	Leahy/90th/ 107th	Cornell	Barnes	Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes	$ 10,000,000	90%			$ 9,000,000	100%	$9,000,000	2040+			$ -	$ -	$ -
1058	Wash Co	McDaniel	119th	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 21,000,000	90%			$ 18,900,000	100%	$18,900,000	2040+			$ -	$ -	$ -
1059	Wash Co	Merlo	170th	MAX Light Rail	Widen to 5 lanes	$ 16,635,000	100%			$ 16,635,000	100%	$ 16,635,000	2014-2024			$ -	$ 1,292,697	$ 1,292,697
1060	Wash Co	Miller Hill	Farmington	Gassner	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 9,000,000	90%			$ 8,100,000	100%	$8,100,000	2025-2039			$ -	$ -	$ -
1061	Wash Co	Oleson	Scholls Ferry	Fanno Creek bridge	Realign Oleson Rd and reconfigure intersections with Scholls Ferry Rd and B-H Hwy	$ 34,200,000	100%			$ 34,200,000	100%	$34,200,000	2014-2024			$ -	$ 4,608,174	$ 4,608,174
1062	Wash Co	River	Farmington		Intersection improvement	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039		$ 159,877	$ -	$ 159,877	$ 159,877
1063	Wash Co	Saltzman	Laidlaw	Bayonne	Realign 2/3-lane collector road, including bridge over Bronson Creek	$ 11,100,000	100%			$ 11,100,000	100%	$11,100,000	2014-2024			$ -	$ -	$ -
1064	Wash Co	Saltzman	Bayonne	Bauer Woods	Widen to 3 lanes	$ 8,000,000	100%			$ 8,000,000	100%	$8,000,000	2025-2039			$ -	$ -	$ -
1065	Wash Co	Scholls Ferry	Beaverton-Hillsdale	Allen	Widen to 3 lanes	$ 22,587,000	100%			$ 22,587,000	100%	$22,587,000	2025-2039			$ -	$ -	$ -
1066	Wash Co	Scholls Ferry	Hall		Intersection capacity and signal improvements	$ 2,549,139	100%			$ 2,549,139	100%	$2,549,139	2025-2039			$ -	$ -	$ -
1067	Wash Co	Scholls Ferry	OR 217	121st	Widen to 7 lanes	$ 20,547,608	100%			$ 20,547,608	91%	$18,745,186	2040+			$ -	$ 1,644,864	$ 1,644,864
1068	Wash Co	Scholls Ferry	Murray		Intersection capacity and signal improvements	$ 1,390,440	100%			$ 1,390,440	100%	$1,390,440	2025-2039			$ -	$ -	$ -
1069	Wash Co	Springville	185th	PCC entrance	Widen to 5 lanes	$ 11,100,000	100%			$ 11,100,000	100%	$11,100,000	2014-2024		$ 121,346	$ 1,960,424	$ 10,440,282	$ 12,400,706
1070	Wash Co	Springville	PCC entrance	Kaiser	Widen to 3 lanes	$ 3,600,000	100%			$ 3,600,000	100%	$3,600,000	2014-2024	$ 1,430,225	$ 1,842,449	$ 1,474,387	$ 5,740,890	$ 7,215,277
1071	Wash Co	Taylors Ferry	Oleson	Washington	New 2/3-lane road	$ 4,390,000	100%			$ 4,390,000	100%	$4,390,000	2025-2039			$ -	$ -	$ -
1072	Wash Co	Thompson	Saltzman	County line	Widen to 3 lanes	$ 37,000,000	100%			$ 37,000,000	100%	$37,000,000	2040+		$ 332,123	$ -	$ 332,123	$ 332,123
1073	Wash Co	Tonquin	124th	Grahams Ferry	Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd	$ 10,500,000	100%			$ 10,500,000	100%	$10,500,000	2018-2025			$ -	$ 618	$ 618
1074	Wash Co	Tualatin-Sherwood	Langer Farms	Teton	Widen to 5 lanes	$ 31,500,000	100%	Willamette Water Supply, MSTIP		$ 31,500,000	93%	$29,295,000	2014-2024	$ 15,416	$ 1,500,055	$ 18,658	$ 3,651,523	$ 3,670,181
1075	Wash Co	Tualatin-Sherwood	Baler		Reconfigure intersection at Baler Way and construct north leg of intersection	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
1076	Wash Co	Walker	194th extension	185th	Widen to 5 lanes, right-of-way for turn/auxiliary lanes	$ 20,000,000	100%			$ 20,000,000	100%	$20,000,000	2025-2039			$ -	$ -	$ -
1077	Wash Co	Walker	185th	173rd	Widen to 5 lanes	$ 13,570,000	100%			$ 13,570,000	68%	$9,277,449	2014-2024		$ 165,494	$ -	$ 1,369,468	$ 1,369,468
1078	Wash Co	Walker	158th		Intersection capacity and signal improvements	$ 2,549,139	100%			$ 2,549,139	100%	$2,549,139	2014-2024		$ 232,275	$ -	$ 2,069,312	$ 2,069,312
1079	Wash Co	Walker	Murray	OR 217	Widen to 5 lanes	$ 33,000,000	100%			$ 33,000,000	90%	$29,758,929	2014-2024		$ 1,626,532	$ -	$ 8,544,092	$ 8,544,092
1080	Wash Co	West Union	Cornelius Pass	185th	Widen to 5 lanes	$ 26,192,000	100%			$ 26,192,000	100%	$26,192,000	2014-2024		$ 23,865	$ -	$ 403,309	$ 403,309
1081	Wash Co	West Union	185th	143rd	Widen to 3 lanes	$ 34,870,000	100%			$ 34,870,000	100%	$34,870,000	2025-2039		$ 212,037	$ -	$ 227,281	$ 227,281
1082	Wash Co	158th	Walker	MAX Light Rail	Widen to 5 lanes	$ 8,100,000	100%			$ 8,100,000	100%	$8,100,000	2014-2024		$ 88,917	$ 2,000,000	$ 8,255,361	$ 10,255,361
1083	Wash Co	Murray	Walker		Additional turn lanes and auxiliary lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2014-2024			$ -	$ -	$ -
1084	Wash Co	Thompson	Circle A	Saltzman	Realign 3-lane arterial	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2014-2024			$ -	$ -	$ -
1085	Wash Co	Walker	158th	Murray	Widen to 5 lanes	$ 10,200,000	100%			$ 10,200,000	70%	$7,140,000	2014-2024		$ 5,381	$ -	$ 2,105,020	$ 2,105,020
1086	Wash Co	Roy Rogers	Borchers	Sherwood UGB	Widen to 5 lanes	$ 12,000,000	100%			$ 12,000,000	95%	$11,400,000	2014-2025			$ -	$ -	$ -
1087	Wash Co	Roy Rogers	Sherwood UGB	Tigard UGB	Widen to 4/5 lanes	$ 30,000,000	100%			$ 30,000,000	70%	$21,000,000	2025-2039			$ -	$ -	$ -
1088	Wash Co	Cornelius Pass	Rosedale	Farmington	New 3-lane road extension	$ 31,800,000	100%			$ 31,800,000	100%	$31,800,000	2018-2030		$ 49,206	$ -	$ 69,742	$ 69,742
1089	Wash Co	Tile Flat	Scholls Ferry	Bull Mountain	New 3-lane road extension	$ 72,900,000	100%			$ 72,900,000	100%	$72,900,000	2018-2030			$ -	$ -	$ -
1090	Wash Co	Tile Flat	Bull Mountain	Beef Bend	New 3-lane road extension	$ 48,500,000	100%			$ 48,500,000	100%	$48,500,000	2018-2030			$ -	$ -	$ -
1091	Wash Co	Grabhorn	Farmington	UGB	Realign curves; widen to 3-lanes	$ 5,300,000	100%			$ 5,300,000	100%	$5,300,000	2025-2039			$ -	$ -	$ -
1092	Wash Co	Kaiser	Springville	County line	Widen to 3 lanes	$ 12,000,000	100%			$ 12,000,000	100%	$ 12,000,000	2018-2030		$ 32,090	$ -	$ 32,090	$ 32,090
1093	Wash Co	All arterials and collectors	Countywide	Countywide	ADA facilities (including ramps, actuators, signal modifications, equipment, etc.)	$ 10,000,000	100%			$ 10,000,000	100%	$ 10,000,000	2018-2030		$ 3,140,710	$ -	$ 3,715,209	$ 3,715,209

Appendix A: TDT Road Project List Expenditures
FY 2019-20

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 19-20 TDT	FY 19-20 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
1094	Wash Co	Science Park Dr	Murray	Cornell	Complete streets, pedestrian crossing, safety	$ 7,000,000	100%			$ 7,000,000	100%	$7,000,000	2019-2030			$ -	$ -	$ -
1095	Wash Co	Hall Blvd	Scholls Ferry	Nimbus	Bike lanes and sidewalks	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2019-2030			$ -	$ -	$ -
1096	Wash Co	Cornelius Pass	West Union	County line	Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union	$ 12,000,000	100%			$ 12,000,000	100%	$12,000,000	2019-2030		$ 18,439	$ -	$ 18,439	$ 18,439
1097	Wash Co	Roy Rogers	Borchers	Chicken Creek	Widening, bicycle and pedestrian facilities	$ 20,000,000	100%	Willamette Water Supply, MSTIP		$ 20,000,000	100%	$20,000,000	2019-2030		$ 342,445	$ -	$ 549,222	$ 549,222
1098	Wash Co	Tualatin-Sherwood	Langer Farms	OR 99W	Widening, turn lanes, bike lanes	$ 17,000,000	100%	Willamette Water Supply, MSTIP		$ 17,000,000	100%	$17,000,000	2019-2030		$ 1,141,766	$ -	$ 1,141,766	$ 1,141,766
1099	Wash Co	Cornell	129th	Saltzman	Add eastbound right-turn/bus bypass lane on Cornell at Barnes, ADA curbs, modify traffic signal	$ 1,500,000	100%			$ 1,500,000	100%	$1,500,000	2020-2030					
1100	Wash Co	Terman	Murray	Hocken	Widen to 3 lanes	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039					
1101	Wash Co	Shannon Pl	Light Rail Tracks	Terman	Widen to 3 lanes	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039					
1102	Wash Co	Jenkins	Murray	Cedar Hills	Widen to 5 lanes	$ 13,000,000	100%			$ 13,000,000	100%	$13,000,000	2025-2039			$ -	$ -	$ -
	Wash Co	TOTAL				$ 1,662,108,444				$ 1,633,742,470		$1,582,485,052		$ 4,130,585	$ 36,008,401	$ 8,927,635	$ 120,825,169	$ 129,752,804
8600	Wilsonville	Boones Ferry	Basalt Creek East-West Arterial	Day	Widen to 5 lanes	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -
8601	Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	$ 5,800,000	80%			$ 4,640,000	100%	$4,640,000	2025-2039			$ -	$ -	$ -
8602	Wilsonville	Day	Garden Acres		Intersection improvements, roundabout, signal/lane modifications	$ 8,600,000	100%			$ 8,600,000	100%	$8,600,000	2014-2024			$ -	$ -	$ -
8603	Wilsonville	Day	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2040+			$ -	$ -	$ -
8604	Wilsonville	Elligsen	Parkway Center	Wilsonville city limit	Widen to 3 lanes	$ 3,000,000	60%			$ 1,800,000	100%	$1,800,000	2014-2024			$ -	$ -	$ -
8605	Wilsonville	Grahams Ferry	Clay	Calahin	Widen to 3 lanes, add double southbound left turn lane at Day	$ 7,100,000	60%			$ 4,260,000	100%	$4,260,000	2014-2024			$ -	$ -	$ -
8606	Wilsonville	Garden Acres	Day	Ridder	Widen, construct 3-lane road	$ 11,300,000	100%			$ 11,300,000	100%	$11,300,000	2014-2024			$ -	$ -	$ -
~~8607~~	~~Wilsonville~~	~~Ridder~~	~~Kinsman~~		~~Construct left turn pocket & signal~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
8608	Wilsonville	Boones Ferry	Basalt Creek Pkwy	Day	Widen to 5 lanes	$ 1,200,000	100%			$ 1,200,000	100%	$1,200,000	2019-2025			$ -	$ -	
8609	Wilsonville	Grahams Ferry	Basalt Creek Pkwy	Day	Widen to 3 lanes, urban upgrade	$ 13,200,000	100%			$ 13,200,000	100%	$13,200,000	2019-2025			$ -	$ -	
8610	Wilsonville	I-5 Southbound	Elligsen/Boones Ferry		Widen/Construct second southbound right-turn lane	$ 1,063,000	100%			$ 1,063,000	100%	$1,063,000	2019-2025			$ -	$ -	
8611	Wilsonville	Boones Ferry	95th		Access Management	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2019-2025					
8612	Wilsonville	Java Rd	Boones Ferry	Grahams Ferry	Construct new road (Java Rd) with signal at Grahams Ferry	$ 1,500,000	100%			$ 1,500,000	100%	$1,500,000	2020-2035					
8613	Wilsonville	Grahams Ferry	RR Undercrossing		Reconstruct existing railroad undercrossing to a 3-lane cross-section	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2020-2035			$ -	$ -	
	Wilsonville	TOTAL				$ 66,363,000				$ 61,163,000		$61,163,000		$ -	$ -	$ -	$ -	$ -
	TOTAL					**$ 3,509,925,025**				**$ 3,449,088,337**		**$ 3,376,010,193**		**$ 15,415,436**	**$ 76,551,657**	**$ 46,957,369**	**$ 263,114,758**	**$ 310,072,127**

~~XXX~~ Projects that are struck through have been removed from the current TDT Project List, but remain here to indicate funds spent on them.

Appendix B: TDT Transit Project List Expenditures
FY 2019-20

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 19-20 TDT	FY 19-20 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
Bus Line and Bus Stop Improvements																	
100	185th / Farmington Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 52)	$2,503,000	0%	$2,503,000	100%	$2,503,000	100%	$2,503,000	58%	$1,441,728	2014-2024			$ -	$ -	$ -
101	B-H Hwy Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 54)	$753,000	0%	$753,000	100%	$753,000	100%	$753,000	58%	$433,728	2014-2024			$ -	$ -	$ -
102	Beaverton - Tualatin Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Lines 76/78)	$2,835,000	0%	$2,835,000	100%	$2,835,000	100%	$2,835,000	58%	$1,632,960	2014-2024			$ -	$ -	$ -
103	Jones Farm - South Hillsboro Bus Line Infrastructure	Shelter and stop infrastructure for new north-south bus line along Veterans Drive, Brookwood Pkwy, Century Blvd, and Alexander St (Line 41)	$1,225,000	0%	$1,225,000	100%	$1,225,000	100%	$1,225,000	58%	$705,600	2025-2039			$ -	$ -	$ -
104	Cornell Rd Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 48)	$2,933,000	0%	$2,933,000	100%	$2,933,000	100%	$2,933,000	58%	$1,689,408	2014-2024			$ -	$ -	$ -
105	Orenco-Bethany Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 47)	$2,425,000	0%	$2,425,000	100%	$2,425,000	100%	$2,425,000	58%	$1,396,800	2014-2024			$ -	$ -	$ -
106	Pacific Hwy Near-Term Improvements	Pacific Hwy near-term shelter, stop and other improvements leading up to SW Corridor HCT	$400,000	0%	$400,000	100%	$400,000	100%	$400,000	58%	$230,400	2014-2024			$ -	$ -	$ -
107	TV Hwy Near-Term Improvements	TV Hwy near-term shelter, stop and other improvements leading up to TV Hwy HCT	$4,043,000	0%	$4,043,000	100%	$4,043,000	100%	$4,043,000	58%	$2,328,768	2014-2024			$ -	$ -	$ -
108	Other Bus Stop Improvements	Other shelter, stop and street improvements to support bus service as needed throughout Washington County, including North Plains, Banks, and Gaston	$3,500,000	20%	$2,800,000	100%	$2,800,000	100%	$2,800,000	58%	$1,612,800	2014-2024			$ -	$ -	$ -
109	Tigard - Transit Stop Improvements	Improve stations, stops, crossings and ADA access on Hall Blvd from Commercial St to Locust St	$1,000,000	0%	$1,000,000	100%	$1,000,000	100%	$1,000,000	58%	$580,000	2014-2024			$ -	$ -	$ -
110	Cornelius - Transit Stop Improvements	Upgrade transit stop amenities (shelters, seating, landing pads, route info, bike parking, lighting)	$ 500,000	0%	$ 500,000	100%	$ 500,000	100%	$ 500,000	58%	$ 290,000	2040+			$ -	$ -	$ -
111	Burnside/Cedar Hills Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 20)	$ 1,300,000	0%	$ 1,300,000	100%	$ 1,300,000	100%	$ 1,300,000	58%	$ 754,000	2018-2024			$ -	$ -	$ -
112	Cornelius Pass Road Bus Line Infrastructure	Shelter and stop infrastructure for new frequent service bus line along Cornelius Pass Road (Line 47)	$ 400,000	0%	$ 400,000	100%	$ 400,000	100%	$ 400,000	58%	$ 232,000	2018-2024			$ -	$ -	$ -
113	Baseline/Jenkins Bus Line Infrastructure	Shelter and stop infrastructure for new bus lines along Main Street, Baseline Road and Jenkins Road (Lines 40/47)	$ 1,400,000	0%	$ 1,400,000	100%	$ 1,400,000	100%	$ 1,400,000	58%	$ 812,000	2018-2024			$ -	$ -	$ -
114	North Hillsboro – Willow Creek Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Croeni Avenue, Jacobsen Street, Brookwood Pkwy, Shute Road, and Butler Street (Line 88)	$ 1,150,000	0%	$ 1,150,000	100%	$ 1,150,000	100%	$ 1,150,000	58%	$ 667,000	2025-2039			$ -	$ -	$ -
115	Merlo – Tigard Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Merlo Road, 170th Avenue, 155th Avenue, Beard Road, 121st Avenue, and Gaarde Street (Line 67)	$ 1,250,000	0%	$ 1,250,000	100%	$ 1,250,000	100%	$ 1,250,000	58%	$ 725,000	2025-2039			$ -	$ -	$ -
116	Progress Ridge Bus Line Infrastructure	Shelter and stop infrastructure for reroute or extension of bus lines along Scholls Ferry Road, Horizon Blvd, Murray Blvd, and Barrows Road (Lines 37/56/62)	$ 625,000	0%	$ 625,000	100%	$ 625,000	100%	$ 625,000	58%	$ 362,500	2025-2039			$ -	$ -	$ -
117	South Cooper Mountain Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Scholls Ferry Road, including bus layover in South Cooper Mountain (Line 56)	$ 275,000	0%	$ 275,000	100%	$ 275,000	100%	$ 275,000	58%	$ 159,500	2018-2024			$ -	$ -	$ -
118	West Beaverton Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along Oak Street-Davis Road Allen Blvd (Line 88)	$ 325,000	0%	$ 325,000	100%	$ 325,000	100%	$ 325,000	58%	$ 188,500	2025-2039			$ -	$ -	$ -
119	Durham Road Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Durham Road (Line 36)	$ 425,000	0%	$ 425,000	100%	$ 425,000	100%	$ 425,000	58%	$ 246,500	2025-2039			$ -	$ -	$ -
120	141st/Terman Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along 141st Avenue-Shannon Place and Terman Road (Line 62)	$ 125,000	0%	$ 125,000	100%	$ 125,000	100%	$ 125,000	58%	$ 72,500	2025-2039			$ -	$ -	$ -
121	McDonald/Bonita Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along McDonald Street and Bonita Road (Line 38)	$ 500,000	0%	$ 500,000	100%	$ 500,000	100%	$ 500,000	58%	$ 290,000	2025-2039			$ -	$ -	$ -

Appendix B: TDT Transit Project List Expenditures
FY 2019-20

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 19-20 TDT	FY 19-20 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
122	Wilsonville Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along 95th Avenue (Line 96)	$ 125,000	0%	$ 125,000	100%	$ 125,000	100%	$ 125,000	58%	$ 72,500	2025-2039			$ -	$ -	$ -
123	Sunset – Bethany Bus Line Infrastructure	Shelter and stop infrastructure for new north-south bus line along Saltzman Road and Laidlaw Road (Line 49)	$ 825,000	0%	$ 825,000	100%	$ 825,000	100%	$ 825,000	58%	$ 478,500	2025-2039			$ -	$ -	$ -
124	Walnut Street Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Walnut Street (Line 37)	$ 350,000	0%	$ 350,000	100%	$ 350,000	100%	$ 350,000	58%	$ 203,000	2025-2039			$ -	$ -	$ -
125	Oleson Road Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Oleson Road (Line 1)	$ 225,000	0%	$ 225,000	100%	$ 225,000	100%	$ 225,000	58%	$ 130,500	2025-2039			$ -	$ -	$ -
126	Multnomah Blvd Bus Line Infrastructure	Shelter and stop infrastructure for bus line reoute along Multnomah Blvd (Line 92)	$ 75,000	0%	$ 75,000	100%	$ 75,000	100%	$ 75,000	58%	$ 43,500	2025-2039			$ -	$ -	$ -
127	Beaverton – Sellwood Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along Garden Home Road, 92nd Avenue, Allen Blvd, and Western Avenue (Line 45)	$ 500,000	0%	$ 500,000	100%	$ 500,000	100%	$ 500,000	58%	$ 290,000	2025-2039			$ -	$ -	$ -
128	Amberglen - Beaverton Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along John Olsen Avenue, Aloclek Drive, Stucki Avenue, and Walker Road (Line 59)	$ 1,000,000	0%	$ 1,000,000	100%	$ 1,000,000	100%	$ 1,000,000	58%	$ 580,000	2025-2039			$ -	$ -	$ -
129	Basalt Creek Bus Infrastructure	Shelter and stop infrastructure for new north-south bus line along 124th Avenue Basalt Creek Parkway (or Tonquin Rd), Grahams Ferry Road, and Day Street (Line 94)	$ 1,125,000	0%	$ 1,125,000	100%	$ 1,125,000	100%	$ 1,125,000	58%	$ 652,500	2025-2039			$ -	$ -	$ -
Subtotal			$34,117,000		$33,417,000		$33,417,000		$33,417,000		$19,302,192				$ -	$ -	$ -
Transit Priority Treatments															$ -	$ -	$ -
200	Streamline Bus Efficiency Improvements	Bus efficiency treatments such as signal priority, queue bypasses, dedicated bus stops and other treatments to enhance efficiency and improve or preserve service speeds for Frequent Service and key bus lines throughout county	$2,750,000	0%	$2,750,000	100%	$2,750,000	100%	$2,750,000	58%	$1,584,000	2014-2024			$ -	$ -	$ -
201	Tigard - Transit Priority	Transit signal preemption at Hall Blvd and Hwy 99W intersection	$5,000,000	0%	$5,000,000	100%	$5,000,000	100%	$5,000,000	58%	$2,900,000	2014-2024			$ -	$ -	$ -
Subtotal			$7,750,000		$7,750,000		$7,750,000		$7,750,000		$4,484,000				$ -	$ -	$ -
Park & Rides / Transit Centers															$ -	$ -	$ -
300	P&R expansion	Expand park & ride capacities in smaller lots on sites within Washington County with direct transit service to Portland and/or Washington County employment areas	$15,000,000	0%	$15,000,000	100%	$15,000,000	100%	$15,000,000	58%	$8,640,000	2014-2024			$ -	$ -	$ -
301	OR 8 P&R	Cornelius - Develop OR 8 Park & Ride facilities at 10th and 26th Avenues	$1,700,000	0%	$1,700,000	100%	$1,700,000	100%	$1,700,000	100%	$1,700,000	2028-2040			$ -	$ -	$ -
Subtotal			$16,700,000		$16,700,000		$16,700,000		$16,700,000		$10,340,000				$ -	$ -	$ -
Pedestrian/Bicycle Access to Transit															$ -	$ -	$ -
400	65th Ave Multi-Use Trail	Ped/bike pathway connecting Tualatin River Greenway and multi-family neighborhoods with #76 bus service at Legacy Meridian Park Medical Center	$3,796,000	0%	$3,796,000	100%	$3,796,000	90%	$3,416,400	100%	$3,416,400	2025-2039			$ -	$ -	$ -
401	95th Ave Ped/Bike Connection	Ped/bike pathway connecting Springcres Drive with Sunset Transit Center, including grade-separated ped/bike crossing of Barnes Rd	$11,546,000	0%	$11,546,000	100%	$11,546,000	90%	$10,391,400	100%	$10,391,400	2014-2024			$ -	$ -	$ -
402	Crescent Connection: Cedar Hills to Lombard	Construct a multi-use use path along Beaverton Creek from Cedar Hills Blvd to Beaverton Transit Center, providing access to Beaverton Central MAX station and Beaverton Transit Center	$1,230,000	0%	$1,230,000	100%	$1,230,000	75%	$922,500	100%	$922,500	2014-2024	$ 65,470		$ 2,069,914	$ -	$ 2,069,914
403	TV Hwy Access to Transit	Enhanced bikeway facilities, sidewalks, pedestrian crossings, multi-use trail	$11,667,500	0%	$11,667,500	100%	$11,667,500	90%	$10,500,750	100%	$10,500,750	2014-2024			$ -	$ -	$ -
404	Washington Square Overcrossing (North)	Pedestrian/bicycle overcrossing of Hwy 217 and Scholls Ferry Rd between Nimbus Dr and north mall area, connecting to Hall/Nimbus WES commuter rail station	$39,781,536	0%	$39,781,536	100%	$39,781,536	90%	$35,803,382	100%	$35,803,382	2025-2039			$ -	$ -	$ -
405	Westside Trail: Cornell to Greenbrier	Multi-use trail connecting business park to Cornell Rd bus line, including grade-separated overcrossing of US 26	$9,450,000	0%	$9,450,000	100%	$9,450,000	90%	$8,505,000	100%	$8,505,000	2014-2024			$ -	$ -	$ -
406	Bike & Rides	Enclosed, key card accessed bicycle parking at high capcity transit or frequent service bus stops	$1,000,000	0%	$1,000,000	100%	$1,000,000	100%	$1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -

Appendix B: TDT Transit Project List Expenditures
FY 2019-20

List as amended by
Resolution and Order 20-135
December 1, 2020

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 19-20 TDT	FY 19-20 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
407	Other Access to Transit Improvements	Other pedestrian and bicycle improvements to support access to transit in Washington County, including sidewalks, pedestrian crossings, bike lanes, multi-use paths and bike parking.	$3,500,000	20%	$2,800,000	100%	$2,800,000	90%	$2,520,000	100%	$2,520,000	2014-2024			$ -	$ -	$ -
408	Basalt Creek Canyon Trail	North/south trail connection within Basalt Creek making connections to east/west roadways. Includes grade separation of Basalt Creek Pkwy	$450,000	0%	$450,000	100%	$450,000	90%	$405,000	100%	$405,000	2019-2029			$ -	$ -	$ -
409	I-5 Easement Trail	Trail parallel to I-5 providing north/south connection to existing bike and pedestrian facilities	$750,000	0%	$750,000	100%	$750,000	90%	$675,000	100%	$675,000	2019-2029			$ -	$ -	$ -
Subtotal			$83,171,036		$82,471,036		$82,471,036		$74,139,432		$74,139,432				$ 2,004,444	$ -	$ 2,004,444
Transit System Requirements															$ -	$ -	$ -
500	Merlo Bus Operating Base Expansion	Long-term expansion of bus service in Washington County requires additional capacity at bus storage and maintenance shops.	$1,001,000	0%	$1,001,000	100%	$1,001,000	100%	$1,001,000	58%	$576,576	2014-2024			$ -	$ -	$ -
501	Elmonica LRV Expansion	Expansion of light rail vehicle yard and maintanance facility for increased service.	$4,000,000	0%	$4,000,000	100%	$4,000,000	100%	$4,000,000	58%	$2,304,000	2025-2039			$ -	$ -	$ -
502	Electric Bus Supportive Capital Improvements	Capital improvements to support operation and maintenance of electric buses.	$10,000,000	50%	$5,000,000	32%	$1,600,000	50%	$800,000	58%	$460,800	2025-2039			$ -	$ -	$ -
503	South Hillsboro Transit Improvements	Bus pullouts, shelters, bus layover	$4,830,000	0%	$4,830,000	100%	$4,830,000	100%	$4,830,000	100%	$4,830,000	2025-2039			$ -	$ -	$ -
Subtotal			$19,831,000		$14,831,000		$11,431,000		$10,631,000		$8,171,376				$ -	$ -	$ -
High Capacity Transit (HCT)															$ -	$ -	$ -
600	Amber Glen Streetcar loop circulator or Red Line extension	Amber Glen LRT spur. (Pending development with sufficient density) Alternative would be a streetcar circulator. Lower end of estimated project cost range is shown because detailed project scoping has not been developed.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	100%	$75,000,000	2025-2039			$ -	$ -	$ -
601	Red Line to Fair Complex/ Hillsboro Airport	Add a third track and switches and upgrade signals to allow for the Red Line MAX to be extended to the Fair Complex/Hillsboro Airport MAX Station	$6,000,000	50%	$3,000,000	100%	$3,000,000	100%	$3,000,000	58%	$1,728,000	2014-2024			$ -	$ -	$ -
602	Southwest Corridor HCT	Portland, Sylvania, Tigard and Tualatin high-capacity transit.	$1,075,000,000	50%	$537,500,000	60%	$322,500,000	100%	$322,500,000	58%	$185,760,000	2014-2024			$ -	$ 938,530	$ 938,530
603	Sunset Highway HCT	East-west HCT connecting Hillsboro and Tanasbourne, STC, and St. Vincent's. Detailed project scoping has not been developed.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	58%	$43,200,000	2025-2039			$ -	$ -	$ -
604	TV Highway HCT	East-west bus rapid transit linking Forest Grove, Cornelius, Hillsboro, Aloha-Reedville and Beaverton Transit Center via the TV Highway corridor. Hillsboro-Beaverton segment includes westbound Business Access & Transit Lane, eastbound bus pullouts, enhanced bikeway facilities, sidewalks, pedestrian crossings, signal modifications on TV Hwy.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	58%	$43,200,000	2014-2024			$ -	$ -	$ -
605	WES Commuter Rail Upgrades	Capital improvements to allow future service upgrades including double-tracking (for improved frequency and span of service.) Detailed project scoping has not been developed.	$250,000,000	50%	$125,000,000	80%	$100,000,000	100%	$100,000,000	58%	$57,600,000	2025-2039			$ -	$ -	$ -
Subtotal			$1,781,000,000		$890,500,000		$650,500,000		$650,500,000		$406,488,000				$ -	$ 938,530	$ 938,530
TOTAL			**$1,942,569,036**		**$1,045,669,036**		**$802,269,036**		**$793,137,432**		**$522,925,000**		**$ -**	**$ -**	**$ 2,004,444**	**$ 938,530**	**$ 2,942,974**

Appendix C:
North Bethany Funding Plan Report

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Introduction

The North Bethany Transportation Funding Plan was adopted by Resolution and Order 11-70 on October 25, 2011. The North Bethany Transportation Funding Plan provided a framework of finance mechanisms necessary to support development within the North Bethany Subarea. The Funding Plan combines pre-existing countywide revenue sources with two new North Bethany-specific revenue sources to assure adequate revenue for transportation infrastructure necessary to serve the North Bethany Subarea.

This report updates the 5-year funding plan report published for Fiscal Year 2015-16 and again updated in each of the Fiscal Years since then. This complete funding reporting exceeds the minimum reporting requirements called for by Resolution and Order 11-70. The intent of the report is two-fold:

1) Assess the overall Funding Plan and provide an update to the 5-year review conducted four years ago and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.

2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2019-20.

Overview of Recommendations

This report provides three recommendations:

1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number of units anticipated in the North Bethany Funding Plan.
2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2020-21.

North Bethany Funding Plan Overview

The North Bethany Funding Plan includes four funding programs intended to fund 12 road improvements. The 2011 Funding Plan identified four funding programs, plus pre-existing Trust & Agency funds, that would contribute to the transportation improvements necessary to serve the area. These funding programs are described in Table 1.

Table 1: North Bethany Funding Plan – Revenue Sources

Funding Program	Expected Revenue
Major Streets Transportation Improvement Program (MSTIP)	$10,000,000
Transportation Development Tax (TDT)	$21,778,574
North Bethany County Service District for Roads (NBCSD)	$13,354,670
North Bethany Transportation System Development Charge (NBTSDC)	$22,466,756
Pre-Existing Trust & Agency	$1,400,000
TOTAL	**$69,000,000**

Together these funding sources would provide a total of $69,000,000 dollars for 12 transportation improvements. These improvements are described in Table 2.

Table 2: North Bethany Funding Plan – Transportation Improvements

Project Number	Road	Extent	Project Description	Total Cost Estimate
1	Shackelford Rd	West Boundary to Joss	New Collector Rd	$9,300,000
2	Shackelford Rd	Joss to Kaiser	New Collector Rd	$8,800,000
3	Springville Rd	185th to Joss	Improvements	$11,100,000
4	Springville Rd	Joss to Kaiser	Improvements	$3,600,000
5	Springville Rd	Kaiser to Countyline	Improvements	$0*
6	Kaiser Rd	Shackelford to Springville	Improvements	$7,800,000
7	185th Ave	Springville to West Union	Improvements	$4,500,000
8	Shackelford	Kaiser to Countyline	Improvements	$0*
9	Shackelford Rd	½ Bridge over Rock Creek	Bridge	$7,300,000
10	185th and Springville	Realignment	Improvements	$900,000
11	Kaiser Rd	Springville to Bethany	Improvements	$6,100,000
12	Brugger Rd	Joss to Kaiser	Improvements	$3,200,000
13	Joss Rd	Shackelford to Arbor	Improvements	$4,100,000
14	P15 / Oats / 160th	Springville to Brugger	Improvements	$2,300,000
			Total	**$69,000,000**

* Funding plan anticipated these projects would be funded through development.

A brief summary of each of the funding programs follows:

1. **North Bethany and the Major Streets Transportation Improvement Program (MSTIP)**

On June 23, 2015 the Board of County Commissioners approved the MSTIP Bonding Cost-sharing transportation funding program to provide transportation financing for high-growth residential areas. The program is a partnership between Washington County and the cities of Beaverton, Hillsboro and Tigard to share funding resources for improvements to identified roadways in four major residential growth areas:

- North Bethany & Bonny Slope West (unincorporated Washington County)
- South Hillsboro (City of Hillsboro)
- South Cooper Mountain (City of Beaverton)
- River Terrace (City of Tigard)

This is an innovative cost-sharing partnership that will allow the County and cities to make transportation improvements – without raising property taxes – before deficient roadways become problematic. Two-thirds of the $140 million cost of the identified capacity and safety road-improvement projects will be funded by Washington County (through MSTIP); the remaining one-third will be funded by the cities and by development (e.g. frontage improvements, TDT, supplemental SDCs, including the NBTSDC). The cost-sharing is based on travel forecasting that estimates only one-third of travelers using the improved roads will result from the developments. The remaining traffic will be "regional travel"– trips that begin and end outside of the high-growth areas. This will improve county-wide mobility.

Funding projects: Getting ahead of the growth

- The County will issue bonds to fund two-thirds of the project costs.
- Incremental growth in revenue from the county-wide property tax-based Major Streets Transportation Improvement Program (MSTIP) will be used to pay back the bonds. Issuing bonds will allow improvements to be made proactively – before the deficient roadways become problematic.

Preserving funds: Other transportation needs still a high priority

The cost-sharing strategy preserves the existing MSTIP funding level of $35 million/year for improvements on other roadways throughout Washington County. By funding high-growth area road improvements through MSTIP-backed bonds, these high-growth projects will not compete with other transportation projects for MSTIP funds.

Two of the projects identified are on the North Bethany Transportation Funding Plan:

- Springville Road: 185th Avenue to the PCC entrance ($7,833,333 in MSTIP funding)
- 185th Avenue: Springville to West Union ($4,000,000 in MSTIP funding)

While the total of $11.83M in MSTIP is more than the initial $10M anticipated in the funding plan, this total potential amount allows for construction cost increases and provides additional flexibility if necessary. Additional information about the high-growth funding program is available at: http://www.co.washington.or.us/LUT/News/high-growth-transportation-funding.cfm

2. North Bethany and the Transportation Development Tax (TDT)

The North Bethany Funding Plan is based on an assumed amount of development occurring within the North Bethany Subarea. The total amount of TDT revenue and credits from that development was calculated in 2010 dollars. Table 3 shows the TDT assumptions in the North Bethany Funding Plan.

Table 3: North Bethany Funding Plan – TDT Assumptions

Land Use Category	Projected Number of Units	2012 Rate[1]	Total Revenue Anticipated[2]
Single Family Detached	1,437	$8,225	$11,819,325
Single Family Attached	1,534	$4,919	$7,545,746
Multi-Family	1,218	$5,381	$6,554,058
Non-Residential	varies	varies	$3,118,969
Total[2]			**$29,038,098**

1) The 2012 TDT Rates were used due to the phase-in of the TDT rates occurring during the development of the North Bethany Funding Plan.
2) As explained below only 75% of the total TDT revenue expected to be generated in North Bethany was allocated toward projects on the North Bethany Funding plan. The remaining revenue is anticipated to help address other needs – countywide – related to growth from North Bethany and throughout Washington County.

The North Bethany Funding Plan allocated ***75%*** of the total TDT revenue anticipated to the roadway improvements identified. The remaining 25% of the TDT revenue would be available to contribute to other roadway improvements countywide necessary to serve growth. Therefore, the revenue and credits expected for the TDT component of the North Bethany Funding Plan was: ***$21,778,574***. Table 4 shows the estimated TDT revenue from North Bethany to date and calculates the 75% allocation.

Table 4: Summary of North Bethany TDT Revenue (Estimated)

Fiscal Year	Estimated TDT Revenue*	75% Allocation
FY 14-15	$1,141,678	$856,258
FY 15-16	$2,614,654	$1,960,990
FY 16-17	$2,006,493	$1,504,870
FY 17-18	$3,449,267	$2,586,950
FY 18-19	$1,762,068	$1,321,551
FY 19-20	$452,863	$339,648
Total	**$11,427,023**	**$8,570,267**

* Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

TDT fund expenditures and TDT Credits issued in North Bethany total $4,164,897 (see Table 12, later in report, and appendix).

Summary of TDT and the North Bethany Funding Plan

Subtracting the TDT credits and TDT funds already invested in the North Bethany Subarea from the 75% of TDT revenue allocated to the North Bethany Funding Plan would result in **$4,405,370 ($8,570,267 estimated revenue - $4,164,897 expenditures)** in estimated available TDT revenue to date. The TDT revenue would be expected to be combined with other funding sources and contribute towards the projects identified on the North Bethany Funding Plan.

3. North Bethany County Service District for Roads

In the May 17, 2011 election, voters in the North Bethany Subarea approved Ballot Measure No. 34-189, thus taking the necessary step to create the North Bethany County Service District for Roads. The district includes an additional property tax rate of $1.25 per/$1,000 of assessed valuation within the North Bethany Subarea.

The North Bethany County Service District for Roads provides an ongoing funding source. As the North Bethany Subarea develops, the assessed valuation and service district revenue are expected to increase and provide additional funding for the North Bethany Subarea. Table 5 shows a summary of the North Bethany County Service District for Roads.

Table 5: Summary of the North Bethany County Service District for Roads Revenue

Fiscal Year	Total Assessed Valuation	Service District Revenue	Service District Expenditures	Running Total
FY 11-12	$26,240,000	$47,519	$0	$47,519
FY 12-13	$26,270,000	$31,849	$0	$79,368
FY 13-14	$28,180,000	$35,728	$0	$115,096
FY 14-15	$43,790,000	$73,029	$0	$188,125
FY 15-16	$80,730,000	$101,655	$0	$289,780
FY 16-17	$200,830,000	$251,373	$0	$541,153
FY 17-18	$340,160,000	$416,805	$277,203	$680,755
FY 18-19	$474,360,000	$603,234	$314,362	$969,627
FY 19-20*	$622,006,788	$752,024	$1,264,513	$457,138
Total		**$2,313,216**	**$1,856,078**	

* Fund combined with NBTSDC and North Bethany Share of TDT

As development continues in the North Bethany Subarea, the total assessed valuation and resulting Service District Revenue per year and total are expected to grow and provide a resource to contribute towards the improvements identified on the North Bethany Funding Plan.

Loan from MSTIP

One project (P15 / Oats / 160th Springville to Brugger improvements) was already completed by the MSTIP program. The cost of these early improvements was structured as a loan from the MSTIP program to the County Service District. These expenses are anticipated to be repaid as revenue becomes available from the Service District.

4. North Bethany Transportation System Development Charge

The North Bethany Transportation System Development Charge (NBTSDC) became effective November 29, 2010. It is a component of the larger North Bethany Funding Plan, which was subsequently established by the Board of County Commissioners on June 7, 2011. The purpose of the NBTSDC is to fund new or improved capacity-increasing transportation capital infrastructure. The NBTSDC is dedicated solely to fund transportation facilities necessary to serve the North Bethany subarea.

Revenue

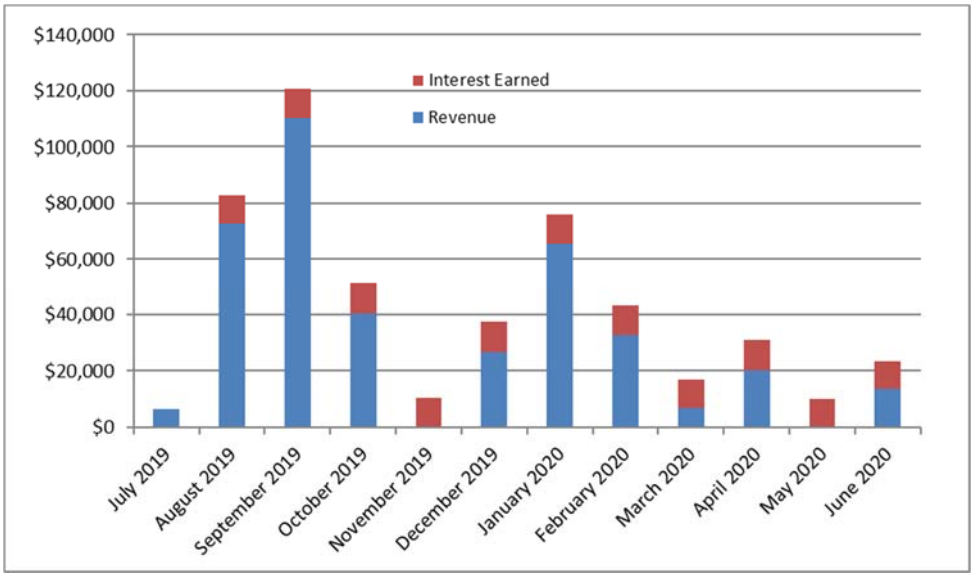
Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2019 through June 2020 fiscal year. The revenue paid into the NBTSDC account generates interest and the interest earned on the account is also included in on the table.

Table 6: North Bethany TSDC Revenue Receipts by Month

Month	Revenue	Interest Earned	Month Total
July 2019	$6,560	-$35,322	-$28,762
August 2019	$72,581	$10,389	$82,970
September 2019	$110,180	$10,634	$120,814
October 2019	$40,383	$10,968	$51,351
November 2019	-$53,859	$10,463	-$43,396
December 2019	$26,596	$10,781	$37,377
January 2020	$65,430	$10,747	$76,177
February 2020	$32,800	$10,580	$43,380
March 2020	$6,757	$10,126	$16,883
April 2020	$20,271	$10,699	$30,970
May 2020	$0	$10,187	$10,187
June 2020	$13,514	$9,823	$23,337
Total	**$341,213**	**$80,078**	**$421,291**

Figure 1 displays the revenue receipts and interest earned by month.

Figure 1: Revenue Receipts by Month



Expenditures

Table 7 summarizes the expenditures by month from the NBTSDC account during the July 2019 through June 2020 fiscal year. The expenditures include administration and other costs, including quarterly credit card charges.

Table 7: Expenditures by Month

Month	Administration	Other	Month Total
July 2019	$2,243	$0	$2,243
August 2019	$6,654	$0	$6,654
September 2019	$6,027	$0	$6,027
October 2019	$2,243	$0	$2,243
November 2019	$6,661	$0	$6,661
December 2019	$3,618	$0	$3,618
January 2020	$2,243	$0	$2,243
February 2020	$6,654	$0	$6,654
March 2020	$4,620	$0	$4,620
April 2020	$2,243	$0	$2,243
May 2020	$6,654	$0	$6,654
June 2020	$2,970	$6,000,000	$6,002,970
Total	$52,829	**$6,000,000**	**$6,052,829**

North Bethany Transportation System Development Charge Credits

Credits are issued for cost of constructing eligible transportation improvements. Credit transfers are allowed within the NBTSDC area – such transfers are documented by issuance of a new credit voucher. Credits maybe used in lieu of paying the North Bethany Transportation System Development Charge. Table 8 shows the NBTSDC credits issued through June 30, 2019.

Table 8: North Bethany Transportation System Development Charge Credits*

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 19-20	Credit Remaining on 6/30/19	Notes
NB14-01	NW 160th: Springville to Brugger	West Hills Development	North Bethany Creek	$180,397	10/23/14	$180,397 Transfer to NB14-01A	$0	Entire amount transferred to NB14-01A
NB14-01A	From NB14-01	DR Horton		Transfer from NB14-01 $180,397	12/30/14	$180,397	$0	
NB14-02	Brugger & ROW dedication	West Hills Development	North Bethany Creek	$77,822	11/24/14	$77,822 Transfer to NB14-01A	$0	Entire amount transferred to NB14-02A
NB14-02A	From NB14-02	DR Horton		Transfer from NB14-01 $77,822	12/30/14	$77,822	$0	
NB15-001	Shackelford Rd	DR Horton	Bethany Abbey Heights 1 & 2	$400,253	11/20/15	$397,345	$2,908	
NB15-002	Shackelford Rd	DR Horton	Bethany Commons at Abbey Creek	$114,490	12/9/15	$114,490	$0	
NB15-003	Brugger Rd & Joss Rd	DR Horton	Commons at Abbey Creek	$71,870	12/9/15	$44,413 used $27,457 Transfer to NB15-003A	$0	$27,457 transferred to NB15-003A

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 19-20	Credit Remaining on 6/30/19	Notes
NB15-003A	From NB15-003	DR Horton	Meadows at Abbey Creek	Transfer from NB15-003 $27,457	4/22/16	$27,457	$0	
NB16-001	Brugger Rd & Joss Rd	DR Horton	Commons at Abbey Creek #2	$62,000	3/15/16	$61,130 used $870 Transfer to NB16-00A	$0	$870 transferred to NB16-001A
NB16-001A	From NB16-001	DR Horton	Meadows at Abbey Creek	Transferred from NB16-001 $870	4/21/16	$870	$0	
NB16-002	Brugger Rd & Joss Rd	DR Horton	Bethany Abbey Meadows	$31,360	4/15/16	$31,360	$0	
NB-007	Shackelford Rd	DR Horton	Grace Hollow & Grace Hollow #2	$450,547	9/2/16	$183,886	$0	$266,661 transferred to NB-007A
NB-007A	Shackelford Rd	DR Horton	Bethany Abbey Meadows	Transferred from NB-007 $266,661	10/26/16	$266,661	$0	
NB15-001	Shackelford Rd	DR Horton	Bethany Abbey Heights 1 & 2			$2,908	$0	
NB16-004	Shackelford Rd	DR Horton	Bethany Abbey Heights No. 2	$179,530	8/15/16	$178,145	$1,385	
NB16-003	Shackelford Rd	DR Horton	Bethany Creek Falls No. 2 Row Houses	$185,193	8/12/16	$185,193	$0	
NB16-006	Kaiser Rd & Springville Rd	Noyes	Crossing at North Bethany	$177,795	8/31/16	$177,795 Transfer to NB16-006A	$0	$177,795 Transferred to NB16-006A
NB16-006A	Kaiser Rd & Springville Rd	Noyes	Highlands at North Bethany	Transferred from NB16-006 $177,795	10/19/16	$177,795	$0	
NB16-008	Brugger Rd	DR Horton	Bethany Abbey Meadows No. 2 – Brugger Rd	$74,727	12/13/16	$74,727	$0	
NB16-009	Shackelford Rd	DR Horton	Bethany Abbey Meadows No. 2 – Shackelford Rd	$62,999	12/13/16	$18,828	$44,171	
NB16-004	**Shackelford Rd**	**DR Horton**	**Bethany Abbey Heights No.2**		**9/02/16**	**$1,385**	**$0**	
NB16-009	Shackelford Rd	DR Horton	Bethany Abbey Meadows No.2		12/13/16	$44,171	$0	
NB17-001	**Shackelford Rd**	**Noyes**	**Highlands at North Bethany**	**$133,968**	**2/2/18**	**$133,968**	**$0**	
NB18-001	Kaiser Rd & Brugger Rd	DR Horton	North Bethany Commons	$310,681	3/8/18	$85,844 Transfer to NB18-001A	$140,472	$84,365 Transferred to NB18-001A
NB18-001A	Kaiser Rd & Brugger Rd	DR Horton	Bethany Abbey Meadows No.2	Transferred from NB18-001 $84,365	3/14/18	$84,365	$0	Transferred from NB18-001
NB18-002	Brugger Rd	DR Horton	Orchards at	$304,491	12/13/18	$297,931	$6,561	

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 19-20	Credit Remaining on 6/30/19	Notes
			Abbey Creek					
NB18-003	Brugger Rd	DR Horton	Vineyards at Abbey Creek	$136,578	12/13/18	$134,048	$0	$2,530 Transferred to NB18-003A
NB18-003A	Brugger Rd	DR Horton	North Bethany Commons	$2,530 Transferred from NB18-003	12/17/17		$2,530	
NB18-004	Brugger Rd	DR Horton	Abbey Crest	$132,561	12/13/18	$132,561	$0	
NB18-005	Brugger Rd	DR Horton	Abbey Ridge	$19,680	12/13/18	$19,116	$0	$564 Transferred to NB 18-005A
NB18-005A	Brugger Rd	DR Horton	North Bethany Commons	$564 Transferred from NB18-005	6/19/19		$564	
NB19-001	Kaiser Rd	Beaverton School District	BSD Kaiser K5 Elementary	$83,874	5/3/19	$83,874	$0	
NB19-002	Kaiser Rd	Polygon WLH	Bethany Creek Park	$134,171	4/25/19	$134,171	$0	$134,171 Transferred to NB19-002A
NB19-002A	Kaiser Rd	Polygon WLH	Ridgeline 1, 2 and 3	$134,171 Transferred from NB19-002	5/23/19	$134,171	$0	
NB19-003	Shackelford Rd	Noyes	Highlands at North Bethany	$623,801	6/3/19	$19,680	$604,121	$19,680 Transferred to NB19-003A
NB19-003A	Shackelford Rd	Noyes	Highlands at North Bethany	$19,680 Transferred from NB19-003	6/10/16	$19,680	$0	
NB 18-001	Kaiser Rd & Brugger Rd	DR Horton	North Bethany Commons	$171,573	3/8/18	$33,216	$138,357	
NB 18-002	Brugger Rd	DR Horton	Orchards at Abbey Creek		12/13/18	$6,560	$0	$6,560 Transferred to NB18-002A
NB 18-002A	Brugger Rd	DR Horton	Orchards at Abbey Creek	$6,560 Transferred from NB 18-002	9/26/19		$6,560	
NB 18-003A	Brugger Rd	DR Horton	North Bethany Commons				$2,530	
NB 18-005A	Brugger Rd	DR Horton	North Bethany Commons				$564	
NB 19-003	Shackelford Rd	Noyes	Highlands at North Bethany		6/3/19	$188,605	$415,516	
FY 19-20 Total				**$0**		**$221,821**	**$563,527**	
Total (FY 14-15 through FY 19-20)				**$4,731,042**		**$3,391,823**	**$1,348,875**	

* Credits from prior fiscal years are shown in gray.

Credits are an important component of the NBTSDC. The credits issued represent investments that have occurred on NBTSDC eligible facilities. The credits used represent potential revenue that has been invested as improvements in lieu of cash receipts.

Construction Cost Index

The NBTSDC index adjustment provides an automatic non-discretionary adjustment to reflect changes in construction costs. The adjustment occurs on July 1 of each year and no Board action is necessary or required. The NBTSDC Construction Cost Index follows the Transportation Development Tax (TDT) Construction Cost Index. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary

Total NBTSDC activity is summarized in Table 9. It includes revenue from the charge, interest earned and credits issued. Interest for FY 2014-15 and FY 2015-16 was combined based on information provided by accounting. The revenue, interest and credits issued result in **$12,304,402** in total activity from the North Bethany Transportation System Charge through June 30, 2020.

Table 9: NBTSDC Total Activity (Revenue plus Credits Issued)

Fiscal Year	NBTSDC Revenue	Interest Earned	Credits Issued	Total Activity
FY 2014-15	$867,675		$258,219	$1,125,894
FY 2015-16	$1,987,137	$14,069	$679,973	$2,681,179
FY 2016-17	$1,512,326	$9,811	$1,130,791	$2,652,928
FY 2017-18	$2,598,573	$50,885	$444,649	$3,094,107
FY 2018-19	$1,327,488	$166,764	$1,435,156	$2,929,408
FY 2019-20	$341,213	$80,078	$0	$424,385
Total	**$8,280,849**	**$74,765**	**$3,948,788**	**$12,304,402**

North Bethany Funding Plan Revenue Source Summary

Table 10 summarizes the North Bethany Funding programs through June 30, 2020.

Table 10: Summary of North Bethany Revenue Sources

	Anticipated in Funding Plan	Actual though June 30, 2020[1]
Major Streets Transportation Improvement Program (MSTIP)*	$10,000,000	$10,000,000
Transportation Development Tax (TDT)**	$21,778,574	$8,570,267
North Bethany County Service District for Roads (NBCSD)	$13,354,670	$2,313,216
North Bethany Transportation System Development Charge (NBTSDC - includes credits issued)	$22,466,756	$12,304,402
Pre-Existing Trust & Agency	$1,400,000	$1,400,000
Total	**$69,000,000**	**$34,587,885**

1) Includes revenue plus interest and credits

* Assumes the MSTIP allocation committed to the North Bethany Funding Plan.

** Estimated from NBTSDC receipts plus credits

Review of North Bethany Development

Prior to FY 14-15, no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 3,700 residential units (single-family, attached and multi-family) have been approved.

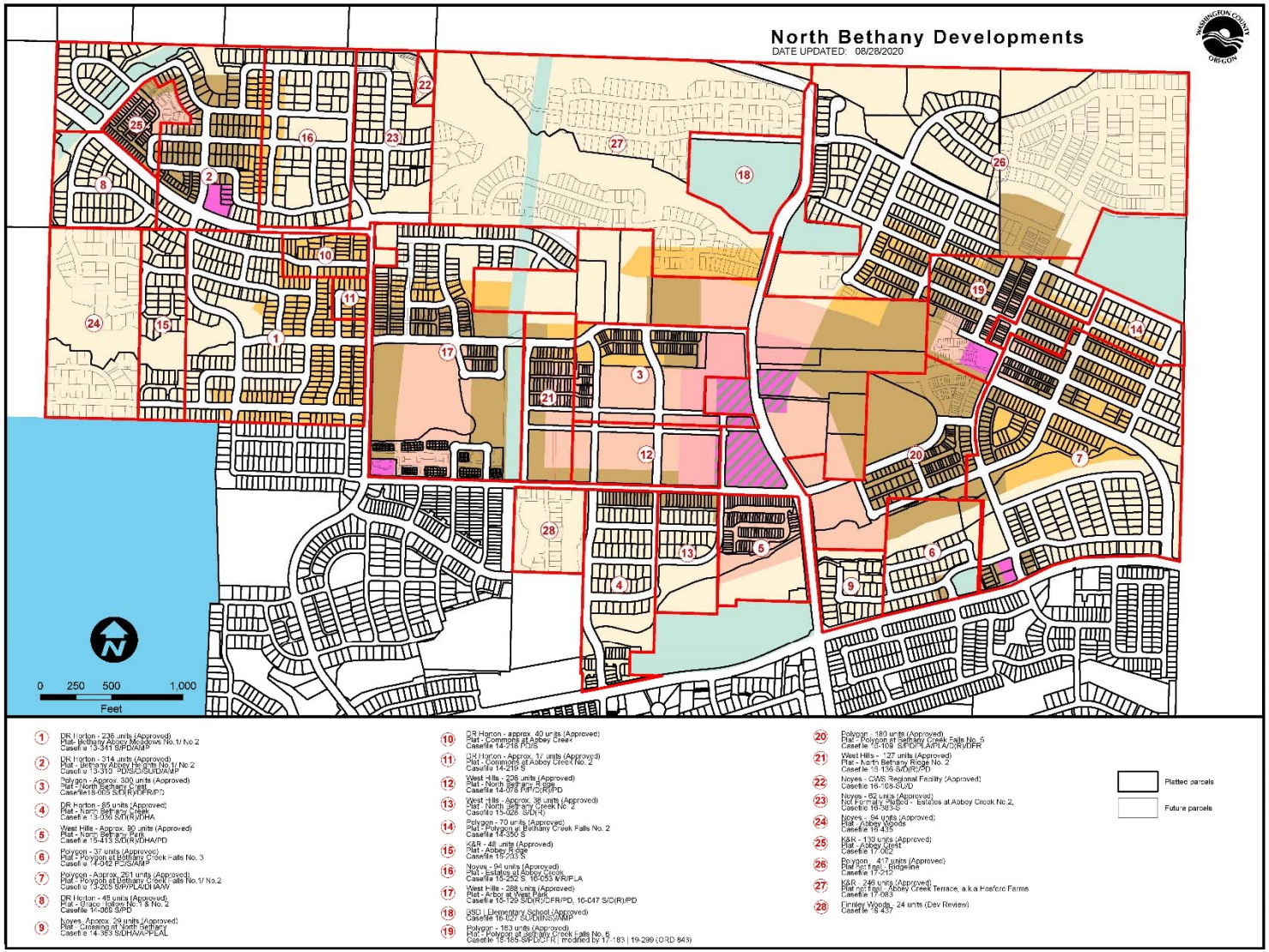
Construction within these approved developments has begun and over 1,900 units have been issued permits or final approval prior to June 30, 2020.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the North Bethany Funding Plan may not necessarily occur until after development construction begins. This is due to the fact that some TDT (or NBTSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and NBTSDC) at time of final building permit (or deferred to occupancy)
- Increased valuation and payment of property taxes (NBCSD revenue)

Figure 2, displays the land use approval status as of June 30, 2020.

Figure 2: Development as of June 30, 2020



North Bethany Development Analysis

As shown in Figure 2, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Table 11 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2020.

Table 11: Residential Development

Unit Type	Units Expected in Funding Plan	Units Approved, June 30, 2020	Units Permitted or Final, June 30, 2020
Single Family Detached	1,437	2,862* (96%)	1,215 (85%)
Single Family Attached	1,534		296 (19%)
Multifamily	1,218	790** (65%)	437 (36%)
Total	**4,189**	**3,682 (88%)**	**1,948 (47%)**

*Single Family residential approvals are not distinguished between attached and detached structures

Approximately 88% of the development expected in the North Bethany Funding Plan has been approved. The development approvals cover approximately 90% of the total North Bethany Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 10% of the land area remains developable, much of that is in the commercial center along Kaiser Road, which may have a higher development density, but will include commercial, as well as residential land use. Also, some of the remaining developable area includes lands with environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the North Funding Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.

North Bethany Non-Residential Development

Non-residential development must also pay appropriate charges in the North Bethany Funding Plan. The majority of the development is expected to be residential. As non-residential development is completed and pays the appropriate charges these contributions will be included in the future North Bethany Funding Plan reports.

North Bethany Road Project Analysis

As of June 30, 2020 one capital project had been completed and credits had been issued for parts of several other projects. Several other projects were underway and/or been submitted for credit eligibility review. Table 12 shows the North Bethany Road projects the investment in thus far in each and credit vouchers related to that investment through June 30, 2020 and Figure 3 shows the same roadway improvements in a map form.

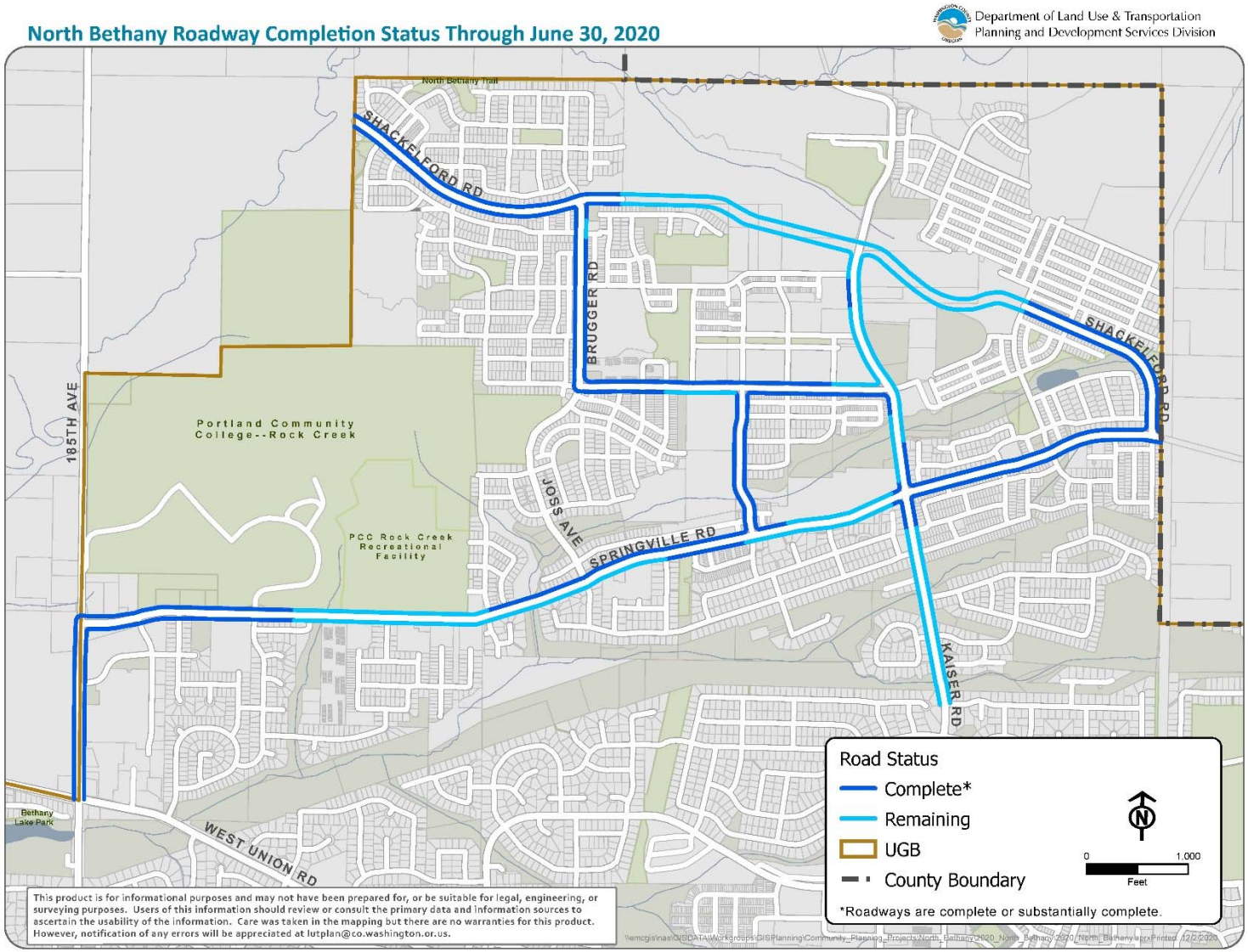
Table 12: North Bethany Road Project Analysis

Project Number	Road	Extent	Total Cost Estimate	Percent Complete*	Investment**	Credit Vouchers Issued/ Other Funding
1	Shackelford Rd	West Boundary to Joss	$9,300,000	16%	$1,490,540	TDT15-05 TDT15-06 NB15-001 NB15-002 NB-007 NB16-004 NB16-009 NB17-001
2	Shackelford Rd	Joss to Kaiser	$8,800,000	4%	$359,757	NB19-003 TDT19-07 TDT19-08
3	Springville Rd	185th to Joss	$11,100,000	90%	$9,996,031	TDT MSTIP 3d-HG NB Co Svc Dist URMD
4	Springville Rd	Joss to Kaiser	$3,600,000	25%	$886,686	TDT14-04 URMD Safety NB Co Svc Dist
5	Springville Rd	Kaiser to Countyline	$0			
6	Kaiser Rd	Shackelford to Springville	$7,800,000	17%	$1,306,585	NB16-006 NB18-001 NB19-001 NB19-002 TDT18-03 TDT19-02 TDT19-05 TDT19-07
7	185th Ave	Springville to West Union	$4,500,000	40%	$1,792,652	TDT MSTIP 3d-HG
8	Shackelford	Kaiser to Countyline	$0	N/A	$185,193***	NB16-003
9	Shackelford Rd	½ Bridge over Rock Creek	$7,300,000			
10	185th and Springville	Realignment	$900,000	100%	$900,000	MSTIP 3d-HG TDT
11	Kaiser Rd	Springville to Bethany	$6,100,000			
12	Brugger Rd	Joss to Kaiser	$3,200,000	18%	$588,857	NB14-02 NB16-008 NB18-001 NB18-002 NB18-003 NB18-004 NB18-005

Project Number	Road	Extent	Total Cost Estimate	Percent Complete*	Investment**	Credit Vouchers Issued/ Other Funding
						TDT18-06
13	Joss Rd	Shackelford to Arbor	$4,100,000	11%	$461,604	NB15-003 NB16-001 NB16-002 NB18-002 NB18-003 NB18-004 NB18-005
14	P15 / Oats / 160th	Springville to Brugger	$2,300,000	100%	$2,480,397	NB14-01 MSTIP (Loan)
		Total	**$69,000,000**	**29%**	**$20,263,109**	

* As of June 30, 2020. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.
** Includes public construction and/or credits issued.
*** NBTSDC Credits were issued, but not counted in total since no funding had been allocated for this project.

Figure 3: North Bethany Road Improvements



North Bethany Project Costs

Washington County engineering staff has been diligently working with the development community to coordinate and implement funded projects. North Bethany Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2020. It is the recommendation of this report to continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Project costs for North Bethany roads should continue to be independently monitored. If the project costs increase faster in North Bethany than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The North Bethany Funding Plan assumed that development would occur in North Bethany in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, development timing was not known.

The North Bethany Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2020 that is not included in this report. The ongoing rapid development of the North Bethany Subarea is recognized as a response to existing market conditions. It is unknown if this is a short-term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the North Bethany Funding Plan for Fiscal Year 2020-21.

This report provides three recommendations:

1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.
2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2020-21.

North Bethany Project Tracking

				Credit Issued or Other Funds Spent													
Project No.	Road	Extent	Total Cost Estimate	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	Cumulative Total	Cumulative Percent Complete	2014-15 Credit Vouchers Issued/Other	2015-16 Credit Vouchers Issued/Other	2016-17 Credit Vouchers Issued/Other	2017-18 Credit Vouchers Issued/Other	2018-19 Credit Vouchers Issued/Other	2019-20 Credit Vouchers Issued/Other
1	Shackelford Rd	West Boundary to Joss	$9,300,000	$ -	$ 720,196	$ 636,376	$ 133,968			$ 1,490,540	16.0%		TDT15-05 TDT15-06 NB15-001 NB15-002	NB-007 NB16-004 NB16-009	NB17-001		
2	Shackelford Rd	Joss to Kaiser	$8,800,000	$ -				$ 214,778	$ 144,979	$ 359,757	4.1%					NB19-003 TDT19-07	TDT19-08
3	Springville Rd	185th to Joss	$11,100,000	$ 118,833	$ 1,237,792	$ 2,126,937	$ 4,432,876	$ 44,162	$ 2,035,431	$ 9,996,031	90.1%	TDT	MSTIP 3d-HG TDT	MSTIP 3d-HG	TDT MSTIP 3d-HG NB Co Svc Dist	TDT	MSTIP 3d-HG TDT
4	Springville Rd	Joss to Kaiser	$3,600,000	$ 160,393			$ 31,932	$ 386,686	$ 307,675	$ 886,686	24.6%	TDT14-04			URMD Safety Imp	NB Co Svc Dist URMD	URMD Safety Imp
5	Springville Rd	Kaiser to Countyline	$0	$ -						$ -							
6	Kaiser Rd	Shackelford to Springville	$7,800,000	$ -		$ 177,795	$ 207,325	$ 921,465		$ 1,306,585	16.8%			NB16-006	NB18-001	NB19-001 NB19-002 TDT18-03 TDT19-02 TDT19-05 TDT19-07	
7	185th Ave	Springville to West Union	$4,500,000	$ -			$ 1,792,652			$ 1,792,652	39.8%				TDT MSTIP 3d-HG		
8	Shackelford	Kaiser to Countyline	$0	$ -		$ 185,193				$ 185,193				NB16-003			
9	Shackelford Rd	½ Bridge over Rock Creek	$7,300,000	$ -						$ -	0.0%						
10	185th and Springville	Realignment	$900,000	$ -		$ 450,000	$ 450,000			$ 900,000	100.0%			MSTIP 3d-HG TDT	MSTIP 3d-HG		
11	Kaiser Rd	Springville to Bethany	$6,100,000	$ -						$ -	0.0%						
12	Brugger Rd	Joss to Kaiser	$3,200,000	$ 77,822		$ 74,727	$ 103,356	$ 332,952		$ 588,857	18.4%	NB14-02		NB16-008	NB18-001	NB18-002 NB18-003 NB18-004 NB18-005 TDT18-06	
13	Joss Rd	Shackelford to Arbor	$4,100,000	$ -	$ 165,231			$ 296,373		$ 461,604	11.3%		NB15-003 NB16-001 NB16-002				
14	P15 / Oats / 160th	Springville to Brugger	$2,300,000	$ 2,480,397						$ 2,480,397	107.8%	NB14-01 MSTIP (Loan from SD)					
		Total	**$69,000,000**	**$ 2,837,445**	**$ 2,123,219**	**$ 3,651,028**	**$ 7,152,109**	**$ 2,196,416**	**$ 2,488,085**	**$ 20,448,302**	29.6%						
										$ 20,263,109	29.4%						
		TDT Project	TDT Exp/Credits	$ 279,226	$ 212,380	$ 769,525	$ 494,282	$ 979,259	$ 1,430,225	**$ 4,164,897**							
		Partial TDT Project															

Appendix D:
Bonny Slope West
Transportation System Development Charge
Annual Report - Fiscal Year 2019-2020

Introduction

The Bonny Slope West Transportation System Development Charge (SDC) became effective January 19, 2016. It is a component of the larger Bonny Slope West Funding Plan, which was adopted by the Board of County Commissioners on October 6, 2015. The purpose of the Bonny Slope West Transportation SDC is to fund new or improved transportation infrastructure necessary to serve the Bonny Slope West Subarea.

This summary of account activity serves as the required Annual Report for the Bonny Slope West Transportation SDC for Fiscal Year 2019-2020. The intent of the report is two-fold:

1) Assess the overall Funding Plan and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.

2) Provide a detailed accounting of the Bonny Slope West Transportation System Development Charge activity during Fiscal Year 2019-20.

BONNY SLOPE WEST TRANSPORTATION SDC FY 2019-2020 SUMMARY

	FY 2019 – 2020
Starting Balance 7/1/2019	$927,052
Revenue	$672,091
Investment Earnings	$19,021
Expenditures	$13,222
Ending Balance 6/30/2020	$1,604,942

No credits have been issued and no projects have been completed prior to June 30, 2020.

Washington County
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Bonny Slope West Transportation System Development Charge Summary

Total BSWTSDC revenue activity is summarized in Table 1. It includes revenue from the charge, interest earned and credits issued. The revenue, interest and credits issued result in **$1,632,347** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2020.

Table 1: BSWTSDC Total Activity (Revenue plus Credits Issued)

Fiscal Year	BSWTSDC Revenue	Interest Earned	Credits Issued	Total Activity
FY 2017-18	$531,156	$2,847	$0	$534,003
FY 2018-19	$387,023	$20,209	$0	$407,232
FY 2019-20	$672,091	$19,020	$0	$691,112
Total	**$1,590,270**	**$42,076**	**$0**	**$1,632,347**

Total BSWTSDC expenditure activity is summarized in Table 2. It includes expenditures for administration and other costs (e.g. credit card charges, mailing). The expenditures result in **$34,703** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2020.

Table 2: BSWTSDC Expenditures

Fiscal Year	Administration	Other	Total Activity
FY 2017-18	$4,291	$11,497	$15,788
FY 2018-19	$1,416	$4,277	$5,693
FY 2019-20	$10,425	$2,797	$13,222
Total	**$16,132**	**$18,571**	**$34,703**

Bonny Slope West Funding Plan Revenue Source Summary

Table 2 summarizes the Bonny Slope West Funding programs through June 30, 2020.

Table 3: Summary of Bonny Slope West Revenue Sources

	Anticipated in Funding Plan	Actual though June 30, 2020[1]
Transportation Development Tax (TDT)*	$3,649,500	$1,252,629
Bonny Slope West Transportation System Development Charge (BSWTSDC - includes credits issued)	$4,635,000	$1,670,170
Major Streets Transportation Improvement Program (MSTIP)**	$2,665,500	$0
Total	**$10,950,000**	**$2,922,799**

[1] Includes revenue plus interest and credits
* Estimated from BSWTSDC receipts plus credits
** Assumes the MSTIP allocation committed to the Bonny Slope West Funding Plan

Review of Bonny Slope West Development

Prior to FY 17-18, no development had occurred in the Bonny Slope West Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 360 residential units (single-family) have been approved. Construction within these

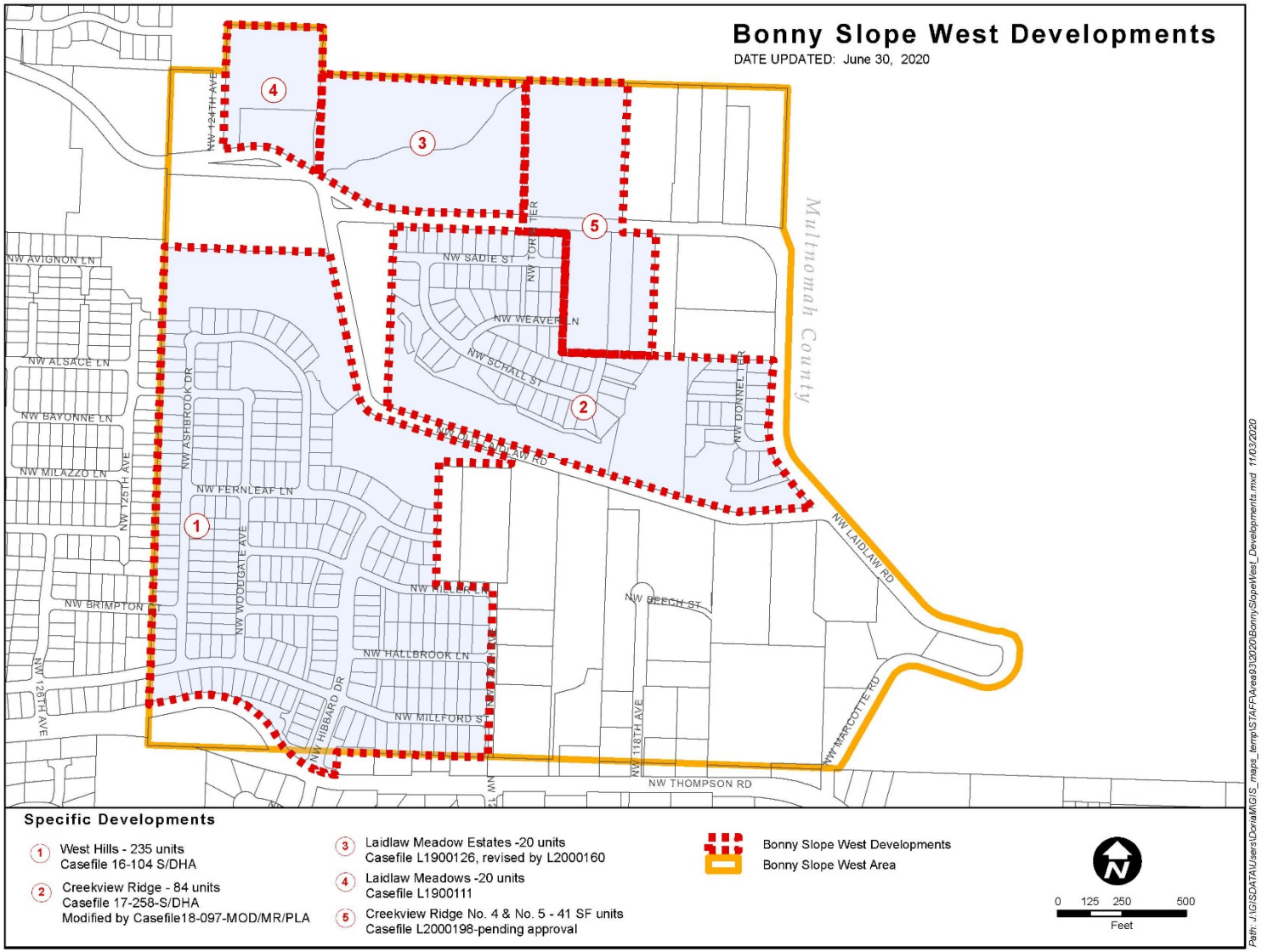
approved developments has begun and 203 units were issued permits or final approval prior to June 30, 2020.

While a significant portion of the overall residential development has been approved, contribution/payment toward the three funding programs included in the Bonny Slope West Funding Plan may not necessarily occur until development construction. This is due to the fact that TDT (or BSWSDC) fees are generally paid at time of building permit and in some cases can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and BSWSDC) at time of final building permit (or deferred to occupancy in some cases)

Figure 1, displays the land use approval status as of June 30, 2020.

Figure 1: Development as of June 30, 2019



Bonny Slope West Development Analysis

As shown in Figure 1, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the Bonny Slope West Funding Plan. Table 3 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2020.

Table 4: Residential Development

Unit Type	Units Expected in Funding Plan	Units Approved, June 30, 2020	Units Permitted or Final, June 30, 2020
Single Family Detached	600	359 (60%)	203 (34%)

Approximately 60% of the development expected in the Bonny Slope West Funding Plan has been approved. The development approvals also cover approximately 59% of the total Bonny Slope West Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 41% of the land area remains developable, much of the remaining developable area includes smaller parcels and lands that may have environmental or other restrictions.

Given the remaining land area available, it is expected that the units in the Bonny Slope West Plan can be reasonably achieved. It is the recommendation of this report to continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope Funding Plan.

Bonny Slope West Road Project Analysis

As of June 30, 2020 no capital projects had been completed and only one credit had been issued for a portion of the Thompson Road identified project. Table 4 shows the Bonny Slope West Road projects investment through June 30, 2020.

Table 5: Bonny Slope West Road Project Analysis

Project Number	Road	Extent	Total Eligible Cost ***	Percent Complete*	Investment**	Credit Vouchers Issued/Other Funding
1	Thompson Rd	Saltzman Rd to Marcotte Rd	$4,000,000	3%	$142,870	TDT20-03 URMD Safety
2	Laidlaw Rd	Saltzman Rd to Marcotte Rd	$5,400,000	0%	$0	
3	Marcotte Rd	Laidlaw Rd to Thompson Rd (ROW only)	$350,000	0%	$0	
4	Saltzman Rd	Laidlaw Rd to Thompson Rd	$1,200,000	0%	$0	
		Total	**$10,950,000**	**1%**	**$142,870**	

* As of June 30, 2020. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

** Includes public construction and/or credits issued.

*** Reflects total eligible project cost per Bonny Slope West ordinance project list. Overall project cost may be higher.

Bonny Slope West Project Costs

Bonny Slope West Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2020. It is the recommendation of this report to continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Project costs for Bonny Slope West roads should continue to be independently monitored. If the project costs increase faster in Bonny Slope West than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The Bonny Slope West Funding Plan assumed that development would occur in Bonny Slope West in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, additional information about the timing of development was not known.

The Bonny Slope West Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2020 that is not included in this report. The ongoing rapid development of the Bonny Slope West Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the Bonny Slope West Funding Plan for Fiscal Year 2020-21.

This report provides three recommendations:

1. Continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope West Funding Plan.
2. Continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for Bonny Slope West roads, if the project costs increase faster in Bonny Slope West than the countywide TDT index, consider adjustments.
3. Update this review of the Bonny Slope West Funding Plan in Fiscal Year 2020-21.

Washington County
Oregon

Transportation Development Tax

Fiscal Year 2018-2019
Annual Report

July 1, 2018 through June 30, 2019

Washington County
Department of Land Use
& Transportation

December 2019

Board of County Commissioners

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TRANSPORTATION DEVELOPMENT TAX

FISCAL YEAR 2018-2019 ANNUAL REPORT

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Appendix A: TDT Project List Expenditures

Appendix B: TDT Transit Project List Expenditures

Appendix C: North Bethany Funding Plan Report

Appendix D: Bonny Slope West System Development Charge Annual Report

I. EXECUTIVE SUMMARY

The Washington County Transportation Development Tax (TDT) is a one-time, countywide tax on development that functions like a System Development Charge (SDC). The TDT was approved by Washington County voters in 2008 and became effective July 1, 2009. It replaced a previous charge called the Traffic Impact Fee (TIF) and effectively doubled rates with the intent of increasing investments in growth-accommodating transportation infrastructure. Uniform TDT rates apply across all local jurisdictions within Washington County – incorporated, unincorporated, urban and rural. TDT charges are calculated according to the type and size of development and are based on formulas in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Some development applicants are able to reduce their TDT obligation by deducting for previous land uses or by building public improvements. Additional discounts and delays in the full phase-in of TDT rates were subsequently adopted by the Board of County Commissioners in response to the economic downturn of the late 2000s. On August 5, 2014 the Board of County Commissioners adopted A-Engrossed Ordinance 793, which ended the temporary discounts, effective October 1, 2014.

This annual report is required by county code based on state statutes governing SDCs. Highlights of TDT activity in Fiscal Year (FY) 2018-19 (July 1, 2018 through June 30, 2019) include the following:

- Washington County and the cities collected **$18.3 million in TDT cash proceeds**, a slight decrease (nine percent) from the previous fiscal year ($20.1 million), but still showing general overall growth since TDT was adopted in 2009.

- The county and cities issued **TDT credits with a total value of $16.1 million**, which is about two-and-a-half times the value of credits issued in FY 2018-19 ($6.4 million).

- County and city TDT accounts collectively generated just over **$2.4 million in interest and investment income.**

- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as **"total TDT activity," was approximately $37.2 million**, a significant increase (about 26 percent) from the previous fiscal year ($29.6 million).

- The cities and unincorporated Washington County collectively **invested about $12.6 million in TDT funds for transportation capital projects**. Hillsboro invested the most TDT funds, totaling over $5.6 million for improvements. Countywide, more than **$42 million in other revenue** (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.

- **Administration and compliance expenditures totaled approximately $688,000**. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT.

- TDT accounts across the county had a **total balance of over $120 million** on June 30, 2019.

II. TDT POLICY REVIEW

Reporting Requirements

This report fulfills State of Oregon statutory requirements for SDC reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in Washington County code section 3.17.140. These requirements include:

- Annual accounting, showing total revenues and expenditures over the past fiscal year;
- A list of projects that were funded by the TDT in the past fiscal year;
- The amount of funds spent (from TDT and from other sources) on each project; and
- The amount of funds attributed to administration of the TDT.

County code also requires this report to consider whether additional revenues should be generated to provide extra capacity improvements needed to address new development, and whether revenues exceed identified demands. In so doing, the county must consider:

- Construction of facilities on the project list by federal, state or other revenue sources;
- Receipt of unanticipated funds from other sources for construction of facilities on the project list;
- New information provided by the Institute of Transportation Engineers adjusting trip rates; and
- The impact of TDT credits.

Transportation Development Tax Overview

On November 4, 2008 Washington County voters approved the TDT, with 70.25 percent of voters in favor. The TDT is governed by Washington County Code section 3.17 as instituted by A-Engrossed Ordinance No. 691 as amended. In addition, the TDT is governed by Oregon Revised Statutes 223.297 through 223.314.

The TDT replaced the previous countywide charge, known as the Traffic Impact Fee (TIF), passed in 1990. The TDT, effective July 1, 2009, increased the rates and updated and clarified various procedures. The TDT essentially doubled the transportation SDC developers pay for the impacts new development has on the transportation system. The TDT is imposed on all development within Washington County, including inside the cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville. Each of these cities has signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly discussed and reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, county commissioners and other elected officials representing local governments.

The TDT is based on the average traffic generated by each type of development, as estimated in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 7th Edition*. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects, shown on an

official TDT Capital Improvement Project List ("TDT Project List") maintained by the county, are generally limited to improvements on major roads (arterials and collectors) and selected transit capital projects. Examples of eligible projects include roadway expansions, intersection improvements, sidewalks, bike lanes and bus stop enhancements. Developers may receive credits to help offset their TDT obligation if they construct eligible transportation improvements on the TDT Project List. Partial credit is allowed for improvements to arterials and collectors that are not on the list.

Rate Phase-In, Discounts and Other Policy Changes

The county initially intended to phase in TDT rates over a four-year period, with rates stepping up each year and the full rate taking effect on July 1, 2012. However, in response to the "Great Recession" and subsequent slow recovery, the county took deliberate steps to phase in TDT rates more slowly, apply additional discounts, and provide other accommodations. Accordingly, the Board of County Commissioners ("the Board") approved the following ordinances.

Ordinance 729

Ordinance 729 was developed conceptually by the WCCC and adopted by the Board, effective December 1, 2009. The primary effect of Ordinance 729 was to discount the TDT rates during the phase-in period (through June 30, 2012). The ordinance helped alleviate the impact that national economic conditions had on the development industry. The provisions of Ordinance 729 did the following:

- Established a 20 percent discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10 percent discount for charges paid between July 1, 2010 and June 30, 2011.
- Established a 5 percent discount for charges paid between July 1, 2011 and June 30, 2012.
- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discounted rate and the original rate. Refunds totaling $148,650 were actually issued countywide.
- Amended Washington County code section 3.17.080 to specify that pre-existing TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Because the 20 percent, 10 percent and 5 percent discounts applied to pre-existing step increases, the effective discounts were even greater compared to the fully phased-in rate. For example, the TDT rate for a single-family home was 55 percent, 36 percent and 19 percent of the fully phased-in rate during the respective fiscal years.

Ordinance 741

During the fall and winter of 2010, county staff worked with the cities and other parties to provide more temporal flexibility in the "previous use" definition within the TDT. Ordinance 741 was adopted July 26, 2011 and became effective August 26, 2011. Under the original TDT ordinance, a previous use was defined as "the most intensive lawful, permitted use existing at a particular property within the past 36

months prior to the date of application for a building permit." Ordinance 741 changed that time frame to "on or after January 1, 2005 but not more than ten years." By expanding this window of time, development applicants theoretically have more opportunities to reduce their TDT obligation by claiming a previous use and subtracting the prior use's TDT from the TDT obligation of the new use.

A-Engrossed Ordinance 746

A-Engrossed Ordinance 746, approved January 17, 2012, delayed the final step increase that would have brought rates to the top level on July 1, 2012. Instead, implementation of the top rates was delayed until as late as July 1, 2015, with the FY 2011-12 rates to be maintained in the interim. These interim rates were approximately 20 percent below the top rates.

A-Engrossed Ordinance 746 provided the Board two opportunities to remove the rate cap early and allow the final step-increase of TDT to occur on July 1, 2013 or July 1, 2014. It required the Board to hold a public hearing no later than April 30 of the respective year to determine whether the discount should be continued or terminated. In making its determination, the Board had to consider the recommendation of the WCCC.

In April 2013 the Board decided to leave the discount in place. In April 2014 the Board decided to maintain the discount tentatively but directed staff to develop a new ordinance that would implement full rates sometime between July 1, 2014 and July 1, 2015. The result, A-Engrossed Ordinance 793, is described later in this section.

A-Engrossed Ordinance 746 also adopted minor administrative changes that:

- Established procedures to replace Construction Cost Index factors when specific information sources are no longer available;

- Required any request to defer payment of TDT to occupancy to be signed by the owner of the property; and

- Established administrative provisions for uncollectable taxes.

Ordinance 751

On June 19, 2012, at the request of the WCCC, the Board considered and adopted Ordinance 751, which established an additional TDT discount for certain building reuses. Effective July 19, 2012, the ordinance established a 50 percent or 75 percent discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to a use with a TDT rate that is calculated per thousand square feet of gross floor area or gross leasable area – primarily commercial and industrial uses. Discounts are applied to the first 5,000 square feet of floor area, and are calculated at 50 percent for buildings three years or older, and 75 percent for buildings 20 years or older. The discount is intended to encourage small- to medium-sized renovation or redevelopment of vacant buildings and spaces. The discount was set to expire on June 30, 2015 but was later extended indefinitely by A-Engrossed Ordinance 793.

In FY 2018-19 several developments used the change-in-use discount, including four in Beaverton, one in Cornelius, four in Tigard, one in Hillsboro and two in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2018-19 was about $295,000.

A-Engrossed Ordinance 793

A-Engrossed Ordinance 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- Ended the temporary discount on TDT rates that was established by Ordinance 729 in 2009, extended by A-Engrossed Ordinance 746 in 2012, and continued through Board resolutions in 2013 and 2014.

- Adjusted the timing of TDT calculations for applicants that have obtained building permits and have deferred some TDT until building occupancy. Applicants are now allowed to pay the TDT rate in effect at the time of building permit acquisition and TDT deferral. Prior to the effective date of A-Engrossed Ordinance 793 applicants that deferred payment to occupancy had to pay the rate that was in effect at the time of occupancy.

- Made permanent the Change-in-Use Discount enacted through Ordinance 751 in 2012. This discount was previously set to expire on July 1, 2015. This discount applies to existing, previously occupied buildings changing to certain commercial and industrial uses.

Construction Cost Index

The Construction Cost Index ("Index") provides an objective basis for adjusting TDT rates over time. It is a weighted index based on three factors: change in materials costs (weighted 50 percent), change in labor costs (weighted 30 percent) and change in right-of-way costs (weighted 20 percent), averaged over the last five years. The Index must be calculated and shared with the Board of County Commissioners annually no later than April 30. This gives the Board the opportunity to review the Index and, if desired, remove the rate cap established by Ordinance 746 effective July 1 of the respective year. As mentioned previously, A-Engrossed Ordinance 793 removed the rate cap, effective October 1, 2014. In 2015 and subsequent years, the Board decides during the May-June period whether to approve rate increases prescribed by the Index.

In 2013 county staff had to reformulate the Index because the Oregon Department of Transportation (ODOT) discontinued the cost trend report originally used to calculate the materials component of the index. After researching a number of alternatives and conferring with the WCCC, county staff replaced the ODOT index with the National Highway Construction Cost Index. The other two components of the Index, and the weighting of all three components, remained the same.

In 2018, county staff had to adjust the Index again to account for FHWA updated NHCCI methodology and revised prior calculations based on the new procedures. FHWA staff believes the revised index more accurately represents construction costs. After researching impacts of the change and conferring with the WCCC, county staff incorporated this new index into the rate adopted by the Board of Commissioners on April 17, 2018. The rate was adjusted using the new index and adopted by the Board of Commissioners on April 16, 2019.

TDT Index History
Cost Change Index using the National Highway Construction Cost Index 2.0

Year	2012	2013	2014	2015	2016	2017	2018
Materials Component							
National Highway CCI	1.6016	1.6130	1.6816	1.6984	1.6616	1.6752	1.7338
% Annual Change	6.07%	0.71%	4.25%	1.00%	-2.17%	0.82%	3.50%
Ave 5-year Change	1.02%	-0.29%	3.14%	3.39%	1.97%	0.92%	1.48%
Labor Component							
BLS Employment Cost Index	117.6	118.6	120.7	123.4	124.9	128.3	132.4
% Annual Change	1.03%	0.85%	1.77%	2.24%	1.22%	2.72%	3.20%
Ave 5-year Change	1.80%	1.35%	1.56%	1.67%	1.42%	1.76%	2.23%
Right-of-Way Component							
Ave Total Real Market Value	$ 365,516	$ 407,690	$ 453,046	$481,670	$ 530,246	$581,558	$597,302
% Annual Change	-2.51%	11.54%	11.13%	6.32%	10.08%	9.68%	2.71%
Ave 5-year Change	-1.65%	-1.12%	2.18%	4.42%	7.31%	9.75%	7.98%
Weighted Average Index	**0.721%**	**0.039%**	**2.474%**	**2.028%**	**2.875%**	**2.939%**	**3.005%**

< - - - - - - - - - - - - Five-year moving average - - - - - - - - - - - - >

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2019) was $8,968, up from the $8,706 charged between October 1, 2018 and June 30, 2019.

III. COUNTYWIDE FINANCIAL ANALYSIS

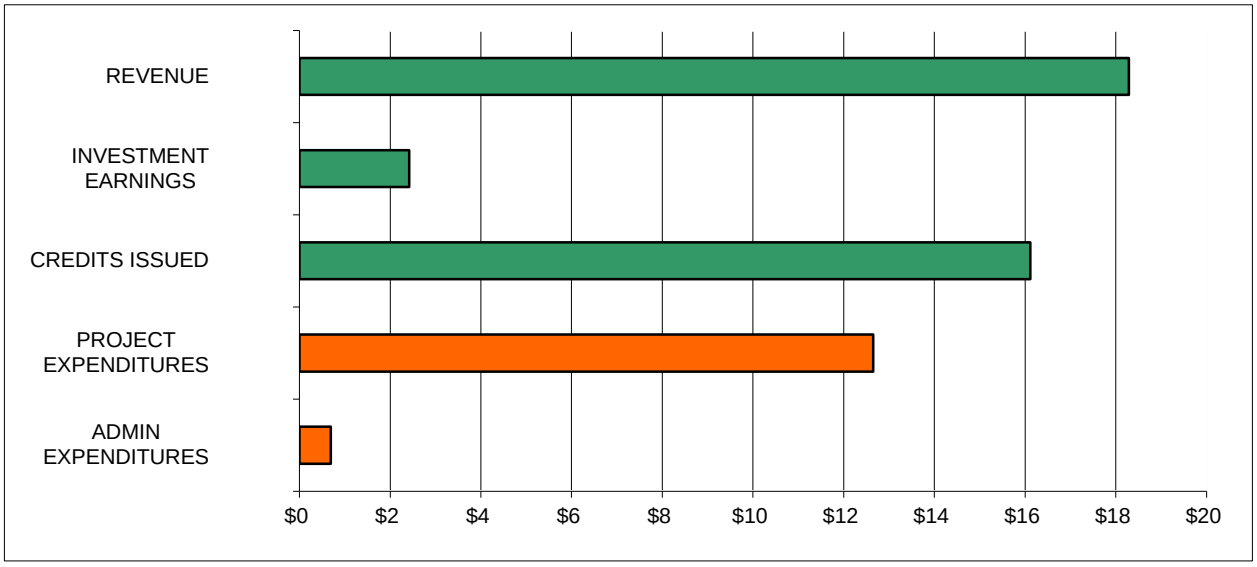
Countywide Total TDT Activity and Balance

In FY 2018-19, the county and cities collected $18,287,709 in TDT revenue. While this represents a nine percent decrease compared to the previous fiscal year, it follows overall development activity in Washington County and continues the expected growth since the program started in 2009. County and city TDT accounts earned interest amounting to $2,423,003. Jurisdictions issued 40 different credits totaling $16,114,625 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was $37,166,343 countywide in FY 2018-19.

Expenditures on capital projects (which may include design), totaled $12.6 million. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to about $688,000. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2019 were added together for all jurisdictions across the county, the total "account balance" would be over $120 million. That total does not include issued TDT credits or outstanding TDT credit balances. To date there has been significantly more TDT revenue than expenditures – a situation that will likely change in coming years as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2018-19.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2018-19
(Reported in millions of $'s)



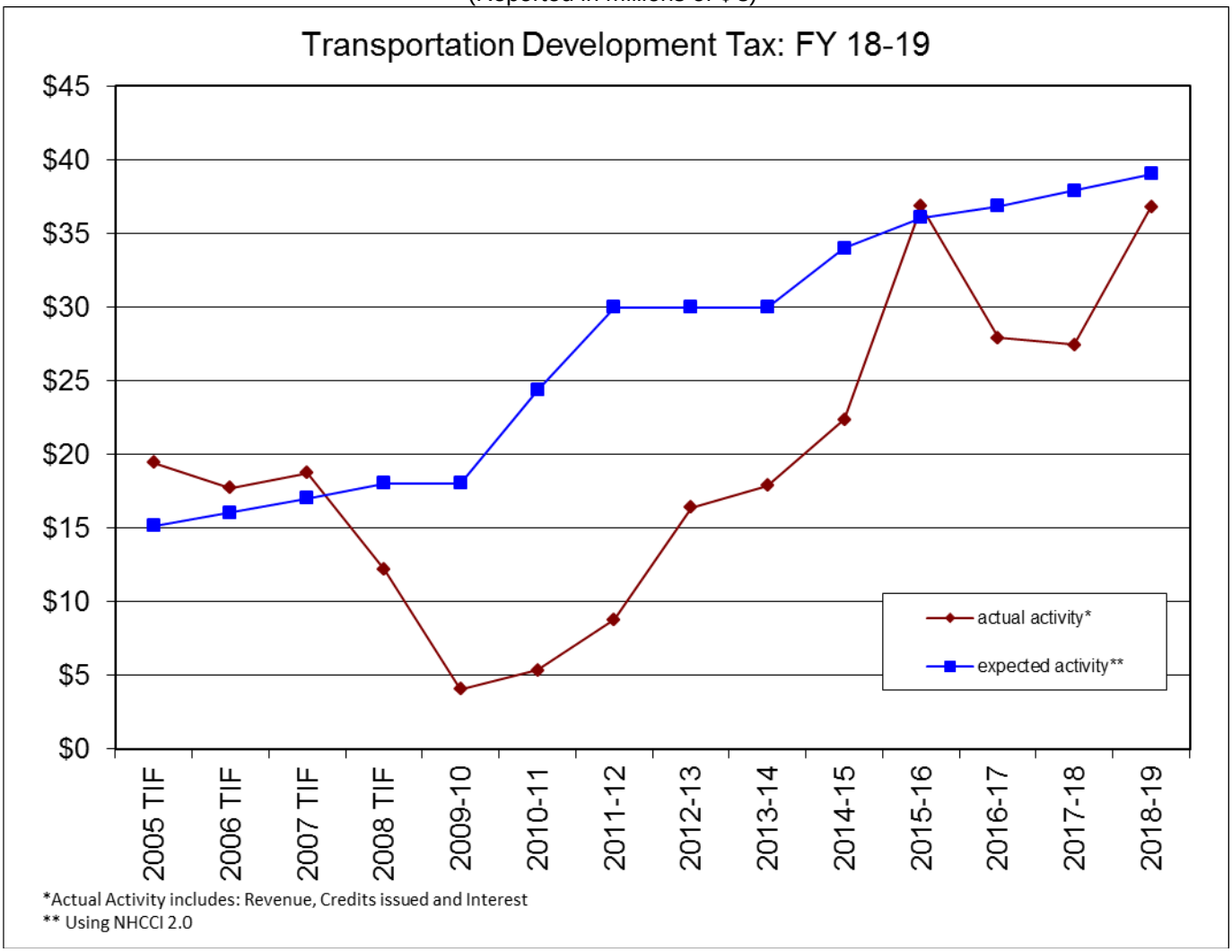
Actual vs. Expected Total TDT Activity

In 2008 the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues once the TDT was completely phased in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the Board approved Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate, and reduced TDT obligations for eligible redeveloping properties (as described in Section II). Based on pre-recession assumptions, "expected" total TDT activity for FY 2018-19 should have been around $39.03 million. Actual activity was $36.7 million, slightly less than that expectation. Total TDT activity in FY 2018-19 was up significantly (by about 34 percent) compared to FY 2017-18, showing continued overall growth since the program started in 2009.

Figure 2 compares actual annual TIF and TDT total activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent recovery are obvious in the graph. During the 2018-19 fiscal year with the rates now fully phased in, the total TDT activity is consistent with expected TDT activity anticipated in 2008.

FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY

(Reported in millions of $'s)

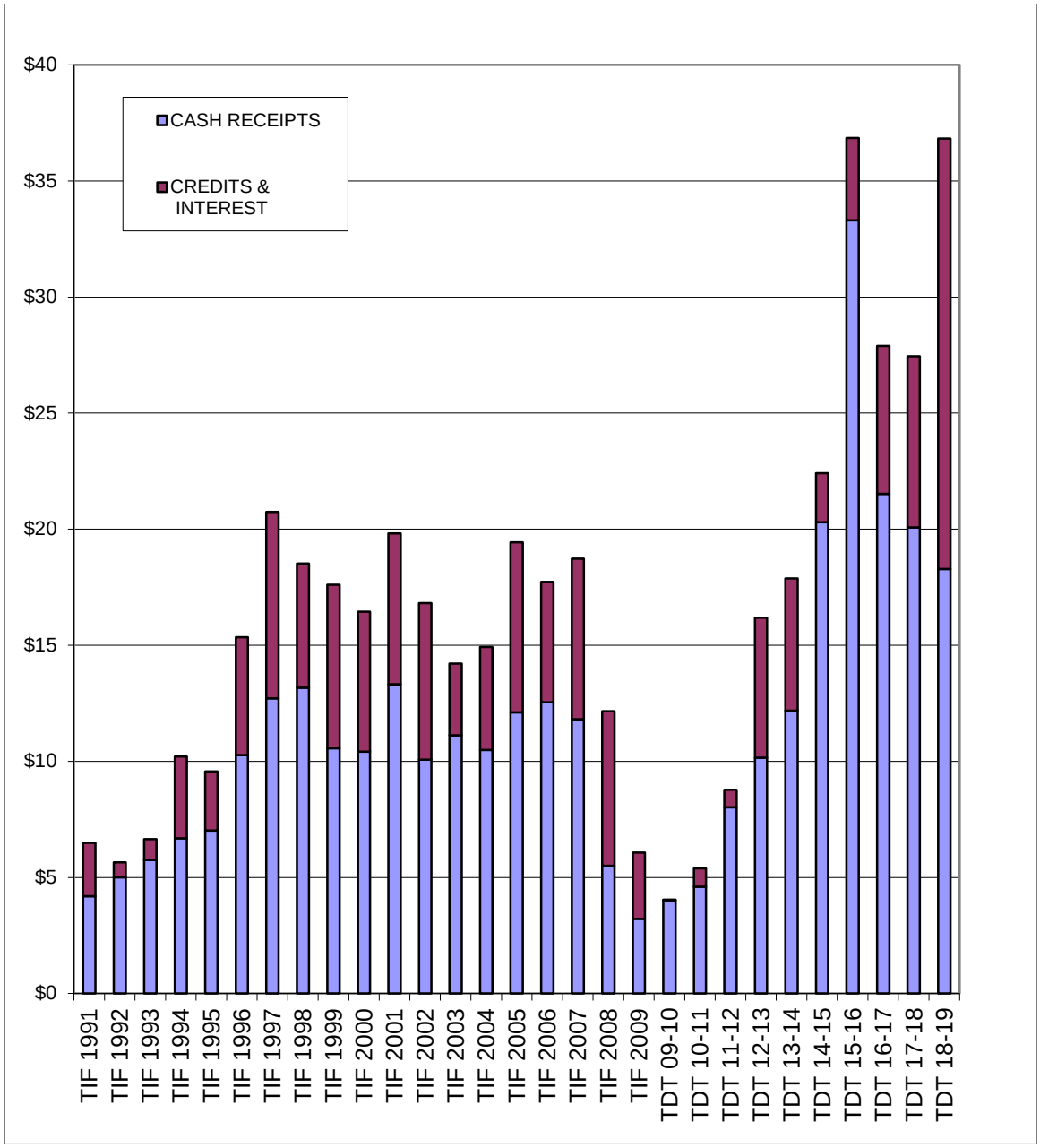


Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2018-19 with that of previous years, including TIF activity for calendar years prior to 2010. FY 2015-16 generated the most revenue and the most total activity since the TIF program went countywide in 1990. Much of the gain can be attributed to the implementation of full TDT rates on October 1, 2014, after years of discounted rates. In addition, development activity continues to be strong after the Great Recession. FY 2018-19 was higher than FY 2017-18 and similar to the record set in FY 2015-16, remaining strong. Total TDT activity in each of the last five years has exceeded that of all pre-recession years.

FIGURE 3: ANNUAL PROGRAM COMPARISON

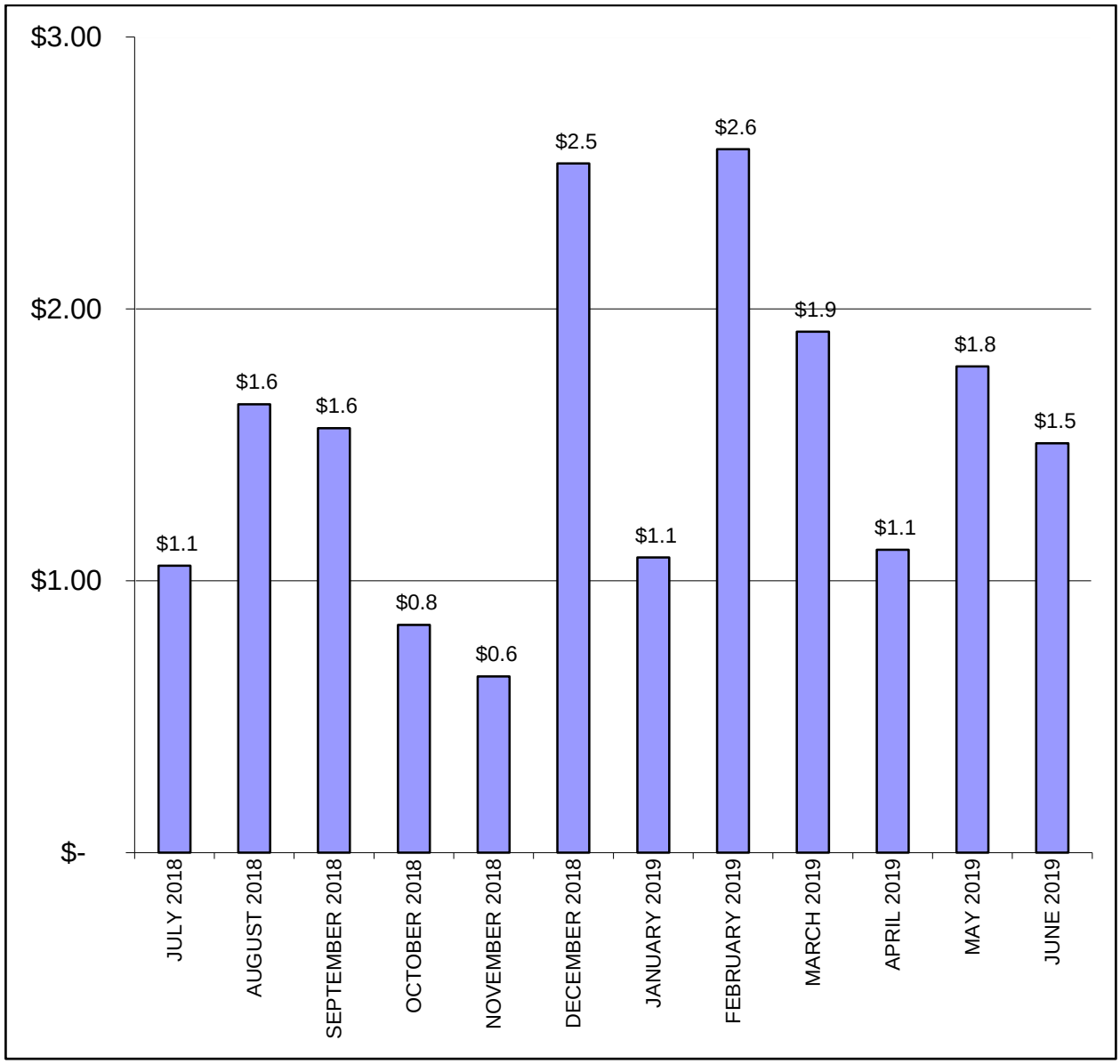
(Reported in millions of $'s)



TDT Payments by Month

TDT payments fluctuate by month, as depicted in Figure 4 below. Variations are due to the seasonality of the construction industry as well as occasional large TDT payments for major development projects. During FY 2018-19, revenue ranged from about $650,000 in November, 2018 to about $2.6 million in February, 2019.

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2018-19
(Reported in millions of $'s)



Interest Earned

During FY 2018-19, the countywide TDT program collected $2,423,003 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Table 3 on the next page includes a breakdown of interest earnings by jurisdiction, along with other information.

Credits

The TDT program provides opportunities for developers to reduce or eliminate TDT charges by improving eligible transportation facilities and/or dedicating right-of-way for future TDT-eligible improvements. After a developer improves a facility or dedicates right-of-way, the improvement is "accepted" by the applicable jurisdiction, and the developer then has 90 days to request a TDT credit. Each request is reviewed by the jurisdiction in order to ensure that the project meets eligibility requirements, that the actual construction costs were reasonable, and that right-of-way values were calculated per code. If all criteria are met, the jurisdiction issues a credit voucher for the specific property and for a specific dollar amount. During the ten years following the issuance of credit, the developer of the subject property may submit a credit voucher in lieu of paying TDT. Credit vouchers may also be transferred to other properties in the vicinity, with some restrictions.

Credit is generally available for eligible improvements made to facilities listed on the TDT Project List. Partial credit may be available for improvements that are not on the TDT Project List but are on a facility designated as an arterial or collector in the applicable jurisdiction's transportation system plan. During FY 2018-19, a total of 40 separate TDT credits were issued: twelve in Hillsboro, four in Tigard, four in Beaverton, three in Sherwood, five in Cornelius, one in Forest Grove, one in North Plains, and nine in unincorporated Washington County. The 40 credits represent $16.1 million in eligible improvements to the transportation system. Developers used about $5.8 million in TDT credit vouchers to pay for TDT obligations; some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 3 and Figures 6 and 7 summarize FY 2018-19 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances.

The jurisdictions with the highest cash receipts in FY 2018-19, in order, were unincorporated Washington County ($4.3 million, 24 percent of total), Hillsboro ($3.8 million, 21 percent of total), Beaverton ($3.5 million, 19 percent of total), Tigard ($2.0 million, 11 percent of total) and Forest Grove ($1.4 million, 8 percent of total). If credits and interest are included, Hillsboro had the most activity with $12.7 million; followed by unincorporated Washington County with $8.6 million, and Beaverton with $6.7 million in total TDT activity.

In terms of expenditures, Hillsboro had the highest amount, with $5.7 million for capital projects and administrative expenses; this was followed by unincorporated Washington County, with $4.8 million in expenditures, and Tualatin with $1.3 million in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2019 was highest in Washington County ($47.8 million), followed by the City of Hillsboro ($18.9 million) and Beaverton ($12.3 million).

TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2018-19

(Rounded to nearest dollar)

Jurisdiction	Balance as of 7/1/18	Cash Receipts	Interest Earnings & Transfers	Credits Issued*	"Total Activity"	Project & Admin Expenses	Balance as of 6/30/19
Banks	$ 55,377	$ 269,886	$ 3,706	$ -	$ 273,592	$ -	$ 328,970
Beaverton	$ 8,908,374	$ 3,511,973	$ 286,349	$ 2,941,421	$ 6,739,744	$ 372,789	$ 12,333,907
Cornelius	$ 266,461	$ 774,189	$ 10,418	$ 369,810	$ 1,154,417	$ 263,932	$ 787,137
Durham	$ 8,653	$ 8,706	$ 396	$ -	$ 9,102	$ 500	$ 17,255
Forest Grove	$ 9,145,907	$ 1,370,901	$ 121,452	$ 80,721	$ 1,573,074	$ -	$ 10,638,260
Gaston	$ 52,205	$ 8,278	$ 1,482	$ -	$ 9,760	$ -	$ 61,965
Hillsboro	$ 20,165,486	$ 3,812,460	$ 660,828	$ 8,182,059	$ 12,655,347	$ 5,712,576	$ 18,926,197
King City	$ 2,457,078	$ 59,702	$ 57,131	$ -	$ 116,833	$ 497,193	$ 2,076,718
North Plains	$ 2,505,869	$ 847,290	$ 249,721	$ 32,016	$ 1,129,027	$ 131,377	$ 3,471,503
Sherwood	$ 3,931,749	$ 395,633	$ 83,820	$ 668,955	$ 1,148,408	$ 133,671	$ 4,277,531
Tigard	$ 11,571,498	$ 2,043,589	$ (1,962,224)	$ 2,507,645	$ 2,589,010	$ 82,798	$ 11,570,065
Tualatin	$ 8,244,665	$ 868,601	$ 247,926	$ -	$ 1,116,527	$ 1,302,242	$ 8,058,949
Washington County	$ 45,354,921	$ 4,316,502	$ 2,994,069	$ 1,331,998	$ 8,642,569	$ 4,840,462	$ 47,825,030
Wilsonville	$ 333,440	$ -	$ 8,934	$ -	$ 8,934	$ -	$ 342,373
Countywide Total	**$ 113,001,683**	**$ 18,287,709**	**$ 2,764,008**	**$ 16,114,625**	**$ 37,166,343**	**$ 13,337,542**	**$ 120,715,859**

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2018-19

(Does not include credits, interest earnings or fund transfers)

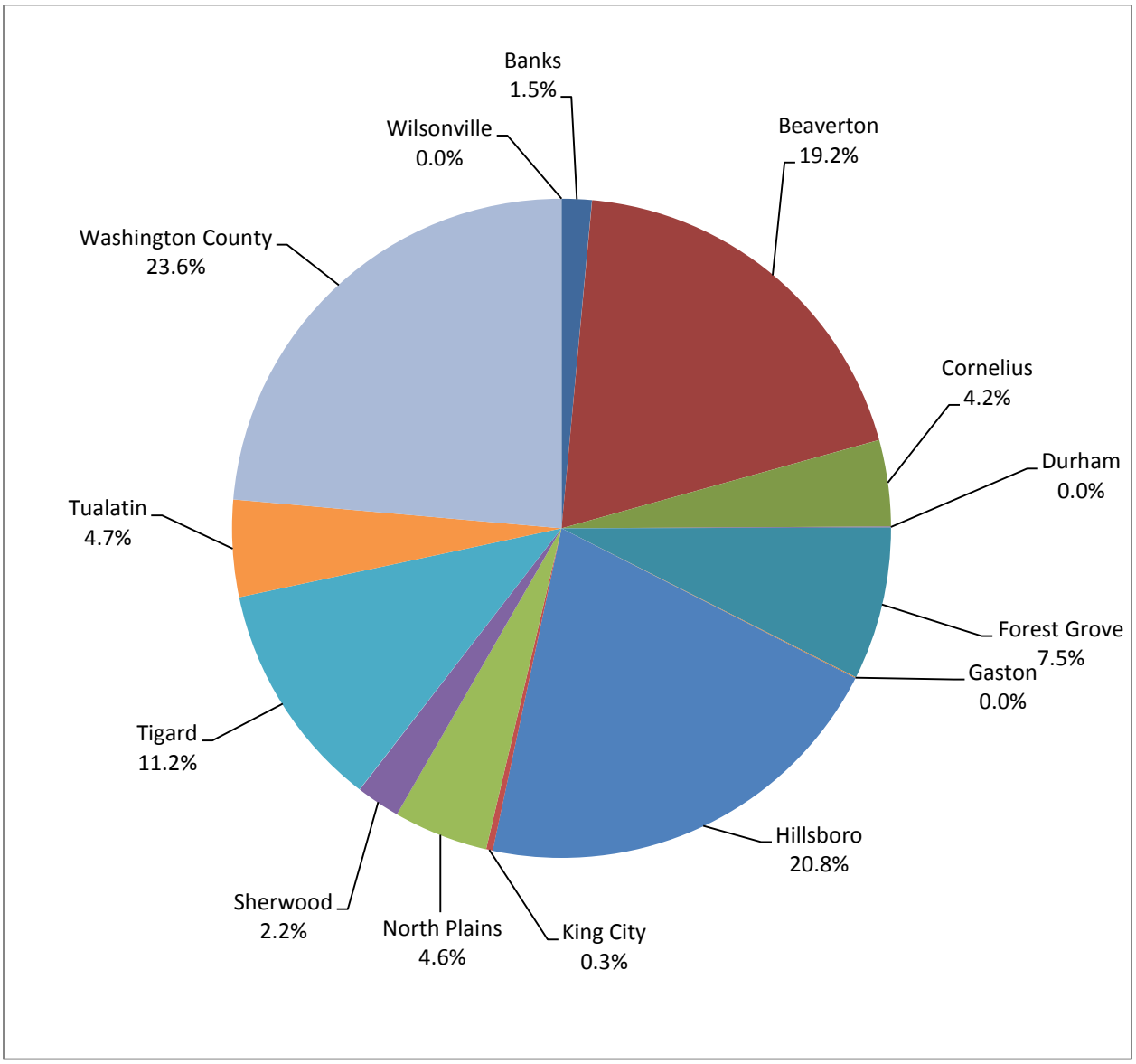
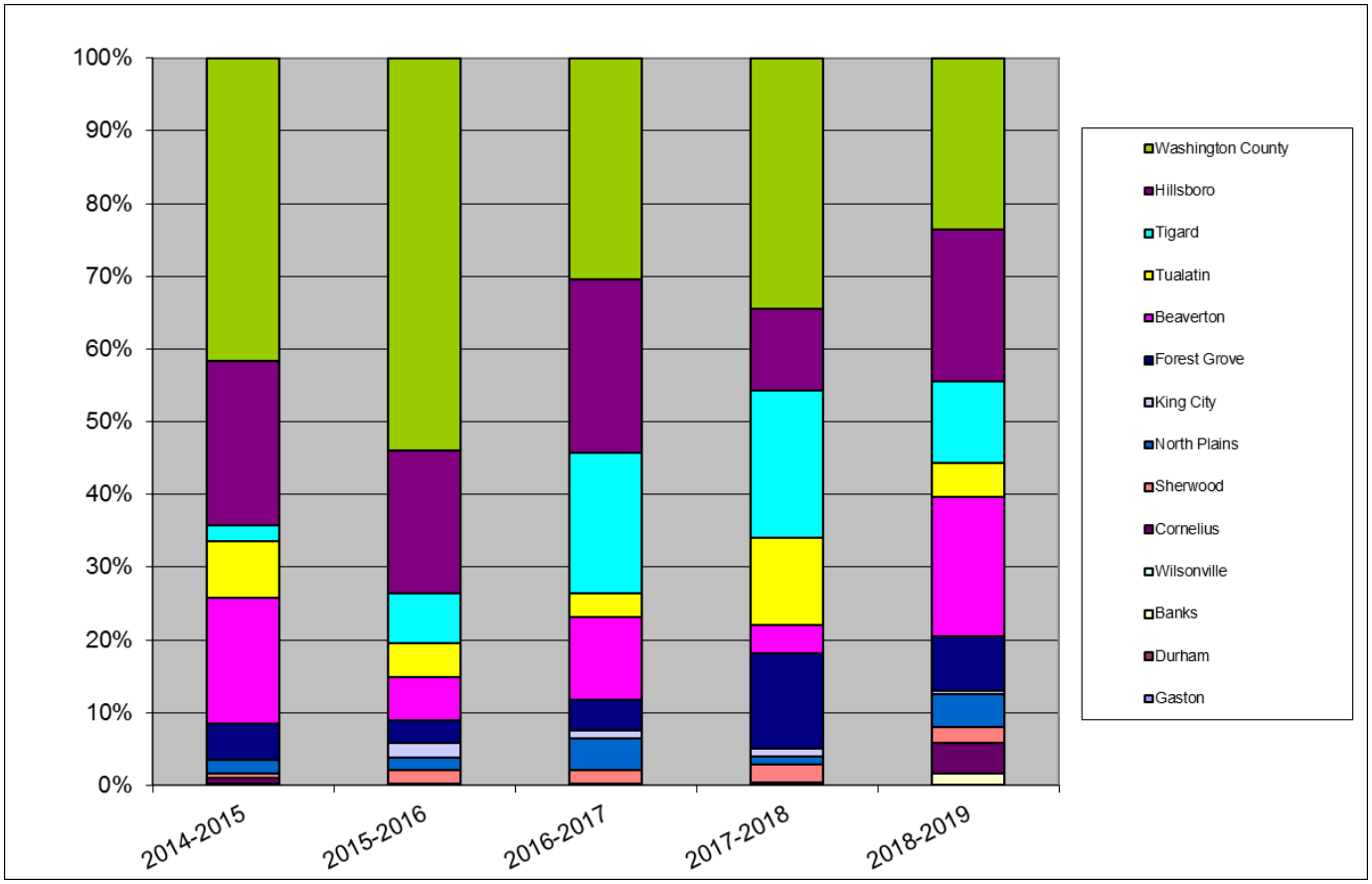


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2014-15 through FY 2018-19

(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2018-19, eight cities and Washington County invested a combined total of $12,649,649 in TDT funds to design and/or construct capital improvements on the TDT Project List. Amounts listed below highlight some of the FY 2018-19 expenditures.

- The City of Hillsboro invested about $5.6 million for a number of projects, including widening of 231st Avenue at Cornell Road, extensions of Century Boulevard and Cherry Drive, a Jackson School Road bike/ped project and Hidden Creek between 49th and 53rd Avenues.
- Washington County used about $4.5 million to help construct 158th Avenue, the Cedar Hills Boulevard/US 26 intersection improvements, including a new traffic signal, a pedestrian crossing on Springville Road and improvements to SW 209th and Johnson Streets.
- The City of Beaverton used about $160,000 for the Crescent Connection multi-use path, the Hocken Avenue Railroad – Canyon Street improvement, Cedar Hills/Westgate – Dawson intersection and a Western Avenue road diet, including ped/bike facilities.
- The City of Sherwood used a little over$100,000 for improvements to OR 99W/Sunset Boulevard, the Cedar Creek Trail and Oregon Street improvements.
- The City of Tigard used about $60,000 toward several smaller projects, including contributions toward a signal on Upper Boones Ferry Road, Roy Rogers Road improvements, 121st Ave ped/bike, Tiedeman sidewalk between Fanno Creek and Greenburg.
- The City of Tualatin used about $1.3 million for the Myslony Bridge project.
- The City of Cornelius used about $260,000 toward their 10th Avenue and S. 29th Blvd. projects.
- The City of North Plains used about $130,000 toward a trail along West Union Road.
- The City of King City used about $450,000 toward their Fisher Road improvements.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2018-19, jurisdictions invested over $42 million in non-TDT funding resources for projects on the TDT List. Significant examples include:

- ***Roadway Improvements:*** Farmington Road, Walker Road, Walnut Street, Cornelius Pass Road, Brookwood Parkway, 158th Avenue, 198th Avenue, Roy Rogers Road, Jackson School Road, Jenkins Road, 10th Avenue, 175th Avenue, 209th Avenue, Johnson Street, West Union Road, Springville Road, SW 121st Avenue
- ***Roadway Extensions:*** Hidden Creek Drive, Basalt Creek Parkway, Century Boulevard

- ***Intersection Improvements:*** OR 99W/McDonald/Gaarde, 185th Avenue/Springville Road, 175th Avenue/Kemmer Road, Walker Road/Murray Boulevard, Century Boulevard/TV Highway, Elwert Road/Kruger Road, Cornelius Pass Road/Germantown Road, OR 47/Maple/Fern Hill
- ***Pedestrian Projects:*** Fischer Road, Springville Road crossing
- ***Bicycle/Pedestrian Projects:*** Jackson School Road
- ***Bridge/Culvert Replacements:*** 227th Avenue over Rock Creek, Butner Road
- ***Safety Improvements:*** 185th Avenue, Springville Road
- ***Interchange:*** OR 217 (Allen-Denney) Interchange
- ***ADA Ramps:*** Countywide

Additional Improvement Value Contributed by Development:

Starting in this fiscal year (2017-18) some of the local jurisdictions within the county began tracking additional expenditures the development community has made toward public roadway improvements. This is intended to be useful in tracking the total investment in roadway facilities, which becomes important periodically when identifying financially constrained projects in the Regional Transportation Plan and for other purposes. During the 2018-19 fiscal year, two cities reported additional improvement value contributed by development to be $4,243,330.

Appendices A and B to this report detail the TDT Road and Transit Project Lists with associated expenditures from TDT and other sources from FY 2009-10 through FY 2018-19. In total, $218.1 million has been invested in eligible road projects on the TDT Project List since 2009, including $31.5 million in TDT funds and $186.6 million in other funds. In addition, $2.9 million has been invested in eligible transit projects, including $2.0 million in TDT funds and $938,530 in other funds.

TDT Cost Capture

One purpose of this report is to monitor changes in transportation infrastructure needs and to track the percentage of those needs that is “captured” by the TDT. When the TDT was developed, staff estimated that it would raise 28 percent of the revenue necessary to complete eligible components of the projects on the TDT Project List. It assumes that other revenue will come from sources such as the gas tax and the county’s property tax-funded Major Streets Transportation Improvement Program and that some needs would remain unfunded. As of the end of FY 2018-19, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover about 21 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in the past few years, which resulted in a net increase in project needs.

The 2008 TDT Methodology Report estimates how these growth-related infrastructure costs get passed on to new users of the system and provides a basis for TDT rates. It divides the total cost of the TDT Project List by the increase in average daily motor vehicle and transit trip-ends as forecast by the Metro Regional Travel Demand Model. This calculation is repeated each year in the Annual Report to monitor changes in the cost per trip-end due to investments in TDT-eligible projects from all sources and/or changes to the TDT Project List.

Comparing the total cost of TDT-eligible projects that remain unfunded (including about $3 billion in road projects and about $500 million in transit projects) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of $1,846 per motor vehicle trip and $312 per transit trip. The Captured Cost per New Person Trip-End values (second to last column) remains constant, but now represents about 21% of the eligible motor vehicle costs and 14% of eligible transit costs, as shown in Table 4 below. Compliance costs are assumed to have remained static.

TABLE 4: SDC-ELIGIBLE COST PER PERSON TRIP-END
(Deducting completed projects)

Type of Cost	Remaining SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Captured Cost per New Person Trip-End	Capture Rate
Motor Vehicle Cost	$3,075,705,159	1,666,558	$1,846	$391	21.2%
Transit Cost	$519,982,027	1,666,558	$312	$45	14.4%
Compliance Cost	$5,234,000	1,666,558	$3	$3	95.5%
Total	$3,600,921,185		$2,161	$439	N/A

The main takeaway is that TDT is now anticipated to cover a slightly smaller percentage of the needs identified on the TDT Project List compared to when the TDT first became effective. As mentioned earlier, this is primarily due to additional projects and revised project cost estimates that have been added to the TDT Project List.

Appendix A: TDT Road Project List Expenditures
FY 2018-19

List as amended by
Resolution and Order 19-75
July 16, 2019

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 18-19 TDT	FY 18-19 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
2000	Beaverton	114th/115th	MAX Light Rail	Beaverton-Hillsdale/ Griffith	Construct 2-lane multimodal	$ 11,040,000	100%			$ 11,040,000	100%	$11,040,000	2014-2024			$ -	$ -	$ -
2001	Beaverton	120th	Center	Canyon	Construct 2-lane multimodal	$ 9,825,600	100%			$ 9,825,600	100%	$9,825,600	2014-2024			$ -	$ -	$ -
2002	Beaverton	125th	Brockman	Hall	Extend 2-lane multimodal	$ 15,345,600	100%			$ 15,345,600	100%	$15,345,600	2014-2024			$ -	$ 143,127	$ 143,127
2003	Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	$ 6,955,200	100%			$ 6,955,200	100%	$6,955,200	2014-2024		$ 46,379	$ -	$ 128,865	$ 128,865
2004	Beaverton	Allen	Murray	Hwy 217	Add turn lanes, bike lanes, sidewalks & signalize	$ 45,926,400	100%			$ 45,926,400	100%	$45,926,400	2014-2024			$ -	$ -	$ -
2005	Beaverton	Allen: Murray to Scholls Ferry; Cedar Hills: Farmington to north of Walker; Hall: SB OR 217 ramp to Cedar Hills; Farmington: SB OR 217 ramp to west of Murray			Adaptive signal systems	$ 11,040,000	100%			$ 11,040,000	100%	$11,040,000	2014-2024			$ -	$ -	$ -
2006	Beaverton	Baltic	US26 WB	Barnes	Add NB aux lane; Add SB aux lane	$ 570,000	100%			$ 570,000	100%	$570,000	2025-2039			$ -	$ -	$ -
2007	Beaverton	Barnes	117th	Baltic	Bus pullouts, shelters, and transit amenities	$ 700,000	100%			$ 700,000	100%	$700,000	2014-2024			$ -	$ -	$ -
2008	Beaverton	Barnes	116th		Construct traffic signal; Construct 2nd WB left turn lane	$ 500,000	100%			$ 500,000	77%	$384,058	2014-2024			$ -	$ -	$ -
2009	Beaverton	Barnes	Cedar Hills		Add 2nd EB to SB right turn lane	$ 450,000	100%			$ 450,000	100%	$450,000	2014-2024			$ -	$ -	$ -
2010	Beaverton	Barnes	Cedar Hills	Valeria	Add WB aux lane; modify signals	$ 1,250,000	100%			$ 1,250,000	100%	$1,250,000	2014-2024			$ -	$ -	$ -
2011	Beaverton	Barnes	Station North/Holly		Construct signal and interconnect; Add WB right turn lane	$ 600,000	100%			$ 600,000	100%	$600,000	2014-2024			$ -	$ -	$ -
2012	Beaverton	Barnes	Station North/Holly	Lois	Add EB and WB aux lanes; Modify traffic signal and interconnect	$ 1,900,000	100%			$ 1,900,000	100%	$1,900,000	2014-2024			$ -	$ -	$ -
2013	Beaverton	Barnes	Lois	OR217	Add NB aux lane; Add 2nd SB left turn lane; Modify transit station entrance; Modify traffic signal	$ 600,000	100%			$ 600,000	100%	$600,000	2014-2024			$ -	$ -	$ -
2014	Beaverton	Barnes	OR 217		Add NB right turn lane; Add NB aux lane; Add Wb right turn lane; Add WB aux lane to US 26 WB; Modify traffic signal	$ 2,100,000	100%			$ 2,100,000	100%	$2,100,000	2014-2024			$ -	$ -	$ -
2015	Beaverton	Barnes	OR 217	Leahy	Interconnect traffic signals	$ 200,000	100%			$ 200,000	88%	$175,824	2025-2039			$ -	$ -	$ -
2016	Beaverton	Barnes	Baltic		Add EB right turn lane, Add WB left turn lane; Add WB aux lane; Add NB left turn lane; Add NB aux lane; Add dual NB right turn lane; Modify traffic signal	$ 2,700,000	100%			$ 2,700,000	100%	$2,700,000	2014-2024			$ -	$ -	$ -
2017	Beaverton	Barnes	Baltic	Monterey Pl	Add WB aux lane; Modify traffic signals	$ 600,000	100%			$ 600,000	100%	$600,000	2025-2039			$ -	$ -	$ -
2018	Beaverton	Barnes	Monterey		Add EB left turn lane; Modify traffic signal	$ 500,000	100%			$ 500,000	88%	$439,560	2025-2039			$ -	$ -	$ -
2019	Beaverton	Barnes	Miller		Add aux lanes at all intersection approaches; Modify Miller SB lane approaches; Modify Miller SB lane assignments; Modify traffic signals	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2025-2039			$ -	$ -	$ -
2020	Beaverton	Beaverton-Hillsdale	Western		Turn lanes, signal improvements	$ 2,064,480	100%			$ 2,064,480	100%	$2,064,480	2025-2039			$ -	$ -	$ -
2021	Beaverton	Butner	Cedar Hills		Add dual EB left turn lanes; Add single EB right turn lane; Modify signal; Interconnect to US26 interchange signals	$ 1,430,000	100%			$ 1,430,000	100%	$1,430,000	2014-2024			$ -	$ -	$ -
2022	Beaverton	Canyon	170th	OR 217	Access management	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
2023	Beaverton	Canyon	Cedar Hills		Turn lanes, signal improvements	$ 6,922,080	100%			$ 6,922,080	100%	$6,922,080	2025-2039			$ -	$ -	$ -
2024	Beaverton	Cedar Hills	300' north of Celeste	Barnes	Add NB and SB aux lanes, extend 300' north of Celeste	$ 2,330,000	100%			$ 2,330,000	100%	$2,330,000	2014-2024			$ -	$ -	$ -
2025	Beaverton	Cedar Hills	Barnes	US 26 WB	Add SB multi-use bike/ped facility	$ 250,000	100%			$ 250,000	100%	$250,000	2014-2024			$ -	$ -	$ -
2026	Beaverton	Cedar Hills	US 26 WB		Add NB aux lane to Barnes; Add bike/ped tunnel under WB on ramp; Modify WB offramp lane assignments; Modify and interconnect signals	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
2027	Beaverton	Cedar Hills	US 26 WB	US 26 EB	Construct sidewalks and bike lanes	$ 670,000	100%			$ 670,000	100%	$670,000	2014-2024	$ 2,144,302		$ 2,406,436	$ -	$ 2,406,436
2028	Beaverton	Cedar Hills	US 26 EB		Construct dual SB left turn lanes and EB aux lane; Construct EB left and right turn lanes; Construct signals and interconnect	$ 1,770,000	100%			$ 1,770,000	100%	$1,770,000	2014-2024			$ -	$ -	$ -

Appendix A: TDT Road Project List Expenditures
FY 2018-19

List as amended by
Resolution and Order 19-75
July 16, 2019

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 18-19 TDT	FY 18-19 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
2029	Beaverton	Cedar Hills	US 26 EB	Butner	Convert NB right turn lane into Th-Rt Aux lane to US26 EB with ped island; Add sidewalk and bike lanes	$ 448,000	100%			$ 448,000	100%	$448,000	2014-2024			$ -	$ -	$ -
2030	Beaverton	Cedar Hills	Walker		Add double left turn lanes on all approaches, add EB rt turn lane	$ 3,643,200	100%			$ 3,643,200	97%	$3,545,614	2025-2039			$ -	$ -	$ -
2031	Beaverton	Cedar Hills	Walker	Farmington	Add turn lanes, bike lanes	$ 20,976,000	100%			$ 20,976,000	100%	$20,976,000	2014-2024			$ -	$ -	$ -
2032	Beaverton	Cedar Hills	Jenkins		Turn lanes, signal improvements	$ 2,550,240	100%			$ 2,550,240	100%	$2,550,240	2025-2039			$ -	$ -	$ -
2033	Beaverton	Cedar Hills	Hall		Add NB rt turn lane	$ 728,640	100%			$ 728,640	100%	$728,640	2025-2039			$ -	$ -	$ -
2034	Beaverton	Cornell	113th		Add aux lanes at all intersection approaches; Modify traffic signal	$ 700,000	100%			$ 700,000	100%	$700,000	2014-2024			$ -	$ -	$ -
2035	Beaverton	Cornell	107th		Construct traffic signal	$ 360,000	100%			$ 360,000	100%	$360,000	2014-2024			$ -	$ -	$ -
2036	Beaverton	Crescent	Rose Biggi	Cedar Hills	Extend 2-lane multimodal	$ 3,864,000	100%			$ 3,864,000	100%	$3,864,000	2014-2024			$ -	$ 65,237	$ 65,237
2037	Beaverton	Davies	Scholls Ferry	Barrows	Extend 2-lane multimodal	$ 5,409,600	100%			$ 5,409,600	100%	$5,409,600	2014-2024			$ -	$ -	$ -
2038	Beaverton	Dawson/ Westgate	Rose Biggi	Hocken	Extend 2-lane multimodal	$ 9,825,600	100%			$ 9,825,600	100%	$9,825,600	2014-2024	$ 44,479		$ 440,253	$ 31,576	$ 471,829
2039	Beaverton	Denney	Hall	Scholls Ferry	Add turn lanes, bike lanes & signalize	$ 6,734,400	100%			$ 6,734,400	100%	$6,734,400	2014-2024			$ -	$ -	$ -
2040	Beaverton	Farmington	Cedar Hills		Turn lanes, signal improvements	$ 3,036,000	100%			$ 3,036,000	100%	$3,036,000	2025-2039		$ 10,577	$ -	$ 4,481,573	$ 4,481,573
2041	Beaverton	Farmington	Lombard		Add NB rt turn lane	$ 1,689,120	100%			$ 1,689,120	100%	$1,689,120	2025-2039		$ 5,288	$ -	$ 2,492,788	$ 2,492,788
2042	Beaverton	Hall extension	to Jenkins		Construct 2 or 4 lane	$ 15,897,600	100%			$ 15,897,600	100%	$15,897,600	2025-2039			$ -	$ -	$ -
2044	Beaverton	Hall	Cedar Hills	Farmington	Add turn lanes, bike lanes	$ 5,740,800	100%			$ 5,740,800	100%	$5,740,800	2014-2024			$ -	$ -	$ -
2045	Beaverton	Hall	Center		Turn lanes, signal improvements	$ 121,440	100%			$ 121,440	100%	$121,440	2025-2039			$ -	$ -	$ -
2046	Beaverton	Hall	Allen		Add EB&WB rt turn lanes, NB&SB double lefts	$ 2,373,600	100%			$ 2,373,600	100%	$2,373,600	2025-2039			$ -	$ -	$ -
2047	Beaverton	Hall	Denney		Turn lanes, signal improvements	$ 850,080	100%			$ 850,080	100%	$850,080	2025-2039			$ -	$ -	$ -
2048	Beaverton	Hall	500' south of Allen	12th	Add turn lanes, bike lanes	$ 6,734,400	100%			$ 6,734,400	100%	$6,734,400	2014-2024			$ -	$ -	$ -
2049	Beaverton	Millikan	TV Hwy	141st	Add turn lanes, signals, bike and ped	$ 18,878,400	100%			$ 18,878,400	100%	$18,878,400	2014-2024			$ -	$ -	$ -
2050	Beaverton	Millikan	Murray		Rt turn lane for WB Millikan	$ 607,200	100%			$ 607,200	100%	$607,200	2025-2039			$ -	$ -	$ -
2051	Beaverton	Millikan	141st	Hocken	Add signal, turn lanes, bike & ped	$ 2,870,400	100%			$ 2,870,400	100%	$2,870,400	2014-2024			$ -	$ -	$ -
2052	Beaverton	Millikan	Watson	114th	Extend 2-lane multimodal	$ 15,235,200	100%			$ 15,235,200	100%	$15,235,200	2014-2024			$ -	$ -	$ -
2053	Beaverton	Murray	Allen		Turn lanes, signal improvements	$ 1,578,720	100%			$ 1,578,720	100%	$1,578,720	2025-2039			$ 1,299	$ -	$ 1,299
2054	Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	$ 1,280,640	100%			$ 1,280,640	100%	$1,280,640	2025-2039			$ -	$ -	$ -
2055	Beaverton	New street	Broadway	115th	Construct 2-lane multimodal	$ 4,968,000	100%			$ 4,968,000	100%	$4,968,000	2014-2024			$ -	$ -	$ -
2056	Beaverton	Nimbus	Denney	Hall	Extend 2-lane multimodal	$ 17,001,600	100%			$ 17,001,600	100%	$17,001,600	2014-2024			$ -	$ -	$ -
2058	Beaverton	Rose Biggi	TV Hwy	Broadway	Extend 2-lane multimodal	$ 3,312,000	100%			$ 3,312,000	100%	$3,312,000	2014-2024			$ -	$ -	$ -
2059	Beaverton	Scholls Ferry	Allen		Turn lanes, signal improvements	$ 4,128,960	100%			$ 4,128,960	95%	$3,929,172	2025-2039			$ -	$ -	$ -
2060	Beaverton	Scholls Ferry	Nimbus		Turn lanes, signal improvements	$ 1,733,280	100%			$ 1,733,280	100%	$1,733,280	2025-2039			$ -	$ -	$ -
2061	Beaverton	Scholls Ferry	125th		Add SB rt turn lane	$ 1,280,640	100%			$ 1,280,640	100%	$1,280,640	2025-2039			$ -	$ -	$ -
2062	Beaverton	Scholls Ferry	Davies		Add NB rt turn lane, close east end of Scholls Ferry @Barrows	$ 331,200	100%			$ 331,200	100%	$331,200	2025-2039			$ -	$ -	$ -
2063	Beaverton	Scholls Ferry	Barrows (west end)		Add SB rt turn lane	$ 331,200	100%			$ 331,200	100%	$331,200	2025-2039			$ -	$ -	$ -
2064	Beaverton	Sexton Mountain	160th	155th	Extend 2-lane multimodal	$ 2,760,000	100%			$ 2,760,000	100%	$2,760,000	2014-2024			$ -	$ -	$ -
2065	Beaverton	Walker	173rd		Turn lanes, signal improvements	$ 2,760,000	100%			$ 2,760,000	100%	$2,760,000	2025-2039			$ -	$ 2,760,000	$ 2,760,000
2066	Beaverton	Walker	167th		Signalize, add SB left turn lane	$ 187,680	100%			$ 187,680	100%	$187,680	2025-2039			$ -	$ 187,680	$ 187,680
2067	Beaverton	Weir	155th	175th	Turn lanes, bike lanes, sidewalks	$ 4,526,400	100%			$ 4,526,400	100%	$4,526,400	2014-2024			$ -	$ -	$ -
2068	Beaverton	175th	UGB	Scholls Ferry	Widen to 5 lanes	$ 6,345,000	100%	SCM TSDC		$ 6,345,000	100%	$6,345,000	2014-2024		$ 1,640,827	$ -	$ 5,167,426	$ 5,167,426
2069	Beaverton	New East-West Collector	Tile Flat	Loon	New 3 lane collector	$ 22,755,000	100%	SCM TSDC		$ 22,755,000	100%	$22,755,000	2014-2024			$ -	$ -	$ -
2070	Beaverton	New North-South Collector	UGB	Scholls Ferry	New 2 lane collector	$ 11,020,000	100%	SCM TSDC		$ 11,020,000	100%	$11,020,000	2014-2024			$ -	$ -	$ -
2071	Beaverton	Scholls Ferry	Tile Flat	175th / Roy Rogers	Widen to 5 lanes	$ 8,165,000	100%	SCM TSDC		$ 8,165,000	100%	$8,165,000	2014-2024			$ -	$ -	$ -
2072	Beaverton	Scholls Ferry	Horizon/Teal		New right turn lanes at Scholls Ferry Rd / Horizon-Teal Blvd intersection	$ 500,000	100%	SCM TSDC		$ 500,000	100%	$500,000	2025-2039			$ -	$ -	$ -
2073	Beaverton	Tile Flat	UGB	Scholls Ferry	Widen to 3 lanes	$ 3,025,000	100%	SCM TSDC		$ 3,025,000	100%	$3,025,000	2025-2039			$ -	$ -	$ -
2074	Beaverton	Western	5th	Beaverton-Hillsdale/ Griffith	Reconstruct 4-lane roadway as 3-lane arterial with separated bicycle and pedestrian paths. Includes traffic signal	$ 4,125,000	100%	SCM TSDC		$ 4,125,000	100%	$4,125,000	2014-2024	$ 24,091		$ 99,091	$ -	$ 99,091
2075	Beaverton	Hocken Ave	RR Tracks	Tualatin-Valley Hwy	Add 2nd southbound lane, bike lanes and sidewalks. Requires signal and RR crossing pole relocation	$ 2,500,000	100%	SCM TSDC		$ 2,500,000	76%	$1,900,000	2014-2024	$ 28,072		$ 43,656	$ -	$ 43,656
	Beaverton	TOTAL				$ 366,628,600				$ 366,628,600		$365,530,668		$ 2,240,944	$ 1,703,071	$ 2,990,735	$ 15,458,272	$ 18,449,007
~~7000~~	~~Cornelius~~	~~10th~~	~~Adair/Main~~	~~Baseline~~	~~Add left & right turn lanes at couplet intersection approaches~~	~~$ -~~	~~100%~~	~~Developer / ODOT Rail~~	~~$880,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~	$ 234,687	$ 2,340,289	$ 234,687	$ 9,495,290	$ 7,155,001
~~7001~~	~~Cornelius~~	~~14th~~	~~Holladay~~	~~Dogwood~~	~~Add signals at TV Hwy and widen existing travel lanes~~	~~$ -~~	~~75%~~			~~$ -~~	~~100%~~	~~$0~~	~~2025-2039~~			$ -	$ -	$ -

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~~7002~~	~~Cornelius~~	~~Baseline~~	~~10th~~	~~20th~~	~~Inteconnect signals and consolidate access points~~	~~$ -~~	~~100%~~	~~federal grant~~	~~$3,060,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ 447,492	$ 8,200	$ 455,692
~~7003~~	~~Cornelius~~	~~Cornelius-Schefflin~~	~~Verboort Circle~~	~~South city limit~~	~~Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes~~	~~$ -~~	~~75%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ 9,015,238	$ 9,015,238
7004	Cornelius	Davis St Extension	4th	10th	New 2-lane collector	$ 2,255,000	100%			$ 2,255,000	100%	$2,255,000	2040+			$ -	$ -	$ -
~~7005~~	~~Cornelius~~	~~Forest Grove-Connectivity~~	~~East Forest Grove city limit~~	~~West Cornelius city limit~~	~~Construct new 2-lane collector between Cornelius & Forest Grove~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2025-2039~~			$ -	$ -	$ -
7006	Cornelius	Holladay St Extension	Yew (Forest Grove)	4th	New 2-lane collector	$ 2,960,000	100%			$ 2,960,000	100%	$2,960,000	2028-2040			$ -	$ -	$ -
7007	Cornelius	Holladay St Extension	10th	Gray	New 2-lane collector	$ 2,810,000	100%			$ 2,810,000	100%	$2,810,000	2040+			$ -	$ -	$ -
7008	Cornelius	Holladay St Extension	Gray	19th	New 2-lane collector	$ 3,085,000	100%			$ 3,085,000	100%	$3,085,000	2040+			$ -	$ -	$ -
7009	Cornelius	19th Ave	20th Ave	Council Creek Bridge	Build complete street with sidewalk and bike facilities. Also new RR crossing and possible mini-roundabouts at Holladay & Davis	$ 1,975,000	100%			$ 1,975,000	100%	$1,975,000	2018-2027			$ -	$ 87,698	$ 87,698
~~7010~~	~~Cornelius~~	~~TV Highway-Corridor~~	~~4th~~	~~29th~~	~~Traffic signal system coordination~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
7011	Cornelius	S. 29th Blvd./Alpine St	Baseline/29th	450' S of Dogwood	New collector, relocated and improved active rail crossing, connection between 345th & 29th (Alpine), roundabout at 29th/Alpine, and new signal at 29th/Baseline	$ 9,390,000	100%			$ 9,390,000	100%	$9,390,000	2018-2027	$ 29,245		$ 29,245	$ -	$ 29,245
7012	Cornelius	SE Cornelius New Collectors	South of Ginger St	South UGB Boundary	New collector through UGB expansion area: 20th, Jasper, 26th, 29th, Kodiak, and shared-use path south of Jasper Roundabout	$ 13,955,000	100%			$ 13,955,000	100%	$13,955,000	2018-2027			$ -	$ -	$ -
~~7013~~	~~Cornelius~~	~~26th~~	~~Webb~~	~~New roundabout at Jasper/Kodiak~~	~~Extend collector within UGB expansion area~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
7014	Cornelius	Dogwood Extension	28th	345th	Extend collector within UGB expansion area	$ 2,085,000	100%			$ 2,085,000	100%	$2,085,000	2028-2040			$ -	$ -	$ -
7015	Cornelius	Complete Collector Pedestrian Facilities	Citywide		4th Ave: Adair to Fawn 20th Ave: Alpine to Elder 29th Ave: North UGB to Baseline Adair: 1st to 7th Baseline: 4th to 10th (north side)	$ 2,913,000	100%			$ 2,913,000	100%	$2,913,000	2018-2027			$ -	$ -	$ -
7016	Cornelius	Baseline North Frontage Rd	East Lane	NW 344th Ave	Create collector frontage road on north side of Baseline and intersection improvements with possible signal at NW 341st Ave	$ 2,830,000	100%			$ 2,830,000	100%	$2,830,000	2018-2027			$ -	$ -	$ -
7017	Cornelius	Davis Street Extension	10th Ave	Fred Meyer Eastern Driveway	Complete pedestrian/bike facilities west of 19th and build new collector east of 19th	$ 3,490,000	100%			$ 3,490,000	100%	$3,490,000	2028-2040			$ -	$ -	$ -
7018	Cornelius	341st Ave	Baseline	North terminus of street	Complete pedestrian facilities and improve to collector standards	$ 526,000	100%			$ 526,000	100%	$526,000	2028-2040			$ -	$ -	$ -
7019	Cornelius	Baseline St	26th Ave	East Lane	Complete pedestrian facilities	$ 1,035,000	100%			$ 1,035,000	100%	$1,035,000	2028-2040			$ -	$ -	$ -
7020	Cornelius	29th Blvd	S. City Limits	S. UGB (345th/Cook Rd)	New collector	$ 2,120,000	100%			$ 2,120,000	100%	$2,120,000	2040+			$ -	$ -	$ -
7021	Cornelius	Baseline St	20th Ave	E. City Limits	Complete two-way bike blvd.	$ 1,500,000	100%			$ 1,500,000	100%	$1,500,000	2040+			$ -	$ -	$ -
7022	Cornelius	Baseline Frontage Rd (south side)	NW 341st Ave	E. City Limits	Create collector frontage road	$ 1,545,000	100%			$ 1,545,000	100%	$1,545,000	2040+			$ -	$ -	$ -
7023	Cornelius	Davis Street Extension	Fred Meyer Driveway	N. 26th Ave	Extend collector	$ 2,065,000	100%			$ 2,065,000	100%	$2,065,000	2040+			$ -	$ -	$ -
7024	Cornelius	Complete Collector Ped and Bike facilities	Citywide		Complete bicycle facilities on collectors (e.g. pavement markings, shared streets, signage, etc.) and fill sidewalk gaps on collectors	$ 8,030,000	100%			$ 8,030,000	100%	$8,030,000	2040+			$ -	$ -	$ -
	Cornelius	TOTAL				$ 64,569,000				$ 64,569,000		$64,569,000		$ 263,932	$ 2,340,289	$ 263,932	$ 7,348,790	$ 7,612,722
8000	Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes (Durham share of cost only)	$ 600,000	100%			$ 600,000	57%	$342,857	2014-2024			$ 11,000	$ -	$ 11,000
	Durham	TOTAL				$ 600,000				$ 600,000		$342,857				$ 11,000	$ -	$ 11,000
7500	Forest Grove	19th	Poplar	HWY 47	Extend 2-lane collector	$ 1,517,156	100%			$ 1,517,156	100%	$1,517,156	2019-2029			$ -	$ -	$ -

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7501	Forest Grove	23rd/24th	Hawthorne	Quince	Construct 2-lane collector	$ 4,260,000	100%			$ 4,260,000	100%	$4,260,000	2025-2039			$ -	$ -	$ -
7502	Forest Grove	26th	Sunset	Oak	Extend 2-lane collector and improve 26th Ave to city standards	$ 9,800,000	95%			$ 9,310,000	100%	$9,310,000	2019-2029			$ 2,155	$ 262,593	$ 264,748
7503	Forest Grove	OR 47	Maple		Construct improvements (e.g. traffic signal including interconnect with rail crossing in longer term)	$ 5,000,000	75%			$ 3,750,000	100%	$3,750,000	2019-2029		$ 57,157	$ -	$ 57,157	$ 57,157
7504	Forest Grove	OR 47	Elm		Construct improvements (e.g. traffic signal)	$ 520,000	75%			$ 390,000	100%	$390,000	2019-2029			$ -	$ -	$ -
~~7505~~	~~Forest Grove~~	~~B~~	~~David Hill~~	~~Hartford~~	~~Extend 2-lane collector~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
7506	Forest Grove	David Hill	Thatcher Road	Forest Gale Drive	Full street reconstruction to urban collector standard	$ 4,000,000	100%			$ 4,000,000	100%	$4,000,000	2021-2031			$ 15,195	$ 8,268,024	$ 8,283,219
7507	Forest Grove	E/Pacific/19th	E	19th	Extend 2-lane couplet	$ 4,940,000	100%			$ 4,940,000	100%	$4,940,000	2019-2029			$ -	$ -	$ -
7508	Forest Grove	Hawthorne	26th	Willamina	Extend 2-lane collector	$ 7,885,582	100%			$ 7,885,582	100%	$7,885,582	2019-2029			$ -	$ -	$ -
7509	Forest Grove	Heather	OR 47	Mountain View	Extend 2-lane collector	$ 1,730,000	100%			$ 1,730,000	100%	$1,730,000	2019-2029			$ -	$ -	$ -
7510	Forest Grove	Laurel	26th	22nd	Extend 2-lane collector	$ 8,598,914	100%			$ 8,598,914	100%	$8,598,914	2019-2029			$ -	$ -	$ -
~~7511~~	~~Forest Grove~~	~~Main~~	~~David Hill~~	~~Hartford~~	~~Extend 2-lane collector~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
7512	Forest Grove	Oak	OR 47	Pacific	Upgrade to 2-lane collector; add signal	$ 6,200,788	75%			$ 4,650,591	100%	$4,650,591	2019-2029			$ -	$ -	$ -
7513	Forest Grove	Thatcher	Gales Creek	David Hill	Realign and signalize intersection; road improvements from Gales Creek to David Hill	$ 14,543,206	75%			$ 10,907,405	100%	$10,907,405	2019-2029			$ -	$ -	$ -
7514	Forest Grove	TV Hwy	Quince		Add turn lanes / signal	$ 4,294,293	25%			$ 1,073,573	100%	$1,073,573	2019-2029			$ -	$ -	$ -
7515	Forest Grove	Willamina	Main	Sunset	Improve collector to city standards	$ 2,168,128	95%			$ 2,059,722	100%	$2,059,722	2019-2029			$ -	$ 4,423	$ 4,423
7516	Forest Grove	Yew	Adair	Pacific	Construct Improvements (e.g. traffic signal or restrictions)	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2021-2031			$ -	$ -	
7517	Forest Grove	OR 47	Martin		Construct Improvements (e.g. traffic signal or roundabout)	$ 8,000,000	100%			$ 8,000,000	100%	$8,000,000	2019-2029			$ -	$ -	
	Forest Grove	TOTAL				$ 86,458,067				$ 76,072,942		$76,072,942		$ -	$ 57,157	$ 17,350	$ 8,592,197	$ 8,609,547
9000	Gaston	Church	3rd	Trail	Improve to collector standards	$ 720,000	100%			$ 720,000	100%	$720,000	2014-2025			$ -	$ -	
9001	Gaston	Third	Park	Cottonwood	Improve to collector standards	$ 225,000	100%			$ 225,000	100%	$225,000	2014-2025			$ -	$ -	
	Gaston	TOTAL				$ 945,000				$ 945,000		$945,000		$ -	$ -	$ -	$ -	$ -
3000	Hillsboro	1st/Glencoe	Grant		Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
3001	Hillsboro	13th/River	TV Hwy		Add EB right turn lane and NB left turn lane	$ 4,500,000	100%			$ 4,500,000	100%	$4,500,000	2025-2039			$ -	$ -	$ -
3002	Hillsboro	28th	Cornell	Main	Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2014-2024			$ 4,098	$ 28,682	$ 32,780
3003	Hillsboro	69th	Quatama	Main	New 3 lane extension	$ 4,943,785	100%			$ 4,943,785	100%	$4,943,785	2025-2039		$ 137,068	$ -	$ 297,303	$ 297,303
3004	Hillsboro	185th	Walker		Intersection capacity and signal improvements	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2025-2039			$ -	$ -	$ -
3005	Hillsboro	Amberglen Pkwy/194th Extension	Cornell	Amberglen Pkwy	New 3-lane collector, Remove segment Amberglen Pkwy	$ 2,250,000	100%			$ 2,250,000	100%	$2,250,000	2014-2024			$ -	$ -	$ -
3006	Hillsboro	Amberglen Pkwy/194th Extension	Stucki Extension		Signalize or construct roundabout	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -
3007	Hillsboro	Amberglen Pkwy/194th Extension	Stucki Extension	Wilkins	New 3-lane collector	$ 3,500,000	100%			$ 3,500,000	100%	$3,500,000	2025-2039			$ -	$ -	$ -
3008	Hillsboro	Amberglen Pkwy/194th Extension	Wilkins		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3009	Hillsboro	205th/John Olson	Wilkins	MAX Light Rail	Complete bike lanes	$ 200,000	100%			$ 200,000	100%	$200,000	2014-2024			$ -	$ -	$ -
3010	Hillsboro	209th	Blanton		Signalize; turn lane improvements	$ 671,000	100%			$ 671,000	100%	$671,000	2014-2024			$ -	$ -	$ -
3011	Hillsboro	209th	Kinnaman		Signalize; turn lane improvements	$ 1,016,000	100%			$ 1,016,000	100%	$1,016,000	2014-2024			$ -	$ -	$ -
3012	Hillsboro	209th	McInnis Lane		Construct traffic signal or roundabout	$ 1,574,000	100%			$ 1,574,000	100%	$1,574,000	2014-2024			$ -	$ -	$ -
3013	Hillsboro	209th	Butternut Creek Pkwy		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3014	Hillsboro	209th	Deline		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3015	Hillsboro	209th	Vermont		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3016	Hillsboro	209th	Murphy Lane		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3017	Hillsboro	67th	TV Hwy		Close south leg and modify signal	$ 935,000	100%			$ 935,000	100%	$935,000	2014-2024			$ -	$ -	$ -
3018	Hillsboro	67th	Alexander	Kinnaman	Widen to 3 lanes	$ 4,126,000	100%			$ 4,126,000	100%	$4,126,000	2014-2024			$ -	$ -	$ -
3019	Hillsboro	Century	Kinnaman		construct roundabout	$ 1,027,000	100%			$ 1,027,000	100%	$1,027,000	2014-2024			$ -	$ -	$ -
3020	Hillsboro	Century	Kinnaman	Rosedale	Widen to 3 lanes; Realign and construct Butternut Creek bridge	$ 16,007,000	100%			$ 16,007,000	100%	$16,007,000	2025-2039			$ -	$ -	$ -

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3021	Hillsboro	Century	Murphy		Construct roundabout	$ 1,046,000	100%			$ 1,046,000	100%	$1,046,000	2025-2039			$ -	$ -	$ -
3022	Hillsboro	231st	MAX Light Rail	Baseline	Widen to 3 lanes	$ 6,800,000	100%			$ 6,800,000	100%	$6,800,000	2014-2024			$ -	$ -	$ -
~~3023~~	~~Hillsboro~~	~~231st~~	~~Cornell~~	~~Campus Way~~	~~Widen to 5 lanes with multimodal improvements~~	~~$ -~~	~~100%~~	~~Developer~~	~~$330,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~	$ 3,967		$ 1,328,708	$ -	$ 1,328,708
~~3024~~	~~Hillsboro~~	~~231st~~	~~Campus Way~~	~~Cherry~~	~~Construct southbound cycle track and west pedestrian improvements~~	~~$ -~~	~~100%~~	~~Developer~~	~~$100,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
~~3025~~	~~Hillsboro~~	~~231st~~	~~MAX Light Rail~~		~~Signal & pedestrian crossing improvements~~	~~$ -~~	~~100%~~	~~Developer~~	~~$25,000~~	~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3026	Hillsboro	Century	Johnson		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3027	Hillsboro	Starr	Meek	Evergreen	New 3-lane collector	$ 12,000,000	100%			$ 12,000,000	100%	$12,000,000	2014-2024			$ -	$ -	$ -
3028	Hillsboro	Starr	Huffman		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3029	Hillsboro	Starr	Evergreen		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3030	Hillsboro	25th Ave	Cornell		Intersection capacity and signal im	$ 6,000,000	100%	MSTIP	$ 5,000,000	$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
3031	Hillsboro	30th	Meek	Evergreen	New 3 lane collector	$ 14,000,000	100%			$ 14,000,000	100%	$14,000,000	2014-2024	$ -	$ (46,859)	$ 893,409	$ 110,634	$ 1,004,043
3032	Hillsboro	30th	Huffman		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3033	Hillsboro	30th	Evergreen		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3034	Hillsboro	Airport (Butler)	Brookwood	Dawson Cr	Widen to 3 lanes and install new signal at Brookwood Pkwy	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -
3035	Hillsboro	Blanton Extension	67th	209th	New 3 lane collector	$ 12,521,000	100%			$ 12,521,000	100%	$12,521,000	2014-2024			$ -	$ -	$ -
3036	Hillsboro	Blanton Extension	Town Center Drive		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3037	Hillsboro	Blanton Extension	West Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3038	Hillsboro	Aloclek	Walker	Cornelius Pass	Extend 3 lane	$ 3,909,666	100%			$ 3,909,666	100%	$3,909,666	2014-2024			$ -	$ 449,709	$ 449,709
3039	Hillsboro	Walker	Cornelius Pass	John Olsen	Widen to 3 lane	$ 2,932,250	100%			$ 2,932,250	100%	$2,932,250	2014-2024			$ -	$ -	$ -
3040	Hillsboro	Walker Extension	Amberbrook	Stucki extension	Extend 3 lanes	$ 1,400,000	100%			$ 1,400,000	100%	$1,400,000	2014-2024			$ -	$ -	$ -
3041	Hillsboro	Walker Extension	194th		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3042	Hillsboro	Bentley	Brookwood		Add EB Left turn lane and Signalize	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039	$ -	$ -	$ 137,100	$ -	$ 137,100
3043	Hillsboro	Blanton Extension	East Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
~~3044~~	~~Hillsboro~~	~~Brookwood~~	~~US 26~~	~~Evergreen~~	~~Widen to 7 lanes, add turn lanes and aux lanes at Evergreen~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~		$ 22,961	$ 1,597,643	$ 16,015,075	$ 17,612,718
3045	Hillsboro	Brookwood	Cornell		Add SB through lane, Add EB and WB 2nd Left Turn Lanes	$ 5,500,000	100%			$ 5,500,000	100%	$5,500,000	2014-2024		$ 22,961	$ 532,548	$ 1,317,835	$ 1,850,382
3046	Hillsboro	Campus Ct extension	West terminus	Ray Circle	Construct new 2/3 lane collector	$ 1,800,000	100%	Developer	$100,000	$ 1,700,000	100%	$1,700,000	2014-2024	$ 775,443		$ 2,428,470	$ -	$ 2,428,470
3047	Hillsboro	Century	Baseline	Lois	New 3 lane and bridge over Rock Creek	$ 16,500,000	100%			$ 16,500,000	100%	$16,500,000	2014-2024		$ 745,728	$ 1,225,008	$ 913,683	$ 2,138,691
3048	Hillsboro	Century/229th	West Union	Evergreen	Extend 3 lane, including Hwy 26 overcrossing	$ 21,000,000	100%			$ 21,000,000	100%	$21,000,000	2014-2024			$ 39,662	$ 16,135	$ 55,797
3049	Hillsboro	Century	Johnson	Alexander	Widen to 5 lanes; Reconstruct Railroad crossing, Add EB right turn lane, EB bus pullout, Modify TV Hwy signal	$ 7,943,000	100%			$ 7,943,000	100%	$7,943,000	2014-2024		$ 1,174,430	$ -	$ 1,879,810	$ 1,879,810
3050	Hillsboro	Century	Alexander		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3051	Hillsboro	Century	Alexander	Old UGB	Construct multi-modal improvements	$ 519,000	100%			$ 519,000	100%	$519,000	2025-2039			$ -	$ -	$ -
3052	Hillsboro	Century	Davis	67th	New 3 lane collector	$ 5,127,000	100%			$ 5,127,000	100%	$5,127,000	2014-2024	$ 1,432,600	$ 43,926	$ 3,784,726	$ 66,849	$ 3,851,575
~~3053~~	~~Hillsboro~~	~~Cornelius Pass~~	~~Cornell~~	~~HWY 26~~	~~2nd NB right turn lane to US26 East, and multimodal enhancements~~	~~$ -~~	~~100%~~	~~Developer, ODOT, TIF, & MSTIP~~		~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~		$ 138,932	$ 344,778	$ 17,701,009	$ 18,045,787
3054	Hillsboro	Cornelius Pass	TV Hwy		Extend Cornelius Pass Road south, Construct at-grade rail crossing and close private crossings, Add intersection capacity, modify signal	$ 27,429,000	100%			$ 27,429,000	100%	$27,429,000	2014-2024			$ -	$ -	$ -
3055	Hillsboro	Cornelius Pass	TV Hwy	Rosedale	Extend as new 5 lane to Murphy Lane, 3-lane in 5-lane ROW to Rosedale, 7-lane ROW TV Hwy to Alexander-Blanton; Construct Butternut Creek 5-lane bridge	$ 45,848,000	100%			$ 45,848,000	100%	$45,848,000	2014-2024			$ 6,212	$ 168,175	$ 174,387
3056	Hillsboro	Cornelius Pass	Town Center X-ing		Construct signalized Z-crossing	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3057	Hillsboro	Cornelius Pass	Blanton		Signalize and add turn lanes	$ 724,000	100%			$ 724,000	100%	$724,000	2014-2024			$ -	$ -	$ -
3058	Hillsboro	Cornelius Pass	Kinnaman		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3059	Hillsboro	Cornelius Pass	McInnis Lane		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3060	Hillsboro	Cornelius Pass	Butternut Creek		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -

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3061	Hillsboro	Cornelius Pass	Deline		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3062	Hillsboro	Cornelius Pass	Vermont		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3063	Hillsboro	Cornelius Pass	Murphy Lane		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3064	Hillsboro	Cornelius Pass	Rosedale		Construct roundabout or signal	$ 1,408,000	100%			$ 1,408,000	100%	$1,408,000	2025-2039			$ -	$ -	$ -
3065	Hillsboro	Cornell	Arrington	Main	Widen 5 lane, Construct Intersection capacity/signal and/or safety improvements	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ 45,710	$ 45,710
~~3066~~	~~Hillsboro~~	~~Cornell~~	~~229th~~		~~Add EB and NB right turn lanes, add WB 2nd left turn lane~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3067	Hillsboro	Cornell	Amberbrook		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3068	Hillsboro	Cornell	185th		Add EB right turn lane and 3rd SB through lane	$ 1,200,000	100%			$ 1,200,000	100%	$1,200,000	2025-2039			$ -	$ -	$ -
~~3069~~	~~Hillsboro~~	~~Davis Extn~~	~~River Rd~~	~~South CWS boundary~~	~~construct 2/3 lane collector, modify traffic signal~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3070	Hillsboro	Edgeway (Salix Ext)	Holly	Walker	New 3 lane extension	$ 4,000,000	100%			$ 4,000,000	100%	$4,000,000	2014-2024			$ -	$ -	$ -
3071	Hillsboro	Evergreen	Jackson School (south)	15th	Widen to 5 lanes	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2025-2039			$ -	$ -	$ -
3072	Hillsboro	Evergreen	229th		Add 2nd EB/WB Left turn lanes, Add NB Right Turn lane, and modify traffic signal	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024			$ -	$ -	$ -
3073	Hillsboro	Evergreen	Imbrie		Add second eastbound left turn lane	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	$ -
~~3074~~	~~Hillsboro~~	~~Evergreen~~	~~Cornelius Pass~~		~~Add 2nd SB, and NB Left Turn Lanes, Add NB and WB Right Turn Lanes~~	~~$ -~~	~~100%~~	~~MSTIP~~		~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
~~3075~~	~~Hillsboro~~	~~Evergreen~~	~~Cornelius Pass~~	~~215th~~	~~Add bicycle lanes, including rail crossing removal/grade adjustments. Add WB right turn lane at Cornelius Pass, including Ped island~~	~~$ -~~	~~100%~~	~~Developer~~		~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3076	Hillsboro	Farmington	209th		Modify signal, add SB right turn lane, add 2nd SB left turn lane;add NB Right turn lane	$ 1,067,000	100%			$ 1,067,000	100%	$1,067,000	2025-2039			$ -	$ -	$ -
3077	Hillsboro	Grant	Cornell		Add eastbound/westbound left turn lanes	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2025-2039			$ -	$ -	$ -
3078	Hillsboro	Harewood	at Jackson School		Construct Roundabout	$ 772,466	100%			$ 772,466	100%	$772,466	2025-2039			$ -	$ -	$ -
3079	Hillsboro	Huffman	West City Limits	Brookwood	Construct 5-lane arterial	$ 50,000,000	100%			$ 50,000,000	100%	$50,000,000	2014-2024			$ 429	$ -	$ 429
3080	Hillsboro	Imbrie	Evergreen	Cornelius Pass	Widen to accommodate second EB lane	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024			$ -	$ -	$ -
3081	Hillsboro	Imlay	TV Hwy		Signalize	$ 364,000	75%			$ 273,000	100%	$273,000	2025-2039			$ -	$ -	$ -
3082	Hillsboro	Jackson School	Evergreen	Grant	Widen to 3 lanes	$ 7,000,000	100%	MSTIP	$5,000,000	$ 2,000,000	100%	$2,000,000	2014-2024	$ 1,590,425	$ 171,638	$ 3,553,883	$ 2,299,295	$ 5,853,178
3083	Hillsboro	Jacobson	Century		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3084	Hillsboro	Jacobson	Croeni		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3085	Hillsboro	Kinnaman	229th	209th	New 3 lane collector	$ 9,916,000	100%			$ 9,916,000	100%	$9,916,000	2014-2024			$ -	$ -	$ -
3086	Hillsboro	Kinnaman	West Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3087	Hillsboro	Kinnaman	East Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
~~3088~~	~~Hillsboro~~	~~Main~~	~~1st~~		~~Add westbound right turn~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
3089	Hillsboro	Meek	West UGB	Starr	Widen to 3 lanes	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2025-2039			$ -	$ -	$ -
3090	Hillsboro	Minter Bridge	River Rd	South UGB	Construct ped/bike improvements	$ 2,250,000	100%			$ 2,250,000	100%	$2,250,000	2014-2024			$ -	$ -	$ -
3091	Hillsboro	Quatama	227th	205th	Widen to 3 lanes	$ 8,210,299	100%			$ 8,210,299	100%	$8,210,299	2025-2039		$ 205,601	$ -	$ 509,580	$ 509,580
3092	Hillsboro	River	Rood Bridge		Add eastbound right turn lane	$ 750,000	100%			$ 750,000	100%	$750,000	2025-2039			$ -	$ 26,947	$ 26,947
3093	Hillsboro	Rosedale	River Rd		Construct roundabout	$ 1,031,000	100%			$ 1,031,000	100%	$1,031,000	2025-2039			$ -	$ -	$ -
3094	Hillsboro	Rosedale	River Rd	229th	Widen 2-lane, add shoulder improvements	$ 1,321,000	100%			$ 1,321,000	100%	$1,321,000	2025-2039			$ -	$ -	$ -
3095	Hillsboro	Rosedale	Century		Add EB left turn lane	$ 380,000	100%			$ 380,000	100%	$380,000	2025-2039			$ -	$ -	$ -
3096	Hillsboro	Rosedale	Century	209th	Widen to 3 lanes	$ 4,986,000	100%			$ 4,986,000	100%	$4,986,000	2025-2039			$ -	$ -	$ -
3097	Hillsboro	Rosedale	209th		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3098	Hillsboro	Stucki Extension	Walker	Wilkins extension	New 3-lane Collector with Multi-modal improvements; 5-lane at Walker Road approach, Realign Stucki North of Walker	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ -	$ -
3099	Hillsboro	Stucki Extension	Wilkins Extension		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3100	Hillsboro	Stucki Extension	Wilkins	205th/206th	New 3-lane collector with Multi-modal improvements	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2025-2039			$ -	$ -	$ -
3101	Hillsboro	Stucki extension	205th/206th		Signalize or construct roundabout	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -

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3102	Hillsboro	Murphy	Century	209th	New 3 lane collector	$ 9,047,000	100%			$ 9,047,000	100%	$9,047,000	2014-2024			$ -	$ -	$ -
3103	Hillsboro	Wilkins	194th extension	185th	New 3 lane extension	$ 16,000,000	100%			$ 16,000,000	100%	$16,000,000	2025-2039			$ -	$ -	$ -
3104	Hillsboro	Witch Hazel	River		signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ 220,980	$ 220,980
3105	Hillsboro	Hidden Creek	49th	53rd	New 3-lane collector	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2014-2024	$ 1,859,374	$ 214,708	$ 2,306,861	$ 485,407	$ 2,792,268
3106	Hillsboro	Schaaf	Helvetia	520 ft east of Helvetia	Right-of-way acquisition only	$ 600,000	100%			$ 600,000	100%	$600,000	2014-2024			$ -	$ -	
3107	Hillsboro	Meek	West UGB	Jackson School	Safety improvements	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	
3108	Hillsboro	Evergreen	Town Center	185th	Construct 2nd Westbound through lane	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024			$ -	$ -	
3109	Hillsboro	185th	Evergreen	Sunset Hwy	Extend northbound right-turn lane to Evergreen, provide dual right-turns onto WB on-ramp	$ 3,500,000	100%			$ 3,500,000	100%	$3,500,000	2014-2024			$ -	$ -	
3110	Hillsboro	47th	Brookwood/Ihly	Hidden Creek	Improve 2-lane roadway and construct sidewalk	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039			$ -	$ -	
3111	Hillsboro	Huffman (east leg)	Brookwood		Add second eastbound receiving lane on eastern leg of intersection	$ 4,200,000	100%			$ 4,200,000	100%	$4,200,000	2018-2024			$ -	$ -	
	Hillsboro	TOTAL				$ 460,071,466	$0		$0	$ 449,880,466		$449,880,466	$0	$ 5,661,809	$ 2,831,094	$ 18,183,535	$ 42,552,818	$ 60,736,353
8300	King City	131st	Beef Bend	Fischer	Improve to collector standards	$ 1,600,000	100%			$ 1,600,000	86%	$1,376,000	2014-2024	$ 449,193		$ 449,193	$ -	$ 449,193
	King City	TOTAL				$ 1,600,000				$ 1,600,000		$1,376,000		$ 449,193	$ -	$ 449,193	$ -	$ 449,193
9600	North Plains	Commercial	Main	Glencoe	Widen street, add parking, bike and pedestrian facilities	$ 3,600,000	100%			$ 3,600,000	100%	$3,600,000	2014-2024			$ -	$ -	$ -
9601	North Plains	Cottage	Gordon	321st	Construct new two-lane collector	$ 1,300,000	100%			$ 1,300,000	100%	$1,300,000	2025-2039			$ -	$ -	$ -
9602	North Plains	Main	Commercial	Pacific	Widen street, add parking, bike and pedestrian facilities	$ 1,250,000	100%			$ 1,250,000	100%	$1,250,000	2014-2024			$ -	$ -	$ -
9603	North Plains	Pacific	Glencoe		Add new signal	$ 297,102	75%			$ 222,827	100%	$222,827	2025-2039			$ -	$ -	$ -
9604	North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard and add pedestrian and bicycle trails	$ 2,365,000	50%			$ 1,182,500	100%	$1,182,500	2025-2039	$ 131,377		$ 163,521	$ -	$ 163,521
9605	North Plains	Glencoe	RR Tracks	North UGB	Add bike and pedestrian facilities and planter strip	$ 865,000	100%			$ 865,000	100%	$865,000	2018-2024			$ -	$ -	
9606	North Plains	North	Shadybrook	Gordon	Full urban upgrade on both sides of street, including ADA, sidewalks, crossings, bike lanes, parking, landscape strip, etc.	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2018-2024			$ -	$ -	
9607	North Plains	Glencoe	Commercial		Add traffic signal or roundabout	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2018-2024			$ -	$ -	
9608	North Plains	322nd Ave	Pacific	Cottage	New north-south collector street	$ 400,000	100%			$ 400,000	100%	$400,000	2019-2025			$ -	$ -	
9609	North Plains	Gordon	Commercial	North	Add sidewalks and bike lanes	$ 1,700,000	100%			$ 1,700,000	100%	$1,700,000	2019-2025			$ -	$ -	
9610	North Plains	313th	Commercial	Highland Ct	Add sidewalks, bike lanes and planter strips	$ 1,305,000	100%			$ 1,305,000	100%	$1,305,000	2019-2025			$ -	$ -	
9611	North Plains	Pacific	Glencoe	322nd	Add sidewalks, bike lanes, planter strips, on-street parking, intersection builb-outs	$ 3,695,000	100%			$ 3,695,000	100%	$3,695,000	2019-2025			$ -	$ -	
9612	North Plains	Glencoe	North		Roundabout or signalization and left-turn lane	$ 750,000	100%			$ 750,000	100%	$750,000	2019-2025			$ -	$ -	
	North Plains	TOTAL				$ 22,527,102				$ 21,270,327		$21,270,327		$ 131,377	$ -	$ 163,521	$ -	$ 163,521
4000	Sherwood	OR 99W	Edy	Sunset	Install missing pedestrian crossings at existing signalized intersections.	$ 7,000	100%			$ 7,000	100%	$7,000	2014-2024			$ -	$ -	$ -
4001	Sherwood	OR 99W	Ice Age Tonquin Trail		Install Hwy 99W pedestrian regional trail undercrossing, includes stream and animal corridor sections	$ 13,300,000	100%			$ 13,300,000	100%	$13,300,000	2025-2035	$ 49,923		$ 163,604	$ -	$ 163,604
4002	Sherwood	Arrow	Langer Farms	Gerda	Construct new 2-lane road to collector standards	$ 7,427,562	100%			$ 7,427,562	100%	$7,427,562	2025-2039			$ -	$ -	$ -
4003	Sherwood	Arrow/ Galbreath	Gerda	Cipole	Construct 2-lane collector road	$ 2,317,399	100%			$ 2,317,399	100%	$2,317,399	2014-2024			$ -	$ -	$ -
4004	Sherwood	Baker	Sunset	UGB south	Upgrade road to 2-lane arterial with bike lanes, sidewalks, and planter strips.	$ 779,000	100%			$ 779,000	100%	$779,000	2014-2024			$ -	$ -	$ -
4005	Sherwood	Baler	Tualatin-Sherwood	Langer Farms	Construct 2-lane collector status road with bike lanes, sidewalks, and planter strips	$ 3,802,000	100%			$ 3,802,000	100%	$3,802,000	2025-2039			$ -	$ -	$ -
4006	Sherwood	Brookman	OR 99W		Realign Brookman Road to intersection with Hwy 99W north of existing location, install signalized intersection on Hwy 99W, install grade seperated railroad crossing	$ 7,020,000	100%			$ 7,020,000	100%	$7,020,000	2014-2024			$ -	$ -	$ -
4007	Sherwood	Brookman	OR 99W	Ladd Hill	Add turn lanes and center median	$ 13,440,917	100%			$ 13,440,917	100%	$13,440,917	2014-2024			$ -	$ -	$ -

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4008	Sherwood	Brookman	Middleton		Traffic control improvements; add turn lane and relocate stop signage	$ 250,000	75%			$ 187,500	100%	$187,500	2025-2039			$ -	$ -	$ -
4009	Sherwood	Cedar Brook	Elwert	Handley	Construct 2-lane collector road	$ 13,000,000	100%			$ 13,000,000	100%	$13,000,000	2025-2039			$ -	$ -	$ -
4010	Sherwood	Edy	Borchers		Improve 3-leg intersection, possible roundabout	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
4011	Sherwood	Edy	City limit west	Borchers	Widen to a 3-lane collector status with bike lanes, sidewalks, and planter strips.	$ 8,600,000	100%			$ 8,600,000	100%	$8,600,000	2014-2024			$ -	$ -	$ -
4012	Sherwood	Edy/Sherwood	Borchers	3rd	Add turn lanes and center median	$ 7,427,562	100%			$ 7,427,562	100%	$7,427,562	2014-2024			$ -	$ -	$ -
4013	Sherwood	Edy	OR 99W		Capacity improvements include adding turn lanes, eliminating split phase timing, and adding Hwy 99W crossing on south approach	$ 1,070,000	100%			$ 1,070,000	100%	$1,070,000	2014-2024			$ -	$ -	$ -
4014	Sherwood	Edy to Roy Rogers Connector	Edy	Roy Rogers	Construct 2-lane collector status road located between Lynnly Way and Cedarview Way	$ 3,400,000	100%			$ 3,400,000	100%	$3,400,000	2025-2039			$ -	$ -	$ -
4015	Sherwood	Elwert	Edy	OR 99W	Widen to 3-lane arterial status with turn lanes, bike lanes, sidewalks, and planter strip.	$ 11,430,000	100%			$ 11,430,000	100%	$11,430,000	2014-2024			$ -	$ -	$ -
4016	Sherwood	Elwert	Kruger	OR 99W	Add lanes, turn lanes, modify signal and phasing at intersection with Hwy 99W, and install roundabout at intersection of Cedar Brook Way extension with Elwert	$ 4,639,866	100%			$ 4,639,866	100%	$4,639,866	2014-2024	$ 50,836	$ 1,797,588	$ 101,694	$ 2,330,709	$ 2,432,403
4017	Sherwood	Elwert	Edy		Intersection improvement	$ 5,500,000	100%			$ 5,500,000	100%	$5,500,000	2014-2024			$ -	$ -	$ -
4018	Sherwood	Herman	Langer Farms	Cipole	Construct collector status road to connect Cipole Road to Langer Farms Parkway North, includes bike lanes, sidewalks, and planter strips	$ 8,190,000	100%			$ 8,190,000	100%	$8,190,000	2025-2039			$ -	$ -	$ -
4019	Sherwood	Ladd Hill	Sunset	UGB south	Widen to 3-lane arterial status with bike lanes, sidewalks, and planter strips.	$ 6,340,000	100%			$ 6,340,000	100%	$6,340,000	2014-2024			$ -	$ -	$ -
4020	Sherwood	Langer	Baler	Sherwood	Construct improvements consistent with Town Center Plan; buffered bike lanes, on-street parking, wider sidewalks, narrower travel lanes, removal of center turn lane, landscaping	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	$ -
4021	Sherwood	Langer Farms	North and west of intersection with OR 99W	OR 99W	Construct 2-lane collector status road.	$ 3,243,000	100%			$ 3,243,000	100%	$3,243,000	2025-2039			$ -	$ -	$ -
4022	Sherwood	Oregon	Railroad crossing	Murdock	Upgrade Oregon Street to 3-lane collector with sidewalk (south side), multi-use path (north side), bike lanes, and planter strips	$ 6,712,000	100%			$ 6,712,000	100%	$6,712,000	2014-2024	$ 11,397		$ 11,397	$ 109,757	$ 121,154
4023	Sherwood	Oregon	Tonquin		Construct roundabout north of Oregon St/Murdock Roundabout	$ 2,940,000	100%			$ 2,940,000	100%	$2,940,000	2014-2024			$ -	$ -	$ -
4024	Sherwood	Pine	Willamette	Sunset	New road extension across railroad tracks from Railroad Street to Willamette Street, existing County road to be widened	$ 3,808,260	100%			$ 3,808,260	100%	$3,808,260	2014-2024			$ -	$ 80,113	$ 80,113
4025	Sherwood	Sherwood	Langer		Remove traffic signal. Allow left-in turns only (no lefts from Langer to Sherwood Blvd); capacity issues related to queing at Hwy 99W	$ 900,000	25%			$ 225,000	100%	$225,000	2014-2024			$ -	$ -	$ -
4026	Sherwood	Sherwood	Century		Improve intersection, possible roundabout in conjunction with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at Hwy 99W	$ 386,233	100%			$ 386,233	100%	$386,233	2025-2039			$ -	$ -	$ -
4027	Sherwood	Sunset	Main		Install Traffic Signal	$ 250,000	100%			$ 250,000	100%	$250,000	2025-2039			$ -	$ -	$ -
4028	Sherwood	Sunset	Eucalyptus	Aldergrove	Upgrade road to 3-lane arterial with bike lanes, sidewalks, planter strips. Address vertical sight distance issue near Pine Street.	$ 8,316,000	100%			$ 8,316,000	100%	$8,316,000	2014-2024			$ -	$ -	$ -
4029	Sherwood	Sunset	Timbrel		Install single lane roundabout	$ 300,000	100%			$ 300,000	100%	$300,000	2025-2039			$ -	$ -	$ -

Appendix A: TDT Road Project List Expenditures
FY 2018-19

List as amended by
Resolution and Order 19-75
July 16, 2019

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 18-19 TDT	FY 18-19 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
4030	Sherwood	Tonquin Employment Area East/West Collector	Oregon	124th	Construct collector status road to serve Tonquin Employment Area and connect Oregon Street to SW 124th Avenue	$ 6,400,000	100%			$ 6,400,000	100%	$6,400,000	2025-2039			$ -	$ -	$ -
	Sherwood	TOTAL				$ 155,196,799				$ 154,459,299		$154,459,299		$ 112,156	$ 1,797,588	$ 276,694	$ 2,520,579	$ 2,797,273
5000	Tigard	68th	OR 99W		Intersection improvement	$ 2,394,646	100%			$ 2,394,646	100%	$2,394,646	2025-2039			$ -	$ -	$ -
5001	Tigard	68th	Atlanta	Haines	Intersection improvement	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
5002	Tigard	72nd	OR 99W		Turn lanes	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
5003	Tigard	72nd	OR 99W	Hampton	Complete Street, consistent with adopted plan up to 5-lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2014-2024			$ -	$ -	$ -
5004	Tigard	72nd	Hampton	Hunziker	Add southbound right turn & protected left turn phasing	$ 386,233	100%			$ 386,233	100%	$386,233	2025-2039			$ -	$ -	$ -
5005	Tigard	72nd	Hampton	Hunziker	Expand the 217 overpass at 72nd Ave. to accommodate all modes up to 5 lanes	$ 30,000,000	100%			$ 30,000,000	100%	$30,000,000	2014-2024			$ -	$ -	$ -
5006	Tigard	72nd	Hunziker	Bonita	Complete missing sidewalks and bike lanes	$ 7,261,185	100%			$ 7,261,185	100%	$7,261,185	2014-2024			$ -	$ -	$ -
5007	Tigard	72nd	Bonita		Intersection improvement	$ 1,114,134	100%			$ 1,114,134	90%	$998,380	2025-2039			$ -	$ -	$ -
5008	Tigard	72nd	Bonita	Durham	Complete Street, consistent with adopted plan up to 5-lanes	$ 9,269,598	100%			$ 9,269,598	100%	$9,269,598	2014-2024			$ -	$ -	$ -
5009	Tigard	72nd	Carman		NB right turn lane	$ 308,987	100%			$ 308,987	100%	$308,987	2025-2039			$ -	$ -	$ -
5010	Tigard	72nd	Upper Boones Ferry		Intersection improvement & signal upgrade	$ 1,544,933	100%			$ 1,544,933	89%	$1,368,928	2025-2039			$ 13,124	$ -	$ 13,124
5011	Tigard	OR 99W	Walnut		Intersection improvements	$ 5,000,000	100%			$ 5,000,000	84%	$4,220,000	2014-2024			$ -	$ -	$ -
~~5012~~	~~Tigard~~	~~OR 99W~~	~~McDonald~~	~~Gaarde~~	~~WB right turn lane~~	~~$ -~~	~~100%~~			~~$ -~~	~~91%~~	~~$0~~	~~2025-2039~~		$ 1,769,264	$ 1,223,301	$ 3,894,075	$ 5,117,375
5013	Tigard	OR 99W	Durham		Intersection improvements	$ 10,000,000	100%			$ 10,000,000	99%	$9,860,000	2014-2024			$ -	$ -	$ -
5014	Tigard	121st	North Dakota		New signal system	$ 231,740	100%			$ 231,740	100%	$231,740	2025-2039			$ -	$ -	$ -
5015	Tigard	121st	North Dakota	Walnut	Widen to 3 lanes with sidewalks & bikelanes	$ 7,647,418	100%			$ 7,647,418	100%	$7,647,418	2025-2039			$ -	$ -	$ -
5016	Tigard	121st	Whistler	Tippit	Widen with sidewalks and bike lanes	$ 4,325,812	100%			$ 4,325,812	100%	$4,325,812	2025-2039	$ 28,056	$ 139,005	$ 28,618	$ 139,005	$ 167,623
5017	Tigard	Bonita	Hall	I-5	Widen to 4 lanes	$ 6,179,732	100%			$ 6,179,732	85%	$5,272,615	2014-2024			$ -	$ -	$ -
5018	Tigard	Bonita	Sequoia		New traffic signal and turn lanes	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
5019	Tigard	Carman	I-5		Turn lanes	$ 1,081,453	100%			$ 1,081,453	100%	$1,081,453	2025-2039			$ -	$ -	$ -
5020	Tigard	Dartmouth	OR 99W		Intersection Improvements	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2025-2039			$ -	$ -	$ -
5021	Tigard	Dartmouth	72nd	68th	Widen to 4 lanes	$ 1,853,920	100%			$ 1,853,920	100%	$1,853,920	2014-2024			$ 873,376	$ 1,576,067	$ 2,449,443
5022	Tigard	Durham	Upper Boones Ferry		Intersection improvement	$ 1,544,933	100%			$ 1,544,933	89%	$1,368,928	2025-2039	$ 874		$ 118,649	$ -	$ 118,649
5023	Tigard	Greenburg	Olsen	Hall	Intersection improvement	$ 849,713	100%			$ 849,713	93%	$791,613	2014-2024			$ -	$ -	$ -
5024	Tigard	Greenburg	Shady	Tiedeman	Widen to 5 lanes	$ 8,000,000	100%			$ 8,000,000	84%	$6,745,098	2014-2024			$ -	$ -	$ -
~~5025~~	~~Tigard~~	~~Greenburg~~	~~Tiedeman~~		~~Intersection improvement~~	~~$ -~~	~~100%~~			~~$ -~~	~~84%~~	~~$0~~	~~2025-2039~~			$ -	$ -	$ -
5026	Tigard	Greenburg	Tiedeman	OR 99W	Complete street up to 5 lanes	$ 14,900,000	100%			$ 14,900,000	100%	$14,900,000	2014-2024			$ -	$ -	$ -
5027	Tigard	Hall	Pfaffle		New traffic signal and turn lanes	$ 1,260,000	100%			$ 1,260,000	100%	$1,260,000	2014-2024			$ -	$ -	$ -
5028	Tigard	Hall	McDonald	Bonita	Turn lanes at both intersections; aux lanes between intersections; bike lanes and sidewalks	$ 8,900,000	100%			$ 8,900,000	93%	$8,277,000	2014-2024			$ -	$ -	$ -
5029	Tigard	Highway 217 Overcrossing	Hunziker	Tigard Triangle (Beveland)	Construct new complete street overcrossing of Hwy 217	$ 30,000,000	100%			$ 30,000,000	100%	$30,000,000	2014-2024			$ -	$ -	$ -
5030	Tigard	Locust	Greenburg	Hall	Complete street improvement	$ 2,471,893	100%			$ 2,471,893	100%	$2,471,893	2025-2039			$ -	$ -	$ -
5031	Tigard	McDonald	Hall		Right turn lane from Hall to McDonald & signal system upgrade	$ 772,466	100%			$ 772,466	99%	$766,702	2025-2039			$ -	$ -	$ -
5032	Tigard	Nimbus	Scholls Ferry		Intersection improvement	$ 1,776,673	100%			$ 1,776,673	100%	$1,776,673	2025-2039			$ -	$ -	$ -
5033	Tigard	Nimbus extension	Scholls Ferry	Greenburg	3-lane extension	$ 23,173,994	100%			$ 23,173,994	100%	$23,173,994	2014-2024			$ -	$ -	$ -
5034	Tigard	Scoffins	Hunziker	Hall	Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ -	$ -
5035	Tigard	Tiedeman / North Dakota	Tigard	Greenburg	Realign one or both streets so they intersect west of the railroad	$ 10,000,000	75%			$ 7,500,000	89%	$6,675,000	2014-2024			$ -	$ -	$ -
5036	Tigard	Upper Boones Ferry	Durham	I-5	Widen to 5 lanes	$ 6,000,000	100%			$ 6,000,000	89%	$5,340,000	2014-2024			$ 17,752	$ -	$ 17,752
5037	Tigard	Walnut	121st	Tiedeman	Widen to 3 lanes	$ 4,325,812	100%			$ 4,325,812	100%	$4,325,812	2025-2039		$ 37,577	$ 5,192	$ 8,048,297	$ 8,053,489
5038	Tigard	Walnut	Tiedeman	OR 99W	Widen to 3 lanes	$ 3,862,332	100%			$ 3,862,332	100%	$3,862,332	2025-2039			$ -	$ -	$ -
5039	Tigard	Walnut	OR 99W		Intersection improvement	$ 1,776,673	100%			$ 1,776,673	100%	$1,776,673	2025-2039			$ -	$ -	$ -
5040	Tigard	Walnut extension	OR 99W	Scoffins	New 3-lane collector	$ 29,353,726	100%			$ 29,353,726	100%	$29,353,726	2014-2024			$ -	$ -	$ -
5041	Tigard	Washington Square Overcrossing (South)	Nimbus	South mall area (Locust St.)	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$ 39,781,536	100%			$ 39,781,536	100%	$39,781,536	2025-2039			$ -	$ -	$ -
5042	Tigard	Roy Rogers	Scholls Ferry	UGB	Widen to 5 lanes	$ 39,400,000	100%			$ 39,400,000	74%	$29,156,000	2014-2024	$ 28,325	$ 7,791,676	$ 60,386	$ 11,006,760	$ 11,067,146

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List as amended by
Resolution and Order 19-75
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Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 18-19 TDT	FY 18-19 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
~~5043~~	~~Tigard~~	~~Tiedeman~~	~~Fanno Creek~~	~~Greenburg~~	~~Sidewalk infill and intersection safety improvements at N Dakota and Tigard streets~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~	$ 4,599		$ 4,599	$ -	$ 4,599
5044	Tigard	Atlanta	68th	74th	Extend collector roadway	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039			$ -	$ -	
5045	Tigard	74th	99W	Hermoso/Bevel and	Extend collector roadway	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039			$ -	$ -	
5046	Tigard	McDonald	Hall	99W	Complete street improvement	$ 10,100,000	100%			$ 10,100,000	96%	$9,696,000	2014-2024			$ -	$ -	
5047	Tigard	Hunziker	72nd	Hall	Sidewalk infill and bike lanes	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	
~~5048~~	~~Tigard~~	~~I-5 Overcrossing~~	~~Beveland~~	~~Southwood (Lake Oswego)~~	~~Bicycle/pedestrian bridge~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2025-2039~~			$ -	$ -	
5049	Tigard	Wall St Ext	Wall	Tech Center Dr	New Street from Hunziker to Tech Center Dr	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2014-2024			$ -	$ -	
5050	Tigard	Durham/Upper Boones Ferry	Upper Boones Ferry	92nd Ave	Install traffic signal coordination on Durham and Upper Boones Ferry	$ 1,000,000	100%			$ 1,000,000	56%	$560,000	2014-2024			$ -	$ -	
5051	Tigard	OR 99W	Hall Blvd		Intersection Improvements	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2019-2029			$ -	$ -	
	Tigard	TOTAL				$ 402,349,542				$ 399,849,542		$383,039,894	$74,990	$ 61,853	$ 9,737,522	$ 2,344,997	$ 24,664,203	$ 27,009,200
6000	Tualatin	65th	Nyberg Lane	I-205	Multi-use path	$ 9,734,000	100%			$ 9,734,000	82%	$8,023,973	2025-2039			$ -	$ -	$ -
6001	Tualatin	95th	Tualatin-Sherwood	Avery	Bike lanes	$ 2,920,000	100%			$ 2,920,000	100%	$2,920,000	2014-2024			$ -	$ -	$ -
6002	Tualatin	105th/Blake/ 108th	Avery	Willow	Widen to 3 lanes, bike lanes & sidewalk	$ 5,086,000	100%			$ 5,086,000	100%	$5,086,000	2014-2024			$ 197,127	$ -	$ 197,127
6003	Tualatin	115th	Blake	124th	New street - major collector	$ 31,446,000	100%			$ 31,446,000	100%	$31,446,000	2025-2039			$ -	$ -	$ -
6004	Tualatin	124th/Basalt Creek	Tualatin-Sherwood	Grahams Ferry	Widen to 5 lanes, pedestrian & bicycle facilities, signal at Tonquin/124th	$ 14,000,000	100%			$ 14,000,000	100%	$14,000,000	2014-2024			$ -	$ 10,105	$ 10,105
6005	Tualatin	Avery	Tualatin-Sherwood	Teton	Widen to 3 lanes	$ 3,600,000	100%			$ 3,600,000	100%	$3,600,000	2025-2039			$ -	$ -	$ -
6006	Tualatin	Avery	105th		Signal - new	$ 254,914	75%			$ 191,185	100%	$191,185	2025-2039			$ -	$ -	$ -
6007	Tualatin	Avery	Teton		Signal - new	$ 339,885	75%			$ 254,914	100%	$254,914	2025-2039			$ -	$ -	$ -
6008	Tualatin	Basalt Creek East-West Arterial	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5.	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2040+			$ -	$ -	$ -
6009	Tualatin	Blake	124th	115th	New street - minor collector	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039			$ -	$ -	$ -
6010	Tualatin	Boones Ferry	Lower Boones Ferry		Fill sidewalk gaps	$ 50,000	100%			$ 50,000	100%	$50,000	2014-2024			$ -	$ -	$ -
6011	Tualatin	Boones Ferry	Lower Boones Ferry	Martinazzi	Widen to 5 lanes and bridge	$ 13,579,200	100%			$ 13,579,200	90%	$12,265,084	2014-2024			$ -	$ -	$ -
6012	Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	Widen to 3 lanes	$ 5,098,279	100%			$ 5,098,279	92%	$4,690,416	2014-2024			$ -	$ -	$ -
6013	Tualatin	Boones Ferry	Ibach	Norwood	Widen to 3 lanes	$ 660,000	100%			$ 660,000	100%	$660,000	2025-2039			$ -	$ -	$ -
6014	Tualatin	Boones Ferry	Tualatin High School	South city limits	Fill sidewalk gaps	$ 315,000	100%			$ 315,000	100%	$315,000	2014-2024			$ -	$ -	$ -
6015	Tualatin	Cipole	OR 99W	Tualatin-Sherwood	Add left turn lane & bike lanes	$ 10,196,557	100%			$ 10,196,557	100%	$10,196,557	2014-2024			$ -	$ -	$ -
6016	Tualatin	Cipole	Cummins		Signal - new	$ 339,885	75%			$ 254,914	100%	$254,914	2025-2039			$ -	$ -	$ -
6017	Tualatin	Cipole	Herman		Signal & realign railroad	$ 3,058,967	75%			$ 2,294,225	100%	$2,294,225	2014-2024			$ -	$ -	$ -
6018	Tualatin	Grahams Ferry	Ibach	Helenius	Widen to 3 lanes, fill sidewalk gaps	$ 4,980,000	100%			$ 4,980,000	100%	$4,980,000	2014-2024			$ -	$ -	$ -
6019	Tualatin	Grahams Ferry	Helenius		Signal - new	$ 254,914	75%			$ 191,185	100%	$191,185	2025-2039			$ -	$ -	$ -
6020	Tualatin	Hazelbrook	OR 99W	Jurgens	Widen to 3 lanes	$ 3,543,000	100%			$ 3,543,000	100%	$3,543,000	2025-2039			$ -	$ -	$ -
6021	Tualatin	Helenius	109th	Grahams Ferry	Widen to 3 lanes	$ 1,403,000	100%			$ 1,403,000	100%	$1,403,000	2025-2039			$ -	$ -	$ -
6022	Tualatin	Herman	Cipole	Tualatin	Fill sidewalk & bike lane gaps	$ 3,393,000	100%			$ 3,393,000	100%	$3,393,000	2014-2024			$ -	$ -	$ -
6023	Tualatin	Herman	Cipole	124th	Add left turn lane	$ 1,563,472	100%			$ 1,563,472	100%	$1,563,472	2014-2024			$ -	$ -	$ -
6024	Tualatin	Leveton	108th		Signal - new	$ 254,914	75%			$ 191,185	100%	$191,185	2025-2039			$ -	$ -	$ -
6025	Tualatin	Loop Road	Boones Ferry	Nyberg	New street - minor collector	$ 4,248,566	100%			$ 4,248,566	100%	$4,248,566	2025-2039			$ -	$ -	$ -
6026	Tualatin	Martinazzi	Boones Ferry	Warm Springs	Bike lane	$ 2,403,000	100%			$ 2,403,000	100%	$2,403,000	2014-2024			$ -	$ -	$ -
6027	Tualatin	Martinazzi	Sagert		Signal/roundabout - new	$ 2,400,000	75%			$ 1,800,000	100%	$1,800,000	2014-2024			$ -	$ -	$ -
6028	Tualatin	McEwan	65th	Lake Oswego city limit	Widen to 3 lanes	$ 3,908,680	100%			$ 3,908,680	100%	$3,908,680	2025-2039			$ -	$ -	$ -
6029	Tualatin	Myslony	124th	112th	Widen to 3 lanes, add bridge	$ 14,030,000	100%			$ 14,030,000	100%	$14,030,000	2014-2024	$ 1,302,242		$ 1,846,799	$ 599,369	$ 2,446,168
6030	Tualatin	Norwood	Boones Ferry	East city limits	Widen to 3 lanes, add sidewalks & bike lanes	$ 3,129,000	100%			$ 3,129,000	100%	$3,129,000	2014-2024			$ -	$ -	$ -
6031	Tualatin	Sagert	I-5 overpass	72nd	Bike lanes & sidewalks	$ 3,282,000	100%			$ 3,282,000	100%	$3,282,000	2028-2040			$ -	$ -	$ -
6032	Tualatin	Sagert	65th		Signal - new	$ 679,770	75%			$ 509,828	100%	$509,828	2014-2024			$ -	$ -	$ -
6033	Tualatin	Teton	Tualatin		Signal - new	$ 609,000	75%			$ 456,750	100%	$456,750	2014-2024			$ -	$ -	$ -
6034	Tualatin	Teton	Herman	Tualatin-Sherwood	Widen to 3 lanes	$ 2,464,000	100%			$ 2,464,000	100%	$2,464,000	2025-2039			$ -	$ -	$ -
6035	Tualatin	Teton	Tualatin-Sherwood		Add SB right turn lane	$ 890,000	100%			$ 890,000	100%	$890,000	2014-2024			$ -	$ -	$ -
6036	Tualatin	Tualatin	115th		Signal - new	$ 609,000	75%			$ 456,750	100%	$456,750	2025-2039			$ -	$ -	$ -
6037	Tualatin	Tualatin-Sherwood	Boones Ferry		Add EB right turn lane	$ 792,000	100%			$ 792,000	100%	$792,000	2014-2024			$ -	$ -	$ -

Appendix A: TDT Road Project List Expenditures
FY 2018-19

List as amended by
Resolution and Order 19-75
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Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 18-19 TDT	FY 18-19 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
6038	Tualatin	Nyberg	I-5		Additional on-ramp lane from westbound Nyberg to northbound I-5 (NE quadrant of interchange)	$ 792,000	100%			$ 792,000	100%	$792,000	2014-2024			$ -	$ -	$ -
	Tualatin	TOTAL				$ 171,308,004				$ 169,107,692		$165,675,686		$ 1,302,242	$ -	$ 2,043,927	$ 609,474	$ 2,653,401
1000	Wash Co	80th	Oleson	Oak	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 13,000,000	90%			$ 11,700,000	100%	$11,700,000	2040+			$ -	$ -	$ -
1001	Wash Co	92nd/Allen	Scholls Ferry	Garden Home	Widen to 3 lanes	$ 3,922,000	100%			$ 3,922,000	85%	$3,325,673	2025-2039			$ -	$ -	$ -
1002	Wash Co	113th	McDaniel	Rainmont	New 2-lane collector road	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2025-2039			$ -	$ -	$ -
1003	Wash Co	113th	Rainmont	Cornell	Sidewalk infill	$ 6,300,000	90%			$ 5,670,000	100%	$5,670,000	2025-2039			$ -	$ -	$ -
1004	Wash Co	119th	McDaniel	Cornell	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 12,000,000	90%			$ 10,800,000	100%	$10,800,000	2040+			$ -	$ -	$ -
1005	Wash Co	160th	TV Hwy	Farmington	Widen to 3 lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ -	$ -
1006	Wash Co	170th	Merlo	Alexander	Widen to 4/5 lanes with enhanced bicycle & pedestrian facilities; replace bridge over Beaverton Creek	$ 15,277,000	100%			$ 15,277,000	84%	$12,839,181	2014-2024			$ -	$ -	$ -
1007	Wash Co	173rd	Bronson	Cornell	Extend 173rd Ave under or over US 26 connecting to 174th Ave	$ 58,640,000	100%			$ 58,640,000	100%	$58,640,000	2025-2039			$ -	$ -	$ -
1008	Wash Co	174th	Meadowgrass	Bronson	Widen to 3 lanes	$ 16,230,000	100%			$ 16,230,000	100%	$16,230,000	2025-2039			$ -	$ -	$ -
1009	Wash Co	175th	Rigert	Weir	Widen to 3 lanes	$ 13,950,000	100%			$ 13,950,000	100%	$13,950,000	2014-2024			$ -	$ -	$ -
1010	Wash Co	175th	Kemmer		Intersection improvement	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024		$ 3,759,180	$ -	$ 6,846,449	$ 6,846,449
1011	Wash Co	175th	Outlook	Horse Tale	Realign roadway, improve to standard	$ 6,000,000	25%			$ 1,500,000	100%	$1,500,000	2025-2039			$ -	$ -	$ -
1012	Wash Co	185th	UGB	Springville	Widen to 3 lanes	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2025-2039			$ -	$ -	$ -
1013	Wash Co	185th	Springville	West Union	Widen to 5 lanes	$ 5,100,000	100%			$ 5,100,000	97%	$4,948,515	2014-2024			$ -	$ 5,985,834	$ 5,985,834
1014	Wash Co	185th	Blanton	Farmington	Widen to 5 lanes	$ 12,163,000	100%			$ 12,163,000	100%	$12,163,000	2025-2039			$ -	$ -	$ -
1015	Wash Co	185th	Farmington	Bany	Widen to 3 lanes	$ 14,522,370	100%			$ 14,522,370	100%	$14,522,370	2025-2039		$ 61,918	$ -	$ 86,658	$ 86,658
1016	Wash Co	197th/198th	Baseline	Alexander	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset	$ 18,000,000	90%			$ 16,200,000	100%	$16,200,000	2040+			$ -	$ -	$ -
1017	Wash Co	198th	Alexander	Blanton	Widen to 5 lanes; add 2nd WB and EB left turn lanes on TV Hwy	$ 10,450,000	100%			$ 10,450,000	100%	$10,450,000	2014-2024		$ 2,102,970	$ -	$ 3,016,622	$ 3,016,622
1018	Wash Co	198th	Blanton	Farmington	Widen to 3 lanes	$ 27,900,000	100%			$ 27,900,000	100%	$27,900,000	2014-2024		$ 5,614,627	$ -	$ 8,768,595	$ 8,768,595
1019	Wash Co	205th/206th	Quatama	Baseline	Widen to 5 lanes; replace bridge over Beaverton Creek	$ 31,000,000	100%			$ 31,000,000	100%	$31,000,000	2025-2039			$ -	$ 409,467	$ 409,467
1020	Wash Co	209th	TV Hwy	Farmington	Widen to 5 lanes; reconstruct rail crossing and signal, add EB right turn lane at TV Hwy; widen Butternut Creek bridge	$ 44,396,000	100%			$ 44,396,000	100%	$44,396,000	2014-2024		$ 1,510,560	$ -	$ 4,081,088	$ 4,081,088
1021	Wash Co	Alexander	192nd	178th	Add sidewalks, streetscape features, bicycle facilities, signal at 185th Ave, turn lanes at major intersections	$ 9,293,000	90%			$ 8,363,700	100%	$8,363,700	2014-2024			$ -	$ -	$ -
1022	Wash Co	Barnes	119th	Cedar Hills	Widen to 5 lanes	$ 4,000,000	100%			$ 4,000,000	77%	$3,072,464	2014-2024			$ -	$ -	$ -
1023	Wash Co	Barnes	Catlin Gabel entrance	Miller	Widen to 5 lanes	$ 18,000,000	100%			$ 18,000,000	88%	$15,824,176	2014-2024		$ 40,771	$ -	$ 166,174	$ 166,174
1024	Wash Co	Barnes	Miller	County line	Widen to 3 lanes	$ 8,800,000	100%			$ 8,800,000	100%	$8,800,000	2025-2039			$ -	$ -	$ -
1025	Wash Co	Basalt Creek East-West Arterial	Grahams Ferry	Boones Ferry	Construct new 4/5-lane arterial	$ 30,000,000	100%			$ 30,000,000	100%	$30,000,000	2025-2039			$ -	$ 10,105	$ 10,105
1026	Wash Co	Beef Bend	150th	131st	Widen to 3 lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2040+			$ -	$ -	$ -
1027	Wash Co	Bull Mountain	Roy Rogers	OR 99W	Widen to 3 lanes	$ 34,000,000	100%			$ 34,000,000	84%	$28,697,248	2040+			$ -	$ 236	$ 236
1028	Wash Co	Butner	Murray	Cedar Hills	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 12,730,247	90%			$ 11,457,223	100%	$11,457,223	2040+		$ 221,472	$ -	$ 483,458	$ 483,458
1029	Wash Co	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to 3 lanes	$ 2,100,000	40%			$ 840,000	100%	$840,000	2025-2039			$ -	$ -	$ -
1030	Wash Co	Cornelius Pass	Frances	TV Highway	Widen to 5 lanes	$ 11,307,000	100%			$ 11,307,000	100%	$11,307,000	2014-2024		$ 672,016	$ 528	$ 1,717,761	$ 1,718,288
1031	Wash Co	Cornell	US 26	Murray	Widen to 5 lanes	$ 40,620,000	100%			$ 40,620,000	100%	$40,620,000	2025-2039			$ -	$ 1,210,641	$ 1,210,641
1032	Wash Co	Cornell	143rd / Science Park		Reconfigure intersection	$ 12,400,000	100%			$ 12,400,000	100%	$12,400,000	2025-2039			$ -	$ -	$ -
1033	Wash Co	Cornell	102nd	County line	Widen to 3 lanes	$ 18,000,000	100%			$ 18,000,000	100%	$18,000,000	2040+			$ -	$ -	$ -
1034	Wash Co	Elligsen	Wilsonville city limit	65th	Widen to 3 lanes, add turn pockets & signal at 65th	$ 5,000,000	60%			$ 3,000,000	100%	$3,000,000	2025-2039			$ -	$ -	$ -
1035	Wash Co	Evergreen	East of 25th	West of 253rd	Multi-modal improvements	$ 1,800,000	100%			$ 1,800,000	100%	$1,800,000	2008-2017			$ -	$ 679	$ 679
1036	Wash Co	Farmington	209th	185th	Widen to 5 lanes	$ 42,000,000	100%			$ 42,000,000	85%	$35,853,659	2025-2039			$ -	$ -	$ -
1037	Wash Co	Farmington	185th	Kinnaman	Widen to 5 lanes	$ 27,299,000	100%			$ 27,299,000	99%	$26,944,468	2025-2039			$ -	$ -	$ -
1038	Wash Co	Fischer	131st	OR 99W	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 4,580,000	90%			$ 4,122,000	100%	$4,122,000	2025-2039		$ 6,652	$ 472,713	$ 2,443,770	$ 2,916,483
1039	Wash Co	Garden Home	92nd	Oleson	Widen to 3 lanes	$ 9,000,000	100%			$ 9,000,000	100%	$9,000,000	2025-2039			$ -	$ -	$ -
1040	Wash Co	Germantown	Cornelius Pass		Intersection improvement	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039		$ 232,702	$ -	$ 268,787	$ 268,787
1041	Wash Co	Germantown	185th		Intersection improvement	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039			$ -	$ -	$ -

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1042	Wash Co	Glencoe/1st	Harewood	Jackson	Widen to 3 lanes	$ 10,700,000	100%			$ 10,700,000	100%	$10,700,000	2025-2039			$ -	$ -	$ -
1043	Wash Co	Grahams Ferry	Helenius	Clay	Widen to 3 lanes; add signal and improve geometry at Tonquin Rd	$ 11,100,000	100%			$ 11,100,000	100%	$11,100,000	2025-2039			$ -	$ -	$ -
1044	Wash Co	Grahams Ferry	Cahalin	County line	Widen to 3 lanes; upgrade railroad crossing; add signal at Clutter Rd	$ 9,700,000	100%			$ 9,700,000	100%	$9,700,000	2025-2039			$ -	$ -	$ -
1045	Wash Co	Greenburg	Hall	Locust	Widen to 5 lanes	$ 23,019,501	100%			$ 23,019,501	93%	$21,445,518	2025-2039			$ -	$ -	$ -
1046	Wash Co	Hall	Scholls Ferry	Oleson	Widen to 5 lanes	$ 2,401,000	100%			$ 2,401,000	100%	$2,401,000	2025-2039			$ -	$ -	$ -
1047	Wash Co	Hall	Oleson	OR 99W	Widen to 3 lanes	$ 13,800,000	100%			$ 13,800,000	95%	$13,164,474	2025-2039			$ -	$ -	$ -
1048	Wash Co	Hall	OR 99W	Durham	Widen up to 5 lanes	$ 42,500,000	100%			$ 42,500,000	92%	$39,022,727	2025-2039			$ -	$ -	$ -
1049	Wash Co	Jenkins	158th	Murray	Widen to 5 lanes	$ 15,530,000	100%			$ 15,530,000	79%	$12,253,028	2014-2024		$ 1,436,179	$ -	$ 3,875,632	$ 3,875,632
1050	Wash Co	Johnson	Cornelius Pass	185th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 24,333,000	90%			$ 21,899,700	100%	$21,899,700	2025-2039	$ 315,982		$ 315,982	$ -	$ 315,982
1051	Wash Co	Johnson	185th	170th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; complete missing section over drainage	$ 14,027,000	95%			$ 13,325,650	100%	$13,325,650	2025-2039			$ -	$ -	$ -
1052	Wash Co	Kaiser/143rd	Bethany	Cornell	Widen to 3 lanes	$ 38,357,000	100%			$ 38,357,000	100%	$38,357,000	2025-2039			$ -	$ 108,459	$ 108,459
1053	Wash Co	Kinnaman	209th	Farmington	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 26,810,000	90%			$ 24,129,000	100%	$24,129,000	2025-2039			$ -	$ -	$ -
1054	Wash Co	Kinnaman	198th		Realign offset intersection, signalize or add roundabout	$ 4,971,000	100%			$ 4,971,000	100%	$4,971,000	2014-2024			$ -	$ -	$ -
1055	Wash Co	Laidlaw	Skycrest	Lakeview	Straighten curves; add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 10,000,000	90%			$ 9,000,000	100%	$9,000,000	2025-2039			$ -	$ -	$ -
1056	Wash Co	Laidlaw	Saltzman	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 22,000,000	90%			$ 19,800,000	100%	$19,800,000	2025-2039			$ -	$ -	$ -
1057	Wash Co	Leahy/90th/ 107th	Cornell	Barnes	Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes	$ 10,000,000	90%			$ 9,000,000	100%	$9,000,000	2040+			$ -	$ -	$ -
1058	Wash Co	McDaniel	119th	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 21,000,000	90%			$ 18,900,000	100%	$18,900,000	2040+			$ -	$ -	$ -
1059	Wash Co	Merlo	170th	MAX Light Rail	Widen to 5 lanes	$ 16,635,000	100%			$ 16,635,000	100%	$ 16,635,000	2014-2024			$ -	$ 1,292,697	$ 1,292,697
1060	Wash Co	Miller Hill	Farmington	Gassner	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 9,000,000	90%			$ 8,100,000	100%	$8,100,000	2025-2039			$ -	$ -	$ -
1061	Wash Co	Oleson	Scholls Ferry	Fanno Creek bridge	Realign Oleson Rd and reconfigure intersections with Scholls Ferry Rd and B-H Hwy	$ 34,200,000	100%			$ 34,200,000	100%	$34,200,000	2014-2024			$ -	$ 4,608,174	$ 4,608,174
1062	Wash Co	River	Farmington		Intersection improvement	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039			$ -	$ -	$ -
1063	Wash Co	Saltzman	Laidlaw	Bayonne	Realign 2/3-lane collector road, including bridge over Bronson Creek	$ 11,100,000	100%			$ 11,100,000	100%	$11,100,000	2014-2024			$ -	$ -	$ -
1064	Wash Co	Saltzman	Bayonne	Bauer Woods	Widen to 3 lanes	$ 8,000,000	100%			$ 8,000,000	100%	$8,000,000	2025-2039			$ -	$ -	$ -
1065	Wash Co	Scholls Ferry	Beaverton-Hillsdale	Allen	Widen to 3 lanes	$ 22,587,000	100%			$ 22,587,000	100%	$22,587,000	2025-2039			$ -	$ -	$ -
1066	Wash Co	Scholls Ferry	Hall		Intersection capacity and signal improvements	$ 2,549,139	100%			$ 2,549,139	100%	$2,549,139	2025-2039			$ -	$ -	$ -
1067	Wash Co	Scholls Ferry	OR 217	121st	Widen to 7 lanes	$ 20,547,608	100%			$ 20,547,608	91%	$18,745,186	2040+			$ -	$ 1,644,864	$ 1,644,864
1068	Wash Co	Scholls Ferry	Murray		Intersection capacity and signal improvements	$ 1,390,440	100%			$ 1,390,440	100%	$1,390,440	2025-2039			$ -	$ -	$ -
1069	Wash Co	Springville	185th	PCC entrance	Widen to 5 lanes	$ 11,100,000	100%			$ 11,100,000	100%	$11,100,000	2014-2024		$ 1,557,337	$ 1,960,424	$ 10,318,936	$ 12,279,360
1070	Wash Co	Springville	PCC entrance	Kaiser	Widen to 3 lanes	$ 3,600,000	100%			$ 3,600,000	100%	$3,600,000	2014-2024	$ 44,162	$ 2,886,202	$ 44,162	$ 3,898,441	$ 3,942,603
1071	Wash Co	Taylors Ferry	Oleson	Washington	New 2/3-lane road	$ 4,390,000	100%			$ 4,390,000	100%	$4,390,000	2025-2039			$ -	$ -	$ -
1072	Wash Co	Thompson	Saltzman	County line	Widen to 3 lanes	$ 37,000,000	100%			$ 37,000,000	100%	$37,000,000	2040+			$ -	$ -	$ -
1073	Wash Co	Tonquin	124th	Grahams Ferry	Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd	$ 10,500,000	100%			$ 10,500,000	100%	$10,500,000	2018-2025			$ -	$ 618	$ 618
1074	Wash Co	Tualatin-Sherwood	Langer Farms	Teton	Widen to 5 lanes	$ 31,500,000	100%	Willamette Water Supply, MSTIP		$ 31,500,000	93%	$29,295,000	2014-2024	$ 529		$ 3,242	$ 2,151,468	$ 2,154,710
1075	Wash Co	Tualatin-Sherwood	Baler		Reconfigure intersection at Baler Way and construct north leg of intersection	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
1076	Wash Co	Walker	194th extension	185th	Widen to 5 lanes, right-of-way for turn/auxiliary lanes	$ 20,000,000	100%			$ 20,000,000	100%	$20,000,000	2025-2039			$ -	$ -	$ -
1077	Wash Co	Walker	185th	173rd	Widen to 5 lanes	$ 13,570,000	100%			$ 13,570,000	68%	$9,277,449	2014-2024		$ 668,739	$ -	$ 1,203,974	$ 1,203,974
1078	Wash Co	Walker	158th		Intersection capacity and signal improvements	$ 2,549,139	100%			$ 2,549,139	100%	$2,549,139	2014-2024		$ 763,204	$ -	$ 1,837,037	$ 1,837,037
1079	Wash Co	Walker	Murray	OR 217	Widen to 5 lanes	$ 33,000,000	100%			$ 33,000,000	90%	$29,758,929	2014-2024		$ 850,698	$ -	$ 6,917,560	$ 6,917,560

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1080	Wash Co	West Union	Cornelius Pass	185th	Widen to 5 lanes	$ 26,192,000	100%			$ 26,192,000	100%	$26,192,000	2014-2024		$ 85,290	$ -	$ 379,444	$ 379,444
1081	Wash Co	West Union	185th	143rd	Widen to 3 lanes	$ 34,870,000	100%			$ 34,870,000	100%	$34,870,000	2025-2039			$ -	$ 15,244	$ 15,244
1082	Wash Co	158th	Walker	MAX Light Rail	Widen to 5 lanes	$ 8,100,000	100%			$ 8,100,000	100%	$8,100,000	2014-2024	$ 2,000,000	$ 496,648	$ 2,000,000	$ 8,166,444	$ 10,166,444
1083	Wash Co	Murray	Walker		Additional turn lanes and auxiliary lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2014-2024			$ -	$ -	$ -
1084	Wash Co	Thompson	Circle A	Saltzman	Realign 3-lane arterial	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2014-2024			$ -	$ -	$ -
1085	Wash Co	Walker	158th	Murray	Widen to 5 lanes	$ 10,200,000	100%			$ 10,200,000	70%	$7,140,000	2014-2024		$ 20,359	$ -	$ 2,099,640	$ 2,099,640
1086	Wash Co	Roy Rogers	Borchers	Sherwood UGB	Widen to 5 lanes	$ 12,000,000	100%			$ 12,000,000	95%	$11,400,000	2014-2025			$ -	$ -	$ -
1087	Wash Co	Roy Rogers	Sherwood UGB	Tigard UGB	Widen to 4/5 lanes	$ 30,000,000	100%			$ 30,000,000	70%	$21,000,000	2025-2039			$ -	$ -	$ -
1088	Wash Co	Cornelius Pass	Rosedale	Farmington	New 3-lane road extension	$ 31,800,000	100%			$ 31,800,000	100%	$31,800,000	2018-2030		$ 20,536	$ -	$ 20,536	$ 20,536
1089	Wash Co	Tile Flat	Scholls Ferry	Bull Mountain	New 3-lane road extension	$ 72,900,000	100%			$ 72,900,000	100%	$72,900,000	2018-2030			$ -	$ -	$ -
1090	Wash Co	Tile Flat	Bull Mountain	Beef Bend	New 3-lane road extension	$ 48,500,000	100%			$ 48,500,000	100%	$48,500,000	2018-2030			$ -	$ -	$ -
1091	Wash Co	Grabhorn	Farmington	UGB	Realign curves; widen to 3-lanes	$ 5,300,000	100%			$ 5,300,000	100%	$5,300,000	2025-2039			$ -	$ -	$ -
1092	Wash Co	Kaiser	Springville	County line	Widen to 3 lanes	$ 12,000,000	100%			$ 12,000,000	100%	$ 12,000,000	2018-2030			$ -	$ -	$ -
1093	Wash Co	All arterials and collectors	Countywide	Countywide	ADA facilities (including ramps, actuators, signal modifications, equipment, etc.)	$ 10,000,000	100%			$ 10,000,000	100%	$ 10,000,000	2018-2030		$ 574,499	$ -	$ 574,499	$ 574,499
1094	Wash Co	Science Park Dr	Murray	Cornell	Complete streets, pedestrian crossing, safety	$ 7,000,000	100%			$ 7,000,000	100%	$7,000,000	2019-2030			$ -	$ -	$ -
1095	Wash Co	Hall Blvd	Scholls Ferry	Nimbus	Bike lanes and sidewalks	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2019-2030			$ -	$ -	$ -
1096	Wash Co	Cornelius Pass	West Union	County line	Shoulder widening, bridge replacement at Rock Creek, traffic signal at Germantown, turn lanes and intersection improvements at West Union	$ 12,000,000	100%			$ 12,000,000	100%	$12,000,000	2019-2030			$ -	$ -	$ -
1097	Wash Co	Roy Rogers	Borchers	Chicken Creek	Widening, bicycle and pedestrian facilities	$ 20,000,000	100%	Willamette Water Supply, MSTIP		$ 20,000,000	100%	$20,000,000	2019-2030		$ 206,777	$ -	$ 206,777	$ 206,777
1098	Wash Co	Tualatin-Sherwood	Langer Farms	OR 99W	Widening, turn lanes, bike lanes	$ 17,000,000	100%	Willamette Water Supply, MSTIP		$ 17,000,000	100%	$17,000,000	2019-2030			$ -	$ -	$ -
	Wash Co	TOTAL				$ 1,635,608,444				$ 1,607,242,470		$1,555,985,052	$0	$ 2,360,673	$ 23,789,336	$ 4,797,050	$ 84,816,768	$ 89,613,818
8600	Wilsonville	Boones Ferry	Basalt Creek East-West Arterial	Day	Widen to 5 lanes	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -
8601	Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	$ 5,800,000	80%			$ 4,640,000	100%	$4,640,000	2025-2039			$ -	$ -	$ -
8602	Wilsonville	Day	Garden Acres		Intersection improvements, roundabout, signal/lane modifications	$ 8,600,000	100%			$ 8,600,000	100%	$8,600,000	2014-2024			$ -	$ -	$ -
8603	Wilsonville	Day	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2040+			$ -	$ -	$ -
8604	Wilsonville	Elligsen	Parkway Center	Wilsonville city limit	Widen to 3 lanes	$ 3,000,000	60%			$ 1,800,000	100%	$1,800,000	2014-2024			$ -	$ -	$ -
8605	Wilsonville	Grahams Ferry	Clay	Calahin	Widen to 3 lanes, add double southbound left turn lane at Day	$ 7,100,000	60%			$ 4,260,000	100%	$4,260,000	2014-2024			$ -	$ -	$ -
8606	Wilsonville	Garden Acres	Day	Ridder	Widen, construct 3-lane road	$ 11,300,000	100%			$ 11,300,000	100%	$11,300,000	2014-2024			$ -	$ -	$ -
~~8607~~	~~Wilsonville~~	~~Ridder~~	~~Kinsman~~		~~Construct left turn pocket & signal~~	~~$ -~~	~~100%~~			~~$ -~~	~~100%~~	~~$0~~	~~2014-2024~~			$ -	$ -	$ -
8608	Wilsonville	Boones Ferry	Basalt Creek Pkwy	Day	Widen to 5 lanes	$ 1,200,000	100%			$ 1,200,000	100%	$1,200,000	2019-2025			$ -	$ -	
8609	Wilsonville	Grahams Ferry	Basalt Creek Pkwy	Day	Widen to 3 lanes, urban upgrade	$ 13,200,000	100%			$ 13,200,000	100%	$13,200,000	2019-2025			$ -	$ -	
8610	Wilsonville	I-5 Southbound	Elligsen/Boones Ferry		Widen/Construct second southbound right-turn lane	$ 1,063,000	100%			$ 1,063,000	100%	$1,063,000	2019-2025			$ -	$ -	
8611	Wilsonville	Boones Ferry	95th		Access Management	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2019-2025			$ -	$ -	
	Wilsonville	TOTAL				$ 59,863,000				$ 54,663,000		$54,663,000		$ -	$ -	$ -	$ -	$ -
	TOTAL					**$ 3,427,725,025**				**$ 3,366,888,337**		**$ 3,293,810,193**		**$ 12,584,180**	**$ 42,256,057**	**$ 31,541,933**	**$ 186,563,101**	**$ 218,105,034**

~~XXX~~ Projects that are struck through have been removed from the current TDT Project List, but remain here to indicate funds spent on them.

Appendix B: TDT Transit Project List Expenditures
FY 2018-19

List as amended by
Resolution and Order 19-75
July 16, 2019

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 18-19 TDT	FY 18-19 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
Bus Line and Bus Stop Improvements																	
100	185th / Farmington Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 52)	$2,503,000	0%	$2,503,000	100%	$2,503,000	100%	$2,503,000	58%	$1,441,728	2014-2024			$ -	$ -	$ -
101	B-H Hwy Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 54)	$753,000	0%	$753,000	100%	$753,000	100%	$753,000	58%	$433,728	2014-2024			$ -	$ -	$ -
102	Beaverton - Tualatin Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Lines 76/78)	$2,835,000	0%	$2,835,000	100%	$2,835,000	100%	$2,835,000	58%	$1,632,960	2014-2024			$ -	$ -	$ -
103	Jones Farm - South Hillsboro Bus Line Infrastructure	Shelter and stop infrastructure for new north-south bus line along Veterans Drive, Brookwood Pkwy, Century Blvd, and Alexander St (Line 41)	$1,225,000	0%	$1,225,000	100%	$1,225,000	100%	$1,225,000	58%	$705,600	2025-2039			$ -	$ -	$ -
104	Cornell Rd Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 48)	$2,933,000	0%	$2,933,000	100%	$2,933,000	100%	$2,933,000	58%	$1,689,408	2014-2024			$ -	$ -	$ -
105	Orenco-Bethany Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 47)	$2,425,000	0%	$2,425,000	100%	$2,425,000	100%	$2,425,000	58%	$1,396,800	2014-2024			$ -	$ -	$ -
106	Pacific Hwy Near-Term Improvements	Pacific Hwy near-term shelter, stop and other improvements leading up to SW Corridor HCT	$400,000	0%	$400,000	100%	$400,000	100%	$400,000	58%	$230,400	2014-2024			$ -	$ -	$ -
107	TV Hwy Near-Term Improvements	TV Hwy near-term shelter, stop and other improvements leading up to TV Hwy HCT	$4,043,000	0%	$4,043,000	100%	$4,043,000	100%	$4,043,000	58%	$2,328,768	2014-2024			$ -	$ -	$ -
108	Other Bus Stop Improvements	Other shelter, stop and street improvements to support bus service as needed throughout Washington County, including North Plains, Banks, and Gaston	$3,500,000	20%	$2,800,000	100%	$2,800,000	100%	$2,800,000	58%	$1,612,800	2014-2024			$ -	$ -	$ -
109	Tigard - Transit Stop Improvements	Improve stations, stops, crossings and ADA access on Hall Blvd from Commercial St to Locust St	$1,000,000	0%	$1,000,000	100%	$1,000,000	100%	$1,000,000	58%	$580,000	2014-2024			$ -	$ -	$ -
110	Cornelius - Transit Stop Improvements	Upgrade transit stop amenities (shelters, seating, landing pads, route info, bike parking, lighting)	$ 500,000	0%	$ 500,000	100%	$ 500,000	100%	$ 500,000	58%	$ 290,000	2040+			$ -	$ -	$ -
111	Burnside/Cedar Hills Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 20)	$ 1,300,000	0%	$ 1,300,000	100%	$ 1,300,000	100%	$ 1,300,000	58%	$ 754,000	2018-2024			$ -	$ -	$ -
112	Cornelius Pass Road Bus Line Infrastructure	Shelter and stop infrastructure for new frequent service bus line along Cornelius Pass Road (Line 47)	$ 400,000	0%	$ 400,000	100%	$ 400,000	100%	$ 400,000	58%	$ 232,000	2018-2024			$ -	$ -	$ -
113	Baseline/Jenkins Bus Line Infrastructure	Shelter and stop infrastructure for new bus lines along Main Street, Baseline Road and Jenkins Road (Lines 40/47)	$ 1,400,000	0%	$ 1,400,000	100%	$ 1,400,000	100%	$ 1,400,000	58%	$ 812,000	2018-2024			$ -	$ -	$ -
114	North Hillsboro – Willow Creek Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Croeni Avenue, Jacobsen Street, Brookwood Pkwy, Shute Road, and Butler Street (Line 88)	$ 1,150,000	0%	$ 1,150,000	100%	$ 1,150,000	100%	$ 1,150,000	58%	$ 667,000	2025-2039			$ -	$ -	$ -
115	Merlo – Tigard Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Merlo Road, 170th Avenue, 155th Avenue, Beard Road, 121st Avenue, and Gaarde Street (Line 67)	$ 1,250,000	0%	$ 1,250,000	100%	$ 1,250,000	100%	$ 1,250,000	58%	$ 725,000	2025-2039			$ -	$ -	$ -
116	Progress Ridge Bus Line Infrastructure	Shelter and stop infrastructure for reroute or extension of bus lines along Scholls Ferry Road, Horizon Blvd, Murray Blvd, and Barrows Road (Lines 37/56/62)	$ 625,000	0%	$ 625,000	100%	$ 625,000	100%	$ 625,000	58%	$ 362,500	2025-2039			$ -	$ -	$ -
117	South Cooper Mountain Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Scholls Ferry Road, including bus layover in South Cooper Mountain (Line 56)	$ 275,000	0%	$ 275,000	100%	$ 275,000	100%	$ 275,000	58%	$ 159,500	2018-2024			$ -	$ -	$ -
118	West Beaverton Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along Oak Street-Davis Road-Allen Blvd (Line 88)	$ 325,000	0%	$ 325,000	100%	$ 325,000	100%	$ 325,000	58%	$ 188,500	2025-2039			$ -	$ -	$ -
119	Durham Road Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Durham Road (Line 36)	$ 425,000	0%	$ 425,000	100%	$ 425,000	100%	$ 425,000	58%	$ 246,500	2025-2039			$ -	$ -	$ -
120	141st/Terman Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along 141st Avenue-Shannon Place and Terman Road (Line 62)	$ 125,000	0%	$ 125,000	100%	$ 125,000	100%	$ 125,000	58%	$ 72,500	2025-2039			$ -	$ -	$ -

Appendix B: TDT Transit Project List Expenditures
FY 2018-19

List as amended by
Resolution and Order 19-75
July 16, 2019

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 18-19 TDT	FY 18-19 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
121	McDonald/Bonita Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along McDonald Street and Bonita Road (Line 38)	$ 500,000	0%	$ 500,000	100%	$ 500,000	100%	$ 500,000	58%	$ 290,000	2025-2039			$ -	$ -	$ -
122	Wilsonville Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along 95th Avenue (Line 96)	$ 125,000	0%	$ 125,000	100%	$ 125,000	100%	$ 125,000	58%	$ 72,500	2025-2039			$ -	$ -	$ -
123	Sunset – Bethany Bus Line Infrastructure	Shelter and stop infrastructure for new north-south bus line along Saltzman Road and Laidlaw Road (Line 49)	$ 825,000	0%	$ 825,000	100%	$ 825,000	100%	$ 825,000	58%	$ 478,500	2025-2039			$ -	$ -	$ -
124	Walnut Street Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Walnut Street (Line 37)	$ 350,000	0%	$ 350,000	100%	$ 350,000	100%	$ 350,000	58%	$ 203,000	2025-2039			$ -	$ -	$ -
125	Oleson Road Bus Line Infrastructure	Shelter and stop infrastructure for bus line extension along Oleson Road (Line 1)	$ 225,000	0%	$ 225,000	100%	$ 225,000	100%	$ 225,000	58%	$ 130,500	2025-2039			$ -	$ -	$ -
126	Multnomah Blvd Bus Line Infrastructure	Shelter and stop infrastructure for bus line reoute along Multnomah Blvd (Line 92)	$ 75,000	0%	$ 75,000	100%	$ 75,000	100%	$ 75,000	58%	$ 43,500	2025-2039			$ -	$ -	$ -
127	Beaverton – Sellwood Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along Garden Home Road, 92nd Avenue, Allen Blvd, and Western Avenue (Line 45)	$ 500,000	0%	$ 500,000	100%	$ 500,000	100%	$ 500,000	58%	$ 290,000	2025-2039			$ -	$ -	$ -
128	Amberglen - Beaverton Bus Line Infrastructure	Shelter and stop infrastructure for bus line reroute along John Olsen Avenue, Aloclek Drive, Stucki Avenue, and Walker Road (Line 59)	$ 1,000,000	0%	$ 1,000,000	100%	$ 1,000,000	100%	$ 1,000,000	58%	$ 580,000	2025-2039			$ -	$ -	$ -
129	Basalt Creek Bus Infrastructure	Shelter and stop infrastructure for new north-south bus line along 124th Avenue, Basalt Creek Parkway (or Tonquin Rd), Grahams Ferry Road, and Day Street (Line 94)	$ 1,125,000	0%	$ 1,125,000	100%	$ 1,125,000	100%	$ 1,125,000	58%	$ 652,500	2025-2039			$ -	$ -	$ -
Subtotal			$34,117,000		$33,417,000		$33,417,000		$33,417,000		$19,302,192				$ -	$ -	$ -
Transit Priority Treatments															$ -	$ -	$ -
200	Streamline Bus Efficiency Improvements	Bus efficiency treatments such as signal priority, queue bypasses, dedicated bus stops and other treatments to enhance efficiency and improve or preserve service speeds for Frequent Service and key bus lines throughout county	$2,750,000	0%	$2,750,000	100%	$2,750,000	100%	$2,750,000	58%	$1,584,000	2014-2024			$ -	$ -	$ -
201	Tigard - Transit Priority	Transit signal preemption at Hall Blvd and Hwy 99W intersection	$5,000,000	0%	$5,000,000	100%	$5,000,000	100%	$5,000,000	58%	$2,900,000	2014-2024			$ -	$ -	$ -
Subtotal			$7,750,000		$7,750,000		$7,750,000		$7,750,000		$4,484,000				$ -	$ -	$ -
Park & Rides / Transit Centers															$ -	$ -	$ -
300	P&R expansion	Expand park & ride capacities in smaller lots on sites within Washington County with direct transit service to Portland and/or Washington County employment areas	$15,000,000	0%	$15,000,000	100%	$15,000,000	100%	$15,000,000	58%	$8,640,000	2014-2024			$ -	$ -	$ -
301	OR 8 P&R	Cornelius - Develop OR 8 Park & Ride facilities at 10th and 26th Avenues	$1,700,000	0%	$1,700,000	100%	$1,700,000	100%	$1,700,000	100%	$1,700,000	2028-2040			$ -	$ -	$ -
Subtotal			$16,700,000		$16,700,000		$16,700,000		$16,700,000		$10,340,000				$ -	$ -	$ -
Pedestrian/Bicycle Access to Transit															$ -	$ -	$ -
400	65th Ave Multi-Use Trail	Ped/bike pathway connecting Tualatin River Greenway and multi-family neighborhoods with #76 bus service at Legacy Meridian Park Medical Center	$3,796,000	0%	$3,796,000	100%	$3,796,000	90%	$3,416,400	100%	$3,416,400	2025-2039			$ -	$ -	$ -
401	95th Ave Ped/Bike Connection	Ped/bike pathway connecting Springcrest Drive with Sunset Transit Center, including grade-separated ped/bike crossing of Barnes Rd	$11,546,000	0%	$11,546,000	100%	$11,546,000	90%	$10,391,400	100%	$10,391,400	2014-2024			$ -	$ -	$ -
402	Crescent Connection: Cedar Hills to Lombard	Construct a multi-use use path along Beaverton Creek from Cedar Hills Blvd to Beaverton Transit Center, providing access to Beaverton Central MAX station and Beaverton Transit Center	$1,230,000	0%	$1,230,000	100%	$1,230,000	75%	$922,500	100%	$922,500	2014-2024	$ 65,470		$ 2,069,914	$ -	$ 2,069,914
403	TV Hwy Access to Transit	Enhanced bikeway facilities, sidewalks, pedestrian crossings, multi-use trail	$11,667,500	0%	$11,667,500	100%	$11,667,500	90%	$10,500,750	100%	$10,500,750	2014-2024			$ -	$ -	$ -
404	Washington Square Overcrossing (North)	Pedestrian/bicycle overcrossing of Hwy 217 and Scholls Ferry Rd between Nimbus Dr and north mall area, connecting to Hall/Nimbus WES commuter rail station	$39,781,536	0%	$39,781,536	100%	$39,781,536	90%	$35,803,382	100%	$35,803,382	2025-2039			$ -	$ -	$ -

Appendix B: TDT Transit Project List Expenditures
FY 2018-19

List as amended by
Resolution and Order 19-75
July 16, 2019

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 18-19 TDT	FY 18-19 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
405	Westside Trail: Cornell to Greenbrier	Multi-use trail connecting business park to Cornell Rd bus line, including grade-separated overcrossing of US 26	$9,450,000	0%	$9,450,000	100%	$9,450,000	90%	$8,505,000	100%	$8,505,000	2014-2024			$ -	$ -	$ -
406	Bike & Rides	Enclosed, key card accessed bicycle parking at high capcity transit or frequent service bus stops	$1,000,000	0%	$1,000,000	100%	$1,000,000	100%	$1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
407	Other Access to Transit Improvements	Other pedestrian and bicycle improvements to support access to transit in Washington County, including sidewalks, pedestrian crossings, bike lanes, multi-use paths and bike parking.	$3,500,000	20%	$2,800,000	100%	$2,800,000	90%	$2,520,000	100%	$2,520,000	2014-2024			$ -	$ -	$ -
408	Basalt Creek Canyon Trail	North/south trail connection within Basalt Creek making connections to east/west roadways. Includes grade separation of Basalt Creek Pkwy	$450,000	0%	$450,000	100%	$450,000	90%	$405,000	100%	$405,000	2019-2029			$ -	$ -	$ -
409	I-5 Easement Trail	Trail parallel to I-5 providing north/south connection to existing bike and pedestrian facilities	$750,000	0%	$750,000	100%	$750,000	90%	$675,000	100%	$675,000	2019-2029			$ -	$ -	$ -
Subtotal			$83,171,036		$82,471,036		$82,471,036		$74,139,432		$74,139,432				$ 2,004,444	$ -	$ 2,004,444
Transit System Requirements															$ -	$ -	$ -
500	Merlo Bus Operating Base Expansion	Long-term expansion of bus service in Washington County requires additional capacity at bus storage and maintenance shops.	$1,001,000	0%	$1,001,000	100%	$1,001,000	100%	$1,001,000	58%	$576,576	2014-2024			$ -	$ -	$ -
501	Elmonica LRV Expansion	Expansion of light rail vehicle yard and maintanance facility for increased service.	$4,000,000	0%	$4,000,000	100%	$4,000,000	100%	$4,000,000	58%	$2,304,000	2025-2039			$ -	$ -	$ -
502	Electric Bus Supportive Capital Improvements	Capital improvements to support operation and maintenance of electric buses.	$10,000,000	50%	$5,000,000	32%	$1,600,000	50%	$800,000	58%	$460,800	2025-2039			$ -	$ -	$ -
503	South Hillsboro Transit Improvements	Bus pullouts, shelters, bus layover	$4,830,000	0%	$4,830,000	100%	$4,830,000	100%	$4,830,000	100%	$4,830,000	2025-2039			$ -	$ -	$ -
Subtotal			$19,831,000		$14,831,000		$11,431,000		$10,631,000		$8,171,376				$ -	$ -	$ -
High Capacity Transit (HCT)															$ -	$ -	$ -
600	Amber Glen Streetcar loop circulator or Red Line extension	Amber Glen LRT spur. (Pending development with sufficient density) Alternative would be a streetcar circulator. Lower end of estimated project cost range is shown because detailed project scoping has not been developed.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	100%	$75,000,000	2025-2039			$ -	$ -	$ -
601	Red Line to Fair Complex/ Hillsboro Airport	Add a third track and switches and upgrade signals to allow for the Red Line MAX to be extended to the Fair Complex/Hillsboro Airport MAX Station	$6,000,000	50%	$3,000,000	100%	$3,000,000	100%	$3,000,000	58%	$1,728,000	2014-2024			$ -	$ -	$ -
602	Southwest Corridor HCT	Portland, Sylvania, Tigard and Tualatin high-capacity transit.	$1,075,000,000	50%	$537,500,000	60%	$322,500,000	100%	$322,500,000	58%	$185,760,000	2014-2024			$ -	$ 938,530	$ 938,530
603	Sunset Highway HCT	East-west HCT connecting Hillsboro and Tanasbourne, STC, and St. Vincent's. Detailed project scoping has not been developed.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	58%	$43,200,000	2025-2039			$ -	$ -	$ -
604	TV Highway HCT	East-west bus rapid transit linking Forest Grove, Cornelius, Hillsboro, Aloha-Reedville and Beaverton Transit Center via the TV Highway corridor. Hillsboro-Beaverton segment includes westbound Business Access & Transit Lane, eastbound bus pullouts, enhanced bikeway facilities, sidewalks, pedestrian crossings, signal modifications on TV Hwy.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	58%	$43,200,000	2014-2024			$ -	$ -	$ -
605	WES Commuter Rail Upgrades	Capital improvements to allow future service upgrades including double-tracking (for improved frequency and span of service.) Detailed project scoping has not been developed.	$250,000,000	50%	$125,000,000	80%	$100,000,000	100%	$100,000,000	58%	$57,600,000	2025-2039			$ -	$ -	$ -
Subtotal			$1,781,000,000		$890,500,000		$650,500,000		$650,500,000		$406,488,000				$ -	$ 938,530	$ 938,530
TOTAL			**$1,942,569,036**		**$1,045,669,036**		**$802,269,036**		**$793,137,432**		**$522,925,000**				**$ 2,004,444**	**$ 938,530**	**$ 2,942,974**

Appendix C:
North Bethany
Funding Plan Report

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Introduction

The North Bethany Transportation Funding Plan was adopted by Resolution and Order 11-70 on October 25, 2011. The North Bethany Transportation Funding Plan provided a framework of finance mechanisms necessary to support development within the North Bethany Subarea. The Funding Plan combines pre-existing countywide revenue sources with two new North Bethany-specific revenue sources to assure adequate revenue for transportation infrastructure necessary to serve the North Bethany Subarea.

This report updates the 5-year funding plan report published for Fiscal Year 2015-16 and again updated in Fiscal Years 2016-17 and 2017-18. This complete funding reporting exceeds the minimum reporting requirements called for by Resolution and Order 11-70. The intent of the report is two-fold:

1) Assess the overall Funding Plan and provide an update to the 5-year review conducted three years ago and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.

2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2018-19.

Overview of Recommendations

This report provides three recommendations:

1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number of units anticipated in the North Bethany Funding Plan.
2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2019-20.

North Bethany Funding Plan Overview

The North Bethany Funding Plan includes four funding programs intended to fund 12 road improvements. The 2011 Funding Plan identified four funding programs, plus pre-existing Trust & Agency funds, that would contribute to the transportation improvements necessary to serve the area. These funding programs are described in Table 1.

Table 1: North Bethany Funding Plan – Revenue Sources

Funding Program	Expected Revenue
Major Streets Transportation Improvement Program (MSTIP)	$10,000,000
Transportation Development Tax (TDT)	$21,778,574
North Bethany County Service District for Roads (NBCSD)	$13,354,670
North Bethany Transportation System Development Charge (NBTSDC)	$22,466,756
Pre-Existing Trust & Agency	$1,400,000
TOTAL	**$69,000,000**

Together these funding sources would provide a total of $69,000,000 dollars for 12 transportation improvements. These improvements are described in Table 2.

Table 2: North Bethany Funding Plan – Transportation Improvements

Project Number	Road	Extent	Project Description	Total Cost Estimate
1	Shackelford Rd	West Boundary to Joss	New Collector Rd	$9,300,000
2	Shackelford Rd	Joss to Kaiser	New Collector Rd	$8,800,000
3	Springville Rd	185th to Joss	Improvements	$11,100,000
4	Springville Rd	Joss to Kaiser	Improvements	$3,600,000
5	Springville Rd	Kaiser to Countyline	Improvements	$0*
6	Kaiser Rd	Shackelford to Springville	Improvements	$7,800,000
7	185th Ave	Springville to West Union	Improvements	$4,500,000
8	Shackelford	Kaiser to Countyline	Improvements	$0*
9	Shackelford Rd	½ Bridge over Rock Creek	Bridge	$7,300,000
10	185th and Springville	Realignment	Improvements	$900,000
11	Kaiser Rd	Springville to Bethany	Improvements	$6,100,000
12	Brugger Rd	Joss to Kaiser	Improvements	$3,200,000
13	Joss Rd	Shackelford to Arbor	Improvements	$4,100,000
14	P15 / Oats / 160th	Springville to Brugger	Improvements	$2,300,000
			Total	**$69,000,000**

* Funding plan anticipated these projects would be funded through development.

A brief summary of each of the funding programs follows:

1. North Bethany and the Major Streets Transportation Improvement Program (MSTIP)

On June 23, 2015 the Board of County Commissioners approved the high-growth transportation funding program. The program is a partnership between Washington County and the cities of Beaverton, Hillsboro and Tigard to share funding resources for improvements to identified roadways in four major residential growth areas:

- North Bethany & Bonny Slope West (unincorporated Washington County)
- South Hillsboro (City of Hillsboro)
- South Cooper Mountain (City of Beaverton)
- River Terrace (City of Tigard)

This is an innovative cost-sharing partnership that will allow the County and cities to make transportation improvements – without raising property taxes – before deficient roadways become problematic. Two-thirds of the $140 million cost of the identified capacity and safety road-improvement projects will be funded by Washington County (through MSTIP); the remaining one-third will be funded by the cities and by development (e.g. frontage improvements, TDT, NBSDC). The cost-sharing is based on travel forecasting that estimates only one-third of travelers using the improved roads will result from the developments. The remaining traffic will be "regional travel"– trips that begin and end outside of the high-growth areas. This will improve county-wide mobility.

Funding projects: Getting ahead of the growth

- The County will issue bonds to fund two-thirds of the project costs.
- Incremental growth in revenue from the county-wide property tax-based Major Streets Transportation Improvement Program (MSTIP) will be used to pay back the bonds. Issuing bonds will allow improvements to be made proactively – before the deficient roadways become problematic.

Preserving funds: Other transportation needs still a high priority

The cost-sharing strategy preserves the existing MSTIP funding level of $35 million/year for improvements on other roadways throughout Washington County. By funding high-growth area road improvements through MSTIP-backed bonds, these high-growth projects will not compete with other transportation projects for MSTIP funds.

Two of the projects identified are on the North Bethany Transportation Funding Plan:

- Springville Road: 185th Avenue to the PCC entrance ($7,833,333 in MSTIP funding)
- 185th Avenue: Springville to West Union ($4,000,000 in MSTIP funding)

While the total of $11.83M in MSTIP is more than the initial $10M anticipated in the funding plan, this total potential amount allows for construction cost increases and provides additional flexibility if necessary. Additional information about the high-growth funding program is available at: http://www.co.washington.or.us/LUT/News/high-growth-transportation-funding.cfm

2. North Bethany and the Transportation Development Tax (TDT)

The North Bethany Funding Plan is based on an assumed amount of development occurring within the North Bethany Subarea. The total amount of TDT revenue and credits from that development was calculated in 2010 dollars. Table 3 shows the TDT assumptions in the North Bethany Funding Plan.

Table 3: North Bethany Funding Plan – TDT Assumptions

Land Use Category	Projected Number of Units	2012 Rate[1]	Total Revenue Anticipated[2]
Single Family Detached	1,437	$8,225	$11,819,325
Single Family Attached	1,534	$4,919	$7,545,746
Multi-Family	1,218	$5,381	$6,554,058
Non-Residential	varies	varies	$3,118,969
Total[2]			**$29,038,098**

1) The 2012 TDT Rates were used due to the phase-in of the TDT rates occurring during the development of the North Bethany Funding Plan.
2) As explained below only 75% of the total TDT revenue expected to be generated in North Bethany was allocated toward projects on the North Bethany Funding plan. The remaining revenue is anticipated to help address other needs – countywide – related to growth from North Bethany and throughout Washington County.

The North Bethany Funding Plan allocated ***75%*** of the total TDT revenue anticipated to the roadway improvements identified. The remaining 25% of the TDT revenue would be available to contribute to other roadway improvements countywide necessary to serve growth. Therefore, the revenue and credits expected for the TDT component of the North Bethany Funding Plan was: ***$21,778,574***. Table 4 shows the estimated TDT revenue from North Bethany to date and calculates the 75% allocation.

Table 4: Summary of North Bethany TDT Revenue (Estimated)

Fiscal Year	Estimated TDT Revenue*	75% Allocation
FY 14-15	$1,141,678	$856,258
FY 15-16	$2,614,654	$1,960,990
FY 16-17	$2,006,493	$1,504,870
FY 17-18	$3,449,267	$2,586,950
FY 18-19	$1,762,068	$1,321,551
Total	**$10,974,160**	**$8,230,619**

* Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

TDT fund expenditures and TDT Credits issued in North Bethany total $2,734,672 (see Table 12, later in report, and appendix).

Summary of TDT and the North Bethany Funding Plan

Subtracting the TDT credits and TDT funds already invested in the North Bethany Subarea from the 75% of TDT revenue allocated to the North Bethany Funding Plan would result in **$5,495,947** in estimated available TDT revenue to date. The TDT revenue would be expected to be combined with other funding sources and contribute towards the projects identified on the North Bethany Funding Plan.

3. North Bethany County Service District for Roads

In the May 17, 2011 election, voters in the North Bethany Subarea approved Ballot Measure No. 34-189, thus taking the necessary step to create the North Bethany County Service District for Roads. The district includes an additional property tax rate of $1.25 per/$1,000 of assessed valuation within the North Bethany Subarea.

The North Bethany County Service District for Roads provides an ongoing funding source. As the North Bethany Subarea develops, the assessed valuation and service district revenue are expected to increase and provide additional funding for the North Bethany Subarea. Table 5 shows a summary of the North Bethany County Service District for Roads.

Table 5: Summary of the North Bethany County Service District for Roads Revenue

Fiscal Year	Total Assessed Valuation	Service District Revenue	Service District Expenditures	Running Total
FY 11-12	$26,240,000	$47,519	$0	$47,519
FY 12-13	$26,270,000	$31,849	$0	$79,368
FY 13-14	$28,180,000	$35,728	$0	$115,096
FY 14-15	$43,790,000	$73,029	$0	$188,125
FY 15-16	$80,730,000	$101,655	$0	$289,780
FY 16-17	$200,830,000	$251,373	$0	$541,153
FY 17-18	$340,160,000	$416,805	$277,203	$680,755
FY 18-19	$474,360,000	$603,234	$314,362	$969,627

As development continues in the North Bethany Subarea, the total assessed valuation and resulting Service District Revenue per year and total are expected to grow and provide a resource to contribute towards the improvements identified on the North Bethany Funding Plan.

Loan to MSTIP

One project (P15 / Oats / 160th Springville to Brugger improvements) was already completed by the MSTIP program. The cost of these early improvements was structured as a loan from the County Service District to the MSTIP program. These expenses are anticipated to be repaid as revenue becomes available from the Service District.

4. North Bethany Transportation System Development Charge

The North Bethany Transportation System Development Charge (NBTSDC) became effective November 29, 2010. It is a component of the larger North Bethany Funding Plan, which was subsequently established by the Board of County Commissioners on June 7, 2011. The purpose of the NBTSDC is to fund new or improved capacity-increasing transportation capital infrastructure. The NBTSDC is dedicated solely to fund transportation facilities necessary to serve the North Bethany subarea.

Revenue

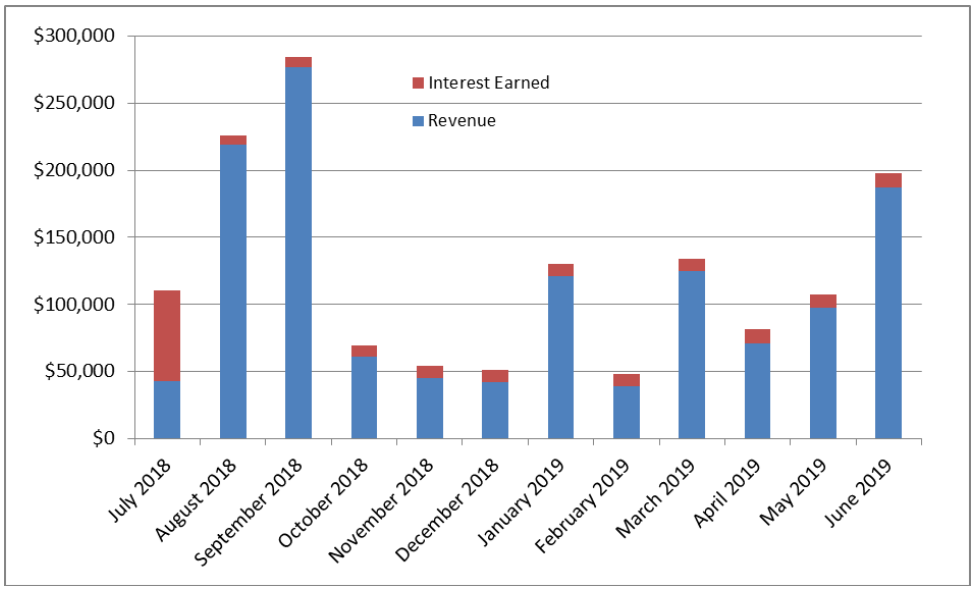
Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2018 through June 2019 fiscal year. The revenue paid into the NBTSDC account generates interest and the interest earned on the account is also included in on the table.

Table 6: Revenue Receipts by Month

Month		Revenue		Interest Earned		Month Total
July 2018	$	43,075	$	66,978	$	110,053
August 2018	$	219,056	$	6,949	$	226,005
September 2018	$	276,934	$	7,579	$	284,513
October 2018	$	61,236	$	8,304	$	69,540
November 2018	$	45,392	$	8,725	$	54,117
December 2018	$	41,950	$	9,477	$	51,427
January 2019	$	120,961	$	9,296	$	130,258
February 2019	$	38,796	$	9,068	$	47,864
March 2019	$	124,496	$	9,675	$	134,171
April 2019	$	71,238	$	9,958	$	81,196
May 2019	$	97,434	$	10,291	$	107,725
June 2019	$	186,920	$	10,463	$	197,383
Total	$	1,327,488	$	166,764	$	1,494,252

Figure 1 displays the revenue receipts and interest earned by month.

Figure 1: Revenue Receipts by Month



Expenditures

Table 7 summarizes the expenditures by month from the NBTSDC account during the July 2018 through June 2019 fiscal year. The expenditures include administration and other costs, including quarterly credit card charges.

Table 7: Expenditures by Month

Month	Administration	Other	Month Total
July 2018	$ 835		$ 835
August 2018	$ 835	$ 7	$ 843
September 2018	$ 835	$ 20,490	$ 21,325
October 2018	$ 835		$ 835
November 2018	$ 835	$ 7	$ 843
December 2018	$ 835	$ 1,933	$ 2,768
January 2019	$ 835	$ 13	$ 848
February 2019	$ 835	$ 7	$ 843
March 2019	$ 835	$ 583	$ 1,419
April 2019	$ 835		$ 835
May 2019	$ 835	$ 7	$ 843
June 2019	$ 835	$ 317,877	$ 318,713
Total	$ 10,025	$ 340,925	$ 350,950

North Bethany Transportation System Development Charge Credits

Credits are issued for cost of constructing eligible transportation improvements. Credit transfers are allowed within the NBTSDC area – such transfers are documented by issuance of a new credit voucher. Credits maybe used in lieu of paying the North Bethany Transportation System Development Charge. Table 8 shows the NBTSDC credits issued through June 30, 2019.

Table 8: North Bethany Transportation System Development Charge Credits*

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 18-19	Credit Remaining on 6/30/19	Notes
NB14-01	NW 160th: Springville to Brugger	West Hills Development	North Bethany Creek	$180,397	10/23/14	$180,397 Transfer to NB14-01A	$0	Entire amount transferred to NB14-01A
NB14-01A	From NB14-01	DR Horton		Transfer from NB14-01 $180,397	12/30/14	$180,397	$0	
NB14-02	Brugger & ROW dedication	West Hills Development	North Bethany Creek	$77,822	11/24/14	$77,822 Transfer to NB14-01A	$0	Entire amount transferred to NB14-02A
NB14-02A	From NB14-02	DR Horton		Transfer from NB14-01 $77,822	12/30/14	$77,822	$0	
NB15-001	Shackelford Rd	DR Horton	Bethany Abbey Heights 1 & 2	$400,253	11/20/15	$397,345	$2,908	
NB15-002	Shackelford Rd	DR Horton	Bethany Commons at Abbey Creek	$114,490	12/9/15	$114,490	$0	
NB15-003	Brugger Rd & Joss Rd	DR Horton	Commons at Abbey Creek	$71,870	12/9/15	$44,413 used $27,457 Transfer to NB15-003A	$0	$27,457 transferred to NB15-003A
NB15-003A	From	DR Horton	Meadows at	Transfer	4/22/16	$27,457	$0	

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 18-19	Credit Remaining on 6/30/19	Notes
	NB15-003		Abbey Creek	from NB15-003 $27,457				
NB16-001	Brugger Rd & Joss Rd	DR Horton	Commons at Abbey Creek #2	$62,000	3/15/16	$61,130 used $870 Transfer to NB16-00A	$0	$870 transferred to NB16-001A
NB16-001A	From NB16-001	DR Horton	Meadows at Abbey Creek	Transferred from NB16-001 $870	4/21/16	$870	$0	
NB16-002	Brugger Rd & Joss Rd	DR Horton	Bethany Abbey Meadows	$31,360	4/15/16	$31,360	$0	
NB-007	Shackelford Rd	DR Horton	Grace Hollow & Grace Hollow #2	$450,547	9/2/16	$183,886	$0	$266,661 transferred to NB-007A
NB-007A	Shackelford Rd	DR Horton	Bethany Abbey Meadows	Transferred from NB-007 $266,661	10/26/16	$266,661	$0	
NB15-001	Shackelford Rd	DR Horton	Bethany Abbey Heights 1 & 2			$2,908	$0	
NB16-004	Shackelford Rd	DR Horton	Bethany Abbey Heights No. 2	$179,530	8/15/16	$178,145	$1,385	
NB16-003	Shackelford Rd	DR Horton	Bethany Creek Falls No. 2 Row Houses	$185,193	8/12/16	$185,193	$0	
NB16-006	Kaiser Rd & Springville Rd	Noyes	Crossing at North Bethany	$177,795	8/31/16	$177,795 Transfer to NB16-006A	$0	$177,795 Transferred to NB16-006A
NB16-006A	Kaiser Rd & Springville Rd	Noyes	Highlands at North Bethany	Transferred from NB16-006 $177,795	10/19/16	$177,795	$0	
NB16-008	Brugger Rd	DR Horton	Bethany Abbey Meadows No. 2 – Brugger Rd	$74,727	12/13/16	$74,727	$0	
NB16-009	Shackelford Rd	DR Horton	Bethany Abbey Meadows No. 2 – Shackelford Rd	$62,999	12/13/16	$18,828	$44,171	
NB16-004	**Shackelford Rd**	**DR Horton**	**Bethany Abbey Heights No.2**		**9/02/16**	**$1,385**	**$0**	
NB16-009	Shackelford Rd	DR Horton	Bethany Abbey Meadows No.2		12/13/16	$44,171	$0	
NB17-001	**Shackelford Rd**	**Noyes**	**Highlands at North Bethany**	**$133,968**	**2/2/18**	**$133,968**	**$0**	
NB18-001	Kaiser Rd & Brugger Rd	DR Horton	North Bethany Commons	$310,681	3/8/18	$85,844 Transfer to NB18-001A	$140,472	$84,365 Transferred to NB18-001A
NB18-001A	Kaiser Rd & Brugger Rd	DR Horton	Bethany Abbey Meadows No.2	Transferred from NB18-001 $84,365	3/14/18	$84,365	$0	Transferred from NB18-001
NB18-002	Brugger Rd	DR Horton	Orchards at Abbey Creek	$304,491	12/13/18	$297,931	$6,561	

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 18-19	Credit Remaining on 6/30/19	Notes
NB18-003	Brugger Rd	DR Horton	Vineyards at Abbey Creek	$136,578	12/13/18	$134,048	$0	$2,530 Transferred to NB18-003A
NB18-003A	Brugger Rd	DR Horton	North Bethany Commons	$2,530 Transferred from NB18-003	12/17/17		$2,530	
NB18-004	Brugger Rd	DR Horton	Abbey Crest	$132,561	12/13/18	$132,561	$0	
NB18-005	Brugger Rd	DR Horton	Abbey Ridge	$19,680	12/13/18	$19,116	$0	$564 Transferred to NB 18-005A
NB18-005A	Brugger Rd	DR Horton	North Bethany Commons	$564 Transferred from NB18-005	6/19/19		$564	
NB19-001	Kaiser Rd	Beaverton School District	BSD Kaiser K5 Elementary	$83,874	5/3/19	$83,874	$0	
NB19-002	Kaiser Rd	Polygon WLH	Bethany Creek Park	$134,171	4/25/19	$134,171	$0	$134,171 Transferred to NB19-002A
NB19-002A	Kaiser Rd	Polygon WLH	Ridgeline 1, 2 and 3	$134,171 Transferred from NB19-002	5/23/19	$134,171	$0	
NB19-003	Shackelford Rd	Noyes	Highlands at North Bethany	$623,801	6/3/19	$19,680	$604,121	$19,680 Transferred to NB19-003A
NB19-003A	Shackelford Rd	Noyes	Highlands at North Bethany	$19,680 Transferred from NB19-003	6/10/16	$19,680	$0	
FY 18-19 Total				**$1,435,156**		**$821,381**	**$613,775**	
Total (FY 14-15 through FY 18-19)				**$3,948,791**		**$3,163,442**	**$785,348**	

* Credits from prior fiscal years are shown in gray.

Credits are an important component of the NBTSDC. The credits issued represent investments that have occurred on NBTSDC eligible facilities. The credits used represent potential revenue that has been invested as improvements in lieu of cash receipts.

Construction Cost Index

The NBTSDC index adjustment provides an automatic non-discretionary adjustment to reflect changes in construction costs. The adjustment occurs on July 1 of each year and no Board action is necessary or required. The NBTSDC Construction Cost Index follows the Transportation Development Tax (TDT) Construction Cost Index. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary

Total NBTSDC activity is summarized in Table 9. It includes revenue from the charge, interest earned and credits issued. Interest for FY 2014-15 and FY 2015-16 was combined based on information provided by

accounting. The revenue, interest and credits issued result in **$12,304,402** in total activity from the North Bethany Transportation System Charge through June 30, 2019.

Table 9: NBTSDC Total Activity (Revenue plus Credits Issued)

Fiscal Year	NBTSDC Revenue	Interest Earned	Credits Issued	Total Activity
FY 2014-15	$867,675		$258,219	$1,125,894
FY 2015-16	$1,987,137	$14,069	$679,973	$2,681,179
FY 2016-17	$1,512,326	$9,811	$1,130,791	$2,652,928
FY 2017-18	$2,598,573	$50,885	$444,649	$3,094,107
FY 2018-19	$1,327,488	$166,764	$1,435,156	$2,929,408
Total	**$8,280,849**	**$74,765**	**$3,948,788**	**$12,304,402**

North Bethany Funding Plan Revenue Source Summary

Table 10 summarizes the North Bethany Funding programs through June 30, 2019.

Table 10: Summary of North Bethany Revenue Sources

	Anticipated in Funding Plan	Actual though June 30, 2019[1]
Major Streets Transportation Improvement Program (MSTIP)*	$10,000,000	$10,000,000
Transportation Development Tax (TDT)**	$21,778,574	$8,230,619
North Bethany County Service District for Roads (NBCSD)	$13,354,670	$1,561,192
North Bethany Transportation System Development Charge (NBTSDC - includes credits issued)	$22,466,756	$12,304,402
Pre-Existing Trust & Agency	$1,400,000	$1,400,000
Total	**$69,000,000**	**$33,496,213**

1) Includes revenue plus interest and credits
* Assumes the MSTIP allocation committed to the North Bethany Funding Plan.
** Estimated from NBTSDC receipts plus credits

Review of North Bethany Development

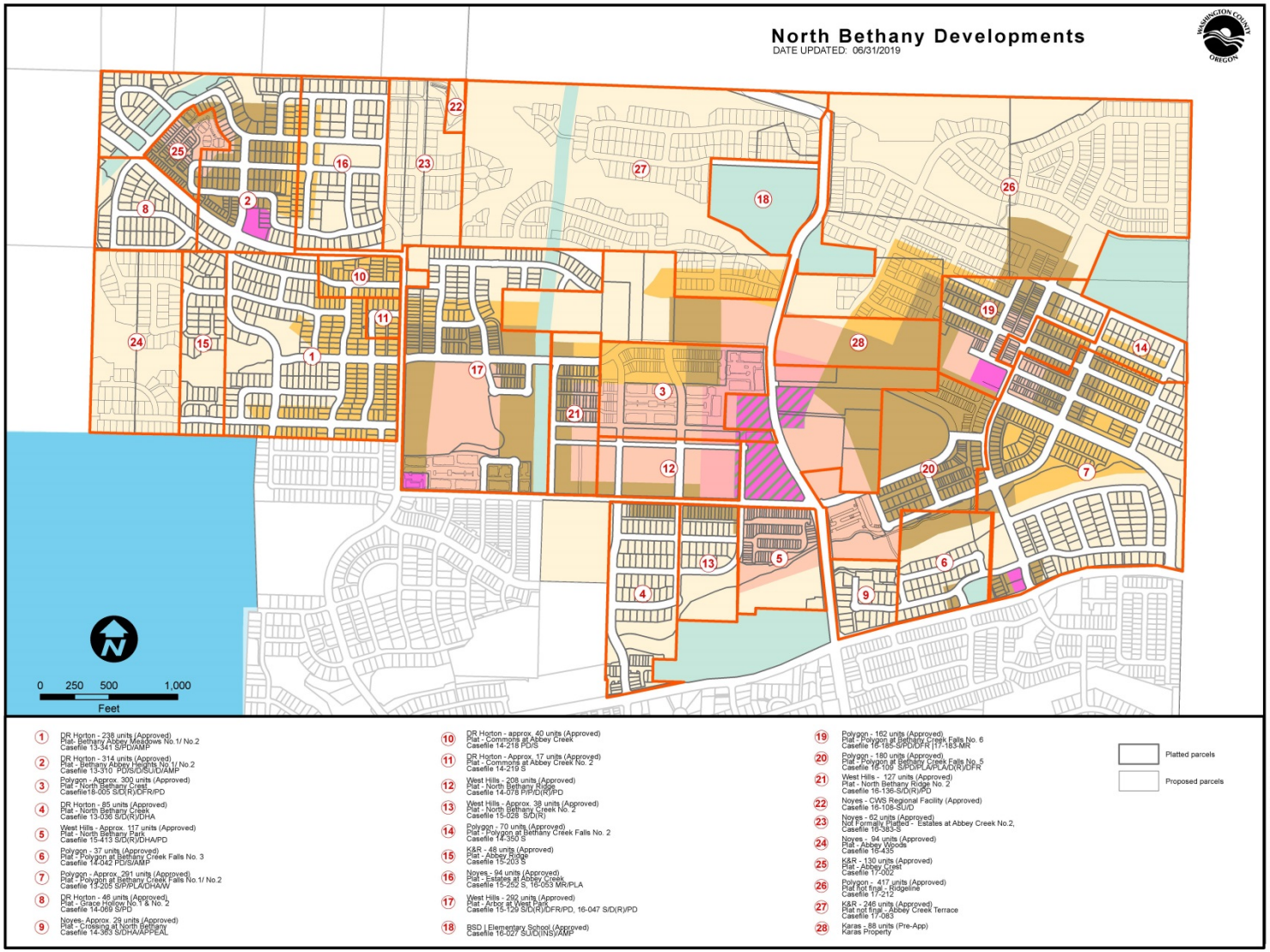
Prior to FY 14-15, no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 3,700 residential units (single-family, attached and multi-family) have been approved. Construction within these approved developments has begun and over 2,400 units have been issued permits or final approval prior to June 30, 2019.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the North Bethany Funding Plan may not necessarily occur until after development construction begins. This is due to the fact that TDT (or NBTSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and NBTSDC) at time of final building permit (or deferred to occupancy)
- Increased valuation and payment of property taxes (NBCSD revenue)

Figure 2, displays the land use approval status as of June 30, 2019.

Figure 2: Development as of June 30, 2019



North Bethany Development Analysis

As shown in Figure 2, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Table 11 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2019.

Table 11: Residential Development

Unit Type	Units Expected in Funding Plan	Units Approved, June 30, 2019	Units Permitted or Final, June 30, 2019
Single Family Detached	1,437	2,892* (97%)	1,125 (78%)
Single Family Attached	1,534		236 (15%)
Multifamily	1,218	790** (65%)	332 (27%)
Total	**4,189**	**3,682 (88%)**	**1,693 (40%)**

*Single Family residential approvals are not distinguished between attached and detached structures

Approximately 88% of the development expected in the North Bethany Funding Plan has been approved. The development approvals cover approximately 92% of the total North Bethany Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 8% of the land area remains developable, much of that is in the commercial center along Kaiser Road, which may have a higher development density, but will include commercial, as well as residential land use. Also, some of the remaining developable area includes lands with environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the North Funding Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.

North Bethany Non-Residential Development

Non-residential development must also pay appropriate charges in the North Bethany Funding Plan. The majority of the development is expected to be residential. As non-residential development is completed and pays the appropriate charges these contributions will be included in the future North Bethany Funding Plan reports.

North Bethany Road Project Analysis

As of June 30, 2019 one capital project had been completed and credits had been issued for parts of several other projects. Several other projects were underway and/or been submitted for credit eligibility review. Table 12 shows the North Bethany Road projects the investment in thus far in each and credit vouchers related to that investment through June 30, 2019 and Figure 3 shows the same roadway improvements in a map form.

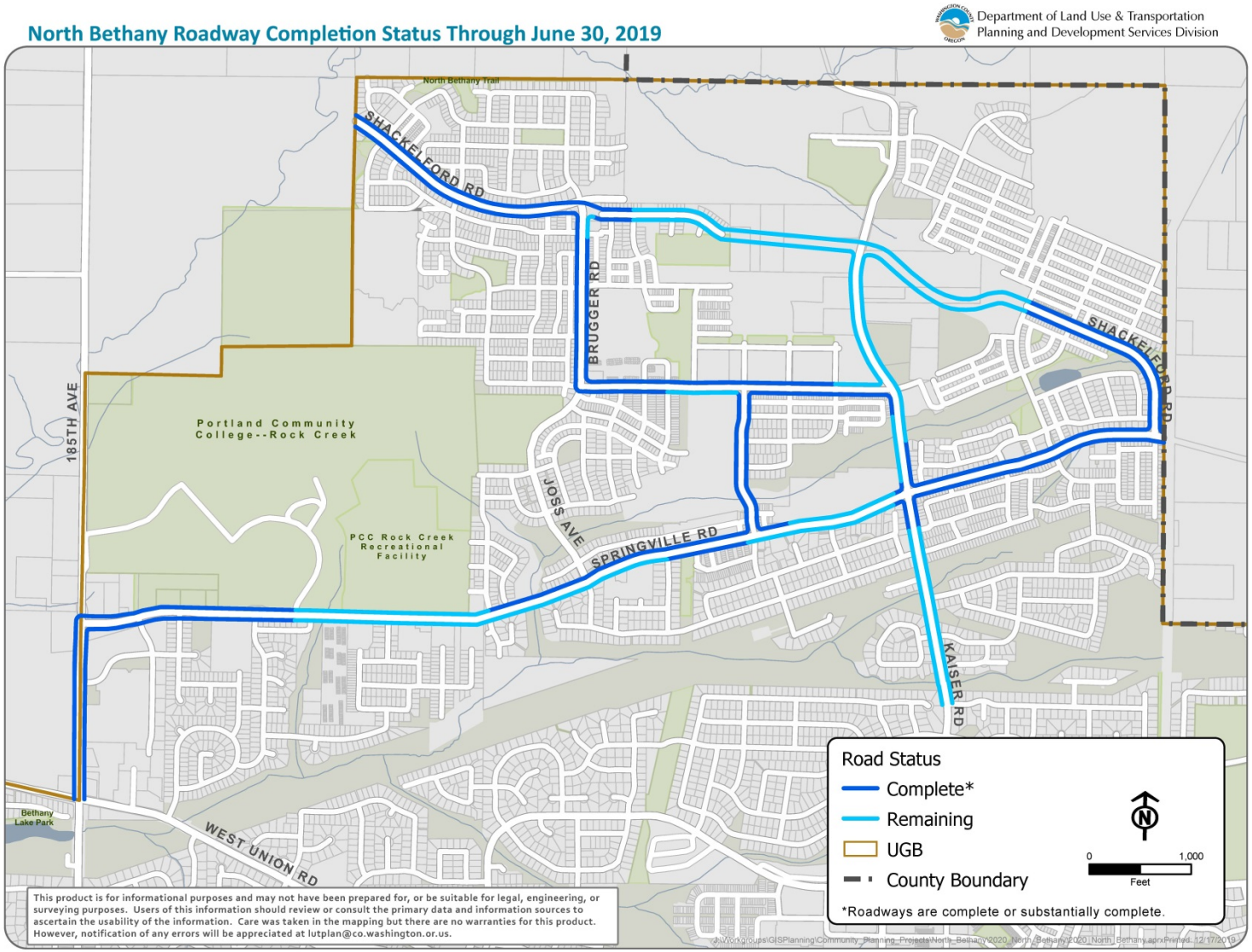
Table 12: North Bethany Road Project Analysis

Project Number	Road	Extent	Total Cost Estimate	Percent Complete*	Investment**	Credit Vouchers Issued/ Other Funding
1	Shackelford Rd	West Boundary to Joss	$9,300,000	16%	$1,490,540	TDT15-05 TDT15-06 NB15-001 NB15-002 NB-007 NB16-004 NB16-009 NB17-001
2	Shackelford Rd	Joss to Kaiser	$8,800,000	2%	$214,778	NB19-003 TDT19-07
3	Springville Rd	185th to Joss	$11,100,000	72%	$7,960,600	TDT MSTIP 3d-HG NB Co Svc Dist URMD
4	Springville Rd	Joss to Kaiser	$3,600,000	16%	$579,011	TDT14-04 URMD Safety NB Co Svc Dist
5	Springville Rd	Kaiser to Countyline	$0			
6	Kaiser Rd	Shackelford to Springville	$7,800,000	17%	$1,306,585	NB16-006 NB18-001 NB19-001 NB19-002 TDT18-03 TDT19-02 TDT19-05 TDT19-07
7	185th Ave	Springville to West Union	$4,500,000	40%	$1,792,652	TDT MSTIP 3d-HG
8	Shackelford	Kaiser to Countyline	$0	N/A	$185,193***	NB16-003
9	Shackelford Rd	½ Bridge over Rock Creek	$7,300,000			
10	185th and Springville	Realignment	$900,000	100%	$900,000	MSTIP 3d-HG TDT
11	Kaiser Rd	Springville to Bethany	$6,100,000			
12	Brugger Rd	Joss to Kaiser	$3,200,000	18%	$588,857	NB14-02 NB16-008 NB18-001 NB18-002 NB18-003 NB18-004 NB18-005 TDT18-06

Project Number	Road	Extent	Total Cost Estimate	Percent Complete*	Investment**	Credit Vouchers Issued/ Other Funding
13	Joss Rd	Shackelford to Arbor	$4,100,000	11%	$461,604	NB15-003 NB16-001 NB16-002 NB18-002 NB18-003 NB18-004 NB18-005
14	P15 / Oats / 160th	Springville to Brugger	$2,300,000	100%	$2,480,397	NB14-01 MSTIP (Loan)
		Total	**$69,000,000**	**26%**	**$17,775,024**	

* As of June 30, 2019. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.
** Includes public construction and/or credits issued.
*** NBTSDC Credits were issued, but not counted in total since no funding had been allocated for this project.

Figure 3: North Bethany Road Improvements



North Bethany Project Costs

Washington County engineering staff has been diligently working with the development community to coordinate and implement funded projects. North Bethany Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2019. It is the recommendation of this report to continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Project costs for North Bethany roads should continue to be independently monitored. If the project costs increase faster in North Bethany than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The North Bethany Funding Plan assumed that development would occur in North Bethany in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, development timing was not known.

The North Bethany Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2019 that is not included in this report. The ongoing rapid development of the North Bethany Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the North Bethany Funding Plan for Fiscal Year 2019-20.

This report provides three recommendations:

1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.
2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2019-20.

Appendix D:
Bonny Slope West
Transportation System Development Charge
Annual Report - Fiscal Year 2018-2019

Introduction

The Bonny Slope West Transportation System Development Charge (SDC) became effective January 19, 2016. It is a component of the larger Bonny Slope West Funding Plan, which was adopted by the Board of County Commissioners on October 6, 2015. The purpose of the Bonny Slope West Transportation SDC is to fund new or improved transportation infrastructure necessary to serve the Bonny Slope West Subarea.

This summary of account activity serves as the required Annual Report for the Bonny Slope West Transportation SDC for Fiscal Year 2018-2019. The intent of the report is two-fold:

1) Assess the overall Funding Plan and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.

2) Provide a detailed accounting of the Bonny Slope West Transportation System Development Charge activity during Fiscal Year 2018-19.

BONNY SLOPE WEST TRANSPORTATION SDC FY 2018-2019 SUMMARY

	FY 2018 – 2019
Starting Balance 7/1/2018	$518,216
Revenue	$387,023
Investment Earnings	$20,209
Expenditures	$5,693
Ending Balance 6/30/2019	$919,755

No credits have been issued and no projects have been completed prior to June 30, 2019.

Washington County
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Bonny Slope West Transportation System Development Charge Summary

Total BSWTSDC revenue activity is summarized in Table 1. It includes revenue from the charge, interest earned and credits issued. The revenue, interest and credits issued result in **$941,235** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2019.

Table 1: BSWTSDC Total Activity (Revenue plus Credits Issued)

Fiscal Year	BSWTSDC Revenue	Interest Earned	Credits Issued	Total Activity
FY 2017-18	$531,156	$2,847	$0	$534,003
FY 2018-19	$387,023	$20,209	$0	$407,232
Total	**$918,179**	**$23,056**	**$0**	**$941,235**

Total BSWTSDC expenditure activity is summarized in Table 2. It includes expenditures for administration and other costs (e.g. credit card charges, mailing). The expenditures result in **$21,481** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2019.

Table 2: BSWTSDC Expenditures

Fiscal Year	Administration	Other	Total Activity
FY 2017-18	$4,291	$11,497	$15,788
FY 2018-19	$1,416	$4,277	$5,693
Total	**$5,707**	**$15,774**	**$21,481**

Bonny Slope West Funding Plan Revenue Source Summary

Table 2 summarizes the North Bethany Funding programs through June 30, 2019.

Table 3: Summary of Bonny Slope West Revenue Sources

	Anticipated in Funding Plan	Actual though June 30, 2019[1]
Transportation Development Tax (TDT)*	$3,649,500	$723,235
Bonny Slope West Transportation System Development Charge (BSWTSDC - includes credits issued)	$4,635,000	$941,235
Major Streets Transportation Improvement Program (MSTIP)**	$2,665,500	$0
Total	**$10,950,000**	**$1,664,470**

[1] Includes revenue plus interest and credits
* Estimated from BSWTSDC receipts plus credits
** Assumes the MSTIP allocation committed to the Bonny Slope West Funding Plan

Review of Bonny Slope West Development

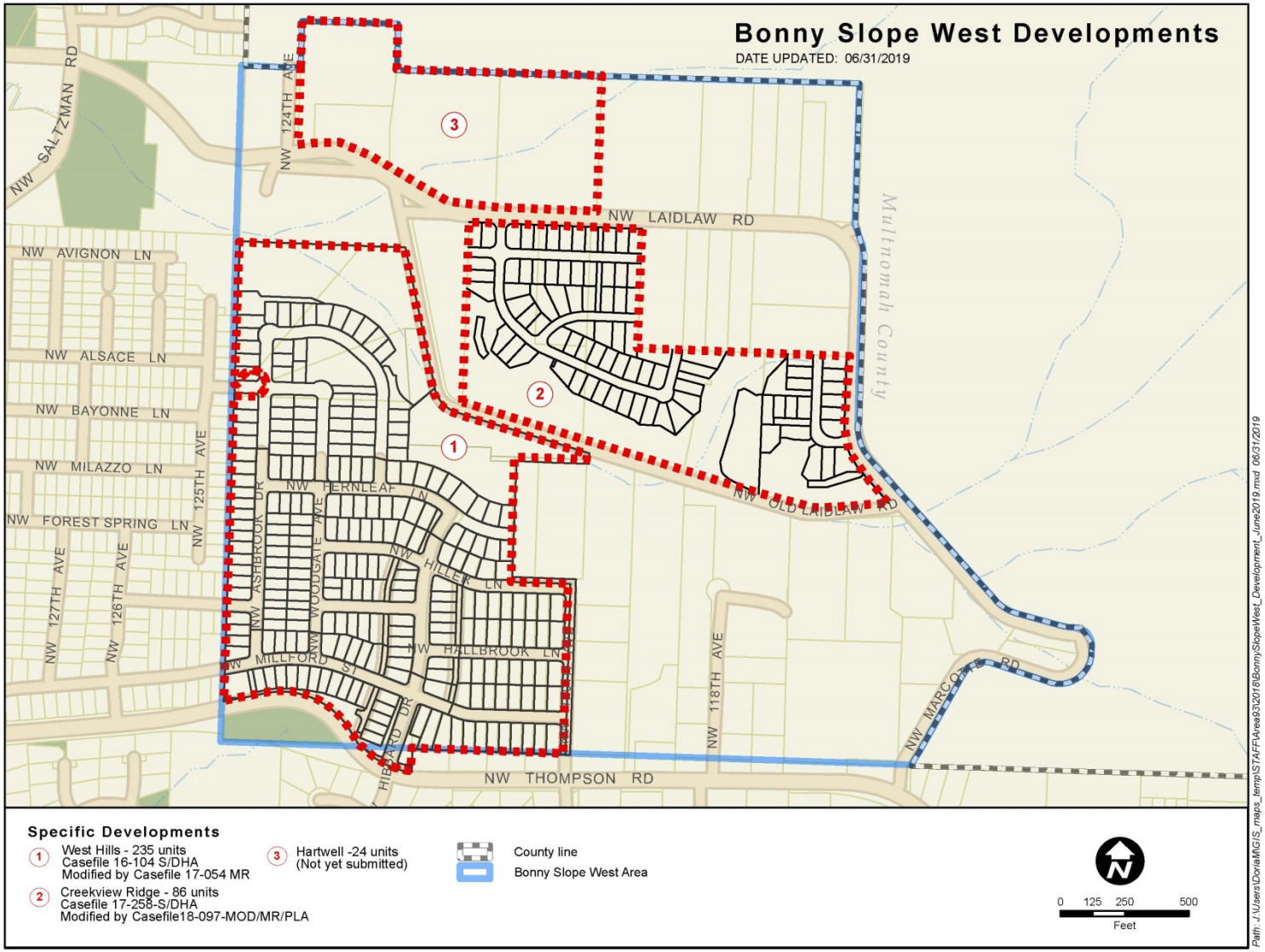
Prior to FY 17-18, no development had occurred in the Bonny Slope West Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and just over 320 residential units (single-family) have been approved. Construction within these approved developments has begun and 113 units were issued permits or final approval prior to June 30, 2019.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the Bonny Slope West Funding Plan may not necessarily occur until after development construction. This is due to the fact that TDT (or BSWSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and BSWSDC) at time of final building permit (or deferred to occupancy)

Figure 1, displays the land use approval status as of June 30, 2019.

Figure 1: Development as of June 30, 2019



Bonny Slope West Development Analysis

As shown in Figure 1, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Table 3 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2018.

Table 4: Residential Development

Unit Type	Units Expected in Funding Plan	Units Approved, June 30, 2018	Units Permitted or Final, June 30, 2018
Single Family Detached	600	321 (54%)	113 (19%)

Approximately 54% of the development expected in the Bonny Slope West Funding Plan has been approved. The development approvals also cover approximately 43% of the total Bonny Slope West Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 57% of the land area remains developable, much of the remaining developable area includes smaller parcels and lands that may have environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the Bonny Slope West Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope Funding Plan.

Bonny Slope West Road Project Analysis

As of June 30, 2019 no capital projects had been completed or credits had been issued for any parts of the identified projects. Table 4 shows the Bonny Slope West Road projects investment through June 30, 2019.

Table 5: Bonny Slope West Road Project Analysis

Project Number	Road	Extent	Total Cost Estimate	Percent Complete*	Investment**	Credit Vouchers Issued/Other Funding
1	Thompson Rd	Saltzman Rd to Marcotte Rd	$4,000,000	0%	$0	
2	Laidlaw Rd	Saltzman Rd to Marcotte Rd	$5,400,000	0%	$0	
3	Marcotte Rd	Laidlaw Rd to Thompson Rd (ROW only)	$11,100,000	0%	$0	
4	Saltzman Rd	Laidlaw Rd to Thompson Rd	$3,600,000	0%	$0	
		Total	**$10,950,000**	**0%**	**$0**	

* As of June 30, 2019. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

** Includes public construction and/or credits issued.

Bonny Slope West Project Costs

Bonny Slope West Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2019. It is the recommendation of this report to continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Project costs for Bonny Slope West roads should continue to be independently monitored. If the project costs increase faster in Bonny Slope West than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The Bonny Slope West Funding Plan assumed that development would occur in Bonny Slope West in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, additional information about the timing of development was not known.

The Bonny Slope West Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2019 that is not included in this report. The ongoing rapid development of the Bonny Slope West Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the Bonny Slope West Funding Plan for Fiscal Year 2019-20.

This report provides three recommendations:

1. Continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope West Funding Plan.
2. Continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for Bonny Slope West roads, if the project costs increase faster in Bonny Slope West than the countywide TDT index, consider adjustments.
3. Update this review of the Bonny Slope West Funding Plan in Fiscal Year 2019-20.

Washington County
Oregon

Transportation Development Tax

Fiscal Year 2017-2018
Annual Report

July 1, 2017 through June 30, 2018

Washington County
Department of Land Use
& Transportation

December 2018

Board of County Commissioners

Andy Duyck, Chair
Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation

Andrew Singelakis, Director
Andy Back, Manager, Planning and Development Services
Joe Younkins, County Engineer (Acting)

Project Staff

Nancy Abdill, Senior Management Analyst
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Julie Sosnovske, Transportation Planner
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TRANSPORTATION DEVELOPMENT TAX

FISCAL YEAR 2017-2018 ANNUAL REPORT

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Appendix A: TDT Project List Expenditures

Appendix B: TDT Transit Project List Expenditures

Appendix C: North Bethany Funding Plan Report

Appendix D: Bonny Slope West System Development Charge Annual Report

I. EXECUTIVE SUMMARY

The Washington County Transportation Development Tax (TDT) is a one-time, countywide tax on development that functions like a System Development Charge (SDC). The TDT was approved by Washington County voters in 2008 and became effective July 1, 2009. It replaced a previous charge called the Traffic Impact Fee (TIF) and effectively doubled rates with the intent of increasing investments in growth-accommodating transportation infrastructure. Uniform TDT rates apply across all local jurisdictions within Washington County – incorporated, unincorporated, urban and rural. TDT charges are calculated according to the type and size of development and are based on formulas in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Some development applicants are able to reduce their TDT obligation by deducting for previous land uses or by building public improvements. Additional discounts and delays in the full phase-in of TDT rates were subsequently adopted by the Board of County Commissioners in response to the economic downturn of the late 2000s. On August 5, 2014 the Board of County Commissioners adopted A-Engrossed Ordinance 793, which ended the temporary discounts, effective October 1, 2014.

This annual report is required by county code based on state statutes governing SDCs. Highlights of TDT activity in Fiscal Year (FY) 2017-18 (July 1, 2017 through June 30, 2018) include the following:

- Washington County and the cities collected **$20.1 million in TDT cash proceeds**, a slight decrease (seven percent) from the previous fiscal year ($21.5 million), but still showing general overall growth since TDT was adopted in 2009.

- The county and cities issued **TDT credits with a total value of $6.4 million**, which is about 15 percent more than value of credits issued in FY 2016-17 ($5.6 million).

- County and city TDT accounts collectively generated just over **$940,000 in interest and investment income.**

- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as **"total TDT activity," was approximately $29.6 million**, a slight increase (six percent) from the previous fiscal year ($27.9 million).

- The cities and unincorporated Washington County collectively **invested about $12.6 million in TDT funds for transportation capital projects**. Hillsboro invested the most TDT funds, totaling over $6.6 million for improvements. Countywide, more than **$36 million in other revenue** (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.

- **Administration and compliance expenditures totaled approximately $760,000**. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT.

- TDT accounts across the county had a **total balance of over $113 million** on June 30, 2018.

II. TDT POLICY REVIEW

Reporting Requirements

This report fulfills State of Oregon statutory requirements for SDC reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in Washington County code section 3.17.140. These requirements include:

- Annual accounting, showing total revenues and expenditures over the past fiscal year;
- A list of projects that were funded by the TDT in the past fiscal year;
- The amount of funds spent (from TDT and from other sources) on each project; and
- The amount of funds attributed to administration of the TDT.

County code also requires this report to consider whether additional revenues should be generated to provide extra capacity improvements needed to address new development, and whether revenues exceed identified demands. In so doing, the county must consider:

- Construction of facilities on the project list by federal, state or other revenue sources;
- Receipt of unanticipated funds from other sources for construction of facilities on the project list;
- New information provided by the Institute of Transportation Engineers adjusting trip rates; and
- The impact of TDT credits.

Transportation Development Tax Overview

On November 4, 2008 Washington County voters approved the TDT, with 70.25 percent of voters in favor. The TDT is governed by Washington County Code section 3.17 as instituted by A-Engrossed Ordinance No. 691 as amended. In addition, the TDT is governed by Oregon Revised Statutes 223.297 through 223.314.

The TDT replaced the previous countywide charge, known as the Traffic Impact Fee (TIF), passed in 1990. The TDT, effective July 1, 2009, increased the rates and updated and clarified various procedures. The TDT essentially doubled the transportation SDC developers pay for the impacts new development has on the transportation system. The TDT is imposed on all development within Washington County, including inside the cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville. Each of these cities has signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly discussed and reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, county commissioners and other elected officials representing local governments.

The TDT is based on the average traffic generated by each type of development, as estimated in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 7th Edition*. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects, shown on an

official TDT Capital Improvement Project List ("TDT Project List") maintained by the county, are generally limited to improvements on major roads (arterials and collectors) and selected transit capital projects. Examples of eligible projects include roadway expansions, intersection improvements, sidewalks, bike lanes and bus stop enhancements. Developers may receive credits to help offset their TDT obligation if they construct eligible transportation improvements on the TDT Project List. Partial credit is allowed for improvements to arterials and collectors that are not on the list.

Rate Phase-In, Discounts and Other Policy Changes

The county initially intended to phase in TDT rates over a four-year period, with rates stepping up each year and the full rate taking effect on July 1, 2012. However, in response to the "Great Recession" and subsequent slow recovery, the county took deliberate steps to phase in TDT rates more slowly, apply additional discounts, and provide other accommodations. Accordingly, the Board of County Commissioners ("the Board") approved the following ordinances.

Ordinance 729

Ordinance 729 was developed conceptually by the WCCC and adopted by the Board, effective December 1, 2009. The primary effect of Ordinance 729 was to discount the TDT rates during the phase-in period (through June 30, 2012). The ordinance helped alleviate the impact that national economic conditions had on the development industry. The provisions of Ordinance 729 did the following:

- Established a 20 percent discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10 percent discount for charges paid between July 1, 2010 and June 30, 2011.
- Established a 5 percent discount for charges paid between July 1, 2011 and June 30, 2012.
- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discounted rate and the original rate. Refunds totaling $148,650 were actually issued countywide.
- Amended Washington County code section 3.17.080 to specify that pre-existing TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Because the 20 percent, 10 percent and 5 percent discounts applied to pre-existing step increases, the effective discounts were even greater compared to the fully phased-in rate. For example, the TDT rate for a single-family home was 55 percent, 36 percent and 19 percent of the fully phased-in rate during the respective fiscal years.

Ordinance 741

During the fall and winter of 2010, county staff worked with the cities and other parties to provide more temporal flexibility in the "previous use" definition within the TDT. Ordinance 741 was adopted July 26, 2011 and became effective August 26, 2011. Under the original TDT ordinance, a previous use was defined as "the most intensive lawful, permitted use existing at a particular property within the past 36

months prior to the date of application for a building permit." Ordinance 741 changed that time frame to "on or after January 1, 2005 but not more than ten years." By expanding this window of time, development applicants theoretically have more opportunities to reduce their TDT obligation by claiming a previous use and subtracting the prior use's TDT from the TDT obligation of the new use.

A-Engrossed Ordinance 746

A-Engrossed Ordinance 746, approved January 17, 2012, delayed the final step increase that would have brought rates to the top level on July 1, 2012. Instead, implementation of the top rates was delayed until as late as July 1, 2015, with the FY 2011-12 rates to be maintained in the interim. These interim rates were approximately 20 percent below the top rates.

A-Engrossed Ordinance 746 provided the Board two opportunities to remove the rate cap early and allow the final step-increase of TDT to occur on July 1, 2013 or July 1, 2014. It required the Board to hold a public hearing no later than April 30 of the respective year to determine whether the discount should be continued or terminated. In making its determination, the Board had to consider the recommendation of the WCCC.

In April 2013 the Board decided to leave the discount in place. In April 2014 the Board decided to maintain the discount tentatively but directed staff to develop a new ordinance that would implement full rates sometime between July 1, 2014 and July 1, 2015. The result, A-Engrossed Ordinance 793, is described later in this section.

A-Engrossed Ordinance 746 also adopted minor administrative changes that:

- Established procedures to replace Construction Cost Index factors when specific information sources are no longer available;

- Required any request to defer payment of TDT to occupancy to be signed by the owner of the property; and

- Established administrative provisions for uncollectable taxes.

Ordinance 751

On June 19, 2012, at the request of the WCCC, the Board considered and adopted Ordinance 751, which established an additional TDT discount for certain building reuses. Effective July 19, 2012, the ordinance established a 50 percent or 75 percent discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to a use with a TDT rate that is calculated per thousand square feet of gross floor area or gross leasable area – primarily commercial and industrial uses. Discounts are applied to the first 5,000 square feet of floor area, and are calculated at 50 percent for buildings three years or older, and 75 percent for buildings 20 years or older. The discount is intended to encourage small- to medium-sized renovation or redevelopment of vacant buildings and spaces. The discount was set to expire on June 30, 2015 but was later extended indefinitely by A-Engrossed Ordinance 793.

In FY 2017-18 several developments used the change-in-use discount, including one in Beaverton, two in Tigard, four in Hillsboro and six in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2017-18 was about $812,000.

A-Engrossed Ordinance 793

A-Engrossed Ordinance 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- Ended the temporary discount on TDT rates that was established by Ordinance 729 in 2009, extended by A-Engrossed Ordinance 746 in 2012, and continued through Board resolutions in 2013 and 2014.

- Adjusted the timing of TDT calculations for applicants that have obtained building permits and have deferred some TDT until building occupancy. Applicants are now allowed to pay the TDT rate in effect at the time of building permit acquisition and TDT deferral. Prior to the effective date of A-Engrossed Ordinance 793 applicants that deferred payment to occupancy had to pay the rate that was in effect at the time of occupancy.

- Made permanent the Change-in-Use Discount enacted through Ordinance 751 in 2012. This discount was previously set to expire on July 1, 2015. This discount applies to existing, previously occupied buildings changing to certain commercial and industrial uses.

Construction Cost Index

The Construction Cost Index ("Index") provides an objective basis for adjusting TDT rates over time. It is a weighted index based on three factors: change in materials costs (weighted 50 percent), change in labor costs (weighted 30 percent) and change in right-of-way costs (weighted 20 percent), averaged over the last five years. The Index must be calculated and shared with the Board of County Commissioners annually no later than April 30. This gives the Board the opportunity to review the Index and, if desired, remove the rate cap established by Ordinance 746 effective July 1 of the respective year. As mentioned previously, A-Engrossed Ordinance 793 removed the rate cap, effective October 1, 2014. In 2015 and subsequent years, the Board decides during the May-June period whether to approve rate increases prescribed by the Index.

In 2013 county staff had to reformulate the Index because the Oregon Department of Transportation (ODOT) discontinued the cost trend report originally used to calculate the materials component of the index. After researching a number of alternatives and conferring with the WCCC, county staff replaced the ODOT index with the National Highway Construction Cost Index. The other two components of the Index, and the weighting of all three components, remained the same.

TDT Index History
Cost Change Index using the National Highway Construction Cost Index

Year	2011	2012	2013	2014	2015	2016	2017
Materials Component							
National Highway CCI	1.0728	1.1624	1.1029	1.112	1.1321	1.104	N/A
% Annual Change	1.04%	5.00%	-2.09%	0.79%	1.84%	-1.35%	N/A
Ave 5-year Change	-4.54%	-2.81%	-3.40%	0.27%	1.28%	0.57%	N/A
Labor Component							
BLS Employment Cost Index	116.4	117.6	118.6	120.7	123.4	124.9	128.3
% Annual Change	2.46%	1.03%	0.85%	1.77%	2.24%	1.22%	2.72%
Ave 5-year Change	2.36%	1.80%	1.35%	1.56%	1.67%	1.42%	1.76%
Right-of-Way Component							
Ave Total Real Market Value	$374,922	$365,516	$407,690	$453,046	$481,670	$530,246	$581,558
% Annual Change	-4.35%	-2.51%	11.54%	11.13%	6.32%	10.08%	9.68%
Ave 5-year Change	2.33%	-1.65%	-1.12%	2.18%	4.42%	7.31%	9.75%
Weighted Average Index	**-1.113%**	**-1.195%**	**-1.516%**	**1.038%**	**2.028%**	**2.174%**	**Data not available**

< - - - - - - - - - - - - - Five-year moving average - - - - - - - - - - - - - >

In 2018, county staff had to reformulate the Index again because FHWA staff updated the NHCCI methodology and revised prior calculations based on the new procedures. The older calculation methodology has been discontinued. Calculation of the index with both the prior NHCCI and the revised NHCCI 2.0 are shown in the table above and below this text. FHWA staff believes the revised index more accurately represents construction costs. After researching impacts of the change and conferring with the WCCC, county staff incorporated this new index into the rate adopted by the Board of Commissioners on April 17, 2018.

TDT Index History
Cost Change Index using the National Highway Construction Cost Index 2.0

Year	2011	2012	2013	2014	2015	2016	2017
Materials Component							
National Highway CCI	1.5099	1.6016	1.6130	1.6816	1.6984	1.6616	1.6752
% Annual Change	4.91%	6.07%	0.71%	4.25%	1.00%	-2.17%	0.82%
Ave 5-year Change	-0.08%	1.02%	-0.29%	3.14%	3.39%	1.97%	0.92%
Labor Component							
BLS Employment Cost Index	116.4	117.6	118.6	120.7	123.4	124.9	128.3
% Annual Change	2.46%	1.03%	0.85%	1.77%	2.24%	1.22%	2.72%
Ave 5-year Change	2.36%	1.80%	1.35%	1.56%	1.67%	1.42%	1.76%
Right-of-Way Component							
Ave Total Real Market Value	$ 374,922	$ 365,516	$ 407,690	$ 453,046	$481,670	$ 530,246	$581,558
% Annual Change	-4.35%	-2.51%	11.54%	11.13%	6.32%	10.08%	9.68%
Ave 5-year Change	2.23%	-1.65%	-1.12%	2.18%	4.42%	7.31%	9.75%
Weighted Average Index	**1.117%**	**0.721%**	**0.039%**	**2.474%**	**2.028%**	**2.875%**	**2.939%**

< - - - - - - - - - - - - - - Five-year moving average - - - - - - - - - - - - - - >

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2018) was $8,706, up from the $8,458 charged between October 1, 2017 and June 30, 2018.

III. COUNTYWIDE FINANCIAL ANALYSIS

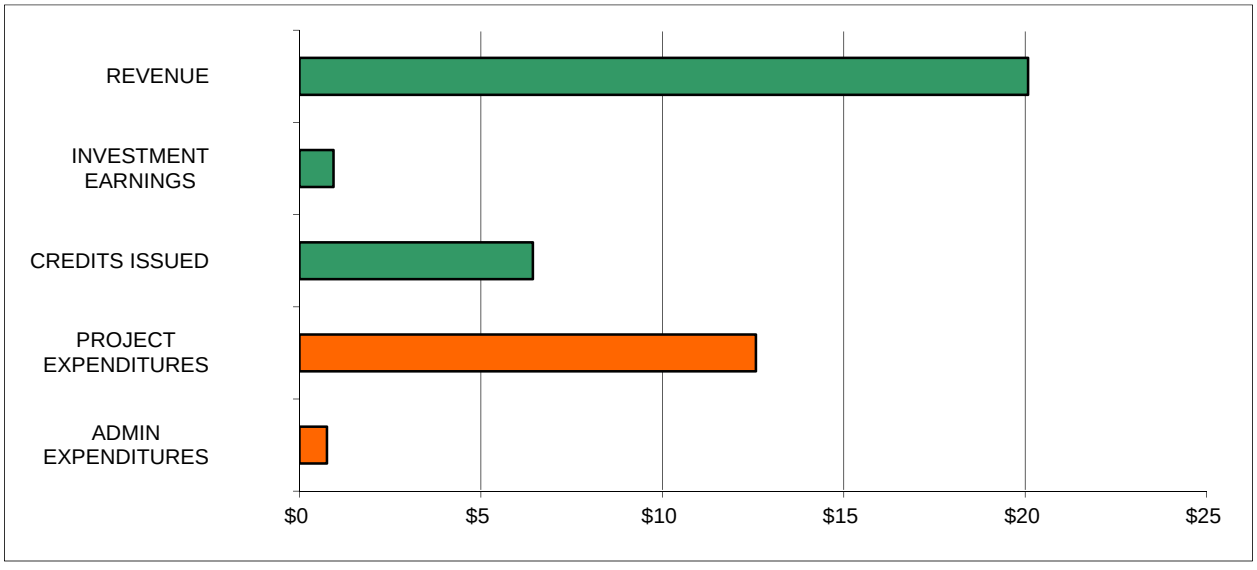
Countywide Total TDT Activity and Balance

In FY 2017-18, the county and cities collected $20,079,785 in TDT revenue. While this represents a seven percent decrease compared to the previous fiscal year, it shows general overall growth since the program started in 2009. County and city TDT accounts earned interest amounting to $940,771. Jurisdictions issued 24 different credits totaling $6,431,410 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was $29,581,969 countywide in FY 2017-18.

Expenditures on capital projects (which may include design), totaled $12.6 million. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to about $760,000. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2018 were added together for all jurisdictions across the county, the total "account balance" would be about $113 million. That total does not include issued TDT credits or outstanding TDT credit balances. To date there has been significantly more TDT revenue than expenditures – a situation that will likely change in coming years as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2017-18.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2017-18
(Reported in millions of $'s)

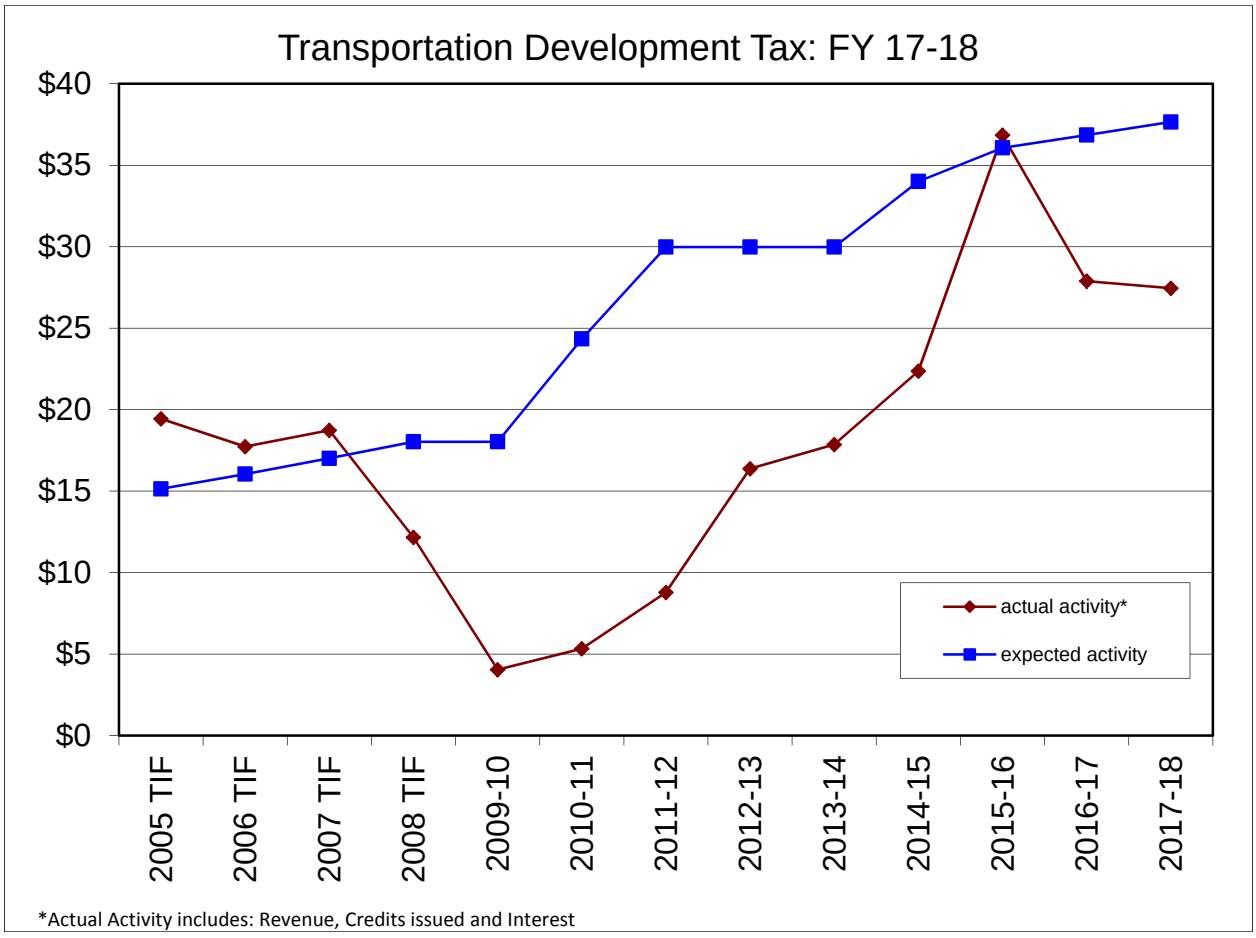


Actual vs. Expected Total TDT Activity

In 2008 the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues once the TDT was completely phased in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the Board approved Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate, and reduced TDT obligations for eligible redeveloping properties (as described in Section II). Based on pre-recession assumptions, "expected" total TDT activity for FY 2017-18 should have been around $37.7 million. Actual activity was $28 million, less than that expectation. Total TDT activity in FY 2017-18 was down slightly (by about two percent) compared to FY 2016-17, but shows overall growth since the program started in 2009.

Figure 2 compares actual annual TIF and TDT total activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent recovery are obvious in the graph. A major employer underwent a significant expansion in 2015-16, accounting for the activity spike that year. During the 2017-18 fiscal year with the rates now fully phased in, the total TDT activity is approximately 15-20 percent less than expected TDT activity anticipated in 2008.

FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY*
(Reported in millions of $'s)

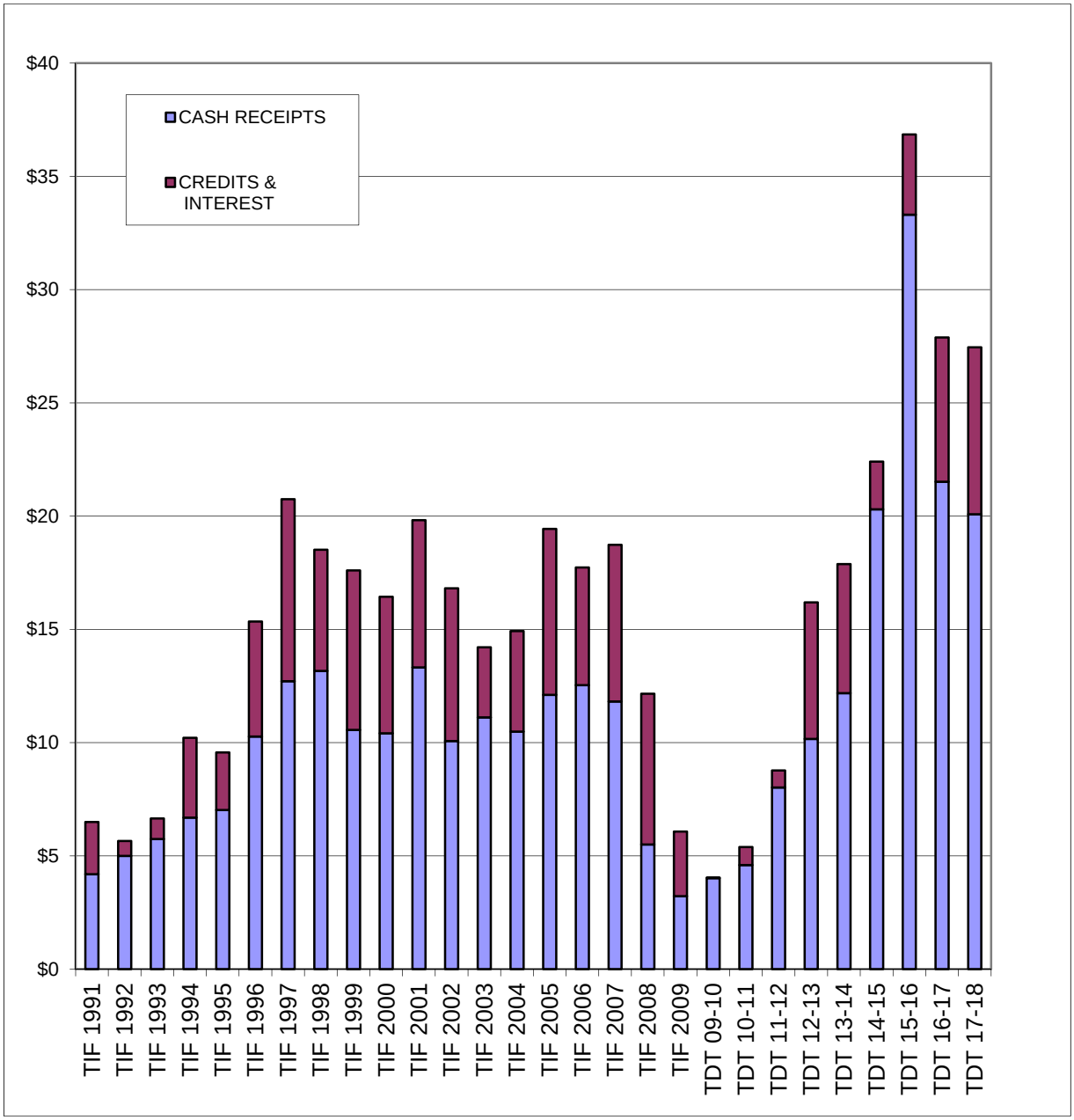


Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2017-18 with that of previous years, including TIF activity for calendar years prior to 2010. FY 2015-16 generated the most revenue and the most total activity since the TIF program went countywide in 1990. Much of the gain can be attributed to the implementation of full TDT rates on October 1, 2014, after years of discounted rates. In addition, development activity continues to be strong after the Great Recession. FY 2017-18 was slightly lower than FY 2016-17 and significantly lower than the record set in FY 2015-16, but remains strong. Total TDT activity in each of the last four years has exceeded that of all pre-recession years.

FIGURE 3: ANNUAL PROGRAM COMPARISON

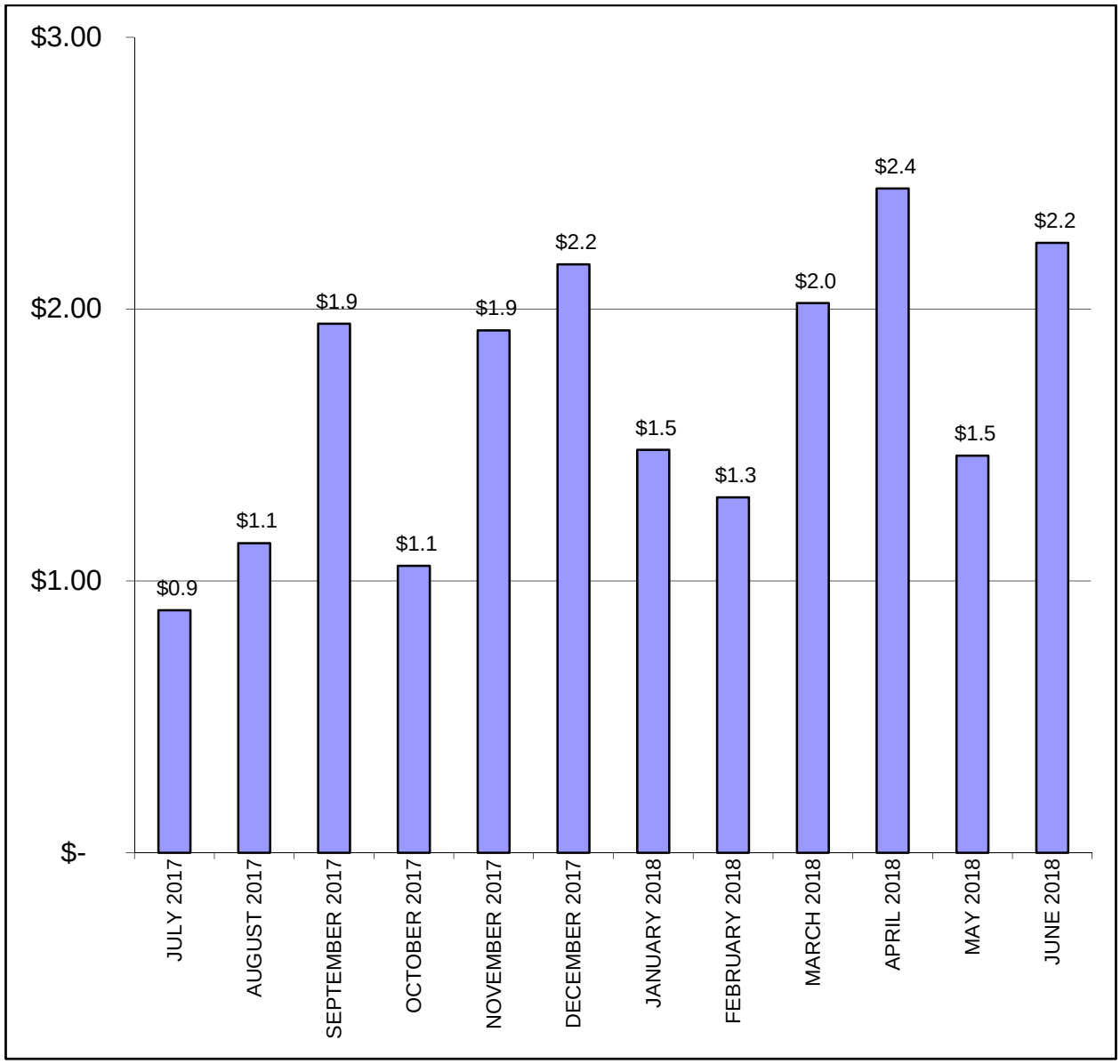
(Reported in millions of $'s)



TDT Payments by Month

TDT payments fluctuate by month, as depicted in Figure 4 below. Variations are due to the seasonality of the construction industry as well as occasional large TDT payments for major development projects. During FY 2017-18, revenue ranged from just under $1 million in July, 2017 to about $2.4 million in April, 2018.

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2017-18
(Reported in millions of $'s)



Interest Earned

During FY 2017-18, the countywide TDT program collected $940,771 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Table 3 on the next page includes a breakdown of interest earnings by jurisdiction, along with other information.

Credits

The TDT program provides opportunities for developers to reduce or eliminate TDT charges by improving eligible transportation facilities and/or dedicating right-of-way for future TDT-eligible improvements. After a developer improves a facility or dedicates right-of-way, the improvement is "accepted" by the applicable jurisdiction, and the developer then has 90 days to request a TDT credit. Each request is reviewed by the jurisdiction in order to ensure that the project meets eligibility requirements, that the actual construction costs were reasonable, and that right-of-way values were calculated per code. If all criteria are met, the jurisdiction issues a credit voucher for the specific property and for a specific dollar amount. During the ten years following the issuance of credit, the developer of the subject property may submit a credit voucher in lieu of paying TDT. Credit vouchers may also be transferred to other properties in the vicinity, with some restrictions.

Credit is generally available for eligible improvements made to facilities listed on the TDT Project List. Partial credit may be available for improvements that are not on the TDT Project List but are on a facility designated as an arterial or collector in the applicable jurisdiction's transportation system plan. During FY 2017-18, a total of 23 separate TDT credits were issued: five in Hillsboro, two in Tigard, two in Beaverton, two in Sherwood, and 12 in unincorporated Washington County. The 23 credits represent $6,431,410 in eligible improvements to the transportation system. Developers used about $4.3 million in TDT credit vouchers to pay for TDT obligations; some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 3 and Figures 6 and 7 summarize FY 2017-18 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances.

The jurisdictions with the highest cash receipts in FY 2017-18, in order, were unincorporated Washington County ($6.9 million, 35 percent of total), Tigard ($4.1 million, 20 percent of total), Forest Grove ($2.7 million, 13 percent of total), Tualatin ($2.4 million, 12 percent of total) and Hillsboro ($2.2 million, 11 percent of total). If credits and interest are included, unincorporated Washington County still had the most activity with $9.9 million; followed by Hillsboro with $5.5 million and Tigard with $4.2 million in total TDT activity.

In terms of expenditures, Hillsboro had the highest amount, with $6.7 million for capital projects and administrative expenses; this was followed by unincorporated Washington County, with $3.5 million in expenditures, and Beaverton with $2.3 million in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2018 was highest in Washington County ($45.4 million), followed by the City of Hillsboro ($20.2 million) and Tigard ($11.6 million).

TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2017-18

(Rounded to nearest dollar)

Jurisdiction	Balance as of 7/1/16	Cash Receipts	Interest Earnings & Transfers	Credits Issued*	"Total Activity"	Project & Admin Expenses	Balance as of 6/30/17
Banks	$ 24,690	$ 29,818	$ 870	$ -	$ 30,688	$ -	$ 55,377
Beaverton	$ 10,280,341	$ 771,845	$ 167,539	$ 1,020,781	$ 1,960,166	$ 2,311,352	$ 8,908,374
Cornelius	$ 225,776	$ 36,644	$ 4,041	$ -	$ 40,685	$ -	$ 266,461
Durham	$ 8,508	$ -	$ 145	$ -	$ 145	$ -	$ 8,653
Forest Grove	$ 6,373,308	$ 2,651,161	$ 121,438	$ -	$ 2,772,598	$ -	$ 9,145,907
Gaston	$ 59,513	$ -	$ 856	$ -	$ 856	$ -	$ 60,369
Hillsboro	$ 23,621,625	$ 2,241,552	$ 1,050,229	$ 2,248,250	$ 5,540,030	$ 6,747,920	$ 20,165,486
King City	$ 2,231,837	$ 209,436	$ 40,486	$ -	$ 249,922	$ 24,681	$ 2,457,078
North Plains	$ 2,254,118	$ 228,366	$ 23,385	$ -	$ 251,751	$ -	$ 2,505,869
Sherwood	$ 2,395,774	$ 498,600	$ 1,175,220	$ 367,763	$ 2,041,583	$ 120,933	$ 3,948,661
Tigard	$ 7,528,397	$ 4,085,773	$ 8,847	$ 126,871	$ 4,221,492	$ 46,995	$ 11,576,022
Tualatin	$ 6,292,089	$ 2,400,789	$ 134,751	$ -	$ 2,535,540	$ 582,965	$ 8,244,665
Washington County	$ 41,594,970	$ 6,925,802	$ 336,866	$ 2,667,745	$ 9,930,413	$ 3,502,717	$ 45,354,921
Wilsonville	$ 327,340	$ -	$ 6,100	$ -	$ 6,100	$ -	$ 333,440
Countywide Total	**$ 103,218,286**	**$ 20,079,785**	**$ 3,070,774**	**$ 6,431,410**	**$ 29,581,969**	**$ 13,337,563**	**$ 113,031,282**

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2017-18

(Does not include credits, interest earnings or fund transfers)

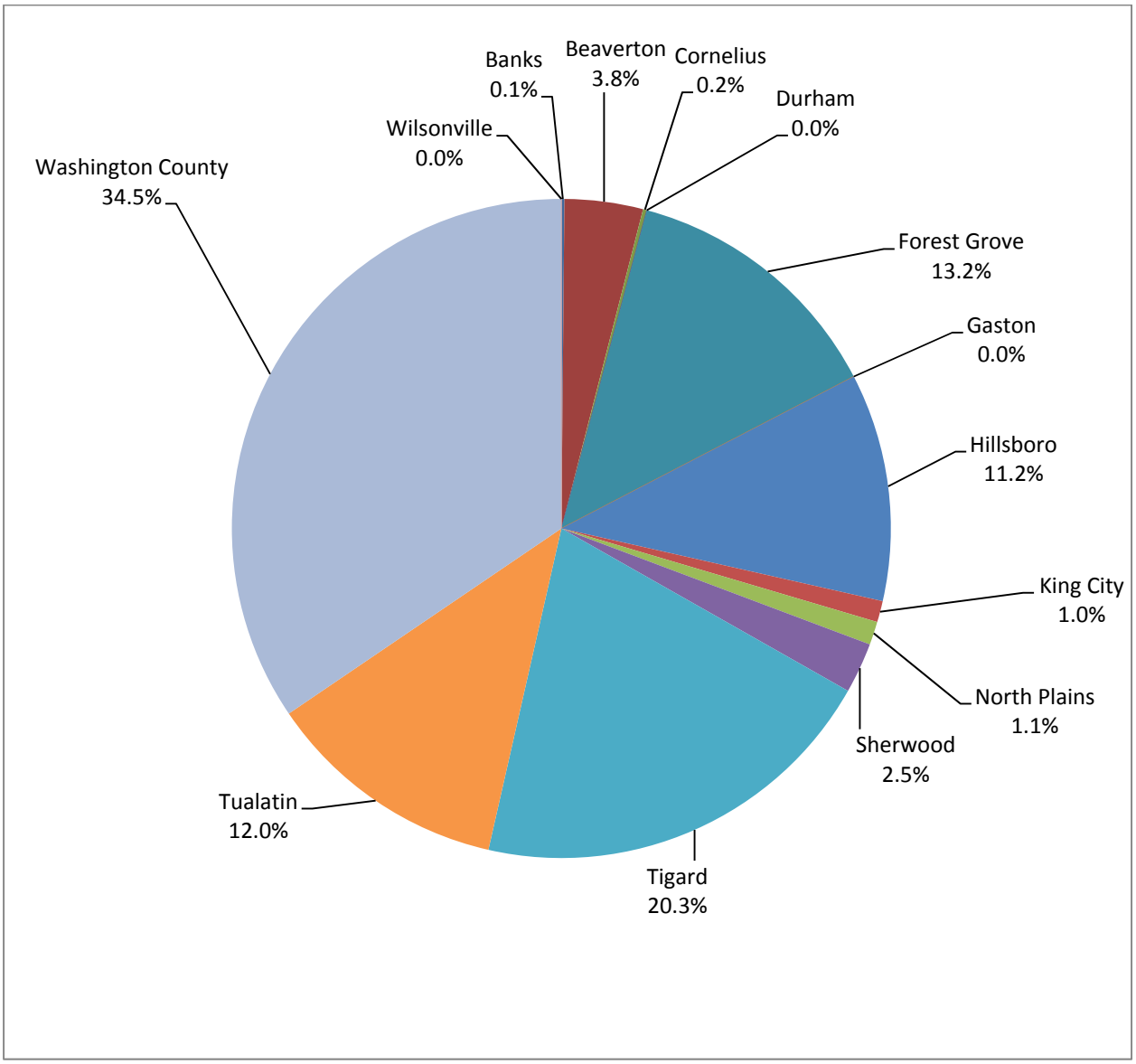
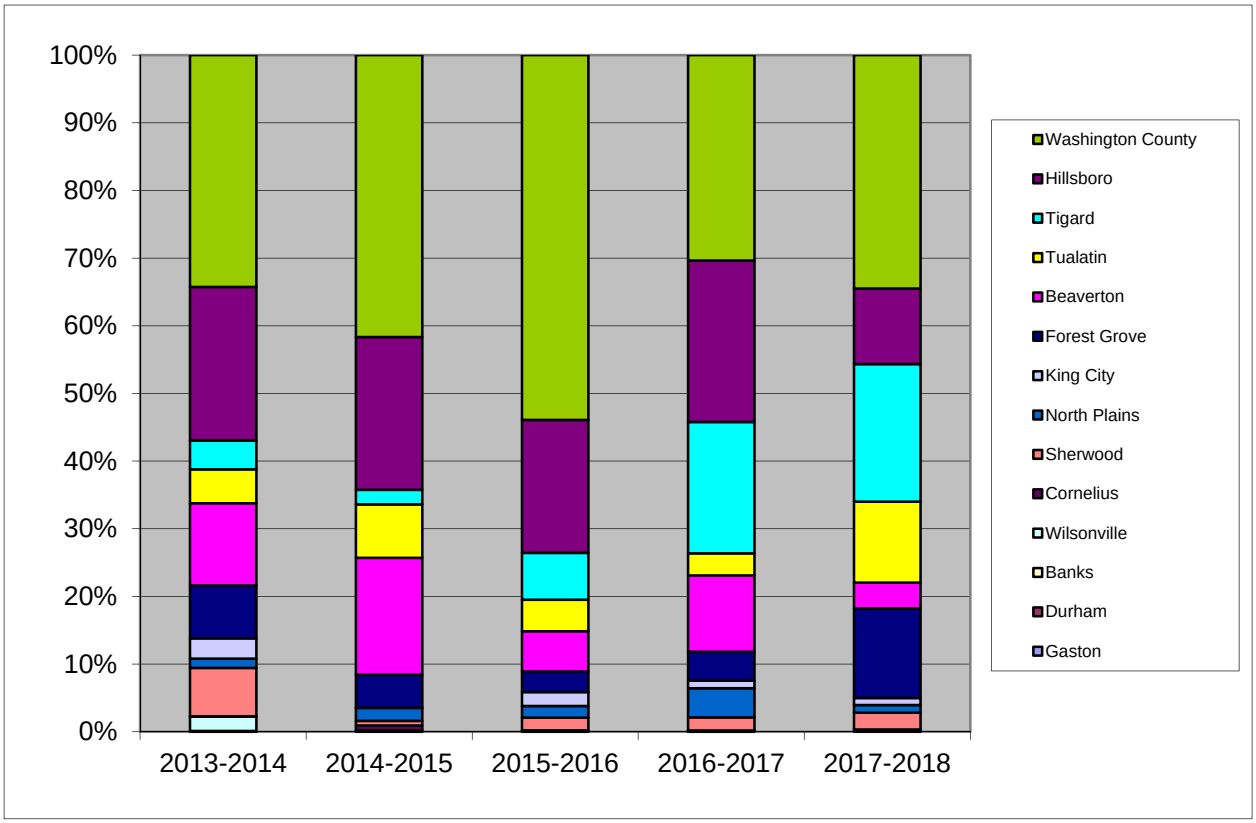


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2013-14 through FY 2017-18

(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2017-18, eight cities and Washington County invested a combined total of $12,580,768 in TDT funds to design and/or construct capital improvements on the TDT Project List. Amounts listed below highlight some of the FY 2017-18 expenditures.

- The City of Beaverton used almost $2 million for the Crescent Connection multi-use path.
- The City of Hillsboro invested about $6.6 million for a number of projects, including widening of 231st Avenue at Cornell Road, extensions of Century Boulevard and Cherry Drive, and a Jackson School Road bike/ped project.
- The City of Sherwood used about $100,000 for improvements to OR 99W/Sunset Boulevard and the Cedar Creek Trail.
- The City of Tigard used about $20,000 toward several smaller projects, including contributions toward a signal on Upper Boones Ferry Road and Roy Rogers Road improvements.
- The City of Tualatin used about $580,000 for the Garden Corner Curves (105th/Blake/108th) and Myslony Bridge projects.
- Washington County used about $1.3 million for the 185th Avenue/Springville Road, Cedar Hills Boulevard/US 26 intersections and Brookwood Parkway between Meek Road and Shute Road.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2017-18, jurisdictions invested over $36 million in non-TDT funding resources for projects on the TDT List. Significant examples include:

- ***Roadway Improvements:*** Farmington Road, Walker Road, Walnut Street, Cornelius Pass Road, 158th Avenue, 198th Avenue, Roy Rogers Road, NE 28th Avenue, Jackson School Road, Jenkins Road, 10th Avenue, 175th Avenue, 209th Avenue, West Union Road, Springville Road
- ***Roadway Extensions:*** Cherry Drive, Hidden Creek Drive, 264th Avenue, Basalt Creek Parkway, Century Boulevard
- ***Intersection Improvements:*** OR 99W/McDonald/Gaarde, 185th Avenue/Springville Road, 175th Avenue/Kemmer Road, Walker Road/Murray Boulevard, Century Boulevard/TV Highway, Elwert Road/Kruger Road, Cedar Hills Boulevard/US 26 Eastbound Off-Ramp, Cornelius Pass Road/Germantown Road
- ***Pedestrian Projects:*** Fischer Road, Springville Road crossing
- ***Bicycle/Pedestrian Projects:*** Jackson School Road
- ***Bridge/Culvert Replacements:*** Myslony Bridge, 227th Avenue over Rock Creek, Butner Road
- ***Safety Improvements:*** 185th Avenue, Springville Road
- ***Interchange:*** OR 217 (Allen-Denney) Interchange

Additional Improvement Value Contributed by Development:

Starting in this fiscal year (2017-18) some of the local jurisdictions within the county began tracking additional expenditures the development community has made toward public roadway improvements. This is intended to be useful in tracking the total investment in roadway facilities, which becomes important periodically when identifying financially constrained projects in the Regional Transportation Plan and for other purposes. During the 2017-18 fiscal year, two cities reported additional improvement value contributed by development to be $7,723,437.

Appendices A and B to this report detail the TDT Road and Transit Project Lists with associated expenditures from TDT and other sources from FY 2009-10 through FY 2017-18. In total, $175 million has been invested in eligible road projects on the TDT Project List since 2009, including $19.5 million in TDT funds and $155.6 million in other funds. In addition, $2.9 million has been invested in eligible transit projects, including $2.0 million in TDT funds and $938,530 in other funds.

TDT Cost Capture

One purpose of this report is to monitor changes in transportation infrastructure needs and to track the percentage of those needs that is “captured” by the TDT. When the TDT was developed, staff estimated that it would raise 28 percent of the revenue necessary to complete eligible components of the projects on the TDT Project List. It assumes that other revenue will come from sources such as the gas tax and the county’s property tax-funded Major Streets Transportation Improvement Program and that some needs would remain unfunded. As of the end of FY 2017-18, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover about 22 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in January 2015 and February 2018, which resulted in a net increase in project needs.

The 2008 TDT Methodology Report estimates how these growth-related infrastructure costs get passed on to new users of the system and provides a basis for TDT rates. It divides the total cost of the TDT Project List by the increase in average daily motor vehicle and transit trip-ends as forecast by the Metro Regional Travel Demand Model. This calculation is repeated each year in the Annual Report to monitor changes in the cost per trip-end due to investments in TDT-eligible projects from all sources and/or changes to the TDT Project List.

Comparing the total cost of TDT-eligible projects that remain unfunded (including almost $3 billion in road projects and over $500 million in transit projects) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of $1,786 per motor vehicle trip and $306 per transit trip. The Captured Cost per New Person Trip-End values (second to last column) remains constant, but now represents about 22% of the eligible motor vehicle costs and 15% of eligible transit costs, as shown in Table 4 below. Compliance costs are assumed to have remained static.

TABLE 4: SDC-ELIGIBLE COST PER PERSON TRIP-END
(Deducting completed projects)

Type of Cost	Remaining SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Captured Cost per New Person Trip-End	Capture Rate
Motor Vehicle Cost	$2,976,363,589	1,666,558	$1,786	$391	21.9%
Transit Cost	$510,582,396	1,666,558	$306	$45	14.7%
Compliance Cost	$5,234,000	1,666,558	$3	$3	95.5%
Total	$3,492,179,986		$2,095	$439	N/A

The main takeaway is that TDT is now anticipated to cover a slightly smaller percentage of the needs identified on the TDT Project List compared to when the TDT first became effective. As mentioned earlier, this is primarily due to additional projects and revised project cost estimates that have been added to the TDT Project List.

Appendix A: TDT Road Project List Expenditures
FY 2017-18

List as amended by
Resolution and Order 18-17
February 6, 2018

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 17-18 TDT	FY 17-18 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
2000	Beaverton	114th/115th	MAX Light Rail	Beaverton-Hillsdale/ Griffith	Construct 2-lane multimodal	$ 11,040,000	100%			$ 11,040,000	100%	$11,040,000	2014-2024			$ -	$ -	$ -
2001	Beaverton	120th	Center	Canyon	Construct 2-lane multimodal	$ 9,825,600	100%			$ 9,825,600	100%	$9,825,600	2014-2024			$ -	$ -	$ -
2002	Beaverton	125th	Brockman	Hall	Extend 2-lane multimodal	$ 15,345,600	100%			$ 15,345,600	100%	$15,345,600	2014-2024			$ -	$ 143,127	$ 143,127
2003	Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	$ 6,955,200	100%			$ 6,955,200	100%	$6,955,200	2014-2024		$ 82,486	$ -	$ 82,486	$ 82,486
2004	Beaverton	Allen	Murray	Hwy 217	Add turn lanes, bike lanes, sidewalks & signalize	$ 45,926,400	100%			$ 45,926,400	100%	$45,926,400	2014-2024			$ -	$ -	$ -
2005	Beaverton	Allen: Murray to Scholls Ferry; Cedar Hills: Farmington to north of Walker; Hall: SB OR 217 ramp to Cedar Hills; Farmington: SB OR 217 ramp to west of Murray			Adaptive signal systems	$ 11,040,000	100%			$ 11,040,000	100%	$11,040,000	2014-2024			$ -	$ -	$ -
2006	Beaverton	Baltic	US26 WB	Barnes	Add NB aux lane; Add SB aux lane	$ 570,000	100%			$ 570,000	100%	$570,000	2025-2039			$ -	$ -	$ -
2007	Beaverton	Barnes	117th	Baltic	Bus pullouts, shelters, and transit amenities	$ 700,000	100%			$ 700,000	100%	$700,000	2014-2024			$ -	$ -	$ -
2008	Beaverton	Barnes	116th		Construct traffic signal; Construct 2nd WB left turn lane	$ 500,000	100%			$ 500,000	77%	$384,058	2014-2024			$ -	$ -	$ -
2009	Beaverton	Barnes	Cedar Hills		Add 2nd EB to SB right turn lane	$ 450,000	100%			$ 450,000	100%	$450,000	2014-2024			$ -	$ -	$ -
2010	Beaverton	Barnes	Cedar Hills	Valeria	Add WB aux lane; modify signals	$ 1,250,000	100%			$ 1,250,000	100%	$1,250,000	2014-2024			$ -	$ -	$ -
2011	Beaverton	Barnes	Station North/Holly		Construct signal and interconnect; Add WB right turn lane	$ 600,000	100%			$ 600,000	100%	$600,000	2014-2024			$ -	$ -	$ -
2012	Beaverton	Barnes	Station North/Holly	Lois	Add EB and WB aux lanes; Modify traffic signal and interconnect	$ 1,900,000	100%			$ 1,900,000	100%	$1,900,000	2014-2024			$ -	$ -	$ -
2013	Beaverton	Barnes	Lois	OR217	Add NB aux lane; Add 2nd SB left turn lane; Modify transit station entrance; Modify traffic signal	$ 600,000	100%			$ 600,000	100%	$600,000	2014-2024			$ -	$ -	$ -
2014	Beaverton	Barnes	OR 217		Add NB right turn lane; Add NB aux lane; Add Wb right turn lane; Add WB aux lane to US 26 WB; Modify traffic signal	$ 2,100,000	100%			$ 2,100,000	100%	$2,100,000	2014-2024			$ -	$ -	$ -
2015	Beaverton	Barnes	OR 217	Leahy	Interconnect traffic signals	$ 200,000	100%			$ 200,000	88%	$175,824	2025-2039			$ -	$ -	$ -
2016	Beaverton	Barnes	Baltic		Add EB right turn lane, Add WB left turn lane; Add WB aux lane; Add NB left turn lane; Add NB aux lane; Add dual NB right turn lane; Modify traffic signal	$ 2,700,000	100%			$ 2,700,000	100%	$2,700,000	2014-2024			$ -	$ -	$ -
2017	Beaverton	Barnes	Baltic	Monterey Pl	Add WB aux lane; Modify traffic signals	$ 600,000	100%			$ 600,000	100%	$600,000	2025-2039			$ -	$ -	$ -
2018	Beaverton	Barnes	Monterey		Add EB left turn lane; Modify traffic signal	$ 500,000	100%			$ 500,000	88%	$439,560	2025-2039			$ -	$ -	$ -
2019	Beaverton	Barnes	Miller		Add aux lanes at all intersection approaches; Modify Miller SB lane approaches; Modify Miller SB lane assignments; Modify traffic signals	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2025-2039			$ -	$ -	$ -
2020	Beaverton	Beaverton-Hillsdale	Western		Turn lanes, signal improvements	$ 2,064,480	100%			$ 2,064,480	100%	$2,064,480	2025-2039			$ -	$ -	$ -
2021	Beaverton	Butner	Cedar Hills		Add dual EB left turn lanes; Add single EB right turn lane; Modify signal; Interconnect to US26 interchange signals	$ 1,430,000	100%			$ 1,430,000	100%	$1,430,000	2014-2024			$ -	$ -	$ -
2022	Beaverton	Canyon	170th	OR 217	Access management	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
2023	Beaverton	Canyon	Cedar Hills		Turn lanes, signal improvements	$ 6,922,080	100%			$ 6,922,080	100%	$6,922,080	2025-2039			$ -	$ -	$ -
2024	Beaverton	Cedar Hills	300' north of Celeste	Barnes	Add NB and SB aux lanes, extend 300' north of Celeste	$ 2,330,000	100%			$ 2,330,000	100%	$2,330,000	2014-2024			$ -	$ -	$ -
2025	Beaverton	Cedar Hills	Barnes	US 26 WB	Add SB multi-use bike/ped facility	$ 250,000	100%			$ 250,000	100%	$250,000	2014-2024			$ -	$ -	$ -
2026	Beaverton	Cedar Hills	US 26 WB		Add NB aux lane to Barnes; Add bike/ped tunnel under WB on ramp; Modify WB offramp lane assignments; Modify and interconnect signals	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
2027	Beaverton	Cedar Hills	US 26 WB	US 26 EB	Construct sidewalks and bike lanes	$ 670,000	100%			$ 670,000	100%	$670,000	2014-2024	$ 229,057		$ 262,134	$ -	$ 262,134
2028	Beaverton	Cedar Hills	US 26 EB		Construct dual SB left turn lanes and EB aux lane; Construct EB left and right turn lanes; Construct signals and interconnect	$ 1,770,000	100%			$ 1,770,000	100%	$1,770,000	2014-2024			$ -	$ -	$ -

Appendix A: TDT Road Project List Expenditures
FY 2017-18

List as amended by
Resolution and Order 18-17
February 6, 2018

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 17-18 TDT	FY 17-18 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
2029	Beaverton	Cedar Hills	US 26 EB	Butner	Convert NB right turn lane into Th-Rt Aux lane to US26 EB with ped island; Add sidewalk and bike lanes	$ 448,000	100%			$ 448,000	100%	$448,000	2014-2024			$ -	$ -	$ -
2030	Beaverton	Cedar Hills	Walker		Add double left turn lanes on all approaches, add EB rt turn lane	$ 3,643,200	100%			$ 3,643,200	97%	$3,545,614	2025-2039			$ -	$ -	$ -
2031	Beaverton	Cedar Hills	Walker	Farmington	Add turn lanes, bike lanes	$ 20,976,000	100%			$ 20,976,000	100%	$20,976,000	2014-2024			$ -	$ -	$ -
2032	Beaverton	Cedar Hills	Jenkins		Turn lanes, signal improvements	$ 2,550,240	100%			$ 2,550,240	100%	$2,550,240	2025-2039			$ -	$ -	$ -
2033	Beaverton	Cedar Hills	Hall		Add NB rt turn lane	$ 728,640	100%			$ 728,640	100%	$728,640	2025-2039			$ -	$ -	$ -
2034	Beaverton	Cornell	113th		Add aux lanes at all intersection approaches; Modify traffic signal	$ 700,000	100%			$ 700,000	100%	$700,000	2014-2024			$ -	$ -	$ -
2035	Beaverton	Cornell	107th		Construct traffic signal	$ 360,000	100%			$ 360,000	100%	$360,000	2014-2024			$ -	$ -	$ -
2036	Beaverton	Crescent	Rose Biggi	Cedar Hills	Extend 2-lane multimodal	$ 3,864,000	100%			$ 3,864,000	100%	$3,864,000	2014-2024			$ -	$ 65,237	$ 65,237
2037	Beaverton	Davies	Scholls Ferry	Barrows	Extend 2-lane multimodal	$ 5,409,600	100%			$ 5,409,600	100%	$5,409,600	2014-2024			$ -	$ -	$ -
2038	Beaverton	Dawson/ Westgate	Rose Biggi	Hocken	Extend 2-lane multimodal	$ 9,825,600	100%			$ 9,825,600	100%	$9,825,600	2014-2024	$ 50,651		$ 395,774	$ 31,576	$ 427,350
2039	Beaverton	Denney	Hall	Scholls Ferry	Add turn lanes, bike lanes & signalize	$ 6,734,400	100%			$ 6,734,400	100%	$6,734,400	2014-2024			$ -	$ -	$ -
2040	Beaverton	Farmington	Cedar Hills		Turn lanes, signal improvements	$ 3,036,000	100%			$ 3,036,000	100%	$3,036,000	2025-2039		$ 617,281	$ -	$ 4,470,996	$ 4,470,996
2041	Beaverton	Farmington	Lombard		Add NB rt turn lane	$ 1,689,120	100%			$ 1,689,120	100%	$1,689,120	2025-2039		$ 343,433	$ -	$ 2,487,500	$ 2,487,500
2042	Beaverton	Hall extension	to Jenkins		Construct 2 or 4 lane	$ 15,897,600	100%			$ 15,897,600	100%	$15,897,600	2025-2039			$ -	$ -	$ -
2044	Beaverton	Hall	Cedar Hills	Farmington	Add turn lanes, bike lanes	$ 5,740,800	100%			$ 5,740,800	100%	$5,740,800	2014-2024			$ -	$ -	$ -
2045	Beaverton	Hall	Center		Turn lanes, signal improvements	$ 121,440	100%			$ 121,440	100%	$121,440	2025-2039			$ -	$ -	$ -
2046	Beaverton	Hall	Allen		Add EB&WB rt turn lanes, NB&SB double lefts	$ 2,373,600	100%			$ 2,373,600	100%	$2,373,600	2025-2039			$ -	$ -	$ -
2047	Beaverton	Hall	Denney		Turn lanes, signal improvements	$ 850,080	100%			$ 850,080	100%	$850,080	2025-2039			$ -	$ -	$ -
2048	Beaverton	Hall	500' south of Allen	12th	Add turn lanes, bike lanes	$ 6,734,400	100%			$ 6,734,400	100%	$6,734,400	2014-2024			$ -	$ -	$ -
2049	Beaverton	Millikan	TV Hwy	141st	Add turn lanes, signals, bike and ped	$ 18,878,400	100%			$ 18,878,400	100%	$18,878,400	2014-2024			$ -	$ -	$ -
2050	Beaverton	Millikan	Murray		Rt turn lane for WB Millikan	$ 607,200	100%			$ 607,200	100%	$607,200	2025-2039			$ -	$ -	$ -
2051	Beaverton	Millikan	141st	Hocken	Add signal, turn lanes, bike & ped	$ 2,870,400	100%			$ 2,870,400	100%	$2,870,400	2014-2024			$ -	$ -	$ -
2052	Beaverton	Millikan	Watson	114th	Extend 2-lane multimodal	$ 15,235,200	100%			$ 15,235,200	100%	$15,235,200	2014-2024			$ -	$ -	$ -
2053	Beaverton	Murray	Allen		Turn lanes, signal improvements	$ 1,578,720	100%			$ 1,578,720	100%	$1,578,720	2025-2039	$ 1,299		$ 1,299	$ -	$ 1,299
2054	Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	$ 1,280,640	100%			$ 1,280,640	100%	$1,280,640	2025-2039			$ -	$ -	$ -
2055	Beaverton	New street	Broadway	115th	Construct 2-lane multimodal	$ 4,968,000	100%			$ 4,968,000	100%	$4,968,000	2014-2024			$ -	$ -	$ -
2056	Beaverton	Nimbus	Denney	Hall	Extend 2-lane multimodal	$ 17,001,600	100%			$ 17,001,600	100%	$17,001,600	2014-2024			$ -	$ -	$ -
2058	Beaverton	Rose Biggi	TV Hwy	Broadway	Extend 2-lane multimodal	$ 3,312,000	100%			$ 3,312,000	100%	$3,312,000	2014-2024			$ -	$ -	$ -
2059	Beaverton	Scholls Ferry	Allen		Turn lanes, signal improvements	$ 4,128,960	100%			$ 4,128,960	95%	$3,929,172	2025-2039			$ -	$ -	$ -
2060	Beaverton	Scholls Ferry	Nimbus		Turn lanes, signal improvements	$ 1,733,280	100%			$ 1,733,280	100%	$1,733,280	2025-2039			$ -	$ -	$ -
2061	Beaverton	Scholls Ferry	125th		Add SB rt turn lane	$ 1,280,640	100%			$ 1,280,640	100%	$1,280,640	2025-2039			$ -	$ -	$ -
2062	Beaverton	Scholls Ferry	Davies		Add NB rt turn lane, close east end of Scholls Ferry @Barrows	$ 331,200	100%			$ 331,200	100%	$331,200	2025-2039			$ -	$ -	$ -
2063	Beaverton	Scholls Ferry	Barrows (west end)		Add SB rt turn lane	$ 331,200	100%			$ 331,200	100%	$331,200	2025-2039			$ -	$ -	$ -
2064	Beaverton	Sexton Mountain	160th	155th	Extend 2-lane multimodal	$ 2,760,000	100%			$ 2,760,000	100%	$2,760,000	2014-2024			$ -	$ -	$ -
2065	Beaverton	Walker	173rd		Turn lanes, signal improvements	$ 2,760,000	100%			$ 2,760,000	100%	$2,760,000	2025-2039			$ -	$ 2,760,000	$ 2,760,000
2066	Beaverton	Walker	167th		Signalize, add SB left turn lane	$ 187,680	100%			$ 187,680	100%	$187,680	2025-2039			$ -	$ 187,680	$ 187,680
2067	Beaverton	Weir	155th	175th	Turn lanes, bike lanes, sidewalks	$ 4,526,400	100%			$ 4,526,400	100%	$4,526,400	2014-2024			$ -	$ -	$ -
2068	Beaverton	175th	UGB	Scholls Ferry	Widen to 5 lanes	$ 6,345,000	100%	SCM TSDC		$ 6,345,000	100%	$6,345,000	2014-2024		$ 2,960,087	$ -	$ 3,526,599	$ 3,526,599
2069	Beaverton	New East-West Collector	Tile Flat	Loon	New 3 lane collector	$ 22,755,000	100%	SCM TSDC		$ 22,755,000	100%	$22,755,000	2014-2024			$ -	$ -	$ -
2070	Beaverton	New North-South Collector	UGB	Scholls Ferry	New 2 lane collector	$ 11,020,000	100%	SCM TSDC		$ 11,020,000	100%	$11,020,000	2014-2024			$ -	$ -	$ -
2071	Beaverton	Scholls Ferry	Tile Flat	175th / Roy Rogers	Widen to 5 lanes	$ 8,165,000	100%	SCM TSDC		$ 8,165,000	100%	$8,165,000	2014-2024			$ -	$ -	$ -
2072	Beaverton	Scholls Ferry	Horizon/Teal		New right turn lanes at Scholls Ferry Rd / Horizon-Teal Blvd intersection	$ 500,000	100%	SCM TSDC		$ 500,000	100%	$500,000	2025-2039			$ -	$ -	$ -
2073	Beaverton	Tile Flat	UGB	Scholls Ferry	Widen to 3 lanes	$ 3,025,000	100%	SCM TSDC		$ 3,025,000	100%	$3,025,000	2025-2039			$ -	$ -	$ -
2074	Beaverton	Western	5th	Beaverton-Hillsdale/ Griffith	Reconstruct 4-lane roadway as 3-lane arterial with separated bicycle and pedestrian paths. Includes traffic signal	$ 4,125,000	100%	SCM TSDC		$ 4,125,000	100%	$4,125,000	2014-2024	$ 75,000		$ 75,000	$ -	$ 75,000
2075	Beaverton	Hocken Ave	RR Tracks	Tualatin-Valley Hwy	Add 2nd southbound lane, bike lanes and sidewalks. Requires signal and RR crossing pole relocation	$ 2,500,000	100%	SCM TSDC		$ 2,500,000	76%	$1,900,000	2014-2024	$ 15,584		$ 15,584	$ -	$ 15,584
	Beaverton	TOTAL				$ 366,628,600				$ 366,628,600		$365,530,668		$ 371,591	$ 4,003,287	$ 749,791	$ 13,755,201	$ 14,504,991
7000	Cornelius	10th	Adair/Main	Baseline	Add left & right turn lanes at couplet intersection approaches	$ 2,200,000	100%	Developer / ODOT Rail	$880,000	$ 1,320,000	100%	$1,320,000	2014-2024		$ 4,920,803	$ -	$ 7,155,001	$ 7,155,001
7001	Cornelius	14th	Holladay	Dogwood	Add signals at TV Hwy and widen existing travel lanes	$ 2,800,000	75%			$ 2,100,000	100%	$2,100,000	2025-2039			$ -	$ -	$ -

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FY 2017-18

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Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 17-18 TDT	FY 17-18 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
7002	Cornelius	Baseline	10th	20th	Inteconnect signals and consolidate access points	$ 3,600,000	100%	federal grant	$3,060,000	$ 540,000	100%	$540,000	2014-2024			$ 447,492	$ 8,200	$ 455,692
7003	Cornelius	Cornelius-Schefflin	Verboort Circle	South city limit	Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes	$ 7,400,000	75%			$ 5,550,000	100%	$5,550,000	2014-2024			$ -	$ 9,015,238	$ 9,015,238
7004	Cornelius	Davis St Extension	4th	10th	New 2-lane collector	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024			$ -	$ -	$ -
7005	Cornelius	Forest Grove Connectivity	East Forest Grove city limit	West Cornelius city limit	Construct new 2-lane collector between Cornelius & Forest Grove	$ 1,500,000	100%			$ 1,500,000	100%	$1,500,000	2025-2039			$ -	$ -	$ -
7006	Cornelius	Holladay St Extension	Yew (Forest Grove)	4th	New 2-lane collector	$ 10,764,871	100%			$ 10,764,871	100%	$10,764,871	2014-2024			$ -	$ -	$ -
7007	Cornelius	Holladay St Extension	10th	Gray	New 2-lane collector	$ 1,300,000	100%			$ 1,300,000	100%	$1,300,000	2014-2024			$ -	$ -	$ -
7008	Cornelius	Holladay St Extension	Gray	19th	New 2-lane collector	$ 1,300,000	100%			$ 1,300,000	100%	$1,300,000	2014-2024			$ -	$ -	$ -
7009	Cornelius	Susbauer / 19th	TV Hwy	Zion Church	Add new traffic signals at Holladay and Davis and widen existing travel lanes	$ 17,240,000	75%			$ 12,930,000	100%	$12,930,000	2014-2024			$ -	$ 87,698	$ 87,698
7010	Cornelius	TV Highway Corridor	4th	29th	Traffic signal system coordination	$ 450,000	100%			$ 450,000	100%	$450,000	2014-2024			$ -	$ -	$ -
7011	Cornelius	29th/Alpine	Baseline/29th	450' S of Dogwood	New collector and rail crossing	$ 7,400,000	100%			$ 7,400,000	100%	$7,400,000	2014-2024					
7012	Cornelius	20th/Jasper/Kodiak	20th	345th	New collector through UGB expansion area	$ 7,450,000	100%			$ 7,450,000	100%	$7,450,000	2014-2024					
7013	Cornelius	26th	Webb	New roundabout at Jasper/Kodiak	Extend collector within UGB expansion area	$ 1,300,000	100%			$ 1,300,000	100%	$1,300,000	2014-2024					
7014	Cornelius	Dogwood Extension	28th	345th	Extend collector within UGB expansion area	$ 1,600,000	100%			$ 1,600,000	100%	$1,600,000	2014-2024					
	Cornelius	TOTAL				$ 68,804,871				$ 58,004,871		$58,004,871		$ -	$ 4,920,803	$ 447,492	$ 16,266,138	$ 16,713,629
8000	Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes (Durham share of cost only)	$ 600,000	100%			$ 600,000	57%	$342,857	2014-2024			$ 11,000	$ -	$ 11,000
	Durham	TOTAL				$ 600,000				$ 600,000		$342,857		$ -	$ -	$ 11,000	$ -	$ 11,000
7500	Forest Grove	19th	Poplar	HWY 47	Extend 2-lane collector	$ 1,517,156	100%			$ 1,517,156	100%	$1,517,156	2014-2024			$ -	$ -	$ -
7501	Forest Grove	23rd/24th	Hawthorne	Quince	Construct 2-lane collector	$ 4,260,000	100%			$ 4,260,000	100%	$4,260,000	2025-2039			$ -	$ -	$ -
7502	Forest Grove	26th	Sunset	Oak	Extend 2-lane collector and improve 26th Ave to city standards	$ 9,800,000	95%			$ 9,310,000	100%	$9,310,000	2014-2024			$ 2,155	$ 262,593	$ 264,748
7503	Forest Grove	OR 47	Maple		Construct improvements (e.g. traffic signal including interconnect with rail crossing in longer term)	$ 5,000,000	75%			$ 3,750,000	100%	$3,750,000	2014-2024			$ -	$ -	$ -
7504	Forest Grove	OR 47	Elm		Construct improvements (e.g. traffic signal)	$ 520,000	75%			$ 390,000	100%	$390,000	2014-2024			$ -	$ -	$ -
7505	Forest Grove	B	David Hill	Hartford	Extend 2-lane collector	$ 6,068,623	100%			$ 6,068,623	100%	$6,068,623	2014-2024			$ -	$ -	$ -
7506	Forest Grove	David Hill	East terminus	OR 47	Construct 3-lane arterial	$ 13,610,000	10%			$ 1,361,000	100%	$1,361,000	2014-2024			$ 15,195	$ 8,268,024	$ 8,283,219
7507	Forest Grove	E/Pacific/19th	E	19th	Extend 2-lane couplet	$ 4,940,000	100%			$ 4,940,000	100%	$4,940,000	2014-2024			$ -	$ -	$ -
7508	Forest Grove	Hawthorne	26th	Willamina	Extend 2-lane collector	$ 7,885,582	100%			$ 7,885,582	100%	$7,885,582	2014-2024			$ -	$ -	$ -
7509	Forest Grove	Heather	OR 47	Mountain View	Extend 2-lane collector	$ 1,730,000	100%			$ 1,730,000	100%	$1,730,000	2014-2024			$ -	$ -	$ -
7510	Forest Grove	Laurel	26th	22nd	Extend 2-lane collector	$ 8,598,914	100%			$ 8,598,914	100%	$8,598,914	2014-2024			$ -	$ -	$ -
7511	Forest Grove	Main	David Hill	Hartford	Extend 2-lane collector	$ 6,068,623	100%			$ 6,068,623	100%	$6,068,623	2014-2024			$ -	$ -	$ -
7512	Forest Grove	Oak	OR 47	Pacific	Upgrade to 2-lane collector; add signal	$ 6,200,788	75%			$ 4,650,591	100%	$4,650,591	2014-2024			$ -	$ -	$ -
7513	Forest Grove	Thatcher	Gales Creek	David Hill	Realign and signalize intersection; road improvements from Gales Creek to David Hill	$ 14,543,206	75%			$ 10,907,405	100%	$10,907,405	2014-2024			$ -	$ -	$ -
7514	Forest Grove	TV Hwy	Quince		Add turn lanes / signal	$ 4,294,293	25%			$ 1,073,573	100%	$1,073,573	2014-2024			$ -	$ -	$ -
7515	Forest Grove	Willamina	Main	Sunset	Improve collector to city standards	$ 2,168,128	95%			$ 2,059,722	100%	$2,059,722	2014-2025			$ -	$ 4,423	$ 4,423
	Forest Grove	TOTAL				$ 97,205,312				$ 74,571,188		$74,571,188		$ -	$ -	$ 17,350	$ 8,535,040	$ 8,552,390
9000	Gaston	Church	3rd	Trail	Improve to collector standards	$ 720,000	100%			$ 720,000	100%	$720,000	2014-2025					
9001	Gaston	Third	Park	Cottonwood	Improve to collector standards	$ 225,000	100%			$ 225,000	100%	$225,000	2014-2025					
	Gaston	TOTAL				$ 945,000				$ 945,000		$945,000						
3000	Hillsboro	1st/Glencoe	Grant		Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
3001	Hillsboro	13th/River	TV Hwy		Add EB right turn lane and NB left turn lane	$ 4,500,000	100%			$ 4,500,000	100%	$4,500,000	2025-2039			$ -	$ -	$ -
3002	Hillsboro	28th	Cornell	Main	Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2014-2024	$ 4,098	$ 28,682	$ 4,098	$ 28,682	$ 32,780

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3003	Hillsboro	69th (Quatama)	227th	Baseline	New 3 lane extension	$ 4,943,785	100%			$ 4,943,785	100%	$4,943,785	2025-2039		$ 115,058	$ -	$ 160,236	$ 160,236
3004	Hillsboro	185th	Walker		Intersection capacity and signal improvements	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2025-2039			$ -	$ -	$ -
3005	Hillsboro	194th Extension	Cornell	Amberwood Extension	New 3-lane collector, Remove segment Amberglen Pkwy	$ 2,250,000	100%			$ 2,250,000	100%	$2,250,000	2014-2024			$ -	$ -	$ -
3006	Hillsboro	194th Extension	Stucki Extension		Signalize or construct roundabout	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -
3007	Hillsboro	194th Extension	Stucki Extension	Wilkins	New 3-lane collector	$ 3,500,000	100%			$ 3,500,000	100%	$3,500,000	2025-2039			$ -	$ -	$ -
3008	Hillsboro	194th Extension	Wilkins		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3009	Hillsboro	205th/John Olson	Wilkins	MAX Light Rail	Complete bike lanes	$ 200,000	100%			$ 200,000	100%	$200,000	2014-2024			$ -	$ -	$ -
3010	Hillsboro	209th	Blanton		Signalize; turn lane improvements	$ 671,000	100%			$ 671,000	100%	$671,000	2014-2024			$ -	$ -	$ -
3011	Hillsboro	209th	Kinnaman		Signalize; turn lane improvements	$ 1,016,000	100%			$ 1,016,000	100%	$1,016,000	2014-2024			$ -	$ -	$ -
3012	Hillsboro	209th	McInnis Lane		Construct traffic signal or roundabout	$ 1,574,000	100%			$ 1,574,000	100%	$1,574,000	2014-2024			$ -	$ -	$ -
3013	Hillsboro	209th	Butternut Creek Pkwy		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3014	Hillsboro	209th	Deline		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3015	Hillsboro	209th	Vermont		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3016	Hillsboro	209th	Murphy Lane		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3017	Hillsboro	229th	TV Hwy		Close south leg and modify signal	$ 935,000	100%			$ 935,000	100%	$935,000	2014-2024			$ -	$ -	$ -
3018	Hillsboro	229th	Alexander	Kinnaman	Widen to 3 lanes	$ 4,126,000	100%			$ 4,126,000	100%	$4,126,000	2014-2024			$ -	$ -	$ -
3019	Hillsboro	229th/Century	Kinnaman		construct roundabout	$ 1,027,000	100%			$ 1,027,000	100%	$1,027,000	2014-2024			$ -	$ -	$ -
3020	Hillsboro	229th	Kinnaman	Rosedale	Widen to 3 lanes; Realign and construct Butternut Creek bridge	$ 16,007,000	100%			$ 16,007,000	100%	$16,007,000	2025-2039			$ -	$ -	$ -
3021	Hillsboro	229th	Vermont		Construct roundabout	$ 1,046,000	100%			$ 1,046,000	100%	$1,046,000	2025-2039			$ -	$ -	$ -
3022	Hillsboro	231st	MAX Light Rail	Baseline	Widen to 3 lanes	$ 6,800,000	100%			$ 6,800,000	100%	$6,800,000	2014-2024			$ -	$ -	$ -
3023	Hillsboro	231st	Cornell	Campus Way	Widen to 5 lanes with multimodal improvements	$ 500,000	100%	Developer	$330,000	$ 170,000	100%	$170,000	2014-2024	$ 1,130,237		$ 1,324,741	$ -	$ 1,324,741
3024	Hillsboro	231st	Campus Way	Cherry	Construct southbound cycle track and west pedestrian improvements	$ 160,000	100%	Developer	$100,000	$ 60,000	100%	$60,000	2014-2024			$ -	$ -	$ -
3025	Hillsboro	231st	MAX Light Rail		Signal & pedestrian crossing improvements	$ 250,000	100%	Developer	$25,000	$ 225,000	100%	$225,000	2014-2024			$ -	$ -	$ -
3026	Hillsboro	234th	Johnson		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3027	Hillsboro	253rd	Meek	Evergreen	New 3-lane collector	$ 12,000,000	100%			$ 12,000,000	100%	$12,000,000	2014-2024			$ -	$ -	$ -
3028	Hillsboro	253rd	Huffman		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3029	Hillsboro	253rd	Evergreen		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3030	Hillsboro	25th Ave	Cornell		Intersection capacity and signal imp	$ 6,000,000	100%	MSTIP	$ 5,000,000	$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
3031	Hillsboro	264th	Meek	Evergreen	New 3 lane collector	$ 14,000,000	100%			$ 14,000,000	100%	$14,000,000	2014-2024		$ 157,493	$ 893,409	$ 157,493	$ 1,050,902
3032	Hillsboro	264th	Huffman		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3033	Hillsboro	264th	Evergreen		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3034	Hillsboro	Airport (Butler)	Brookwood	Dawson Cr	Widen to 3 lane	$ 600,000	100%			$ 600,000	100%	$600,000	2025-2039			$ -	$ -	$ -
3035	Hillsboro	Alexander/ Blanton	229th	209th	New 3 lane collector	$ 12,521,000	100%			$ 12,521,000	100%	$12,521,000	2014-2024			$ -	$ -	$ -
3036	Hillsboro	Alexander Extension	Town Center Drive		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3037	Hillsboro	Alexander Extension	West Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3038	Hillsboro	Aloclek	Amberwood	Cornelius Pass	Extend 3 lane	$ 3,909,666	100%			$ 3,909,666	100%	$3,909,666	2014-2024			$ -	$ 449,709	$ 449,709
3039	Hillsboro	Amberwood	Cornelius Pass	206th	Widen to 3 lane	$ 2,932,250	100%			$ 2,932,250	100%	$2,932,250	2014-2024			$ -	$ -	$ -
3040	Hillsboro	Amberwood Extension	Amberbrook	194th extension	Extend 3 lanes	$ 1,400,000	100%			$ 1,400,000	100%	$1,400,000	2014-2024			$ -	$ -	$ -
3041	Hillsboro	Amberwood Extension	194th		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3042	Hillsboro	Bentley	Brookwood		Add east approach, Add EB Left turn lane and Signalize	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039	$ 32,360		$ 137,100	$ -	$ 137,100
3043	Hillsboro	Blanton Extension	East Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3044	Hillsboro	Brookwood	US 26	Evergreen	Widen to 7 lanes, add turn lanes and aux lanes at Evergreen	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2014-2024	$ 1,597,643		$ 1,597,643	$ 15,992,114	$ 17,589,757
3045	Hillsboro	Brookwood	Cornell		Add SB through lane, Add EB and WB 2nd Left Turn Lanes	$ 5,500,000	100%			$ 5,500,000	100%	$5,500,000	2014-2024	$ 532,548		$ 532,548	$ 1,294,874	$ 1,827,421
3046	Hillsboro	Campus Ct extension	West terminus	Ray Circle	Construct new 2/3 lane collector	$ 1,800,000	100%	Developer	$100,000	$ 1,700,000	100%	$1,700,000	2014-2024	$ 1,337,688		$ 1,653,027	$ -	$ 1,653,027
3047	Hillsboro	Century	Baseline	Lois	New 3 lane and bridge over Rock Creek	$ 16,500,000	100%			$ 16,500,000	100%	$16,500,000	2014-2024		$ 167,955	$ 1,225,008	$ 167,955	$ 1,392,963
3048	Hillsboro	Century/229th	West Union	Evergreen	Extend 3 lane, including Hwy 26 overcrossing	$ 21,000,000	100%			$ 21,000,000	100%	$21,000,000	2014-2024			$ 39,662	$ 16,135	$ 55,797

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3049	Hillsboro	Century	Johnson	Alexander	Widen to 5 lanes; Reconstruct Railroad crossing, Add EB right turn lane, EB bus pullout, Modify TV Hwy signal	$ 7,943,000	100%			$ 7,943,000	100%	$7,943,000	2014-2024		$ 535,665	$ -	$ 705,380	$ 705,380
3050	Hillsboro	Century	Alexander		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3051	Hillsboro	Century	Alexander	Old UGB	Construct multi-modal improvements	$ 519,000	100%			$ 519,000	100%	$519,000	2025-2039			$ -	$ -	$ -
3052	Hillsboro	Century	Davis	229th	New 3 lane collector	$ 5,127,000	100%			$ 5,127,000	100%	$5,127,000	2014-2024	$ 2,241,310	$ 20,631	$ 2,352,126	$ 22,923	$ 2,375,049
3053	Hillsboro	Cornelius Pass	Cornell	HWY 26	2nd NB right turn lane to US26 East, and multimodal enhancements	$ 1,950,000	100%	Developer, ODOT, TIF, & MSTIP	$1,285,000	$ 665,000	100%	$665,000	2014-2024		$ 384,912	$ 344,778	$ 17,562,077	$ 17,906,855
3054	Hillsboro	Cornelius Pass	TV Hwy		Extend Cornelius Pass Road south, Construct at-grade rail crossing and close private crossings, Add intersection capacity, modify signal	$ 27,429,000	100%			$ 27,429,000	100%	$27,429,000	2014-2024			$ -	$ -	$ -
3055	Hillsboro	Cornelius Pass	TV Hwy	Rosedale	Extend as new 5 lane to Murphy Lane, 3-lane in 5-lane ROW to Rosedale, 7-lane ROW TV Hwy to Alexander-Blanton; Construct Butternut Creek 5-lane bridge	$ 45,848,000	100%			$ 45,848,000	100%	$45,848,000	2014-2024			$ 6,212	$ 168,175	$ 174,387
3056	Hillsboro	Cornelius Pass	Town Center X-ing		Construct signalized Z-crossing	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3057	Hillsboro	Cornelius Pass	Alexander/ Blanton		Signalize and add turn lanes	$ 724,000	100%			$ 724,000	100%	$724,000	2014-2024			$ -	$ -	$ -
3058	Hillsboro	Cornelius Pass	Kinnaman		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3059	Hillsboro	Cornelius Pass	McInnis Lane		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3060	Hillsboro	Cornelius Pass	Butternut Creek		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3061	Hillsboro	Cornelius Pass	Deline		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3062	Hillsboro	Cornelius Pass	Vermont		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3063	Hillsboro	Cornelius Pass	Murphy Lane		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3064	Hillsboro	Cornelius Pass	Rosedale		Construct roundabout	$ 1,408,000	100%			$ 1,408,000	100%	$1,408,000	2025-2039			$ -	$ -	$ -
3065	Hillsboro	Cornell	Arrington	Main	Widen 5 lane, Construct Intersection capacity/signal improvements	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ 45,710	$ 45,710
3066	Hillsboro	Cornell	229th		Add EB and NB right turn lanes, add WB 2nd left turn lane	$ 2,150,000	100%			$ 2,150,000	100%	$2,150,000	2014-2024			$ -	$ -	$ -
3067	Hillsboro	Cornell	Amberbrook		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3068	Hillsboro	Cornell	185th		Add EB right turn lane and 3rd SB through lane	$ 1,200,000	100%			$ 1,200,000	100%	$1,200,000	2025-2039			$ -	$ -	$ -
3069	Hillsboro	Davis Extn	River Rd	South CWS boundary	construct 2/3 lane collector, modify traffic signal	$ 1,040,000	100%			$ 1,040,000	100%	$1,040,000	2014-2024			$ -	$ -	$ -
3070	Hillsboro	Edgeway (Salix Ext)	Holly	Walker	New 3 lane extension	$ 4,000,000	100%			$ 4,000,000	100%	$4,000,000	2014-2024			$ -	$ -	$ -
3071	Hillsboro	Evergreen	Jackson School (south)	15th	Widen to 5 lanes	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2025-2039			$ -	$ -	$ -
3072	Hillsboro	Evergreen	229th		Add 2nd EB/WB Left turn lanes, Add NB Right Turn lane, and modify traffic signal	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024			$ -	$ -	$ -
3073	Hillsboro	Evergreen	Imbrie		Add second eastbound left turn lane	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	$ -
3074	Hillsboro	Evergreen	Cornelius Pass		Add 2nd SB, and NB Left Turn Lanes, Add NB and WB Right Turn Lanes	$ 2,500,000	100%	MSTIP	$800,000	$ 1,700,000	100%	$1,700,000	2014-2024			$ -	$ -	$ -
3075	Hillsboro	Evergreen	Cornelius Pass	215th	Add bicycle lanes, including rail crossing removal/grade adjustments. Add WB right turn lane at Cornelius Pass, including Ped island	$ 1,200,000	100%	Developer	$120,000	$ 1,080,000	100%	$1,080,000	2014-2024			$ -	$ -	$ -
3076	Hillsboro	Farmington	209th		Modify signal, add SB right turn lane, add 2nd SB left turn lane;add NB Right turn lane	$ 1,067,000	100%			$ 1,067,000	100%	$1,067,000	2025-2039			$ -	$ -	$ -
3077	Hillsboro	Grant	Cornell		Add eastbound/westbound left turn lanes	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2025-2039			$ -	$ -	$ -
3078	Hillsboro	Harewood	at Jackson School		Add EB right turn lane	$ 772,466	100%			$ 772,466	100%	$772,466	2025-2039			$ -	$ -	$ -
3079	Hillsboro	Huffman	West UGB	Brookwood	Construct 3-lane Collector, Widen to 5-lane at approaches to Brookwood	$ 18,500,000	100%			$ 18,500,000	100%	$18,500,000	2014-2024			$ 429	$ -	$ 429
3080	Hillsboro	Imbrie	Evergreen	Cornelius Pass	Widen to accommodate second EB lane	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024			$ -	$ -	$ -
3081	Hillsboro	Imlay	TV Hwy		Signalize	$ 364,000	75%			$ 273,000	100%	$273,000	2025-2039			$ -	$ -	$ -
3082	Hillsboro	Jackson School	Evergreen	Grant	Widen to 3 lanes	$ 7,000,000	100%	MSTIP	$5,000,000	$ 2,000,000	100%	$2,000,000	2014-2024	$ 1,472,017	$ 879,667	$ 1,963,458	$ 2,127,657	$ 4,091,115

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3083	Hillsboro	Jacobson	Century		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3084	Hillsboro	Jacobson	Croeni		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3085	Hillsboro	Kinnaman	229th	209th	New 3 lane collector	$ 9,916,000	100%			$ 9,916,000	100%	$9,916,000	2014-2024			$ -	$ -	$ -
3086	Hillsboro	Kinnaman	West Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3087	Hillsboro	Kinnaman	East Neighborhood Route		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3088	Hillsboro	Main	1st		Add westbound right turn	$ 250,000	100%			$ 250,000	100%	$250,000	2014-2024			$ -	$ -	$ -
3089	Hillsboro	Meek	West UGB	253rd	Widen to 3 lanes	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2025-2039			$ -	$ -	$ -
3090	Hillsboro	Minter Bridge	River Rd	South UGB	Construct ped/bike improvements	$ 2,250,000	100%			$ 2,250,000	100%	$2,250,000	2014-2024			$ -	$ -	$ -
3091	Hillsboro	Quatama	227th	205th	Widen to 3 lanes	$ 8,210,299	100%			$ 8,210,299	100%	$8,210,299	2025-2039		$ 172,587	$ -	$ 303,978	$ 303,978
3092	Hillsboro	River	Rood Bridge		Add eastbound right turn lane	$ 750,000	100%			$ 750,000	100%	$750,000	2025-2039			$ -	$ 26,947	$ 26,947
3093	Hillsboro	Rosedale	River Rd		Construct roundabout	$ 1,031,000	100%			$ 1,031,000	100%	$1,031,000	2025-2039			$ -	$ -	$ -
3094	Hillsboro	Rosedale	River Rd	229th	Widen 2-lane, add shoulder improvements	$ 1,321,000	100%			$ 1,321,000	100%	$1,321,000	2025-2039			$ -	$ -	$ -
3095	Hillsboro	Rosedale	229th		Add EB left turn lane	$ 380,000	100%			$ 380,000	100%	$380,000	2025-2039			$ -	$ -	$ -
3096	Hillsboro	Rosedale	229th	209th	Widen to 3 lanes	$ 4,986,000	100%			$ 4,986,000	100%	$4,986,000	2025-2039			$ -	$ -	$ -
3097	Hillsboro	Rosedale	209th		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2014-2024			$ -	$ -	$ -
3098	Hillsboro	Stucki Extension	Walker	Wilkins	New 3-lane Collector with Multi-modal improvements; 5-lane at Walker Road approach, Realign Stucki North of Walker	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ -	$ -
3099	Hillsboro	Stucki Extension	Wilkins Extension		Signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ -	$ -
3100	Hillsboro	Stucki Extension	Wilkins	205th/206th	New 3-lane collector with Multi-modal improvements	$ 6,500,000	100%			$ 6,500,000	100%	$6,500,000	2025-2039			$ -	$ -	$ -
3101	Hillsboro	Stucki extension	205th/206th		Signalize or construct roundabout	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -
3102	Hillsboro	Vermont	229th	209th	New 3 lane collector	$ 9,047,000	100%			$ 9,047,000	100%	$9,047,000	2014-2024			$ -	$ -	$ -
3103	Hillsboro	Wilkins	194th extension	185th	New 3 lane extension	$ 16,000,000	100%			$ 16,000,000	100%	$16,000,000	2025-2039			$ -	$ -	$ -
3104	Hillsboro	Witch Hazel	River		signalize	$ 364,000	100%			$ 364,000	100%	$364,000	2025-2039			$ -	$ 220,980	$ 220,980
3105	Hillsboro	Hidden Creek	49th	53rd	New 3-lane collector	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2014-2024	$ 434,264	$ 48,251	$ 447,487	$ 270,699	$ 718,186
3106	Hillsboro	Schaaf	Helvetia	520 ft east of Helvetia	Right-of-way acquisition only	$ 600,000	100%			$ 600,000	100%	$600,000	2014-2024					
3107	Hillsboro	Meek	West UGB	Jackson School	Safety improvements	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024					
3108	Hillsboro	Evergreen	Town Center	185th	Construct 2nd Westbound through lane	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024					
3109	Hillsboro	185th	Evergreen	Sunset Hwy	Extend northbound right-turn lane to Evergreen, provide dual right-turns onto WB on-ramp	$ 3,500,000	100%			$ 3,500,000	100%	$3,500,000	2014-2024					
	Hillsboro	TOTAL				$ 445,871,466				$ 433,020,466		$433,020,466		$ 8,782,165	$ 2,510,901	$ 12,521,726	$ 39,721,724	$ 52,243,450
8300	King City	131st	Beef Bend	Fischer	Improve to collector standards	$ 1,600,000	100%			$ 1,600,000	86%	$1,376,000	2014-2024					
	King City	TOTAL				$ 1,600,000				$ 1,600,000		$1,376,000						
9600	North Plains	Commercial	313th	Glencoe	Widen street, add parking, bike and pedestrian facilities	$ 1,800,000	100%			$ 1,800,000	100%	$1,800,000	2014-2024			$ -	$ -	$ -
9601	North Plains	Cottage	West of 324th	321st	Construct new two-lane collector	$ 800,000	100%			$ 800,000	100%	$800,000	2025-2039			$ -	$ -	$ -
9602	North Plains	Main	Commercial	Pacific	Widen street, add parking, bike and pedestrian facilities	$ 1,250,000	100%			$ 1,250,000	100%	$1,250,000	2014-2024			$ -	$ -	$ -
9603	North Plains	Pacific	Glencoe		Add new signal	$ 297,102	75%			$ 222,827	100%	$222,827	2025-2039			$ -	$ -	$ -
9604	North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard and add pedestrian and bicycle trails	$ 2,365,000	50%			$ 1,182,500	100%	$1,182,500	2025-2039			$ 32,144	$ -	$ 32,144
	North Plains	TOTAL				$ 6,512,102				$ 5,255,327		$5,255,327		$ -	$ -	$ 32,144	$ -	$ 32,144
4000	Sherwood	OR 99W	Edy	Sunset	Install missing pedestrian crossings at existing signalized intersections.	$ 7,000	100%			$ 7,000	100%	$7,000	2014-2024			$ -	$ -	$ -
4001	Sherwood	OR 99W	Ice Age Tonquin Trail		Install Hwy 99W pedestrian regional trail undercrossing, includes stream and animal corridor sections	$ 13,300,000	100%			$ 13,300,000	100%	$13,300,000	2025-2035	$ 55,923		$ 113,680	$ -	$ 113,680
4002	Sherwood	Arrow	Langer Farms	Gerda	Construct new 2-lane road to collector standards	$ 7,427,562	100%			$ 7,427,562	100%	$7,427,562	2025-2039			$ -	$ -	$ -
4003	Sherwood	Arrow/ Galbreath	Gerda	Cipole	Construct 2-lane collector road	$ 2,317,399	100%			$ 2,317,399	100%	$2,317,399	2014-2024			$ -	$ -	$ -
4004	Sherwood	Baker	Sunset	UGB south	Upgrade road to 2-lane arterial with bike lanes, sidewalks, and planter strips.	$ 779,000	100%			$ 779,000	100%	$779,000	2014-2024			$ -	$ -	$ -
4005	Sherwood	Baler	Tualatin-Sherwood	Langer Farms	Construct 2-lane collector status road with bike lanes, sidewalks, and planter strips	$ 3,802,000	100%			$ 3,802,000	100%	$3,802,000	2025-2039			$ -	$ -	$ -

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4006	Sherwood	Brookman	OR 99W		Realign Brookman Road to intersection with Hwy 99W north of existing location, install signalized intersection on Hwy 99W, install grade seperated railroad crossing	$ 7,020,000	100%			$ 7,020,000	100%	$7,020,000	2014-2024			$ -	$ -	$ -
4007	Sherwood	Brookman	OR 99W	Ladd Hill	Add turn lanes and center median	$ 13,440,917	100%			$ 13,440,917	100%	$13,440,917	2014-2024			$ -	$ -	$ -
4008	Sherwood	Brookman	Middleton		Traffic control improvements; add turn lane and relocate stop signage	$ 250,000	75%			$ 187,500	100%	$187,500	2025-2039			$ -	$ -	$ -
4009	Sherwood	Cedar Brook	Elwert	Handley	Construct 2-lane collector road	$ 13,000,000	100%			$ 13,000,000	100%	$13,000,000	2025-2039			$ -	$ -	$ -
4010	Sherwood	Edy	Borchers		Improve 3-leg intersection, possible roundabout	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
4011	Sherwood	Edy	City limit west	Borchers	Widen to a 3-lane collector status with bike lanes, sidewalks, and planter strips.	$ 8,600,000	100%			$ 8,600,000	100%	$8,600,000	2014-2024			$ -	$ -	$ -
4012	Sherwood	Edy/Sherwood	Borchers	3rd	Add turn lanes and center median	$ 7,427,562	100%			$ 7,427,562	100%	$7,427,562	2014-2024			$ -	$ -	$ -
4013	Sherwood	Edy	OR 99W		Capacity improvements include adding turn lanes, eliminating split phase timing, and adding Hwy 99W crossing on south approach	$ 1,070,000	100%			$ 1,070,000	100%	$1,070,000	2014-2024			$ -	$ -	$ -
4014	Sherwood	Edy to Roy Rogers Connector	Edy	Roy Rogers	Construct 2-lane collector status road located between Lynnly Way and Cedarview Way	$ 3,400,000	100%			$ 3,400,000	100%	$3,400,000	2025-2039			$ -	$ -	$ -
4015	Sherwood	Elwert	Edy	OR 99W	Widen to 3-lane arterial status with turn lanes, bike lanes, sidewalks, and planter strip.	$ 11,430,000	100%			$ 11,430,000	100%	$11,430,000	2014-2024			$ -	$ -	$ -
4016	Sherwood	Elwert	Kruger	OR 99W	Add lanes, turn lanes, modify signal and phasing at intersection with Hwy 99W, and install roundabout at intersection of Cedar Brook Way extension with Elwert	$ 4,639,866	100%			$ 4,639,866	100%	$4,639,866	2014-2024	$ 50,858	$ 217,940	$ 50,858	$ 533,121	$ 583,979
4017	Sherwood	Elwert	Edy		Intersection improvement	$ 5,500,000	100%			$ 5,500,000	100%	$5,500,000	2014-2024			$ -	$ -	$ -
4018	Sherwood	Herman	Langer Farms	Cipole	Construct collector status road to connect Cipole Road to Langer Farms Parkway North, includes bike lanes, sidewalks, and planter strips	$ 8,190,000	100%			$ 8,190,000	100%	$8,190,000	2025-2039			$ -	$ -	$ -
4019	Sherwood	Ladd Hill	Sunset	UGB south	Widen to 3-lane arterial status with bike lanes, sidewalks, and planter strips.	$ 6,340,000	100%			$ 6,340,000	100%	$6,340,000	2014-2024			$ -	$ -	$ -
4020	Sherwood	Langer	Baler	Sherwood	Construct improvements consistent with Town Center Plan; buffered bike lanes, on-street parking, wider sidewalks, narrower travel lanes, removal of center turn lane, landscaping	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024			$ -	$ -	$ -
4021	Sherwood	Langer Farms	North and west of intersection with OR 99W	OR 99W	Construct 2-lane collector status road.	$ 3,243,000	100%			$ 3,243,000	100%	$3,243,000	2025-2039			$ -	$ -	$ -
4022	Sherwood	Oregon	Railroad crossing	Murdock	Upgrade Oregon Street to 3-lane collector with sidewalk (south side), multi-use path (north side), bike lanes, and planter strips	$ 6,712,000	100%			$ 6,712,000	100%	$6,712,000	2014-2024			$ -	$ 109,757	$ 109,757
4023	Sherwood	Oregon	Tonquin		Construct roundabout north of Oregon St/Murdock Roundabout	$ 2,940,000	100%			$ 2,940,000	100%	$2,940,000	2014-2024			$ -	$ -	$ -
4024	Sherwood	Pine	Willamette	Sunset	New road extension across railroad tracks from Railroad Street to Willamette Street, existing County road to be widened	$ 3,808,260	100%			$ 3,808,260	100%	$3,808,260	2014-2024			$ -	$ 80,113	$ 80,113
4025	Sherwood	Sherwood	Langer		Remove traffic signal. Allow left-in turns only (no lefts from Langer to Sherwood Blvd); capacity issues related to queing at Hwy 99W	$ 900,000	25%			$ 225,000	100%	$225,000	2014-2024			$ -	$ -	$ -
4026	Sherwood	Sherwood	Century		Improve intersection, possible roundabout in conjunction with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at Hwy 99W	$ 386,233	100%			$ 386,233	100%	$386,233	2025-2039			$ -	$ -	$ -
4027	Sherwood	Sunset	Main		Install Traffic Signal	$ 250,000	100%			$ 250,000	100%	$250,000	2025-2039			$ -	$ -	$ -

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Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 17-18 TDT	FY 17-18 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
4028	Sherwood	Sunset	Eucalyptus	Aldergrove	Upgrade road to 3-lane arterial with bike lanes, sidewalks, planter strips. Address vertical sight distance issue near Pine Street.	$ 8,316,000	100%			$ 8,316,000	100%	$8,316,000	2014-2024			$ -	$ -	$ -
4029	Sherwood	Sunset	Timbrel		Install single lane roundabout	$ 300,000	100%			$ 300,000	100%	$300,000	2025-2039			$ -	$ -	$ -
4030	Sherwood	Tonquin Employment Area East/West Collector	Oregon	124th	Construct collector status road to serve Tonquin Employment Area and connect Oregon Street to SW 124th Avenue	$ 6,400,000	100%			$ 6,400,000	100%	$6,400,000	2025-2039			$ -	$ -	$ -
	Sherwood	TOTAL				$ 155,196,799				$ 154,459,299		$154,459,299		$ 106,781	$ 217,940	$ 164,538	$ 722,991	$ 887,530
5000	Tigard	68th	OR 99W		Intersection improvement	$ 2,394,646	100%			$ 2,394,646	100%	$2,394,646	2025-2039			$ -	$ -	$ -
5001	Tigard	68th	Atlanta	Haines	Intersection improvement	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2025-2039			$ -	$ -	$ -
5002	Tigard	72nd	OR 99W		Turn lanes	$ 772,466	100%			$ 772,466	100%	$772,466	2025-2039			$ -	$ -	$ -
5003	Tigard	72nd	OR 99W	Hunziker	Complete Street, consistent with adopted plan up to 5-lanes	$ 9,269,598	100%			$ 9,269,598	100%	$9,269,598	2014-2024			$ -	$ -	$ -
5004	Tigard	72nd	Hampton	Hunziker	Add southbound right turn & protected left turn phasing	$ 386,233	100%			$ 386,233	100%	$386,233	2025-2039			$ -	$ -	$ -
5005	Tigard	72nd	OR 217		Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes	$ 29,710,249	100%			$ 29,710,249	100%	$29,710,249	2014-2024			$ -	$ -	$ -
5006	Tigard	72nd	Hunziker	Bonita	Complete missing sidewalks and bike lanes	$ 7,261,185	100%			$ 7,261,185	100%	$7,261,185	2014-2024			$ -	$ -	$ -
5007	Tigard	72nd	Bonita		Intersection improvement	$ 1,114,134	100%			$ 1,114,134	90%	$998,380	2025-2039			$ -	$ -	$ -
5008	Tigard	72nd	Bonita	Durham	Complete Street, consistent with adopted plan up to 5-lanes	$ 9,269,598	100%			$ 9,269,598	100%	$9,269,598	2014-2024			$ -	$ -	$ -
5009	Tigard	72nd	Carman		NB right turn lane	$ 308,987	100%			$ 308,987	100%	$308,987	2025-2039			$ -	$ -	$ -
5010	Tigard	72nd	Upper Boones Ferry		Intersection improvement & signal upgrade	$ 1,544,933	100%			$ 1,544,933	89%	$1,368,928	2025-2039	$ 3,337		$ 13,124	$ -	$ 13,124
5011	Tigard	OR 99W	Walnut		Intersection improvements	$ 5,000,000	100%			$ 5,000,000	84%	$4,220,000	2014-2024			$ -	$ -	$ -
5012	Tigard	OR 99W	McDonald	Gaarde	WB right turn lane	$ 11,000,000	100%			$ 11,000,000	91%	$10,033,784	2025-2039		$ 3,931	$ 1,223,301	$ 2,124,811	$ 3,348,111
5013	Tigard	OR 99W	Durham		Intersection improvements	$ 10,000,000	100%			$ 10,000,000	99%	$9,860,000	2014-2024			$ -	$ -	$ -
5014	Tigard	121st	North Dakota		New signal system	$ 231,740	100%			$ 231,740	100%	$231,740	2025-2039			$ -	$ -	$ -
5015	Tigard	121st	North Dakota	Walnut	Widen to 3 lanes with sidewalks & bikelanes	$ 7,647,418	100%			$ 7,647,418	100%	$7,647,418	2025-2039			$ -	$ -	$ -
5016	Tigard	121st	Walnut	Quail Creek	Widen with sidewalks and bike lanes	$ 4,325,812	100%			$ 4,325,812	100%	$4,325,812	2025-2039	$ 36		$ 563	$ -	$ 563
5017	Tigard	Bonita	Hall	I-5	Widen to 4 lanes	$ 6,179,732	100%			$ 6,179,732	85%	$5,272,615	2014-2024			$ -	$ -	$ -
5018	Tigard	Bonita	Sequoia		New traffic signal and turn lanes	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
5019	Tigard	Carman	I-5		Turn lanes	$ 1,081,453	100%			$ 1,081,453	100%	$1,081,453	2025-2039			$ -	$ -	$ -
5020	Tigard	Dartmouth	OR 99W		Right turn lane	$ 308,987	100%			$ 308,987	100%	$308,987	2025-2039			$ -	$ -	$ -
5021	Tigard	Dartmouth	72nd	68th	Widen to 4 lanes	$ 1,853,920	100%			$ 1,853,920	100%	$1,853,920	2014-2024			$ 873,376	$ 1,576,067	$ 2,449,443
5022	Tigard	Durham	Upper Boones Ferry		Intersection improvement	$ 1,544,933	100%			$ 1,544,933	89%	$1,368,928	2025-2039			$ 117,775	$ -	$ 117,775
5023	Tigard	Greenburg	Olsen	Hall	Intersection improvement	$ 849,713	100%			$ 849,713	93%	$791,613	2014-2024			$ -	$ -	$ -
5024	Tigard	Greenburg	Shady	Tiedeman	Widen to 5 lanes	$ 8,000,000	100%			$ 8,000,000	84%	$6,745,098	2014-2024			$ -	$ -	$ -
5025	Tigard	Greenburg	Tiedeman		Intersection improvement	$ 3,167,113	100%			$ 3,167,113	84%	$2,670,311	2025-2039			$ -	$ -	$ -
5026	Tigard	Greenburg	Tiedeman	OR 99W	Widen to 5 lanes	$ 9,269,598	100%			$ 9,269,598	100%	$9,269,598	2014-2024			$ -	$ -	$ -
5027	Tigard	Hall	Pfaffle		New traffic signal and turn lanes	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
5028	Tigard	Hall	McDonald	Bonita	Turn lanes at both intersections; aux lanes between intersections; bike lanes and sidewalks	$ 8,900,000	100%			$ 8,900,000	93%	$8,277,000	2014-2024			$ -	$ -	$ -
5029	Tigard	Highway 217 Overcrossing	Hunziker	Tigard Triangle	Construct new complete street overcrossing of Hwy 217	$ 30,000,000	100%			$ 30,000,000	100%	$30,000,000	2014-2024			$ -	$ -	$ -
5030	Tigard	Locust	Greenburg	Hall	Complete street improvement	$ 2,471,893	100%			$ 2,471,893	100%	$2,471,893	2025-2039			$ -	$ -	$ -
5031	Tigard	McDonald	Hall		Right turn lane from Hall to McDonald & signal system upgrade	$ 772,466	100%			$ 772,466	99%	$766,702	2025-2039			$ -	$ -	$ -
5032	Tigard	Nimbus	Scholls Ferry		Intersection improvement	$ 1,776,673	100%			$ 1,776,673	100%	$1,776,673	2025-2039			$ -	$ -	$ -
5033	Tigard	Nimbus extension	Scholls Ferry	Greenburg	3-lane extension	$ 23,173,994	100%			$ 23,173,994	100%	$23,173,994	2014-2024			$ -	$ -	$ -
5034	Tigard	Scoffins	Hunziker	Hall	Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ -	$ -
5035	Tigard	Tiedeman / North Dakota	Tigard	Greenburg	Realign one or both streets so they intersect west of the railroad	$ 10,000,000	75%			$ 7,500,000	89%	$6,675,000	2014-2024			$ -	$ -	$ -
5036	Tigard	Upper Boones Ferry	Durham	I-5	Widen to 5 lanes	$ 4,634,799	100%			$ 4,634,799	89%	$4,106,784	2014-2024			$ 17,752	$ -	$ 17,752
5037	Tigard	Walnut	121st	Tiedeman	Widen to 3 lanes	$ 4,325,812	100%			$ 4,325,812	100%	$4,325,812	2025-2039		$ 472,610	$ 5,192	$ 8,010,720	$ 8,015,912
5038	Tigard	Walnut	Tiedeman	OR 99W	Widen to 3 lanes	$ 3,862,332	100%			$ 3,862,332	100%	$3,862,332	2025-2039			$ -	$ -	$ -
5039	Tigard	Walnut	OR 99W		Intersection improvement	$ 1,776,673	100%			$ 1,776,673	100%	$1,776,673	2025-2039			$ -	$ -	$ -
5040	Tigard	Walnut extension	OR 99W	Scoffins	New 3-lane collector	$ 29,353,726	100%			$ 29,353,726	100%	$29,353,726	2014-2024			$ -	$ -	$ -

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5041	Tigard	Washington Square Overcrossing (South)	Nimbus	South mall area (Locust St.)	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$ 39,781,536	100%			$ 39,781,536	100%	$39,781,536	2025-2039			$ -	$ -	$ -
5042	Tigard	Roy Rogers	Scholls Ferry	UGB	Widen to 5 lanes	$ 39,400,000	100%			$ 39,400,000	74%	$29,156,000	2014-2024	$ 17,360	$ 2,055,562	$ 32,061	$ 3,215,084	$ 3,247,145
5043	Tigard	Tiedeman	Fanno Creek	Greenburg	Sidewalk infill and intersection safety improvements at N Dakota and Tigard streets	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2014-2024					
5044	Tigard	Atlanta	68th	74th	Extend collector roadway	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039					
5045	Tigard	74th	99W	Hermoso/Bevel and	Extend collector roadway	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039					
5046	Tigard	McDonald	Hall	99W	Complete street improvement	$ 8,000,000	100%			$ 8,000,000	96%	$7,680,000	2014-2024					
5047	Tigard	Hunziker	72nd	Hall	Sidewalk infill and bike lanes	$ 2,000,000	100%			$ 2,000,000	100%	$2,000,000	2014-2024					
5048	Tigard	I-5 Overcrossing	Beveland	Southwood (Lake Oswego)	Bicycle/pedestrian bridge	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2025-2039					
5049	Tigard	Wall St Ext	Wall	Tech Center Dr	New Street from Hunziker to Tech Center Dr	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2014-2024					
	Tigard	TOTAL				$ 398,722,350				$ 396,222,350		$378,605,669		$ 20,733	$ 2,532,103	$ 2,283,143	$ 14,926,681	$ 17,209,824
6000	Tualatin	65th	Nyberg Lane	I-205	Multi-use path	$ 9,734,000	100%			$ 9,734,000	82%	$8,023,973	2025-2039			$ -	$ -	$ -
6001	Tualatin	95th	Tualatin-Sherwood	Avery	Bike lanes	$ 2,920,000	100%			$ 2,920,000	100%	$2,920,000	2014-2024			$ -	$ -	$ -
6002	Tualatin	105th/Blake/ 108th	Avery	Willow	Widen to 3 lanes, bike lanes & sidewalk	$ 5,086,000	100%			$ 5,086,000	100%	$5,086,000	2014-2024	$ 38,408		$ 197,127	$ -	$ 197,127
6003	Tualatin	115th	Blake	124th	New street - major collector	$ 31,446,000	100%			$ 31,446,000	100%	$31,446,000	2025-2039			$ -	$ -	$ -
6004	Tualatin	124th/Basalt Creek	Tualatin-Sherwood	Grahams Ferry	Widen to 5 lanes, pedestrian & bicycle facilities, signal at Tonquin/124th	$ 14,000,000	100%			$ 14,000,000	100%	$14,000,000	2014-2024			$ -	$ 10,105	$ 10,105
6005	Tualatin	Avery	Tualatin-Sherwood	Teton	Widen to 3 lanes	$ 3,600,000	100%			$ 3,600,000	100%	$3,600,000	2025-2039			$ -	$ -	$ -
6006	Tualatin	Avery	105th		Signal - new	$ 254,914	75%			$ 191,185	100%	$191,185	2025-2039			$ -	$ -	$ -
6007	Tualatin	Avery	Teton		Signal - new	$ 339,885	75%			$ 254,914	100%	$254,914	2025-2039			$ -	$ -	$ -
6008	Tualatin	Basalt Creek East-West Arterial	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5.	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2040+			$ -	$ -	$ -
6009	Tualatin	Blake	124th	115th	New street - minor collector	$ 10,000,000	100%			$ 10,000,000	100%	$10,000,000	2025-2039			$ -	$ -	$ -
6010	Tualatin	Boones Ferry	Lower Boones Ferry		Fill sidewalk gaps	$ 10,000	100%			$ 10,000	100%	$10,000	2014-2024			$ -	$ -	$ -
6011	Tualatin	Boones Ferry	Lower Boones Ferry	Martinazzi	Widen to 5 lanes and bridge	$ 13,579,200	100%			$ 13,579,200	90%	$12,265,084	2014-2024			$ -	$ -	$ -
6012	Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	Widen to 3 lanes	$ 5,098,279	100%			$ 5,098,279	92%	$4,690,416	2014-2024			$ -	$ -	$ -
6013	Tualatin	Boones Ferry	Ibach	Norwood	Widen to 3 lanes	$ 660,000	100%			$ 660,000	100%	$660,000	2025-2039			$ -	$ -	$ -
6014	Tualatin	Boones Ferry	Tualatin High School	South city limits	Fill sidewalk gaps	$ 315,000	100%			$ 315,000	100%	$315,000	2014-2024			$ -	$ -	$ -
6015	Tualatin	Cipole	OR 99W	Tualatin-Sherwood	Add left turn lane & bike lanes	$ 10,196,557	100%			$ 10,196,557	100%	$10,196,557	2014-2024			$ -	$ -	$ -
6016	Tualatin	Cipole	Cummins		Signal - new	$ 339,885	75%			$ 254,914	100%	$254,914	2025-2039			$ -	$ -	$ -
6017	Tualatin	Cipole	Herman		Signal & realign railroad	$ 3,058,967	75%			$ 2,294,225	100%	$2,294,225	2014-2024			$ -	$ -	$ -
6018	Tualatin	Grahams Ferry	Ibach	Helenius	Widen to 3 lanes, fill sidewalk gaps	$ 4,980,000	100%			$ 4,980,000	100%	$4,980,000	2014-2024			$ -	$ -	$ -
6019	Tualatin	Grahams Ferry	Helenius		Signal - new	$ 254,914	75%			$ 191,185	100%	$191,185	2025-2039			$ -	$ -	$ -
6020	Tualatin	Hazelbrook	OR 99W	Jurgens	Widen to 3 lanes	$ 3,543,000	100%			$ 3,543,000	100%	$3,543,000	2025-2039			$ -	$ -	$ -
6021	Tualatin	Helenius	109th	Grahams Ferry	Widen to 3 lanes	$ 1,403,000	100%			$ 1,403,000	100%	$1,403,000	2025-2039			$ -	$ -	$ -
6022	Tualatin	Herman	Cipole	Tualatin	Fill sidewalk & bike lane gaps	$ 3,393,000	100%			$ 3,393,000	100%	$3,393,000	2014-2024			$ -	$ -	$ -
6023	Tualatin	Herman	Cipole	124th	Add left turn lane	$ 1,563,472	100%			$ 1,563,472	100%	$1,563,472	2014-2024			$ -	$ -	$ -
6024	Tualatin	Leveton	108th		Signal - new	$ 254,914	75%			$ 191,185	100%	$191,185	2025-2039			$ -	$ -	$ -
6025	Tualatin	Loop Road	Boones Ferry	Nyberg	New street - minor collector	$ 4,248,566	100%			$ 4,248,566	100%	$4,248,566	2025-2039			$ -	$ -	$ -
6026	Tualatin	Martinazzi	Boones Ferry	Warm Springs	Bike lane	$ 2,403,000	100%			$ 2,403,000	100%	$2,403,000	2014-2024			$ -	$ -	$ -
6027	Tualatin	Martinazzi	Sagert		Signal/roundabout - new	$ 2,069,000	75%			$ 1,551,750	100%	$1,551,750	2025-2039			$ -	$ -	$ -
6028	Tualatin	McEwan	65th	Lake Oswego city limit	Widen to 3 lanes	$ 3,908,680	100%			$ 3,908,680	100%	$3,908,680	2025-2039			$ -	$ -	$ -
6029	Tualatin	Myslony	124th	112th	Widen to 3 lanes, add bridge	$ 14,030,000	100%			$ 14,030,000	100%	$14,030,000	2014-2024	$ 544,557	$ 599,369	$ 544,557	$ 599,369	$ 1,143,926
6030	Tualatin	Norwood	Boones Ferry	East city limits	Widen to 3 lanes, add sidewalks & bike lanes	$ 3,129,000	100%			$ 3,129,000	100%	$3,129,000	2014-2024			$ -	$ -	$ -
6031	Tualatin	Sagert	I-5 overpass	72nd	Bike lanes & sidewalks	$ 3,282,000	100%			$ 3,282,000	100%	$3,282,000	2014-2024			$ -	$ -	$ -
6032	Tualatin	Sagert	65th		Signal - new	$ 679,770	75%			$ 509,828	100%	$509,828	2014-2024			$ -	$ -	$ -
6033	Tualatin	Teton	Tualatin		Signal - new	$ 609,000	75%			$ 456,750	100%	$456,750	2014-2024			$ -	$ -	$ -
6034	Tualatin	Teton	Herman	Tualatin-Sherwood	Widen to 3 lanes	$ 2,464,000	100%			$ 2,464,000	100%	$2,464,000	2025-2039			$ -	$ -	$ -
6035	Tualatin	Teton	Tualatin-Sherwood		Add SB right turn lane	$ 890,000	100%			$ 890,000	100%	$890,000	2014-2024			$ -	$ -	$ -
6036	Tualatin	Tualatin	115th		Signal - new	$ 609,000	75%			$ 456,750	100%	$456,750	2025-2039			$ -	$ -	$ -
6037	Tualatin	Tualatin-Sherwood	Boones Ferry		Add EB right turn lane	$ 792,000	100%			$ 792,000	100%	$792,000	2014-2024			$ -	$ -	$ -

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Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 17-18 TDT	FY 17-18 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
6038	Tualatin	Nyberg	I-5		Additional on-ramp lane from westbound Nyberg to northbound I-5 (NE quadrant of interchange)	$ 792,000	100%			$ 792,000	100%	$792,000	2014-2024			$ -	$ -	$ -
	Tualatin	TOTAL				$ 170,937,004				$ 168,819,442		$165,387,436		$ 582,965	$ 599,369	$ 741,684	$ 609,474	$ 1,351,158
1000	Wash Co	80th	Oleson	Oak	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 13,000,000	90%			$ 11,700,000	100%	$11,700,000	2040+			$ -	$ -	$ -
1001	Wash Co	92nd/Allen	Scholls Ferry	Garden Home	Widen to 3 lanes	$ 3,922,000	100%			$ 3,922,000	85%	$3,325,673	2025-2039			$ -	$ -	$ -
1002	Wash Co	113th	McDaniel	Rainmont	New 2-lane collector road	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2025-2039			$ -	$ -	$ -
1003	Wash Co	113th	Rainmont	Cornell	Sidewalk infill	$ 6,300,000	90%			$ 5,670,000	100%	$5,670,000	2025-2039			$ -	$ -	$ -
1004	Wash Co	119th	McDaniel	Cornell	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 12,000,000	90%			$ 10,800,000	100%	$10,800,000	2040+			$ -	$ -	$ -
1005	Wash Co	160th	TV Hwy	Farmington	Widen to 3 lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2025-2039			$ -	$ -	$ -
1006	Wash Co	170th	Merlo	Alexander	Widen to 4/5 lanes with enhanced bicycle & pedestrian facilities; replace bridge over Beaverton Creek	$ 15,277,000	100%			$ 15,277,000	84%	$12,839,181	2014-2024			$ -	$ -	$ -
1007	Wash Co	173rd	Bronson	Cornell	Extend 173rd Ave under or over US 26 connecting to 174th Ave	$ 58,640,000	100%			$ 58,640,000	100%	$58,640,000	2025-2039			$ -	$ -	$ -
1008	Wash Co	174th	Meadowgrass	Bronson	Widen to 3 lanes	$ 16,230,000	100%			$ 16,230,000	100%	$16,230,000	2025-2039			$ -	$ -	$ -
1009	Wash Co	175th	Rigert	Weir	Widen to 3 lanes	$ 13,950,000	100%			$ 13,950,000	100%	$13,950,000	2014-2024			$ -	$ -	$ -
1010	Wash Co	175th	Kemmer		Intersection improvement	$ 2,500,000	100%			$ 2,500,000	100%	$2,500,000	2014-2024		$ 2,238,169	$ -	$ 3,087,269	$ 3,087,269
1011	Wash Co	175th	Outlook	Horse Tale	Realign roadway, improve to standard	$ 6,000,000	25%			$ 1,500,000	100%	$1,500,000	2025-2039			$ -	$ -	$ -
1012	Wash Co	185th	UGB	Springville	Widen to 3 lanes	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2025-2039			$ -	$ -	$ -
1013	Wash Co	185th	Springville	West Union	Widen to 5 lanes	$ 5,100,000	100%			$ 5,100,000	97%	$4,948,515	2014-2024			$ -	$ 5,985,834	$ 5,985,834
1014	Wash Co	185th	Blanton	Farmington	Widen to 5 lanes	$ 12,163,000	100%			$ 12,163,000	100%	$12,163,000	2025-2039			$ -	$ -	$ -
1015	Wash Co	185th	Farmington	Bany	Widen to 3 lanes	$ 14,522,370	100%			$ 14,522,370	100%	$14,522,370	2025-2039		$ 24,740	$ -	$ 24,740	$ 24,740
1016	Wash Co	197th/198th	Baseline	Alexander	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset	$ 18,000,000	90%			$ 16,200,000	100%	$16,200,000	2040+			$ -	$ -	$ -
1017	Wash Co	198th	Alexander	Blanton	Widen to 5 lanes; add 2nd WB and EB left turn lanes on TV Hwy	$ 10,450,000	100%			$ 10,450,000	100%	$10,450,000	2014-2024		$ 594,707	$ -	$ 913,652	$ 913,652
1018	Wash Co	198th	Blanton	Farmington	Widen to 3 lanes	$ 27,900,000	100%			$ 27,900,000	100%	$27,900,000	2014-2024		$ 1,587,781	$ -	$ 3,153,967	$ 3,153,967
1019	Wash Co	205th/206th	Quatama	Baseline	Widen to 5 lanes; replace bridge over Beaverton Creek	$ 31,000,000	100%			$ 31,000,000	100%	$31,000,000	2025-2039			$ -	$ 409,467	$ 409,467
1020	Wash Co	209th	TV Hwy	Farmington	Widen to 5 lanes; reconstruct rail crossing and signal, add EB right turn lane at TV Hwy; widen Butternut Creek bridge	$ 44,396,000	100%			$ 44,396,000	100%	$44,396,000	2014-2024		$ 412,323	$ -	$ 2,570,528	$ 2,570,528
1021	Wash Co	Alexander	192nd	178th	Add sidewalks, streetscape features, bicycle facilities, signal at 185th Ave, turn lanes at major intersections	$ 9,293,000	90%			$ 8,363,700	100%	$8,363,700	2014-2024			$ -	$ -	$ -
1022	Wash Co	Barnes	119th	Cedar Hills	Widen to 5 lanes	$ 4,000,000	100%			$ 4,000,000	77%	$3,072,464	2014-2024			$ -	$ -	$ -
1023	Wash Co	Barnes	Catlin Gabel entrance	Miller	Widen to 5 lanes	$ 18,000,000	100%			$ 18,000,000	88%	$15,824,176	2014-2024		$ 19,233	$ -	$ 125,403	$ 125,403
1024	Wash Co	Barnes	Miller	County line	Widen to 3 lanes	$ 8,800,000	100%			$ 8,800,000	100%	$8,800,000	2025-2039			$ -	$ -	$ -
1025	Wash Co	Basalt Creek East-West Arterial	Grahams Ferry	Boones Ferry	Construct new 4/5-lane arterial	$ 30,000,000	100%			$ 30,000,000	100%	$30,000,000	2025-2039			$ -	$ 10,105	$ 10,105
1026	Wash Co	Beef Bend	150th	131st	Widen to 3 lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2040+			$ -	$ -	$ -
1027	Wash Co	Bull Mountain	Roy Rogers	OR 99W	Widen to 3 lanes	$ 34,000,000	100%			$ 34,000,000	84%	$28,697,248	2040+			$ -	$ 236	$ 236
1028	Wash Co	Butner	Murray	Cedar Hills	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 12,730,247	90%			$ 11,457,223	100%	$11,457,223	2040+		$ 199,112	$ -	$ 261,986	$ 261,986
1029	Wash Co	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to 3 lanes	$ 2,100,000	40%			$ 840,000	100%	$840,000	2025-2039			$ -	$ -	$ -
1030	Wash Co	Cornelius Pass	Frances	TV Highway	Widen to 5 lanes	$ 11,307,000	100%			$ 11,307,000	100%	$11,307,000	2014-2024		$ 657,174	$ 528	$ 1,045,745	$ 1,046,272
1031	Wash Co	Cornell	US 26	Murray	Widen to 5 lanes	$ 40,620,000	100%			$ 40,620,000	100%	$40,620,000	2025-2039			$ -	$ 1,210,641	$ 1,210,641
1032	Wash Co	Cornell	143rd / Science Park		Reconfigure intersection	$ 12,400,000	100%			$ 12,400,000	100%	$12,400,000	2025-2039			$ -	$ -	$ -
1033	Wash Co	Cornell	102nd	County line	Widen to 3 lanes	$ 18,000,000	100%			$ 18,000,000	100%	$18,000,000	2040+			$ -	$ -	$ -
1034	Wash Co	Elligsen	Wilsonville city limit	65th	Widen to 3 lanes, add turn pockets & signal at 65th	$ 5,000,000	60%			$ 3,000,000	100%	$3,000,000	2025-2039			$ -	$ -	$ -
1035	Wash Co	Evergreen	East of 25th	West of 253rd	Multi-modal improvements	$ 1,800,000	100%			$ 1,800,000	100%	$1,800,000	2008-2017			$ -	$ 679	$ 679
1036	Wash Co	Farmington	209th	185th	Widen to 5 lanes	$ 42,000,000	100%			$ 42,000,000	85%	$35,853,659	2025-2039			$ -	$ -	$ -
1037	Wash Co	Farmington	185th	Kinnaman	Widen to 5 lanes	$ 27,299,000	100%			$ 27,299,000	99%	$26,944,468	2025-2039			$ -	$ -	$ -
1038	Wash Co	Fischer	131st	OR 99W	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 4,580,000	90%			$ 4,122,000	100%	$4,122,000	2025-2039	$ 681	$ 696,380	$ 472,713	$ 2,437,118	$ 2,909,831
1039	Wash Co	Garden Home	92nd	Oleson	Widen to 3 lanes	$ 9,000,000	100%			$ 9,000,000	100%	$9,000,000	2025-2039			$ -	$ -	$ -
1040	Wash Co	Germantown	Cornelius Pass		Intersection improvement	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039		$ 36,085	$ -	$ 36,085	$ 36,085
1041	Wash Co	Germantown	185th		Intersection improvement	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039			$ -	$ -	$ -

Appendix A: TDT Road Project List Expenditures
FY 2017-18

List as amended by
Resolution and Order 18-17
February 6, 2018

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 17-18 TDT	FY 17-18 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
1042	Wash Co	Glencoe/1st	Harewood	Jackson	Widen to 3 lanes	$ 10,700,000	100%			$ 10,700,000	100%	$10,700,000	2025-2039			$ -	$ -	$ -
1043	Wash Co	Grahams Ferry	Helenius	Clay	Widen to 3 lanes; add signal and improve geometry at Tonquin Rd	$ 11,100,000	100%			$ 11,100,000	100%	$11,100,000	2025-2039			$ -	$ -	$ -
1044	Wash Co	Grahams Ferry	Cahalin	County line	Widen to 3 lanes; upgrade railroad crossing; add signal at Clutter Rd	$ 9,700,000	100%			$ 9,700,000	100%	$9,700,000	2025-2039			$ -	$ -	$ -
1045	Wash Co	Greenburg	Hall	Locust	Widen to 5 lanes	$ 23,019,501	100%			$ 23,019,501	93%	$21,445,518	2025-2039			$ -	$ -	$ -
1046	Wash Co	Hall	Scholls Ferry	Oleson	Widen to 5 lanes	$ 2,401,000	100%			$ 2,401,000	100%	$2,401,000	2025-2039			$ -	$ -	$ -
1047	Wash Co	Hall	Oleson	OR 99W	Widen to 3 lanes	$ 13,800,000	100%			$ 13,800,000	95%	$13,164,474	2025-2039			$ -	$ -	$ -
1048	Wash Co	Hall	OR 99W	Durham	Widen up to 5 lanes	$ 42,500,000	100%			$ 42,500,000	92%	$39,022,727	2025-2039			$ -	$ -	$ -
1049	Wash Co	Jenkins	158th	Murray	Widen to 5 lanes	$ 15,530,000	100%			$ 15,530,000	79%	$12,253,028	2014-2024		$ 746,132	$ -	$ 2,439,453	$ 2,439,453
1050	Wash Co	Johnson	Cornelius Pass	185th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 24,333,000	90%			$ 21,899,700	100%	$21,899,700	2025-2039			$ -	$ -	$ -
1051	Wash Co	Johnson	185th	170th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; complete missing section over drainage	$ 14,027,000	95%			$ 13,325,650	100%	$13,325,650	2025-2039			$ -	$ -	$ -
1052	Wash Co	Kaiser/143rd	Bethany	Cornell	Widen to 3 lanes	$ 38,357,000	100%			$ 38,357,000	100%	$38,357,000	2025-2039			$ -	$ 108,459	$ 108,459
1053	Wash Co	Kinnaman	209th	Farmington	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 26,810,000	90%			$ 24,129,000	100%	$24,129,000	2025-2039			$ -	$ -	$ -
1054	Wash Co	Kinnaman	198th		Realign offset intersection, signalize or add roundabout	$ 4,971,000	100%			$ 4,971,000	100%	$4,971,000	2014-2024			$ -	$ -	$ -
1055	Wash Co	Laidlaw	Skycrest	Lakeview	Straighten curves; add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 10,000,000	90%			$ 9,000,000	100%	$9,000,000	2025-2039			$ -	$ -	$ -
1056	Wash Co	Laidlaw	Saltzman	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 22,000,000	90%			$ 19,800,000	100%	$19,800,000	2025-2039			$ -	$ -	$ -
1057	Wash Co	Leahy/90th/ 107th	Cornell	Barnes	Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes	$ 10,000,000	90%			$ 9,000,000	100%	$9,000,000	2040+			$ -	$ -	$ -
1058	Wash Co	McDaniel	119th	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 21,000,000	90%			$ 18,900,000	100%	$18,900,000	2040+			$ -	$ -	$ -
1059	Wash Co	Merlo	170th	MAX Light Rail	Widen to 5 lanes	$ 16,635,000	100%			$ 16,635,000	100%	$ 16,635,000	2014-2024			$ -	$ 1,292,697	$ 1,292,697
1060	Wash Co	Miller Hill	Farmington	Gassner	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 9,000,000	90%			$ 8,100,000	100%	$8,100,000	2025-2039			$ -	$ -	$ -
1061	Wash Co	Oleson	Scholls Ferry	Fanno Creek bridge	Realign Oleson Rd and reconfigure intersections with Scholls Ferry Rd and B-H Hwy	$ 34,200,000	100%			$ 34,200,000	100%	$34,200,000	2014-2024			$ -	$ 4,608,174	$ 4,608,174
1062	Wash Co	River	Farmington		Intersection improvement	$ 3,000,000	100%			$ 3,000,000	100%	$3,000,000	2025-2039			$ -	$ -	$ -
1063	Wash Co	Saltzman	Laidlaw	Bayonne	Realign 2/3-lane collector road, including bridge over Bronson Creek	$ 11,100,000	100%			$ 11,100,000	100%	$11,100,000	2014-2024			$ -	$ -	$ -
1064	Wash Co	Saltzman	Bayonne	Bauer Woods	Widen to 3 lanes	$ 8,000,000	100%			$ 8,000,000	100%	$8,000,000	2025-2039			$ -	$ -	$ -
1065	Wash Co	Scholls Ferry	Beaverton-Hillsdale	Allen	Widen to 3 lanes	$ 22,587,000	100%			$ 22,587,000	100%	$22,587,000	2025-2039			$ -	$ -	$ -
1066	Wash Co	Scholls Ferry	Hall		Intersection capacity and signal improvements	$ 2,549,139	100%			$ 2,549,139	100%	$2,549,139	2025-2039			$ -	$ -	$ -
1067	Wash Co	Scholls Ferry	OR 217	121st	Widen to 7 lanes	$ 20,547,608	100%			$ 20,547,608	91%	$18,745,186	2040+			$ -	$ 1,644,864	$ 1,644,864
1068	Wash Co	Scholls Ferry	Murray		Intersection capacity and signal improvements	$ 1,390,440	100%			$ 1,390,440	100%	$1,390,440	2025-2039			$ -	$ -	$ -
1069	Wash Co	Springville	185th	PCC entrance	Widen to 5 lanes	$ 11,100,000	100%			$ 11,100,000	100%	$11,100,000	2014-2024	$ 741,423	$ 5,086,532	$ 1,960,424	$ 8,761,599	$ 10,722,023
1070	Wash Co	Springville	PCC entrance	Kaiser	Widen to 3 lanes	$ 3,600,000	100%			$ 3,600,000	100%	$3,600,000	2014-2024		$ 879,505	$ -	$ 1,012,239	$ 1,012,239
1071	Wash Co	Taylors Ferry	Oleson	Washington	New 2/3-lane road	$ 4,390,000	100%			$ 4,390,000	100%	$4,390,000	2025-2039			$ -	$ -	$ -
1072	Wash Co	Thompson	Saltzman	County line	Widen to 3 lanes	$ 37,000,000	100%			$ 37,000,000	100%	$37,000,000	2040+			$ -	$ -	$ -
1073	Wash Co	Tonquin	124th	Grahams Ferry	Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd	$ 10,500,000	100%			$ 10,500,000	100%	$10,500,000	2018-2025			$ -	$ 618	$ 618
1074	Wash Co	Tualatin-Sherwood	Langer Farms	Teton	Widen to 5 lanes	$ 49,150,000	100%			$ 49,150,000	100%	$49,150,000	2014-2024	$ 2,713		$ 2,713	$ 2,151,468	$ 2,154,181
1075	Wash Co	Tualatin-Sherwood	Baler		Reconfigure intersection at Baler Way and construct north leg of intersection	$ 1,000,000	100%			$ 1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
1076	Wash Co	Walker	194th extension	185th	Widen to 5 lanes, right-of-way for turn/auxiliary lanes	$ 20,000,000	100%			$ 20,000,000	100%	$20,000,000	2025-2039			$ -	$ -	$ -
1077	Wash Co	Walker	185th	173rd	Widen to 5 lanes	$ 13,570,000	100%			$ 13,570,000	68%	$9,277,449	2014-2024		$ 335,756	$ -	$ 535,235	$ 535,235
1078	Wash Co	Walker	158th		Intersection capacity and signal improvements	$ 2,549,139	100%			$ 2,549,139	100%	$2,549,139	2014-2024		$ 695,687	$ -	$ 1,073,833	$ 1,073,833
1079	Wash Co	Walker	Murray	OR 217	Widen to 5 lanes	$ 33,000,000	100%			$ 33,000,000	90%	$29,758,929	2014-2024		$ 1,386,953	$ -	$ 6,066,862	$ 6,066,862
1080	Wash Co	West Union	Cornelius Pass	185th	Widen to 5 lanes	$ 26,192,000	100%			$ 26,192,000	100%	$26,192,000	2014-2024		$ 229,831	$ -	$ 294,154	$ 294,154
1081	Wash Co	West Union	185th	143rd	Widen to 3 lanes	$ 34,870,000	100%			$ 34,870,000	100%	$34,870,000	2025-2039			$ -	$ 15,244	$ 15,244

Appendix A: TDT Road Project List Expenditures
FY 2017-18

List as amended by
Resolution and Order 18-17
February 6, 2018

Project ID	Jurisdiction	Facility	From	To	Project	Project Cost (2014$)	Proportion of Project Related to Capacity (%)	Other Primary Funding Source	Other Primary Funding Revenue	Eligible Capacity Amount	Growth Share	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 17-18 TDT	FY 17-18 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
1082	Wash Co	158th	Walker	MAX Light Rail	Widen to 5 lanes	$ 8,100,000	100%			$ 8,100,000	100%	$8,100,000	2014-2024		$ 5,301,676	$ -	$ 7,669,796	$ 7,669,796
1083	Wash Co	Murray	Walker		Additional turn lanes and auxiliary lanes	$ 15,000,000	100%			$ 15,000,000	100%	$15,000,000	2014-2024			$ -	$ -	$ -
1084	Wash Co	Thompson	Circle A	Saltzman	Realign 3-lane arterial	$ 6,000,000	100%			$ 6,000,000	100%	$6,000,000	2014-2024			$ -	$ -	$ -
1085	Wash Co	Walker	158th	Murray	Widen to 5 lanes	$ 10,200,000	100%			$ 10,200,000	70%	$7,140,000	2014-2024		$ 504,424	$ -	$ 2,079,281	$ 2,079,281
1086	Wash Co	Roy Rogers	Borchers	Sherwood UGB	Widen to 5 lanes	$ 12,000,000	100%			$ 12,000,000	95%	$11,400,000	2014-2025					
1087	Wash Co	Roy Rogers	Sherwood UGB	Tigard UGB	Widen to 4/5 lanes	$ 30,000,000	100%			$ 30,000,000	70%	$21,000,000	2025-2039					
	Wash Co	TOTAL				$ 1,406,758,444				$ 1,378,392,470		$1,329,340,052		$ 744,817	$ 21,632,200	$ 2,436,377	$ 61,027,432	$ 63,463,809
8600	Wilsonville	Boones Ferry	Basalt Creek East-West Arterial	Day	Widen to 5 lanes	$ 1,100,000	100%			$ 1,100,000	100%	$1,100,000	2025-2039			$ -	$ -	$ -
8601	Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	$ 5,800,000	80%			$ 4,640,000	100%	$4,640,000	2025-2039			$ -	$ -	$ -
8602	Wilsonville	Day	Kinsman		Construct left turn pocket & signal	$ 880,000	100%			$ 880,000	100%	$880,000	2014-2024			$ -	$ -	$ -
8603	Wilsonville	Day	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5	$ 5,000,000	100%			$ 5,000,000	100%	$5,000,000	2040+			$ -	$ -	$ -
8604	Wilsonville	Elligsen	Parkway Center	Wilsonville city limit	Widen to 3 lanes	$ 3,000,000	60%			$ 1,800,000	100%	$1,800,000	2014-2024			$ -	$ -	$ -
8605	Wilsonville	Grahams Ferry	Clay	Calahin	Widen to 3 lanes, add double southbound left turn lane at Day	$ 7,100,000	60%			$ 4,260,000	100%	$4,260,000	2014-2024			$ -	$ -	$ -
8606	Wilsonville	Kinsman	Day	Ridder	Construct 3-lane road	$ 10,400,000	100%			$ 10,400,000	100%	$10,400,000	2014-2024			$ -	$ -	$ -
8607	Wilsonville	Ridder	Kinsman		Construct left turn pocket & signal	$ 850,000	100%			$ 850,000	100%	$850,000	2014-2024			$ -	$ -	$ -
	Wilsonville	TOTAL				$ 34,130,000				$ 28,930,000		$28,930,000		$ -	$ -	$ -	$ -	$ -
	TOTAL					**$ 3,153,911,950**				**$ 3,067,449,012**		**$ 2,995,768,835**		**$ 10,609,052**	**$ 36,416,603**	**$ 19,405,245**	**$ 155,564,681**	**$ 174,969,926**

Appendix B: TDT Transit Project List Expenditures
FY 2017-18

List as amended by
Resolution and Order 18-17
February 6, 2018

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 17-18 TDT	FY 17-18 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
Bus Line and Bus Stop Improvements																	
100	185th / Farmington Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 52)	$2,503,000	0%	$2,503,000	100%	$2,503,000	100%	$2,503,000	58%	$1,441,728	2014-2024			$ -	$ -	$ -
101	B-H Hwy Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 54)	$753,000	0%	$753,000	100%	$753,000	100%	$753,000	58%	$433,728	2014-2024			$ -	$ -	$ -
102	Beaverton - Tualatin Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Lines 76/78)	$2,835,000	0%	$2,835,000	100%	$2,835,000	100%	$2,835,000	58%	$1,632,960	2014-2024			$ -	$ -	$ -
103	Century Blvd Bus Line Infrastructure	Shelter and stop infrastructure for new north-south frequent service bus line along Century Blvd (or interim route on Cornelius Pass Rd)	$1,240,000	0%	$1,240,000	100%	$1,240,000	100%	$1,240,000	58%	$714,240	2014-2024			$ -	$ -	$ -
104	Cornell Rd Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 48)	$2,933,000	0%	$2,933,000	100%	$2,933,000	100%	$2,933,000	58%	$1,689,408	2014-2024			$ -	$ -	$ -
105	Hillsboro-Bethany Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 47)	$1,875,000	0%	$1,875,000	100%	$1,875,000	100%	$1,875,000	58%	$1,080,000	2014-2024			$ -	$ -	$ -
106	Pacific Hwy Near-Term Improvements	Pacific Hwy near-term shelter, stop and other improvements leading up to SW Corridor HCT	$400,000	0%	$400,000	100%	$400,000	100%	$400,000	58%	$230,400	2014-2024			$ -	$ -	$ -
107	TV Hwy Near-Term Improvements	TV Hwy near-term shelter, stop and other improvements leading up to TV Hwy HCT	$4,043,000	0%	$4,043,000	100%	$4,043,000	100%	$4,043,000	58%	$2,328,768	2014-2024			$ -	$ -	$ -
108	Other Bus Stop Improvements	Other shelter, stop and street improvements to support bus service as needed throughout Washington County	$3,500,000	20%	$2,800,000	100%	$2,800,000	100%	$2,800,000	58%	$1,612,800	2014-2024			$ -	$ -	$ -
109	Tigard - Transit Stop Improvements	Improve stations, stops, crossings and ADA access on Hall Blvd from Commercial St to Locust St	$1,000,000	0%	$1,000,000	100%	$1,000,000	100%	$1,000,000	58%	$580,000	2014-2024					
Subtotal			$21,082,000		$20,382,000		$20,382,000		$20,382,000		$11,744,032				$ -	$ -	$ -
Transit Priority Treatments																	
200	Streamline Bus Efficiency Improvements	Bus efficiency treatments such as signal priority, queue bypasses, dedicated bus stops and other treatments to enhance efficiency and improve or preserve service speeds for Frequent Service and key bus lines throughout county	$2,750,000	0%	$2,750,000	100%	$2,750,000	100%	$2,750,000	58%	$1,584,000	2014-2024			$ -	$ -	$ -
201	Tigard - Transit Priority	Transit signal preemption at Hall Blvd and Hwy 99W intersection	$5,000,000	0%	$5,000,000	100%	$5,000,000	100%	$5,000,000	58%	$2,900,000	2014-2024					
Subtotal			$7,750,000		$7,750,000		$7,750,000		$7,750,000		$4,484,000				$ -	$ -	$ -
Park & Rides / Transit Centers																	
300	P&R expansion	Expand park & ride capacities in smaller lots on sites within Washington County with direct transit service to Portland and/or Washington County employment areas	$15,000,000	0%	$15,000,000	100%	$15,000,000	100%	$15,000,000	58%	$8,640,000	2014-2024			$ -	$ -	$ -
Subtotal			$15,000,000		$15,000,000		$15,000,000		$15,000,000		$8,640,000				$ -	$ -	$ -
Pedestrian/Bicycle Access to Transit																	
400	65th Ave Multi-Use Trail	Ped/bike pathway connecting Tualatin River Greenway and multi-family neighborhoods with #76 bus service at Legacy Meridian Park Medical Center	$3,796,000	0%	$3,796,000	100%	$3,796,000	90%	$3,416,400	100%	$3,416,400	2025-2039			$ -	$ -	$ -
401	95th Ave Ped/Bike Connection	Ped/bike pathway connecting Springcrest Drive with Sunset Transit Center, including grade-separated ped/bike crossing of Barnes Rd	$11,546,000	0%	$11,546,000	100%	$11,546,000	90%	$10,391,400	100%	$10,391,400	2014-2024			$ -	$ -	$ -
402	Crescent Connection: Cedar Hills to Lombard	Construct a multi-use use path along Beaverton Creek from Cedar Hills Blvd to Beaverton Transit Center, providing access to Beaverton Central MAX station and Beaverton Transit Center	$1,230,000	0%	$1,230,000	100%	$1,230,000	75%	$922,500	100%	$922,500	2014-2024	$ 1,971,717		$ 2,004,444	$ -	$ 2,004,444
403	TV Hwy Access to Transit	Enhanced bikeway facilities, sidewalks, pedestrian crossings, multi-use trail	$11,667,500	0%	$11,667,500	100%	$11,667,500	90%	$10,500,750	100%	$10,500,750	2014-2024			$ -	$ -	$ -
404	Washington Square Overcrossing (North)	Pedestrian/bicycle overcrossing of Hwy 217 and Scholls Ferry Rd between Nimbus Dr and north mall area, connecting to Hall/Nimbus WES commuter rail station	$39,781,536	0%	$39,781,536	100%	$39,781,536	90%	$35,803,382	100%	$35,803,382	2025-2039			$ -	$ -	$ -

Appendix B: TDT Transit Project List Expenditures
FY 2017-18

List as amended by
Resolution and Order 18-17
February 6, 2018

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 17-18 TDT	FY 17-18 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
405	Westside Trail: Cornell to Greenbrier	Multi-use trail connecting business park to Cornell Rd bus line, including grade-separated overcrossing of US 26	$9,450,000	0%	$9,450,000	100%	$9,450,000	90%	$8,505,000	100%	$8,505,000	2014-2024			$ -	$ -	$ -
406	Bike & Rides	Enclosed, key card accessed bicycle parking at high capcity transit or frequent service bus stops	$1,000,000	0%	$1,000,000	100%	$1,000,000	100%	$1,000,000	100%	$1,000,000	2014-2024			$ -	$ -	$ -
407	Other Access to Transit Improvements	Other pedestrian and bicycle improvements to support access to transit in Washington County, including sidewalks, pedestrian crossings, bike lanes, multi-use paths and bike parking.	$3,500,000	20%	$2,800,000	100%	$2,800,000	90%	$2,520,000	100%	$2,520,000	2014-2024			$ -	$ -	$ -
Subtotal			$81,971,036		$81,271,036		$81,271,036		$73,059,432		$73,059,432		$ 1,971,717	$ -	$ 2,004,444	$ -	$ 2,004,444
Transit System Requirements																	
500	Merlo Bus Operating Base Expansion	Long-term expansion of bus service in Washington County requires additional capacity at bus storage and maintenance shops.	$1,001,000	0%	$1,001,000	100%	$1,001,000	100%	$1,001,000	58%	$576,576	2014-2024			$ -	$ -	$ -
501	Elmonica LRV Expansion	Expansion of light rail vehicle yard and maintanance facility for increased service.	$4,000,000	0%	$4,000,000	100%	$4,000,000	100%	$4,000,000	58%	$2,304,000	2025-2039			$ -	$ -	$ -
502	Electric Bus Supportive Capital Improvements	Capital improvements to support operation and maintenance of electric buses.	$10,000,000	50%	$5,000,000	32%	$1,600,000	50%	$800,000	58%	$460,800	2025-2039			$ -	$ -	$ -
503	South Hillsboro Transit Improvements	Bus pullouts, shelters, bus layover	$4,830,000	0%	$4,830,000	100%	$4,830,000	100%	$4,830,000	100%	$4,830,000	2025-2039			$ -	$ -	$ -
Subtotal			$19,831,000		$14,831,000		$11,431,000		$10,631,000		$8,171,376				$ -	$ -	$ -
High Capacity Transit (HCT)																	
600	Amber Glen Streetcar loop circulator or Red Line extension	Amber Glen LRT spur. (Pending development with sufficient density) Alternative would be a streetcar circulator. Lower end of estimated project cost range is shown because detailed project scoping has not been developed.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	100%	$75,000,000	2025-2039			$ -	$ -	$ -
601	Red Line to Fair Complex/ Hillsboro Airport	Add a third track and switches and upgrade signals to allow for the Red Line MAX to be extended to the Fair Complex/Hillsboro Airport MAX Station	$6,000,000	50%	$3,000,000	100%	$3,000,000	100%	$3,000,000	58%	$1,728,000	2014-2024			$ -	$ -	$ -
602	Southwest Corridor HCT	Portland, Sylvania, Tigard and Tualatin high-capacity transit.	$1,075,000,000	50%	$537,500,000	60%	$322,500,000	100%	$322,500,000	58%	$185,760,000	2014-2024			$ -	$ 938,530	$ 938,530
603	Sunset Highway HCT	East-west HCT connecting Hillsboro and Tanasbourne, STC, and St. Vincent's. Detailed project scoping has not been developed.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	58%	$43,200,000	2025-2039			$ -	$ -	$ -
604	TV Highway HCT	East-west bus rapid transit linking Forest Grove, Cornelius, Hillsboro, Aloha-Reedville and Beaverton Transit Center via the TV Highway corridor. Hillsboro-Beaverton segment includes westbound Business Access & Transit Lane, eastbound bus pullouts, enhanced bikeway facilities, sidewalks, pedestrian crossings, signal modifications on TV Hwy.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	58%	$43,200,000	2014-2024			$ -	$ -	$ -
605	WES Commuter Rail Upgrades	Capital improvements to allow future service upgrades including double-tracking (for improved frequency and span of service.) Detailed project scoping has not been developed.	$250,000,000	50%	$125,000,000	80%	$100,000,000	100%	$100,000,000	58%	$57,600,000	2025-2039			$ -	$ -	$ -
Subtotal			$1,781,000,000		$890,500,000		$650,500,000		$650,500,000		$406,488,000				$ -	$ 938,530	$ 938,530
TOTAL			**$1,926,634,036**		**$1,029,734,036**		**$786,334,036**		**$777,322,432**		**$512,586,840**		**$ 1,971,717**	**$ -**	**$ 2,004,444**	**$ 938,530**	**$ 2,942,974**

Appendix C:
North Bethany
Funding Plan Report

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Introduction

The North Bethany Transportation Funding Plan was adopted by Resolution and Order 11-70 on October 25, 2011. The North Bethany Transportation Funding Plan provided a framework of finance mechanisms necessary to support development within the North Bethany Subarea. The Funding Plan combines pre-existing countywide revenue sources with two new North Bethany-specific revenue sources to assure adequate revenue for transportation infrastructure necessary to serve the North Bethany Subarea.

This report updates the 5-year funding plan report published for Fiscal Year 2015-16 and again updated in Fiscal Year 2016-17. This complete funding reporting exceeds the minimum reporting requirements called for by Resolution and Order 11-70. The intent of the report is two-fold:

1) Assess the overall Funding Plan and provide an update to the 5-year review conducted two years ago and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.

2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2017-18.

Overview of Recommendations

This report provides three recommendations:

1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number of units anticipated in the North Bethany Funding Plan.
2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2018-19.

North Bethany Funding Plan Overview

The North Bethany Funding Plan includes four funding programs intended to fund 12 road improvements. The 2011 Funding Plan identified four funding programs, plus pre-existing Trust & Agency funds, that would contribute to the transportation improvements necessary to serve the area. These funding programs are described in Table 1.

Table 1: North Bethany Funding Plan – Revenue Sources

Funding Program	Expected Revenue
Major Streets Transportation Improvement Program (MSTIP)	$10,000,000
Transportation Development Tax (TDT)	$21,778,574
North Bethany County Service District for Roads (NBCSD)	$13,354,670
North Bethany Transportation System Development Charge (NBTSDC)	$22,466,756
Pre-Existing Trust & Agency	$1,400,000
TOTAL	**$69,000,000**

Together these funding sources would provide a total of $69,000,000 dollars for 12 transportation improvements. These improvements are described in Table 2.

Table 2: North Bethany Funding Plan – Transportation Improvements

Project Number	Road	Extent	Project Description	Total Cost Estimate
1	Shackelford Rd	West Boundary to Joss	New Collector Rd	$9,300,000
2	Shackelford Rd	Joss to Kaiser	New Collector Rd	$8,800,000
3	Springville Rd	185th to Joss	Improvements	$11,100,000
4	Springville Rd	Joss to Kaiser	Improvements	$3,600,000
5	Springville Rd	Kaiser to Countyline	Improvements	$0*
6	Kaiser Rd	Shackelford to Springville	Improvements	$7,800,000
7	185th Ave	Springville to West Union	Improvements	$4,500,000
8	Shackelford	Kaiser to Countyline	Improvements	$0*
9	Shackelford Rd	½ Bridge over Rock Creek	Bridge	$7,300,000
10	185th and Springville	Realignment	Improvements	$900,000
11	Kaiser Rd	Springville to Bethany	Improvements	$6,100,000
12	Brugger Rd	Joss to Kaiser	Improvements	$3,200,000
13	Joss Rd	Shackelford to Arbor	Improvements	$4,100,000
14	P15 / Oats / 160th	Springville to Brugger	Improvements	$2,300,000
			Total	**$69,000,000**

* Funding plan anticipated these projects would be funded through development.

A brief summary of each of the funding programs follows:

1. **North Bethany and the Major Streets Transportation Improvement Program (MSTIP)**

On June 23, 2015 the Board of County Commissioners approved the high-growth transportation funding program. The program is a partnership between Washington County and the cities of Beaverton, Hillsboro and Tigard to share funding resources for improvements to identified roadways in four major residential growth areas:

- North Bethany & Bonny Slope West (unincorporated Washington County)
- South Hillsboro (City of Hillsboro)
- South Cooper Mountain (City of Beaverton)
- River Terrace (City of Tigard)

This is an innovative cost-sharing partnership that will allow the County and cities to make transportation improvements – without raising property taxes – before deficient roadways become problematic. Two-thirds of the $140 million cost of the identified capacity and safety road-improvement projects will be funded by Washington County (through MSTIP); the remaining one-third will be funded by the cities and by development (e.g. frontage improvements, TDT, NBSDC). The cost-sharing is based on travel forecasting that estimates only one-third of travelers using the improved roads will result from the developments. The remaining traffic will be "regional travel"– trips that begin and end outside of the high-growth areas. This will improve county-wide mobility.

Funding projects: Getting ahead of the growth

- The County will issue bonds to fund two-thirds of the project costs.
- Incremental growth in revenue from the county-wide property tax-based Major Streets Transportation Improvement Program (MSTIP) will be used to pay back the bonds. Issuing bonds will allow improvements to be made proactively – before the deficient roadways become problematic.

Preserving funds: Other transportation needs still a high priority

The cost-sharing strategy preserves the existing MSTIP funding level of $35 million/year for improvements on other roadways throughout Washington County. By funding high-growth area road improvements through MSTIP-backed bonds, these high-growth projects will not compete with other transportation projects for MSTIP funds.

Two of the projects identified are on the North Bethany Transportation Funding Plan:

- Springville Road: 185th Avenue to the PCC entrance ($7,833,333 in MSTIP funding)
- 185th Avenue: Springville to West Union ($4,000,000 in MSTIP funding)

While the total of $11.83M in MSTIP is more than the initial $10M anticipated in the funding plan, this total potential amount allows for construction cost increases and provides additional flexibility if necessary. Additional information about the high-growth funding program is available at: http://www.co.washington.or.us/LUT/News/high-growth-transportation-funding.cfm

2. North Bethany and the Transportation Development Tax (TDT)

The North Bethany Funding Plan is based on an assumed amount of development occurring within the North Bethany Subarea. The total amount of TDT revenue and credits from that development was calculated in 2010 dollars. Table 3 shows the TDT assumptions in the North Bethany Funding Plan.

Table 3: North Bethany Funding Plan – TDT Assumptions

Land Use Category	Projected Number of Units	2012 Rate[1]	Total Revenue Anticipated[2]
Single Family Detached	1,437	$8,225	$11,819,325
Single Family Attached	1,534	$4,919	$7,545,746
Multi-Family	1,218	$5,381	$6,554,058
Non-Residential	varies	varies	$3,118,969
Total[2]			**$29,038,098**

1) The 2012 TDT Rates were used due to the phase-in of the TDT rates occurring during the development of the North Bethany Funding Plan.
2) As explained below only 75% of the total TDT revenue expected to be generated in North Bethany was allocated toward projects on the North Bethany Funding plan. The remaining revenue is anticipated to help address other needs – countywide – related to growth from North Bethany and throughout Washington County.

The North Bethany Funding Plan allocated ***75%*** of the total TDT revenue anticipated to the roadway improvements identified. The remaining 25% of the TDT revenue would be available to contribute to other roadway improvements countywide necessary to serve growth. Therefore, the revenue and credits expected for the TDT component of the North Bethany Funding Plan was: ***$21,778,574***. Table 4 shows the estimated TDT revenue from North Bethany to date and calculates the 75% allocation.

Table 4: Summary of North Bethany TDT Revenue (Estimated)

Fiscal Year	Estimated TDT Revenue*	75% Allocation
FY 14-15	$1,141,678	$856,258
FY 15-16	$2,614,654	$1,960,990
FY 16-17	$2,006,493	$1,504,870
FY 17-18	$3,449,267	$2,586,950
Total	**$9,212,092**	**$6,909,068**

* Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

Eighteen TDT Credits have been issued in North Bethany for a total of $2,513,635 (see Table 8, later in report).

Summary of TDT and the North Bethany Funding Plan

Subtracting the TDT credits already invested in the North Bethany Subarea from the 75% of TDT revenue allocated to the North Bethany Funding Plan would result in **$4,395,436** in estimated TDT revenue to date. The TDT revenue would be expected to be combined with other funding sources and contribute towards the projects identified on the North Bethany Funding Plan.

3. North Bethany County Service District for Roads

In the May 17, 2011 election, voters in the North Bethany Subarea approved Ballot Measure No. 34-189, thus taking the necessary step to create the North Bethany County Service District for Roads. The district includes an additional property tax rate of $1.25 per/$1,000 of assessed valuation within the North Bethany Subarea.

The North Bethany County Service District for Roads provides an ongoing funding source. As the North Bethany Subarea develops, the assessed valuation and service district revenue are expected to increase and provide additional funding for the North Bethany Subarea. Table 5 shows a summary of the North Bethany County Service District for Roads.

Table 5: Summary of the North Bethany County Service District for Roads Revenue

Fiscal Year	Total Assessed Valuation	Service District Revenue	Running Total
FY 11-12	$26,240,000	$47,519	$47,519
FY 12-13	$26,270,000	$31,849	$79,368
FY 13-14	$28,180,000	$35,728	$115,096
FY 14-15	$43,790,000	$73,029	$188,125
FY 15-16	$80,730,000	$101,655	$289,780
FY 16-17	$200,830,000	$251,373	$541,153
FY 17-18	$340,160,000	$416,805	$957,958

As development continues in the North Bethany Subarea, the total assessed valuation and resulting Service District Revenue per year and total are expected to grow and provide a resource to contribute towards the improvements identified on the North Bethany Funding Plan.

Loan to MSTIP

One project (P15 / Oats / 160th Springville to Brugger improvements) was already completed by the MSTIP program. The cost of these early improvements was structured as a loan from the County Service District to the MSTIP program. These expenses are anticipated to be repaid as revenue becomes available from the Service District.

4. North Bethany Transportation System Development Charge

The North Bethany Transportation System Development Charge (NBTSDC) became effective November 29, 2010. It is a component of the larger North Bethany Funding Plan, which was subsequently established by the Board of County Commissioners on June 7, 2011. The purpose of the NBTSDC is to fund new or improved capacity-increasing transportation capital infrastructure. The NBTSDC is dedicated solely to fund transportation facilities necessary to serve the North Bethany subarea.

Revenue

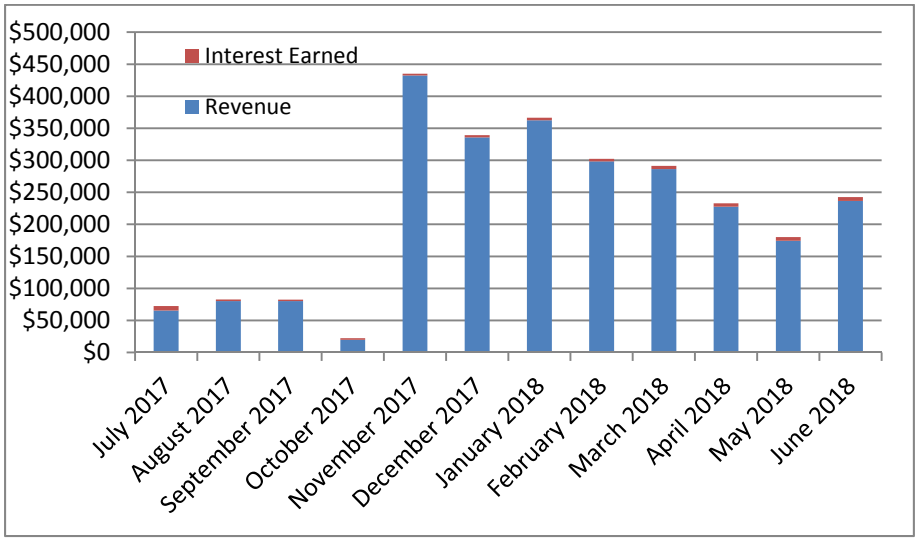
Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2017 through June 2018 fiscal year. The revenue paid into the NBTSDC account generates interest and the interest earned on the account is also included in on the table.

Table 6: Revenue Receipts by Month

Month	Revenue	Interest Earned	Month Total
July 2017	$ 65,447.61	$ 7,052.72	$ 72,500.33
August 2017	$ 80,199.00	$ 2,368.20	$ 82,567.20
September 2017	$ 80,101.41	$ 2,431.44	$ 82,532.85
October 2017	$ 19,634.00	$ 2,533.42	$ 22,167.42
November 2017	$ 432,276.00	$ 2,787.62	$ 435,063.62
December 2017	$ 335,640.00	$ 3,473.17	$ 339,113.17
January 2018	$ 362,479.00	$ 3,936.52	$ 366,415.52
February 2018	$ 298,169.02	$ 4,156.81	$ 302,325.83
March 2018	$ 286,293.00	$ 5,003.11	$ 291,296.11
April 2018	$ 227,460.00	$ 5,367.95	$ 232,827.95
May 2018	$ 174,367.87	$ 5,776.36	$ 180,144.23
June 2018	$ 236,506.00	$ 5,997.86	$ 242,503.86
Total	**$ 2,598,572.91**	**$ 50,885.18**	**$ 2,649,458.09**

Figure 1 displays the revenue receipts and interest earned by month.

Figure 1: Revenue Receipts by Month



Expenditures

Table 7 summarizes the expenditures by month from the NBTSDC account during the July 2017 through June 2018 fiscal year. The expenditures include administration and other costs, including quarterly credit card charges.

Table 7: Expenditures by Month

Month	Administration	Other	Month Total
July 2017	$ 605.00	$	$ 605.00
August 2017	$ 605.00	$ 5.50	$ 610.50
September 2017	$ 605.00	$ 3,140.68	$ 3,745.68
October 2017	$ 605.00	$ 5.00	$ 610.00
November 2017	$ 605.00	$ 5.50	$ 610.50
December 2017	$ 605.00	$ 2,301.78	$ 2,906.78
January 2018	$ 605.00	$	$ 605.00
February 2018	$ 605.00	$ 5.50	$ 610.50
March 2018	$ 605.00	$ 3,524.08	$ 4,129.08
April 2018	$ 605.00	$ 15.22	$ 620.22
May 2018	$ 605.00	$ 5.50	$ 610.50
June 2018	$ 605.00	$ 70,635.86	$ 71,240.86
Total	**$ 7,260.00**	**$ 79,644.62**	**$ 86,904.62**

North Bethany Transportation System Development Charge Credits

Credits are issued for cost of constructing eligible transportation improvements. Credit transfers are allowed within the NBTSDC area – such transfers are documented by issuance of a new credit voucher. Credits maybe used in lieu of paying the North Bethany Transportation System Development Charge. Table 8 shows the NBTSDC credits issued through June 30, 2018.

Table 8: North Bethany Transportation System Development Charge Credits*

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 16-17	Credit Remaining on 6/30/17	Notes
NB14-01	NW 160th: Springville to Brugger	West Hills Development	North Bethany Creek	$180,397	10/23/14	$180,397 Transfer to NB14-01A	$0	Entire amount transferred to NB14-01A
NB14-01A	From NB14-01	DR Horton		Transfer from NB14-01 $180,397	12/30/14	$180,397	$0	
NB14-02	Brugger & ROW dedication	West Hills Development	North Bethany Creek	$77,822	11/24/14	$77,822 Transfer to NB14-01A	$0	Entire amount transferred to NB14-02A
NB14-02A	From NB14-02	DR Horton		Transfer from NB14-01 $77,822	12/30/14	$77,822	$0	
NB15-001	Shackelford Rd	DR Horton	Bethany Abbey Heights 1 & 2	$400,253	11/20/15	$397,345	$2,908	
NB15-002	Shackelford Rd	DR Horton	Bethany Commons at Abbey Creek	$114,490	12/9/15	$114,490	$0	
NB15-003	Brugger Rd &	DR Horton	Commons at	$71,870	12/9/15	$44,413	$0	$27,457

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 16-17	Credit Remaining on 6/30/17	Notes
	Joss Rd		Abbey Creek			used $27,457 Transfer to NB15-003A		transferred to NB15-003A
NB15-003A	From NB15-003	DR Horton	Meadows at Abbey Creek	Transfer from NB15-003 $27,457	4/22/16	$27,457	$0	
NB16-001	Brugger Rd & Joss Rd	DR Horton	Commons at Abbey Creek #2	$62,000	3/15/16	$61,130 used $870 Transfer to NB16-00A	$0	$870 transferred to NB16-001A
NB16-001A	From NB16-001	DR Horton	Meadows at Abbey Creek	Transferred from NB16-001 $870	4/21/16	$870	$0	
NB16-002	Brugger Rd & Joss Rd	DR Horton	Bethany Abbey Meadows	$31,360	4/15/16	$31,360	$0	
NB-007	Shackelford Rd	DR Horton	Grace Hollow & Grace Hollow #2	$450,547	9/2/16	$183,886	$0	$266,661 transferred to NB-007A
NB-007A	Shackelford Rd	DR Horton	Bethany Abbey Meadows	Transferred from NB-007 $266,661	10/26/16	$266,661	$0	
NB15-001	Shackelford Rd	DR Horton	Bethany Abbey Heights 1 & 2			$2,908	$0	
NB16-004	Shackelford Rd	DR Horton	Bethany Abbey Heights No. 2	$179,530	8/15/16	$178,145	$1,385	
NB16-003	Shackelford Rd	DR Horton	Bethany Creek Falls No. 2 Row Houses	$185,193	8/12/16	$185,193	$0	
NB16-006	Kaiser Rd & Springville Rd	Noyes	Crossing at North Bethany	$177,795	8/31/16	$177,795 Transfer to NB16-006A	$0	$177,795 Transferred to NB16-006A
NB16-006A	Kaiser Rd & Springville Rd	Noyes	Highlands at North Bethany	Transferred from NB16-006 $177,795	10/19/16	$177,795	$0	
NB16-008	Brugger Rd	DR Horton	Bethany Abbey Meadows No. 2 – Brugger Rd	$74,727	12/13/16	$74,727	$0	
NB16-009	Shackelford Rd	DR Horton	Bethany Abbey Meadows No. 2 – Shackelford Rd	$62,999	12/13/16	$18,828	$44,171	
NB16-004	Shackelford Rd	DR Horton	Bethany Abbey Heights No.2		9/02/16	$1,385	$0	
NB16-009	Shackelford Rd	DR Horton	Bethany Abbey Meadows No.2		12/13/16	$44,171	$0	
NB17-001	Shackelford Rd	Noyes	Highlands at North Bethany	$133,968	2/2/18	$133,968	$0	
NB18-001	Kaiser Rd & Brugger Rd	DR Horton	North Bethany Commons	$310,681	3/8/18	$85,844 Transfer to NB18-001A	$140,472	$84,365 Transferred to NB18-001A
NB18-001A	Kaiser Rd &	DR Horton	Bethany Abbey	Transferred	3/14/18	$84,365	$0	Transferred

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 16-17	Credit Remaining on 6/30/17	Notes
	Brugger Rd		Meadows No.2	from NB18-001 $84,365				from NB18-001
FY 17-18 Total				**$444,649**		**$349,733**	**$140,472**	
Total (FY 14-15 through FY 17-18)				**$2,513,635**		**$2,373,162**	**$140,472**	

* Credits from prior fiscal years are shown in gray.

Credits are an important component of the NBTSDC. The credits issued represent investments that have occurred on NBTSDC eligible facilities. The credits used represent potential revenue that has been invested as improvements in lieu of cash receipts.

Construction Cost Index

The NBTSDC index adjustment provides an automatic non-discretionary adjustment to reflect changes in construction costs. The adjustment occurs on July 1 of each year and no Board action is necessary or required. The NBTSDC Construction Cost Index follows the Transportation Development Tax (TDT) Construction Cost Index. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary

Total NBTSDC activity is summarized in Table 9. It includes revenue from the charge, interest earned and credits issued. Interest for FY 2014-15 and FY 2015-16 was combined based on information provided by accounting. The revenue, interest and credits issued result in **$9,554,108** in total activity from the North Bethany Transportation System Charge through June 30, 2018.

Table 9: NBTSDC Total Activity (Revenue plus Credits Issued)

Fiscal Year	NBTSDC Revenue	Interest Earned	Credits Issued	Total Activity
FY 2014-15	$867,675		$258,219	$1,125,894
FY 2015-16	$1,987,137	$14,069	$679,973	$2,681,179
FY 2016-17	$1,512,326	$9,811	$1,130,791	$2,652,928
FY 2017-18	$2,598,573	$50,885	$444,649	$3,094,107
Total	**$6,965,711**	**$74,765**	**$2,513,632**	**$9,554,108**

North Bethany Funding Plan Revenue Source Summary

Table 10 summarizes the North Bethany Funding programs through June 30, 2018.

Table 10: Summary of North Bethany Revenue Sources

	Anticipated in Funding Plan	Actual though June 30, 2018[1]
Major Streets Transportation Improvement Program (MSTIP)*	$10,000,000	$10,000,000
Transportation Development Tax (TDT)**	$21,778,574	$6,909,068
North Bethany County Service District for Roads (NBCSD)	$13,354,670	$957,958
North Bethany Transportation System Development Charge (NBTSDC - includes credits issued)	$22,466,756	$9,554,108
Pre-Existing Trust & Agency	$1,400,000	$1,400,000
Total	**$69,000,000**	**$28,821,134**

1) Includes revenue plus interest and credits

* Assumes the MSTIP allocation committed to the North Bethany Funding Plan.

** Estimated from NBTSDC receipts plus credits

Review of North Bethany Development

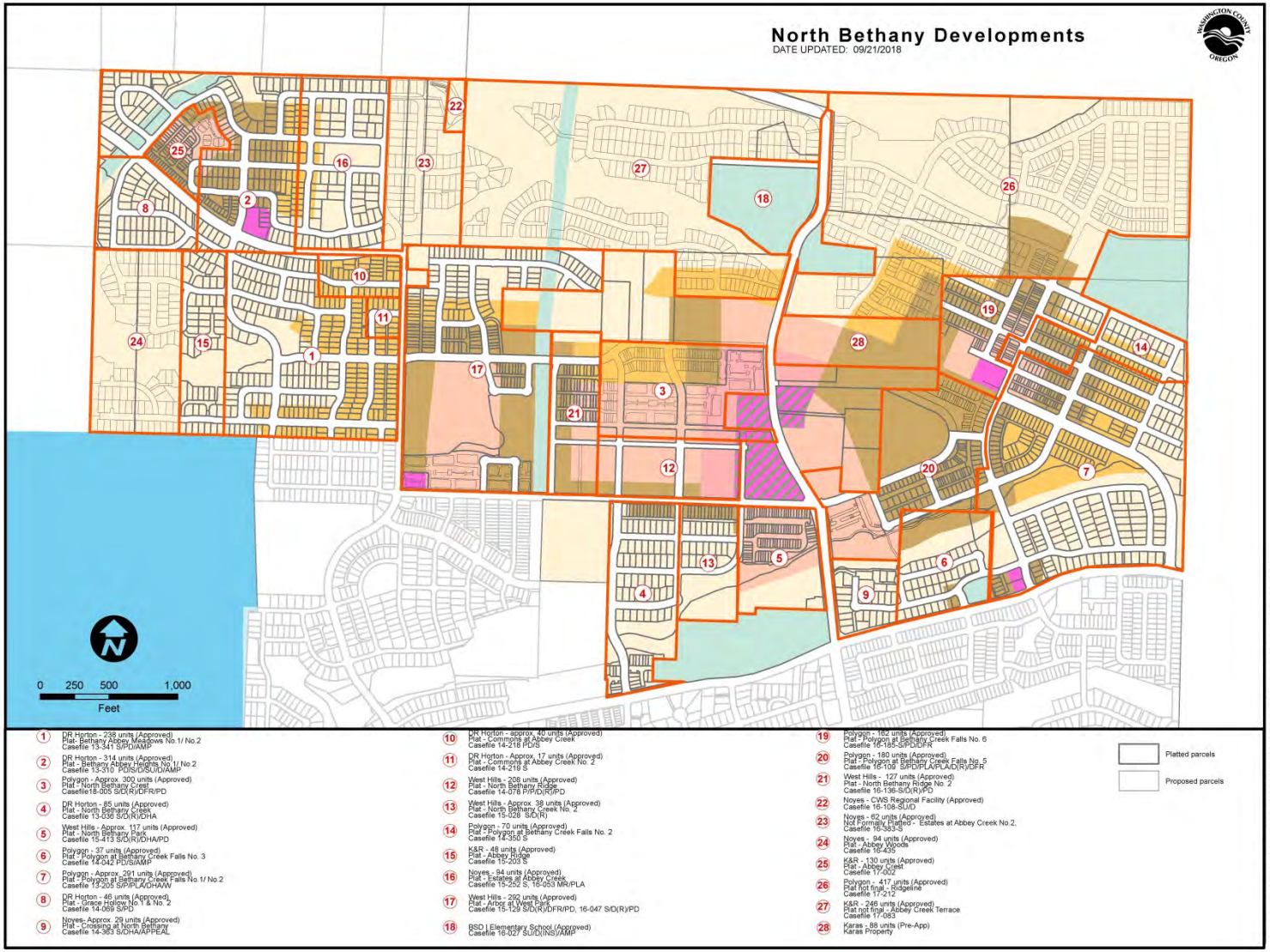
Prior to FY 14-15, no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 3,700 residential units (single-family, attached and multi-family) have been approved. Construction within these approved developments has begun and over 1,900 units have been issued permits or final approval prior to June 30, 2018.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the North Bethany Funding Plan may not necessarily occur until after development construction begins. This is due to the fact that TDT (or NBTSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and NBTSDC) at time of final building permit (or deferred to occupancy)
- Increased valuation and payment of property taxes (NBCSD revenue)

Figure 2, displays the land use approval status as of June 30, 2018.

Figure 2: Development as of June 30, 2018



North Bethany Development Analysis

As shown in Figure 2, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Table 11 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2018.

Table 11: Residential Development

Unit Type	Units Expected in Funding Plan	Units Approved, June 30, 2018	Units Permitted or Final, June 30, 2018
Single Family Detached	1,437	2,893* (97%)	1,111 (77%)
Single Family Attached	1,534		210 (14%)
Multifamily	1,218	790** (65%)	583 (48%)
Total	**4,189**	**3,683 (88%)**	**1,904 (45%)**

*Single Family residential approvals are not distinguished between attached and detached structures
**Note: This number was higher in the FY 16-17 Annual Report due to incorrect reporting for one subdivision.

Approximately 88% of the development expected in the North Bethany Funding Plan has been approved. The development approvals cover approximately 92% of the total North Bethany Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 8% of the land area remains developable, much of that is in the commercial center along Kaiser Road, which may have a higher development density, but will include commercial, as well as residential land use. Also, some of the remaining developable area includes lands with environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the North Funding Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.

North Bethany Non-Residential Development

Non-residential development must also pay appropriate charges in the North Bethany Funding Plan. The majority of the development is expected to be residential. As non-residential development is completed and pays the appropriate charges these contributions will be included in the future North Bethany Funding Plan reports.

North Bethany Road Project Analysis

As of June 30, 2018 one capital project had been completed and credits had been issued for parts of several other projects. Several other projects were underway and/or been submitted for credit eligibility review. Table 12 shows the North Bethany Road projects the investment in thus far in each and credit vouchers related to that investment through June 30, 2018 and Figure 3 shows the same roadway improvements in a map form.

Table 12: North Bethany Road Project Analysis

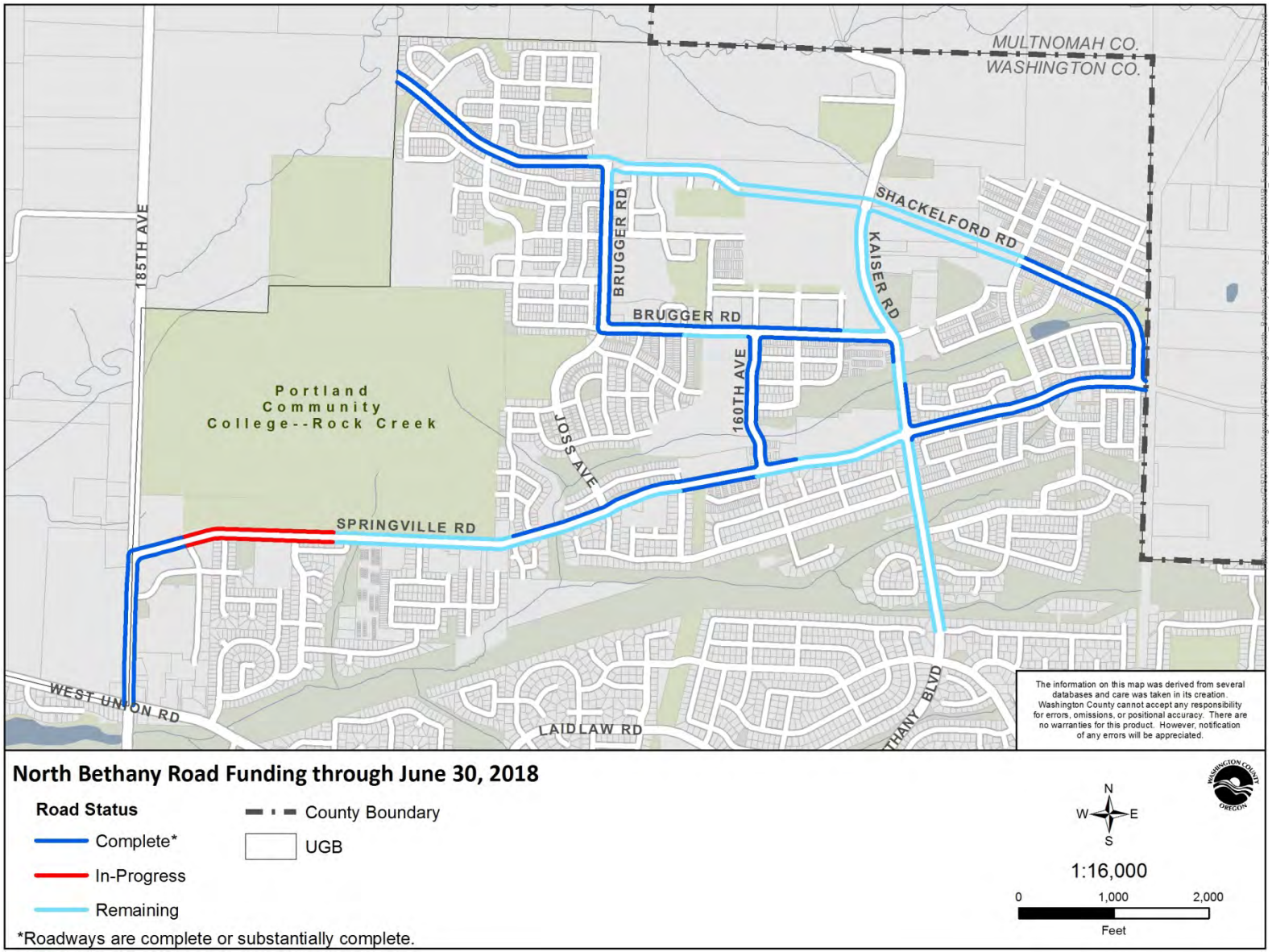
Project Number	Road	Extent	Total Cost Estimate	Percent Complete*	Investment**	Credit Vouchers Issued/Other Funding
1	Shackelford Rd	West Boundary to Joss	$9,300,000	16%	$1,490,540	TDT15-05 TDT15-06 NB15-001 NB15-002 NB-007 NB16-004 NB16-009 NB17-001
2	Shackelford Rd	Joss to Kaiser	$8,800,000			
3	Springville Rd	185th to Joss	$11,100,000	71%	$7,916,438	TDT MSTIP 3d-HG NB Co Svc Dist
4	Springville Rd	Joss to Kaiser	$3,600,000	5%	$192,325	TDT14-04 URMD Safety
5	Springville Rd	Kaiser to Countyline	$0			
6	Kaiser Rd	Shackelford to Springville	$7,800,000	5%	$385,120	NB16-006 NB18-001
7	185th Ave	Springville to West Union	$4,500,000	40%	$1,792,652	TDT MSTIP 3d-HG
8	Shackelford	Kaiser to Countyline	$0	N/A	$185,193***	NB16-003
9	Shackelford Rd	½ Bridge over Rock Creek	$7,300,000			
10	185th and Springville	Realignment	$900,000	100%	$900,000	MSTIP 3d-HG TDT
11	Kaiser Rd	Springville to Bethany	$6,100,000			
12	Brugger Rd	Joss to Kaiser	$3,200,000	8%	$255,905	NB14-02 NB16-008 NB18-001
13	Joss Rd	Shackelford to Arbor	$4,100,000	4%	$165,231	NB15-003 NB16-001 NB16-002
14	P15 / Oats / 160th	Springville to Brugger	$2,300,000	100%	$2,480,397	NB14-01 MSTIP (Loan)
		Total	**$69,000,000**	**23%**	**$15,578,608**	

* As of June 30, 2018. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

** Includes public construction and/or credits issued.

*** NBTSDC Credits were issued, but not counted in total since no funding had been allocated for this project.

Figure 3: North Bethany Road Improvements



North Bethany Project Costs

Washington County engineering staff has been diligently working with the development community to coordinate and implement funded projects. North Bethany Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2018. It is the recommendation of this report to continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Project costs for North Bethany roads should continue to be independently monitored. If the project costs increase faster in North Bethany than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The North Bethany Funding Plan assumed that development would occur in North Bethany in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, development timing was not known.

The North Bethany Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2018 that is not included in this report. The ongoing rapid development of the North Bethany Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the North Bethany Funding Plan for Fiscal Year 2018-19.

This report provides three recommendations:

1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.
2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2018-19.

Appendix D:
Bonny Slope West
Transportation System Development Charge
Annual Report - Fiscal Year 2017-2018

Introduction

The Bonny Slope West Transportation System Development Charge (SDC) became effective January 19, 2016. It is a component of the larger Bonny Slope West Funding Plan, which was adopted by the Board of County Commissioners on October 6, 2015. The purpose of the Bonny Slope West Transportation SDC is to fund new or improved transportation infrastructure necessary to serve the Bonny Slope West Subarea.

This summary of account activity serves as the required Annual Report for the Bonny Slope West Transportation SDC for Fiscal Year 2017-2018. The intent of the report is two-fold:

1) Assess the overall Funding Plan and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.

2) Provide a detailed accounting of the Bonny Slope West Transportation System Development Charge activity during Fiscal Year 2017-18.

BONNY SLOPE WEST TRANSPORTATION SDC FY 2017-2018 SUMMARY

	FY 2017 – 2018
Starting Balance 7/1/2017	$0
Revenue	$531,156
Investment Earnings	$2,847
Expenditures	$15,788
Ending Balance 6/30/2018	$518,215

No credits have been issued and no projects have been completed prior to June 30, 2018.

Washington County
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Bonny Slope West Transportation System Development Charge Summary

Total BSWTSDC revenue activity is summarized in Table 1. It includes revenue from the charge, interest earned and credits issued. The revenue, interest and credits issued result in **$534,003** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2018.

Table 1: BSWTSDC Total Activity (Revenue plus Credits Issued)

Fiscal Year	BSWTSDC Revenue	Interest Earned	Credits Issued	Total Activity
FY 2017-18	$531,156	$2,847	$0	$534,003
Total	**$531,156**	**$2,847**	**$0**	**$534,003**

Total BSWTSDC expenditure activity is summarized in Table 2. It includes expenditures for administration and other costs (e.g. credit card charges, mailing). The expenditures result in **$15,788** in total activity from the Bonny Slope West Transportation System Charge through June 30, 2018.

Table 2: BSWTSDC Expenditures

Fiscal Year	Administration	Other	Total Activity
FY 2017-18	$4,291	$11,497	$15,788
Total	**$4,291**	**$11,497**	**$15,788**

Bonny Slope West Funding Plan Revenue Source Summary

Table 3 summarizes the North Bethany Funding programs through June 30, 2018.

Table 3: Summary of Bonny Slope West Revenue Sources

	Anticipated in Funding Plan	Actual though June 30, 2018[1]
Transportation Development Tax (TDT)*	$3,649,500	$418,402
Bonny Slope West Transportation System Development Charge (BSWTSDC - includes credits issued)	$4,635,000	$534,003
Major Streets Transportation Improvement Program (MSTIP)**	$2,665,500	$0
Total	**$10,950,000**	**$952,405**

[1] Includes revenue plus interest and credits
* Estimated from BSWTSDC receipts plus credits
** Assumes the MSTIP allocation committed to the Bonny Slope West Funding Plan

Review of Bonny Slope West Development

Prior to FY 17-18, no development had occurred in the Bonny Slope West Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and almost 320 residential units (single-family) have been approved. Construction within these approved developments has begun and 66 units were issued permits or final approval prior to June 30, 2018.

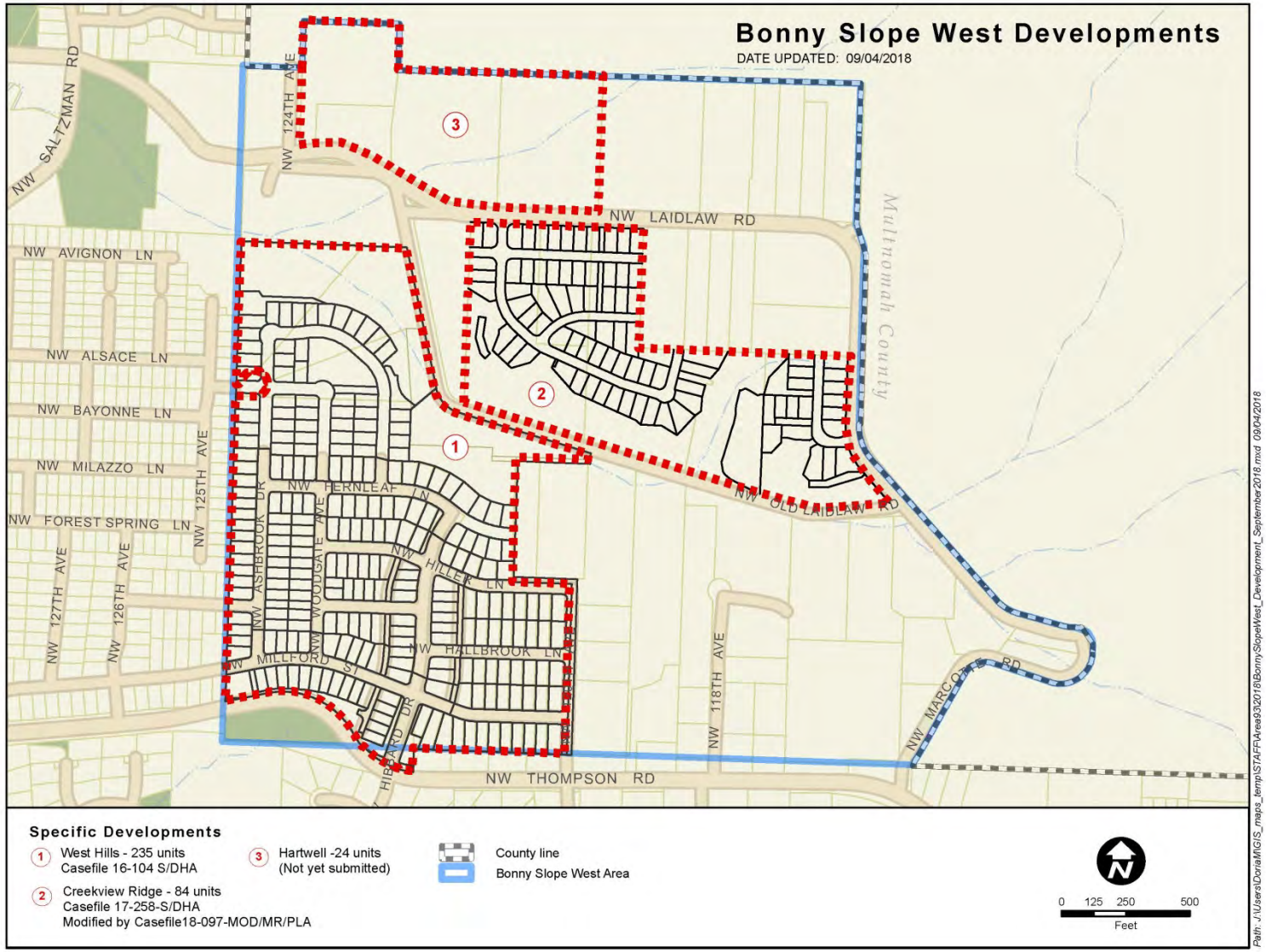
While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the Bonny Slope West Funding Plan

may not necessarily occur until after development construction. This is due to the fact that TDT (or BSWSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and BSWSDC) at time of final building permit (or deferred to occupancy)

Figure 1, displays the land use approval status as of June 30, 2018.

Figure 1: Development as of June 30, 2018



Bonny Slope West Development Analysis

As shown in Figure 1, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Table 4 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2018.

Table 4: Residential Development

Unit Type	Units Expected in Funding Plan	Units Approved, June 30, 2018	Units Permitted or Final, June 30, 2018
Single Family Detached	600	319 (53%)	66 (11%)

Approximately 53% of the development expected in the Bonny Slope West Funding Plan has been approved. The development approvals also cover approximately 43% of the total Bonny Slope West Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 57% of the land area remains developable, much of the remaining developable area includes smaller parcels and lands that may have environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the Bonny Slope West Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope Funding Plan.

Bonny Slope West Road Project Analysis

As of June 30, 2018 no capital projects had been completed or credits had been issued for any parts of the identified projects. Table 5 shows the Bonny Slope West Road projects investment through June 30, 2018.

Table 5: Bonny Slope West Road Project Analysis

Project Number	Road	Extent	Total Cost Estimate	Percent Complete*	Investment**	Credit Vouchers Issued/Other Funding
1	Thompson Rd	Saltzman Rd to Marcotte Rd	$4,000,000	0%	$0	
2	Laidlaw Rd	Saltzman Rd to Marcotte Rd	$5,400,000	0%	$0	
3	Marcotte Rd	Laidlaw Rd to Thompson Rd (ROW only)	$11,100,000	0%	$0	
4	Saltzman Rd	Laidlaw Rd to Thompson Rd	$3,600,000	0%	$0	
		Total	**$10,950,000**	**0%**	**$0**	

* As of June 30, 2018. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.

** Includes public construction and/or credits issued.

*** BSWTSDC Credits were issued, but not counted in total since no funding had been allocated for this project.

Bonny Slope West Project Costs

Bonny Slope West Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2018. It is the recommendation of this report to continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Project costs for Bonny Slope West roads should continue to be independently monitored. If the project costs increase faster in Bonny Slope West than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The Bonny Slope West Funding Plan assumed that development would occur in Bonny Slope West in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, additional information about the timing of development was not known.

The Bonny Slope West Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2018 that is not included in this report. The ongoing rapid development of the Bonny Slope West Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the Bonny Slope West Funding Plan for Fiscal Year 2018-19.

This report provides three recommendations:

1. Continue to monitor Bonny Slope West development annually to determine if the number of units expected will be similar to the number anticipated in the Bonny Slope West Funding Plan.
2. Continue to adjust the Bonny Slope West Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for Bonny Slope West roads, if the project costs increase faster in Bonny Slope West than the countywide TDT index, consider adjustments.
3. Update this review of the Bonny Slope West Funding Plan in Fiscal Year 2018-19.

Washington County
Oregon

Transportation Development Tax

Fiscal Year 2016-2017
Annual Report

July 1, 2016 through June 30, 2017

Washington County
Department of Land Use
& Transportation

December 2017

Board of County Commissioners

Andy Duyck, Chair
Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation

Andrew Singelakis, Director
Andy Back, Manager, Planning and Development Services
Gary Stockhoff, County Engineer

Project Staff

Nancy Abdill, Senior Management Analyst
Joseph Hayes, GIS Analyst
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Julie Sosnovske, Transportation Planner
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TRANSPORTATION DEVELOPMENT TAX

FISCAL YEAR 2016-2017 ANNUAL REPORT

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Appendix A: TDT Project List Expenditures

Appendix B: TDT Transit Project List Expenditures

Appendix C: North Bethany Funding Plan Report

Appendix D: Bonny Slope West System Development Charge Annual Report

I. EXECUTIVE SUMMARY

The Washington County Transportation Development Tax (TDT) is a one-time, countywide tax on development that functions like a System Development Charge (SDC). The TDT was approved by Washington County voters in 2008 and became effective July 1, 2009. It replaced a previous charge called the Traffic Impact Fee (TIF) and effectively doubled rates with the intent of increasing investments in growth-accommodating transportation infrastructure. Uniform TDT rates apply across all local jurisdictions within Washington County – incorporated, unincorporated, urban and rural. TDT charges are calculated according to the type and size of development and are based on formulas in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Some development applicants are able to reduce their TDT obligation by deducting for previous land uses or by building public improvements. Additional discounts and delays in the full phase-in of TDT rates were subsequently adopted by the Board of County Commissioners in response to the economic downturn of the late 2000s. On August 5, 2014 the Board of County Commissioners adopted A-Engrossed Ordinance 793, which ended the temporary discounts, effective October 1, 2014.

This annual report is required by county code based on state statutes governing SDCs. Highlights of TDT activity in Fiscal Year (FY) 2016-17 (July 1, 2016 through June 30, 2017) include the following:

- Washington County and the cities collected **$21.5 million in TDT cash proceeds**, a 33 percent decrease from the previous fiscal year ($31.9 million) which was the highest–ever, but showing consistent growth since TDT was adopted in 2009.

- The county and cities issued **TDT credits with a total value of $5.6 million**, which is about 60 percent more than value of credits issued in FY 2015-16 ($3.5 million).

- County and city TDT accounts collectively generated almost **$790,000 in interest and investment income.**

- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as **"total TDT activity," was approximately $27.9 million**, a 24 percent decrease from the previous fiscal year ($36.8 million), which represented the highest-ever total since the Traffic Impact Fee (the predecessor of TDT) went countywide in 1990.

- The cities and unincorporated Washington County collectively **invested about $3.9 million in TDT funds for transportation capital projects**. Hillsboro invested the most TDT funds, totaling almost $2.2 million for improvements. Countywide, more than **$45 million in other revenue** (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.

- **Administration and compliance expenditures totaled approximately $750,000**. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT.

- TDT accounts across the county had a **total balance of over $103 million** on June 30, 2017.

II. TDT POLICY REVIEW

Reporting Requirements

This report fulfills State of Oregon statutory requirements for SDC reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in Washington County code section 3.17.140. These requirements include:

- Annual accounting, showing total revenues and expenditures over the past fiscal year;
- A list of projects that were funded by the TDT in the past fiscal year;
- The amount of funds spent (from TDT and from other sources) on each project; and
- The amount of funds attributed to administration of the TDT.

County code also requires this report to consider whether additional revenues should be generated to provide extra capacity improvements needed to address new development, and whether revenues exceed identified demands. In so doing, the county must consider:

- Construction of facilities on the project list by federal, state or other revenue sources;
- Receipt of unanticipated funds from other sources for construction of facilities on the project list;
- New information provided by the Institute of Transportation Engineers adjusting trip rates; and
- The impact of TDT credits.

Transportation Development Tax Overview

On November 4, 2008 Washington County voters approved the TDT, with 70.25 percent of voters in favor. The TDT is governed by Washington County Code section 3.17 as instituted by A-Engrossed Ordinance No. 691 as amended. In addition, the TDT is governed by Oregon Revised Statutes 223.297 through 223.314.

The TDT replaced the previous countywide charge, known as the Traffic Impact Fee (TIF), passed in 1990. The TDT, effective July 1, 2009, increased the rates and updated and clarified various procedures. The TDT essentially doubled the transportation SDC developers pay for the impacts new development has on the transportation system. The TDT is imposed on all development within Washington County, including inside the cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville. Each of these cities has signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly discussed and reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, county commissioners and other elected officials representing local governments.

The TDT is based on the average traffic generated by each type of development, as estimated in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 7th Edition*. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects, shown on an

official TDT Capital Improvement Projects List ("TDT Project List") maintained by the county, are currently limited to improvements on major roads (arterials and collectors) and selected transit capital projects. Examples of eligible projects include roadway expansions, intersection improvements, sidewalks, bike lanes and bus stop enhancements. Developers may receive credits to help offset their TDT obligation if they construct eligible transportation improvements on the TDT Project List. Partial credit is allowed for improvements to arterials and collectors that are not on the list.

Rate Phase-In, Discounts and Other Policy Changes

The county initially intended to phase in TDT rates over a four-year period, with rates stepping up each year and the full rate taking effect on July 1, 2012. However, in response to the "Great Recession" and subsequent slow recovery, the county took deliberate steps to phase in TDT rates more slowly, apply additional discounts, and provide other accommodations. Accordingly, the Board of County Commissioners ("the Board") approved the following ordinances.

Ordinance 729

Ordinance 729 was developed conceptually by the WCCC and adopted by the Board, effective December 1, 2009. The primary effect of Ordinance 729 was to discount the TDT rates during the phase-in period (through June 30, 2012). The ordinance helped alleviate the impact that national economic conditions had on the development industry. The provisions of Ordinance 729 did the following:

- Established a 20 percent discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10 percent discount for charges paid between July 1, 2010 and June 30, 2011.
- Established a 5 percent discount for charges paid between July 1, 2011 and June 30, 2012.
- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discounted rate and the original rate. Refunds totaling $148,650 were actually issued countywide.
- Amended Washington County code section 3.17.080 to specify that pre-existing TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Because the 20 percent, 10 percent and 5 percent discounts applied to pre-existing step increases, the effective discounts were even greater compared to the fully phased-in rate. For example, the TDT rate for a single-family home was 55 percent, 36 percent and 19 percent of the fully phased-in rate during the respective fiscal years.

Ordinance 741

During the fall and winter of 2010, county staff worked with the cities and other parties to provide more temporal flexibility in the "previous use" definition within the TDT. Ordinance 741 was adopted July 26, 2011 and became effective August 26, 2011. Under the original TDT ordinance, a previous use was defined as "the most intensive lawful, permitted use existing at a particular property within the past 36

months prior to the date of application for a building permit." Ordinance 741 changed that time frame to "on or after January 1, 2005 but not more than ten years." By expanding this window of time, development applicants theoretically have more opportunities to reduce their TDT obligation by claiming a previous use and subtracting the prior use's TDT from the TDT obligation of the new use.

A-Engrossed Ordinance 746

A-Engrossed Ordinance 746, approved January 17, 2012, delayed the final step increase that would have brought rates to the top level on July 1, 2012. Instead, implementation of the top rates was delayed until as late as July 1, 2015, with the FY 2011-12 rates to be maintained in the interim. These interim rates were approximately 20 percent below the top rates.

A-Engrossed Ordinance 746 provided the Board two opportunities to remove the rate cap early and allow the final step-increase of TDT to occur on July 1, 2013 or July 1, 2014. It required the Board to hold a public hearing no later than April 30 of the respective year to determine whether the discount should be continued or terminated. In making its determination, the Board had to consider the recommendation of the WCCC.

In April 2013 the Board decided to leave the discount in place. In April 2014 the Board decided to maintain the discount tentatively but directed staff to develop a new ordinance that would implement full rates sometime between July 1, 2014 and July 1, 2015. The result, A-Engrossed Ordinance 793, is described later in this section.

A-Engrossed Ordinance 746 also adopted minor administrative changes that:

- Established procedures to replace Construction Cost Index factors when specific information sources are no longer available;

- Required any request to defer payment of TDT to occupancy to be signed by the owner of the property; and

- Established administrative provisions for uncollectable taxes.

Ordinance 751

On June 19, 2012, at the request of the WCCC, the Board considered and adopted Ordinance 751, which established an additional TDT discount for certain building reuses. Effective July 19, 2012, the ordinance established a 50 percent or 75 percent discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to a use with a TDT rate that is calculated per thousand square feet of gross floor area or gross leasable area – primarily commercial and industrial uses. Discounts are applied to the first 5,000 square feet of floor area, and are calculated at 50 percent for buildings three years or older, and 75 percent for buildings 20 years or older. The discount is intended to encourage small- to medium-sized renovation or redevelopment of vacant buildings and spaces. The discount was set to expire on June 30, 2015 but was later extended indefinitely by A-Engrossed Ordinance 793.

In FY 2015-16 several developments used the change in use discount, including one in Beaverton, two in Tigard, four in Hillsboro and eight in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2016-17 was about $383,000.

A-Engrossed Ordinance 793

A-Engrossed Ordinance 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- Ended the temporary discount on TDT rates that was established by Ordinance 729 in 2009, extended by A-Engrossed Ordinance 746 in 2012, and continued through Board resolutions in 2013 and 2014.

- Adjusted the timing of TDT calculations for applicants that have obtained building permits and have deferred some TDT until building occupancy. Applicants are now allowed to pay the TDT rate in effect at the time of building permit acquisition and TDT deferral. Prior to the effective date of A-Engrossed Ordinance 793 applicants that deferred payment to occupancy had to pay the rate that was in effect at the time of occupancy.

- Made permanent the Change-in-Use Discount enacted through Ordinance 751 in 2012. This discount was previously set to expire on July 1, 2015. This discount applies to existing, previously occupied buildings changing to certain commercial and industrial uses.

Construction Cost Index

The Construction Cost Index ("Index") provides an objective basis for adjusting TDT rates over time. It is a weighted index based on three factors: change in materials costs (weighted 50 percent), change in labor costs (weighted 30 percent) and change in right-of-way costs (weighted 20 percent), averaged over the last five years. The Index must be calculated and shared with the Board of County Commissioners annually no later than April 30. This gives the Board the opportunity to review the Index and, if desired, remove the rate cap established by Ordinance 746 effective July 1 of the respective year. As mentioned previously, A-Engrossed Ordinance 793 removed the rate cap, effective October 1, 2014. In 2015 and subsequent years, the Board decides during the May-June period whether to approve rate increases prescribed by the Index.

In 2013 county staff had to reformulate the Index because the Oregon Department of Transportation (ODOT) discontinued the cost trend report originally used to calculate the materials component of the index. After researching a number of alternatives and conferring with the WCCC, county staff replaced the ODOT index with the National Highway Construction Cost Index. The other two components of the Index, and the weighting of all three components, remain the same.

TDT Index History
Cost Change Index using the National Highway Construction Cost Index

Year	2011	2012	2013	2014	2015	2016
Materials Component						
National Highway CCI	1.0728	1.1624	1.1029	1.112	1.1321	1.104
% Annual Change	1.04%	5.00%	-2.09%	0.79%	1.84%	-1.35%
Ave 5-year Change	-4.54%	-2.81%	-3.40%	0.27%	1.28%	0.57%
Labor Component						
BLS Employment Cost Index	116.4	117.6	118.6	120.7	123.4	124.9
% Annual Change	2.46%	1.03%	0.85%	1.77%	2.24%	1.22%
Ave 5-year Change	2.36%	1.80%	1.35%	1.56%	1.67%	1.42%
Right-of-Way Component						
Ave Total Real Market Value	$374,922	$365,516	$407,690	$453,046	$481,670	$ 530,246
% Annual Change	-4.35%	-2.51%	11.54%	11.13%	6.32%	10.08%
Ave 5-year Change	2.33%	-1.65%	-1.12%	2.18%	4.42%	7.31%
Weighted Average Index	**-1.113%**	**-1.195%**	**-1.516%**	**1.038%**	**2.028%**	**2.174%**

< - - - - - - - - - - - - Five-year moving average - - - - - - - - - - - - >

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2017) was $8,458, up from the $8,278 charged between October 1, 2016 and June 30, 2017.

III. COUNTYWIDE FINANCIAL ANALYSIS

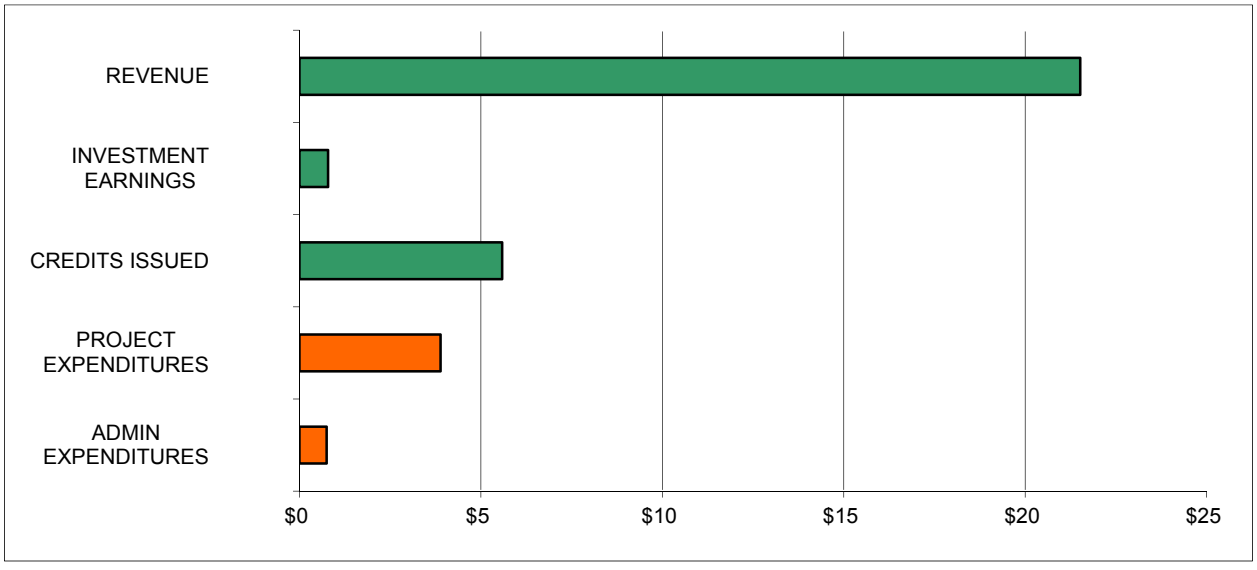
Countywide Total TDT Activity and Balance

In FY 2016-17, the county and cities collected $21,515,870 in TDT revenue. While this represents a 33 percent decrease compared to the previous record-high fiscal year, it shows consistent growth since the program started in 2009. County and city TDT accounts earned interest amounting to $787,807. Jurisdictions issued 26 different credits totaling $5,585,376 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was $27,889,053 countywide in FY 2016-17.

Expenditures on capital projects (which may include design), totaled $3.9 million. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to about $750,000. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2017 were added together for all jurisdictions across the county, the total "account balance" would be $103,310,544. That total does not include issued TDT credits or outstanding TDT credit balances. To date there has been significantly more TDT revenue than expenditures – a situation that will likely change in coming years as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2016-17.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2016-17
(Reported in millions of $'s)

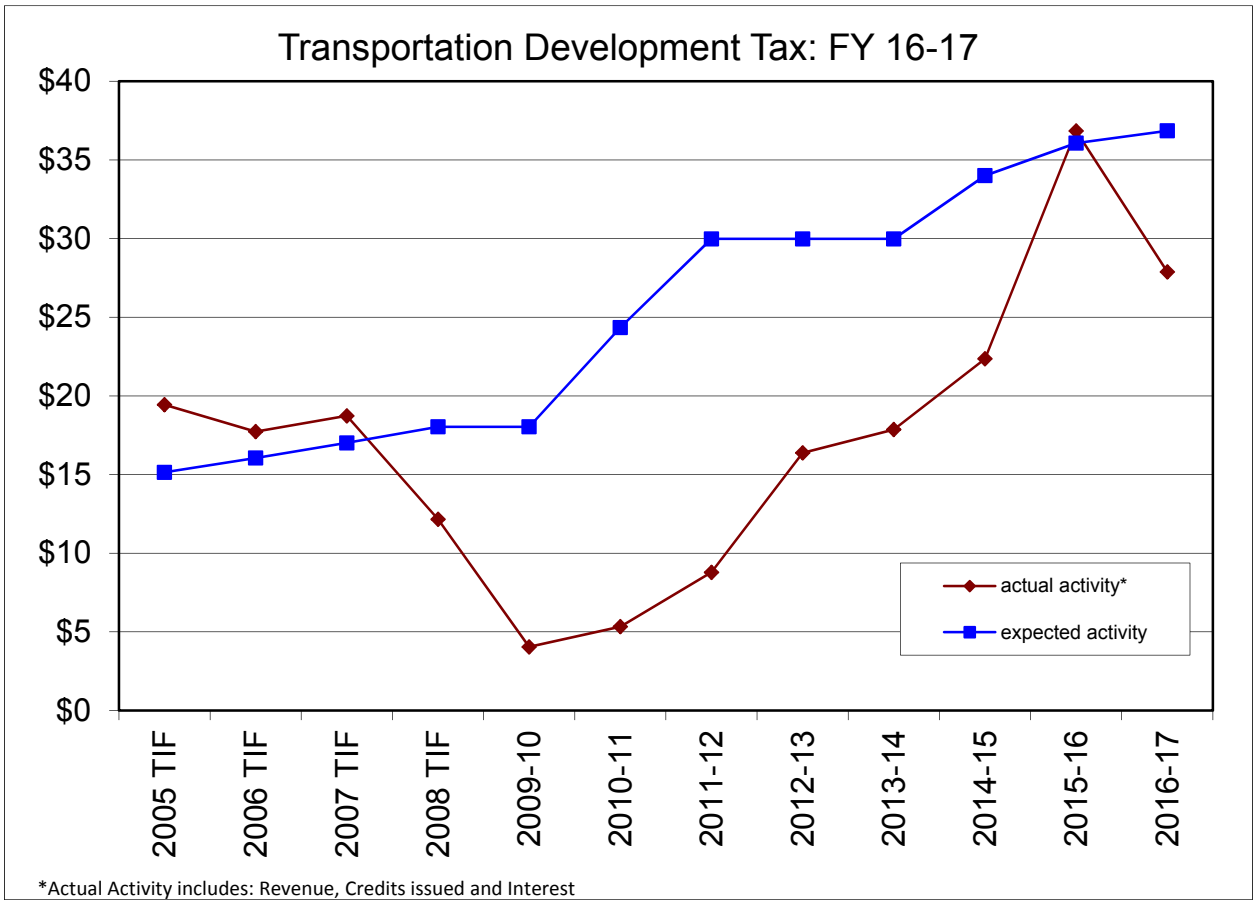


Actual vs. Expected Total TDT Activity

In 2008 the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues once the TDT was completely phased in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the Board approved Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate, and reduced TDT obligations for eligible redeveloping properties (as described in Section II). Based on pre-recession assumptions, "expected" total TDT activity for FY 2016-17 should have been around $36.9 million. Actual activity was $27.9 million, less than that expectation. Total TDT activity in FY 2016-17 was down by about 33 percent compared to FY 2015-16 (a record year), but shows consistent growth since the program started in 2009.

Figure 2 compares actual annual TIF and TDT total activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent recovery are obvious in the line graph. During the 2016-17 fiscal year with the rates now fully phased in, the total TDT activity is approximately 24 percent less than expected TDT activity anticipated in 2008.

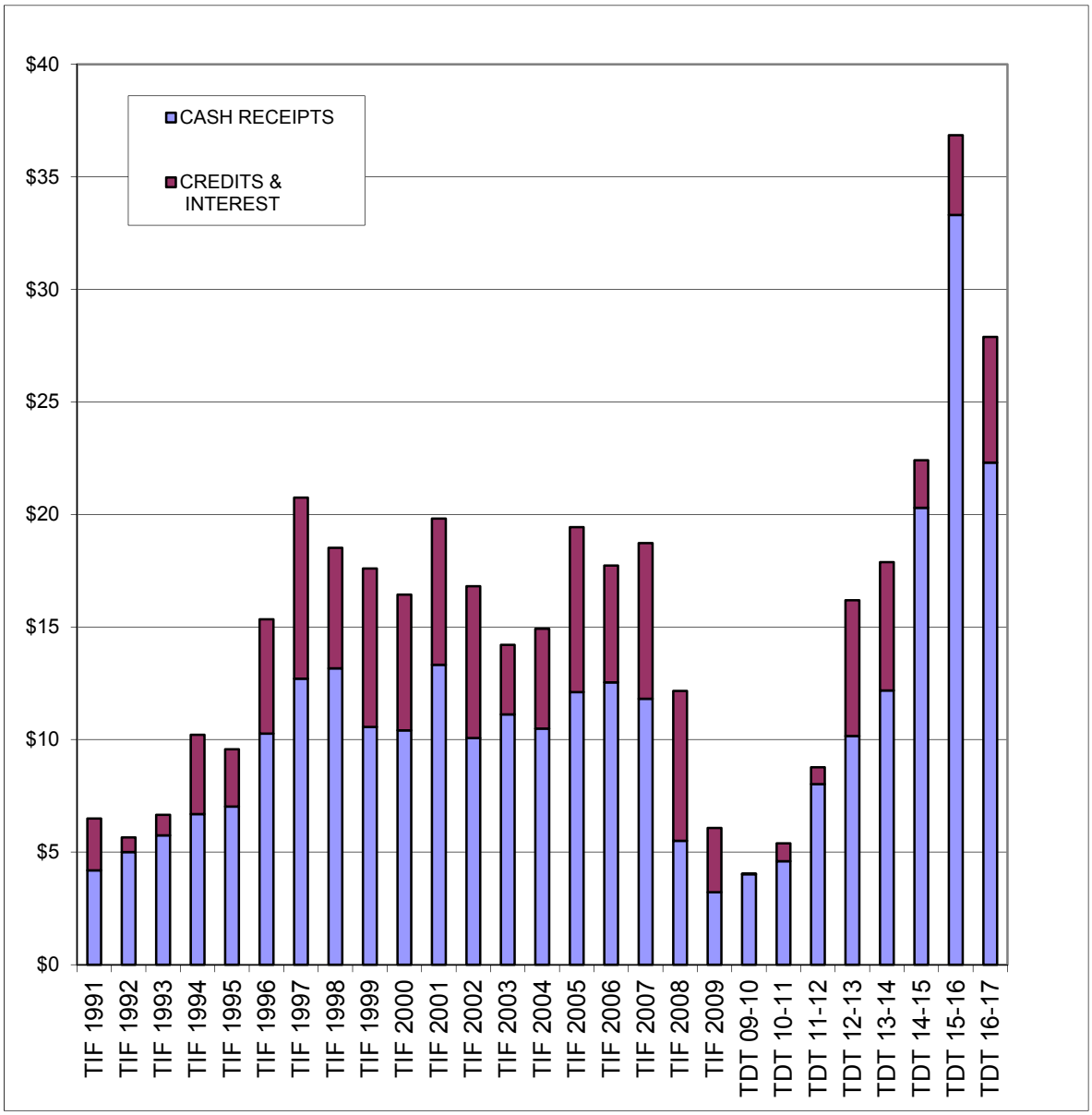
FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY*
(Reported in millions of $'s)



Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2016-17 with that of previous years, including TIF activity for calendar years prior to 2010. FY 2015-16 generated the most revenue and the most total activity since the TIF program went countywide in 1990. Much of the gain can be attributed to the implementation of full TDT rates on October 1, 2014, after years of discounted rates. In addition, development activity continues to be strong after the Great Recession. While FY 2016-17 was still strong, is approximately 24 percent lower than the record set in FY 2015-16. Total TDT activity in each of the last three years has exceeded that of all pre-recession years.

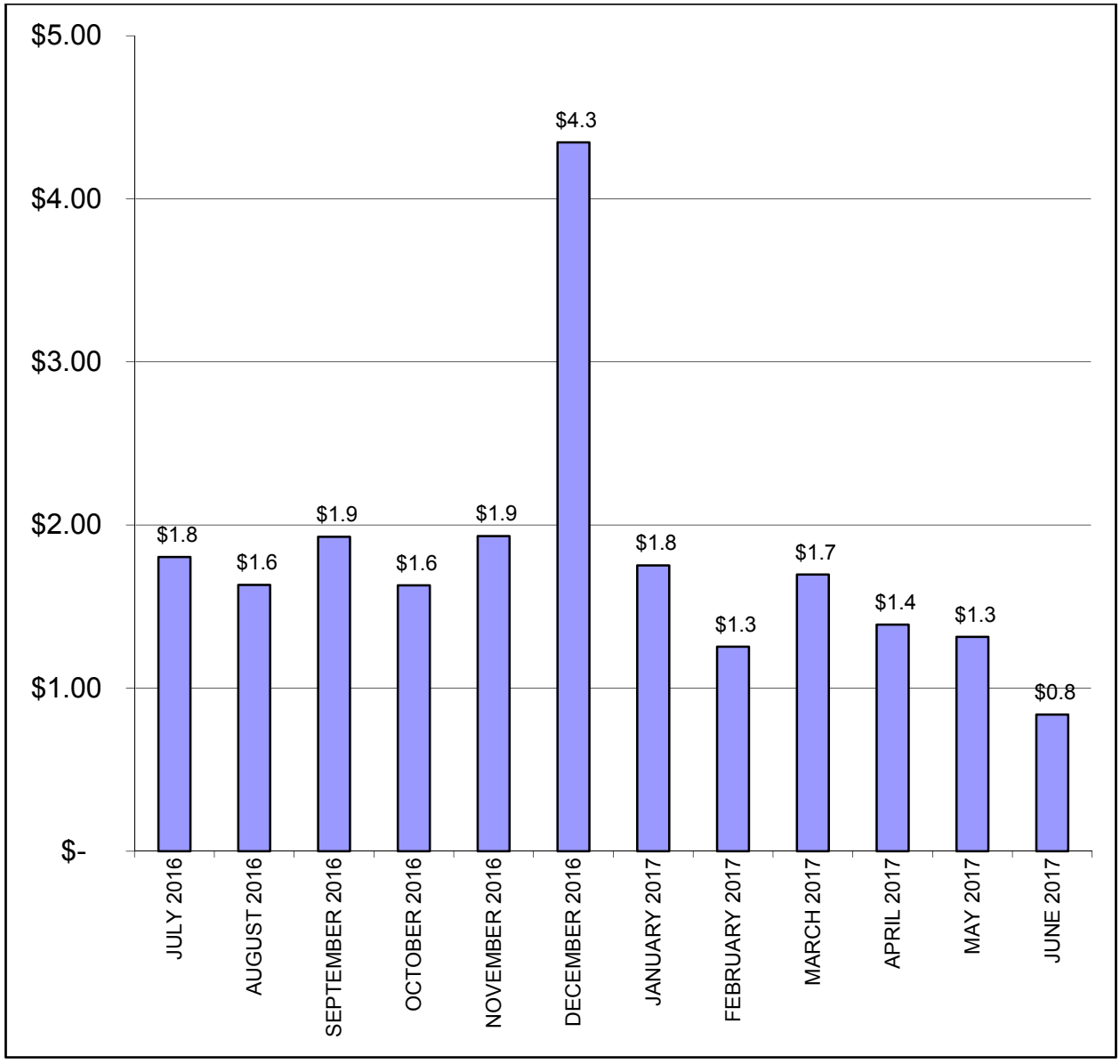
FIGURE 3: ANNUAL PROGRAM COMPARISON
(Reported in millions of $'s)



TDT Payments by Month

TDT payments fluctuate by month, as depicted in Figure 4 below. Variations are due to the seasonality of the construction industry as well as occasional large TDT payments for major development projects. During FY 2016-17, the highest revenue month was December 2016, with $4.3 million in cash receipts.

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2016-17
(Reported in millions of $'s)



Interest Earned

During FY 2016-17, the countywide TDT program collected $787,807 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Table 3 on the next page includes a breakdown of interest earnings by jurisdiction, along with other information.

Credits

The TDT program provides opportunities for developers to reduce or eliminate TDT charges by improving eligible transportation facilities and/or dedicating right-of-way for future TDT-eligible improvements. After a developer improves a facility or dedicates right-of-way, the improvement is "accepted" by the applicable jurisdiction, and the developer then has 90 days to request a TDT credit. Each request is reviewed by the jurisdiction in order to ensure that the project meets eligibility requirements, that the actual construction costs were reasonable, and that right-of-way values were calculated per code. If all criteria are met, the jurisdiction issues a credit voucher for the specific property and for a specific dollar amount. During the ten years following the issuance of credit, the developer of the subject property may submit a credit voucher in lieu of paying TDT. Credit vouchers may also be transferred to other properties in the vicinity, with some restrictions.

Credit is generally available for eligible improvements made to facilities listed on the TDT Project List. Partial credit may be available for improvements that are not on the TDT Project List but are on a facility designated as an arterial or collector in the applicable jurisdiction's transportation system plan. During FY 2016-17, a total of 26 separate TDT credits were issued: nine in Hillsboro, three in Tigard, one in Beaverton and 13 in unincorporated Washington County. The 26 credits represent $5,585,376 in eligible improvements to the transportation system. Developers used about $6.8 million in TDT credit vouchers to pay for TDT obligations; some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 3 and Figures 6 and 7 summarize FY 2016-2017 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances.

The jurisdictions with the highest cash receipts in FY 2016-17, in order, were unincorporated Washington County ($6.5 million, 30 percent of total), City of Hillsboro ($5.1 million, 24 percent of total) and Tigard ($4.2 million, 19 percent of total). If credits are included, Hillsboro had the most TDT activity, with $8.5 million; followed by unincorporated Washington County with $8.0 million and Tigard with $4.8 million in total TDT activity.

In terms of expenditures, Hillsboro had the highest amount, with $2.2 million for capital projects and administrative expenses; this was followed by unincorporated Washington County, with $1.2 million in expenditures, and King City with $496,032 in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2017 was highest in Washington County ($41.7 million), followed by the City of Hillsboro ($23.6 million) and Beaverton ($10.3 million).

TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2016-17

(Rounded to nearest dollar)

Jurisdiction	Balance as of 7/1/16	Cash Receipts	Interest Earnings & Transfers	Credits Issued*	"Total Activity"	Project & Admin Expenses	Balance as of 6/30/17
Banks	$ 11,563	$ 12,991	$ 136	$ -	$ 13,127	$ -	$ 24,690
Beaverton	$ 8,082,923	$ 2,428,808	$ 111,705	$ 81,614	$ 2,622,127	$ 343,096	$ 10,280,341
Cornelius	$ 223,418	$ -	$ 2,358	$ -	$ 2,358	$ -	$ 225,776
Durham	$ 145	$ 8,278	$ 85	$ -	$ 8,363	$ -	$ 8,508
Forest Grove	$ 5,407,194	$ 920,307	$ 61,002	$ -	$ 981,309	$ 15,195	$ 6,373,308
Gaston	$ 37,460	$ 21,608	$ 445	$ -	$ 22,053	$ -	$ 59,513
Hillsboro	$ 20,517,310	$ 5,132,070	$ 176,147	$ 3,408,169	$ 8,716,386	$ 2,203,901	$ 23,621,625
King City	$ 2,460,059	$ 239,402	$ 28,408	$ -	$ 267,810	$ 496,032	$ 2,231,837
North Plains	$ 1,311,842	$ 928,060	$ 14,217	$ -	$ 942,277	$ -	$ 2,254,118
Sherwood	$ 2,085,122	$ 412,582	$ 24,376	$ -	$ 436,958	$ 126,306	$ 2,395,774
Tigard	$ 3,392,307	$ 4,179,561	$ 5,147	$ 666,882	$ 4,851,590	$ 48,618	$ 7,528,397
Tualatin	$ 5,681,598	$ 699,033	$ 70,177	$ -	$ 769,210	$ 158,719	$ 6,292,089
Washington County	$ 36,111,674	$ 6,533,170	$ 290,019	$ 1,428,711	$ 8,251,900	$ 1,247,635	$ 41,687,228
Wilsonville	$ 323,755	$ -	$ 3,585	$ -	$ 3,585	$ -	$ 327,340
Countywide Total	**$ 85,646,370**	**$ 21,515,870**	**$ 787,807**	**$ 5,585,376**	**$ 27,889,053**	**$ 4,639,503**	**$ 103,310,544**

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2016-17

(Does not include credits, interest earnings or fund transfers)

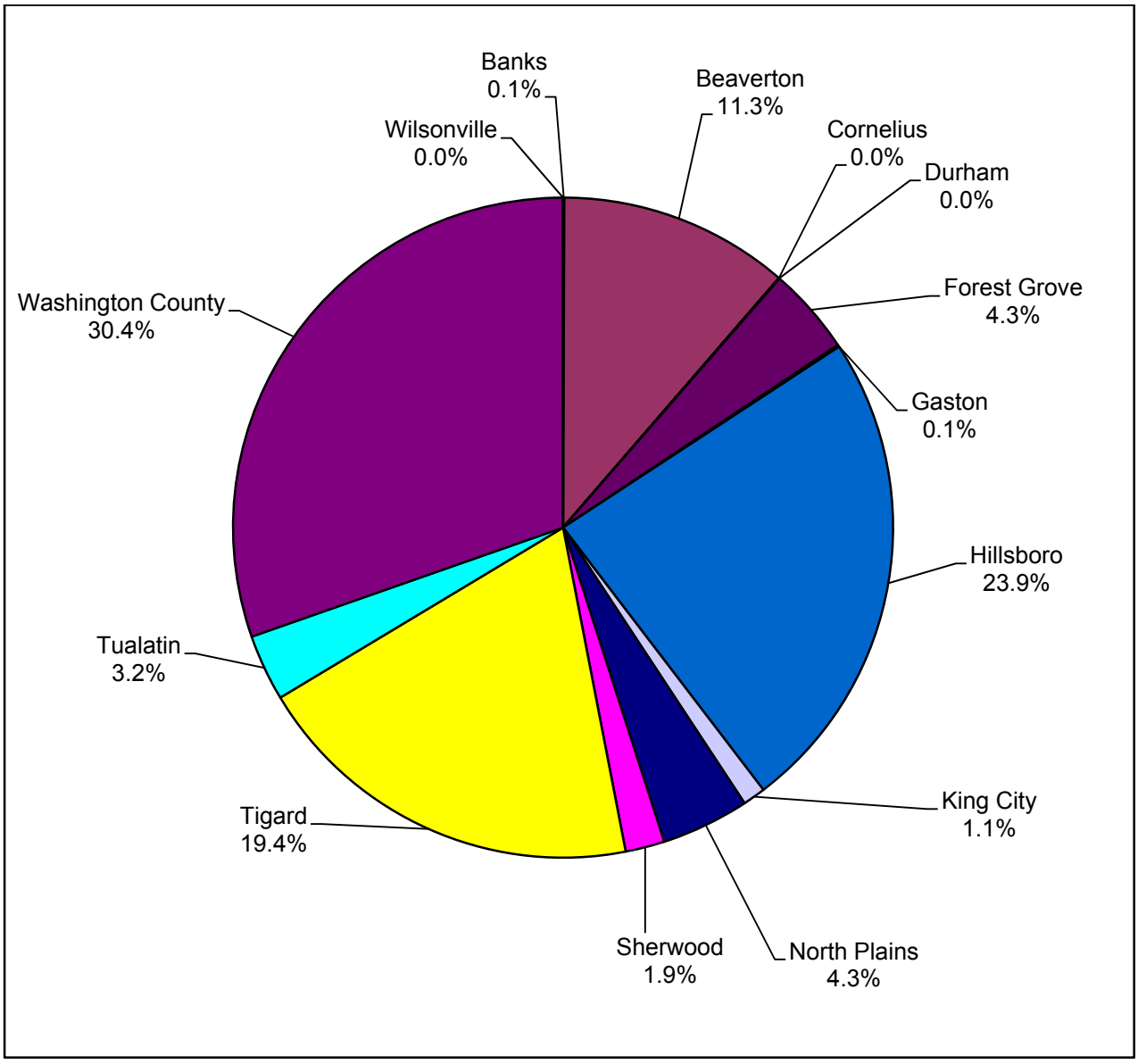
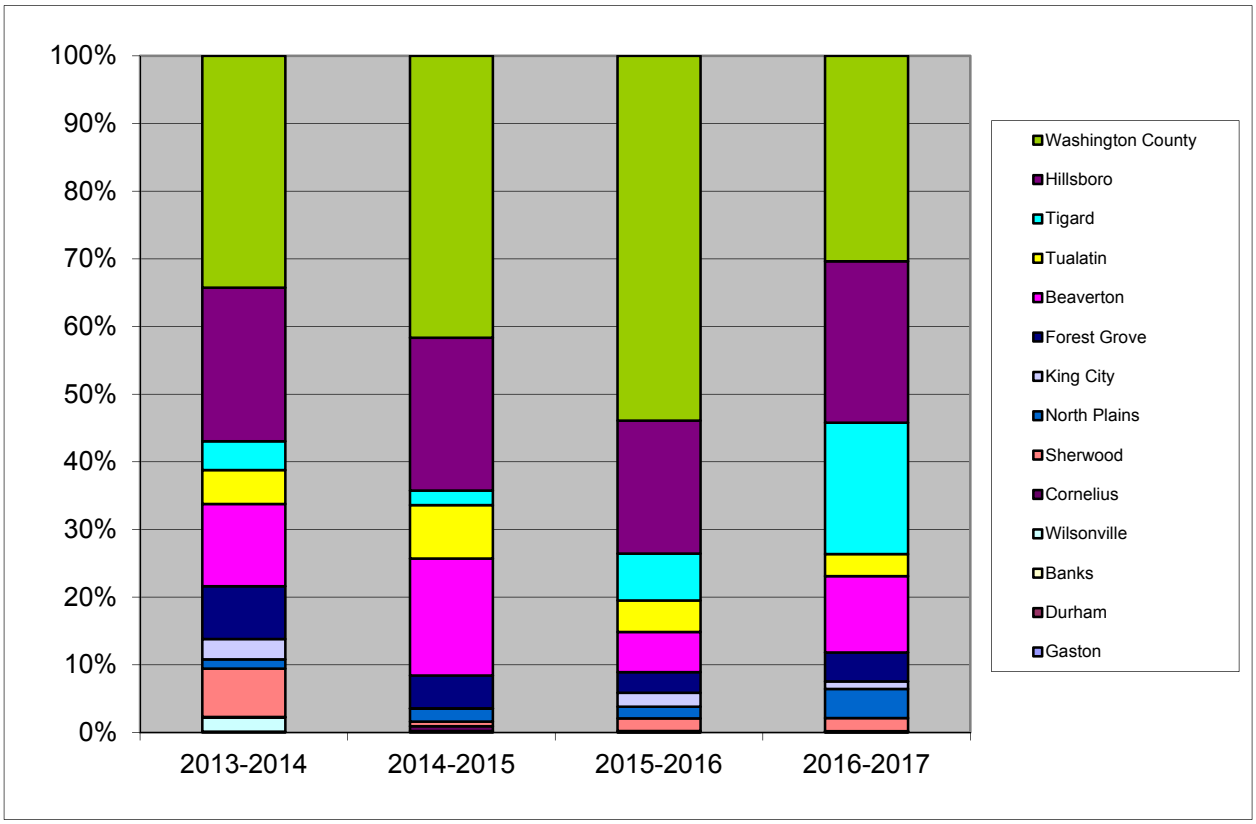


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2013-14 through FY 2016-17

(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2016-17, eight cities and Washington County invested a combined total of $3,888,046 in TDT funds to design and/or construct capital improvements on the TDT Project List. Amounts listed below account for FY 2016-17 expenditures only.

- The City of Beaverton used about $158,000 for realignment of the intersection at Cedar Hills Boulevard/Dawson Way and the Beaverton Creek shared use path between Cedar Hills Boulevard and Lombard Avenue.
- The City of Hillsboro invested about $2.2 million for a number of projects, including widening of 231st Avenue at Cornell Road, Cornelius Pass Road, extensions of Century Boulevard and Cherry Drive, and a safety project at Bentley Street at Brookwood Avenue.
- The City of Tigard used about $25,000 toward several smaller projects, including contributions toward signals at OR 99W/Gaarde/McDonald and on Upper Boones Ferry Road.
- The City of King City used about $472,000 for Fischer Road improvements.
- The City of Tualatin used about $159,000 for the Garden Corner Curves (105th/Blake/108th).
- Washington County used just over $800,000 for the 185th Avenue/Springville Road and Cedar Hills Boulevard/US 26 intersections.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2016-17, jurisdictions invested almost $46 million in non-TDT funding resources for projects on the TDT List. Significant examples include:

- ***Roadway Improvements:*** Farmington Road, Brookwood Parkway, Walker Road, Walnut Street, Cornelius Pass Road, 158th Avenue, 198th Avenue, Roy Rogers Road, Jenkins Road, 10th Avenue, 175th Avenue, 209th Avenue, West Union Road
- ***Roadway Extensions:*** Cherry Drive, Basalt Creek Parkway
- ***Intersection Improvements:*** David Hill Road/OR 47, 185th Avenue/Springville Road, 175th Avenue/Kemmer Road, Walker Road/Murray Boulevard, Beaverton-Hillsdale/Oleson Road/Scholls Ferry Road, Century Boulevard/TV Highway, Elwert Road/Kruger Road, Westgate Drive/Cedar Hills Boulevard/Dawson Way, 231st Avenue/Cornell Road, Bentley Street/Brookwood Avenue
- ***Pedestrian Projects:*** Fischer Road, Springville Road crossing
- ***Bicycle/Pedestrian Projects:*** Jackson School Road
- ***Bridge Replacements:*** 227th Avenue over Rock Creek, Oleson Road over Fanno Creek

Appendices A and B to this report detail the TDT Road and Transit Project Lists with associated expenditures from TDT and other sources from FY 2009-10 through FY 2016-17. In total, $122.3 million has been invested in eligible road projects on the TDT Project List since 2009, including $4.9 million in TDT funds and $73.5 million in other funds. In addition, $971,257 has been invested in eligible transit projects, including $32,727 in TDT funds and $938,530 in other funds.

TDT Cost Capture

One purpose of this report is to monitor changes in transportation infrastructure needs and to track the percentage of those needs that is "captured" by the TDT. When the TDT was developed, staff estimated that it would raise 28 percent of the revenue necessary to complete eligible components of the projects on the TDT Project List. It assumes that other revenue will come from sources such as the gas tax and the county's property tax-funded Major Streets Transportation Improvement Program and that some needs will remain unfunded. As of the end of FY 2016-17, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover 23.72 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in January 2015, which resulted in a net increase in project needs.

The 2008 TDT Methodology Report estimates how these growth-related infrastructure costs get passed on to new users of the system and provides a basis for TDT rates. It divides the total cost of the TDT Project List by the increase in average daily motor vehicle and transit trip-ends as forecast by the Metro Regional Travel Demand Model. This calculation is repeated each year in the Annual Report to monitor changes in the cost per trip-end due to investments in TDT-eligible projects from all sources and/or changes to the TDT Project List.

Comparing the total cost of TDT-eligible projects that remain unfunded (including over $2.7 billion in road projects and over $500 million in transit projects) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of $1,648 per motor vehicle trip and $305 per transit trip. The Captured Cost per New Person Trip-End values (second to last column) remain constant, but now represent about 24% of the eligible motor vehicle costs and 15% of eligible transit costs, as shown in Table 4 below. Compliance costs are assumed to have remained static.

TABLE 4: SDC-ELIGIBLE COST PER PERSON TRIP-END
(Deducting completed projects)

Type of Cost	Remaining SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Captured Cost per New Person Trip-End	Capture Rate
Motor Vehicle Cost	$2,746,670,154	1,666,558	$1,648	$391	23.72%
Transit Cost	$508,221,079	1,666,558	$305	$45	14.76%
Compliance Cost	$5,234,000	1,666,558	$3	$3	95.52%
Total	$3,260,125,233		$1,956	$439	N/A

The main takeaway is that TDT is now anticipated to cover a slightly smaller percentage of the needs identified on the TDT Project List compared to when the TDT first became effective. As mentioned earlier, this is primarily due to additional projects and revised project cost estimates that have been added to the TDT Project List.

Appendix A: TDT Road Project List Expenditures
FY 2016-17

List as amended by
Resolution and Order 15-3
January 20, 2015

Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 16-17 TDT	FY 16-17 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
2000	Beaverton	114th/115th	MAX Light Rail	Beaverton-Hillsdale/ Griffith	Construct 2-lane multimodal	$11,040,000	2014-2024			$0	$0	$0
2001	Beaverton	120th	Center	Canyon	Construct 2-lane multimodal	$9,825,600	2014-2024			$0	$0	$0
2002	Beaverton	125th	Brockman	Hall	Extend 2-lane multimodal	$15,345,600	2014-2024			$0	$143,127	$143,127
2003	Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	$6,955,200	2014-2024			$0	$0	$0
2004	Beaverton	Allen	Murray	Hwy 217	Add turn lanes, bike lanes, sidewalks & signalize	$45,926,400	2014-2024			$0	$0	$0
2005	Beaverton	Allen: Murray to Scholls Ferry; Cedar Hills: Farmington to north of Walker; Hall: SB OR 217 ramp to Cedar Hills; Farmington: SB OR 217 ramp to west of Murray			Adaptive signal systems	$11,040,000	2014-2024			$0	$0	$0
2006	Beaverton	Baltic	US26 WB	Barnes	Add NB aux lane; Add SB aux lane	$570,000	2025-2039			$0	$0	$0
2007	Beaverton	Barnes	117th	Baltic	Bus pullouts, shelters, and transit amenities	$700,000	2014-2024			$0	$0	$0
2008	Beaverton	Barnes	116th		Construct traffic signal; Construct 2nd WB left turn lane	$384,058	2014-2024			$0	$0	$0
2009	Beaverton	Barnes	Cedar Hills		Add 2nd EB to SB right turn lane	$450,000	2014-2024			$0	$0	$0
2010	Beaverton	Barnes	Cedar Hills	Valeria	Add WB aux lane; modify signals	$1,250,000	2014-2024			$0	$0	$0
2011	Beaverton	Barnes	Station North/Holly		Construct signal and interconnect; Add WB right turn lane	$600,000	2014-2024			$0	$0	$0
2012	Beaverton	Barnes	Station North/Holly	Lois	Add EB and WB aux lanes; Modify traffic signal and interconnect	$1,900,000	2014-2024			$0	$0	$0
2013	Beaverton	Barnes	Lois	OR217	Add NB aux lane; Add 2nd SB left turn lane; Modify transit station entrance; Modify traffic signal	$600,000	2014-2024			$0	$0	$0
2014	Beaverton	Barnes	OR 217		Add NB right turn lane; Add NB aux lane; Add Wb right turn lane; Add WB aux lane to US 26 WB; Modify traffic signal	$2,100,000	2014-2024			$0	$0	$0
2015	Beaverton	Barnes	OR 217	Leahy	Interconnect traffic signals	$175,824	2025-2039			$0	$0	$0
2016	Beaverton	Barnes	Baltic		Add EB right turn lane, Add WB left turn lane; Add WB aux lane; Add NB left turn lane; Add NB aux lane; Add dual NB right turn lane; Modify traffic signal	$2,700,000	2014-2024			$0	$0	$0
2017	Beaverton	Barnes	Baltic	Monterey Pl	Add WB aux lane; Modify traffic signals	$600,000	2025-2039			$0	$0	$0
2018	Beaverton	Barnes	Monterey		Add EB left turn lane; Modify traffic signal	$439,560	2025-2039			$0	$0	$0
2019	Beaverton	Barnes	Miller		Add aux lanes at all intersection approaches; Modify Miller SB lane approaches; Modify Miller SB lane assignments; Modify traffic signals	$2,500,000	2025-2039			$0	$0	$0

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2020	Beaverton	Beaverton-Hillsdale	Western		Turn lanes, signal improvements	$2,064,480	2025-2039			$0	$0	$0
2021	Beaverton	Butner	Cedar Hills		Add dual EB left turn lanes; Add single EB right turn lane; Modify signal; Interconnect to US26 interchange signals	$1,430,000	2014-2024			$0	$0	$0
2022	Beaverton	Canyon	170th	OR 217	Access management	$1,000,000	2014-2024			$0	$0	$0
2023	Beaverton	Canyon	Cedar Hills		Turn lanes, signal improvements	$6,922,080	2025-2039			$0	$0	$0
2024	Beaverton	Cedar Hills	300' north of Celeste	Barnes	Add NB and SB aux lanes, extend 300' north of Celeste	$2,330,000	2014-2024			$0	$0	$0
2025	Beaverton	Cedar Hills	Barnes	US 26 WB	Add SB multi-use bike/ped facility	$250,000	2014-2024			$0	$0	$0
2026	Beaverton	Cedar Hills	US 26 WB		Add NB aux lane to Barnes; Add bike/ped tunnel under WB on ramp; Modify WB offramp lane assignments; Modify and interconnect signals	$1,000,000	2014-2024			$0	$0	$0
2027	Beaverton	Cedar Hills	US 26 WB	US 26 EB	Construct sidewalks and bike lanes	$670,000	2014-2024	$33,077	$0	$33,077	$0	$33,077
2028	Beaverton	Cedar Hills	US 26 EB		Construct dual SB left turn lanes and EB aux lane; Construct EB left and right turn lanes; Construct signals and interconnect	$1,770,000	2014-2024			$0	$0	$0
2029	Beaverton	Cedar Hills	US 26 EB	Butner	Convert NB right turn lane into Th-Rt Aux lane to US26 EB with ped island; Add sidewalk and bike lanes	$448,000	2014-2024			$0	$0	$0
2030	Beaverton	Cedar Hills	Walker		Add double left turn lanes on all approaches, add EB rt turn lane	$3,545,614	2025-2039			$0	$0	$0
2031	Beaverton	Cedar Hills	Walker	Farmington	Add turn lanes, bike lanes	$20,976,000	2014-2024			$0	$0	$0
2032	Beaverton	Cedar Hills	Jenkins		Turn lanes, signal improvements	$2,550,240	2025-2039			$0	$0	$0
2033	Beaverton	Cedar Hills	Hall		Add NB rt turn lane	$728,640	2025-2039			$0	$0	$0
2034	Beaverton	Cornell	113th		Add aux lanes at all intersection approaches; Modify traffic signal	$700,000	2014-2024			$0	$0	$0
2035	Beaverton	Cornell	107th		Construct traffic signal	$360,000	2014-2024			$0	$0	$0
2036	Beaverton	Crescent	Rose Biggi	Cedar Hills	Extend 2-lane multimodal	$3,864,000	2014-2024			$0	$65,237	$65,237
2037	Beaverton	Davies	Scholls Ferry	Barrows	Extend 2-lane multimodal	$5,409,600	2014-2024			$0	$0	$0
2038	Beaverton	Dawson/ Westgate	Rose Biggi	Hocken	Extend 2-lane multimodal	$9,825,600	2014-2024	$124,986		$345,123	$31,576	$376,699
2039	Beaverton	Denney	Hall	Scholls Ferry	Add turn lanes, bike lanes & signalize	$6,734,400	2014-2024			$0	$0	$0
2040	Beaverton	Farmington	Cedar Hills		Turn lanes, signal improvements	$3,036,000	2025-2039		$3,853,715	$0	$3,853,715	$3,853,715
2041	Beaverton	Farmington	Lombard		Add NB rt turn lane	$1,689,120	2025-2039		$2,144,067	$0	$2,144,067	$2,144,067
2042	Beaverton	Hall extension	to Jenkins		Construct 2 or 4 lane	$15,897,600	2025-2039			$0	$0	$0
2043	Beaverton	Hall	Hocken	Cedar Hills	Extend 2-lane multimodal	$6,072,000	2014-2024			$0	$0	$0
2044	Beaverton	Hall	Cedar Hills	Farmington	Add turn lanes, bike lanes	$5,740,800	2014-2024			$0	$0	$0
2045	Beaverton	Hall	Center		Turn lanes, signal improvements	$121,440	2025-2039			$0	$0	$0

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2046	Beaverton	Hall	Allen		Add EB&WB rt turn lanes, NB&SB double lefts	$2,373,600	2025-2039			$0	$0	$0
2047	Beaverton	Hall	Denney		Turn lanes, signal improvements	$850,080	2025-2039			$0	$0	$0
2048	Beaverton	Hall	500' south of Allen	12th	Add turn lanes, bike lanes	$6,734,400	2014-2024			$0	$0	$0
2049	Beaverton	Millikan	TV Hwy	141st	Add turn lanes, signals, bike and ped	$18,878,400	2014-2024			$0	$0	$0
2050	Beaverton	Millikan	Murray		Rt turn lane for WB Millikan	$607,200	2025-2039			$0	$0	$0
2051	Beaverton	Millikan	141st	Hocken	Add signal, turn lanes, bike & ped	$2,870,400	2014-2024			$0	$0	$0
2052	Beaverton	Millikan	Watson	114th	Extend 2-lane multimodal	$15,235,200	2014-2024			$0	$0	$0
2053	Beaverton	Murray	Allen		Turn lanes, signal improvements	$1,578,720	2025-2039			$0	$0	$0
2054	Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	$1,280,640	2025-2039			$0	$0	$0
2055	Beaverton	New street	Broadway	115th	Construct 2-lane multimodal	$4,968,000	2014-2024			$0	$0	$0
2056	Beaverton	Nimbus	Denney	Hall	Extend 2-lane multimodal	$17,001,600	2014-2024			$0	$0	$0
2057	Beaverton	Rose Biggi/ Westgate	Hall	Crescent	Extend 2-lane multimoal	$3,864,000	2014-2024			$0	$34,687	$34,687
2058	Beaverton	Rose Biggi	TV Hwy	Broadway	Extend 2-lane multimodal	$3,312,000	2014-2024			$0	$0	$0
2059	Beaverton	Scholls Ferry	Allen		Turn lanes, signal improvements	$3,929,172	2025-2039			$0	$0	$0
2060	Beaverton	Scholls Ferry	Nimbus		Turn lanes, signal improvements	$1,733,280	2025-2039			$0	$0	$0
2061	Beaverton	Scholls Ferry	125th		Add SB rt turn lane	$1,280,640	2025-2039			$0	$0	$0
2062	Beaverton	Scholls Ferry	Davies		Add NB rt turn lane, close east end of Scholls Ferry @Barrows	$331,200	2025-2039			$0	$0	$0
2063	Beaverton	Scholls Ferry	Barrows (west end)		Add SB rt turn lane	$331,200	2025-2039			$0	$0	$0
2064	Beaverton	Sexton Mountain	160th	155th	Extend 2-lane multimodal	$2,760,000	2014-2024			$0	$0	$0
2065	Beaverton	Walker	173rd		Turn lanes, signal improvements	$2,760,000	2025-2039		$2,760,000	$0	$2,760,000	$2,760,000
2066	Beaverton	Walker	167th		Signalize, add SB left turn lane	$187,680	2025-2039		$187,680	$0	$187,680	$187,680
2067	Beaverton	Weir	155th	175th	Turn lanes, bike lanes, sidewalks	$4,526,400	2014-2024			$0	$0	$0
2068	Beaverton	175th	UGB	Scholls Ferry	Widen to 5 lanes	$6,345,000	2014-2024		$566,512	$0	$566,512	$566,512
2069	Beaverton	New East-West Collector	Tile Flat	Loon	New 3 lane collector	$22,755,000	2014-2024			$0	$0	$0
2070	Beaverton	New North-South Collector	UGB	Scholls Ferry	New 2 lane collector	$11,020,000	2014-2024			$0	$0	$0
2071	Beaverton	Scholls Ferry	Tile Flat	175th / Roy Rogers	Widen to 5 lanes	$8,165,000	2014-2024			$0	$0	$0
2072	Beaverton	Scholls Ferry	Horizon/Teal		New right turn lanes at Scholls Ferry Rd / Horizon-Teal Blvd intersection	$500,000	2025-2039			$0	$0	$0
2073	Beaverton	Tile Flat	UGB	Scholls Ferry	Widen to 3 lanes	$3,025,000	2025-2039			$0	$0	$0
	Beaverton	TOTAL				$369,441,668		$158,063	$9,511,974	$378,200	$9,786,601	$9,598,289
7000	Cornelius	10th	Adair/Main	Baseline	Add left & right turn lanes at couplet intersection approaches	$1,320,000	2014-2024		$659,444	$0	$2,234,198	$2,234,198
7001	Cornelius	14th	Holladay	Dogwood	Add signals at TV Hwy and widen existing travel lanes	$2,100,000	2025-2039			$0	$0	$0
7002	Cornelius	Baseline	10th	20th	Inteconnect signals and consolidate access points	$540,000	2014-2024			$447,492	$8,200	$455,692

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7003	Cornelius	Cornelius-Schefflin	Verboort Circle	South city limit	Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes	$5,550,000	2014-2024			$0	$9,015,238	$9,015,238
7004	Cornelius	Davis St Extension	4th	10th	New 2-lane collector	$2,500,000	2014-2024			$0	$0	$0
7005	Cornelius	Forest Grove Connectivity	East Forest Grove city limit	West Cornelius city limit	Construct new 2-lane collector between Cornelius & Forest Grove	$1,500,000	2025-2039			$0	$0	$0
7006	Cornelius	Holladay St Extension	Yew (Forest Grove)	4th	New 2-lane collector	$10,764,871	2014-2024			$0	$0	$0
7007	Cornelius	Holladay St Extension	10th	Gray	New 2-lane collector	$1,300,000	2014-2024			$0	$0	$0
7008	Cornelius	Holladay St Extension	Gray	19th	New 2-lane collector	$1,300,000	2014-2024			$0	$0	$0
7009	Cornelius	Susbauer / 19th	TV Hwy	Zion Church	Add new traffic signals at Holladay and Davis and widen existing travel lanes	$12,930,000	2014-2024			$0	$87,698	$87,698
7010	Cornelius	TV Highway Corridor	4th	29th	Traffic signal system coordination	$450,000	2014-2024			$0	$0	$0
	Cornelius	TOTAL				$40,254,871		$0	$659,444	$447,492	$11,345,335	$11,792,826
8000	Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes (Durham share of cost only)	$342,857	2014-2024			$11,000	$0	$11,000
	Durham	TOTAL				$342,857				$11,000	$0	$11,000
7500	Forest Grove	19th	Poplar	HWY 47	Extend 2-lane collector	$1,517,156	2014-2024			$0	$0	$0
7501	Forest Grove	23rd/24th	Hawthorne	Quince	Construct 2-lane collector	$4,260,000	2025-2039			$0	$0	$0
7502	Forest Grove	26th	Sunset	Oak	Extend 2-lane collector and improve 26th Ave to city standards	$9,310,000	2014-2024			$2,155	$262,593	$264,748
7503	Forest Grove	OR 47	Maple		Construct improvements (e.g. traffic signal including interconnect with rail crossing in longer term)	$3,750,000	2014-2024			$0	$0	$0
7504	Forest Grove	OR 47	Elm		Construct improvements (e.g. traffic signal)	$390,000	2014-2024			$0	$0	$0
7505	Forest Grove	B	David Hill	Hartford	Extend 2-lane collector	$6,068,623	2014-2024			$0	$0	$0
7506	Forest Grove	David Hill	East terminus	OR 47	Construct 3-lane arterial	$1,361,000	2014-2024	$15,195	$7,203,716	$15,195	$8,268,024	$8,283,219
7507	Forest Grove	E/Pacific/19th	E	19th	Extend 2-lane couplet	$4,940,000	2014-2024			$0	$0	$0
7508	Forest Grove	Hawthorne	26th	Willamina	Extend 2-lane collector	$7,885,582	2014-2024			$0	$0	$0
7509	Forest Grove	Heather	OR 47	Mountain View	Extend 2-lane collector	$1,730,000	2014-2024			$0	$0	$0
7510	Forest Grove	Laurel	26th	22nd	Extend 2-lane collector	$8,598,914	2014-2024			$0	$0	$0
7511	Forest Grove	Main	David Hill	Hartford	Extend 2-lane collector	$6,068,623	2014-2024			$0	$0	$0
7512	Forest Grove	Oak	OR 47	Pacific	Upgrade to 2-lane collector; add signal	$4,650,591	2014-2024			$0	$0	$0
7513	Forest Grove	Thatcher	Gales Creek	David Hill	Realign and signalize intersection; road improvements from Gales Creek to David Hill	$10,907,405	2014-2024			$0	$0	$0
7514	Forest Grove	TV Hwy	Quince		Add turn lanes / signal	$1,073,573	2014-2024			$0	$0	$0

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7515	Forest Grove	Willamina	Main	Sunset	Improve collector to city standards	$2,059,722	2014-2025			$0	$4,423	$4,423
	Forest Grove	TOTAL				$74,571,188		$15,195	$7,203,716	$17,350	$8,535,040	$8,552,390
3000	Hillsboro	1st/Glencoe	Grant		Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant	$2,000,000	2025-2039			$0	$0	$0
3001	Hillsboro	13th/River	TV Hwy		Add EB right turn lane and NB left turn lane	$4,500,000	2025-2039			$0	$0	$0
3002	Hillsboro	28th	Cornell	Main	Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment	$5,000,000	2014-2024			$0	$0	$0
3003	Hillsboro	69th (Quatama)	227th	Baseline	New 3 lane extension	$4,943,785	2025-2039		$45,178	$0	$45,178	$45,178
3004	Hillsboro	185th	Walker		Intersection capacity and signal improvements	$6,000,000	2025-2039			$0	$0	$0
3005	Hillsboro	194th Extension	Cornell	Amberwood Extension	New 3-lane collector, Remove segment Amberglen Pkwy	$2,250,000	2014-2024			$0	$0	$0
3006	Hillsboro	194th Extension	Stucki Extension		Signalize or construct roundabout	$1,100,000	2025-2039			$0	$0	$0
3007	Hillsboro	194th Extension	Stucki Extension	Wilkins	New 3-lane collector	$3,500,000	2025-2039			$0	$0	$0
3008	Hillsboro	194th Extension	Wilkins		Signalize	$364,000	2025-2039			$0	$0	$0
3009	Hillsboro	205th/John Olson	Wilkins	MAX Light Rail	Complete bike lanes	$200,000	2014-2024			$0	$0	$0
3010	Hillsboro	209th	Blanton		Signalize; turn lane improvements	$671,000	2014-2024			$0	$0	$0
3011	Hillsboro	209th	Kinnaman		Signalize; turn lane improvements	$1,016,000	2014-2024			$0	$0	$0
3012	Hillsboro	209th	McInnis Lane		Construct traffic signal or roundabout	$1,574,000	2014-2024			$0	$0	$0
3013	Hillsboro	209th	Butternut Creek Pkwy		Signalize	$364,000	2014-2024			$0	$0	$0
3014	Hillsboro	209th	Deline		Signalize	$364,000	2014-2024			$0	$0	$0
3015	Hillsboro	209th	Vermont		Signalize	$364,000	2025-2039			$0	$0	$0
3016	Hillsboro	209th	Murphy Lane		Signalize	$364,000	2025-2039			$0	$0	$0
3017	Hillsboro	229th	TV Hwy		Close south leg and modify signal	$935,000	2014-2024			$0	$0	$0
3018	Hillsboro	229th	Alexander	Kinnaman	Widen to 3 lanes	$4,126,000	2014-2024			$0	$0	$0
3019	Hillsboro	229th/Century	Kinnaman		construct roundabout	$1,027,000	2014-2024			$0	$0	$0
3020	Hillsboro	229th	Kinnaman	Rosedale	Widen to 3 lanes; Realign and construct Butternut Creek bridge	$16,007,000	2025-2039			$0	$0	$0
3021	Hillsboro	229th	Vermont		Construct roundabout	$1,046,000	2025-2039			$0	$0	$0
3022	Hillsboro	231st	MAX Light Rail	Baseline	Widen to 3 lanes	$6,800,000	2014-2024			$0	$0	$0
3023	Hillsboro	231st	Cornell	Campus Way	Widen to 5 lanes with multimodal improvements	$170,000	2014-2024	$114,031		$194,504	$0	$194,504
3024	Hillsboro	231st	Campus Way	Cherry	Construct southbound cycle track and west pedestrian improvements	$60,000	2014-2024			$0	$0	$0
3025	Hillsboro	231st	MAX Light Rail		Signal & pedestrian crossing improvements	$225,000	2014-2024			$0	$0	$0

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3026	Hillsboro	234th	Johnson		Signalize	$364,000	2025-2039			$0	$0	$0
3027	Hillsboro	253rd	Meek	Evergreen	New 3-lane collector	$12,000,000	2014-2024			$0	$0	$0
3028	Hillsboro	253rd	Huffman		Signalize	$364,000	2014-2024			$0	$0	$0
3029	Hillsboro	253rd	Evergreen		Signalize	$364,000	2025-2039			$0	$0	$0
3030	Hillsboro	25th Ave	Cornell		Intersection capacity and signal imp	$1,000,000	2014-2024			$0	$0	$0
3031	Hillsboro	264th	Meek	Evergreen	New 3 lane collector	$14,000,000	2014-2024	$893,409		$893,409	$0	$893,409
3032	Hillsboro	264th	Huffman		Signalize	$364,000	2025-2039			$0	$0	$0
3033	Hillsboro	264th	Evergreen		Signalize	$364,000	2014-2024			$0	$0	$0
3034	Hillsboro	Airport (Butler)	Brookwood	Dawson Cr	Widen to 3 lane	$600,000	2025-2039			$0	$0	$0
3035	Hillsboro	Alexander/ Blanton	229th	209th	New 3 lane collector	$12,521,000	2014-2024			$0	$0	$0
3036	Hillsboro	Alexander Extension	Town Center Drive		Signalize	$364,000	2014-2024			$0	$0	$0
3037	Hillsboro	Alexander Extension	West Neighborhood Route		Signalize	$364,000	2014-2024			$0	$0	$0
3038	Hillsboro	Aloclek	Amberwood	Cornelius Pass	Extend 3 lane	$3,909,666	2014-2024			$0	$449,709	$449,709
3039	Hillsboro	Amberwood	Cornelius Pass	206th	Widen to 3 lane	$2,932,250	2014-2024			$0	$0	$0
3040	Hillsboro	Amberwood Extension	Amberbrook	194th extension	Extend 3 lanes	$1,400,000	2014-2024			$0	$0	$0
3041	Hillsboro	Amberwood Extension	194th		Signalize	$364,000	2014-2024			$0	$0	$0
3042	Hillsboro	Bentley	Brookwood		Add east approach, Add EB Left turn lane and Signalize	$1,100,000	2025-2039	$83,299		$104,740	$0	$104,740
3043	Hillsboro	Blanton Extension	East Neighborhood Route		Signalize	$364,000	2014-2024			$0	$0	$0
3044	Hillsboro	Brookwood	US 26	Evergreen	Widen to 7 lanes, add turn lanes and aux lanes at Evergreen	$15,000,000	2014-2024		$3,884,621	$0	$15,992,114	$15,992,114
3045	Hillsboro	Brookwood	Cornell		Add SB through lane, Add EB and WB 2nd Left Turn Lanes	$5,500,000	2014-2024		$1,294,874	$0	$1,294,874	$1,294,874
3046	Hillsboro	Campus Ct extension	West terminus	Ray Circle	Construct new 2/3 lane collector	$1,700,000	2014-2024	$171,955		$315,339	$0	$315,339
3047	Hillsboro	Century	Baseline	Lois	New 3 lane and bridge over Rock Creek	$16,500,000	2014-2024			$1,225,008	$0	$1,225,008
3048	Hillsboro	Century/229th	West Union	Evergreen	Extend 3 lane, including Hwy 26 overcrossing	$21,000,000	2014-2024			$39,662	$16,135	$55,797
3049	Hillsboro	Century	Johnson	Alexander	Widen to 5 lanes; Reconstruct Railroad crossing, Add EB right turn lane, EB bus pullout, Modify TV Hwy signal	$7,943,000	2014-2024		$169,715	$0	$169,715	$169,715
3050	Hillsboro	Century	Alexander		Signalize	$364,000	2025-2039			$0	$0	$0
3051	Hillsboro	Century	Alexander	Old UGB	Construct multi-modal improvements	$519,000	2025-2039			$0	$0	$0
3052	Hillsboro	Century	Davis	229th	New 3 lane collector	$5,127,000	2014-2024	$110,816	$2,292	$110,816	$2,292	$113,108
3053	Hillsboro	Cornelius Pass	Cornell	HWY 26	2nd NB right turn lane to US26 East, and multimodal enhancements	$665,000	2014-2024	$320,000	$3,819,010	$344,778	$17,177,165	$17,521,943

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3054	Hillsboro	Cornelius Pass	TV Hwy		Extend Cornelius Pass Road south, Construct at-grade rail crossing and close private crossings, Add intersection capacity, modify signal	$27,429,000	2014-2024			$0	$0	$0
3055	Hillsboro	Cornelius Pass	TV Hwy	Rosedale	Extend as new 5 lane to Murphy Lane, 3-lane in 5-lane ROW to Rosedale, 7-lane ROW TV Hwy to Alexander-Blanton; Construct Butternut Creek 5-lane bridge	$45,848,000	2014-2024			$6,212	$168,175	$174,387
3056	Hillsboro	Cornelius Pass	Town Center X-ing		Construct signalized Z-crossing	$364,000	2014-2024			$0	$0	$0
3057	Hillsboro	Cornelius Pass	Alexander/ Blanton		Signalize and add turn lanes	$724,000	2014-2024			$0	$0	$0
3058	Hillsboro	Cornelius Pass	Kinnaman		Signalize	$364,000	2014-2024			$0	$0	$0
3059	Hillsboro	Cornelius Pass	McInnis Lane		Signalize	$364,000	2014-2024			$0	$0	$0
3060	Hillsboro	Cornelius Pass	Butternut Creek		Signalize	$364,000	2014-2024			$0	$0	$0
3061	Hillsboro	Cornelius Pass	Deline		Signalize	$364,000	2014-2024			$0	$0	$0
3062	Hillsboro	Cornelius Pass	Vermont		Signalize	$364,000	2014-2024			$0	$0	$0
3063	Hillsboro	Cornelius Pass	Murphy Lane		Signalize	$364,000	2025-2039			$0	$0	$0
3064	Hillsboro	Cornelius Pass	Rosedale		Construct roundabout	$1,408,000	2025-2039			$0	$0	$0
3065	Hillsboro	Cornell	Arrington	Main	Widen 5 lane, Construct Intersection capacity/signal improvements	$15,000,000	2025-2039			$0	$45,710	$45,710
3066	Hillsboro	Cornell	229th		Add EB and NB right turn lanes, add WB 2nd left turn lane	$2,150,000	2014-2024			$0	$0	$0
3067	Hillsboro	Cornell	Amberbrook		Signalize	$364,000	2014-2024			$0	$0	$0
3068	Hillsboro	Cornell	185th		Add EB right turn lane and 3rd SB through lane	$1,200,000	2025-2039			$0	$0	$0
3069	Hillsboro	Davis Extn	River Rd	South CWS boundary	construct 2/3 lane collector, modify traffic signal	$1,040,000	2014-2024			$0	$0	$0
3070	Hillsboro	Edgeway (Salix Ext)	Holly	Walker	New 3 lane extension	$4,000,000	2014-2024			$0	$0	$0
3071	Hillsboro	Evergreen	Jackson School (south)	15th	Widen to 5 lanes	$6,500,000	2025-2039			$0	$0	$0
3072	Hillsboro	Evergreen	229th		Add 2nd EB/WB Left turn lanes, Add NB Right Turn lane, and modify traffic signal	$2,500,000	2014-2024			$0	$0	$0
3073	Hillsboro	Evergreen	Imbrie		Add second eastbound left turn lane	$2,000,000	2014-2024			$0	$0	$0
3074	Hillsboro	Evergreen	Cornelius Pass		Add 2nd SB, and NB Left Turn Lanes, Add NB and WB Right Turn Lanes	$1,700,000	2014-2024			$0	$0	$0

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3075	Hillsboro	Evergreen	Cornelius Pass	215th	Add bicycle lanes, including rail crossing removal/grade adjustments. Add WB right turn lane at Cornelius Pass, including Ped island	$1,080,000	2014-2024			$0	$0	$0
3076	Hillsboro	Farmington	209th		Modify signal, add SB right turn lane, add 2nd SB left turn lane;add NB Right turn lane	$1,067,000	2025-2039			$0	$0	$0
3077	Hillsboro	Grant	Cornell		Add eastbound/westbound left turn lanes	$1,000,000	2025-2039			$0	$0	$0
3078	Hillsboro	Harewood	at Jackson School		Add EB right turn lane	$772,466	2025-2039			$0	$0	$0
3079	Hillsboro	Huffman	West UGB	Brookwood	Construct 3-lane Collector, Widen to 5-lane at approaches to Brookwood	$18,500,000	2014-2024	$429		$429	$0	$429
3080	Hillsboro	Imbrie	Evergreen	Cornelius Pass	Widen to accommodate second EB lane	$2,500,000	2014-2024			$0	$0	$0
3081	Hillsboro	Imlay	TV Hwy		Signalize	$273,000	2025-2039			$0	$0	$0
3082	Hillsboro	Jackson School	Evergreen	Grant	Widen to 3 lanes	$2,000,000	2014-2024	$491,441	$47,439	$491,441	$1,247,990	$1,739,431
3083	Hillsboro	Jacobson	Century		Signalize	$364,000	2014-2024			$0	$0	$0
3084	Hillsboro	Jacobson	Croeni		Signalize	$364,000	2014-2024			$0	$0	$0
3085	Hillsboro	Kinnaman	229th	209th	New 3 lane collector	$9,916,000	2014-2024			$0	$0	$0
3086	Hillsboro	Kinnaman	West Neighborhood Route		Signalize	$364,000	2014-2024			$0	$0	$0
3087	Hillsboro	Kinnaman	East Neighborhood Route		Signalize	$364,000	2014-2024			$0	$0	$0
3088	Hillsboro	Main	1st		Add westbound right turn	$250,000	2014-2024			$0	$0	$0
3089	Hillsboro	Meek	West UGB	253rd	Widen to 3 lanes	$6,500,000	2025-2039			$0	$0	$0
3090	Hillsboro	Minter Bridge	River Rd	South UGB	Construct ped/bike improvements	$2,250,000	2014-2024			$0	$0	$0
3091	Hillsboro	Quatama	227th	205th	Widen to 3 lanes	$8,210,299	2025-2039		$67,766	$0	$131,391	$131,391
3092	Hillsboro	River	Rood Bridge		Add eastbound right turn lane	$750,000	2025-2039			$0	$26,947	$26,947
3093	Hillsboro	Rosedale	River Rd		Construct roundabout	$1,031,000	2025-2039			$0	$0	$0
3094	Hillsboro	Rosedale	River Rd	229th	Widen 2-lane, add shoulder improvements	$1,321,000	2025-2039			$0	$0	$0
3095	Hillsboro	Rosedale	229th		Add EB left turn lane	$380,000	2025-2039			$0	$0	$0
3096	Hillsboro	Rosedale	229th	209th	Widen to 3 lanes	$4,986,000	2025-2039			$0	$0	$0
3097	Hillsboro	Rosedale	209th		Signalize	$364,000	2014-2024			$0	$0	$0
3098	Hillsboro	Stucki Extension	Walker	Wilkins	New 3-lane Collector with Multi-modal improvements; 5-lane at Walker Road approach, Realign Stucki North of Walker	$15,000,000	2025-2039			$0	$0	$0
3099	Hillsboro	Stucki Extension	Wilkins Extension		Signalize	$364,000	2025-2039			$0	$0	$0
3100	Hillsboro	Stucki Extension	Wilkins	205th/206th	New 3-lane collector with Multi-modal improvements	$6,500,000	2025-2039			$0	$0	$0

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3101	Hillsboro	Stucki extension	205th/206th		Signalize or construct roundabout	$1,100,000	2025-2039			$0	$0	$0
3102	Hillsboro	Vermont	229th	209th	New 3 lane collector	$9,047,000	2014-2024			$0	$0	$0
3103	Hillsboro	Wilkins	194th extension	185th	New 3 lane extension	$16,000,000	2025-2039			$0	$0	$0
3104	Hillsboro	Witch Hazel	River		signalize	$364,000	2025-2039			$0	$220,980	$220,980
3105	Hillsboro	Hidden Creek	49th	53rd	New 3-lane collector	$5,000,000	2014-2024	$13,223	$1,468	$13,223	$222,448	$235,671
	Hillsboro	TOTAL				$424,420,466		$2,198,603	$9,332,363	$3,739,561	$37,210,823	$40,950,384
9600	North Plains	Commercial	313th	Glencoe	Widen street, add parking, bike and pedestrian facilities	$1,800,000	2014-2024			$0	$0	$0
9601	North Plains	Cottage	West of 324th	321st	Construct new two-lane collector	$800,000	2025-2039			$0	$0	$0
9602	North Plains	Main	Commercial	Pacific	Widen street, add parking, bike and pedestrian facilities	$1,250,000	2014-2024			$0	$0	$0
9603	North Plains	Pacific	Glencoe		Add new signal	$222,827	2025-2039			$0	$0	$0
9604	North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard and add pedestrian and bicycle trails	$1,182,500	2025-2039			$32,144	$0	$32,144
	North Plains	TOTAL				$5,255,327		$0	$0	$32,144	$0	$32,144
4000	Sherwood	OR 99W	Edy	Sunset	Install missing pedestrian crossings at existing signalized intersections.	$7,000	2014-2024			$0	$0	$0
4001	Sherwood	OR 99W	Ice Age Tonquin Trail		Install Hwy 99W pedestrian regional trail undercrossing, includes stream and animal corridor sections	$13,300,000	2025-2035	$57,757		$57,757	$0	$57,757
4002	Sherwood	Arrow	Langer Farms	Gerda	Construct new 2-lane road to collector standards	$7,427,562	2025-2039			$0	$0	$0
4003	Sherwood	Arrow/ Galbreath	Gerda	Cipole	Construct 2-lane collector road	$2,317,399	2014-2024			$0	$0	$0
4004	Sherwood	Baker	Sunset	UGB south	Upgrade road to 2-lane arterial with bike lanes, sidewalks, and planter strips.	$779,000	2014-2024			$0	$0	$0
4005	Sherwood	Baler	Tualatin-Sherwood	Langer Farms	Construct 2-lane collector status road with bike lanes, sidewalks, and planter strips	$3,802,000	2025-2039			$0	$0	$0
4006	Sherwood	Brookman	OR 99W		Realign Brookman Road to intersection with Hwy 99W north of existing location, install signalized intersection on Hwy 99W, install grade seperated railroad crossing	$7,020,000	2014-2024			$0	$0	$0
4007	Sherwood	Brookman	OR 99W	Ladd Hill	Add turn lanes and center median	$13,440,917	2014-2024			$0	$0	$0
4008	Sherwood	Brookman	Middleton		Traffic control improvements; add turn lane and relocate stop signage	$187,500	2025-2039			$0	$0	$0
4009	Sherwood	Cedar Brook	Elwert	Handley	Construct 2-lane collector road	$13,000,000	2025-2039			$0	$0	$0
4010	Sherwood	Edy	Borchers		Improve 3-leg intersection, possible roundabout	$2,000,000	2025-2039			$0	$0	$0

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4011	Sherwood	Edy	City limit west	Borchers	Widen to a 3-lane collector status with bike lanes, sidewalks, and planter strips.	$8,600,000	2014-2024			$0	$0	$0
4012	Sherwood	Edy/Sherwood	Borchers	3rd	Add turn lanes and center median	$7,427,562	2014-2024			$0	$0	$0
4013	Sherwood	Edy	OR 99W		Capacity improvements include adding turn lanes, eliminating split phase timing, and adding Hwy 99W crossing on south approach	$1,070,000	2014-2024			$0	$0	$0
4014	Sherwood	Edy to Roy Rogers Connector	Edy	Roy Rogers	Construct 2-lane collector status road located between Lynnly Way and Cedarview Way	$3,400,000	2025-2039			$0	$0	$0
4015	Sherwood	Elwert	Edy	OR 99W	Widen to 3-lane arterial status with turn lanes, bike lanes, sidewalks, and planter strip.	$11,430,000	2014-2024			$0	$0	$0
4016	Sherwood	Elwert	Kruger	OR 99W	Add lanes, turn lanes, modify signal and phasing at intersection with Hwy 99W, and install roundabout at intersection of Cedar Brook Way extension with Elwert	$4,639,866	2014-2024		$140,823	$0	$315,181	$315,181
4017	Sherwood	Elwert	Edy		Install single lane roundabout	$1,500,000	2014-2024			$0	$0	$0
4018	Sherwood	Herman	Langer Farms	Cipole	Construct collector status road to connect Cipole Road to Langer Farms Parkway North, includes bike lanes, sidewalks, and planter strips	$8,190,000	2025-2039			$0	$0	$0
4019	Sherwood	Ladd Hill	Sunset	UGB south	Widen to 3-lane arterial status with bike lanes, sidewalks, and planter strips.	$6,340,000	2014-2024			$0	$0	$0
4020	Sherwood	Langer	Baler	Sherwood	Construct improvements consistent with Town Center Plan; buffered bike lanes, on-street parking, wider sidewalks, narrower travel lanes, removal of center turn lane, landscaping	$2,000,000	2014-2024			$0	$0	$0
4021	Sherwood	Langer Farms	North and west of intersection with OR 99W	OR 99W	Construct 2-lane collector status road.	$3,243,000	2025-2039			$0	$0	$0
4022	Sherwood	Oregon	Railroad crossing	Murdock	Upgrade Oregon Street to 3-lane collector with sidewalk (south side), multi-use path (north side), bike lanes, and planter strips	$6,712,000	2014-2024			$0	$109,757	$109,757
4023	Sherwood	Oregon	Tonquin		Construct roundabout north of Oregon St/Murdock Roundabout	$2,940,000	2014-2024			$0	$0	$0

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4024	Sherwood	Pine	Willamette	Sunset	New road extension across railroad tracks from Railroad Street to Willamette Street, existing County road to be widened	$3,808,260	2014-2024			$0	$80,113	$80,113
4025	Sherwood	Sherwood	Langer		Remove traffic signal. Allow left-in turns only (no lefts from Langer to Sherwood Blvd); capacity issues related to queing at Hwy 99W	$225,000	2014-2024			$0	$0	$0
4026	Sherwood	Sherwood	Century		Improve intersection, possible roundabout in conjunction with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at Hwy 99W	$386,233	2025-2039			$0	$0	$0
4027	Sherwood	Sunset	Main		Install Traffic Signal	$250,000	2025-2039			$0	$0	$0
4028	Sherwood	Sunset	Eucalyptus	Aldergrove	Upgrade road to 3-lane arterial with bike lanes, sidewalks, planter strips. Address vertical sight distance issue near Pine Street.	$8,316,000	2014-2024			$0	$0	$0
4029	Sherwood	Sunset	Timbrel		Install single lane roundabout	$300,000	2025-2039			$0	$0	$0
4030	Sherwood	Tonquin Employment Area East/West Collector	Oregon	124th	Construct collector status road to serve Tonquin Employment Area and connect Oregon Street to SW 124th Avenue	$6,400,000	2025-2039			$0	$0	$0
	Sherwood	TOTAL				$150,459,299		$57,757	$140,823	$57,757	$505,051	$562,809
5000	Tigard	68th	OR 99W		Turn lanes	$2,394,646	2025-2039			$0	$0	$0
5001	Tigard	68th	Atlanta	Haines	New signal system	$173,805	2025-2039			$0	$0	$0
5002	Tigard	72nd	OR 99W		Turn lanes	$772,466	2025-2039			$0	$0	$0
5003	Tigard	72nd	OR 99W	Hunziker	Widen to 5 lanes	$9,269,598	2014-2024			$0	$0	$0
5004	Tigard	72nd	Hampton	Hunziker	Add southbound right turn & protected left turn phasing	$386,233	2025-2039			$0	$0	$0
5005	Tigard	72nd	OR 217		Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes	$29,710,249	2014-2024			$0	$0	$0
5006	Tigard	72nd	Hunziker	Bonita	Complete missing sidewalks and bike lanes	$7,261,185	2014-2024			$0	$0	$0
5007	Tigard	72nd	Bonita		Intersection improvement	$998,380	2025-2039			$0	$0	$0
5008	Tigard	72nd	Bonita	Durham	Widen to 5 lanes	$9,269,598	2014-2024			$0	$0	$0
5009	Tigard	72nd	Carman		NB right turn lane	$308,987	2025-2039			$0	$0	$0
5010	Tigard	72nd	Upper Boones Ferry		Intersection improvement & signal upgrade	$1,368,928	2025-2039	$9,787		$9,787	$0	$9,787
5011	Tigard	OR 99W	Walnut		Intersection improvements	$4,220,000	2014-2024			$0	$0	$0
5012	Tigard	OR 99W	McDonald	Gaarde	WB right turn lane	$10,033,784	2025-2039	$411	$21,024	$1,223,301	$2,120,880	$3,344,180
5013	Tigard	OR 99W	Durham		Intersection improvements	$9,860,000	2014-2024			$0	$0	$0
5014	Tigard	121st	North Dakota		New signal system	$231,740	2025-2039			$0	$0	$0
5015	Tigard	121st	North Dakota	Walnut	Widen to 3 lanes with sidewalks & bikelanes	$7,647,418	2025-2039			$0	$0	$0

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5016	Tigard	121st	Walnut	Quail Creek	Widen with sidewalks and bike lanes	$4,325,812	2025-2039	$527	$0	$527	$0	$527
5017	Tigard	Bonita	Hall	I-5	Widen to 4 lanes	$5,272,615	2014-2024			$0	$0	$0
5018	Tigard	Bonita	Sequoia		New traffic signal and turn lanes	$1,000,000	2014-2024			$0	$0	$0
5019	Tigard	Carman	I-5		Turn lanes	$1,081,453	2025-2039			$0	$0	$0
5020	Tigard	Dartmouth	OR 99W		Right turn lane	$308,987	2025-2039			$0	$0	$0
5021	Tigard	Dartmouth	72nd	68th	Widen to 4 lanes	$1,853,920	2014-2024			$873,376	$1,576,067	$2,449,443
5022	Tigard	Durham	Upper Boones Ferry		Reconfigure intersection to make through route between Durham & I-5/Carman interchange	$1,368,928	2025-2039			$117,775	$0	$117,775
5023	Tigard	Greenburg	Olsen	Hall	2nd NB lane	$791,613	2014-2024			$0	$0	$0
5024	Tigard	Greenburg	Shady	Tiedeman	Widen to 5 lanes	$6,745,098	2014-2024			$0	$0	$0
5025	Tigard	Greenburg	Tiedeman		Expand intersection to 5 lanes & signal upgrade	$2,670,311	2025-2039			$0	$0	$0
5026	Tigard	Greenburg	Tiedeman	OR 99W	Widen to 5 lanes	$9,269,598	2014-2024			$0	$0	$0
5027	Tigard	Hall	Pfaffle		New traffic signal and turn lanes	$1,000,000	2014-2024			$0	$0	$0
5028	Tigard	Hall	McDonald	Bonita	Turn lanes at both intersections; aux lanes between intersections; bike lanes and sidewalks	$8,277,000	2014-2024			$0	$0	$0
5029	Tigard	Highway 217 Overcrossing	Hunziker	Tigard Triangle	Construct new complete street overcrossing of Hwy 217	$24,000,000	2014-2024			$0	$0	$0
5030	Tigard	Locust	Greenburg	Hall	Widen to 3 lanes	$2,471,893	2025-2039			$0	$0	$0
5031	Tigard	McDonald	Hall		Right turn lane from Hall to McDonald & signal system upgrade	$766,702	2025-2039			$0	$0	$0
5032	Tigard	Nimbus	Scholls Ferry		Right turn lane	$1,776,673	2025-2039			$0	$0	$0
5033	Tigard	Nimbus extension	Scholls Ferry	Greenburg	3-lane extension	$23,173,994	2014-2024			$0	$0	$0
5034	Tigard	Scoffins	Hunziker	Hall	Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal	$3,862,332	2025-2039			$0	$0	$0
5035	Tigard	Tiedeman / North Dakota	Tigard	Greenburg	Realign one or both streets so they intersect west of the railroad	$6,675,000	2014-2024			$0	$0	$0
5036	Tigard	Upper Boones Ferry	Durham	I-5	Widen to 5 lanes	$4,106,784	2014-2024			$17,752	$0	$17,752
5037	Tigard	Walnut	121st	Tiedeman	Widen to 3 lanes	$4,325,812	2025-2039		$3,952,608	$5,192	$7,538,110	$7,543,302
5038	Tigard	Walnut	Tiedeman	OR 99W	Widen to 3 lanes	$3,862,332	2025-2039			$0	$0	$0
5039	Tigard	Walnut	OR 99W		WB Right turn lane, protected left turn	$1,776,673	2025-2039			$0	$0	$0
5040	Tigard	Walnut extension	OR 99W	Scoffins	New 3-lane collector	$29,353,726	2014-2024			$0	$0	$0
5041	Tigard	Washington Square Overcrossing (South)	Nimbus	South mall area (Locust St.)	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$39,781,536	2025-2039			$0	$0	$0
5042	Tigard	Roy Rogers	Scholls Ferry	UGB	Widen to 5 lanes	$29,156,000	2014-2024	$14,701	$1,159,522	$14,701	$1,159,522	$1,174,223
	Tigard	TOTAL				$312,961,807		$25,425	$5,133,154	$2,262,410	$12,394,578	$13,482,765
6000	Tualatin	65th	Nyberg Lane	I-205	Multi-use path	$8,023,973	2025-2039			$0	$0	$0

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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 16-17 TDT	FY 16-17 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
6001	Tualatin	95th	Tualatin-Sherwood	Avery	Bike lanes	$2,920,000	2014-2024			$0	$0	$0
6002	Tualatin	105th/Blake/ 108th	Avery	Willow	Widen to 3 lanes, bike lanes & sidewalk	$5,086,000	2014-2024	$158,719		$158,719	$0	$158,719
6003	Tualatin	115th	Blake	124th	New street - major collector	$31,446,000	2025-2039			$0	$0	$0
6004	Tualatin	124th/Basalt Creek	Tualatin-Sherwood	Grahams Ferry	Widen to 5 lanes, pedestrian & bicycle facilities, signal at Tonquin/124th	$14,000,000	2014-2024			$0	$10,105	$10,105
6005	Tualatin	Avery	Tualatin-Sherwood	Teton	Widen to 3 lanes	$3,600,000	2025-2039			$0	$0	$0
6006	Tualatin	Avery	105th		Signal - new	$191,185	2025-2039			$0	$0	$0
6007	Tualatin	Avery	Teton		Signal - new	$254,914	2025-2039			$0	$0	$0
6008	Tualatin	Basalt Creek East-West Arterial	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5.	$5,000,000	2040+			$0	$0	$0
6009	Tualatin	Blake	124th	115th	New street - minor collector	$10,000,000	2025-2039			$0	$0	$0
6010	Tualatin	Boones Ferry	Lower Boones Ferry		Fill sidewalk gaps	$10,000	2014-2024			$0	$0	$0
6011	Tualatin	Boones Ferry	Lower Boones Ferry	Martinazzi	Widen to 5 lanes and bridge	$12,265,084	2014-2024			$0	$0	$0
6012	Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	Widen to 3 lanes	$4,690,416	2014-2024			$0	$0	$0
6013	Tualatin	Boones Ferry	Ibach	Norwood	Widen to 3 lanes	$660,000	2025-2039			$0	$0	$0
6014	Tualatin	Boones Ferry	Tualatin High School	South city limits	Fill sidewalk gaps	$315,000	2014-2024			$0	$0	$0
6015	Tualatin	Cipole	OR 99W	Tualatin-Sherwood	Add left turn lane & bike lanes	$10,196,557	2014-2024			$0	$0	$0
6016	Tualatin	Cipole	Cummins		Signal - new	$254,914	2025-2039			$0	$0	$0
6017	Tualatin	Cipole	Herman		Signal & realign railroad	$2,294,225	2014-2024			$0	$0	$0
6018	Tualatin	Grahams Ferry	Ibach	Helenius	Widen to 3 lanes, fill sidewalk gaps	$4,980,000	2014-2024			$0	$0	$0
6019	Tualatin	Grahams Ferry	Helenius		Signal - new	$191,185	2025-2039			$0	$0	$0
6020	Tualatin	Hazelbrook	OR 99W	Jurgens	Widen to 3 lanes	$3,543,000	2025-2039			$0	$0	$0
6021	Tualatin	Helenius	109th	Grahams Ferry	Widen to 3 lanes	$1,403,000	2025-2039			$0	$0	$0
6022	Tualatin	Herman	Cipole	Tualatin	Fill sidewalk & bike lane gaps	$3,393,000	2014-2024			$0	$0	$0
6023	Tualatin	Herman	Cipole	124th	Add left turn lane	$1,563,472	2014-2024			$0	$0	$0
6024	Tualatin	Leveton	108th		Signal - new	$191,185	2025-2039			$0	$0	$0
6025	Tualatin	Loop Road	Boones Ferry	Nyberg	New street - minor collector	$4,248,566	2025-2039			$0	$0	$0
6026	Tualatin	Martinazzi	Boones Ferry	Warm Springs	Bike lane	$2,403,000	2014-2024			$0	$0	$0
6027	Tualatin	Martinazzi	Sagert		Signal/roundabout - new	$1,551,750	2025-2039			$0	$0	$0
6028	Tualatin	McEwan	65th	Lake Oswego city limit	Widen to 3 lanes	$3,908,680	2025-2039			$0	$0	$0
6029	Tualatin	Myslony	124th	112th	Widen to 3 lanes, add bridge	$14,030,000	2014-2024			$0	$0	$0
6030	Tualatin	Norwood	Boones Ferry	East city limits	Widen to 3 lanes, add sidewalks & bike lanes	$3,129,000	2014-2024			$0	$0	$0
6031	Tualatin	Sagert	I-5 overpass	72nd	Bike lanes & sidewalks	$3,282,000	2014-2024			$0	$0	$0
6032	Tualatin	Sagert	65th		Signal - new	$509,828	2014-2024			$0	$0	$0
6033	Tualatin	Teton	Tualatin		Signal - new	$456,750	2014-2024			$0	$0	$0

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6034	Tualatin	Teton	Herman	Tualatin-Sherwood	Widen to 3 lanes	$2,464,000	2025-2039			$0	$0	$0
6035	Tualatin	Teton	Tualatin-Sherwood		Add SB right turn lane	$890,000	2014-2024			$0	$0	$0
6036	Tualatin	Tualatin	115th		Signal - new	$456,750	2025-2039			$0	$0	$0
6037	Tualatin	Tualatin-Sherwood	Boones Ferry		Add EB right turn lane	$792,000	2014-2024			$0	$0	$0
6038	Tualatin	Nyberg	I-5		Additional on-ramp lane from westbound Nyberg to northbound I-5 (NE quadrant of interchange)	$792,000	2014-2024			$0	$0	$0
	Tualatin	TOTAL				$165,387,436		$158,719	$0	$158,719	$10,105	$168,824
1000	Wash Co	80th	Oleson	Oak	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$11,700,000	2040+			$0	$0	$0
1001	Wash Co	92nd/Allen	Scholls Ferry	Garden Home	Widen to 3 lanes	$3,325,673	2025-2039			$0	$0	$0
1002	Wash Co	113th	McDaniel	Rainmont	New 2-lane collector road	$6,000,000	2025-2039			$0	$0	$0
1003	Wash Co	113th	Rainmont	Cornell	Sidewalk infill	$5,670,000	2025-2039			$0	$0	$0
1004	Wash Co	119th	McDaniel	Cornell	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$10,800,000	2040+			$0	$0	$0
1005	Wash Co	160th	TV Hwy	Farmington	Widen to 3 lanes	$15,000,000	2025-2039			$0	$0	$0
1006	Wash Co	170th	Merlo	Alexander	Widen to 4/5 lanes with enhanced bicycle & pedestrian facilities; replace bridge over Beaverton Creek	$12,839,181	2014-2024			$0	$0	$0
1007	Wash Co	173rd	Bronson	Cornell	Extend 173rd Ave under or over US 26 connecting to 174th Ave	$58,640,000	2025-2039			$0	$0	$0
1008	Wash Co	174th	Meadowgrass	Bronson	Widen to 3 lanes	$16,230,000	2025-2039			$0	$0	$0
1009	Wash Co	175th	Rigert	Weir	Widen to 3 lanes	$13,950,000	2014-2024			$0	$0	$0
1010	Wash Co	175th	Kemmer		Intersection improvement	$2,500,000	2014-2024		$625,467	$0	$849,100	$849,100
1011	Wash Co	175th	Outlook	Horse Tale	Realign roadway, improve to standard	$1,500,000	2025-2039			$0	$0	$0
1012	Wash Co	185th	UGB	Springville	Widen to 3 lanes	$5,000,000	2025-2039			$0	$0	$0
1013	Wash Co	185th	Springville	West Union	Widen to 5 lanes	$4,948,515	2014-2024			$0	$5,985,834	$5,985,834
1014	Wash Co	185th	Blanton	Farmington	Widen to 5 lanes	$12,163,000	2025-2039			$0	$0	$0
1015	Wash Co	185th	Farmington	Bany	Widen to 3 lanes	$14,522,370	2025-2039			$0	$0	$0
1016	Wash Co	197th/198th	Baseline	Alexander	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset	$16,200,000	2040+			$0	$0	$0
1017	Wash Co	198th	Alexander	Blanton	Widen to 5 lanes; add 2nd WB and EB left turn lanes on TV Hwy	$10,450,000	2014-2024		$318,945	$0	$318,945	$318,945
1018	Wash Co	198th	Blanton	Farmington	Widen to 3 lanes	$27,900,000	2014-2024		$956,836	$0	$1,566,186	$1,566,186
1019	Wash Co	205th/206th	Quatama	Baseline	Widen to 5 lanes; replace bridge over Beaverton Creek	$31,000,000	2025-2039			$0	$409,467	$409,467
1020	Wash Co	209th	TV Hwy	Farmington	Widen to 5 lanes; reconstruct rail crossing and signal, add EB right turn lane at TV Hwy; widen Butternut Creek bridge	$44,396,000	2014-2024		$210,367	$0	$2,158,205	$2,158,205

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1021	Wash Co	Alexander	192nd	178th	Add sidewalks, streetscape features, bicycle facilities, signal at 185th Ave, turn lanes at major intersections	$8,363,700	2014-2024			$0	$0	$0
1022	Wash Co	Barnes	119th	Cedar Hills	Widen to 5 lanes	$3,072,464	2014-2024			$0	$0	$0
1023	Wash Co	Barnes	Catlin Gabel entrance	Miller	Widen to 5 lanes	$15,824,176	2014-2024		$106,170	$0	$106,170	$106,170
1024	Wash Co	Barnes	Miller	County line	Widen to 3 lanes	$8,800,000	2025-2039			$0	$0	$0
1025	Wash Co	Basalt Creek East-West Arterial	Grahams Ferry	Boones Ferry	Construct new 4/5-lane arterial	$30,000,000	2025-2039			$0	$10,105	$10,105
1026	Wash Co	Beef Bend	150th	131st	Widen to 3 lanes	$15,000,000	2040+			$0	$0	$0
1027	Wash Co	Bull Mountain	Roy Rogers	OR 99W	Widen to 3 lanes	$28,697,248	2040+			$0	$236	$236
1028	Wash Co	Butner	Murray	Cedar Hills	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$11,457,223	2040+		$62,874	$0	$62,874	$62,874
1029	Wash Co	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to 3 lanes	$840,000	2025-2039			$0	$0	$0
1030	Wash Co	Cornelius Pass	Frances	TV Highway	Widen to 5 lanes	$11,307,000	2014-2024		$259,116	$528	$388,571	$389,098
1031	Wash Co	Cornell	US 26	Murray	Widen to 5 lanes	$40,620,000	2025-2039			$0	$1,210,641	$1,210,641
1032	Wash Co	Cornell	143rd / Science Park		Reconfigure intersection	$12,400,000	2025-2039			$0	$0	$0
1033	Wash Co	Cornell	102nd	County line	Widen to 3 lanes	$18,000,000	2040+			$0	$0	$0
1034	Wash Co	Elligsen	Wilsonville city limit	65th	Widen to 3 lanes, add turn pockets & signal at 65th	$3,000,000	2025-2039			$0	$0	$0
1035	Wash Co	Evergreen	East of 25th	West of 253rd	Multi-modal improvements	$1,800,000	2008-2017			$0	$679	$679
1036	Wash Co	Farmington	209th	185th	Widen to 5 lanes	$35,853,659	2025-2039			$0	$0	$0
1037	Wash Co	Farmington	185th	Kinnaman	Widen to 5 lanes	$26,944,468	2025-2039			$0	$0	$0
1038	Wash Co	Fischer	131st	OR 99W	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$4,122,000	2025-2039	$472,032	$1,345,301	$472,032	$1,740,738	$2,212,770
1039	Wash Co	Garden Home	92nd	Oleson	Widen to 3 lanes	$9,000,000	2025-2039			$0	$0	$0
1040	Wash Co	Germantown	Cornelius Pass		Intersection improvement	$3,000,000	2025-2039			$0	$0	$0
1041	Wash Co	Germantown	185th		Intersection improvement	$3,000,000	2025-2039			$0	$0	$0
1042	Wash Co	Glencoe/1st	Harewood	Jackson	Widen to 3 lanes	$10,700,000	2025-2039			$0	$0	$0
1043	Wash Co	Grahams Ferry	Helenius	Clay	Widen to 3 lanes; add signal and improve geometry at Tonquin Rd	$11,100,000	2025-2039			$0	$0	$0
1044	Wash Co	Grahams Ferry	Cahalin	County line	Widen to 3 lanes; upgrade railroad crossing; add signal at Clutter Rd	$9,700,000	2025-2039			$0	$0	$0
1045	Wash Co	Greenburg	Hall	Locust	Widen to 5 lanes	$21,445,518	2025-2039			$0	$0	$0
1046	Wash Co	Hall	Scholls Ferry	Oleson	Widen to 5 lanes	$2,401,000	2025-2039			$0	$0	$0
1047	Wash Co	Hall	Oleson	OR 99W	Widen to 3 lanes	$13,164,474	2025-2039			$0	$0	$0
1048	Wash Co	Hall	OR 99W	Durham	Widen to 5 lanes	$39,022,727	2025-2039			$0	$0	$0
1049	Wash Co	Jenkins	158th	Murray	Widen to 5 lanes	$12,253,028	2014-2024		$645,539	$0	$1,693,321	$1,693,321
1050	Wash Co	Johnson	Cornelius Pass	185th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$21,899,700	2025-2039			$0	$0	$0

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1051	Wash Co	Johnson	185th	170th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; complete missing section over drainage	$13,325,650	2025-2039			$0	$0	$0
1052	Wash Co	Kaiser/143rd	Bethany	Cornell	Widen to 3 lanes	$38,357,000	2025-2039			$0	$108,459	$108,459
1053	Wash Co	Kinnaman	209th	Farmington	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$24,129,000	2025-2039			$0	$0	$0
1054	Wash Co	Kinnaman	198th		Realign offset intersection, signalize or add roundabout	$4,971,000	2014-2024			$0	$0	$0
1055	Wash Co	Laidlaw	Skycrest	Lakeview	Straighten curves; add sidewalks and bike lanes; add turn lanes at appropriate intersections	$9,000,000	2025-2039			$0	$0	$0
1056	Wash Co	Laidlaw	Saltzman	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$19,800,000	2025-2039			$0	$0	$0
1057	Wash Co	Leahy/90th/ 107th	Cornell	Barnes	Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes	$9,000,000	2040+			$0	$0	$0
1058	Wash Co	McDaniel	119th	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$18,900,000	2040+			$0	$0	$0
1059	Wash Co	Merlo	170th	MAX Light Rail	Widen to 5 lanes	$ 16,635,000	2014-2024			$0	$1,292,697	$1,292,697
1060	Wash Co	Miller Hill	Farmington	Gassner	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$8,100,000	2025-2039			$0	$0	$0
1061	Wash Co	Oleson	Scholls Ferry	Fanno Creek bridge	Realign Oleson Rd and reconfigure intersections with Scholls Ferry Rd and B-H Hwy	$34,200,000	2014-2024		$708,958	$0	$4,608,174	$4,608,174
1062	Wash Co	River	Farmington		Intersection improvement	$3,000,000	2025-2039			$0	$0	$0
1063	Wash Co	Saltzman	Laidlaw	Bayonne	Realign 2/3-lane collector road, including bridge over Bronson Creek	$11,100,000	2014-2024			$0	$0	$0
1064	Wash Co	Saltzman	Bayonne	Bauer Woods	Widen to 3 lanes	$8,000,000	2025-2039			$0	$0	$0
1065	Wash Co	Scholls Ferry	Beaverton-Hillsdale	Allen	Widen to 3 lanes	$22,587,000	2025-2039			$0	$0	$0
1066	Wash Co	Scholls Ferry	Hall		Intersection capacity and signal improvements	$2,549,139	2025-2039			$0	$0	$0
1067	Wash Co	Scholls Ferry	OR 217	121st	Widen to 7 lanes	$18,745,186	2040+			$0	$1,644,864	$1,644,864
1068	Wash Co	Scholls Ferry	Murray		Intersection capacity and signal improvements	$1,390,440	2025-2039			$0	$0	$0
1069	Wash Co	Springville	185th	PCC entrance	Widen to 5 lanes	$11,100,000	2014-2024	$769,525	$2,444,203	$1,219,001	$3,675,067	$4,894,068
1070	Wash Co	Springville	PCC entrance	Kaiser	Widen to 3 lanes	$3,600,000	2014-2024		$132,734	$0	$132,734	$132,734
1071	Wash Co	Taylors Ferry	Oleson	Washington	New 2/3-lane road	$4,390,000	2025-2039			$0	$0	$0
1072	Wash Co	Thompson	Saltzman	County line	Widen to 3 lanes	$37,000,000	2040+			$0	$0	$0
1073	Wash Co	Tonquin	124th	Grahams Ferry	Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd	$10,500,000	2018-2025			$0	$618	$618

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1074	Wash Co	Tualatin-Sherwood	Langer Farms	Teton	Widen to 5 lanes	$49,150,000	2014-2024			$0	$2,151,468	$2,151,468
1075	Wash Co	Tualatin-Sherwood	Baler		Reconfigure intersection at Baler Way and construct north leg of intersection	$1,000,000	2014-2024			$0	$0	$0
1076	Wash Co	Walker	194th extension	185th	Widen to 5 lanes, right-of-way for turn/auxiliary lanes	$20,000,000	2025-2039			$0	$0	$0
1077	Wash Co	Walker	185th	173rd	Widen to 5 lanes	$9,277,449	2014-2024		$199,479	$0	$199,479	$199,479
1078	Wash Co	Walker	158th		Intersection capacity and signal improvements	$2,549,139	2014-2024		$378,146	$0	$378,146	$378,146
1079	Wash Co	Walker	Murray	OR 217	Widen to 5 lanes	$29,758,929	2014-2024		$1,317,968	$0	$4,679,909	$4,679,909
1080	Wash Co	West Union	Cornelius Pass	185th	Widen to 5 lanes	$26,192,000	2014-2024		$64,323	$0	$64,323	$64,323
1081	Wash Co	West Union	185th	143rd	Widen to 3 lanes	$34,870,000	2025-2039			$0	$15,244	$15,244
1082	Wash Co	158th	Walker	MAX Light Rail	Widen to 5 lanes	$8,100,000	2014-2024		$2,368,120	$0	$2,368,120	$2,368,120
1083	Wash Co	Murray	Walker		Additional turn lanes and auxiliary lanes	$15,000,000	2014-2024			$0	$0	$0
1084	Wash Co	Thompson	Circle A	Saltzman	Realign 3-lane arterial	$6,000,000	2014-2024			$0	$0	$0
1085	Wash Co	Walker	158th	Murray	Widen to 5 lanes	$7,140,000	2014-2024		$1,574,857	$0	$1,574,857	$1,574,857
	Wash Co	TOTAL				$1,296,940,052		$1,241,557	$13,719,403	$1,691,560	$39,395,232	$37,143,815
8600	Wilsonville	Boones Ferry	Basalt Creek East-West Arterial	Day	Widen to 5 lanes	$1,100,000	2025-2039			$0	$0	$0
8601	Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	$4,640,000	2025-2039			$0	$0	$0
8602	Wilsonville	Day	Kinsman		Construct left turn pocket & signal	$880,000	2014-2024			$0	$0	$0
8603	Wilsonville	Day	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5	$5,000,000	2040+			$0	$0	$0
8604	Wilsonville	Elligsen	Parkway Center	Wilsonville city limit	Widen to 3 lanes	$1,800,000	2014-2024			$0	$0	$0
8605	Wilsonville	Grahams Ferry	Clay	Calahin	Widen to 3 lanes, add double southbound left turn lane at Day	$4,260,000	2014-2024			$0	$0	$0
8606	Wilsonville	Kinsman	Day	Ridder	Construct 3-lane road	$10,400,000	2014-2024			$0	$0	$0
8607	Wilsonville	Ridder	Kinsman		Construct left turn pocket & signal	$850,000	2014-2024			$0	$0	$0
	Wilsonville	TOTAL				$28,930,000		$0	$0	$0	$0	$0
	TOTAL					**$2,868,964,972**		**$3,855,319**	**$45,700,876**	**$4,940,874**	**$73,481,889**	**$122,295,247**

Appendix B: TDT Transit Project List Expenditures
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Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 16-17 TDT	FY 16-17 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
Bus Line and Bus Stop Improvements																	
100	185th / Farmington Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 52)	$2,503,000	0%	$2,503,000	100%	$2,503,000	100%	$2,503,000	58%	$1,441,728	2014-2024			$0	$0	$0
101	B-H Hwy Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 54)	$753,000	0%	$753,000	100%	$753,000	100%	$753,000	58%	$433,728	2014-2024			$0	$0	$0
102	Beaverton - Tualatin Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Lines 76/78)	$2,835,000	0%	$2,835,000	100%	$2,835,000	100%	$2,835,000	58%	$1,632,960	2014-2024			$0	$0	$0
103	Century Blvd Bus Line Infrastructure	Shelter and stop infrastructure for new north-south frequent service bus line along Century Blvd (or interim route on Cornelius Pass Rd)	$1,240,000	0%	$1,240,000	100%	$1,240,000	100%	$1,240,000	58%	$714,240	2014-2024			$0	$0	$0
104	Cornell Rd Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 48)	$2,933,000	0%	$2,933,000	100%	$2,933,000	100%	$2,933,000	58%	$1,689,408	2014-2024			$0	$0	$0
105	Hillsboro-Bethany Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 47)	$1,875,000	0%	$1,875,000	100%	$1,875,000	100%	$1,875,000	58%	$1,080,000	2014-2024			$0	$0	$0
106	Pacific Hwy Near-Term Improvements	Pacific Hwy near-term shelter, stop and other improvements leading up to SW Corridor HCT	$400,000	0%	$400,000	100%	$400,000	100%	$400,000	58%	$230,400	2014-2024			$0	$0	$0
107	TV Hwy Near-Term Improvements	TV Hwy near-term shelter, stop and other improvements leading up to TV Hwy HCT	$4,043,000	0%	$4,043,000	100%	$4,043,000	100%	$4,043,000	58%	$2,328,768	2014-2024			$0	$0	$0
108	Other Bus Stop Improvements	Other shelter, stop and street improvements to support bus service as needed throughout Washington County	$3,500,000	20%	$2,800,000	100%	$2,800,000	100%	$2,800,000	58%	$1,612,800	2014-2024			$0	$0	$0
Subtotal			$20,082,000		$19,382,000		$19,382,000		$19,382,000		$11,164,032				$0	$0	$0
Transit Priority Treatments																	
200	Streamline Bus Efficiency Improvements	Bus efficiency treatments such as signal priority, queue bypasses, dedicated bus stops and other treatments to enhance efficiency and improve or preserve service speeds for Frequent Service and key bus lines throughout county	$2,750,000	0%	$2,750,000	100%	$2,750,000	100%	$2,750,000	58%	$1,584,000	2014-2024			$0	$0	$0
Subtotal			$2,750,000		$2,750,000		$2,750,000		$2,750,000		$1,584,000				$0	$0	$0
Park & Rides / Transit Centers																	
300	P&R expansion	Expand park & ride capacities in smaller lots on sites within Washington County with direct transit service to Portland and/or Washington County employment areas	$15,000,000	0%	$15,000,000	100%	$15,000,000	100%	$15,000,000	58%	$8,640,000	2014-2024			$0	$0	$0
Subtotal			$15,000,000		$15,000,000		$15,000,000		$15,000,000		$8,640,000				$0	$0	$0
Pedestrian/Bicycle Access to Transit																	
400	65th Ave Multi-Use Trail	Ped/bike pathway connecting Tualatin River Greenway and multi-family neighborhoods with #76 bus service at Legacy Meridian Park Medical Center	$3,796,000	0%	$3,796,000	100%	$3,796,000	90%	$3,416,400	100%	$3,416,400	2025-2039			$0	$0	$0
401	95th Ave Ped/Bike Connection	Ped/bike pathway connecting Springcrest Drive with Sunset Transit Center, including grade-separated ped/bike crossing of Barnes Rd	$11,546,000	0%	$11,546,000	100%	$11,546,000	90%	$10,391,400	100%	$10,391,400	2014-2024			$0	$0	$0
402	Crescent Connection: Cedar Hills to Lombard	Construct a multi-use use path along Beaverton Creek from Cedar Hills Blvd to Beaverton Transit Center, providing access to Beaverton Central MAX station and Beaverton Transit Center	$1,230,000	0%	$1,230,000	100%	$1,230,000	75%	$922,500	100%	$922,500	2014-2024	$32,727		$32,727	$0	$32,727
403	TV Hwy Access to Transit	Enhanced bikeway facilities, sidewalks, pedestrian crossings, multi-use trail	$11,667,500	0%	$11,667,500	100%	$11,667,500	90%	$10,500,750	100%	$10,500,750	2014-2024			$0	$0	$0
404	Washington Square Overcrossing (North)	Pedestrian/bicycle overcrossing of Hwy 217 and Scholls Ferry Rd between Nimbus Dr and north mall area, connecting to Hall/Nimbus WES commuter rail station	$39,781,536	0%	$39,781,536	100%	$39,781,536	90%	$35,803,382	100%	$35,803,382	2025-2039			$0	$0	$0
405	Westside Trail: Cornell to Greenbrier	Multi-use trail connecting business park to Cornell Rd bus line, including grade-separated overcrossing of US 26	$9,000,000	0%	$9,000,000	100%	$9,000,000	90%	$8,100,000	100%	$8,100,000	2014-2024			$0	$0	$0

Appendix B: TDT Transit Project List Expenditures
FY 2016-17

List as amended by
Resolution and Order 15-3
January 20, 2015

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 16-17 TDT	FY 16-17 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
406	Bike & Rides	Enclosed, key card accessed bicycle parking at high capcity transit or frequent service bus stops	$1,000,000	0%	$1,000,000	100%	$1,000,000	100%	$1,000,000	100%	$1,000,000	2014-2024			$0	$0	$0
407	Other Access to Transit Improvements	Other pedestrian and bicycle improvements to support access to transit in Washington County, including sidewalks, pedestrian crossings, bike lanes, multi-use paths and bike parking.	$3,500,000	20%	$2,800,000	100%	$2,800,000	90%	$2,520,000	100%	$2,520,000	2014-2024			$0	$0	$0
Subtotal			$81,521,036		$80,821,036		$80,821,036		$72,654,432		$72,654,432		$32,727	$ -	$32,727	$0	$32,727
Transit System Requirements																	
500	Merlo Bus Operating Base Expansion	Long-term expansion of bus service in Washington County requires additional capacity at bus storage and maintenance shops.	$1,001,000	0%	$1,001,000	100%	$1,001,000	100%	$1,001,000	58%	$576,576	2014-2024			$0	$0	$0
501	Elmonica LRV Expansion	Expansion of light rail vehicle yard and maintanance facility for increased service.	$4,000,000	0%	$4,000,000	100%	$4,000,000	100%	$4,000,000	58%	$2,304,000	2025-2039			$0	$0	$0
502	Electric Bus Supportive Capital Improvements	Capital improvements to support operation and maintenance of electric buses.	$10,000,000	50%	$5,000,000	32%	$1,600,000	50%	$800,000	58%	$460,800	2025-2039			$0	$0	$0
503	South Hillsboro Transit Improvements	Bus pullouts, shelters, bus layover	$4,830,000	0%	$4,830,000	100%	$4,830,000	100%	$4,830,000	100%	$4,830,000	2025-2039			$0	$0	$0
Subtotal			$19,831,000		$14,831,000		$11,431,000		$10,631,000		$8,171,376				$0	$0	$0
High Capacity Transit (HCT)																	
600	Amber Glen Streetcar loop circulator or Red Line extension	Amber Glen LRT spur. (Pending development with sufficient density) Alternative would be a streetcar circulator. Lower end of estimated project cost range is shown because detailed project scoping has not been developed.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	100%	$75,000,000	2025-2039			$0	$0	$0
601	Red Line to Fair Complex/ Hillsboro Airport	Add a third track and switches and upgrade signals to allow for the Red Line MAX to be extended to the Fair Complex/Hillsboro Airport MAX Station	$6,000,000	50%	$3,000,000	100%	$3,000,000	100%	$3,000,000	58%	$1,728,000	2014-2024			$0	$0	$0
602	Southwest Corridor HCT	Portland, Sylvania, Tigard and Tualatin high-capacity transit.	$1,075,000,000	50%	$537,500,000	60%	$322,500,000	100%	$322,500,000	58%	$185,760,000	2014-2024			$0	$938,530	$938,530
603	Sunset Highway HCT	East-west HCT connecting Hillsboro and Tanasbourne, STC, and St. Vincent's. Detailed project scoping has not been developed.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	58%	$43,200,000	2025-2039			$0	$0	$0
604	TV Highway HCT	East-west bus rapid transit linking Forest Grove, Cornelius, Hillsboro, Aloha-Reedville and Beaverton Transit Center via the TV Highway corridor. Hillsboro-Beaverton segment includes westbound Business Access & Transit Lane, eastbound bus pullouts, enhanced bikeway facilities, sidewalks, pedestrian crossings, signal modifications on TV Hwy.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	58%	$43,200,000	2014-2024			$0	$0	$0
605	WES Commuter Rail Upgrades	Capital improvements to allow future service upgrades including double-tracking (for improved frequency and span of service.) Detailed project scoping has not been developed.	$250,000,000	50%	$125,000,000	80%	$100,000,000	100%	$100,000,000	58%	$57,600,000	2025-2039			$0	$0	$0
Subtotal			$1,781,000,000		$890,500,000		$650,500,000		$650,500,000		$406,488,000				$0	$938,530	$938,530
TOTAL			**$1,920,184,036**		**$1,023,284,036**		**$779,884,036**		**$770,917,432**		**$508,701,840**		**$32,727**	**$0**	**$32,727**	**$938,530**	**$971,257**

Appendix C:
North Bethany Funding Plan Report

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Introduction

The North Bethany Transportation Funding Plan was adopted by Resolution and Order 11-70 on October 25, 2011. The North Bethany Transportation Funding Plan provided a framework of finance mechanisms necessary to support development within the North Bethany Subarea. The Funding Plan combines pre-existing countywide revenue sources with two new North Bethany-specific revenue sources to assure adequate revenue for transportation infrastructure necessary to serve the North Bethany Subarea.

This report updates the 5-year funding plan report published for Fiscal Year 2015-16. This complete funding reporting exceeds the minimum reporting requirements called for by Resolution and Order 11-70. The intent of the report is two-fold:

1) Assess the overall Funding Plan and provide an update to the 5-year review conducted last year and summarize of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.

2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2016-17.

Overview of Recommendations

This report provides three recommendations:

1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number of units anticipated in the North Bethany Funding Plan.
2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2017-18.

North Bethany Funding Plan Overview

The North Bethany Funding Plan includes four funding programs intended to fund 12 road improvements. The 2011 Funding Plan identified four funding programs, plus pre-existing Trust & Agency funds, that would contribute to the transportation improvements necessary to serve the area. These funding programs are described in Table 1.

Table 1: North Bethany Funding Plan – Revenue Sources

Funding Program	Expected Revenue
Major Streets Transportation Improvement Program (MSTIP)	$10,000,000
Transportation Development Tax (TDT)	$21,778,574
North Bethany County Service District for Roads (NBCSD)	$13,354,670
North Bethany Transportation System Development Charge (NBTSDC)	$22,466,756
Pre-Existing Trust & Agency	$1,400,000
TOTAL	**$69,000,000**

Together these funding sources would provide a total of $69,000,000 dollars for 12 transportation improvements. These improvements are described in Table 2.

Table 2: North Bethany Funding Plan – Transportation Improvements

Project Number	Road	Extent	Project Description	Total Cost Estimate
1	Shackelford Rd	West Boundary to Joss	New Collector Rd	$9,300,000
2	Shackelford Rd	Joss to Kaiser	New Collector Rd	$8,800,000
3	Springville Rd	185th to Joss	Improvements	$11,100,000
4	Springville Rd	Joss to Kaiser	Improvements	$3,600,000
5	Springville Rd	Kaiser to Countyline	Improvements	$0*
6	Kaiser Rd	Shackelford to Springville	Improvements	$7,800,000
7	185th Ave	Springville to West Union	Improvements	$4,500,000
8	Shackelford	Kaiser to Countyline	Improvements	$0*
9	Shackelford Rd	½ Bridge over Rock Creek	Bridge	$7,300,000
10	185th and Springville	Realignment	Improvements	$900,000
11	Kaiser Rd	Springville to Bethany	Improvements	$6,100,000
12	Brugger Rd	Joss to Kaiser	Improvements	$3,200,000
13	Joss Rd	Shackelford to Arbor	Improvements	$4,100,000
14	P15 / Oats / 160th	Springville to Brugger	Improvements	$2,300,000
			Total	**$69,000,000**

* Funding plan anticipated these projects would be funded through development.

A brief summary of each of the funding programs follows:

1. **North Bethany and the Major Streets Transportation Improvement Program (MSTIP)**

On June 23, 2015 the Board of County Commissioners approved the high-growth transportation funding program. The program is a partnership between Washington County and the cities of Beaverton, Hillsboro and Tigard to share funding resources for improvements to identified roadways in four major residential growth areas:

- North Bethany & Bonny Slope West (unincorporated Washington County)
- South Hillsboro (City of Hillsboro)
- South Cooper Mountain (City of Beaverton)
- River Terrace (City of Tigard)

This is an innovative cost-sharing partnership that will allow the County and cities to make transportation improvements – without raising property taxes – before deficient roadways become problematic. Two-thirds of the $140 million cost of the identified capacity and safety road-improvement projects will be funded by Washington County (through MSTIP); the remaining one-third will be funded by the cities and by development (e.g. frontage improvements, TDT, NBSDC). The cost-sharing is based on travel forecasting that estimates only one-third of travelers using the improved roads will result from the developments. The remaining traffic will be "regional travel"– trips that begin and end outside of the high-growth areas. This will improve county-wide mobility.

Funding projects: Getting ahead of the growth

- The County will issue bonds to fund two-thirds of the project costs.
- Incremental growth in revenue from the county-wide property tax-based Major Streets Transportation Improvement Program (MSTIP) will be used to pay back the bonds. Issuing bonds will allow improvements to be made proactively – before the deficient roadways become problematic.

Preserving funds: Other transportation needs still a high priority

The cost-sharing strategy preserves the existing MSTIP funding level of $35 million/year for improvements on other roadways throughout Washington County. By funding high-growth area road improvements through MSTIP-backed bonds, these high-growth projects will not compete with other transportation projects for MSTIP funds.

Two of the projects identified are on the North Bethany Transportation Funding Plan:

- Springville Road: 185th Avenue to the PCC entrance ($7,833,333 in MSTIP funding)
- 185th Avenue: Springville to West Union ($4,000,000 in MSTIP funding)

While the total of $11.83M in MSTIP is more than the initial $10M anticipated in the funding plan, this total potential amount allows for construction cost increases and provides additional flexibility if necessary. Additional information about the high-growth funding program is available at: http://www.co.washington.or.us/LUT/News/high-growth-transportation-funding.cfm

2. North Bethany and the Transportation Development Tax (TDT)

The North Bethany Funding Plan is based on an assumed amount of development occurring within the North Bethany Subarea. The total amount of TDT revenue and credits from that development was calculated in 2010 dollars. Table 3 shows the TDT assumptions in the North Bethany Funding Plan.

Table 3: North Bethany Funding Plan – TDT Assumptions

Land Use Category	Projected Number of Units	2012 Rate[1]	Total Revenue Anticipated[2]
Single Family Detached	1,437	$8,225	$11,819,325
Single Family Attached	1,534	$4,919	$7,545,746
Multi-Family	1,218	$5,381	$6,554,058
Non-Residential	varies	varies	$3,118,969
Total[2]			**$29,038,098**

1) The 2012 TDT Rates were used due to the phase-in of the TDT rates occurring during the development of the North Bethany Funding Plan.
2) As explained below only 75% of the total TDT revenue expected to be generated in North Bethany was allocated toward projects on the North Bethany Funding plan. The remaining revenue is anticipated to help address other needs – countywide – related to growth from North Bethany and throughout Washington County.

The North Bethany Funding Plan allocated ***75%*** of the total TDT revenue anticipated to the roadway improvements identified. The remaining 25% of the TDT revenue would be available to contribute to other roadway improvements countywide necessary to serve growth. Therefore, the revenue and credits expected for the TDT component of the North Bethany Funding Plan was: ***$21,778,574***. Table 4 shows the estimated TDT revenue from North Bethany and calculates the 75% allocation.

Table 4: Summary of North Bethany TDT Revenue (Estimated)

Fiscal Year	Estimated TDT Revenue*	75% Allocation
FY 14-15	$1,141,678	$856,258
FY 15-16	$2,614,654	$1,960,990
FY 16-17	$2,006,493	$1,504,870
Total	**$5,762,825**	**$4,322,118**

* Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

Three TDT Credits have been issued in North Bethany for a total of $365,845.

Summary of TDT and the North Bethany Funding Plan

Subtracting the TDT credits already invested in the North Bethany Subarea from the 75% of TDT revenue allocated to the North Bethany Funding Plan would result in **$3,956,273** in estimated TDT revenue to date. The TDT revenue would be expected to be combined with other funding sources and contribute towards the projects identified on the North Bethany Funding Plan.

3. North Bethany County Service District for Roads

In the May 17, 2011 election, voters in the North Bethany Subarea approved Ballot Measure No. 34-189, thus taking the necessary step to create the North Bethany County Service District for Roads. The district includes an additional property tax rate of $1.25 per/$1,000 of assessed valuation within the North Bethany Subarea.

The North Bethany County Service District for Roads provides an ongoing funding source. As the North Bethany Subarea develops, the assessed valuation and service district revenue are expected to increase and provide additional funding for the North Bethany Subarea. Table 5 shows a summary of the North Bethany County Service District for Roads.

Table 5: Summary of the North Bethany County Service District for Roads Revenue

Fiscal Year	Total Assessed Valuation	Service District Revenue	Running Total
FY 11-12	$26,240,000	$47,519	$47,519
FY 12-13	$26,270,000	$31,849	$79,368
FY 13-14	$28,180,000	$35,728	$115,096
FY 14-15	$43,790,000	$73,029	$188,125
FY 15-16	$80,730,000	$101,655	$289,780
FY 16-17	$200,830,000	$251,373	$541,153

As development continues in the North Bethany Subarea, the total assessed valuation and resulting Service District Revenue per year and total are expected to grow and provide a resource to contribute towards the improvements identified on the North Bethany Funding Plan.

Loan to MSTIP

As an example, one project (P15 / Oats / 160th Springville to Brugger improvements) was already completed by the MSTIP program. The cost of these early improvements was structured as a loan from the County Service District to the MSTIP program. These expenses are anticipated to be repaid as revenue becomes available from the Service District.

4. North Bethany Transportation System Development Charge

The North Bethany Transportation System Development Charge (NBTSDC) became effective November 29, 2010. It is a component of the larger North Bethany Funding Plan, which was subsequently established by the Board of County Commissioners on June 7, 2011. The purpose of the NBTSDC is to fund new or improved capacity-increasing transportation capital infrastructure. The NBTSDC is dedicated solely to fund transportation facilities necessary to serve the North Bethany subarea.

Revenue

Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2016 through June 2017 fiscal year. The revenue paid into the NBTSDC account generates interest and the interest earned on the account is also included in on the table.

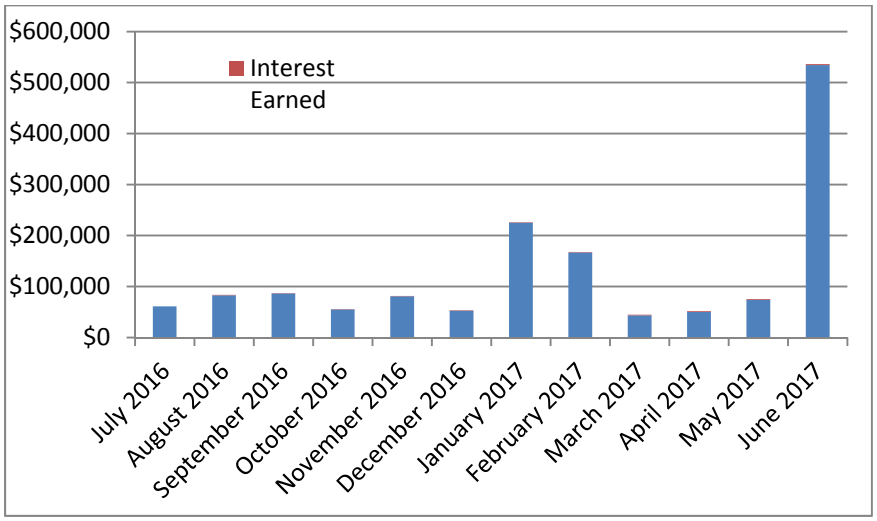
Table 6: Revenue Receipts by Month

Month	Revenue Payment	Interest Earned
July 2016	$ 61,130.00	$ (2,990.89)
August 2016	$ 82,700.45	$ 1,005.71
September 2016	$ 86,619.40	$ 610.35
October 2016	$ 55,141.00	$ 717.60
November 2016	$ 80,709.00	$ 731.55
December 2016	$ 52,604.98	$ 867.91
January 2017	$ 225,185.00	$ 1,052.51
February 2017	$ 166,722.00	$ 1,203.42
March 2017	$ 43,411.00	$ 1,454.75
April 2017	$ 49,997.06	$ 1,528.21
May 2017	$ 73,827.00	$ 1,601.68
June 2017	$ 534,279.00 *	$ 2,027.94
Total	**$ 1,512,325.89**	**$ 9,810.74**

* Includes $476,400 transfer from TDT fund for NBTSDC charges going back as far as 2014.

Figure 1 displays the revenue receipts and interest earned by month.

Figure 1: Revenue Receipts by Month



North Bethany Transportation System Development Charge Credits

Credits are issued for cost of constructing eligible transportation improvements. Credit transfers are allowed within the NBTSDC area – such transfers are documented by issuance of a new credit voucher. Credits maybe used in lieu of paying the North Bethany Transportation System Development Charge. Table 7 shows the NBTSDC credits issued through June 30, 2017.

Table 7: North Bethany Transportation System Development Charge Credits*

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 16-17	Credit Remaining on 6/30/17	Notes
NB14-01	NW 160th: Springville to Brugger	West Hills Development	North Bethany Creek	$180,397	10/23/14	$180,397 Transfer to NB14-01A	$0	Entire amount transferred to NB14-01A
NB14-01A	From NB14-01	DR Horton		Transfer from NB14-01 $180,397	12/30/14	$180,397	$0	
NB14-02	Brugger & ROW dedication	West Hills Development	North Bethany Creek	$77,822	11/24/14	$77,822 Transfer to NB14-01A	$0	Entire amount transferred to NB14-02A
NB14-02A	From NB14-02	DR Horton		Transfer from NB14-01 $77,822	12/30/14	$77,822	$0	
NB15-001	Shackelford Rd	DR Horton	Bethany Abbey Heights 1 & 2	$400,253	11/20/15	$397,345	$2,908	
NB15-002	Shackelford Rd	DR Horton	Bethany Commons at Abbey Creek	$114,490	12/9/15	$114,490	$0	
NB15-003	Brugger Rd & Joss Rd	DR Horton	Commons at Abbey Creek	$71,870	12/9/15	$44,413 used $27,457 Transfer to NB15-003A	$0	$27,457 transferred to NB15-003A
NB15-003A	From NB15-003	DR Horton	Meadows at Abbey Creek	Transfer From NB15-003 $27,457	4/22/16	$27,457	$0	
NB16-001	Brugger Rd & Joss Rd	DR Horton	Commons at Abbey Creek #2	$62,000	3/15/16	$61,130 used $870 Transfer to NB16-00aA	$0	$870 transferred to NB16-001A
NB16-001A	From NB16-001	DR Horton	Meadows at Abbey Creek	Transferred From NB16-001 $870	4/21/16	$870	$0	
NB16-002	Brugger Rd & Joss Rd	DR Horton	Bethany Abbey Meadows	$31,360	4/15/16	$31,360	$0	
NB-007	Shackelford Rd	DR Horton	Grace Hollow & Grace Hollow #2	$450,547	9/2/16	$183,886	$0	$266,661 transferred to NB-007A
NB-007A	Shackelford Rd	DR Horton	Bethany Abbey Meadows	Transferred from NB-007 $266,661	10/26/16	$266,661	$0	

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 16-17	Credit Remaining on 6/30/17	Notes
NB15-001	Shackelford Rd	DR Horton	Bethany Abbey Heights 1 & 2			$2,908	$0	
NB16-004	Shackelford Rd	DR Horton	Bethany Abbey Heights No. 2	$179,530	8/15/16	$178,145	$1,385	
NB16-003	Shackelford Rd	DR Horton	Bethany Creek Falls No. 2 Row Houses	$185,193	8/12/16	$185,193	$0	
NB16-006	Kaiser Rd & Springville Rd	Noyes	Crossing at North Bethany	$177,795	8/31/16	$177,795	$0	Transferred to NB16-006A
NB16-006A	Kaiser Rd & Springville Rd	Noyes	Highlands at North Bethany	Transferred From NB16-006 $177,795	10/19/16	$177,795	$0	
NB16-008	Brugger Rd	DR Horton	Bethany Abbey Meadows No. 2 – Brugger Rd	$74,727	12/13/16	$74,727	$0	
NB16-009	Shackelford Rd	DR Horton	Bethany Abbey Meadows No. 2 – Shackelford Rd	$62,999	12/13/16	$18,828	$44,171	
FY 16-17 Total				**$1,130,791**		**$1,088,143**	**$45,556**	
Total (FY 14-15 through FY 16-17)				**$2,068,983**		**$2,023,427**		

* Credits from prior fiscal years are shown in gray.

Credits are an important component of the NBTSDC. The credits issued represent investments that have occurred on NBTSDC eligible facilities. The credits used represent potential revenue that has been invested as improvements in lieu of cash receipts.

Expenditures
No expenditures of the NBTSDC occurred between July 2016 and June 2017.

Construction Cost Index
The NBTSDC index adjustment provides an automatic non-discretionary adjustment to reflect changes in construction costs. The adjustment occurs on July 1 of each year and no Board action is necessary or required. The NBTSDC Construction Cost Index follows the Transportation Development Tax (TDT) Construction Cost Index. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary
Total NBTSDC activity is summarized in Table 8. It includes revenue from the charge, interest earned and credits issued. Interest for FY 2014-15 and FY 2015-16 was combined based on information provided by accounting. The revenue, interest and credits issued result in **$6,460,001** in total activity from the North Bethany Transportation System Charge through June 30, 2017.

Table 8: NBTSDC Total Activity (Revenue plus Credits Issued)

Fiscal Year	NBTSDC Revenue	Interest Earned	Credits Issued	Total Activity
FY 2014-15	$867,675		$258,219	$1,125,894
FY 2015-16	$1,987,137	$14,069	$679,973	$2,681,179
FY 2016-17	$1,512,326	$9,811	$1,130,791	$2,652,928
Total	**$4,367,138**	**$23,880**	**$2,068,983**	**$6,460,001**

North Bethany Funding Plan Revenue Source Summary

Table 9 summarizes the North Bethany Funding programs through June 30, 2017.

Table 9: Summary of North Bethany Revenue Sources

	Anticipated in Funding Plan	Actual though June 30, 2017[1]
Major Streets Transportation Improvement Program (MSTIP)*	$10,000,000	$10,000,000
Transportation Development Tax (TDT)**	$21,778,574	$4,322,118
North Bethany County Service District for Roads (NBCSD)	$13,354,670	$541,153
North Bethany Transportation System Development Charge (NBTSDC - includes credits issued)	$22,466,756	$6,460,003
Pre-Existing Trust & Agency	$1,400,000	$1,400,000
Total	**$69,000,000**	**$22,723,274**

1) Includes revenue plus interest and credits

* Assumes the MSTIP allocation committed to the North Bethany Funding Plan.

** Estimated from NBTSDC receipts plus credits

Review of North Bethany Development

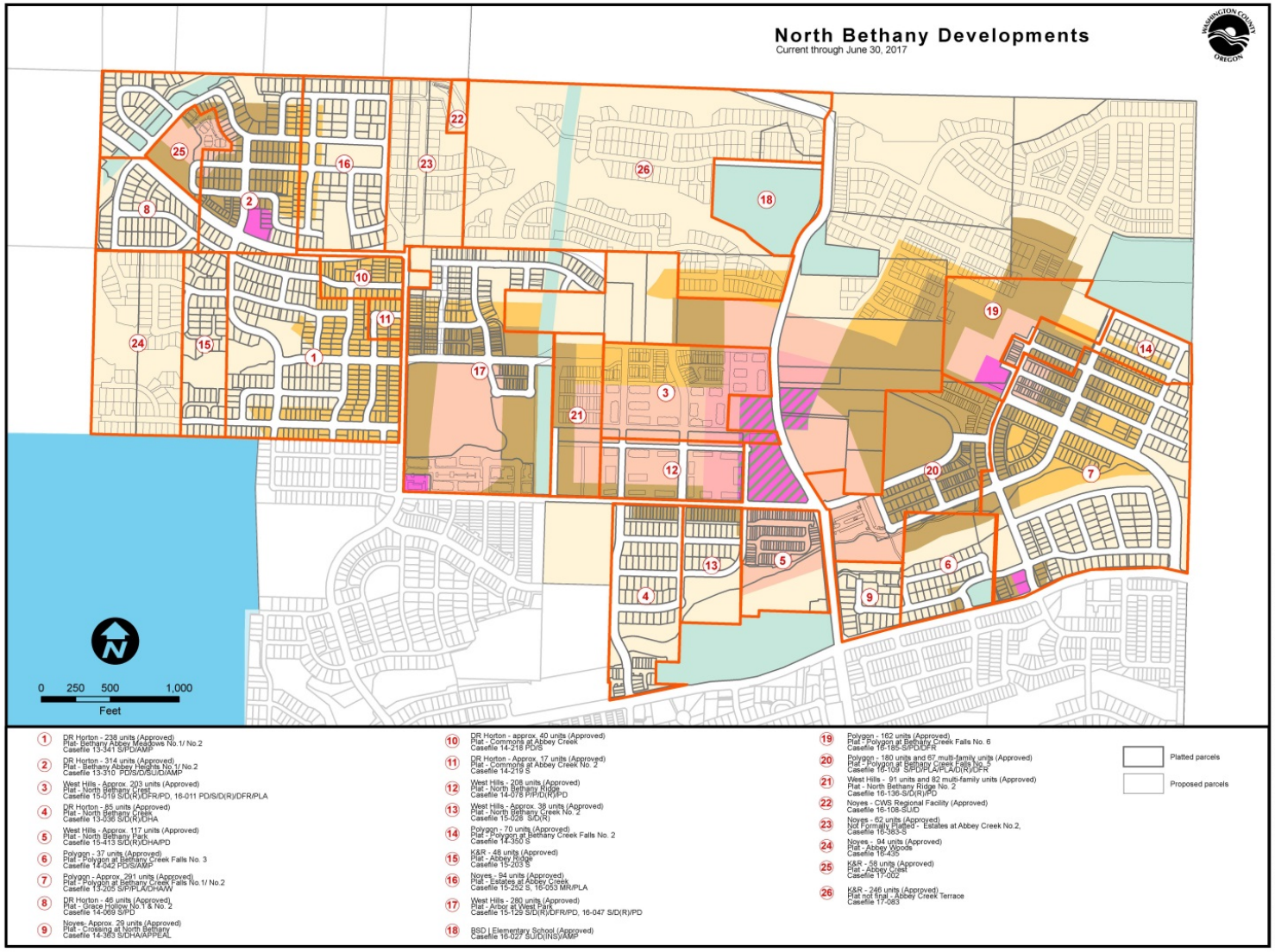
Prior to FY 14-15 no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and over 3,300 residential units (single-family, attached and multi-family) have been approved. Construction within these approved developments has begun and over 1,300 units have been issued permits or final approval prior to June 30, 2017.

While a significant portion of the overall residential development has been approved, contribution/payment toward the four funding programs included in the North Bethany Funding Plan may not necessarily occur until after development construction. This is due to the fact that TDT (or NBSDC) fees can be deferred until occupancy. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges (TDT and NBSDC) at time of final building permit (or deferred to occupancy)
- Increased valuation and payment of property taxes (NBCSD revenue)

Figure 2, displays the land use approval status as of June 30, 2017.

Figure 2: Development as of June 30, 2017



North Bethany Development Analysis

As shown in Figure 2, considerable development has been approved. However, much of it is not yet constructed or has yet to contribute toward the North Bethany Funding Plan. Please note that many of the lots shown in the northeast area of the plan area were approved after the time frame of this report. Table 10 shows the residential development expected in the Funding Plan compared to the units approved and finalized through June 30, 2017.

Table 10: Residential Development

Unit Type	Units Expected in Funding Plan	Units Approved, June 30, 2017	Units Permitted or Final, June 30, 2017
Single Family Detached	1,437	2,312* (78%)	865 (60%)
Single Family Attached	1,534		114 (7%)
Multifamily	1,218	1,039 (85%)	355 (29%)
Total	**4,189**	**3,351 (80%)**	**1,334 (32%)**

*Single Family residential approvals are not distinguished between attached and detached structures

Approximately 80% of the development expected in the North Bethany Funding Plan has been approved. The development approvals also cover approximately 80% of the total North Bethany Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area. While about 20% of the land area remains developable, much of that is in the commercial center along Kaiser Road, which may have a higher development density, but will include commercial, as well as residential land use. Also, some of the remaining developable area includes lands with environmental or other restrictions.

Given the remaining land area available, there is no evidence that the units expected in the North Funding Plan cannot be reasonably achieved. It is the recommendation of this report to continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.

North Bethany Non-Residential Development

Non-residential development must also pay appropriate charges in the North Bethany Funding Plan. The majority of the development is expected to be residential. As non-residential development is completed and pays the appropriate charges these contributions will be included in the future North Bethany Funding Plan reports.

North Bethany Road Project Analysis

As of June 30, 2017 one capital project had been completed and credits had been issued for parts of seven other projects. Several other projects were underway and/or been submitted for credit eligibility review. Table 11 shows the North Bethany Road projects the investment in thus far in each and credit vouchers related to that investment through June 30, 2017 and Figure 3 shows the same roadway improvements in a map form.

Table 11: North Bethany Road Project Analysis

Project Number	Road	Extent	Total Cost Estimate	Percent Complete*	Investment**	Credit Vouchers Issued/Other Funding
1	Shackelford Rd	West Boundary to Joss	$9,300,000	15%	$1,356,572	TDT15-05 TDT15-06 NB15-001 NB15-002 NB-007 NB16-004 NB16-009
2	Shackelford Rd	Joss to Kaiser	$8,800,000			
3	Springville Rd	185th to Joss	$11,100,000	31%	$3,483,562	TDT MSTIP 3d-HG
4	Springville Rd	Joss to Kaiser	$3,600,000	5%	$160,393	TDT14-04
5	Springville Rd	Kaiser to Countyline	$0			
6	Kaiser Rd	Shackelford to Springville	$7,800,000	2%	$177,795	NB16-006
7	185th Ave	Springville to West Union	$4,500,000			
8	Shackelford	Kaiser to Countyline	$0	N/A	$185,193***	NB16-003
9	Shackelford Rd	½ Bridge over Rock Creek	$7,300,000			
10	185th and Springville	Realignment	$900,000	50%	$450,000	TDT
11	Kaiser Rd	Springville to Bethany	$6,100,000			
12	Brugger Rd	Joss to Kaiser	$3,200,000	5%	$152,549	NB14-02 NB16-008
13	Joss Rd	Shackelford to Arbor	$4,100,000	4%	$165,230	NB15-003 NB16-001 NB16-002
14	P15 / Oats / 160th	Springville to Brugger	$2,300,000	100%	$2,480,397	NB14-01 MSTIP (Loan)
		Total	**$69,000,000**	**12%**	**$8,611,692**	

* As of June 30, 2017. Percent complete is based on the investment to total cost estimate ratio. It is unknown how much the expense of the entire facility has been completed.
** Includes public construction and/or credits issued.
*** NBTSDC Credits were issued, but not counted in total since no funding had been allocated for this project.

Figure 3: North Bethany Road Improvements

North Bethany Project Costs

Washington County engineering staff has been diligently working to implement funded projects. North Bethany Transportation Improvement cost estimates have not been updated for this report. Washington County engineering staff has indicated that construction cost expenditures have been increasing and these increases are expected to continue going forward.

Despite the trend of higher construction costs, this report assumes that construction costs remain unchanged through June 2017. It is the recommendation of this report to continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Project costs for North Bethany roads should continue to be independently monitored. If the project costs increase faster in North Bethany than the countywide TDT index, adjustments could be considered.

Conclusions and Recommendations

The North Bethany Funding Plan assumed that development would occur in North Bethany in a linear fashion over a 30-year time period. Staff realized that this assumption would be incorrect. However, additional information about the timing of development was not known.

The North Bethany Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2017 that is not included in this report. The ongoing rapid development of the North Bethany Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the North Bethany Funding Plan for Fiscal Year 2017-18.

This report provides three recommendations:

1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.
2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in Fiscal Year 2017-18.

Appendix D
Bonny Slope West Transportation System Development Charge
Annual Report - Fiscal Year 2016-2017

The Bonny Slope West Transportation System Development Charge (SDC) became effective January 19, 2016. It is a component of the larger Bonny Slope West Funding Plan, which was adopted by the Board of County Commissioners on October 6, 2015. The purpose of the Bonny Slope West Transportation SDC is to fund new or improved transportation infrastructure that will make development possible.

This summary of account activity serves as the required Annual Report for the Bonny Slope West Transportation SDC for Fiscal Year 2016-2017.

BONNY SLOPE WEST TRANSPORTATION SDC FY 2016-2017 SUMMARY

	FY 2016 – 2017
Starting Balance 7/1/2016	$0.00
Revenue	$0.00
Investment Earnings	$0.00
Expenditures	$0.00
Ending Balance 6/30/2017	$0.00

No credits have been issued and no projects have been completed prior to June 30, 2017.

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Washington County
Oregon

Transportation Development Tax

Fiscal Year 2015-2016
Annual Report

July 1, 2015 through June 30, 2016

Washington County
Department of Land Use
& Transportation

December 2016

Board of County Commissioners

Andy Duyck, Chair
Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation

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TRANSPORTATION DEVELOPMENT TAX

FISCAL YEAR 2015-2016 ANNUAL REPORT

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Appendix A: TDT Project List Expenditures

Appendix B: TDT Transit Project List Expenditures

Appendix C: North Bethany 5-year Funding Plan Review

Appendix D: Bonny Slope West System Development Charge Annual Report

I. EXECUTIVE SUMMARY

The Washington County Transportation Development Tax (TDT) is a one-time, countywide tax on development that functions like a System Development Charge (SDC). The TDT was approved by Washington County voters in 2008 and became effective July 1, 2009. It replaced a previous charge called the Traffic Impact Fee (TIF) and effectively doubled rates with the intent of increasing investments in growth-accommodating transportation infrastructure. Uniform TDT rates apply across all local jurisdictions within Washington County – incorporated, unincorporated, urban and rural. TDT charges are calculated according to the type and size of development and are based on formulas in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Some development applicants are able to reduce their TDT obligation by deducting for previous land uses or by building public improvements. Additional discounts and delays in the full phase-in of TDT rates were subsequently adopted by the Board of County Commissioners in response to the economic downturn of the late 2000s. On August 5, 2014 the Board of County Commissioners adopted A-Engrossed Ordinance 793, which ended the temporary discounts, effective October 1, 2014.

This annual report is required by county code based on state statutes governing SDCs. Highlights of TDT activity in Fiscal Year (FY) 2015-16 (July 1, 2015 through June 30, 2016) include the following:

- Washington County and the cities collected **$31.9 million in TDT cash proceeds**, a 57 percent increase over the previous fiscal year ($20.3 million).

- The county and cities issued **TDT credits with a total value of $3.56 million**, which is about double the value of credits issued in FY 2014-15.

- County and city TDT accounts collectively generated over **$565,000 in interest and investment income.**

- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as **"total TDT activity," was approximately $36.85 million**, a 65 percent increase over the previous fiscal year, and the highest-ever total since the Traffic Impact Fee (the predecessor of TDT) went countywide in 1990.

- Beaverton, Hillsboro, Tigard and Washington County collectively **invested nearly $2 million in TDT funds for transportation capital projects**. The City of Hillsboro invested the most TDT funds, totaling almost $1.5 million for improvements. The largest of these was improvements to NW Century Blvd. Countywide, more than **$25 million in other revenue** (mostly MSTIP) was used to build projects or portions of projects on the TDT Project List.

- **Administration and compliance expenditures totaled approximately $780,000**. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT.

- TDT accounts across the county had a **total balance of over $85 million** on June 30, 2015.

II. TDT POLICY REVIEW

Reporting Requirements

This report fulfills State of Oregon statutory requirements for SDC reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in Washington County code section 3.17.140. These requirements include:

- Annual accounting, showing total revenues and expenditures over the past fiscal year;
- A list of projects that were funded by the TDT in the past fiscal year;
- The amount of funds spent (from TDT and from other sources) on each project; and
- The amount of funds attributed to administration of the TDT.

County code also requires this report to consider whether additional revenues should be generated to provide extra capacity improvements needed to address new development, and whether revenues exceed identified demands. In so doing, the county must consider:

- Construction of facilities on the project list by federal, state or other revenue sources;
- Receipt of unanticipated funds from other sources for construction of facilities on the project list;
- New information provided by the Institute of Transportation Engineers adjusting trip rates; and
- The impact of TDT credits.

Transportation Development Tax Overview

On November 4, 2008 Washington County voters approved the TDT, with 70.25 percent of voters in favor. The TDT is governed by Washington County Code section 3.17 as instituted by A-Engrossed Ordinance No. 691 as amended. In addition, the TDT is governed by Oregon Revised Statutes 223.297 through 223.314.

The TDT replaced the previous countywide charge, known as the Traffic Impact Fee (TIF), passed in 1990. The TDT, effective July 1, 2009, increased the rates and updated and clarified various procedures. The TDT essentially doubled the transportation SDC developers pay for the impacts new development has on the transportation system. The TDT is imposed on all development within Washington County, including inside the cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville. Each of these cities has signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. The Cities of Portland, Lake Oswego and River Grove have opted to have Washington County to administer the TDT in the portion of their jurisdictions within Washington County.

The TDT is not a property tax. It is a one-time charge on development structured like a SDC. New development is required to pay the charge when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly discussed and reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, county commissioners and other elected officials representing local governments.

The TDT is based on the average traffic generated by each type of development, as estimated in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 7th Edition*. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects, shown on an

official TDT Capital Improvement Projects List ("TDT Project List") maintained by the county, are currently limited to improvements on major roads (arterials and collectors) and selected transit capital projects. Examples of eligible projects include roadway expansions, intersection improvements, sidewalks, bike lanes and bus stop enhancements. Developers may receive credits to help offset their TDT obligation if they construct eligible transportation improvements on the TDT Project List. Partial credit is allowed for improvements to arterials and collectors that are not on the list.

Rate Phase-In, Discounts and Other Policy Changes

The county initially intended to phase in TDT rates over a four-year period, with rates stepping up each year and the full rate taking effect on July 1, 2012. However, in response to the "Great Recession" and subsequent slow recovery, the county took deliberate steps to phase in TDT rates more slowly, apply additional discounts, and provide other accommodations. Accordingly, the Board of County Commissioners ("the Board") approved the following ordinances.

Ordinance 729

Ordinance 729 was developed conceptually by the WCCC and adopted by the Board, effective December 1, 2009. The primary effect of Ordinance 729 was to discount the TDT rates during the phase-in period (through June 30, 2012). The ordinance helped alleviate the impact that national economic conditions had on the development industry. The provisions of Ordinance 729 did the following:

- Established a 20 percent discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10 percent discount for charges paid between July 1, 2010 and June 30, 2011.
- Established a 5 percent discount for charges paid between July 1, 2011 and June 30, 2012.
- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discounted rate and the original rate. Refunds totaling $148,650 were actually issued countywide.
- Amended Washington County code section 3.17.080 to specify that pre-existing TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Because the 20 percent, 10 percent and 5 percent discounts applied to pre-existing step increases, the effective discounts were even greater compared to the fully phased-in rate. For example, the TDT rate for a single-family home was 55 percent, 36 percent and 19 percent of the fully phased-in rate during the respective fiscal years.

Ordinance 741

During the fall and winter of 2010, county staff worked with the cities and other parties to provide more temporal flexibility in the "previous use" definition within the TDT. Ordinance 741 was adopted July 26, 2011 and became effective August 26, 2011. Under the original TDT ordinance, a previous use was defined as "the most intensive lawful, permitted use existing at a particular property within the past 36

months prior to the date of application for a building permit." Ordinance 741 changed that time frame to "on or after January 1, 2005 but not more than ten years." By expanding this window of time, development applicants theoretically have more opportunities to reduce their TDT obligation by claiming a previous use and subtracting the prior use's TDT from the TDT obligation of the new use.

A-Engrossed Ordinance 746

A-Engrossed Ordinance 746, approved January 17, 2012, delayed the final step increase that would have brought rates to the top level on July 1, 2012. Instead, implementation of the top rates was delayed until as late as July 1, 2015, with the FY 2011-12 rates to be maintained in the interim. These interim rates were approximately 20 percent below the top rates.

A-Engrossed Ordinance 746 provided the Board two opportunities to remove the rate cap early and allow the final step-increase of TDT to occur on July 1, 2013 or July 1, 2014. It required the Board to hold a public hearing no later than April 30 of the respective year to determine whether the discount should be continued or terminated. In making its determination, the Board had to consider the recommendation of the WCCC.

In April 2013 the Board decided to leave the discount in place. In April 2014 the Board decided to maintain the discount tentatively but directed staff to develop a new ordinance that would implement full rates sometime between July 1, 2014 and July 1, 2015. The result, A-Engrossed Ordinance 793, is described later in this section.

A-Engrossed Ordinance 746 also adopted minor administrative changes that:

- Established procedures to replace Construction Cost Index factors when specific information sources are no longer available;

- Required any request to defer payment of TDT to occupancy to be signed by the owner of the property; and

- Established administrative provisions for uncollectable taxes.

Ordinance 751

On June 19, 2012, at the request of the WCCC, the Board considered and adopted Ordinance 751, which established an additional TDT discount for certain building reuses. Effective July 19, 2012, the ordinance established a 50 percent or 75 percent discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to a use with a TDT rate that is calculated per thousand square feet of gross floor area or gross leasable area – primarily commercial and industrial uses. Discounts are applied to the first 5,000 square feet of floor area, and are calculated at 50 percent for buildings three years or older, and 75 percent for buildings 20 years or older. The discount is intended to encourage small- to medium-sized renovation or redevelopment of vacant buildings and spaces. The discount was set to expire on June 30, 2015 but was later extended indefinitely by A-Engrossed Ordinance 793.

In FY 2015-16 several developments used the change in use discount, including four in Hillsboro, five in Tigard and eight in Tualatin. The total "savings" for developers based on reported change in use discounts in FY 2015-65 was about $384,677.

A-Engrossed Ordinance 793

A-Engrossed Ordinance 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. Full TDT rates became effective on that date. The ordinance also:

- Ended the temporary discount on TDT rates that was established by Ordinance 729 in 2009, extended by A-Engrossed Ordinance 746 in 2012, and continued through Board resolutions in 2013 and 2014.

- Adjusted the timing of TDT calculations for applicants that have obtained building permits and have deferred some TDT until building occupancy. Applicants are now allowed to pay the TDT rate in effect at the time of building permit acquisition and TDT deferral. Prior to the effective date of A-Engrossed Ordinance 793 applicants that deferred payment to occupancy had to pay the rate that was in effect at the time of occupancy.

- Made permanent the Change-in-Use Discount enacted through Ordinance 751 in 2012. This discount was previously set to expire on July 1, 2015. This discount applies to existing, previously occupied buildings changing to certain commercial and industrial uses.

Construction Cost Index

The Construction Cost Index ("Index") provides an objective basis for adjusting TDT rates over time. It is a weighted index based on three factors: change in materials costs (weighted 50 percent), change in labor costs (weighted 30 percent) and change in right-of-way costs (weighted 20 percent), averaged over the last five years. The Index must be calculated and shared with the Board of County Commissioners annually no later than April 30. This gives the Board the opportunity to review the Index and, if desired, remove the rate cap established by Ordinance 746 effective July 1 of the respective year. As mentioned previously, A-Engrossed Ordinance 793 removed the rate cap, effective October 1, 2014. In 2015 and subsequent years, the Board decides during the May-June period whether to approve rate increases prescribed by the Index.

In 2013 county staff had to reformulate the Index because the Oregon Department of Transportation (ODOT) discontinued the cost trend report originally used to calculate the materials component of the index. After researching a number of alternatives and conferring with the WCCC, county staff replaced the ODOT index with the National Highway Construction Cost Index. The other two components of the Index, and the weighting of all three components, remain the same.

TDT Index History
Cost Change Index using the National Highway Construction Cost Index

Year	2010	2011	2012	2013	2014	2015
Materials Component						
National Highway CCI	1.0617	1.0728	1.1624	1.1029	1.112	1.1321
% Annual Change	-3.22%	1.04%	5.00%	-2.09%	0.79%	1.84%
Ave 5-year Change	-1.89%	-4.54%	-2.81%	-3.40%	0.27%	1.28%
Labor Component						
BLS Employment Cost Index	113.6	116.4	117.6	118.6	120.7	123.4
% Annual Change	1.70%	2.46%	1.03%	0.85%	1.77%	2.24%
Ave 5-year Change	2.59%	2.36%	1.80%	1.35%	1.56%	1.67%
Right-of-Way Component						
Ave Total Real Market Value	$391,972	$374,922	$365,516	$407,690	$453,046	$481,670
% Annual Change	-4.92%	-4.35%	-2.51%	11.54%	11.13%	6.32%
Ave 5-year Change	4.78%	2.33%	-1.65%	-1.12%	2.18%	4.42%
Weighted Average Index	**0.79%**	**-1,113%**	**-1.195%**	**-1.516%**	**1.038%**	**2.028%**

< - - - - - - - - - - - - Five-year moving average - - - - - - - - - - - - >

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2016) was $8,275, up from the $8,110 charged between October 1, 2015 and June 30, 2016.

III. COUNTYWIDE FINANCIAL ANALYSIS

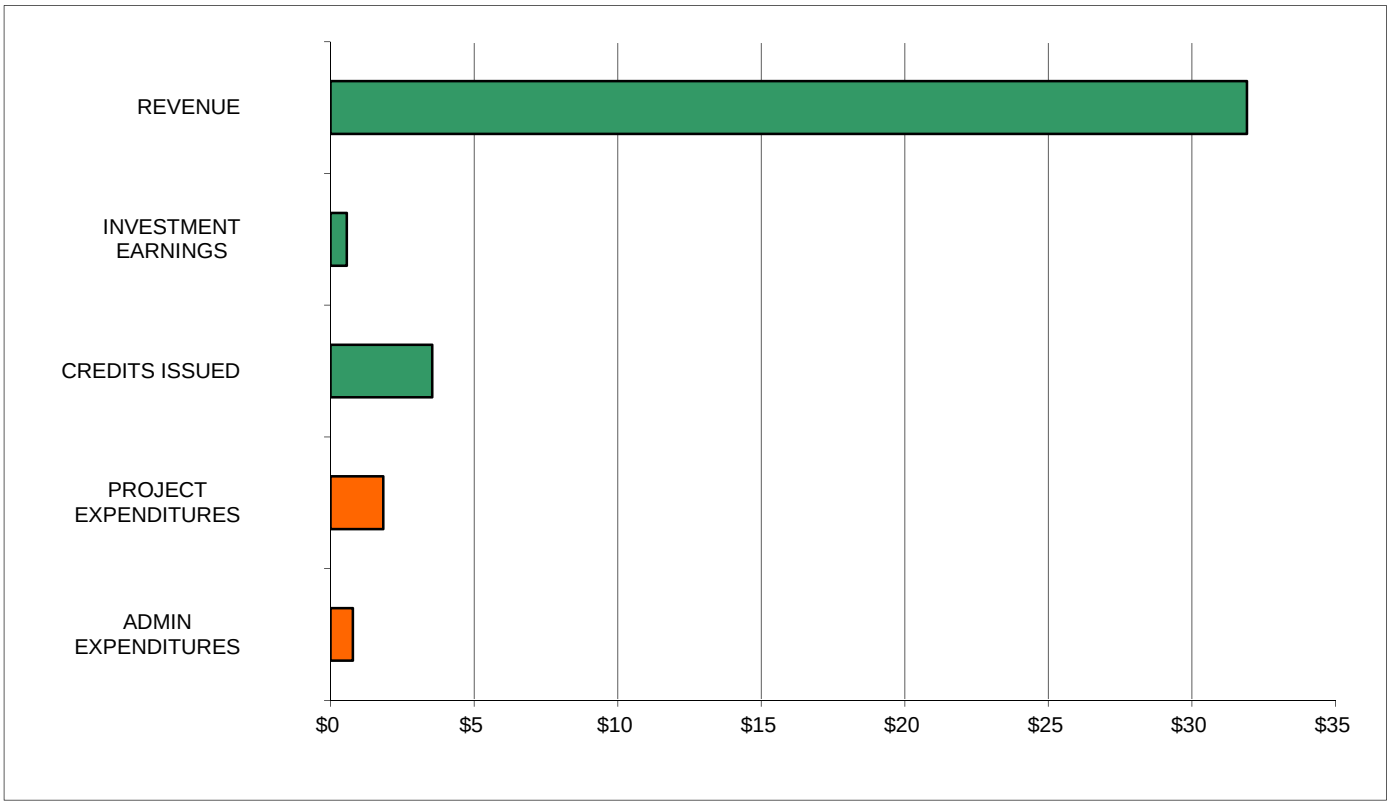
Countywide Total TDT Activity and Balance

In FY 2014-15, the county and cities collected $31,913,740 in TDT revenue, a 57 percent increase over the previous fiscal year. County and city TDT accounts earned interest amounting to $565,727. Jurisdictions issued 23 different credits totaling $3,561,585 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was $36,871,573 countywide in FY 2015-16.

Expenditures on capital projects (which may include design), totaled $2,635,479. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to $395,598. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2015 were added together for all jurisdictions across the county, the total "account balance" would be $84,493,603. That total does not include issued TDT credits or outstanding TDT credit balances. To date there has been significantly more TDT revenue than expenditures – a situation that will likely change in coming years as projects are funded with existing TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2015-16.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2015-16
(Reported in millions of $'s)

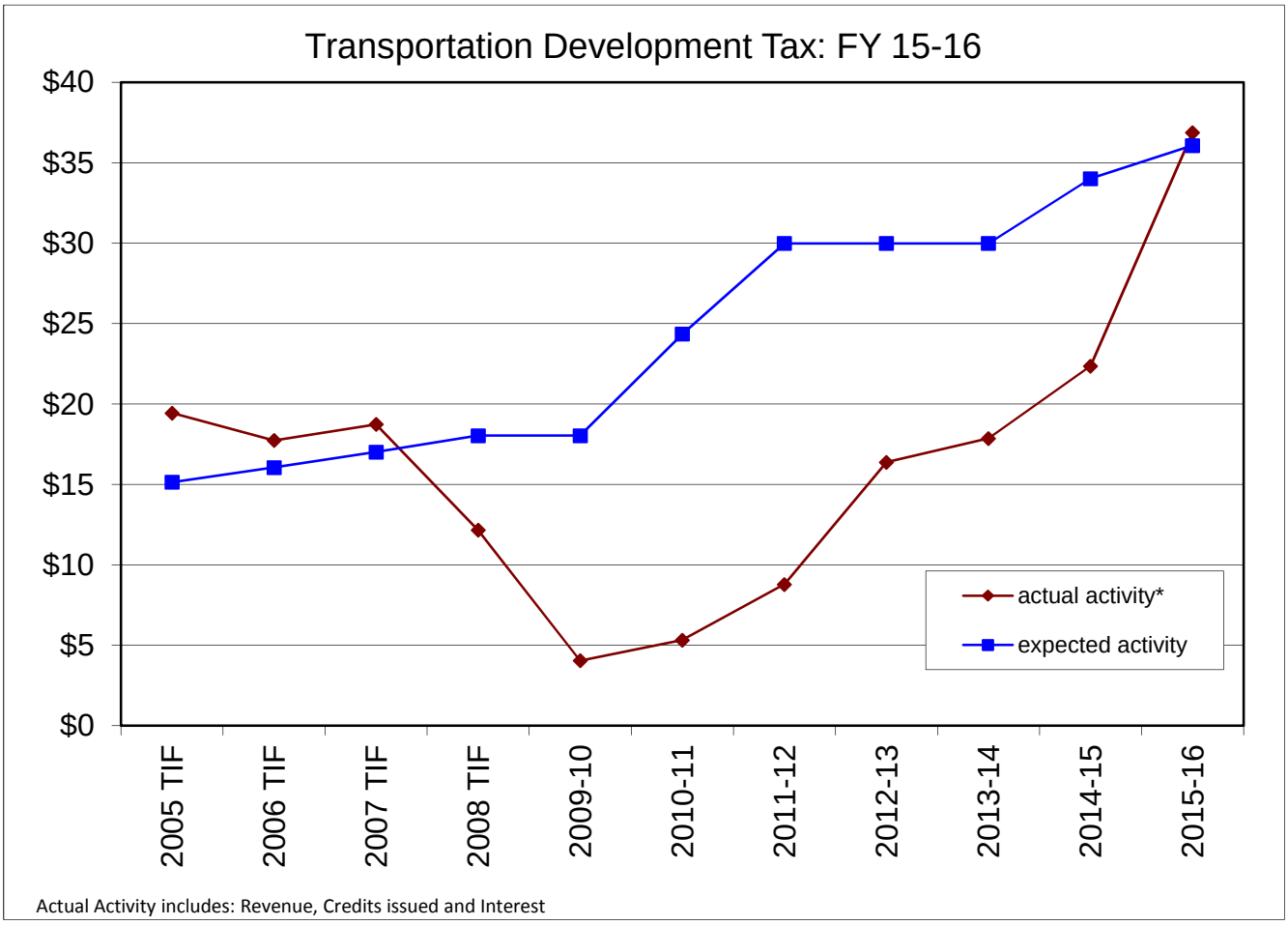


Actual vs. Expected Total TDT Activity

In 2008 the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues once the TDT was completely phased in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the Board approved Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate, and reduced TDT obligations for eligible redeveloping properties (as described in Section II). Based on pre-recession assumptions, "expected" total TDT activity for FY 2015-16 should have been around $36.1 million. Actual activity was $36.87 million, or approximately the same as that expectation. Total TDT activity in FY 2015-16 was up by 65 percent over FY 2014-15.

Figure 2 compares actual annual TIF and TDT total activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent recovery are obvious in the line graph. During the 2015-16 fiscal year with the rates now fully phased in, the total TDT activity reached the expected TDT activity anticipated in 2008.

FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY*
(Reported in millions of $'s)



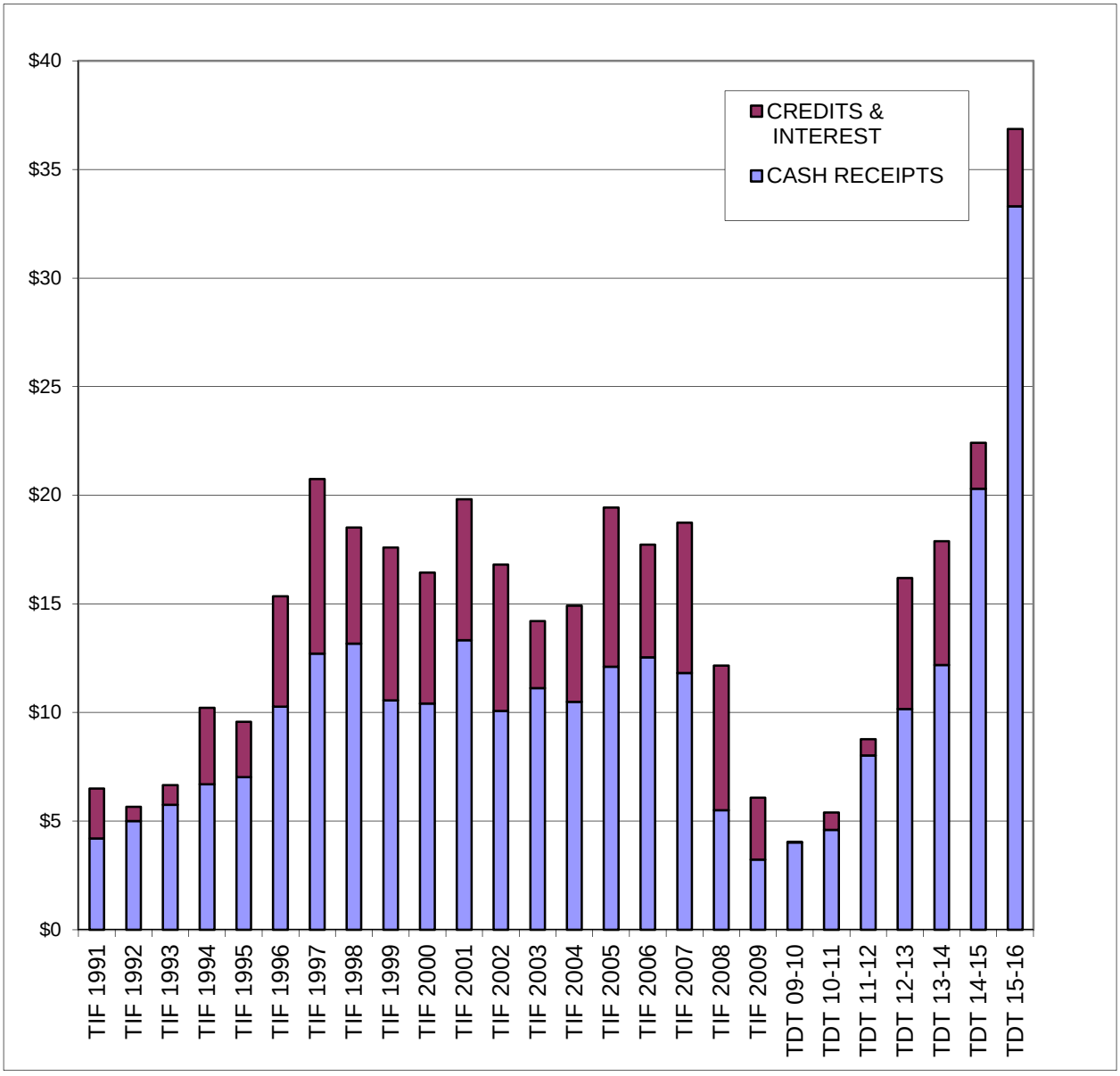
*"Activity" includes revenue collected, credits issued, and interest earned.

Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2015-16 with that of previous years, including TIF activity for calendar years prior to 2010. FY 2015-16 generated the most revenue and the most total activity since the TIF program went countywide in 1990. Much of the gain can be attributed to the implementation of full TDT rates on October 1, 2014, after years of discounted rates. In addition, development activity continues to be strong after the Great Recession. While the 65 percent increase from FY 2014-15 to FY 2015-16 was not as dramatic as some increases in past years (e.g., 2011-12 to 2012-13), total TDT activity has now exceeded that of all pre-recession years.

FIGURE 3: ANNUAL PROGRAM COMPARISON

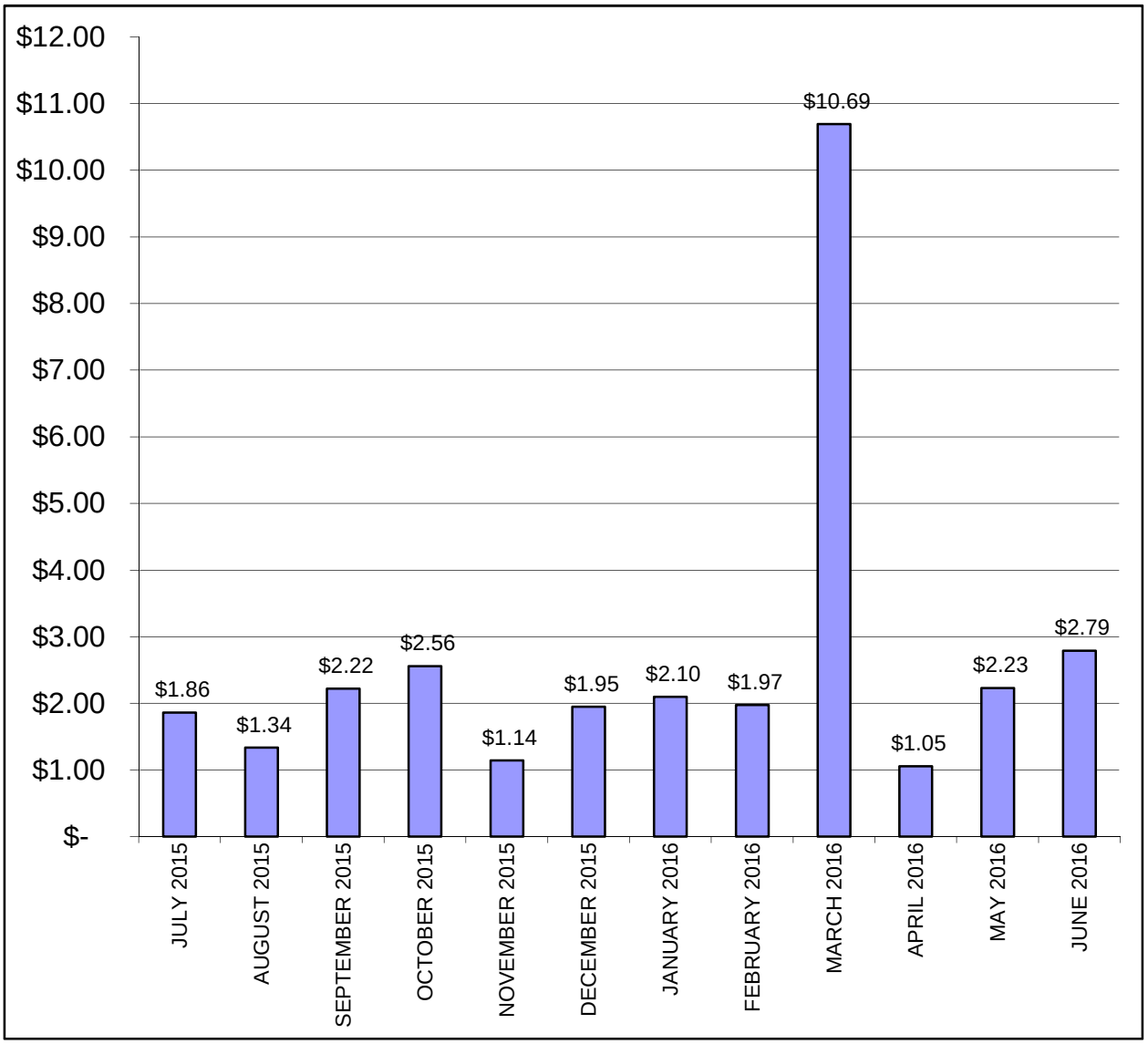
(Reported in millions of $'s)



TDT Payments by Month

TDT payments fluctuate by month, as depicted in Figure 4 below. Variations are due to the seasonality of the construction industry as well as occasional large TDT payments for major development projects. During FY 2015-16, the highest revenue month by far was March 2016, with $10.69 million in cash receipts. This was due to a payment from a single large office development in unincorporated Washington County.

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2015-16
(Reported in millions of $'s)



Interest Earned

During FY 2015-16, the countywide TDT program collected $565,727 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Table 3 on the next page includes a breakdown of interest earnings by jurisdiction, along with other information.

Credits

The TDT program provides opportunities for developers to reduce or eliminate TDT charges by improving eligible transportation facilities and/or dedicating right-of-way for future TDT-eligible improvements. After a developer improves a facility or dedicates right-of-way, the improvement is "accepted" by the applicable jurisdiction, and the developer then has 90 days to request a TDT credit. Each request is reviewed by the jurisdiction in order to ensure that the project meets eligibility requirements, that the actual construction costs were reasonable, and that right-of-way values were calculated per code. If all criteria are met, the jurisdiction issues a credit voucher for the specific property and for a specific dollar amount. During the ten years following the issuance of credit, the developer of the subject property may submit a credit voucher in lieu of paying TDT. Credit vouchers may also be transferred to other properties in the vicinity, with some restrictions.

Credit is generally available for eligible improvements made to facilities listed on the TDT Project List. Partial credit may be available for improvements that are not on the TDT Project List but are on a facility designated as an arterial or collector in the applicable jurisdiction's transportation system plan. During FY 2015-16, a total of 22 separate TDT credits were issued: seven in Hillsboro, three in North Plains, two in Sherwood, three in Tigard, one in Tualatin and six in unincorporated Washington County. The 22 credits represent $3,561,585 in eligible improvements to the transportation system. Developers used about $1.79 million in TDT credit vouchers to pay for TDT obligations; some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 3 and Figures 6 and 7 summarize FY 2015-2016 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances.

The jurisdictions with the highest cash receipts in FY 2015-16, in order, were unincorporated Washington County ($17.2 million, 54 percent of total), City of Hillsboro ($6.3 million, 19.6 percent of total) and Tigard ($2.2 million, 7 percent of total). If credits are included, unincorporated Washington County still had the most TDT activity, with $18 million; followed by Hillsboro with $7.6 million in total TDT activity.

In terms of expenditures, Hillsboro had the highest amount, with $1.5 million for capital projects and administrative expenses; this was followed by unincorporated Beaverton, with $869,848 in expenditures, and Tigard with $418,943 in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2016 was highest in Washington County ($36.1 million), followed by the City of Hillsboro ($20.5 million) and Beaverton ($7.4 million).

TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2015-16

(Rounded to nearest dollar)

Jurisdiction	Balance as of 6/30/15	Cash Receipts	Interest Earnings & Transfers	Credits Issued*	"*Total Activity*"	Project & Admin Expenses	Balance as of 6/30/16
Banks	$11,491		$72		$72		$11,563
Beaverton	$6,322,397	$1,890,921	$45,642		$1,936,563	$869,848	$7,389,112
Cornelius	$181,153	$41,176	$1,089		$42,265		$223,418
Durham	$144		$1		$1		$145
Forest Grove	$4,399,571	$977,123	$30,500		$1,007,623		$5,407,194
Gaston	$10,697	$26,660	$103		$26,763		$37,460
Hillsboro	$14,850,981	$6,268,072	$957,078	$439,115	$7,664,265	$1,558,821	$20,517,310
King City	$1,792,081	$654,105	$13,872		$667,978		$2,460,059
North Plains	$755,758	$549,140	$6,944	$390,859	$946,943		$1,311,842
Sherwood	$1,550,245	$597,871	$10,557	$794,815	$1,403,243	$73,552	$2,085,122
Tigard	$1,122,633	$2,209,300	$20,382	$1,367,667	$3,597,349	$418,943	$2,933,371
Tualatin	$4,158,652	$1,490,711	$32,236	$28,442	$1,551,388		$5,681,598
Washington County	$19,019,027	$17,208,662	$275,692	$520,645	$18,004,998	$391,727	$36,111,655
Wilsonville	$321,675		$2,081		$2,081		$323,755
Countywide Total	**$54,496,506**	**$31,913,740**	**$1,396,248**	**$3,541,543**	**$36,851,530**	**$3,312,890**	**$84,493,603**

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2015-16

(Does not include credits, interest earnings or fund transfers)

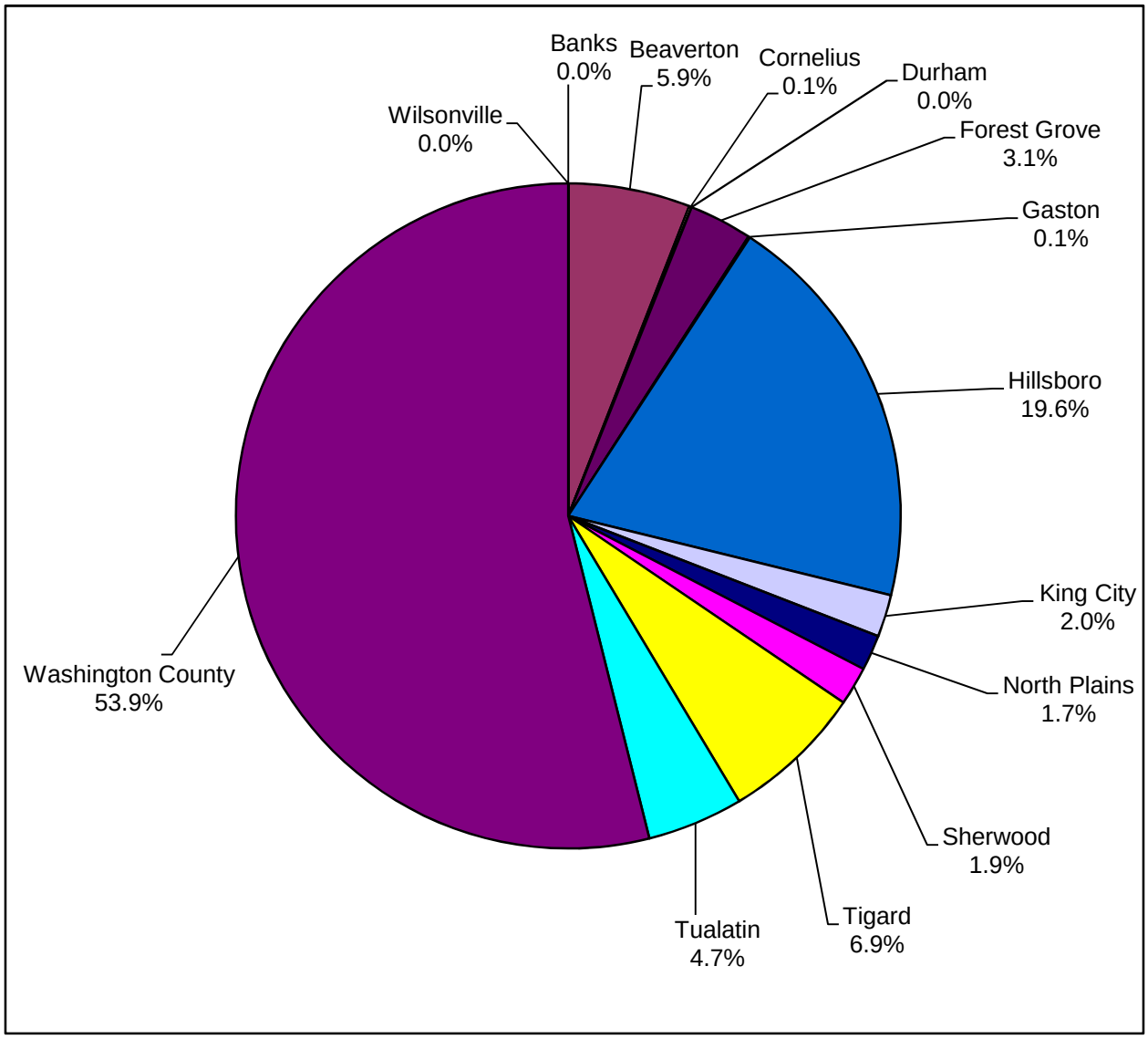
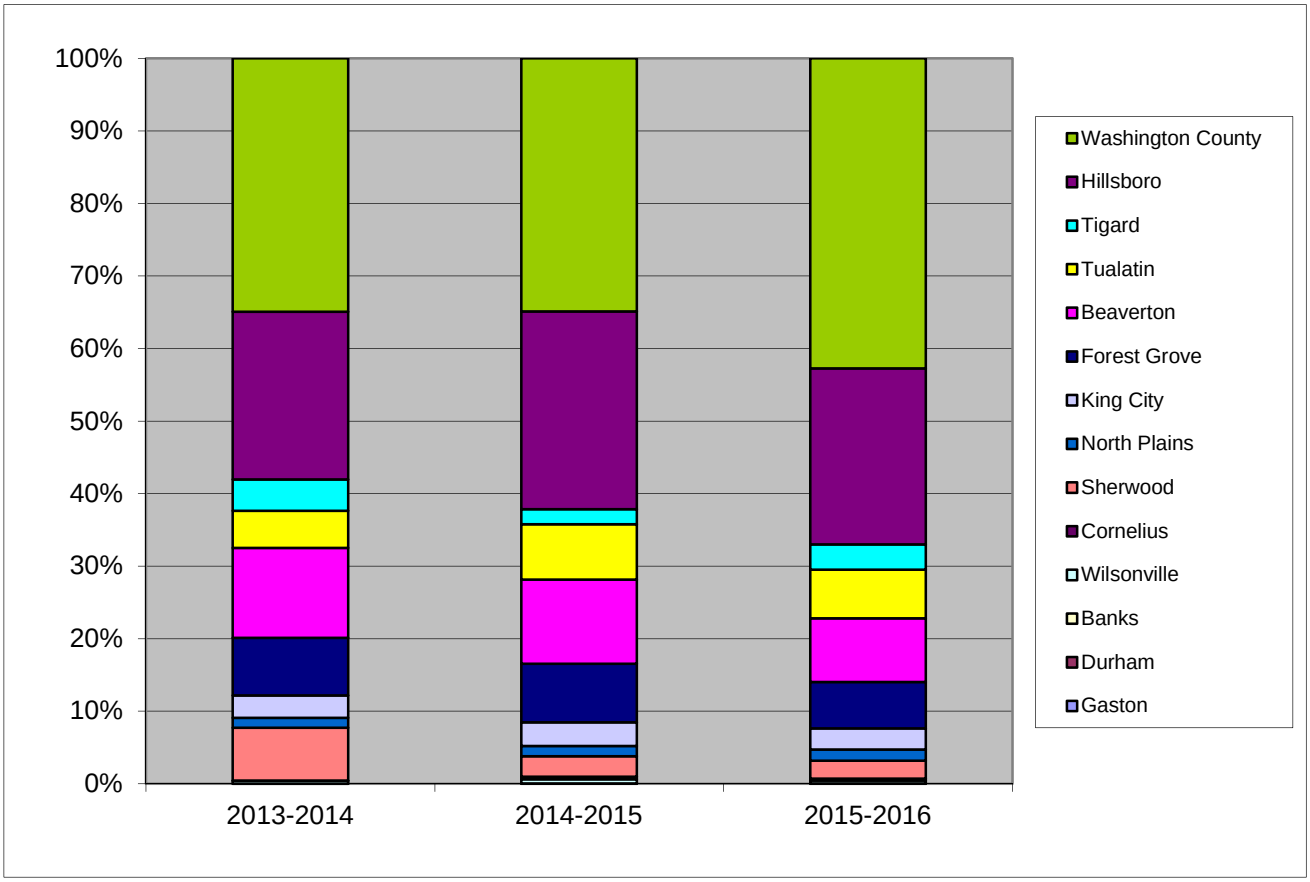


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2013-14 and FY 2014-15

(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2015-16, six cities and Washington County invested a combined total of $2,635,479 in TDT funds to design and/or construct capital improvements on the TDT Project List. Figures listed below account for FY 2015-16 expenditures only.

- The City of Beaverton used $693,812 for improvements to Hocken Ave Bridge and leveraged another $2,232,429 in TIF and storm drain funding for the project.
- The City of Hillsboro invested $727,663 for a number of projects, including extensions of Century Boulevard and Cherry Drive, a variety of other smaller projects.
- The City of Tigard used $368,105 toward five projects: the Pacific Highway/Gaarde Street/McDonald Street intersection project was the largest of these improvements.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources. The majority of this funding is MSTIP project expenditures (regardless of jurisdiction the project is listed under), but it also includes remaining TIF funds, local road funds or general funds, and state grants. In FY 2015-16, jurisdictions invested about $30 million in non-TDT funding resources for projects on the TDT List. Examples include:

- Improvements to Brookwood Parkway and Cornelius Pass Road widening both between Highway 26 and Evergreen Parkway.
- Improvements to 158th Avenue and Jenkins Road.
- Improvements to Walnut St and the Highway 99w/McDonald/Gaarde project.
- $457,000 in MSTIP funds for project development on the Southwest Corridor High Capacity Transit project, which is included on the TDT Transit Project List.

Appendices A and B to this report detail the TDT Road and Transit Project Lists with associated expenditures from TDT and other sources from FY 2009-10 through FY 2015-16. In total, $47.1 million has been invested in eligible projects on the TDT Project List since 2009, including $3.2 million in TDT funds and $43.9 million in other funds.

TDT Cost Capture

One purpose of this report is to monitor changes in transportation infrastructure needs and to track the percentage of those needs that is “captured” by the TDT. When the TDT was developed, staff estimated that it would raise 28 percent of the revenue necessary to complete eligible components of the projects on the TDT Project List. It assumes that other revenue will come from sources such as the gas tax and the county’s property tax-funded Major Streets Transportation Improvement Program and that some needs will remain unfunded. As of the end of FY 2015-16, due to TDT expenditures, investments from

other sources and amendments to the project list, TDT is anticipated to cover 24.16 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in January 2015, which resulted in a net increase in project needs.

The 2008 TDT Methodology Report estimates how these growth-related infrastructure costs get passed on to new users of the system and provides a basis for TDT rates. It divides the total cost of the TDT Project List by the increase in average daily motor vehicle and transit trip-ends as forecast by the Metro Regional Travel Demand Model. This calculation is repeated each year in the Annual Report to monitor changes in the cost per trip-end due to investments in TDT-eligible projects from all sources and/or changes to the TDT Project List.

Comparing the total cost of TDT-eligible projects that remain unfunded (including nearly $2.7 billion in road projects and over $500 million in transit projects) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of $1,619 per motor vehicle trip and $305 per transit trip. The Captured Cost per New Person Trip-End values (second to last column) remain constant, but now represent 24% of the eligible motor vehicle costs and 15% of eligible transit costs, as shown in Table 4 below. Compliance costs have remained static.

TABLE 4: SDC-ELIGIBLE COST PER PERSON TRIP-END
(Deducting completed projects)

Type of Cost	Remaining SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Captured Cost per New Person Trip-End	Capture Rate
Motor Vehicle Cost	$2,697,487,646	1,666,558	$1,619	$391	24.16%
Transit Cost	$508,221,079	1,666,558	$305	$45	14.76%
Compliance Cost	$5,234,000	1,666,558	$3	$3	100%
Total	$3,210,942,725		$1,927	$439	N/A

The main takeaway is that TDT is now anticipated to cover a slightly smaller percentage of the needs identified on the TDT Project List compared to when the TDT first became effective. As mentioned earlier, this is primarily due to additional projects and revised project cost estimates that have been added to the TDT Project List.

Appendix A: TDT Road Project List Expenditures
FY 2015-16

List as amended by
Resolution and Order 15-3
January 20, 2015

Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 15-16 TDT	FY 15-16 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
2000	Beaverton	114th/115th	MAX Light Rail	Beaverton-Hillsdale/ Griffith	Construct 2-lane multimodal	$11,040,000	2014-2024			$0	$0	$0
2001	Beaverton	120th	Center	Canyon	Construct 2-lane multimodal	$9,825,600	2014-2024			$0	$0	$0
2002	Beaverton	125th	Brockman	Hall	Extend 2-lane multimodal	$15,345,600	2014-2024			$0	$143,127	$143,127
2003	Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	$6,955,200	2014-2024			$0	$0	$0
2004	Beaverton	Allen	Murray	Hwy 217	Add turn lanes, bike lanes, sidewalks & signalize	$45,926,400	2014-2024			$0	$0	$0
2005	Beaverton	Allen: Murray to Scholls Ferry; Cedar Hills: Farmington to north of Walker; Hall: SB OR 217 ramp to Cedar Hills; Farmington: SB OR 217 ramp to west of Murray			Adaptive signal systems	$11,040,000	2014-2024			$0	$0	$0
2006	Beaverton	Baltic	US26 WB	Barnes	Add NB aux lane; Add SB aux lane	$570,000	2025-2039			$0	$0	$0
2007	Beaverton	Barnes	117th	Baltic	Bus pullouts, shelters, and transit amenities	$700,000	2014-2024			$0	$0	$0
2008	Beaverton	Barnes	116th		Construct traffic signal; Construct 2nd WB left turn lane	$384,058	2014-2024			$0	$0	$0
2009	Beaverton	Barnes	Cedar Hills		Add 2nd EB to SB right turn lane	$450,000	2014-2024			$0	$0	$0
2010	Beaverton	Barnes	Cedar Hills	Valeria	Add WB aux lane; modify signals	$1,250,000	2014-2024			$0	$0	$0
2011	Beaverton	Barnes	Station North/Holly		Construct signal and interconnect; Add WB right turn lane	$600,000	2014-2024			$0	$0	$0
2012	Beaverton	Barnes	Station North/Holly	Lois	Add EB and WB aux lanes; Modify traffic signal and interconnect	$1,900,000	2014-2024			$0	$0	$0
2013	Beaverton	Barnes	Lois	OR217	Add NB aux lane; Add 2nd SB left turn lane; Modify transit station entrance; Modify traffic signal	$600,000	2014-2024			$0	$0	$0
2014	Beaverton	Barnes	OR 217		Add NB right turn lane; Add NB aux lane; Add Wb right turn lane; Add WB aux lane to US 26 WB; Modify traffic signal	$2,100,000	2014-2024			$0	$0	$0
2015	Beaverton	Barnes	OR 217	Leahy	Interconnect traffic signals	$175,824	2025-2039			$0	$0	$0
2016	Beaverton	Barnes	Baltic		Add EB right turn lane, Add WB left turn lane; Add WB aux lane; Add NB left turn lane; Add NB aux lane; Add dual NB right turn lane; Modify traffic signal	$2,700,000	2014-2024			$0	$0	$0
2017	Beaverton	Barnes	Baltic	Monterey Pl	Add WB aux lane; Modify traffic signals	$600,000	2025-2039			$0	$0	$0
2018	Beaverton	Barnes	Monterey		Add EB left turn lane; Modify traffic signal	$439,560	2025-2039			$0	$0	$0

Appendix A: TDT Road Project List Expenditures
FY 2015-16

List as amended by
Resolution and Order 15-3
January 20, 2015

Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 15-16 TDT	FY 15-16 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
2019	Beaverton	Barnes	Miller		Add aux lanes at all intersection approaches; Modify Miller SB lane approaches; Modify Miller SB lane assignments; Modify traffic signals	$2,500,000	2025-2039			$0	$0	$0
2020	Beaverton	Beaverton-Hillsdale	Western		Turn lanes, signal improvements	$2,064,480	2025-2039			$0	$0	$0
2021	Beaverton	Butner	Cedar Hills		Add dual EB left turn lanes; Add single EB right turn lane; Modify signal; Interconnect to US26 interchange signals	$1,430,000	2014-2024			$0	$0	$0
2022	Beaverton	Canyon	170th	OR 217	Access management	$1,000,000	2014-2024			$0	$0	$0
2023	Beaverton	Canyon	Cedar Hills		Turn lanes, signal improvements	$6,922,080	2025-2039			$0	$0	$0
2024	Beaverton	Cedar Hills	300' north of Celeste	Barnes	Add NB and SB aux lanes, extend 300' north of Celeste	$2,330,000	2014-2024			$0	$0	$0
2025	Beaverton	Cedar Hills	Barnes	US 26 WB	Add SB multi-use bike/ped facility	$250,000	2014-2024			$0	$0	$0
2026	Beaverton	Cedar Hills	US 26 WB		Add NB aux lane to Barnes; Add bike/ped tunnel under WB on ramp; Modify WB offramp lane assignments; Modify and interconnect signals	$1,000,000	2014-2024			$0	$0	$0
2027	Beaverton	Cedar Hills	US 26 WB	US 26 EB	Construct sidewalks and bike lanes	$670,000	2014-2024			$0	$0	$0
2028	Beaverton	Cedar Hills	US 26 EB		Construct dual SB left turn lanes and EB aux lane; Construct EB left and right turn lanes; Construct signals and interconnect	$1,770,000	2014-2024			$0	$0	$0
2029	Beaverton	Cedar Hills	US 26 EB	Butner	Convert NB right turn lane into Th-Rt Aux lane to US26 EB with ped island; Add sidewalk and bike lanes	$448,000	2014-2024			$0	$0	$0
2030	Beaverton	Cedar Hills	Walker		Add double left turn lanes on all approaches, add EB rt turn lane	$3,545,614	2025-2039			$0	$0	$0
2031	Beaverton	Cedar Hills	Walker	Farmington	Add turn lanes, bike lanes	$20,976,000	2014-2024			$0	$0	$0
2032	Beaverton	Cedar Hills	Jenkins		Turn lanes, signal improvements	$2,550,240	2025-2039			$0	$0	$0
2033	Beaverton	Cedar Hills	Hall		Add NB rt turn lane	$728,640	2025-2039			$0	$0	$0
2034	Beaverton	Cornell	113th		Add aux lanes at all intersection approaches; Modify traffic signal	$700,000	2014-2024			$0	$0	$0
2035	Beaverton	Cornell	107th		Construct traffic signal	$360,000	2014-2024			$0	$0	$0
2036	Beaverton	Crescent	Rose Biggi	Cedar Hills	Extend 2-lane multimodal	$3,864,000	2014-2024			$0	$65,237	$65,237
2037	Beaverton	Davies	Scholls Ferry	Barrows	Extend 2-lane multimodal	$5,409,600	2014-2024			$0	$0	$0
2038	Beaverton	Dawson/ Westgate	Rose Biggi	Hocken	Extend 2-lane multimodal	$9,825,600	2014-2024			$220,137	$31,576	$251,713
2039	Beaverton	Denney	Hall	Scholls Ferry	Add turn lanes, bike lanes & signalize	$6,734,400	2014-2024			$0	$0	$0
2040	Beaverton	Farmington	Cedar Hills		Turn lanes, signal improvements	$3,036,000	2025-2039			$0	$0	$0

Appendix A: TDT Road Project List Expenditures
FY 2015-16

List as amended by
Resolution and Order 15-3
January 20, 2015

Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 15-16 TDT	FY 15-16 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
2041	Beaverton	Farmington	Lombard		Add NB rt turn lane	$1,689,120	2025-2039			$0	$0	$0
2042	Beaverton	Hall extension	to Jenkins		Construct 2 or 4 lane	$15,897,600	2025-2039			$0	$0	$0
2043	Beaverton	Hall	Hocken	Cedar Hills	Extend 2-lane multimodal	$6,072,000	2014-2024			$0	$0	$0
2044	Beaverton	Hall	Cedar Hills	Farmington	Add turn lanes, bike lanes	$5,740,800	2014-2024			$0	$0	$0
2045	Beaverton	Hall	Center		Turn lanes, signal improvements	$121,440	2025-2039			$0	$0	$0
2046	Beaverton	Hall	Allen		Add EB&WB rt turn lanes, NB&SB double lefts	$2,373,600	2025-2039			$0	$0	$0
2047	Beaverton	Hall	Denney		Turn lanes, signal improvements	$850,080	2025-2039			$0	$0	$0
2048	Beaverton	Hall	500' south of Allen	12th	Add turn lanes, bike lanes	$6,734,400	2014-2024			$0	$0	$0
2049	Beaverton	Millikan	TV Hwy	141st	Add turn lanes, signals, bike and ped	$18,878,400	2014-2024			$0	$0	$0
2050	Beaverton	Millikan	Murray		Rt turn lane for WB Millikan	$607,200	2025-2039			$0	$0	$0
2051	Beaverton	Millikan	141st	Hocken	Add signal, turn lanes, bike & ped	$2,870,400	2014-2024			$0	$0	$0
2052	Beaverton	Millikan	Watson	114th	Extend 2-lane multimodal	$15,235,200	2014-2024			$0	$0	$0
2053	Beaverton	Murray	Allen		Turn lanes, signal improvements	$1,578,720	2025-2039			$0	$0	$0
2054	Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	$1,280,640	2025-2039			$0	$0	$0
2055	Beaverton	New street	Broadway	115th	Construct 2-lane multimodal	$4,968,000	2014-2024			$0	$0	$0
2056	Beaverton	Nimbus	Denney	Hall	Extend 2-lane multimodal	$17,001,600	2014-2024			$0	$0	$0
2057	Beaverton	Rose Biggi/ Westgate	Hall	Crescent	Extend 2-lane multimoal	$3,864,000	2014-2024			$0	$34,687	$34,687
2058	Beaverton	Rose Biggi	TV Hwy	Broadway	Extend 2-lane multimodal	$3,312,000	2014-2024			$0	$0	$0
2059	Beaverton	Scholls Ferry	Allen		Turn lanes, signal improvements	$3,929,172	2025-2039			$0	$0	$0
2060	Beaverton	Scholls Ferry	Nimbus		Turn lanes, signal improvements	$1,733,280	2025-2039			$0	$0	$0
2061	Beaverton	Scholls Ferry	125th		Add SB rt turn lane	$1,280,640	2025-2039			$0	$0	$0
2062	Beaverton	Scholls Ferry	Davies		Add NB rt turn lane, close east end of Scholls Ferry @Barrows	$331,200	2025-2039			$0	$0	$0
2063	Beaverton	Scholls Ferry	Barrows (west end)		Add SB rt turn lane	$331,200	2025-2039			$0	$0	$0
2064	Beaverton	Sexton Mountain	160th	155th	Extend 2-lane multimodal	$2,760,000	2014-2024			$0	$0	$0
2065	Beaverton	Walker	173rd		Turn lanes, signal improvements	$2,760,000	2025-2039			$0	$0	$0
2066	Beaverton	Walker	167th		Signalize, add SB left turn lane	$187,680	2025-2039			$0	$0	$0
2067	Beaverton	Weir	155th	175th	Turn lanes, bike lanes, sidewalks	$4,526,400	2014-2024			$0	$0	$0
	Beaverton	TOTAL				$317,631,668		$0	$0	$220,137	$274,627	$494,764
7000	Cornelius	10th	Adair/Main	Baseline	Add left & right turn lanes at couplet intersection approaches	$1,320,000	2014-2024		$1,118,749	$0	$1,574,754	$1,574,754
7001	Cornelius	14th	Holladay	Dogwood	Add signals at TV Hwy and widen existing travel lanes	$2,100,000	2025-2039			$0	$0	$0
7002	Cornelius	Baseline	10th	20th	Inteconnect signals and consolidate access points	$540,000	2014-2024			$447,492	$8,200	$455,692
7003	Cornelius	Cornelius-Schefflin	Verboort Circle	South city limit	Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes	$5,550,000	2014-2024			$0	$9,015,238	$9,015,238

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7004	Cornelius	Davis St Extension	4th	10th	New 2-lane collector	$2,500,000	2014-2024			$0	$0	$0
7005	Cornelius	Forest Grove Connectivity	East Forest Grove city limit	West Cornelius city limit	Construct new 2-lane collector between Cornelius & Forest Grove	$1,500,000	2025-2039			$0	$0	$0
7006	Cornelius	Holladay St Extension	Yew (Forest Grove)	4th	New 2-lane collector	$10,764,871	2014-2024			$0	$0	$0
7007	Cornelius	Holladay St Extension	10th	Gray	New 2-lane collector	$1,300,000	2014-2024			$0	$0	$0
7008	Cornelius	Holladay St Extension	Gray	19th	New 2-lane collector	$1,300,000	2014-2024			$0	$0	$0
7009	Cornelius	Susbauer / 19th	TV Hwy	Zion Church	Add new traffic signals at Holladay and Davis and widen existing travel lanes	$12,930,000	2014-2024			$0	$87,698	$87,698
7010	Cornelius	TV Highway Corridor	4th	29th	Traffic signal system coordination	$450,000	2014-2024			$0	$0	$0
	Cornelius	TOTAL				$40,254,871		$0	$1,118,749	$447,492	$10,685,890	$11,133,382
8000	Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes (Durham share of cost only)	$342,857	2014-2024			$11,000	$0	$11,000
	Durham	TOTAL				$342,857		$0	$0	$11,000	$0	$11,000
7500	Forest Grove	19th	Poplar	HWY 47	Extend 2-lane collector	$1,517,156	2014-2024			$0	$0	$0
7501	Forest Grove	23rd/24th	Hawthorne	Quince	Construct 2-lane collector	$4,260,000	2025-2039			$0	$0	$0
7502	Forest Grove	26th	Sunset	Oak	Extend 2-lane collector and improve 26th Ave to city standards	$9,310,000	2014-2024			$2,155	$262,593	$264,748
7503	Forest Grove	OR 47	Maple		Construct improvements (e.g. traffic signal including interconnect with rail crossing in longer term)	$3,750,000	2014-2024			$0	$0	$0
7504	Forest Grove	OR 47	Elm		Construct improvements (e.g. traffic signal)	$390,000	2014-2024			$0	$0	$0
7505	Forest Grove	B	David Hill	Hartford	Extend 2-lane collector	$6,068,623	2014-2024			$0	$0	$0
7506	Forest Grove	David Hill	East terminus	OR 47	Construct 3-lane arterial	$1,361,000	2014-2024			$0	$1,064,308	$1,064,308
7507	Forest Grove	E/Pacific/19th	E	19th	Extend 2-lane couplet	$4,940,000	2014-2024			$0	$0	$0
7508	Forest Grove	Hawthorne	26th	Willamina	Extend 2-lane collector	$7,885,582	2014-2024			$0	$0	$0
7509	Forest Grove	Heather	OR 47	Mountain View	Extend 2-lane collector	$1,730,000	2014-2024			$0	$0	$0
7510	Forest Grove	Laurel	26th	22nd	Extend 2-lane collector	$8,598,914	2014-2024			$0	$0	$0
7511	Forest Grove	Main	David Hill	Hartford	Extend 2-lane collector	$6,068,623	2014-2024			$0	$0	$0
7512	Forest Grove	Oak	OR 47	Pacific	Upgrade to 2-lane collector; add signal	$4,650,591	2014-2024			$0	$0	$0
7513	Forest Grove	Thatcher	Gales Creek	David Hill	Realign and signalize intersection; road improvements from Gales Creek to David Hill	$10,907,405	2014-2024			$0	$0	$0
7514	Forest Grove	TV Hwy	Quince		Add turn lanes / signal	$1,073,573	2014-2024			$0	$0	$0
7515	Forest Grove	Willamina	Main	Sunset	Improve collector to city standards	$2,059,722	2014-2025			$0	$4,423	$4,423
	Forest Grove	TOTAL				$74,571,188		$0	$0	$2,155	$1,331,324	$1,333,479

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3000	Hillsboro	1st/Glencoe	Grant		Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant	$2,000,000	2025-2039			$0	$0	$0
3001	Hillsboro	13th/River	TV Hwy		Add EB right turn lane and NB left turn lane	$4,500,000	2025-2039			$0	$0	$0
3002	Hillsboro	28th	Cornell	Main	Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment	$5,000,000	2014-2024			$0	$0	$0
3003	Hillsboro	69th (Quatama)	227th	Baseline	New 3 lane extension	$4,943,785	2025-2039			$0	$0	$0
3004	Hillsboro	185th	Walker		Intersection capacity and signal improvements	$6,000,000	2025-2039			$0	$0	$0
3005	Hillsboro	194th Extension	Cornell	Amberwood Extension	New 3-lane collector, Remove segment Amberglen Pkwy	$2,250,000	2014-2024			$0	$0	$0
3006	Hillsboro	194th Extension	Stucki Extension		Signalize or construct roundabout	$1,100,000	2025-2039			$0	$0	$0
3007	Hillsboro	194th Extension	Stucki Extension	Wilkins	New 3-lane collector	$3,500,000	2025-2039			$0	$0	$0
3008	Hillsboro	194th Extension	Wilkins		Signalize	$364,000	2025-2039			$0	$0	$0
3009	Hillsboro	205th/John Olson	Wilkins	MAX Light Rail	Complete bike lanes	$200,000	2014-2024			$0	$0	$0
3010	Hillsboro	209th	Blanton		Signalize; turn lane improvements	$671,000	2014-2024			$0	$0	$0
3011	Hillsboro	209th	Kinnaman		Signalize; turn lane improvements	$1,016,000	2014-2024			$0	$0	$0
3012	Hillsboro	209th	McInnis Lane		Construct traffic signal or roundabout	$1,574,000	2014-2024			$0	$0	$0
3013	Hillsboro	209th	Butternut Creek Pkwy		Signalize	$364,000	2014-2024			$0	$0	$0
3014	Hillsboro	209th	Deline		Signalize	$364,000	2014-2024			$0	$0	$0
3015	Hillsboro	209th	Vermont		Signalize	$364,000	2025-2039			$0	$0	$0
3016	Hillsboro	209th	Murphy Lane		Signalize	$364,000	2025-2039			$0	$0	$0
3017	Hillsboro	229th	TV Hwy		Close south leg and modify signal	$935,000	2014-2024			$0	$0	$0
3018	Hillsboro	229th	Alexander	Kinnaman	Widen to 3 lanes	$4,126,000	2014-2024			$0	$0	$0
3019	Hillsboro	229th/Century	Kinnaman		construct roundabout	$1,027,000	2014-2024			$0	$0	$0
3020	Hillsboro	229th	Kinnaman	Rosedale	Widen to 3 lanes; Realign and construct Butternut Creek bridge	$16,007,000	2025-2039			$0	$0	$0
3021	Hillsboro	229th	Vermont		Construct roundabout	$1,046,000	2025-2039			$0	$0	$0
3022	Hillsboro	231st	MAX Light Rail	Baseline	Widen to 3 lanes	$6,800,000	2014-2024			$0	$0	$0
3023	Hillsboro	231st	Cornell	Campus Way	Widen to 5 lanes with multimodal improvements	$170,000	2014-2024	$47,048		$80,473	$0	$80,473
3024	Hillsboro	231st	Campus Way	Cherry	Construct southbound cycle track and west pedestrian improvements	$60,000	2014-2024			$0	$0	$0

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3025	Hillsboro	231st	MAX Light Rail		Signal & pedestrian crossing improvements	$225,000	2014-2024			$0	$0	$0
3026	Hillsboro	234th	Johnson		Signalize	$364,000	2025-2039			$0	$0	$0
3027	Hillsboro	253rd	Meek	Evergreen	New 3-lane collector	$12,000,000	2014-2024			$0	$0	$0
3028	Hillsboro	253rd	Huffman		Signalize	$364,000	2014-2024			$0	$0	$0
3029	Hillsboro	253rd	Evergreen		Signalize	$364,000	2025-2039			$0	$0	$0
3030	Hillsboro	25th Ave	Cornell		Intersection capacity and signal imp	$1,000,000	2014-2024			$0	$0	$0
3031	Hillsboro	264th	Meek	Evergreen	New 3 lane collector	$14,000,000	2014-2024			$0	$0	$0
3032	Hillsboro	264th	Huffman		Signalize	$364,000	2025-2039			$0	$0	$0
3033	Hillsboro	264th	Evergreen		Signalize	$364,000	2014-2024			$0	$0	$0
3034	Hillsboro	Airport (Butler)	Brookwood	Dawson Cr	Widen to 3 lane	$600,000	2025-2039			$0	$0	$0
3035	Hillsboro	Alexander/ Blanton	229th	209th	New 3 lane collector	$12,521,000	2014-2024			$0	$0	$0
3036	Hillsboro	Alexander Extension	Town Center Drive		Signalize	$364,000	2014-2024			$0	$0	$0
3037	Hillsboro	Alexander Extension	West Neighborhood Route		Signalize	$364,000	2014-2024			$0	$0	$0
3038	Hillsboro	Aloclek	Amberwood	Cornelius Pass	Extend 3 lane	$3,909,666	2014-2024			$0	$449,709	$449,709
3039	Hillsboro	Amberwood	Cornelius Pass	206th	Widen to 3 lane	$2,932,250	2014-2024			$0	$0	$0
3040	Hillsboro	Amberwood Extension	Amberbrook	194th extension	Extend 3 lanes	$1,400,000	2014-2024			$0	$0	$0
3041	Hillsboro	Amberwood Extension	194th		Signalize	$364,000	2014-2024			$0	$0	$0
3042	Hillsboro	Bentley	Brookwood		Add east approach, Add EB Left turn lane and Signalize	$1,100,000	2025-2039	$20,790		$21,441	$0	$21,441
3043	Hillsboro	Blanton Extension	East Neighborhood Route		Signalize	$364,000	2014-2024			$0	$0	$0
3044	Hillsboro	Brookwood	US 26	Evergreen	Widen to 7 lanes, add turn lanes and aux lanes at Evergreen	$15,000,000	2014-2024		$9,409,907	$0	$12,107,493	$12,107,493
3045	Hillsboro	Brookwood	Cornell		Add SB through lane, Add EB and WB 2nd Left Turn Lanes	$5,500,000	2014-2024			$0	$0	$0
3046	Hillsboro	Campus Ct extension	West terminus	Ray Circle	Construct new 2/3 lane collector	$1,700,000	2014-2024	$96,952		$143,384	$0	$143,384
3047	Hillsboro	Century	Baseline	Lois	New 3 lane and bridge over Rock Creek	$16,500,000	2014-2024	$1,225,008		$1,225,008	$0	$1,225,008
3048	Hillsboro	Century/229th	West Union	Evergreen	Extend 3 lane, including Hwy 26 overcrossing	$21,000,000	2014-2024			$39,662	$16,135	$55,797
3049	Hillsboro	Century	Johnson	Alexander	Widen to 5 lanes; Reconstruct Railroad crossing, Add EB right turn lane, EB bus pullout, Modify TV Hwy signal	$7,943,000	2014-2024			$0	$0	$0
3050	Hillsboro	Century	Alexander		Signalize	$364,000	2025-2039			$0	$0	$0
3051	Hillsboro	Century	Alexander	Old UGB	Construct multi-modal improvements	$519,000	2025-2039			$0	$0	$0
3052	Hillsboro	Century	Davis	229th	New 3 lane collector	$5,127,000	2014-2024			$0	$0	$0

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3053	Hillsboro	Cornelius Pass	Cornell	HWY 26	2nd NB right turn lane to US26 East, and multimodal enhancements	$665,000	2014-2024		$9,792,840	$24,778	$13,358,155	$13,382,933
3054	Hillsboro	Cornelius Pass	TV Hwy		Extend Cornelius Pass Road south, Construct at-grade rail crossing and close private crossings, Add intersection capacity, modify signal	$27,429,000	2014-2024			$0	$0	$0
3055	Hillsboro	Cornelius Pass	TV Hwy	Rosedale	Extend as new 5 lane to Murphy Lane, 3-lane in 5-lane ROW to Rosedale, 7-lane ROW TV Hwy to Alexander-Blanton; Construct Butternut Creek 5-lane bridge	$45,848,000	2014-2024			$6,212	$168,175	$174,387
3056	Hillsboro	Cornelius Pass	Town Center X-ing		Construct signalized Z-crossing	$364,000	2014-2024			$0	$0	$0
3057	Hillsboro	Cornelius Pass	Alexander/ Blanton		Signalize and add turn lanes	$724,000	2014-2024			$0	$0	$0
3058	Hillsboro	Cornelius Pass	Kinnaman		Signalize	$364,000	2014-2024			$0	$0	$0
3059	Hillsboro	Cornelius Pass	McInnis Lane		Signalize	$364,000	2014-2024			$0	$0	$0
3060	Hillsboro	Cornelius Pass	Butternut Creek		Signalize	$364,000	2014-2024			$0	$0	$0
3061	Hillsboro	Cornelius Pass	Deline		Signalize	$364,000	2014-2024			$0	$0	$0
3062	Hillsboro	Cornelius Pass	Vermont		Signalize	$364,000	2014-2024			$0	$0	$0
3063	Hillsboro	Cornelius Pass	Murphy Lane		Signalize	$364,000	2025-2039			$0	$0	$0
3064	Hillsboro	Cornelius Pass	Rosedale		Construct roundabout	$1,408,000	2025-2039			$0	$0	$0
3065	Hillsboro	Cornell	Arrington	Main	Widen 5 lane, Construct Intersection capacity/signal improvements	$15,000,000	2025-2039			$0	$45,710	$45,710
3066	Hillsboro	Cornell	229th		Add EB and NB right turn lanes, add WB 2nd left turn lane	$2,150,000	2014-2024			$0	$0	$0
3067	Hillsboro	Cornell	Amberbrook		Signalize	$364,000	2014-2024			$0	$0	$0
3068	Hillsboro	Cornell	185th		Add EB right turn lane and 3rd SB through lane	$1,200,000	2025-2039			$0	$0	$0
3069	Hillsboro	Davis Extn	River Rd	South CWS boundary	construct 2/3 lane collector, modify traffic signal	$1,040,000	2014-2024			$0	$0	$0
3070	Hillsboro	Edgeway (Salix Ext)	Holly	Walker	New 3 lane extension	$4,000,000	2014-2024			$0	$0	$0
3071	Hillsboro	Evergreen	Jackson School (south)	15th	Widen to 5 lanes	$6,500,000	2025-2039			$0	$0	$0
3072	Hillsboro	Evergreen	229th		Add 2nd EB/WB Left turn lanes, Add NB Right Turn lane, and modify traffic signal	$2,500,000	2014-2024			$0	$0	$0
3073	Hillsboro	Evergreen	Imbrie		Add second eastbound left turn lane	$2,000,000	2014-2024			$0	$0	$0
3074	Hillsboro	Evergreen	Cornelius Pass		Add 2nd SB, and NB Left Turn Lanes, Add NB and WB Right Turn Lanes	$1,700,000	2014-2024			$0	$0	$0

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3075	Hillsboro	Evergreen	Cornelius Pass	215th	Add bicycle lanes, including rail crossing removal/grade adjustments. Add WB right turn lane at Cornelius Pass, including Ped island	$1,080,000	2014-2024			$0	$0	$0
3076	Hillsboro	Farmington	209th		Modify signal, add SB right turn lane, add 2nd SB left turn lane;add NB Right turn lane	$1,067,000	2025-2039			$0	$0	$0
3077	Hillsboro	Grant	Cornell		Add eastbound/westbound left turn lanes	$1,000,000	2025-2039			$0	$0	$0
3078	Hillsboro	Harewood	at Jackson School		Add EB right turn lane	$772,466	2025-2039			$0	$0	$0
3079	Hillsboro	Huffman	West UGB	Brookwood	Construct 3-lane Collector, Widen to 5-lane at approaches to Brookwood	$18,500,000	2014-2024			$0	$0	$0
3080	Hillsboro	Imbrie	Evergreen	Cornelius Pass	Widen to accommodate second EB lane	$2,500,000	2014-2024			$0	$0	$0
3081	Hillsboro	Imlay	TV Hwy		Signalize	$273,000	2025-2039			$0	$0	$0
3082	Hillsboro	Jackson School	Evergreen	Grant	Widen to 3 lanes	$2,000,000	2014-2024		$765,727	$0	$1,200,551	$1,200,551
3083	Hillsboro	Jacobson	Century		Signalize	$364,000	2014-2024			$0	$0	$0
3084	Hillsboro	Jacobson	Croeni		Signalize	$364,000	2014-2024			$0	$0	$0
3085	Hillsboro	Kinnaman	229th	209th	New 3 lane collector	$9,916,000	2014-2024			$0	$0	$0
3086	Hillsboro	Kinnaman	West Neighborhood Route		Signalize	$364,000	2014-2024			$0	$0	$0
3087	Hillsboro	Kinnaman	East Neighborhood Route		Signalize	$364,000	2014-2024			$0	$0	$0
3088	Hillsboro	Main	1st		Add westbound right turn	$250,000	2014-2024			$0	$0	$0
3089	Hillsboro	Meek	West UGB	253rd	Widen to 3 lanes	$6,500,000	2025-2039			$0	$0	$0
3090	Hillsboro	Minter Bridge	River Rd	South UGB	Construct ped/bike improvements	$2,250,000	2014-2024			$0	$0	$0
3091	Hillsboro	Quatama	227th	205th	Widen to 3 lanes	$8,210,299	2025-2039			$0	$63,625	$63,625
3092	Hillsboro	River	Rood Bridge		Add eastbound right turn lane	$750,000	2025-2039			$0	$26,947	$26,947
3093	Hillsboro	Rosedale	River Rd		Construct roundabout	$1,031,000	2025-2039			$0	$0	$0
3094	Hillsboro	Rosedale	River Rd	229th	Widen 2-lane, add shoulder improvements	$1,321,000	2025-2039			$0	$0	$0
3095	Hillsboro	Rosedale	229th		Add EB left turn lane	$380,000	2025-2039			$0	$0	$0
3096	Hillsboro	Rosedale	229th	209th	Widen to 3 lanes	$4,986,000	2025-2039			$0	$0	$0
3097	Hillsboro	Rosedale	209th		Signalize	$364,000	2014-2024			$0	$0	$0
3098	Hillsboro	Stucki Extension	Walker	Wilkins	New 3-lane Collector with Multi-modal improvements; 5-lane at Walker Road approach, Realign Stucki North of Walker	$15,000,000	2025-2039			$0	$0	$0
3099	Hillsboro	Stucki Extension	Wilkins Extension		Signalize	$364,000	2025-2039			$0	$0	$0
3100	Hillsboro	Stucki Extension	Wilkins	205th/206th	New 3-lane collector with Multi-modal improvements	$6,500,000	2025-2039			$0	$0	$0

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3101	Hillsboro	Stucki extension	205th/206th		Signalize or construct roundabout	$1,100,000	2025-2039			$0	$0	$0
3102	Hillsboro	Vermont	229th	209th	New 3 lane collector	$9,047,000	2014-2024			$0	$0	$0
3103	Hillsboro	Wilkins	194th extension	185th	New 3 lane extension	$16,000,000	2025-2039			$0	$0	$0
3104	Hillsboro	Witch Hazel	River		signalize	$364,000	2025-2039			$0	$220,980	$220,980
	Hillsboro	TOTAL				$419,420,466		$1,389,798	$19,968,475	$1,540,958	$27,657,480	$29,198,438
9600	North Plains	Commercial	313th	Glencoe	Widen street, add parking, bike and pedestrian facilities	$1,800,000	2014-2024			$0	$0	$0
9601	North Plains	Cottage	West of 324th	321st	Construct new two-lane collector	$800,000	2025-2039			$0	$0	$0
9602	North Plains	Main	Commercial	Pacific	Widen street, add parking, bike and pedestrian facilities	$1,250,000	2014-2024			$0	$0	$0
9603	North Plains	Pacific	Glencoe		Add new signal	$222,827	2025-2039			$0	$0	$0
9604	North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard and add pedestrian and bicycle trails	$1,182,500	2025-2039			$32,144	$0	$32,144
	North Plains	TOTAL				$5,255,327		$0	$0	$32,144	$0	$32,144
4000	Sherwood	OR 99W	Edy	Sunset	Install missing pedestrian crossings at existing signalized intersections.	$7,000	2014-2024			$0	$0	$0
4001	Sherwood	OR 99W	Ice Age Tonquin Trail		Install Hwy 99W pedestrian regional trail undercrossing, includes stream and animal corridor sections	$13,300,000	2025-2035			$0	$0	$0
4002	Sherwood	Arrow	Langer Farms	Gerda	Construct new 2-lane road to collector standards	$7,427,562	2025-2039			$0	$0	$0
4003	Sherwood	Arrow/ Galbreath	Gerda	Cipole	Construct 2-lane collector road	$2,317,399	2014-2024			$0	$0	$0
4004	Sherwood	Baker	Sunset	UGB south	Upgrade road to 2-lane arterial with bike lanes, sidewalks, and planter strips.	$779,000	2014-2024			$0	$0	$0
4005	Sherwood	Baler	Tualatin-Sherwood	Langer Farms	Construct 2-lane collector status road with bike lanes, sidewalks, and planter strips	$3,802,000	2025-2039			$0	$0	$0
4006	Sherwood	Brookman	OR 99W		Realign Brookman Road to intersection with Hwy 99W north of existing location, install signalized intersection on Hwy 99W, install grade seperated railroad crossing	$7,020,000	2014-2024			$0	$0	$0
4007	Sherwood	Brookman	OR 99W	Ladd Hill	Add turn lanes and center median	$13,440,917	2014-2024			$0	$0	$0
4008	Sherwood	Brookman	Middleton		Traffic control improvements; add turn lane and relocate stop signage	$187,500	2025-2039			$0	$0	$0
4009	Sherwood	Cedar Brook	Elwert	Handley	Construct 2-lane collector road	$13,000,000	2025-2039			$0	$0	$0
4010	Sherwood	Edy	Borchers		Improve 3-leg intersection, possible roundabout	$2,000,000	2025-2039			$0	$0	$0

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4011	Sherwood	Edy	City limit west	Borchers	Widen to a 3-lane collector status with bike lanes, sidewalks, and planter strips.	$8,600,000	2014-2024			$0	$0	$0
4012	Sherwood	Edy/Sherwood	Borchers	3rd	Add turn lanes and center median	$7,427,562	2014-2024			$0	$0	$0
4013	Sherwood	Edy	OR 99W		Capacity improvements include adding turn lanes, eliminating split phase timing, and adding Hwy 99W crossing on south approach	$1,070,000	2014-2024			$0	$0	$0
4014	Sherwood	Edy to Roy Rogers Connector	Edy	Roy Rogers	Construct 2-lane collector status road located between Lynnly Way and Cedarview Way	$3,400,000	2025-2039			$0	$0	$0
4015	Sherwood	Elwert	Edy	OR 99W	Widen to 3-lane arterial status with turn lanes, bike lanes, sidewalks, and planter strip.	$11,430,000	2014-2024			$0	$0	$0
4016	Sherwood	Elwert	Kruger	OR 99W	Add lanes, turn lanes, modify signal and phasing at intersection with Hwy 99W, and install roundabout at intersection of Cedar Brook Way extension with Elwert	$4,639,866	2014-2024		$174,359	$0	$174,359	$174,359
4017	Sherwood	Elwert	Edy		Install single lane roundabout	$1,500,000	2014-2024			$0	$0	$0
4018	Sherwood	Herman	Langer Farms	Cipole	Construct collector status road to connect Cipole Road to Langer Farms Parkway North, includes bike lanes, sidewalks, and planter strips	$8,190,000	2025-2039			$0	$0	$0
4019	Sherwood	Ladd Hill	Sunset	UGB south	Widen to 3-lane arterial status with bike lanes, sidewalks, and planter strips.	$6,340,000	2014-2024			$0	$0	$0
4020	Sherwood	Langer	Baler	Sherwood	Construct improvements consistent with Town Center Plan; buffered bike lanes, on-street parking, wider sidewalks, narrower travel lanes, removal of center turn lane, landscaping	$2,000,000	2014-2024			$0	$0	$0
4021	Sherwood	Langer Farms	North and west of intersection with OR 99W	OR 99W	Construct 2-lane collector status road.	$3,243,000	2025-2039			$0	$0	$0
4022	Sherwood	Oregon	Railroad crossing	Murdock	Upgrade Oregon Street to 3-lane collector with sidewalk (south side), multi-use path (north side), bike lanes, and planter strips	$6,712,000	2014-2024			$0	$109,757	$109,757
4023	Sherwood	Oregon	Tonquin		Construct roundabout north of Oregon St/Murdock Roundabout	$2,940,000	2014-2024			$0	$0	$0

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4024	Sherwood	Pine	Willamette	Sunset	New road extension across railroad tracks from Railroad Street to Willamette Street, existing County road to be widened	$3,808,260	2014-2024			$0	$80,113	$80,113
4025	Sherwood	Sherwood	Langer		Remove traffic signal. Allow left-in turns only (no lefts from Langer to Sherwood Blvd); capacity issues related to queing at Hwy 99W	$225,000	2014-2024			$0	$0	$0
4026	Sherwood	Sherwood	Century		Improve intersection, possible roundabout in conjunction with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at Hwy 99W	$386,233	2025-2039			$0	$0	$0
4027	Sherwood	Sunset	Main		Install Traffic Signal	$250,000	2025-2039			$0	$0	$0
4028	Sherwood	Sunset	Eucalyptus	Aldergrove	Upgrade road to 3-lane arterial with bike lanes, sidewalks, planter strips. Address vertical sight distance issue near Pine Street.	$8,316,000	2014-2024			$0	$0	$0
4029	Sherwood	Sunset	Timbrel		Install single lane roundabout	$300,000	2025-2039			$0	$0	$0
4030	Sherwood	Tonquin Employment Area East/West Collector	Oregon	124th	Construct collector status road to serve Tonquin Employment Area and connect Oregon Street to SW 124th Avenue	$6,400,000	2025-2039			$0	$0	$0
	Sherwood	TOTAL				$150,459,299		$0	$174,359	$0	$364,229	$364,229
5000	Tigard	68th	OR 99W		Turn lanes	$2,394,646	2025-2039			$0	$0	$0
5001	Tigard	68th	Atlanta	Haines	New signal system	$173,805	2025-2039			$0	$0	$0
5002	Tigard	72nd	OR 99W		Turn lanes	$772,466	2025-2039			$0	$0	$0
5003	Tigard	72nd	OR 99W	Hunziker	Widen to 5 lanes	$9,269,598	2014-2024			$0	$0	$0
5004	Tigard	72nd	Hampton	Hunziker	Add southbound right turn & protected left turn phasing	$386,233	2025-2039			$0	$0	$0
5005	Tigard	72nd	OR 217		Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes	$29,710,249	2014-2024			$0	$0	$0
5006	Tigard	72nd	Hunziker	Bonita	Complete missing sidewalks and bike lanes	$7,261,185	2014-2024			$0	$0	$0
5007	Tigard	72nd	Bonita		Intersection improvement	$998,380	2025-2039			$0	$0	$0
5008	Tigard	72nd	Bonita	Durham	Widen to 5 lanes	$9,269,598	2014-2024			$0	$0	$0
5009	Tigard	72nd	Carman		NB right turn lane	$308,987	2025-2039			$0	$0	$0
5010	Tigard	72nd	Upper Boones Ferry		Intersection improvement & signal upgrade	$1,368,928	2025-2039			$0	$0	$0
5011	Tigard	OR 99W	Walnut		Intersection improvements	$4,220,000	2014-2024			$0	$0	$0
5012	Tigard	OR 99W	McDonald	Gaarde	WB right turn lane	$10,033,784	2025-2039	$341,974	$283,706	$1,222,890	$2,099,856	$3,322,745
5013	Tigard	OR 99W	Durham		Intersection improvements	$9,860,000	2014-2024			$0	$0	$0
5014	Tigard	121st	North Dakota		New signal system	$231,740	2025-2039			$0	$0	$0

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5015	Tigard	121st	North Dakota	Walnut	Widen to 3 lanes with sidewalks & bikelanes	$7,647,418	2025-2039			$0	$0	$0
5016	Tigard	121st	Walnut	Quail Creek	Widen with sidewalks and bike lanes	$4,325,812	2025-2039			$0	$0	$0
5017	Tigard	Bonita	Hall	I-5	Widen to 4 lanes	$5,272,615	2014-2024			$0	$0	$0
5018	Tigard	Bonita	Sequoia		New traffic signal and turn lanes	$1,000,000	2014-2024			$0	$0	$0
5019	Tigard	Carman	I-5		Turn lanes	$1,081,453	2025-2039			$0	$0	$0
5020	Tigard	Dartmouth	OR 99W		Right turn lane	$308,987	2025-2039			$0	$0	$0
5021	Tigard	Dartmouth	72nd	68th	Widen to 4 lanes	$1,853,920	2014-2024	$7,961	$9,081	$873,376	$1,576,067	$2,449,443
5022	Tigard	Durham	Upper Boones Ferry		Reconfigure intersection to make through route between Durham & I-5/Carman interchange	$1,368,928	2025-2039			$117,775	$0	$117,775
5023	Tigard	Greenburg	Olsen	Hall	2nd NB lane	$791,613	2014-2024			$0	$0	$0
5024	Tigard	Greenburg	Shady	Tiedeman	Widen to 5 lanes	$6,745,098	2014-2024			$0	$0	$0
5025	Tigard	Greenburg	Tiedeman		Expand intersection to 5 lanes & signal upgrade	$2,670,311	2025-2039			$0	$0	$0
5026	Tigard	Greenburg	Tiedeman	OR 99W	Widen to 5 lanes	$9,269,598	2014-2024			$0	$0	$0
5027	Tigard	Hall	Pfaffle		New traffic signal and turn lanes	$1,000,000	2014-2024			$0	$0	$0
5028	Tigard	Hall	McDonald	Bonita	Turn lanes at both intersections; aux lanes between intersections; bike lanes and sidewalks	$8,277,000	2014-2024			$0	$0	$0
5029	Tigard	Highway 217 Overcrossing	Hunziker	Tigard Triangle	Construct new complete street overcrossing of Hwy 217	$24,000,000	2014-2024			$0	$0	$0
5030	Tigard	Locust	Greenburg	Hall	Widen to 3 lanes	$2,471,893	2025-2039			$0	$0	$0
5031	Tigard	McDonald	Hall		Right turn lane from Hall to McDonald & signal system upgrade	$766,702	2025-2039			$0	$0	$0
5032	Tigard	Nimbus	Scholls Ferry		Right turn lane	$1,776,673	2025-2039			$0	$0	$0
5033	Tigard	Nimbus extension	Scholls Ferry	Greenburg	3-lane extension	$23,173,994	2014-2024			$0	$0	$0
5034	Tigard	Scoffins	Hunziker	Hall	Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal	$3,862,332	2025-2039			$0	$0	$0
5035	Tigard	Tiedeman / North Dakota	Tigard	Greenburg	Realign one or both streets so they intersect west of the railroad	$6,675,000	2014-2024			$0	$0	$0
5036	Tigard	Upper Boones Ferry	Durham	I-5	Widen to 5 lanes	$4,106,784	2014-2024	$12,569		$17,752	$0	$17,752
5037	Tigard	Walnut	121st	Tiedeman	Widen to 3 lanes	$4,325,812	2025-2039	$5,192	$2,421,440	$5,192	$3,585,502	$3,590,694
5038	Tigard	Walnut	Tiedeman	OR 99W	Widen to 3 lanes	$3,862,332	2025-2039			$0	$0	$0
5039	Tigard	Walnut	OR 99W		WB Right turn lane, protected left turn	$1,776,673	2025-2039			$0	$0	$0
5040	Tigard	Walnut extension	OR 99W	Scoffins	New 3-lane collector	$29,353,726	2014-2024			$0	$0	$0
5041	Tigard	Washington Square Overcrossing (South)	Nimbus	South mall area (Locust St.)	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$39,781,536	2025-2039			$0	$0	$0

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	Tigard	TOTAL				$283,805,807		$367,695	$2,714,226	$2,236,985	$7,261,424	$9,498,410
6000	Tualatin	65th	Nyberg Lane	I-205	Multi-use path	$8,023,973	2025-2039			$0	$0	$0
6001	Tualatin	95th	Tualatin-Sherwood	Avery	Bike lanes	$2,920,000	2014-2024			$0	$0	$0
6002	Tualatin	105th/Blake/ 108th	Avery	Willow	Widen to 3 lanes, bike lanes & sidewalk	$5,086,000	2014-2024			$0	$0	$0
6003	Tualatin	115th	Blake	124th	New street - major collector	$21,446,000	2025-2039			$0	$0	$0
6004	Tualatin	124th/Basalt Creek	Tualatin-Sherwood	Grahams Ferry	Widen to 5 lanes, pedestrian & bicycle facilities, signal at Tonquin/124th	$14,000,000	2014-2024		$10,105	$0	$10,105	$10,105
6005	Tualatin	Avery	Tualatin-Sherwood	Teton	Widen to 3 lanes	$3,600,000	2025-2039			$0	$0	$0
6006	Tualatin	Avery	105th		Signal - new	$191,185	2025-2039			$0	$0	$0
6007	Tualatin	Avery	Teton		Signal - new	$254,914	2025-2039			$0	$0	$0
6008	Tualatin	Basalt Creek East-West Arterial	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5.	$5,000,000	2040+			$0	$0	$0
6009	Tualatin	Blake	124th	115th	New street - minor collector	$10,000,000	2025-2039			$0	$0	$0
6010	Tualatin	Boones Ferry	Lower Boones Ferry		Fill sidewalk gaps	$10,000	2014-2024			$0	$0	$0
6011	Tualatin	Boones Ferry	Lower Boones Ferry	Martinazzi	Widen to 5 lanes and bridge	$12,265,084	2014-2024			$0	$0	$0
6012	Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	Widen to 3 lanes	$4,690,416	2014-2024			$0	$0	$0
6013	Tualatin	Boones Ferry	Ibach	Norwood	Widen to 3 lanes	$660,000	2025-2039			$0	$0	$0
6014	Tualatin	Boones Ferry	Tualatin High School	South city limits	Fill sidewalk gaps	$315,000	2014-2024			$0	$0	$0
6015	Tualatin	Cipole	OR 99W	Tualatin-Sherwood	Add left turn lane & bike lanes	$10,196,557	2014-2024			$0	$0	$0
6016	Tualatin	Cipole	Cummins		Signal - new	$254,914	2025-2039			$0	$0	$0
6017	Tualatin	Cipole	Herman		Signal & realign railroad	$2,294,225	2014-2024			$0	$0	$0
6018	Tualatin	Grahams Ferry	Ibach	Helenius	Widen to 3 lanes, fill sidewalk gaps	$4,980,000	2014-2024			$0	$0	$0
6019	Tualatin	Grahams Ferry	Helenius		Signal - new	$191,185	2025-2039			$0	$0	$0
6020	Tualatin	Hazelbrook	OR 99W	Jurgens	Widen to 3 lanes	$3,543,000	2025-2039			$0	$0	$0
6021	Tualatin	Helenius	109th	Grahams Ferry	Widen to 3 lanes	$1,403,000	2025-2039			$0	$0	$0
6022	Tualatin	Herman	Cipole	Tualatin	Fill sidewalk & bike lane gaps	$3,393,000	2014-2024			$0	$0	$0
6023	Tualatin	Herman	Cipole	124th	Add left turn lane	$1,563,472	2014-2024			$0	$0	$0
6024	Tualatin	Leveton	108th		Signal - new	$191,185	2025-2039			$0	$0	$0
6025	Tualatin	Loop Road	Boones Ferry	Nyberg	New street - minor collector	$4,248,566	2025-2039			$0	$0	$0
6026	Tualatin	Martinazzi	Boones Ferry	Warm Springs	Bike lane	$2,403,000	2014-2024			$0	$0	$0
6027	Tualatin	Martinazzi	Sagert		Signal/roundabout - new	$1,551,750	2025-2039			$0	$0	$0
6028	Tualatin	McEwan	65th	Lake Oswego city limit	Widen to 3 lanes	$3,908,680	2025-2039			$0	$0	$0
6029	Tualatin	Myslony	124th	112th	Widen to 3 lanes, add bridge	$14,030,000	2014-2024			$0	$0	$0
6030	Tualatin	Norwood	Boones Ferry	East city limits	Widen to 3 lanes, add sidewalks & bike lanes	$3,129,000	2014-2024			$0	$0	$0
6031	Tualatin	Sagert	I-5 overpass	72nd	Bike lanes & sidewalks	$3,282,000	2014-2024			$0	$0	$0

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6032	Tualatin	Sagert	65th		Signal - new	$509,828	2014-2024			$0	$0	$0
6033	Tualatin	Teton	Tualatin		Signal - new	$456,750	2014-2024			$0	$0	$0
6034	Tualatin	Teton	Herman	Tualatin-Sherwood	Widen to 3 lanes	$2,464,000	2025-2039			$0	$0	$0
6035	Tualatin	Teton	Tualatin-Sherwood		Add SB right turn lane	$890,000	2014-2024			$0	$0	$0
6036	Tualatin	Tualatin	115th		Signal - new	$456,750	2025-2039			$0	$0	$0
6037	Tualatin	Tualatin-Sherwood	Boones Ferry		Add EB right turn lane	$792,000	2014-2024			$0	$0	$0
	Tualatin	TOTAL				$154,595,436		$0	$10,105	$0	$10,105	$10,105
1000	Wash Co	80th	Oleson	Oak	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$11,700,000	2040+			$0	$0	$0
1001	Wash Co	92nd/Allen	Scholls Ferry	Garden Home	Widen to 3 lanes	$3,325,673	2025-2039			$0	$0	$0
1002	Wash Co	113th	McDaniel	Rainmont	New 2-lane collector road	$6,000,000	2025-2039			$0	$0	$0
1003	Wash Co	113th	Rainmont	Cornell	Sidewalk infill	$5,670,000	2025-2039			$0	$0	$0
1004	Wash Co	119th	McDaniel	Cornell	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$10,800,000	2040+			$0	$0	$0
1005	Wash Co	160th	TV Hwy	Farmington	Widen to 3 lanes	$15,000,000	2025-2039			$0	$0	$0
1006	Wash Co	170th	Merlo	Alexander	Widen to 4/5 lanes with enhanced bicycle & pedestrian facilities; replace bridge over Beaverton Creek	$12,839,181	2014-2024			$0	$0	$0
1007	Wash Co	173rd	Bronson	Cornell	Extend 173rd Ave under or over US 26 connecting to 174th Ave	$58,640,000	2025-2039			$0	$0	$0
1008	Wash Co	174th	Meadowgrass	Bronson	Widen to 3 lanes	$16,230,000	2025-2039			$0	$0	$0
1009	Wash Co	175th	Rigert	Weir	Widen to 3 lanes	$13,950,000	2014-2024			$0	$0	$0
1010	Wash Co	175th	Kemmer		Intersection improvement	$2,500,000	2014-2024		$223,633	$0	$223,633	$223,633
1011	Wash Co	175th	Outlook	Horse Tale	Realign roadway, improve to standard	$1,500,000	2025-2039			$0	$0	$0
1012	Wash Co	185th	UGB	Springville	Widen to 3 lanes	$5,000,000	2025-2039			$0	$0	$0
1013	Wash Co	185th	Springville	West Union	Widen to 5 lanes	$4,948,515	2014-2024			$0	$5,985,834	$5,985,834
1014	Wash Co	185th	Blanton	Farmington	Widen to 5 lanes	$12,163,000	2025-2039			$0	$0	$0
1015	Wash Co	185th	Farmington	Bany	Widen to 3 lanes	$14,522,370	2025-2039			$0	$0	$0
1016	Wash Co	197th/198th	Baseline	Alexander	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset	$16,200,000	2040+			$0	$0	$0
1017	Wash Co	198th	Alexander	Blanton	Widen to 5 lanes; add 2nd WB and EB left turn lanes on TV Hwy	$10,450,000	2014-2024			$0	$0	$0
1018	Wash Co	198th	Blanton	Farmington	Widen to 3 lanes	$27,900,000	2014-2024		$609,350	$0	$609,350	$609,350
1019	Wash Co	205th/206th	Quatama	Baseline	Widen to 5 lanes; replace bridge over Beaverton Creek	$31,000,000	2025-2039			$0	$409,467	$409,467
1020	Wash Co	209th	TV Hwy	Farmington	Widen to 5 lanes; reconstruct rail crossing and signal, add EB right turn lane at TV Hwy; widen Butternut Creek bridge	$44,396,000	2014-2024			$0	$1,947,838	$1,947,838

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1021	Wash Co	Alexander	192nd	178th	Add sidewalks, streetscape features, bicycle facilities, signal at 185th Ave, turn lanes at major intersections	$8,363,700	2014-2024			$0	$0	$0
1022	Wash Co	Barnes	119th	Cedar Hills	Widen to 5 lanes	$3,072,464	2014-2024			$0	$0	$0
1023	Wash Co	Barnes	Catlin Gabel entrance	Miller	Widen to 5 lanes	$15,824,176	2014-2024			$0	$0	$0
1024	Wash Co	Barnes	Miller	County line	Widen to 3 lanes	$8,800,000	2025-2039			$0	$0	$0
1025	Wash Co	Basalt Creek East-West Arterial	Grahams Ferry	Boones Ferry	Construct new 4/5-lane arterial	$30,000,000	2025-2039		$10,105	$0	$10,105	$10,105
1026	Wash Co	Beef Bend	150th	131st	Widen to 3 lanes	$15,000,000	2040+			$0	$0	$0
1027	Wash Co	Bull Mountain	Roy Rogers	OR 99W	Widen to 3 lanes	$28,697,248	2040+			$0	$236	$236
1028	Wash Co	Butner	Murray	Cedar Hills	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$11,457,223	2040+			$0	$0	$0
1029	Wash Co	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to 3 lanes	$840,000	2025-2039			$0	$0	$0
1030	Wash Co	Cornelius Pass	Frances	TV Highway	Widen to 5 lanes	$11,307,000	2014-2024	$528	$129,454	$528	$129,454	$129,982
1031	Wash Co	Cornell	US 26	Murray	Widen to 5 lanes	$40,620,000	2025-2039			$0	$1,210,641	$1,210,641
1032	Wash Co	Cornell	143rd / Science Park		Reconfigure intersection	$12,400,000	2025-2039			$0	$0	$0
1033	Wash Co	Cornell	102nd	County line	Widen to 3 lanes	$18,000,000	2040+			$0	$0	$0
1034	Wash Co	Elligsen	Wilsonville city limit	65th	Widen to 3 lanes, add turn pockets & signal at 65th	$3,000,000	2025-2039			$0	$0	$0
1035	Wash Co	Evergreen	East of 25th	West of 253rd	Multi-modal improvements	$1,800,000	2008-2017			$0	$679	$679
1036	Wash Co	Farmington	209th	185th	Widen to 5 lanes	$35,853,659	2025-2039			$0	$0	$0
1037	Wash Co	Farmington	185th	Kinnaman	Widen to 5 lanes	$26,944,468	2025-2039			$0	$0	$0
1038	Wash Co	Fischer	131st	OR 99W	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$4,122,000	2025-2039		$343,937	$0	$395,437	$395,437
1039	Wash Co	Garden Home	92nd	Oleson	Widen to 3 lanes	$9,000,000	2025-2039			$0	$0	$0
1040	Wash Co	Germantown	Cornelius Pass		Intersection improvement	$3,000,000	2025-2039			$0	$0	$0
1041	Wash Co	Germantown	185th		Intersection improvement	$3,000,000	2025-2039			$0	$0	$0
1042	Wash Co	Glencoe/1st	Harewood	Jackson	Widen to 3 lanes	$10,700,000	2025-2039			$0	$0	$0
1043	Wash Co	Grahams Ferry	Helenius	Clay	Widen to 3 lanes; add signal and improve geometry at Tonquin Rd	$11,100,000	2025-2039			$0	$0	$0
1044	Wash Co	Grahams Ferry	Cahalin	County line	Widen to 3 lanes; upgrade railroad crossing; add signal at Clutter Rd	$9,700,000	2025-2039			$0	$0	$0
1045	Wash Co	Greenburg	Hall	Locust	Widen to 5 lanes	$21,445,518	2025-2039			$0	$0	$0
1046	Wash Co	Hall	Scholls Ferry	Oleson	Widen to 5 lanes	$2,401,000	2025-2039			$0	$0	$0
1047	Wash Co	Hall	Oleson	OR 99W	Widen to 3 lanes	$13,164,474	2025-2039			$0	$0	$0
1048	Wash Co	Hall	OR 99W	Durham	Widen to 5 lanes	$39,022,727	2025-2039			$0	$0	$0
1049	Wash Co	Jenkins	158th	Murray	Widen to 5 lanes	$12,253,028	2014-2024		$639,677	$0	$1,047,782	$1,047,782
1050	Wash Co	Johnson	Cornelius Pass	185th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$21,899,700	2025-2039			$0	$0	$0

Appendix A: TDT Road Project List Expenditures
FY 2015-16

List as amended by
Resolution and Order 15-3
January 20, 2015

Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 15-16 TDT	FY 15-16 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
1051	Wash Co	Johnson	185th	170th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; complete missing section over drainage	$13,325,650	2025-2039			$0	$0	$0
1052	Wash Co	Kaiser/143rd	Bethany	Cornell	Widen to 3 lanes	$38,357,000	2025-2039			$0	$108,459	$108,459
1053	Wash Co	Kinnaman	209th	Farmington	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$24,129,000	2025-2039			$0	$0	$0
1054	Wash Co	Kinnaman	198th		Realign offset intersection, signalize or add roundabout	$4,971,000	2014-2024			$0	$0	$0
1055	Wash Co	Laidlaw	Skycrest	Lakeview	Straighten curves; add sidewalks and bike lanes; add turn lanes at appropriate intersections	$9,000,000	2025-2039			$0	$0	$0
1056	Wash Co	Laidlaw	Saltzman	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$19,800,000	2025-2039			$0	$0	$0
1057	Wash Co	Leahy/90th/ 107th	Cornell	Barnes	Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes	$9,000,000	2040+			$0	$0	$0
1058	Wash Co	McDaniel	119th	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$18,900,000	2040+			$0	$0	$0
1059	Wash Co	Merlo/158th	170th	Walker	Widen to 5 lanes	$24,735,000	2014-2024		$1,185,369	$0	$1,292,697	$1,292,697
1060	Wash Co	Miller Hill	Farmington	Gassner	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$8,100,000	2025-2039			$0	$0	$0
1061	Wash Co	Oleson	Scholls Ferry	Fanno Creek bridge	Realign Oleson Rd and reconfigure intersections with Scholls Ferry Rd and B-H Hwy	$34,200,000	2014-2024		$724,927	$0	$3,899,216	$3,899,216
1062	Wash Co	River	Farmington		Intersection improvement	$3,000,000	2025-2039			$0	$0	$0
1063	Wash Co	Saltzman	Laidlaw	Bayonne	Realign 2/3-lane collector road, including bridge over Bronson Creek	$11,100,000	2014-2024			$0	$0	$0
1064	Wash Co	Saltzman	Bayonne	Bauer Woods	Widen to 3 lanes	$8,000,000	2025-2039			$0	$0	$0
1065	Wash Co	Scholls Ferry	Beaverton-Hillsdale	Allen	Widen to 3 lanes	$22,587,000	2025-2039			$0	$0	$0
1066	Wash Co	Scholls Ferry	Hall		Intersection capacity and signal improvements	$2,549,139	2025-2039			$0	$0	$0
1067	Wash Co	Scholls Ferry	OR 217	121st	Widen to 7 lanes	$18,745,186	2040+			$0	$1,644,864	$1,644,864
1068	Wash Co	Scholls Ferry	Murray		Intersection capacity and signal improvements	$1,390,440	2025-2039			$0	$0	$0
1069	Wash Co	Springville	185th	PCC entrance	Widen to 5 lanes	$11,100,000	2014-2024	$6,928	$1,230,864	$449,476	$1,230,864	$1,680,340
1070	Wash Co	Springville	PCC entrance	Kaiser	Widen to 3 lanes	$3,600,000	2014-2024			$0	$0	$0
1071	Wash Co	Taylors Ferry	Oleson	Washington	New 2/3-lane road	$4,390,000	2025-2039			$0	$0	$0
1072	Wash Co	Thompson	Saltzman	County line	Widen to 3 lanes	$37,000,000	2040+			$0	$0	$0
1073	Wash Co	Tonquin	124th	Grahams Ferry	Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd	$10,500,000	2018-2025			$0	$618	$618

Appendix A: TDT Road Project List Expenditures
FY 2015-16

List as amended by
Resolution and Order 15-3
January 20, 2015

Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 15-16 TDT	FY 15-16 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
1074	Wash Co	Tualatin-Sherwood	Langer Farms	Teton	Widen to 5 lanes	$49,150,000	2014-2024			$0	$2,151,468	$2,151,468
1075	Wash Co	Tualatin-Sherwood	Baler		Reconfigure intersection at Baler Way and construct north leg of intersection	$1,000,000	2014-2024			$0	$0	$0
1076	Wash Co	Walker	194th extension	185th	Widen to 5 lanes, right-of-way for turn/auxiliary lanes	$20,000,000	2025-2039			$0	$0	$0
1077	Wash Co	Walker	185th	173rd	Widen to 5 lanes	$9,277,449	2014-2024			$0	$0	$0
1078	Wash Co	Walker	158th		Intersection capacity and signal improvements	$2,549,139	2014-2024			$0	$0	$0
1079	Wash Co	Walker	Murray	OR 217	Widen to 5 lanes	$29,758,929	2014-2024		$774,279	$0	$3,361,941	$3,361,941
1080	Wash Co	West Union	Cornelius Pass	185th	Widen to 5 lanes	$26,192,000	2014-2024			$0	$0	$0
1081	Wash Co	West Union	185th	143rd	Widen to 3 lanes	$34,870,000	2025-2039			$0	$15,244	$15,244
	Wash Co	TOTAL				$1,268,800,052		$7,455	$5,871,595	$450,004	$25,675,829	$26,125,833
8600	Wilsonville	Boones Ferry	Basalt Creek East-West Arterial	Day	Widen to 5 lanes	$1,100,000	2025-2039			$0	$0	$0
8601	Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	$4,640,000	2025-2039			$0	$0	$0
8602	Wilsonville	Day	Kinsman		Construct left turn pocket & signal	$880,000	2014-2024			$0	$0	$0
8603	Wilsonville	Day	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5	$5,000,000	2040+			$0	$0	$0
8604	Wilsonville	Elligsen	Parkway Center	Wilsonville city limit	Widen to 3 lanes	$1,800,000	2014-2024			$0	$0	$0
8605	Wilsonville	Grahams Ferry	Clay	Calahin	Widen to 3 lanes, add double southbound left turn lane at Day	$4,260,000	2014-2024			$0	$0	$0
8606	Wilsonville	Kinsman	Day	Ridder	Construct 3-lane road	$10,400,000	2014-2024			$0	$0	$0
8607	Wilsonville	Ridder	Kinsman		Construct left turn pocket & signal	$850,000	2014-2024			$0	$0	$0
	Wilsonville	TOTAL				$28,930,000		$0	$0	$0	$0	$0
	TOTAL					**$2,744,066,972**		**$1,764,949**	**$29,857,509**	**$4,940,874**	**$73,260,909**	**$78,201,783**

Appendix B: TDT Transit Project List Expenditures
FY 2014-15

List as amended by
Resolution and Order 15-3
January 20, 2015

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 15-16 TDT	FY 15-16 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
Bus Line and Bus Stop Improvements																	
100	185th / Farmington Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 52)	$2,503,000	0%	$2,503,000	100%	$2,503,000	100%	$2,503,000	58%	$1,441,728	2014-2024					
101	B-H Hwy Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 54)	$753,000	0%	$753,000	100%	$753,000	100%	$753,000	58%	$433,728	2014-2024					
102	Beaverton - Tualatin Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Lines 76/78)	$2,835,000	0%	$2,835,000	100%	$2,835,000	100%	$2,835,000	58%	$1,632,960	2014-2024					
103	Century Blvd Bus Line Infrastructure	Shelter and stop infrastructure for new north-south frequent service bus line along Century Blvd (or interim route on Cornelius Pass Rd)	$1,240,000	0%	$1,240,000	100%	$1,240,000	100%	$1,240,000	58%	$714,240	2014-2024					
104	Cornell Rd Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 48)	$2,933,000	0%	$2,933,000	100%	$2,933,000	100%	$2,933,000	58%	$1,689,408	2014-2024					
105	Hillsboro-Bethany Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 47)	$1,875,000	0%	$1,875,000	100%	$1,875,000	100%	$1,875,000	58%	$1,080,000	2014-2024					
106	Pacific Hwy Near Term Improvements	Pacific Hwy near-term shelter, stop and other improvements leading up to SW Corridor HCT	$400,000	0%	$400,000	100%	$400,000	100%	$400,000	58%	$230,400	2014-2024					
107	TV Hwy Near-Term Improvements	TV Hwy near-term shelter, stop and other improvements leading up to TV Hwy HCT	$4,043,000	0%	$4,043,000	100%	$4,043,000	100%	$4,043,000	58%	$2,328,768	2014-2024					
108	Other Bus Stop Improvements	Other shelter, stop and street improvements to support bus service as needed throughout Washington County	$3,500,000	20%	$2,800,000	100%	$2,800,000	100%	$2,800,000	58%	$1,612,800	2014-2024					
Subtotal			$20,082,000		$19,382,000		$19,382,000		$19,382,000		$11,164,032						
Transit Priority Treatments																	
200	Streamline Bus Efficiency Improvements	Bus efficiency treatments such as signal priority, queue bypasses, dedicated bus stops and other treatments to enhance efficiency and improve or preserve service speeds for Frequent Service and key bus lines throughout county	$2,750,000	0%	$2,750,000	100%	$2,750,000	100%	$2,750,000	58%	$1,584,000	2014-2024					
Subtotal			$2,750,000		$2,750,000		$2,750,000		$2,750,000		$1,584,000						
Park & Rides / Transit Centers																	
300	P&R expansion	Expand park & ride capacities in smaller lots on sites within Washington County with direct transit service to Portland and/or Washington County employment areas	$15,000,000	0%	$15,000,000	100%	$15,000,000	100%	$15,000,000	58%	$8,640,000	2014-2024					
Subtotal			$15,000,000		$15,000,000		$15,000,000		$15,000,000		$8,640,000						
Pedestrian/Bicycle Access to Transit																	
400	65th Ave Multi-Use Trail	Ped/bike pathway connecting Tualatin River Greenway and multi-family neighborhoods with #76 bus service at Legacy Meridian Park Medical Center	$3,796,000	0%	$3,796,000	100%	$3,796,000	90%	$3,416,400	100%	$3,416,400	2025-2039					
401	95th Ave Ped/Bike Connection	Ped/bike pathway connecting Springcrest Drive with Sunset Transit Center, including grade-separated ped/bike crossing of Barnes Rd	$11,546,000	0%	$11,546,000	100%	$11,546,000	90%	$10,391,400	100%	$10,391,400	2014-2024					
402	Crescent Connection: Cedar Hills to Lombard	Construct a multi-use use path along Beaverton Creek from Cedar Hills Blvd to Beaverton Transit Center, providing access to Beaverton Central MAX station and Beaverton Transit Center	$1,230,000	0%	$1,230,000	100%	$1,230,000	75%	$922,500	100%	$922,500	2014-2024					
403	TV Hwy Access to Transit	Enhanced bikeway facilities, sidewalks, pedestrian crossings, multi-use trail	$11,667,500	0%	$11,667,500	100%	$11,667,500	90%	$10,500,750	100%	$10,500,750	2014-2024					
404	Washington Square Overcrossing (North)	Pedestrian/bicycle overcrossing of Hwy 217 and Scholls Ferry Rd between Nimbus Dr and north mall area, connecting to Hall/Nimbus WES commuter rail station	$39,781,536	0%	$39,781,536	100%	$39,781,536	90%	$35,803,382	100%	$35,803,382	2025-2039					

Appendix B: TDT Transit Project List Expenditures
FY 2014-15

List as amended by
Resolution and Order 15-3
January 20, 2015

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 15-16 TDT	FY 15-16 Other Funding	TDT 2009-Present	Other Funding 2009-Present	Total TDT and other funding 2009-Present
405	Westside Trail: Cornell to Greenbrier	Multi-use trail connecting business park to Cornell Rd bus line, including grade-separated overcrossing of US 26	$9,000,000	0%	$9,000,000	100%	$9,000,000	90%	$8,100,000	100%	$8,100,000	2014-2024					
406	Bike & Rides	Enclosed, key card accessed bicycle parking at high capcity transit or frequent service bus stops	$1,000,000	0%	$1,000,000	100%	$1,000,000	100%	$1,000,000	100%	$1,000,000	2014-2024					
407	Other Access to Transit Improvements	Other pedestrian and bicycle improvements to support access to transit in Washington County, including sidewalks, pedestrian crossings, bike lanes, multi-use paths and bike parking.	$3,500,000	20%	$2,800,000	100%	$2,800,000	90%	$2,520,000	100%	$2,520,000	2014-2024					
Subtotal			$81,521,036		$80,821,036		$80,821,036		$72,654,432		$72,654,432						
Transit System Requirements																	
500	Merlo Bus Operating Base Expansion	Long-term expansion of bus service in Washington County requires additional capacity at bus storage and maintenance shops.	$1,001,000	0%	$1,001,000	100%	$1,001,000	100%	$1,001,000	58%	$576,576	2014-2024					
501	Elmonica LRV Expansion	Expansion of light rail vehicle yard and maintanance facility for increased service.	$4,000,000	0%	$4,000,000	100%	$4,000,000	100%	$4,000,000	58%	$2,304,000	2025-2039					
502	Electric Bus Supportive Capital Improvements	Capital improvements to support operation and maintenance of electric buses.	$10,000,000	50%	$5,000,000	32%	$1,600,000	50%	$800,000	58%	$460,800	2025-2039					
503	South Hillsboro Transit Improvements	Bus pullouts, shelters, bus layover	$4,830,000	0%	$4,830,000	100%	$4,830,000	100%	$4,830,000	100%	$4,830,000	2025-2039					
Subtotal			$19,831,000		$14,831,000		$11,431,000		$10,631,000		$8,171,376						
High Capacity Transit (HCT)																	
600	Amber Glen Streetcar loop circulator or Red Line extension	Amber Glen LRT spur. (Pending development with sufficient density) Alternative would be a streetcar circulator. Lower end of estimated project cost range is shown because detailed project scoping has not been developed.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	100%	$75,000,000	2025-2039					
601	Red Line to Fair Complex/ Hillsboro Airport	Add a third track and switches and upgrade signals to allow for the Red Line MAX to be extended to the Fair Complex/Hillsboro Airport MAX Station	$6,000,000	50%	$3,000,000	100%	$3,000,000	100%	$3,000,000	58%	$1,728,000	2014-2024					
602	Southwest Corridor HCT	Portland, Sylvania, Tigard and Tualatin high-capacity transit.	$1,075,000,000	50%	$537,500,000	60%	$322,500,000	100%	$322,500,000	58%	$185,760,000	2014-2024		$457,768		$938,530	$938,530
603	Sunset Highway HCT	East-west HCT connecting Hillsboro and Tanasbourne, STC, and St. Vincent's. Detailed project scoping has not been developed.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	58%	$43,200,000	2025-2039					
604	TV Highway HCT	East-west bus rapid transit linking Forest Grove, Cornelius, Hillsboro, Aloha-Reedville and Beaverton Transit Center via the TV Highway corridor. Hillsboro-Beaverton segment includes westbound Business Access & Transit Lane, eastbound bus pullouts, enhanced bikeway facilities, sidewalks, pedestrian crossings, signal modifications on TV Hwy.	$150,000,000	50%	$75,000,000	100%	$75,000,000	100%	$75,000,000	58%	$43,200,000	2014-2024					
605	WES Commuter Rail Upgrades	Capital improvements to allow future service upgrades including double-tracking (for improved frequency and span of service.) Detailed project scoping has not been developed.	$250,000,000	50%	$125,000,000	80%	$100,000,000	100%	$100,000,000	58%	$57,600,000	2025-2039					
Subtotal			$1,781,000,000		$890,500,000		$650,500,000		$650,500,000		$406,488,000		$ -	$457,768	$ -	$938,530	$938,530
TOTAL			**$1,920,184,036**		**$1,023,284,036**		**$779,884,036**		**$770,917,432**		**$508,701,840**		**$ -**	**$457,768**	**$ -**	**$938,530**	**$938,530**

Appendix C:
North Bethany Funding Plan Report

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Introduction

The North Bethany Transportation Funding Plan was adopted by Resolution and Order 11-70 on October 25, 2011. The North Bethany Transportation Funding Plan provided a framework of finance mechanisms necessary to support development within the North Bethany Subarea. The Funding Plan combines pre-existing countywide revenue sources with two new North Bethany-specific revenue sources to assure adequate revenue for transportation infrastructure necessary to serve the North Bethany Subarea.

This report provides an overview of North Bethany Funding Plan and serves as the required North Bethany Transportation System Development Charge annual report. Therefore, the intent of the report is two-fold:

1) Assess the overall Funding Plan and provide a 5-year review and summary of the adequacy of the available funding and ensure that revenues will not significantly exceed projected project needs.

2) Provide a detailed accounting of the North Bethany Transportation System Development Charge activity during Fiscal Year 2015-16.

Overview of Recommendations

This report provides three recommendations:

1. Continue to monitor North Bethany development by type annually to determine if the number of units expected will be similar to the number of units anticipated in the North Bethany Funding Plan.
2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in two years for Fiscal Year 2017-18.

North Bethany Funding Plan Overview

The North Bethany Funding Plan includes four funding programs intended to fund 12 road improvements. The 2011 Funding Plan identified four funding programs, and pre-existing Trust & Agency funds, that would contribute to the transportation improvements necessary to serve the area. These funding programs are described in Table 1.

Table 1: North Bethany Funding Plan – Revenue Sources

Funding Program	Expected Revenue
Major Streets Transportation Improvement Program (MSTIP)	$10,000,000
Transportation Development Tax (TDT)	$21,778,574
North Bethany County Service District for Roads (NBCSD)	$13,354,670
North Bethany Transportation System Development Charge (NBTSDC)	$22,466,756
Pre-Existing Trust & Agency	$1,400,000
TOTAL	**$69,000,000**

Together these funding sources would provide a total of $69,000,000 dollars for 12 transportation improvements. These improvements are described in Table 2.

Table 2: North Bethany Funding Plan – Transportation Improvements

Project Number	Road	Extent	Project Description	Total Cost Estimate
1	Shackelford Rd	West Boundary to Joss	New Collector Rd	$9,300,000
2	Shackelford Rd	Joss to Kaiser	New Collector Rd	$8,800,000
3	Springville Rd	185th to Joss	Improvements	$11,100,000
4	Springville Rd	Joss to Kaiser	Improvements	$3,600,000
5	Springville Rd	Kaiser to Countyline	Improvements	$0*
6	Kaiser Rd	Shackelford to Springville	Improvements	$7,800,000
7	185th Ave	Springville to West Union	Improvements	$4,500,000
8	Shackelford Rd	Kaiser to Countyline	Improvements	$0*
9	Shackelford Rd	½ Bridge over Rock Creek	Bridge	$7,300,000
10	185th and Springville	Realignment	Improvements	$900,000
11	Kaiser Rd	Springville to Bethany	Improvements	$6,100,000
12	Brugger Rd	Joss to Kaiser	Improvements	$3,200,000
13	Joss Rd	Shackelford to Arbor	Improvements	$4,100,000
14	P15 / Oats / 160th	Springville to Brugger	Improvements	$2,300,000
			Total	**$69,000,000**

* The North Bethany Funding Plan anticipated these projects would be funded through development.

A brief summary of each of the funding programs follows.

North Bethany and the Major Streets Transportation Improvement Program (MSTIP)
On June 23, 2015 the Board of County Commissioners approved the high-growth transportation funding program. The program is a partnership between Washington County and the cities of Beaverton, Hillsboro and Tigard to share funding resources for improvements to identified roadways in four major residential growth areas:

- North Bethany & Bonny Slope West (unincorporated Washington County)
- South Hillsboro (City of Hillsboro)
- South Cooper Mountain (City of Beaverton)
- River Terrace (City of Tigard)

This is an innovative cost-sharing partnership that will allow the County and cities to make transportation improvements – without raising property taxes – before deficient roadways become problematic. Two-thirds of the $140 million cost of the identified capacity and safety road-improvement projects will be funded by Washington County; the remaining one-third will be funded by the cities and by development. The cost-sharing is based on travel forecasting that estimates only one-third of travelers using the improved roads will result from the developments. The remaining traffic will be "regional travel"– trips that begin and end outside of the high-growth areas. This will improve county-wide mobility.

Funding projects: Getting ahead of the growth

- The County will issue bonds to fund two-thirds of the project costs.
- Incremental growth in revenue from the county-wide property tax-based Major Streets Transportation Improvement Program (MSTIP) will be used to pay back the bonds. Issuing bonds will allow improvements to be made proactively – before the deficient roadways become problematic.

Preserving funds: Other transportation needs still a high priority
The cost-sharing strategy preserves the existing MSTIP funding level of $35 million/year for improvements on other roadways throughout Washington County. By funding high-growth area road improvements through MSTIP-backed bonds, these high-growth projects will not compete with other transportation projects for MSTIP funds.

Two of the projects identified are on the North Bethany Transportation Funding Plan:

- Springville Road: 185th Avenue to the PCC entrance ($7,833,333 in MSTIP funding)
- 185th Avenue: Springville to West Union ($4,000,000 in MSTIP funding)

While the total of $11.83M in MSTIP is more than the initial $10M anticipated in the funding plan, this total potential amount allows for construction cost increases and provides additional flexibility if necessary. The $10M is looked at as a minimum commitment from MSTIP. Therefore, the MSTIP commitment has been honored. Additional information about the MSTIP high-growth funding program is available at:
http://www.co.washington.or.us/LUT/News/high-growth-transportation-funding.cfm

North Bethany and the Transportation Development Tax (TDT)

The North Bethany Funding Plan allocated 75% of the total TDT revenue anticipated from North Bethany to the roadway improvements identified. The remaining 25% of the TDT revenue would be available to contribute to other roadway improvements countywide necessary to serve growth. The revenue and credits expected for the TDT component of the North Bethany Funding Plan was: **$21,778,574**. Table 4 shows the estimated TDT revenue from North Bethany and calculates the 75% allocation.

Table 4: Summary of North Bethany TDT Revenue

Fiscal Year	Estimated TDT Revenue*	75% Allocation
FY 14-15	$1,141,678	$856,258
FY 15-16	$2,614,654	$1,960,990
Total	**$3,756,331**	**$2,817,248**

* Estimate based on NBTSDC Revenue

TDT Credits in North Bethany

Three TDT Credits have been issued in North Bethany for a total of $365,845.

Summary of TDT and the North Bethany Funding Plan

Subtracting the TDT credits already invested in the North Bethany Subarea from the 75% of TDT revenue allocated to the North Bethany Funding Plan would result in **$2,451,403**. The TDT revenue would be expected to be combined with other funding sources and contribute towards the projects identified on the North Bethany Funding Plan.

North Bethany County Service District for Roads

In the May 17, 2011 election, voters in the North Bethany Subarea approved Ballot Measure No. 34-189, thus taking the necessary step to create the North Bethany County Service District for Roads. The district includes an additional property tax rate of $1.25 per/$1,000 of assessed valuation within the North Bethany Subarea.

The North Bethany County Service District for Roads provides an ongoing funding source. As the North Bethany Subarea develops the assessed valuation and service district revenue are expected to increase and provide additional funding for the North Bethany Subarea. Table 5 shows a summary of the North Bethany County Service District for Roads.

Table 5: Summary of the North Bethany County Service District for Roads Revenue

Fiscal Year	Total Assessed Valuation	Service District Revenue	Running Total
FY 11-12	$26,240,000	$47,519	$47,519
FY 12-13	$26,270,000	$31,849	$79,368
FY 13-14	$28,180,000	$35,728	$115,096
FY 14-15	$43,790,000	$73,029	$188,125
FY 15-16	$80,730,000	$101,655	$289,780

As development continues in the North Bethany Subarea, the total assessed valuation and resulting Service District Revenue per year and total are expected to grow and provide a resource to contribute towards the improvements identified on the North Bethany Funding Plan.

Loan to MSTIP

In particular, one project (P15 / Oats / 160th Srpingville to Brugger improvements) was already completed by the MSTIP program. The cost of these early improvements was structured as a loan from the County Service District to the MSTIP program. These expenses are anticipated to be repaid as revenue becomes available from the Service District.

North Bethany Transportation System Development Charge

The North Bethany Transportation System Development Charge (NBTSDC) became effective November 29, 2010. It is a component of the larger North Bethany Funding Plan, which was subsequently established by the Board of County Commissioners on June 7, 2011. The purpose of the NBTSDC is to fund new or improved capacity-increasing transportation capital infrastructure. The NBTSDC is dedicated solely to fund transportation facilities necessary to serve the North Bethany subarea.

Revenue

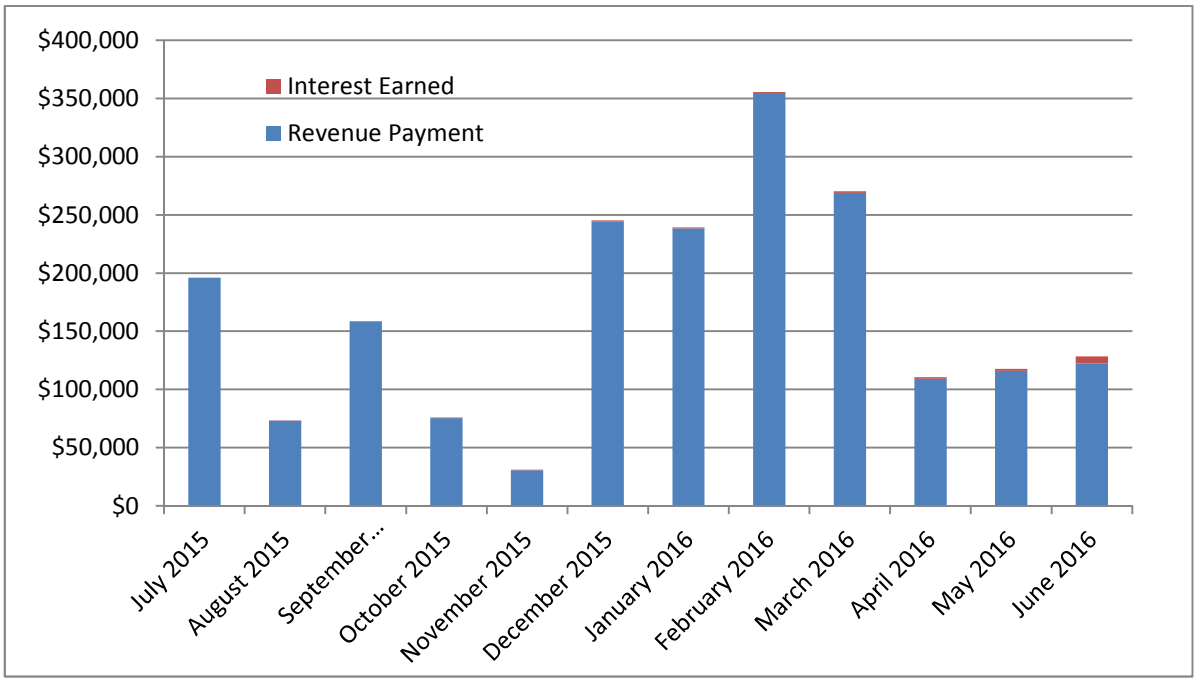
Table 6 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2015 through June 2016 fiscal year. The revenue paid into the NBTSDC account generates interest and the interest earned on the account is also included in on the table.

Table 6: Revenue Receipts by Month

Month	Revenue Payment	Interest Earned
July 2015	$195,929	-$327.66
August 2015	$73,016	$349.73
September 2015	$158,190	$411.41
October 2015	$75,440	$559.75
November 2015	$30,497	$466.30
December 2015	$244,486	$627.82
January 2016	$238,407	$771.94
February 2016	$354,554	$946.47
March 2016	$268,972	$1,221.35
April 2016	$109,239	$1,317.45
May 2016	$116,147	$1,461.35
June 2016	$122,260	$6,236.14
Total	**$1,987,137**	**$14,069.05**

Figure 1 displays the revenue receipts and interest earned by month.

Figure 1: Revenue Receipts by Month



North Bethany Transportation System Development Charge Credits

Credits are issued for cost of constructing eligible transportation improvements. Credit transfers are allowed within the NBTSDC area – such transfers are documented by issuance of a new credit voucher. Credits maybe used in lieu of paying the North Bethany Transportation System Development Charge. Table 7 shows the NBTSDC credits issued through June 30, 2016.

Table 7: North Bethany Transportation System Development Charge Credits*

Credit Number	Improvement	Property	Name of Development	Credit Amount Issued	Issue Date	Credit Used in FY 15-16	Credit Remaining on 6/30/16
Prior Years*				$258,219			
NB15-001	Shackelford Rd	DR Horton	Bethany Abbey Heights 1 & 2	$400,254	11/20/15	$397,345	$2,908
NB15-002	Shackelford Rd	DR Horton	Bethany Commons at Abbey Creek	$114,491	12/9/15	$114,490	$0
NB15-003	Brugger Rd & Joss Rd	DR Horton	Commons at Abbey Creek	$71,871	12/9/15	$44,413 used $27,457 Transfer to NB15-003A	$0
NB15-003A	From NB15-003	DR Horton	Meadows at Abbey Creek	Transfer from NB15-003	4/22/16	$27,457	$0
NB16-001	Brugger Rd & Joss Rd	DR Horton	Commons at Abbey Creek #2	$62,000	3/15/16	$61,130 used $870 Transfer to NB16-00aA	$0
NB16-001A	From NB16-001	DR Horton	Meadows at Abbey Creek	Transfer from NB16-001	4/21/16	$870	$0
NB16-002	Brugger Rd & Joss Rd	DR Horton	Bethany Abbey Meadows	$31,360	4/15/16	$31,360	$0
FY 15-16 Total				**$679,976***		**$677,066**	**$2,908**

* Credits from prior fiscal years are shown in gray and not included in the total.

Credits are an important component of the NBTSDC. The credits issued represent investments that have occurred on NBTSDC eligible facilities. The credits used represent potential revenue that has been invested as improvements in lieu of cash receipts.

Expenditures
No expenditures of the NBTSDC occurred between July 2015 and June 2016.

Construction Cost Index
The NBTSDC index adjustment provides an automatic non-discretionary adjustment to reflect changes in constructions costs. The adjustment occurs on July 1 of each year and no Board action is necessary or required. The NBTSDC Construction Cost Index follows the Transportation Development Tax (TDT) Construction Cost Index. This index is documented in the main Countywide TDT report to which this report functions as an Appendix.

North Bethany Transportation System Development Charge Summary
Total NBTSDC revenue from FY 14-15 was $867,675 the total revenue from FY 15-16 was $1,987,137 therefore the total revenue received is $2,854,812, adding the interest on investments results in a balance as of June 30, 2016 of $2,868,881. Additionally two credits issued worth $258,219 were issued in FY 14-15 and five credits worth $679,976 were issued in FY 15-16. Therefore a total of $938,195 in credits were been issued as of June 30, 2016. The combined revenue plus interest and credits, results in a total of **$3,807,075** in total activity from the North Bethany Transportation System Charge through June 30, 2016.

North Bethany Funding Plan Revenue Source Summary
Table 8 summarizes the North Bethany Funding programs through June 30, 2016.

Table 8: Summary of North Bethany Revenue Sources

	Anticipated in Funding Plan	Actual though June 30, 2016[1]
Major Streets Transportation Improvement Program (MSTIP)*	$10,000,000	$10,000,000
Transportation Development Tax (TDT)**	$21,778,574	$2,818,840
North Bethany County Service District for Roads (NBCSD)	$13,354,670	$289,780
North Bethany Transportation System Development Charge (NBTSDC)	$22,466,756	$3,807,075
Pre-Existing Trust & Agency	$1,400,000	$1,400,000
Total	**$69,000,000**	**$18,315,695**

1) Includes revenue plus interest and credits
* Assumes the MSTIP allocation committed to the North Bethany Funding Plan.
** Estimated from NBTSDC receipts plus credits

Review of North Bethany Development

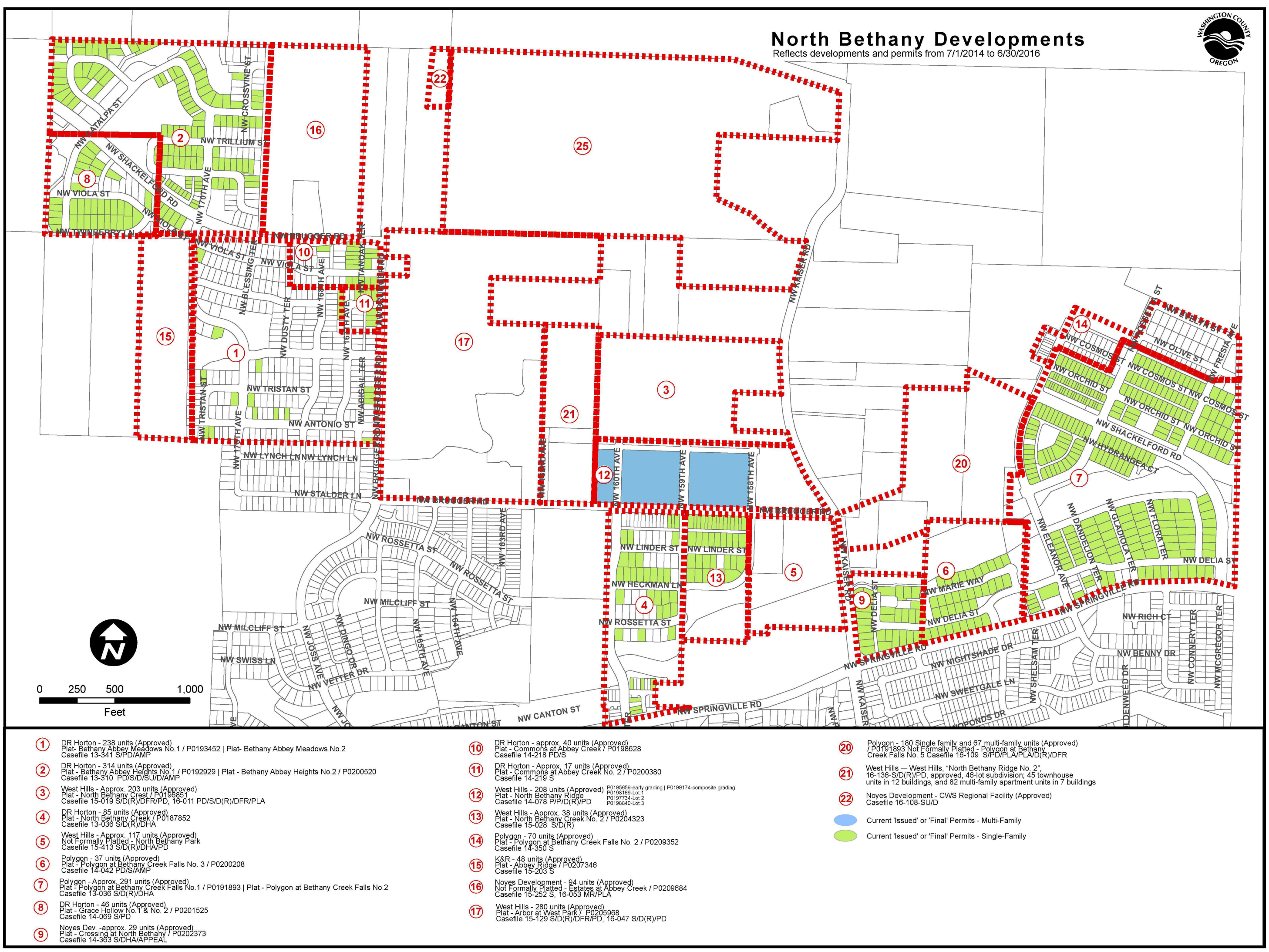
Prior to FY 14-15 no development had occurred in the North Bethany Subarea. Since then development has been proceeding rapidly. Development proposals have been received for much of the Subarea and many of these proposals have been approved. Construction within these approved developments has begun and over 800 units were issued final approval prior to June 30, 2016.

Payment of the four funding programs included in the North Bethany Funding Plan does not occur until after development construction. Various stages may include:

- Issuance of Credits towards required road improvements
- Payment of charges at time of final building permit
- Increased valuation and payment of property taxes

Revenue for construction, which does not occur as a requirement of development approval, is NOT available until after the development has occurred. Figure 2, displays the development permits and status as of June 30, 2016.

Figure 2: Development as of June 30, 2016



North Bethany Development Analysis

As shown in figure 2, considerable development has been initiated but funds have not yet been contributed to the North Bethany Funding Plan. Please note that areas 22 and 25 are in for approval but the number of expected units has not yet been determined at the time of this report. Table 9 shows the residential development expected in the Funding Plan as compared to the units approved and finalized through June 30, 2016.

Table 9: Residential Development

Unit Type	Units Expected in Funding Plan	Units Initiated, June 30, 2016	Units Final, June 30, 2016
Single Family Detached	1,437	2,172*	290
Single Family Attached	1,534		306
Multifamily	1,218	357	252
Total	**4,189**	**2,529**	**848**

*Single Family residential approvals are not distinguished between attached and detached structures

Approximately 60% of the development expected in the North Bethany Funding Plan has been approved. The development approvals cover approximately 50% of the total North Bethany Subarea. Given that the type of development and constraints in each of the areas varies by property it is difficult to gauge a reasonable estimate of development approvals that would be expected on the remaining land area.

Given the remaining land area available, it seems reasonable that the units expected in the North Bethany Funding can be achieved. It is the recommendation of this report to continue to monitor North Bethany development by type to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.

North Bethany Non-Residential Development

Non-residential development must also pay appropriate charges in the North Bethany Funding Plan. The majority of the development is expected to be residential. As non-residential development is completed and pays the appropriate charges these contributions will be included in the future North Bethany Funding Plan reports.

North Bethany Road Project Analysis

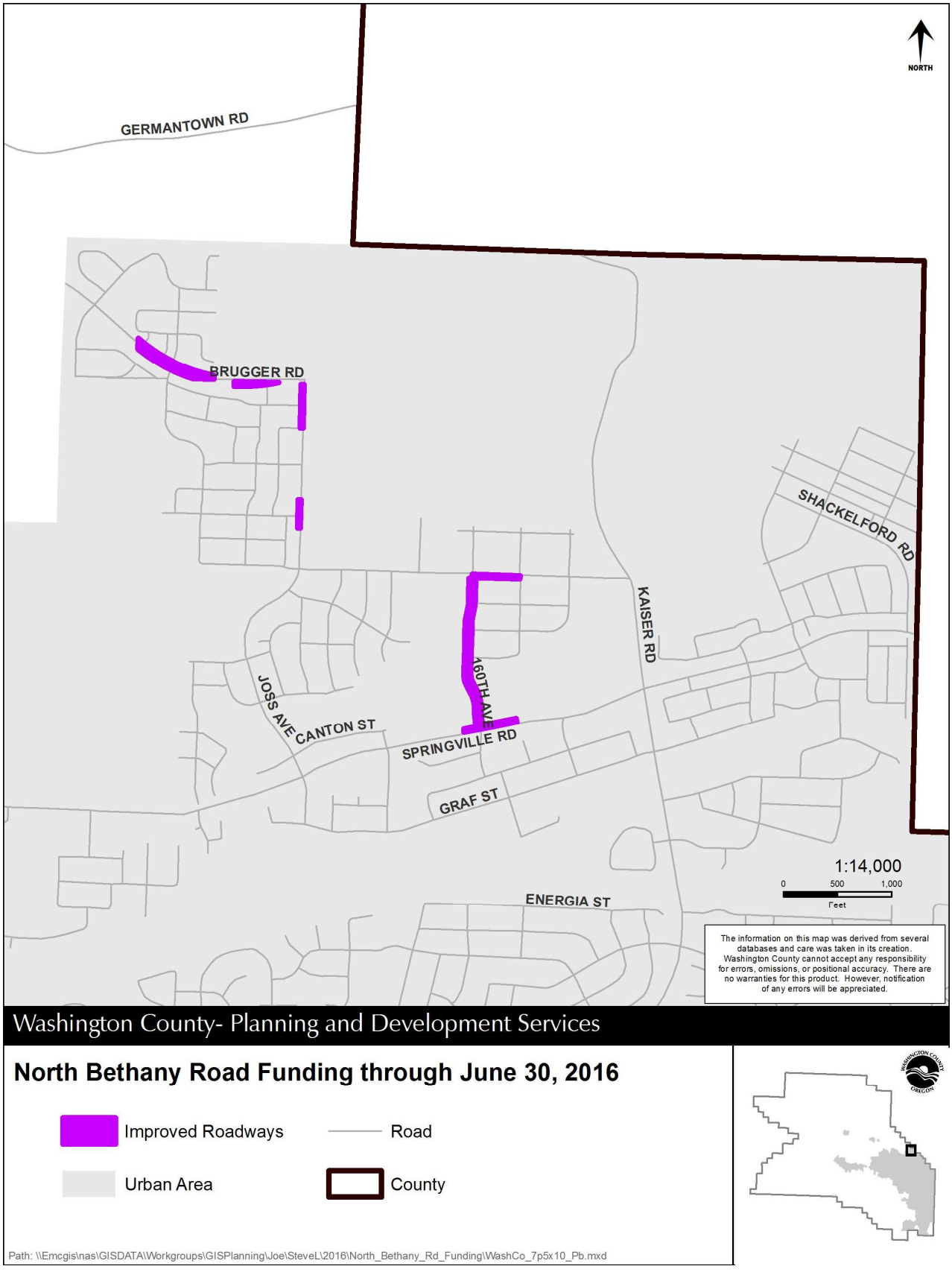
As of June 30, 2016 one capital project had been completed and credits had been issued for parts of four other projects. Several other projects were underway and/or been submitted for credit eligibility review. Table 10 shows the North Bethany Road projects the investment in thus far in each and credit vouchers related to that investment through June 30, 2016 and figure 3 shows the same roadway improvements in a map form.

Table 10: North Bethany Road Project Analysis

Project Number	Road	Extent	Total Cost Estimate	Investment*	Credit Vouchers Issued
1	Shackelford Rd	West Boundary to Joss	$9,300,000	$720,195	TDT15-05, TDT15-06, NB15-001 & NB15-002
2	Shackelford Rd	Joss to Kaiser	$8,800,000		
3	Springville Rd	185th to Joss	$11,100,000		
4	Springville Rd	Joss to Kaiser	$3,600,000	$160,393	TDT14-04
5	Springville Rd	Kaiser to Countyline	$0		
6	Kaiser Rd	Shackelford to Springville	$7,800,000		
7	185th Ave	Springville to West Union	$4,500,000		
8	Shackelford Rd	Kaiser to Countyline	$0		
9	Shackelford Rd	½ Bridge over Rock Creek	$7,300,000		
10	185th and Springville	Realignment	$900,000		
11	Kaiser Rd	Springville to Bethany	$6,100,000		
12	Brugger Rd	Joss to Kaiser	$3,200,000	$77,822	NB14-02
13	Joss Rd	Shackelford to Arbor	$4,100,000	$165,230	NB15-003, NB16-001 & NB16-002
14	P15 / Oats / 160th	Springville to Brugger	$2,300,000	$2,480,397	NB14-01
		Total	**$69,000,000**	**$3,604,037**	

* As of June 30, 2016, includes public construction and/or credits issued.

Figure 3: North Bethany Road Improvements



North Bethany Project Costs

Washington County engineering staff has been diligently working to implement funded projects. There has not been an opportunity or resources available to update the North Bethany Transportation Improvement cost estimates for this report. Review of project costs countywide based on the TDT index and current construction costs bids, suggests that project costs have remained relatively flat through the time period of this report (i.e. through June 30, 2016). Washington County engineering staff expects that inflation related construction cost expenditures will increase going forward.

Given these limitations this report assumes that construction costs remain unchanged through June 2016. It is the recommendation of this report to continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.

Conclusions and Recommendations

The North Bethany Funding Plan considered that development would occur in North Bethany uniformly over a 30-year time period. Staff realized that this assumption would be incorrect. However, additional information about the timing of development was not available.

The North Bethany Subarea is currently experiencing significant growth and construction. There has been considerable additional construction since June 30, 2016 that is not included in this report. The ongoing rapid development of the North Bethany Subarea is recognized as a response to existing market conditions. It is unknown if this is a short term function of the business and development cycle or if it will result in nearly complete buildout of the Subarea over the next few years. Therefore, it is the recommendation of this report to update this review of the North Bethany Funding Plan in two years for Fiscal Year 2017-18.

This report provides three recommendations:

1. Continue to monitor North Bethany development by type to determine if the number of units expected will be similar to the number anticipated in the North Bethany Funding Plan.
2. Continue to adjust the North Bethany Transportation System Development Charges consistent with the TDT index. Independently monitor the project costs for North Bethany roads, if the project costs increase faster in North Bethany than the countywide TDT index, consider adjustments.
3. Due to rapid growth currently occurring in North Bethany, update this review of the North Bethany Funding Plan in two years for Fiscal Year 2017-18.

Appendix D
Bonny Slope West Transportation System Development Charge
Annual Report - Fiscal Year 2015-2016

The Bonny Slope West Transportation System Development Charge (SDC) became effective January 19, 2016. It is a component of the larger Bonny Slope West Funding Plan, which was adopted by the Board of County Commissioners on October 6, 2015. The purpose of the Bonny Slope West Transportation SDC is to fund new or improved transportation infrastructure that will make development possible.

This summary of account activity serves as the required Annual Report for the Bonny Slope West Transportation SDC for Fiscal Year 2015-2016.

BONNY SLOPE WEST TRANSPORTATION SDC FY 2015-2016 SUMMARY

	FY 2015 – 2016
Starting Balance 1/19/2016	$0.00
Revenue	$0.00
Investment Earnings	$0.00
Expenditures	$0.00
Ending Balance 6/30/2016	$0.00

No credits have been issued and no projects have been completed prior to June 30, 2016.

Washington County
Department of Land Use & Transportation • Planning and Development Services
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Washington County
Oregon

Transportation Development Tax

Fiscal Year 2014-2015
Annual Report

July 1, 2014 through June 30, 2015

Washington County
Department of Land Use
& Transportation

December 2015

Board of County Commissioners
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Andy Back, Manager, Planning and Development Services
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TRANSPORTATION DEVELOPMENT TAX

FISCAL YEAR 2014-2015 ANNUAL REPORT

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Appendix A: TDT Project List Expenditures

Appendix B: TDT Transit Project List Expenditures

Appendix C: North Bethany Transportation System Development Charge Annual Report

City of Tigard TDT funds leveraged state funds and county MSTIP funds to complete a capacity project at the intersection of Highway 99W, McDonald Street and Gaarde Street. The project added a second left turn lane onto Gaarde Street, a right turn lane onto McDonald Street, a southbound auxiliary lane on Highway 99W between Gaarde Street and Bull Mountain Road, and improvements to sidewalks, bike lanes and lighting in the vicinity. *Image: Barbara Sherman, The Regal-Courier (Pamplin Media Group)*

I. EXECUTIVE SUMMARY

The Washington County Transportation Development Tax (TDT) is a one-time, countywide tax on development that functions like a system development charge (SDC). The TDT was approved by Washington County voters in 2008 and became effective July 1, 2009. It replaced a previous SDC called the Traffic Impact Fee (TIF) and effectively doubled rates with the intent of increasing investments in growth-accommodating transportation infrastructure. Uniform TDT rates apply across all local jurisdictions within Washington County – incorporated, unincorporated, urban and rural. TDT charges are calculated according to the type and size of development and are based on formulas in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Some development applicants are able to reduce their TDT obligation by deducting for previous land uses or by building public improvements. Additional discounts and delays in the full phase-in of TDT rates were subsequently adopted by the Board of County Commissioners in response to the economic downturn of the late 2000s. On August 5, 2014 the Board of County Commissioners adopted A-Engrossed Ordinance 793, which ended the temporary discounts, effective October 1, 2014.

This annual report is required by county code based on state statutes governing SDCs. Highlights of TDT activity in Fiscal Year (FY) 2014-15 (July 1, 2014 through June 30, 2015) include the following:

- Washington County and the cities collected **$20.3 million in TDT cash proceeds**, a 66 percent increase over the previous fiscal year ($12.2 million).

- The county and cities issued **TDT credits with a total value of $1.8 million**, which is about one third the value of credits issued in FY 2013-14.

- County and city TDT accounts collectively generated over **$315,000 in interest, investment and transfer income.**

- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as **"total TDT activity," was approximately $22.4 million**, a 25 percent increase over the previous fiscal year, and the highest-ever total since the Traffic Impact Fee (the predecessor of TDT) went countywide in 1990.

- Durham, Hillsboro, North Plains, Tigard and Washington County collectively **invested over $970,000 of TDT funds in transportation capital projects**. The City of Tigard invested the most TDT funds, totaling over $785,000 for intersection improvements at Highway 99W/Gaarde/ McDonald, 72nd Avenue/Dartmouth Street and Upper Boones Ferry/Durham Roads. Countywide, more than **$13 million in other revenue** was used to build projects or portions of projects on the TDT Project List.

- **Administration and compliance expenditures totaled approximately $718,000**. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT. County staff time included work on project list update, time addressing questions and concerns from development applicants, and amending TDT policy and project lists.

- TDT accounts across the county had a **total balance of about $54.5 million** on June 30, 2015.

II. TDT POLICY REVIEW

Reporting Requirements

This report fulfills State of Oregon statutory requirements for SDC reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in Washington County code section 3.17.140. These requirements include:

- Annual accounting, showing total revenues and expenditures over the past fiscal year;
- A list of projects that were funded by the TDT in the past fiscal year;
- The amount of funds spent (from TDT and from other sources) on each project; and
- The amount of funds attributed to administration of the TDT.

County code also requires this report to consider whether additional revenues should be generated to provide extra capacity improvements needed to address new development, and whether revenues exceed identified demands. In so doing, the county must consider:

- Construction of facilities on the project list by federal, state or other revenue sources;
- Receipt of unanticipated funds from other sources for construction of facilities on the project list;
- New information provided by the Institute of Transportation Engineers adjusting trip rates; and
- The impact of TDT credits.

Transportation Development Tax Overview

On November 4, 2008 Washington County voters approved the TDT, with 70.25 percent of voters in favor. The TDT is governed by Washington County Code section 3.17 as instituted by A-Engrossed Ordinance No. 691 as amended. In addition, the TDT is governed by Oregon Revised Statutes 223.297 through 223.314.

The TDT replaced the previous countywide transportation SDC, known as the Traffic Impact Fee (TIF), passed countywide in 1990. The TDT, effective July 1, 2009, increased the rates and updated and clarified various procedures. The TDT essentially doubled the transportation SDC developers pay for the impacts new development has on the transportation system. The TDT is imposed on all development within Washington County, including inside the cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville. Each of these cities has signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. Portland and Lake Oswego have opted to allow Washington County to administer the TDT within their jurisdictions.

The TDT is not a property tax. It is a one-time tax on development structured like a SDC. New development is required to pay the tax when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly discussed and reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, county commissioners and other elected officials representing local governments.

The TDT is based on the average traffic generated by each type of development, as estimated in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 7th Edition*. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects, shown on an

official TDT Capital Improvement Projects List ("TDT Project List") maintained by the county, are currently limited to improvements on major roads (arterials and collectors) and selected transit capital projects. Examples of eligible projects include roadway expansions, intersection improvements, sidewalks, bike lanes and bus stop enhancements. Developers may receive credits to help offset their TDT obligation if they construct eligible transportation improvements on the TDT Project List. Partial credit is allowed for improvements to arterials and collectors that are not on the list.

Rate Phase-In, Discounts and Other Policy Changes

The county initially intended to phase in TDT rates over a four-year period, with rates stepping up each year and the full rate taking effect on July 1, 2012. However, in response to the "Great Recession" and subsequent slow recovery, the county took deliberate steps to phase in TDT rates more slowly, apply additional discounts, and provide other accommodations. Accordingly, the Board of County Commissioners ("the Board") approved the following ordinances.

Ordinance 729

Ordinance 729 was developed conceptually by the WCCC and adopted by the Board, effective December 1, 2009. The primary effect of Ordinance 729 was to discount the TDT rates during the phase-in period (through June 30, 2012). The ordinance helped alleviate the impact that national economic conditions had on the development industry. The provisions of Ordinance 729 did the following:

- Established a 20 percent discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10 percent discount for charges paid between July 1, 2010 and June 30, 2011.
- Established a 5 percent discount for charges paid between July 1, 2011 and June 30, 2012.
- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discounted rate and the original rate. Refunds totaling $148,650 were actually issued countywide.
- Amended Washington County code section 3.17.080 to specify that TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Because the 20 percent, 10 percent and 5 percent discounts applied to pre-existing step increases, the effective discounts were even greater compared to the fully phased-in rate. For example, the TDT rate for a single-family home was 55 percent, 36 percent and 19 percent of the fully phased-in rate during the respective fiscal years.

Ordinance 741

During the fall and winter of 2010, county staff worked with the cities and other parties to provide more temporal flexibility in the "previous use" definition within the TDT. Ordinance 741 was adopted July 26, 2011 and became effective August 26, 2011. Under the original TDT ordinance, a previous use was defined as "the most intensive lawful, permitted use existing at a particular property within the past 36

months prior to the date of application for a building permit." Ordinance 741 changed that time frame to "on or after January 1, 2005 but not more than ten years." By expanding this window of time, development applicants theoretically have more opportunities to reduce their TDT obligation by claiming a previous use and subtracting the prior use's TDT from the TDT obligation of the new use.

A-Engrossed Ordinance 746

A-Engrossed Ordinance 746, approved January 17, 2012, delayed the final step increase that would have brought rates to the top level on July 1, 2012. Instead, implementation of the top rates was delayed until as late as July 1, 2015, with the FY 2011-12 rates to be maintained in the interim. These interim rates were approximately 20 percent below the top rates.

A-Engrossed Ordinance 746 provided the Board two opportunities to remove the rate cap early and allow the final step-increase of TDT to occur on July 1, 2013 or July 1, 2014. It required the Board to hold a public hearing no later than April 30 of the respective year to determine whether the discount should be continued or terminated. In making its determination, the Board had to consider the recommendation of the WCCC.

In April 2013 the Board decided to leave the discount in place. In April 2014 the Board decided to maintain the discount tentatively but directed staff to develop a new ordinance that would implement full rates sometime between July 1, 2014 and July 1, 2015. The result, A-Engrossed Ordinance 793, is described later in this section.

A-Engrossed Ordinance 746 also adopted minor administrative changes that:

- Established procedures to replace Construction Cost Index factors when specific information sources are no longer available;

- Required any request to defer payment of TDT to occupancy to be signed by the owner of the property; and

- Established administrative provisions for uncollectable taxes.

Ordinance 751

On June 19, 2012, at the request of the WCCC, the Board considered and adopted Ordinance 751, which established an additional TDT discount for certain building reuses. Effective July 19, 2012, the ordinance established a 50 percent or 75 percent discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to a use with a TDT rate that is calculated per thousand square feet of gross floor area or gross leasable area – primarily commercial and industrial uses. Discounts are applied to the first 5,000 square feet of floor area, and are calculated at 50 percent for buildings three years or older, and 75 percent for buildings 20 years or older. The discount is intended to encourage small- to medium-sized renovation or redevelopment of vacant buildings and spaces. The discount was set to expire on June 30, 2015 but was later extended indefinitely by A-Engrossed Ordinance 793.

In FY 2014-15 several applicants used the change in use discount, including one applicant in Beaverton (general office building changed to a library), one in Hillsboro (multipurpose arcade changed to a mini storage facility), and six in Tigard (typically office or retail changed to a variety of uses such as

restaurants, a veterinary clinic, and medical offices). The total "savings" for developers based on reported change in use discounts in FY 2014-15 was at least $182,000.

A-Engrossed Ordinance 793

A-Engrossed Ordinance 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. The ordinance:

- Ended the temporary discount on TDT rates that was established by Ordinance 729 in 2009, extended by A-Engrossed Ordinance 746 in 2012, and continued through Board resolutions in 2013 and 2014.

- Adjusted the timing of TDT calculations for applicants that have obtained building permits and have deferred some TDT until building occupancy. Applicants are now allowed to pay the TDT rate in effect at the time of building permit acquisition and TDT deferral. Prior to the effective date of A-Engrossed Ordinance 793 applicants that deferred payment to occupancy had to pay the rate that was in effect at the time of occupancy.

- Made permanent the Change-in-Use Discount enacted through Ordinance 751 in 2012. This discount was previously set to expire on July 1, 2015. This discount applies to existing, previously occupied buildings changing to certain commercial and industrial uses.

The first reading of Ordinance 793 occurred on July 15, 2014. At that time the Board directed staff to engross Ordinance 793 in order to make the effective date of the ordinance October 1, 2014, rather than September 4, 2014. Full TDT rates became effective on that date.

Construction Cost Index

The Construction Cost Index ("Index") provides an objective basis for adjusting TDT rates over time. It is a weighted index based on three factors: change in materials costs (weighted 50 percent), change in labor costs (weighted 30 percent) and change in right-of-way costs (weighted 20 percent), averaged over the last five years. The Index must be calculated and shared with the Board of County Commissioners annually no later than April 30. This gives the Board the opportunity to review the Index and, if desired, remove the rate cap established by Ordinance 746 effective July 1 of the respective year. As mentioned previously, A-Engrossed Ordinance 793 removed the rate cap, effective October 1, 2014. In 2015 and subsequent years, the Board decides during the May-June period whether to approve rate increases prescribed by the Index.

In 2013 county staff had to reformulate the Index because the Oregon Department of Transportation (ODOT) discontinued the cost trend report originally used to calculate the materials component of the index. After researching a number of alternatives and conferring with the WCCC, county staff replaced the ODOT index with the National Highway Construction Cost Index. The other two components of the Index, and the weighting of all three components, remain the same.

The Index was applied for the first time on October 1, 2014 when full rates went into effect. The Index had the effect of adjusting the "full" TDT rate downward 1.195 percent due to a significant drop in the National Highway Construction Cost Index that occurred in 2009 and was still affecting the five-year average. A rate adjustment of -1.195 percent was applied to TDT rates effective October 1, 2014 to June 30, 2015.

In spring 2015 as required by the TDT code, staff again calculated the TDT index. This time it resulted in a 0.962% increase, as shown in Table 1 below. The Board adopted the increase on April 21, 2015 and it went into effect on July 1, 2015 at the start of FY 2015-16.

TABLE 1: CONSTRUCTION COST INDEX

YEAR	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014*
Index Components													
Materials Component													
National Highway CCI		1.0031	1.0664	1.1788	1.3492	1.2899	1.2948	1.0970	1.0617	1.0728	1.1624	1.1029	1.103
% Annual Change			6.31%	10.54%	14.45%	-4.39%	0.38%	-15.28%	-3.22%	1.04%	5.00%	-2.09%	0.04%
Avg. 5-Year Change							4.96%	0.50%	-1.89%	-4.54%	-2.81%	-3.40%	0.12%
Labor Component													
BLS Employment Cost Index	90.1	93.5	96.7	100	103.6	107.6	110.9	111.7	113.6	116.4	117.6	118.6	120.7
% Annual Change		3.77%	3.42%	3.41%	3.60%	3.86%	3.07%	0.72%	1.70%	2.46%	1.03%	0.85%	1.77%
Avg. 5-Year Change						3.61%	3.47%	2.93%	2.59%	2.36%	1.80%	1.35%	1.56%
Right-of-Way Component													
Avg. Total Real Market Value	$270,176	$279,865	$308,772	$315,784	$342,179	$399,958	$435,632	$412,268	$391,972	$374,922	$365,516	$ 407,690	$ 453,046
% Annual Change		3.59%	10.33%	2.27%	8.36%	16.89%	8.92%	-5.36%	-4.92%	-4.35%	-2.51%	11.54%	11.13%
Avg. 5-Year Change						8.29%	9.35%	6.21%	4.78%	2.23%	-1.65%	-1.12%	2.18%
Weighted Average Index						**2.74%**	**5.39%**	**2.37%**	**0.79%**	**-1.113%**	**-1.195%**	**-1.516%**	**0.962%**
									<----------Five-year running average---------->				

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2015) was $8,113, up from the $8,036 charged between October 1, 2014 and June 30, 2015. Prior to October 1, 2014 when full rates were implemented by A-Engrossed Ordinance 793, the single-family charge was $6,665.

Project List Changes

The TDT Project List – consisting of a *Road Project List* and a *Transit Project List* – identifies the transportation improvements eligible for TDT expenditures and credits. Some projects are wholly related to growth and are therefore 100 percent eligible for TDT expenditures; other projects address both growth and non-growth needs and are partially eligible for TDT expenditures. Occasionally circumstances require amendments to the TDT Project List to respond to changing conditions such as a new transportation system plan (TSP) or a specific opportunity associated with development. The TDT code language allows the Board of County Commissioners to amend the list by Resolution and Order. This has occurred three times – in 2011, in 2013, and in January 2015.

The January 2015 amendments constituted the most significant update to the Project List since the TDT became effective in 2009. Requests for approximately 400 Project List changes were submitted by ten jurisdictions (Beaverton, Durham, Forest Grove, Hillsboro, North Plains, Sherwood, Tigard, Tualatin, Washington County and Wilsonville). Several of these jurisdictions had recently updated their TSPs and/or added new growth areas, resulting in significant changes. In addition, the Transit Project List was updated in coordination with TriMet. County staff assembled both lists and evaluated and confirmed the proportion of each project related to capacity and future growth (a code requirement based on state statute). The WCCC approved the amendments on January 5, 2015, and forwarded them to the Board of County Commissioners, which adopted them on January 20, 2015 by Resolution & Order 15-03.

The net effect of the January 2015 amendments was to add $452 million in eligible project costs to the Road Project List (a 20 percent increase) and $244 million in eligible project costs to the Transit Project List (a 92 percent increase). While these are significant increases, they reflect an updated picture of growth-related multi-modal transportation needs consistent with local TSPs and the *2014 Regional Transportation Plan*. Table 2 summarizes the Project List changes by jurisdiction.

TABLE 2: TDT PROJECT LIST – SUMMARY OF CHANGES - 1/20/2015

Jurisdiction	Additions	Deletions	Modifications
Beaverton	23	3	13
Cornelius			2
Durham		1	
Forest Grove	1	2	14
Hillsboro	65	8	33
North Plains	2	13	1
Sherwood	15	7	12
Tigard	6	17	19
Tualatin	12	2	7
Washington County	33	23	44
Wilsonville	3	3	4
TOTAL	160	79	149

Work began on yet another TDT Project List amendment toward the end of FY 2014-15, culminating in Board adoption on October 20, 2015 (FY 2015-16). However, the January 20, 2015 TDT Project List is used for the purposes of this year's Annual Report. The modified version of the list is included as Appendices A and B to this report.

III. COUNTYWIDE FINANCIAL ANALYSIS

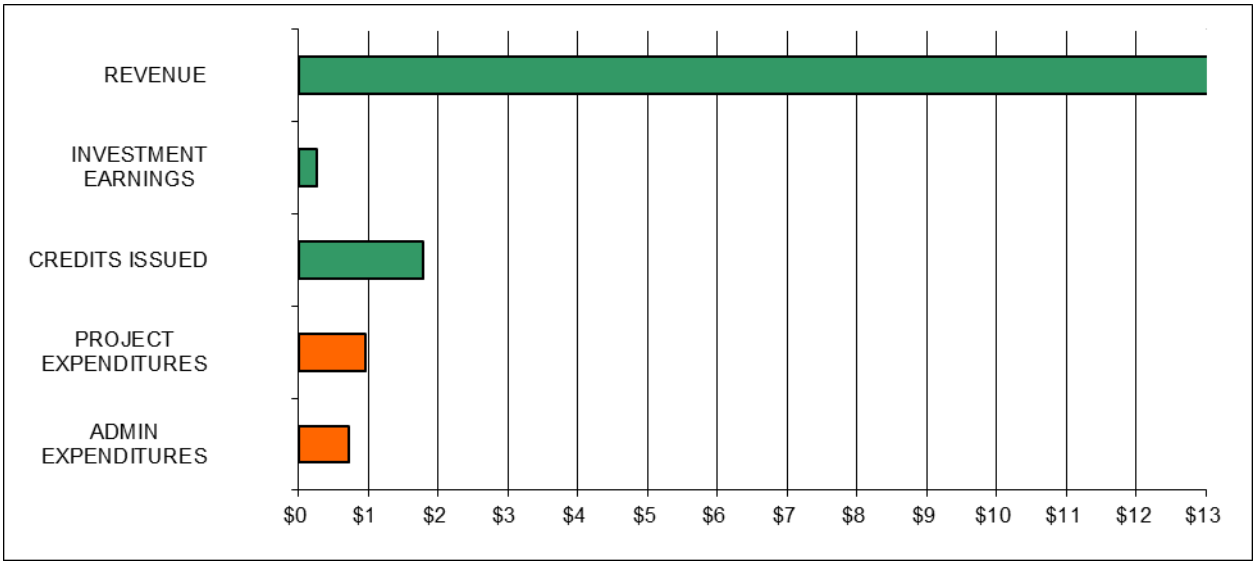
Countywide Total TDT Activity and Balance

In FY 2014-15, the county and cities collected $20,302,835 in TDT revenue, a 66 percent increase over the previous fiscal year. County and city TDT accounts earned interest amounting to $268,658. Adding in a singular fund transfer in the City of Tigard, that value increases to $315,699. Jurisdictions issued 11 different credits totaling $1,792,362 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was $22,410,896 countywide in FY 2014-15.

Expenditures on capital projects (which may include design), totaled $970,163. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to $717,569. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2015 were added together for all jurisdictions across the county, the total "account balance" would be $54,538,650. That total does not include issued TDT credits or outstanding TDT credit balances. To date there has been significantly more TDT revenue than expenditures – a situation that will likely change in coming years. Jurisdictions may be saving TDT for major expenditures in the future, or may still be drawing down their TIF accounts before drawing significant funds from their TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2014-15.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2014-15
(Reported in millions of $'s)

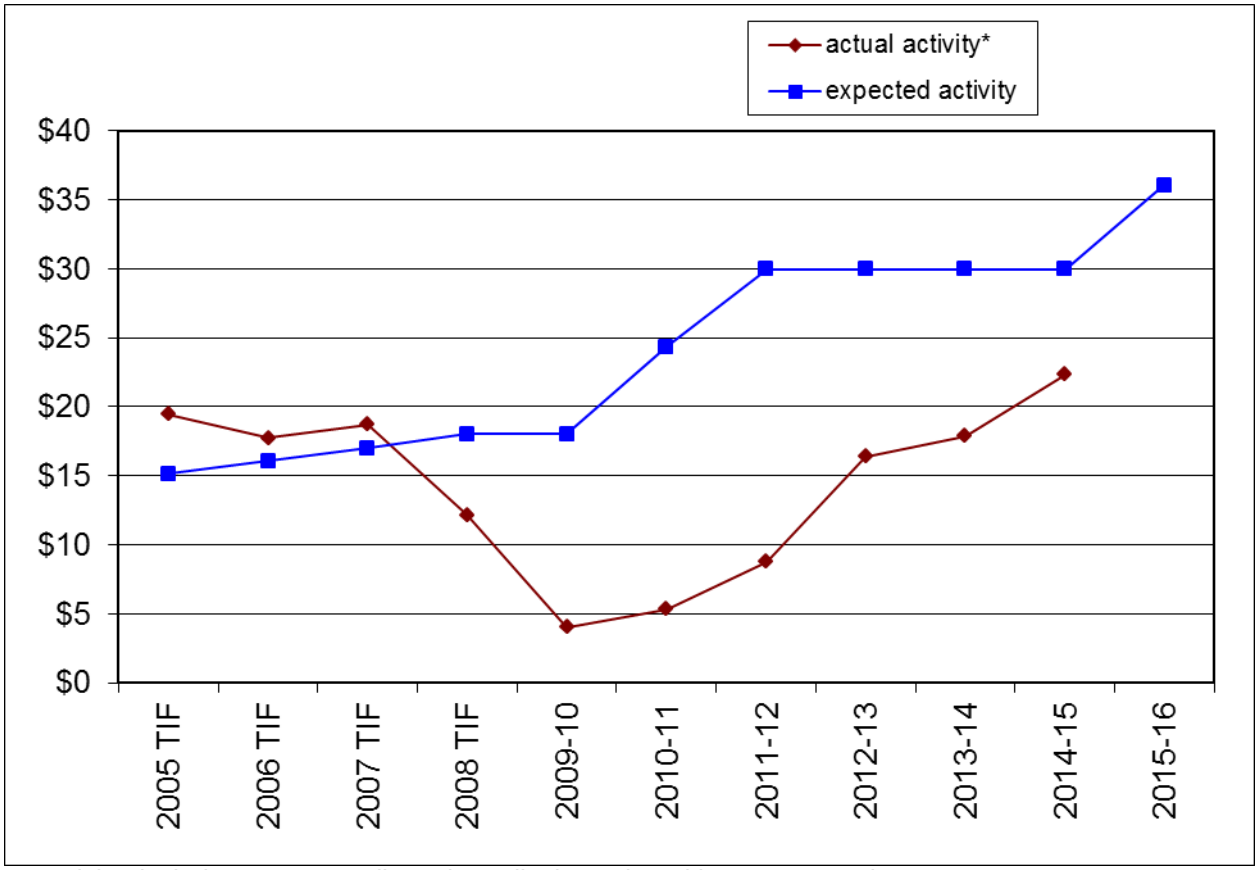


Actual vs. Expected Total TDT Activity

In 2008 the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues once the TDT was completely phased in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the Board approved Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate, and reduced TDT obligations for eligible redeveloping properties (as described in Section II). Based on pre-recession assumptions, "expected" total TDT activity for FY 2014-15 should have been around $30 million. Actual activity was $22.4 million, or approximately 75 percent of that expectation. Total TDT activity in FY 2014-15 was up by 25 percent over FY 2013-14.

Figure 2 compares actual annual TIF and TDT total activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent recovery are obvious in the line graph. Based on recent trends and the fact that TDT rates are now fully phased in, it is possible that actual activity could eventually "catch up" with expected activity.

FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY*
(Reported in millions of $'s)

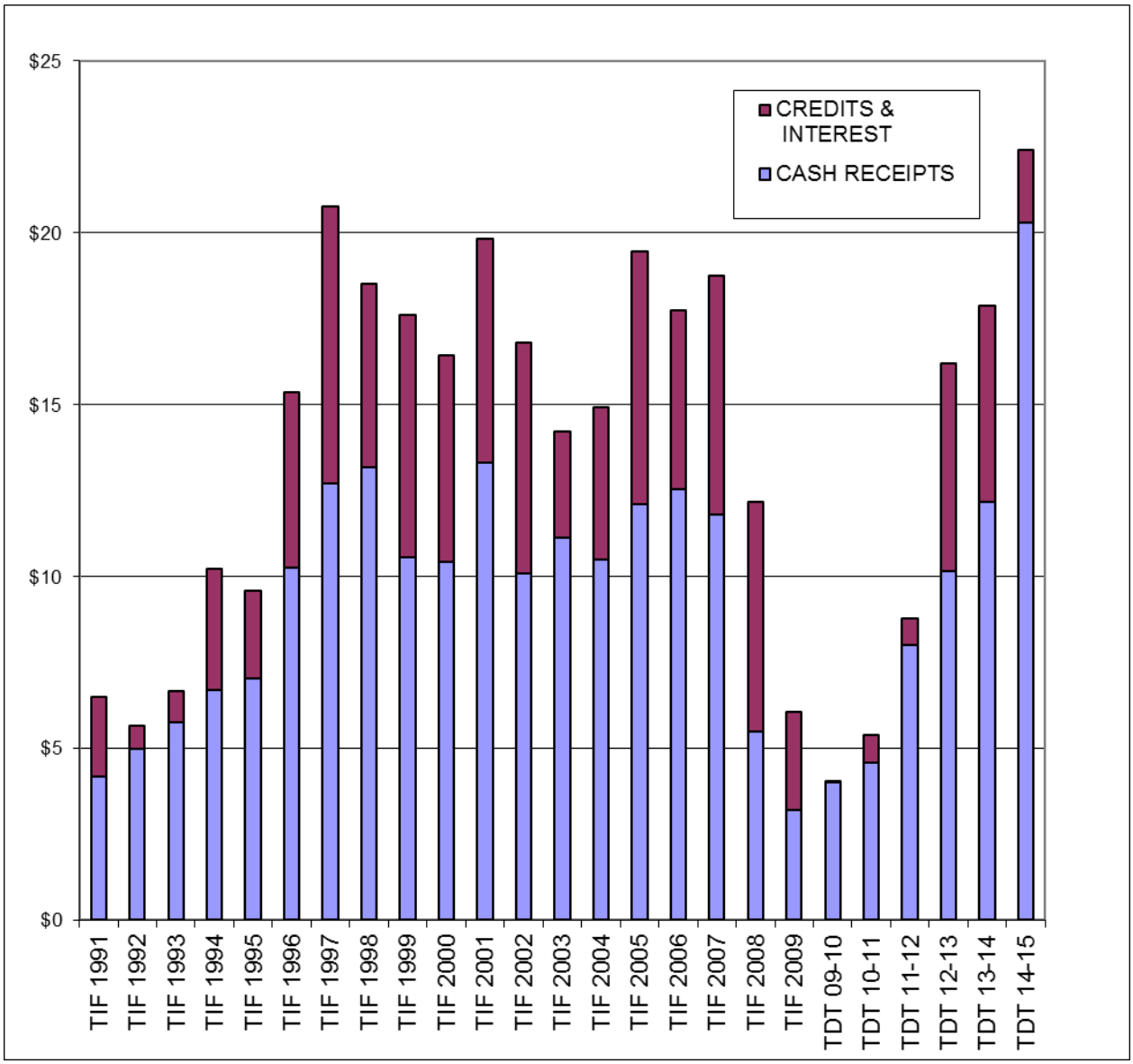


*"Activity" includes revenue collected, credits issued, and interest earned.

Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2014-15 with that of previous years, including TIF activity for calendar years prior to 2010. FY 2014-15 generated the most revenue and the most total activity since the TIF program went countywide in 1990. Much of the gain can be attributed to the implementation of full TDT rates on October 1, 2014, after years of discounted rates. In addition, development activity continues to be strong after the Great Recession. While the 25 percent increase from FY 2013-14 to FY 2014-15 was not as dramatic as some increases in past years (e.g., 2011-12 to 2012-13), total TDT activity has now exceeded that of all pre-recession years.

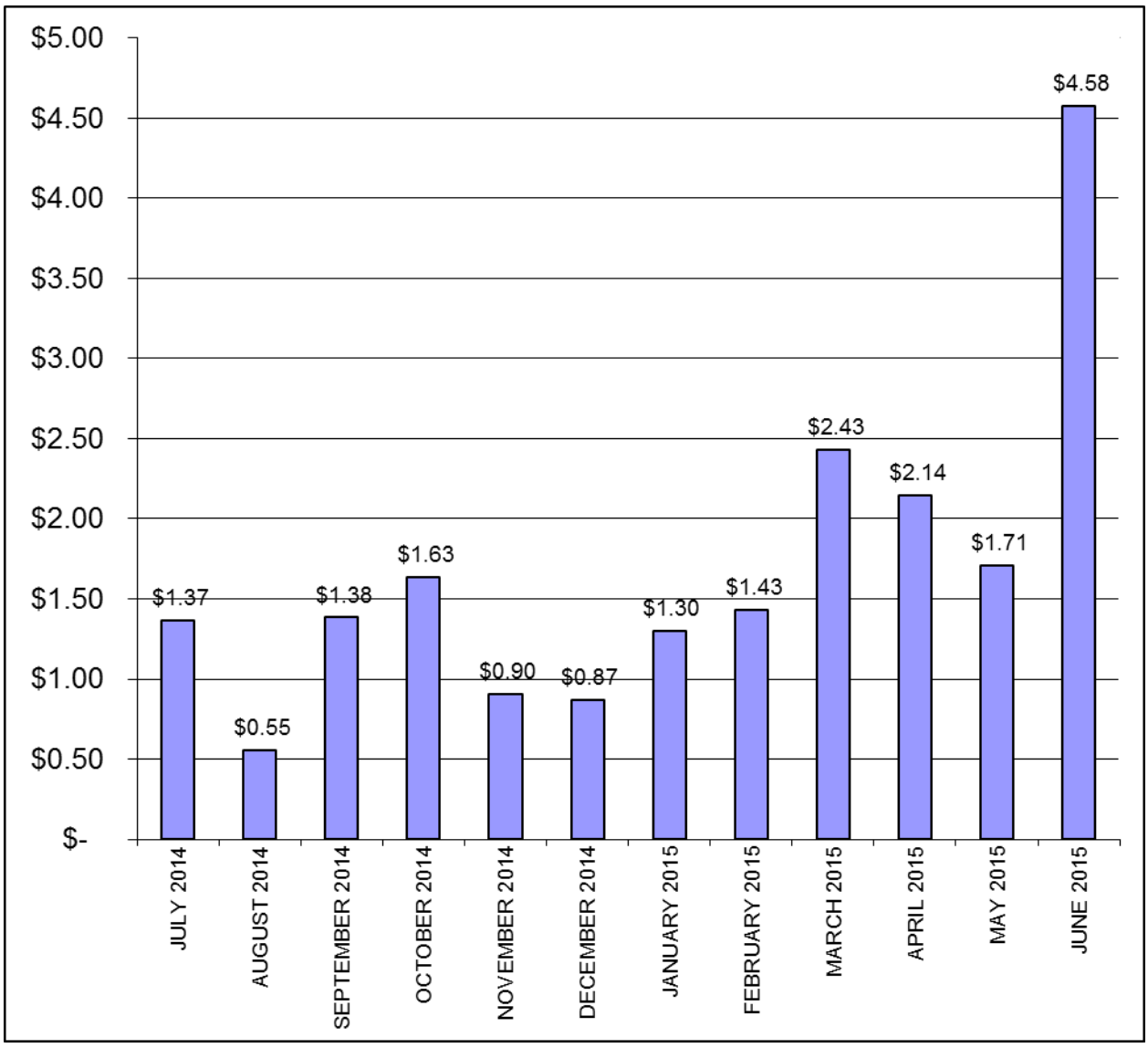
FIGURE 3: ANNUAL PROGRAM COMPARISON
(Reported in millions of $'s)



TDT Payments by Month

TDT payments fluctuate by month, as depicted in Figure 4 below. Variations are due to the seasonality of the construction industry as well as occasional large TDT payments for major development projects. During FY 2014-15, the highest revenue month by far was June 2015, with $4.6 million in cash receipts. This was spread over several jurisdictions in 2014-15, with Washington County leading ($1.84 million), followed by Tualatin ($972,000), Hillsboro ($917,000), and Beaverton ($514,000).

FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2014-15
(Reported in millions of $'s)



Interest Earned

During FY 2014-15, the countywide TDT program collected $268,658 in interest and investment earnings. Adding in fund transfers, of which there was just one (in the City of Tigard), that value increases to $315,699. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Table 3 on the next page includes a breakdown of interest earnings by jurisdiction, along with other information.

Credits

The TDT program provides opportunities for developers to reduce or eliminate TDT charges by improving eligible transportation facilities and/or dedicating right-of-way for future TDT-eligible improvements. After a developer improves a facility or dedicates right-of-way, the improvement is "accepted" by the applicable jurisdiction, and the developer then has 90 days to request a TDT credit. Each request is reviewed by the jurisdiction in order to ensure that the project meets eligibility requirements, that the actual construction costs were reasonable, and that right-of-way values were calculated per code. If all criteria are met, the jurisdiction issues a credit voucher for the specific property and for a specific dollar amount. During the ten years following the issuance of credit, the developer of the subject property may submit a credit voucher in lieu of paying TDT. Credit vouchers may also be transferred to other properties in the vicinity, with some restrictions.

Full credit is generally available for eligible improvements made to facilities listed on the TDT Project List. Partial credit may be available for improvements that are not on the TDT Project List but are on a facility designated as an arterial or collector in the applicable jurisdiction's transportation system plan. During FY 2014-15, a total of 11 separate TDT credits were issued: one each in Beaverton, Hillsboro and North Plains, and eight in unincorporated Washington County. The 11 credits represent $1,792,362 in eligible improvements to the transportation system, about one third the amount of credit issued during the previous fiscal year. Much of the credit activity took place in unincorporated Washington County, including $541,815 for improvements to 205th Avenue as part of the Baseline Woods apartment development. Developers used about $2.41 million in TDT credit vouchers to pay for TDT obligations; some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 3 and Figures 6 and 7 summarize FY 2014-2015 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances. The jurisdictions with the highest cash receipts in FY 2014-15, in order, were unincorporated Washington County ($8.5 million, 42 percent of total), City of Hillsboro ($4.6 million, 23 percent of total) and Beaverton ($3.5 million, 17 percent of total). If credits are included, unincorporated Washington County still had the most TDT activity, with $9.8 million; followed by Hillsboro with $4.7 million in total TDT activity.

In terms of expenditures, Tigard had the highest amount, with $812,322 for capital projects and administrative expenses; this was followed by unincorporated Washington County, with $436,555 in expenditures, and Hillsboro with $229,313 in expenditures. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2015 was highest in Washington County ($19.0 million), followed by the City of Hillsboro ($14.9 million) and Beaverton ($6.3 million).

TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2014-15

(Rounded to nearest dollar)

Jurisdiction	Balance as of 6/30/14	Cash Receipts	Interest Earnings & Transfers	Credits Issued*	"Total Activity"	Project & Admin Expenses	Balance as of 6/30/15
Banks	$ 11,434	$ -	$ 58	$ -	$ 58	$ -	$ 11,491
Beaverton	$ 2,954,843	$ 3,510,352	$ 22,599	$ 390,098	$ 3,923,050	$ 165,398	$ 6,322,397
Cornelius	$ 89,525	$ 144,636	$ 373	$ -	$ 145,009	$ -	$ 234,534
Durham	$ 12,112	$ -	$ 32	$ -	$ 32	$ 12,000	$ 144
Forest Grove	$ 3,392,358	$ 986,970	$ 20,243	$ -	$ 1,007,213	$ -	$ 4,399,571
Gaston	$ 10,632	$ -	$ 64	$ -	$ 64	$ -	$ 10,697
Hillsboro	$10,407,735	$ 4,584,400	$ 88,159	$ 13,814	$ 4,686,373	$ 229,312	$ 14,850,981
King City	$ 1,776,306	$ 6,665	$ 9,110	$ -	$ 15,775	$ -	$ 1,792,081
North Plains	$ 396,267	$ 389,271	$ 2,364	$ 114,383	$ 506,018	$ 32,144	$ 755,758
Sherwood	$ 1,404,016	$ 138,590	$ 7,640	$ -	$ 146,229	$ -	$ 1,550,245
Tigard	$ 1,474,749	$ 435,910	$ 49,863	$ -	$ 485,773	$ 812,322	$ 1,148,200
Tualatin	$ 2,531,695	$ 1,602,357	$ 24,600	$ -	$ 1,626,957	$ -	$ 4,158,652
Washington County	$10,869,680	$ 8,459,982	$ 89,117	$ 1,274,067	$ 9,823,166	$ 436,555	$ 18,982,224
Wilsonville	$ 276,497	$ 43,702	$ 1,476	$ -	$ 45,178	$ -	$ 321,675
Countywide Total	**$35,607,849**	**$20,302,835**	**$ 315,699**	**$ 1,792,362**	**$22,410,896**	**$ 1,687,731**	**$ 54,538,650**

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2014-15
(Does not include credits, interest earnings or fund transfers)

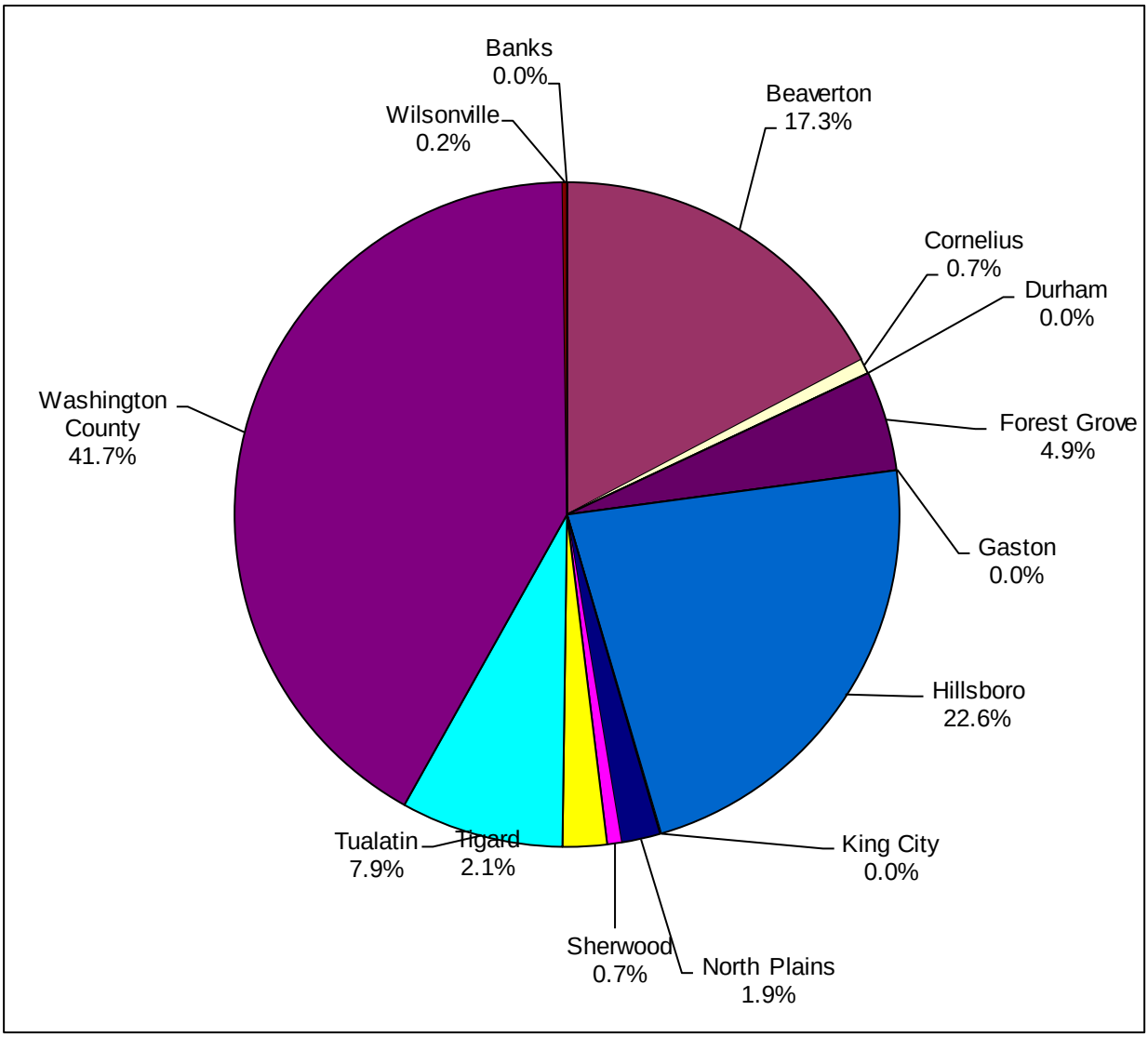
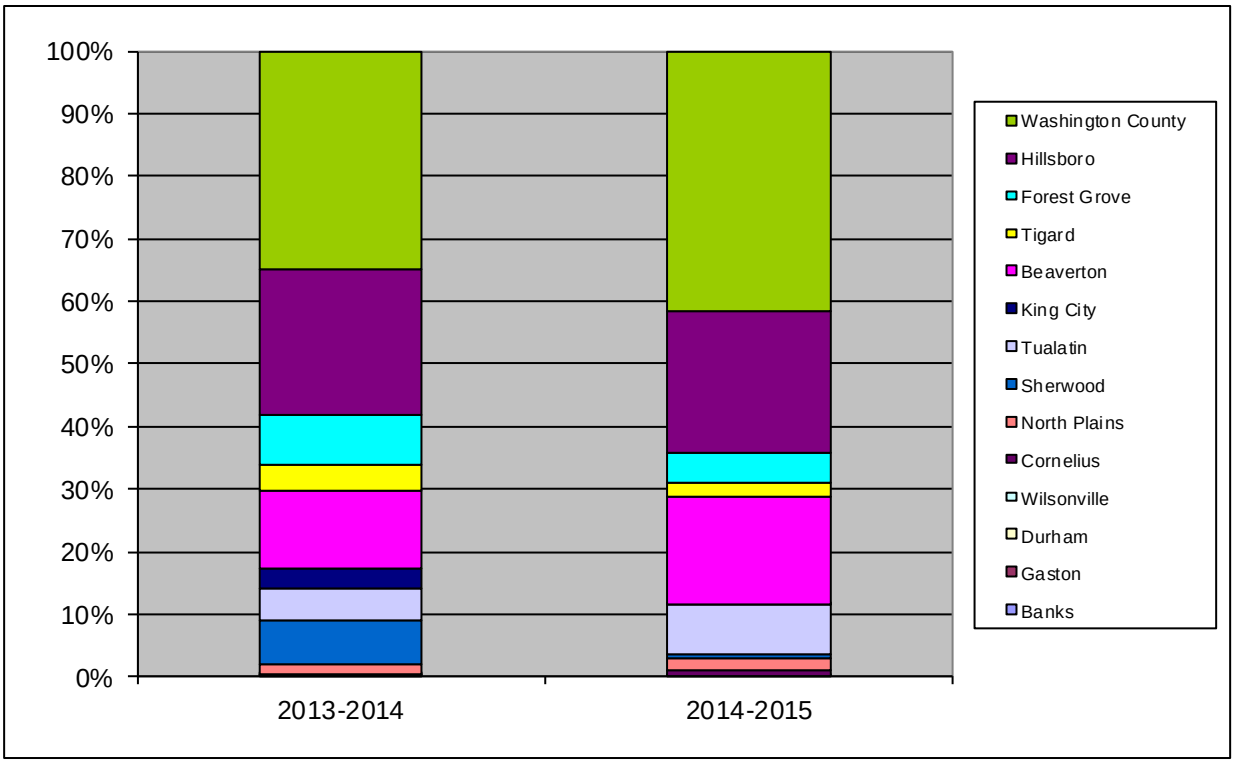


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2013-14 and FY 2014-15
(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2014-15, four cities and Washington County invested a combined total of $970,163 in TDT funds to design and/or construct capital improvements on the TDT Project List. Figures listed below account for FY 2014-15 expenditures only.

- The City of Durham used $11,000 for close-out work on the Upper Boones Ferry Road complete street project.
- The City of Hillsboro used $23,021 for a number of projects, including extensions of Century Boulevard and Cherry Drive, new roads in the South Hillsboro area, and an intersection project at Brookwood Parkway and Bentley Avenue.
- North Plains used $32,144 for improvements along West Union Road.
- The City of Tigard used $785,165 for three projects: the Pacific Highway/Gaarde Street/McDonald Street intersection project, the 72nd Avenue/Dartmouth Street intersection project, and a traffic signal at Upper Boones Ferry/Durham Roads. These projects are intended to improve operations and capacity at congested intersections by adding turn lanes. Sidewalk, crosswalk and bike lane relocations are also included.
- Washington County used $118,833 in TDT funds for the NW Springville Road project between 185th and 173rd Avenues near Portland Community College Rock Creek campus. The Springville Road project will add roadway capacity and include bicycle and pedestrian facilities. Construction funding sources will include TDT and the MSTIP Residential High Growth Areas Transportation Funding program.

Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources including MSTIP, remaining TIF funds, local road funds or general funds, and state grants. In FY 2014-15, jurisdictions invested at least $13.1 million in non-TDT funding resources for projects on the TDT List. Examples include:

- $2.7 million in Washington County Road Fund for the Brookwood Parkway widening project between Highway 26 and Evergreen Parkway.
- Over $2 million in MSTIP 3c and Washington County Road Fund for the Oleson Road bridge replacement in unincorporated Raleigh Hills.
- $1.8 million in MSTIP 3d and City of Tigard gas tax and TIF funds for the Highway 99w/McDonald/Gaarde project.
- $480,000 in MSTIP funds for project development on the Southwest Corridor High Capacity Transit project, which is included on the TDT Transit Project List.

Appendices A and B to this report detail the TDT Road and Transit Project Lists with associated expenditures from TDT and other sources from FY 2009-10 through FY 2014-15. In total, $47.1 million

has been invested in eligible projects on the TDT Project List since 2009, including $3.2 million in TDT funds and $43.9 million in other funds.

TDT Cost Capture

One purpose of this report is to monitor changes in transportation infrastructure needs and to track the percentage of those needs that is "captured" by the TDT. When the TDT was developed, staff estimated that it would raise 28 percent of the revenue necessary to complete eligible components of the projects on the TDT Project List. It assumes that other revenue will come from sources such as the gas tax and the county's property tax-funded Major Streets Transportation Improvement Program and that some needs will remain unfunded. As of the end of FY 2014-15, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover 24.16 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in January 2015, which resulted in a net increase in project needs.

The 2008 TDT Methodology Report estimates how these growth-related infrastructure costs get passed on to new users of the system and provides a basis for TDT rates. It divides the total cost of the TDT Project List by the increase in average daily motor vehicle and transit trip-ends as forecast by the Metro Regional Travel Demand Model. This calculation is repeated each year in the Annual Report to monitor changes in the cost per trip-end due to investments in TDT-eligible projects from all sources and/or changes to the TDT Project List.

Comparing the total cost of TDT-eligible projects that remain unfunded (including nearly $2.7 billion in road projects and over $500 million in transit projects) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of $1,619 per motor vehicle trip and $305 per transit trip. The Captured Cost per New Person Trip-End values (second to last column) remain constant, but now represent 24% of the eligible motor vehicle costs and 15% of eligible transit costs, as shown in Table 4 below. Compliance costs have remained static.

TABLE 4: SDC-ELIGIBLE COST PER PERSON TRIP-END
(Deducting completed projects)

Type of Cost	Remaining SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Captured Cost per New Person Trip-End	Capture Rate
Motor Vehicle Cost	$2,697,487,646	1,666,558	$1,619	$391	24.16%
Transit Cost	$508,221,079	1,666,558	$305	$45	14.76%
Compliance Cost	$5,234,000	1,666,558	$3	$3	100%
Total	$3,210,942,725		$1,927	$439	N/A

The main takeaway is that TDT is now anticipated to cover a slightly smaller percentage of the needs identified on the TDT Project List compared to when the TDT first became effective. As mentioned earlier, this is primarily due to additional projects and revised project cost estimates that have been added to the TDT Project List.

Appendix A: TDT Road Project List Expenditures
FY 2014-15

List as amended by
Resolution and Order 15-3
January 20, 2015

Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
2000	Beaverton	114th/115th	MAX Light Rail	Beaverton-Hillsdale/ Griffith	Construct 2-lane multimodal	$ 11,040,000	2014-2024			$ -	$ -	$ -
2001	Beaverton	120th	Center	Canyon	Construct 2-lane multimodal	$ 9,825,600	2014-2024			$ -	$ -	$ -
2002	Beaverton	125th	Brockman	Hall	Extend 2-lane multimodal	$ 15,345,600	2014-2024			$ -	$ 143,127	$ 143,127
2003	Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	$ 6,955,200	2014-2024			$ -	$ -	$ -
2004	Beaverton	Allen	Murray	Hwy 217	Add turn lanes, bike lanes, sidewalks & signalize	$ 45,926,400	2014-2024			$ -	$ -	$ -
2005	Beaverton	Allen: Murray to Scholls Ferry; Cedar Hills: Farmington to north of Walker; Hall: SB OR 217 ramp to Cedar Hills; Farmington: SB OR 217 ramp to west of Murray			Adaptive signal systems	$ 11,040,000	2014-2024			$ -	$ -	$ -
2006	Beaverton	Baltic	US26 WB	Barnes	Add NB aux lane; Add SB aux lane	$ 570,000	2025-2039			$ -	$ -	$ -
2007	Beaverton	Barnes	117th	Baltic	Bus pullouts, shelters, and transit amenities	$ 700,000	2014-2024			$ -	$ -	$ -
2008	Beaverton	Barnes	116th		Construct traffic signal; Construct 2nd WB left turn lane	$ 384,058	2014-2024			$ -	$ -	$ -
2009	Beaverton	Barnes	Cedar Hills		Add 2nd EB to SB right turn lane	$ 450,000	2014-2024			$ -	$ -	$ -
2010	Beaverton	Barnes	Cedar Hills	Valeria	Add WB aux lane; modify signals	$ 1,250,000	2014-2024			$ -	$ -	$ -
2011	Beaverton	Barnes	Station North/Holly		Construct signal and interconnect; Add WB right turn lane	$ 600,000	2014-2024			$ -	$ -	$ -
2012	Beaverton	Barnes	Station North/Holly	Lois	Add EB and WB aux lanes; Modify traffic signal and interconnect	$ 1,900,000	2014-2024			$ -	$ -	$ -
2013	Beaverton	Barnes	Lois	OR217	Add NB aux lane; Add 2nd SB left turn lane; Modify transit station entrance; Modify traffic signal	$ 600,000	2014-2024			$ -	$ -	$ -
2014	Beaverton	Barnes	OR 217		Add NB right turn lane; Add NB aux lane; Add Wb right turn lane; Add WB aux lane to US 26 WB; Modify traffic signal	$ 2,100,000	2014-2024			$ -	$ -	$ -
2015	Beaverton	Barnes	OR 217	Leahy	Interconnect traffic signals	$ 175,824	2025-2039			$ -	$ -	$ -
2016	Beaverton	Barnes	Baltic		Add EB right turn lane, Add WB left turn lane; Add WB aux lane; Add NB left turn lane; Add NB aux lane; Add dual NB right turn lane; Modify traffic signal	$ 2,700,000	2014-2024			$ -	$ -	$ -
2017	Beaverton	Barnes	Baltic	Monterey Pl	Add WB aux lane; Modify traffic signals	$ 600,000	2025-2039			$ -	$ -	$ -
2018	Beaverton	Barnes	Monterey		Add EB left turn lane; Modify traffic signal	$ 439,560	2025-2039			$ -	$ -	$ -
2019	Beaverton	Barnes	Miller		Add aux lanes at all intersection approaches; Modify Miller SB lane approaches; Modify Miller SB lane assignments; Modify traffic signals	$ 2,500,000	2025-2039			$ -	$ -	$ -
2020	Beaverton	Beaverton-Hillsdale	Western		Turn lanes, signal improvements	$ 2,064,480	2025-2039			$ -	$ -	$ -

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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
2021	Beaverton	Butner	Cedar Hills		Add dual EB left turn lanes; Add single EB right turn lane; Modify signal; Interconnect to US26 interchange signals	$ 1,430,000	2014-2024			$ -	$ -	$ -
2022	Beaverton	Canyon	170th	OR 217	Access management	$ 1,000,000	2014-2024			$ -	$ -	$ -
2023	Beaverton	Canyon	Cedar Hills		Turn lanes, signal improvements	$ 6,922,080	2025-2039			$ -	$ -	$ -
2024	Beaverton	Cedar Hills	300' north of Celeste	Barnes	Add NB and SB aux lanes, extend 300' north of Celeste	$ 2,330,000	2014-2024			$ -	$ -	$ -
2025	Beaverton	Cedar Hills	Barnes	US 26 WB	Add SB multi-use bike/ped facility	$ 250,000	2014-2024			$ -	$ -	$ -
2026	Beaverton	Cedar Hills	US 26 WB		Add NB aux lane to Barnes; Add bike/ped tunnel under WB on ramp; Modify WB offramp lane assignments; Modify and interconnect signals	$ 1,000,000	2014-2024			$ -	$ -	$ -
2027	Beaverton	Cedar Hills	US 26 WB	US 26 EB	Construct sidewalks and bike lanes	$ 670,000	2014-2024			$ -	$ -	$ -
2028	Beaverton	Cedar Hills	US 26 EB		Construct dual SB left turn lanes and EB aux lane; Construct EB left and right turn lanes; Construct signals and interconnect	$ 1,770,000	2014-2024			$ -	$ -	$ -
2029	Beaverton	Cedar Hills	US 26 EB	Butner	Convert NB right turn lane into Th-Rt Aux lane to US26 EB with ped island; Add sidewalk and bike lanes	$ 448,000	2014-2024			$ -	$ -	$ -
2030	Beaverton	Cedar Hills	Walker		Add double left turn lanes on all approaches, add EB rt turn lane	$ 3,545,614	2025-2039			$ -	$ -	$ -
2031	Beaverton	Cedar Hills	Walker	Farmington	Add turn lanes, bike lanes	$ 20,976,000	2014-2024			$ -	$ -	$ -
2032	Beaverton	Cedar Hills	Jenkins		Turn lanes, signal improvements	$ 2,550,240	2025-2039			$ -	$ -	$ -
2033	Beaverton	Cedar Hills	Hall		Add NB rt turn lane	$ 728,640	2025-2039			$ -	$ -	$ -
2034	Beaverton	Cornell	113th		Add aux lanes at all intersection approaches; Modify traffic signal	$ 700,000	2014-2024			$ -	$ -	$ -
2035	Beaverton	Cornell	107th		Construct traffic signal	$ 360,000	2014-2024			$ -	$ -	$ -
2036	Beaverton	Crescent	Rose Biggi	Cedar Hills	Extend 2-lane multimodal	$ 3,864,000	2014-2024			$ -	$ 65,237	$ 65,237
2037	Beaverton	Davies	Scholls Ferry	Barrows	Extend 2-lane multimodal	$ 5,409,600	2014-2024			$ -	$ -	$ -
2038	Beaverton	Dawson/ Westgate	Rose Biggi	Hocken	Extend 2-lane multimodal	$ 9,825,600	2014-2024			$ 220,137	$ 31,576	$ 251,713
2039	Beaverton	Denney	Hall	Scholls Ferry	Add turn lanes, bike lanes & signalize	$ 6,734,400	2014-2024			$ -	$ -	$ -
2040	Beaverton	Farmington	Cedar Hills		Turn lanes, signal improvements	$ 3,036,000	2025-2039			$ -	$ -	$ -
2041	Beaverton	Farmington	Lombard		Add NB rt turn lane	$ 1,689,120	2025-2039			$ -	$ -	$ -
2042	Beaverton	Hall extension	to Jenkins		Construct 2 or 4 lane	$ 15,897,600	2025-2039			$ -	$ -	$ -
2043	Beaverton	Hall	Hocken	Cedar Hills	Extend 2-lane multimodal	$ 6,072,000	2014-2024			$ -	$ -	$ -
2044	Beaverton	Hall	Cedar Hills	Farmington	Add turn lanes, bike lanes	$ 5,740,800	2014-2024			$ -	$ -	$ -
2045	Beaverton	Hall	Center		Turn lanes, signal improvements	$ 121,440	2025-2039			$ -	$ -	$ -
2046	Beaverton	Hall	Allen		Add EB&WB rt turn lanes, NB&SB double lefts	$ 2,373,600	2025-2039			$ -	$ -	$ -
2047	Beaverton	Hall	Denney		Turn lanes, signal improvements	$ 850,080	2025-2039			$ -	$ -	$ -
2048	Beaverton	Hall	500' south of Allen	12th	Add turn lanes, bike lanes	$ 6,734,400	2014-2024			$ -	$ -	$ -
2049	Beaverton	Millikan	TV Hwy	141st	Add turn lanes, signals, bike and ped	$ 18,878,400	2014-2024			$ -	$ -	$ -

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2050	Beaverton	Millikan	Murray		Rt turn lane for WB Millikan	$ 607,200	2025-2039			$ -	$ -	$ -
2051	Beaverton	Millikan	141st	Hocken	Add signal, turn lanes, bike & ped	$ 2,870,400	2014-2024			$ -	$ -	$ -
2052	Beaverton	Millikan	Watson	114th	Extend 2-lane multimodal	$ 15,235,200	2014-2024			$ -	$ -	$ -
2053	Beaverton	Murray	Allen		Turn lanes, signal improvements	$ 1,578,720	2025-2039			$ -	$ -	$ -
2054	Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	$ 1,280,640	2025-2039			$ -	$ -	$ -
2055	Beaverton	New street	Broadway	115th	Construct 2-lane multimodal	$ 4,968,000	2014-2024			$ -	$ -	$ -
2056	Beaverton	Nimbus	Denney	Hall	Extend 2-lane multimodal	$ 17,001,600	2014-2024			$ -	$ -	$ -
2057	Beaverton	Rose Biggi/ Westgate	Hall	Crescent	Extend 2-lane multimoal	$ 3,864,000	2014-2024			$ -	$ 34,687	$ 34,687
2058	Beaverton	Rose Biggi	TV Hwy	Broadway	Extend 2-lane multimodal	$ 3,312,000	2014-2024			$ -	$ -	$ -
2059	Beaverton	Scholls Ferry	Allen		Turn lanes, signal improvements	$ 3,929,172	2025-2039			$ -	$ -	$ -
2060	Beaverton	Scholls Ferry	Nimbus		Turn lanes, signal improvements	$ 1,733,280	2025-2039			$ -	$ -	$ -
2061	Beaverton	Scholls Ferry	125th		Add SB rt turn lane	$ 1,280,640	2025-2039			$ -	$ -	$ -
2062	Beaverton	Scholls Ferry	Davies		Add NB rt turn lane, close east end of Scholls Ferry @Barrows	$ 331,200	2025-2039			$ -	$ -	$ -
2063	Beaverton	Scholls Ferry	Barrows (west end)		Add SB rt turn lane	$ 331,200	2025-2039			$ -	$ -	$ -
2064	Beaverton	Sexton Mountain	160th	155th	Extend 2-lane multimodal	$ 2,760,000	2014-2024			$ -	$ -	$ -
2065	Beaverton	Walker	173rd		Turn lanes, signal improvements	$ 2,760,000	2025-2039			$ -	$ -	$ -
2066	Beaverton	Walker	167th		Signalize, add SB left turn lane	$ 187,680	2025-2039			$ -	$ -	$ -
2067	Beaverton	Weir	155th	175th	Turn lanes, bike lanes, sidewalks	$ 4,526,400	2014-2024			$ -	$ -	$ -
	Beaverton	TOTAL				$ 317,631,668		$ -	$ -	$ 220,137	$ 274,627	$ 494,764
7000	Cornelius	10th	Adair/Main	Baseline	Add left & right turn lanes at couplet intersection approaches	$ 1,320,000	2014-2024		$ 451,605	$ -	$ 456,005	$ 456,005
7001	Cornelius	14th	Holladay	Dogwood	Add signals at TV Hwy and widen existing travel lanes	$ 2,100,000	2025-2039			$ -	$ -	$ -
7002	Cornelius	Baseline	10th	20th	Inteconnect signals and consolidate access points	$ 540,000	2014-2024			$ 447,492	$ 8,200	$ 455,692
7003	Cornelius	Cornelius-Schefflin	Verboort Circle	South city limit	Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes	$ 5,550,000	2014-2024		$ 3,948	$ -	$ 9,015,238	$ 9,015,238
7004	Cornelius	Davis St Extension	4th	10th	New 2-lane collector	$ 2,500,000	2014-2024			$ -	$ -	$ -
7005	Cornelius	Forest Grove Connectivity	East Forest Grove city limit	West Cornelius city limit	Construct new 2-lane collector between Cornelius & Forest Grove	$ 1,500,000	2025-2039			$ -	$ -	$ -
7006	Cornelius	Holladay St Extension	Yew (Forest Grove)	4th	New 2-lane collector	$ 10,764,871	2014-2024			$ -	$ -	$ -
7007	Cornelius	Holladay St Extension	10th	Gray	New 2-lane collector	$ 1,300,000	2014-2024			$ -	$ -	$ -
7008	Cornelius	Holladay St Extension	Gray	19th	New 2-lane collector	$ 1,300,000	2014-2024			$ -	$ -	$ -
7009	Cornelius	Susbauer / 19th	TV Hwy	Zion Church	Add new traffic signals at Holladay and Davis and widen existing travel lanes	$ 12,930,000	2014-2024			$ -	$ 87,698	$ 87,698
7010	Cornelius	TV Highway Corridor	4th	29th	Traffic signal system coordination	$ 450,000	2014-2024			$ -	$ -	$ -
	Cornelius	TOTAL				$ 40,254,871		$ -	$ 455,553	$ 447,492	$ 9,567,141	$ 10,014,633

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8000	Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes (Durham share of cost only)	$ 342,857	2014-2024	$ 11,000		$ 11,000	$ -	$ 11,000
	Durham	TOTAL				$ 342,857		$ 11,000	$ -	$ 11,000	$ -	$ 11,000
7500	Forest Grove	19th	Poplar	HWY 47	Extend 2-lane collector	$ 1,517,156	2014-2024			$ -	$ -	$ -
7501	Forest Grove	23rd/24th	Hawthorne	Quince	Construct 2-lane collector	$ 4,260,000	2025-2039			$ -	$ -	$ -
7502	Forest Grove	26th	Sunset	Oak	Extend 2-lane collector and improve 26th Ave to city standards	$ 9,310,000	2014-2024			$ 2,155	$ 262,593	$ 264,748
7503	Forest Grove	OR 47	Maple		Construct improvements (e.g. traffic signal including interconnect with rail crossing in longer term)	$ 3,750,000	2014-2024			$ -	$ -	$ -
7504	Forest Grove	OR 47	Elm		Construct improvements (e.g. traffic signal)	$ 390,000	2014-2024			$ -	$ -	$ -
7505	Forest Grove	B	David Hill	Hartford	Extend 2-lane collector	$ 6,068,623	2014-2024			$ -	$ -	$ -
7506	Forest Grove	David Hill	East terminus	OR 47	Construct 3-lane arterial	$ 1,361,000	2014-2024		$ 1,652	$ -	$ 1,064,308	$ 1,064,308
7507	Forest Grove	E/Pacific/19th	E	19th	Extend 2-lane couplet	$ 4,940,000	2014-2024			$ -	$ -	$ -
7508	Forest Grove	Hawthorne	26th	Willamina	Extend 2-lane collector	$ 7,885,582	2014-2024			$ -	$ -	$ -
7509	Forest Grove	Heather	OR 47	Mountain View	Extend 2-lane collector	$ 1,730,000	2014-2024			$ -	$ -	$ -
7510	Forest Grove	Laurel	26th	22nd	Extend 2-lane collector	$ 8,598,914	2014-2024			$ -	$ -	$ -
7511	Forest Grove	Main	David Hill	Hartford	Extend 2-lane collector	$ 6,068,623	2014-2024			$ -	$ -	$ -
7512	Forest Grove	Oak	OR 47	Pacific	Upgrade to 2-lane collector; add signal	$ 4,650,591	2014-2024			$ -	$ -	$ -
7513	Forest Grove	Thatcher	Gales Creek	David Hill	Realign and signalize intersection; road improvements from Gales Creek to David Hill	$ 10,907,405	2014-2024			$ -	$ -	$ -
7514	Forest Grove	TV Hwy	Quince		Add turn lanes / signal	$ 1,073,573	2014-2024			$ -	$ -	$ -
7515	Forest Grove	Willamina	Main	Sunset	Improve collector to city standards	$ 2,059,722	2014-2025			$ -	$ 4,423	$ 4,423
	Forest Grove	TOTAL				$ 74,571,188		$ -	$ 1,652	$ 2,155	$ 1,331,324	$ 1,333,479
3000	Hillsboro	1st/Glencoe	Grant		Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant	$ 2,000,000	2025-2039			$ -	$ -	$ -
3001	Hillsboro	13th/River	TV Hwy		Add EB right turn lane and NB left turn lane	$ 4,500,000	2025-2039			$ -	$ -	$ -
3002	Hillsboro	28th	Cornell	Main	Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment	$ 5,000,000	2014-2024			$ -	$ -	$ -
3003	Hillsboro	69th (Quatama)	227th	Baseline	New 3 lane extension	$ 4,943,785	2025-2039			$ -	$ -	$ -
3004	Hillsboro	185th	Walker		Intersection capacity and signal improvements	$ 6,000,000	2025-2039			$ -	$ -	$ -
3005	Hillsboro	194th Extension	Cornell	Amberwood Extension	New 3-lane collector, Remove segment Amberglen Pkwy	$ 2,250,000	2014-2024			$ -	$ -	$ -
3006	Hillsboro	194th Extension	Stucki Extension		Signalize or construct roundabout	$ 1,100,000	2025-2039			$ -	$ -	$ -
3007	Hillsboro	194th Extension	Stucki Extension	Wilkins	New 3-lane collector	$ 3,500,000	2025-2039			$ -	$ -	$ -
3008	Hillsboro	194th Extension	Wilkins		Signalize	$ 364,000	2025-2039			$ -	$ -	$ -
3009	Hillsboro	205th/John Olson	Wilkins	MAX Light Rail	Complete bike lanes	$ 200,000	2014-2024			$ -	$ -	$ -

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3010	Hillsboro	209th	Blanton		Signalize; turn lane improvements	$ 671,000	2014-2024			$ -	$ -	$ -
3011	Hillsboro	209th	Kinnaman		Signalize; turn lane improvements	$ 1,016,000	2014-2024			$ -	$ -	$ -
3012	Hillsboro	209th	McInnis Lane		Construct traffic signal or roundabout	$ 1,574,000	2014-2024			$ -	$ -	$ -
3013	Hillsboro	209th	Butternut Creek Pkwy		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3014	Hillsboro	209th	Deline		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3015	Hillsboro	209th	Vermont		Signalize	$ 364,000	2025-2039			$ -	$ -	$ -
3016	Hillsboro	209th	Murphy Lane		Signalize	$ 364,000	2025-2039			$ -	$ -	$ -
3017	Hillsboro	229th	TV Hwy		Close south leg and modify signal	$ 935,000	2014-2024			$ -	$ -	$ -
3018	Hillsboro	229th	Alexander	Kinnaman	Widen to 3 lanes	$ 4,126,000	2014-2024			$ -	$ -	$ -
3019	Hillsboro	229th/Century	Kinnaman		construct roundabout	$ 1,027,000	2014-2024			$ -	$ -	$ -
3020	Hillsboro	229th	Kinnaman	Rosedale	Widen to 3 lanes; Realign and construct Butternut Creek bridge	$ 16,007,000	2025-2039			$ -	$ -	$ -
3021	Hillsboro	229th	Vermont		Construct roundabout	$ 1,046,000	2025-2039			$ -	$ -	$ -
3022	Hillsboro	231st	MAX Light Rail	Baseline	Widen to 3 lanes	$ 6,800,000	2014-2024			$ -	$ -	$ -
3023	Hillsboro	231st	Cornell	Campus Way	Widen to 5 lanes with multimodal improvements	$ 170,000	2014-2024			$ 33,425	$ -	$ 33,425
3024	Hillsboro	231st	Campus Way	Cherry	Construct southbound cycle track and west pedestrian improvements	$ 60,000	2014-2024			$ -	$ -	$ -
3025	Hillsboro	231st	MAX Light Rail		Signal & pedestrian crossing improvements	$ 225,000	2014-2024			$ -	$ -	$ -
3026	Hillsboro	234th	Johnson		Signalize	$ 364,000	2025-2039			$ -	$ -	$ -
3027	Hillsboro	253rd	Meek	Evergreen	New 3-lane collector	$ 12,000,000	2014-2024			$ -	$ -	$ -
3028	Hillsboro	253rd	Huffman		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3029	Hillsboro	253rd	Evergreen		Signalize	$ 364,000	2025-2039			$ -	$ -	$ -
3030	Hillsboro	25th Ave	Cornell		Intersection capacity and signal imp	$ 1,000,000	2014-2024			$ -	$ -	$ -
3031	Hillsboro	264th	Meek	Evergreen	New 3 lane collector	$ 14,000,000	2014-2024			$ -	$ -	$ -
3032	Hillsboro	264th	Huffman		Signalize	$ 364,000	2025-2039			$ -	$ -	$ -
3033	Hillsboro	264th	Evergreen		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3034	Hillsboro	Airport (Butler)	Brookwood	Dawson Cr	Widen to 3 lane	$ 600,000	2025-2039			$ -	$ -	$ -
3035	Hillsboro	Alexander/ Blanton	229th	209th	New 3 lane collector	$ 12,521,000	2014-2024			$ -	$ -	$ -
3036	Hillsboro	Alexander Extension	Town Center Drive		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3037	Hillsboro	Alexander Extension	West Neighborhood Route		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3038	Hillsboro	Aloclek	Amberwood	Cornelius Pass	Extend 3 lane	$ 3,909,666	2014-2024			$ -	$ 449,709	$ 449,709
3039	Hillsboro	Amberwood	Cornelius Pass	206th	Widen to 3 lane	$ 2,932,250	2014-2024			$ -	$ -	$ -
3040	Hillsboro	Amberwood Extension	Amberbrook	194th extension	Extend 3 lanes	$ 1,400,000	2014-2024			$ -	$ -	$ -
3041	Hillsboro	Amberwood Extension	194th		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3042	Hillsboro	Bentley	Brookwood		Add east approach, Add EB Left turn lane and Signalize	$ 1,100,000	2025-2039	$ 652		$ 652	$ -	$ 652
3043	Hillsboro	Blanton Extension	East Neighborhood Route		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -

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3044	Hillsboro	Brookwood	US 26	Evergreen	Widen to 7 lanes, add turn lanes and aux lanes at Evergreen	$ 15,000,000	2014-2024		$ 2,697,586	$ -	$ 2,697,586	$ 2,697,586
3045	Hillsboro	Brookwood	Cornell		Add SB through lane, Add EB and WB 2nd Left Turn Lanes	$ 5,500,000	2014-2024			$ -	$ -	$ -
3046	Hillsboro	Campus Ct extension	West terminus	Ray Circle	Construct new 2/3 lane collector	$ 1,700,000	2014-2024	$ 14,784		$ 46,432	$ -	$ 46,432
3047	Hillsboro	Century	Baseline	Lois	New 3 lane and bridge over Rock Creek	$ 16,500,000	2014-2024			$ -	$ -	$ -
3048	Hillsboro	Century/229th	West Union	Evergreen	Extend 3 lane, including Hwy 26 overcrossing	$ 21,000,000	2014-2024	$ 1,374	$ 16,135	$ 39,662	$ 16,135	$ 55,797
3049	Hillsboro	Century	Johnson	Alexander	Widen to 5 lanes; Reconstruct Railroad crossing, Add EB right turn lane, EB bus pullout, Modify TV Hwy signal	$ 7,943,000	2014-2024			$ -	$ -	$ -
3050	Hillsboro	Century	Alexander		Signalize	$ 364,000	2025-2039			$ -	$ -	$ -
3051	Hillsboro	Century	Alexander	Old UGB	Construct multi-modal improvements	$ 519,000	2025-2039			$ -	$ -	$ -
3052	Hillsboro	Century	Davis	229th	New 3 lane collector	$ 5,127,000	2014-2024			$ -	$ -	$ -
3053	Hillsboro	Cornelius Pass	Cornell	HWY 26	2nd NB right turn lane to US26 East, and multimodal enhancements	$ 665,000	2014-2024		$ 2,057,206	$ 24,778	$ 3,565,315	$ 3,590,093
3054	Hillsboro	Cornelius Pass	TV Hwy		Extend Cornelius Pass Road south, Construct at-grade rail crossing and close private crossings, Add intersection capacity, modify signal	$ 27,429,000	2014-2024			$ -	$ -	$ -
3055	Hillsboro	Cornelius Pass	TV Hwy	Rosedale	Extend as new 5 lane to Murphy Lane, 3-lane in 5-lane ROW to Rosedale, 7-lane ROW TV Hwy to Alexander-Blanton; Construct Butternut Creek 5-lane bridge	$ 45,848,000	2014-2024	$ 6,212	$ 168,175	$ 6,212	$ 168,175	$ 174,387
3056	Hillsboro	Cornelius Pass	Town Center X-ing		Construct signalized Z-crossing	$ 364,000	2014-2024			$ -	$ -	$ -
3057	Hillsboro	Cornelius Pass	Alexander/ Blanton		Signalize and add turn lanes	$ 724,000	2014-2024			$ -	$ -	$ -
3058	Hillsboro	Cornelius Pass	Kinnaman		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3059	Hillsboro	Cornelius Pass	McInnis Lane		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3060	Hillsboro	Cornelius Pass	Butternut Creek		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3061	Hillsboro	Cornelius Pass	Deline		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3062	Hillsboro	Cornelius Pass	Vermont		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3063	Hillsboro	Cornelius Pass	Murphy Lane		Signalize	$ 364,000	2025-2039			$ -	$ -	$ -
3064	Hillsboro	Cornelius Pass	Rosedale		Construct roundabout	$ 1,408,000	2025-2039			$ -	$ -	$ -
3065	Hillsboro	Cornell	Arrington	Main	Widen 5 lane, Construct Intersection capacity/signal improvements	$ 15,000,000	2025-2039			$ -	$ 45,710	$ 45,710
3066	Hillsboro	Cornell	229th		Add EB and NB right turn lanes, add WB 2nd left turn lane	$ 2,150,000	2014-2024			$ -	$ -	$ -
3067	Hillsboro	Cornell	Amberbrook		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3068	Hillsboro	Cornell	185th		Add EB right turn lane and 3rd SB through lane	$ 1,200,000	2025-2039			$ -	$ -	$ -
3069	Hillsboro	Davis Extn	River Rd	South CWS boundary	construct 2/3 lane collector, modify traffic signal	$ 1,040,000	2014-2024			$ -	$ -	$ -

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3070	Hillsboro	Edgeway (Salix Ext)	Holly	Walker	New 3 lane extension	$ 4,000,000	2014-2024			$ -	$ -	$ -
3071	Hillsboro	Evergreen	Jackson School (south)	15th	Widen to 5 lanes	$ 6,500,000	2025-2039			$ -	$ -	$ -
3072	Hillsboro	Evergreen	229th		Add 2nd EB/WB Left turn lanes, Add NB Right Turn lane, and modify traffic signal	$ 2,500,000	2014-2024			$ -	$ -	$ -
3073	Hillsboro	Evergreen	Imbrie		Add second eastbound left turn lane	$ 2,000,000	2014-2024			$ -	$ -	$ -
3074	Hillsboro	Evergreen	Cornelius Pass		Add 2nd SB, and NB Left Turn Lanes, Add NB and WB Right Turn Lanes	$ 1,700,000	2014-2024			$ -	$ -	$ -
3075	Hillsboro	Evergreen	Cornelius Pass	215th	Add bicycle lanes, including rail crossing removal/grade adjustments. Add WB right turn lane at Cornelius Pass, including Ped island	$ 1,080,000	2014-2024			$ -	$ -	$ -
3076	Hillsboro	Farmington	209th		Modify signal, add SB right turn lane, add 2nd SB left turn lane;add NB Right turn lane	$ 1,067,000	2025-2039			$ -	$ -	$ -
3077	Hillsboro	Grant	Cornell		Add eastbound/westbound left turn lanes	$ 1,000,000	2025-2039			$ -	$ -	$ -
3078	Hillsboro	Harewood	at Jackson School		Add EB right turn lane	$ 772,466	2025-2039			$ -	$ -	$ -
3079	Hillsboro	Huffman	West UGB	Brookwood	Construct 3-lane Collector, Widen to 5-lane at approaches to Brookwood	$ 18,500,000	2014-2024			$ -	$ -	$ -
3080	Hillsboro	Imbrie	Evergreen	Cornelius Pass	Widen to accommodate second EB lane	$ 2,500,000	2014-2024			$ -	$ -	$ -
3081	Hillsboro	Imlay	TV Hwy		Signalize	$ 273,000	2025-2039			$ -	$ -	$ -
3082	Hillsboro	Jackson School	Evergreen	Grant	Widen to 3 lanes	$ 2,000,000	2014-2024		$ 434,824	$ -	$ 434,824	$ 434,824
3083	Hillsboro	Jacobson	Century		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3084	Hillsboro	Jacobson	Croeni		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3085	Hillsboro	Kinnaman	229th	209th	New 3 lane collector	$ 9,916,000	2014-2024			$ -	$ -	$ -
3086	Hillsboro	Kinnaman	West Neighborhood Route		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3087	Hillsboro	Kinnaman	East Neighborhood Route		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -
3088	Hillsboro	Main	1st		Add westbound right turn	$ 250,000	2014-2024			$ -	$ -	$ -
3089	Hillsboro	Meek	West UGB	253rd	Widen to 3 lanes	$ 6,500,000	2025-2039			$ -	$ -	$ -
3090	Hillsboro	Minter Bridge	River Rd	South UGB	Construct ped/bike improvements	$ 2,250,000	2014-2024			$ -	$ -	$ -
3091	Hillsboro	Quatama	227th	205th	Widen to 3 lanes	$ 8,210,299	2025-2039			$ -	$ 63,625	$ 63,625
3092	Hillsboro	River	Rood Bridge		Add eastbound right turn lane	$ 750,000	2025-2039			$ -	$ 26,947	$ 26,947
3093	Hillsboro	Rosedale	River Rd		Construct roundabout	$ 1,031,000	2025-2039			$ -	$ -	$ -
3094	Hillsboro	Rosedale	River Rd	229th	Widen 2-lane, add shoulder improvements	$ 1,321,000	2025-2039			$ -	$ -	$ -
3095	Hillsboro	Rosedale	229th		Add EB left turn lane	$ 380,000	2025-2039			$ -	$ -	$ -
3096	Hillsboro	Rosedale	229th	209th	Widen to 3 lanes	$ 4,986,000	2025-2039			$ -	$ -	$ -
3097	Hillsboro	Rosedale	209th		Signalize	$ 364,000	2014-2024			$ -	$ -	$ -

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3098	Hillsboro	Stucki Extension	Walker	Wilkins	New 3-lane Collector with Multi-modal improvements; 5-lane at Walker Road approach, Realign Stucki North of Walker	$ 15,000,000	2025-2039			$ -	$ -	$ -
3099	Hillsboro	Stucki Extension	Wilkins Extension		Signalize	$ 364,000	2025-2039			$ -	$ -	$ -
3100	Hillsboro	Stucki Extension	Wilkins	205th/206th	New 3-lane collector with Multi-modal improvements	$ 6,500,000	2025-2039			$ -	$ -	$ -
3101	Hillsboro	Stucki extension	205th/206th		Signalize or construct roundabout	$ 1,100,000	2025-2039			$ -	$ -	$ -
3102	Hillsboro	Vermont	229th	209th	New 3 lane collector	$ 9,047,000	2014-2024			$ -	$ -	$ -
3103	Hillsboro	Wilkins	194th extension	185th	New 3 lane extension	$ 16,000,000	2025-2039			$ -	$ -	$ -
3104	Hillsboro	Witch Hazel	River		signalize	$ 364,000	2025-2039			$ -	$ 220,980	$ 220,980
	Hillsboro	TOTAL				$ 419,420,466		$ 23,021	$ 5,373,926	$ 151,160	$ 7,689,006	$ 7,840,165
9600	North Plains	Commercial	313th	Glencoe	Widen street, add parking, bike and pedestrian facilities	$ 1,800,000	2014-2024			$ -	$ -	$ -
9601	North Plains	Cottage	West of 324th	321st	Construct new two-lane collector	$ 800,000	2025-2039			$ -	$ -	$ -
9602	North Plains	Main	Commercial	Pacific	Widen street, add parking, bike and pedestrian facilities	$ 1,250,000	2014-2024			$ -	$ -	$ -
9603	North Plains	Pacific	Glencoe		Add new signal	$ 222,827	2025-2039			$ -	$ -	$ -
9604	North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard and add pedestrian and bicycle trails	$ 1,182,500	2025-2039	$ 32,144		$ 32,144	$ -	$ 32,144
	North Plains	TOTAL				$ 5,255,327		$ 32,144	$ -	$ 32,144	$ -	$ 32,144
4000	Sherwood	OR 99W	Edy	Sunset	Install missing pedestrian crossings at existing signalized intersections.	$ 7,000	2014-2024			$ -	$ -	$ -
4001	Sherwood	OR 99W	Ice Age Tonquin Trail		Install Hwy 99W pedestrian regional trail undercrossing, includes stream and animal corridor sections	$ 13,300,000	2025-2035			$ -	$ -	$ -
4002	Sherwood	Arrow	Langer Farms	Gerda	Construct new 2-lane road to collector standards	$ 7,427,562	2025-2039			$ -	$ -	$ -
4003	Sherwood	Arrow/ Galbreath	Gerda	Cipole	Construct 2-lane collector road	$ 2,317,399	2014-2024			$ -	$ -	$ -
4004	Sherwood	Baker	Sunset	UGB south	Upgrade road to 2-lane arterial with bike lanes, sidewalks, and planter strips.	$ 779,000	2014-2024			$ -	$ -	$ -
4005	Sherwood	Baler	Tualatin-Sherwood	Langer Farms	Construct 2-lane collector status road with bike lanes, sidewalks, and planter strips	$ 3,802,000	2025-2039			$ -	$ -	$ -
4006	Sherwood	Brookman	OR 99W		Realign Brookman Road to intersection with Hwy 99W north of existing location, install signalized intersection on Hwy 99W, install grade seperated railroad crossing	$ 7,020,000	2014-2024			$ -	$ -	$ -
4007	Sherwood	Brookman	OR 99W	Ladd Hill	Add turn lanes and center median	$ 13,440,917	2014-2024			$ -	$ -	$ -
4008	Sherwood	Brookman	Middleton		Traffic control improvements; add turn lane and relocate stop signage	$ 187,500	2025-2039			$ -	$ -	$ -

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4009	Sherwood	Cedar Brook	Elwert	Handley	Construct 2-lane collector road	$ 13,000,000	2025-2039			$ -	$ -	$ -
4010	Sherwood	Edy	Borchers		Improve 3-leg intersection, possible roundabout	$ 2,000,000	2025-2039			$ -	$ -	$ -
4011	Sherwood	Edy	City limit west	Borchers	Widen to a 3-lane collector status with bike lanes, sidewalks, and planter strips.	$ 8,600,000	2014-2024			$ -	$ -	$ -
4012	Sherwood	Edy/Sherwood	Borchers	3rd	Add turn lanes and center median	$ 7,427,562	2014-2024			$ -	$ -	$ -
4013	Sherwood	Edy	OR 99W		Capacity improvements include adding turn lanes, eliminating split phase timing, and adding Hwy 99W crossing on south approach	$ 1,070,000	2014-2024			$ -	$ -	$ -
4014	Sherwood	Edy to Roy Rogers Connector	Edy	Roy Rogers	Construct 2-lane collector status road located between Lynnly Way and Cedarview Way	$ 3,400,000	2025-2039			$ -	$ -	$ -
4015	Sherwood	Elwert	Edy	OR 99W	Widen to 3-lane arterial status with turn lanes, bike lanes, sidewalks, and planter strip.	$ 11,430,000	2014-2024			$ -	$ -	$ -
4016	Sherwood	Elwert	Kruger	OR 99W	Add lanes, turn lanes, modify signal and phasing at intersection with Hwy 99W, and install roundabout at intersection of Cedar Brook Way extension with Elwert	$ 4,639,866	2014-2024			$ -	$ -	$ -
4017	Sherwood	Elwert	Edy		Install single lane roundabout	$ 1,500,000	2014-2024			$ -	$ -	$ -
4018	Sherwood	Herman	Langer Farms	Cipole	Construct collector status road to connect Cipole Road to Langer Farms Parkway North, includes bike lanes, sidewalks, and planter strips	$ 8,190,000	2025-2039			$ -	$ -	$ -
4019	Sherwood	Ladd Hill	Sunset	UGB south	Widen to 3-lane arterial status with bike lanes, sidewalks, and planter strips.	$ 6,340,000	2014-2024			$ -	$ -	$ -
4020	Sherwood	Langer	Baler	Sherwood	Construct improvements consistent with Town Center Plan; buffered bike lanes, on-street parking, wider sidewalks, narrower travel lanes, removal of center turn lane, landscaping	$ 2,000,000	2014-2024			$ -	$ -	$ -
4021	Sherwood	Langer Farms	North and west of intersection with OR 99W	OR 99W	Construct 2-lane collector status road.	$ 3,243,000	2025-2039			$ -	$ -	$ -
4022	Sherwood	Oregon	Railroad crossing	Murdock	Upgrade Oregon Street to 3-lane collector with sidewalk (south side), multi-use path (north side), bike lanes, and planter strips	$ 6,712,000	2014-2024			$ -	$ 109,757	$ 109,757
4023	Sherwood	Oregon	Tonquin		Construct roundabout north of Oregon St/Murdock Roundabout	$ 2,940,000	2014-2024			$ -	$ -	$ -

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4024	Sherwood	Pine	Willamette	Sunset	New road extension across railroad tracks from Railroad Street to Willamette Street, existing County road to be widened	$ 3,808,260	2014-2024			$ -	$ 80,113	$ 80,113
4025	Sherwood	Sherwood	Langer		Remove traffic signal. Allow left-in turns only (no lefts from Langer to Sherwood Blvd); capacity issues related to queing at Hwy 99W	$ 225,000	2014-2024			$ -	$ -	$ -
4026	Sherwood	Sherwood	Century		Improve intersection, possible roundabout in conjunction with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at Hwy 99W	$ 386,233	2025-2039			$ -	$ -	$ -
4027	Sherwood	Sunset	Main		Install Traffic Signal	$ 250,000	2025-2039			$ -	$ -	$ -
4028	Sherwood	Sunset	Eucalyptus	Aldergrove	Upgrade road to 3-lane arterial with bike lanes, sidewalks, planter strips. Address vertical sight distance issue near Pine Street.	$ 8,316,000	2014-2024			$ -	$ -	$ -
4029	Sherwood	Sunset	Timbrel		Install single lane roundabout	$ 300,000	2025-2039			$ -	$ -	$ -
4030	Sherwood	Tonquin Employment Area East/West Collector	Oregon	124th	Construct collector status road to serve Tonquin Employment Area and connect Oregon Street to SW 124th Avenue	$ 6,400,000	2025-2039			$ -	$ -	$ -
	Sherwood	TOTAL				$ 150,459,299		$ -	$ -	$ -	$ 189,870	$ 189,870
5000	Tigard	68th	OR 99W		Turn lanes	$ 2,394,646	2025-2039			$ -	$ -	$ -
5001	Tigard	68th	Atlanta	Haines	New signal system	$ 173,805	2025-2039			$ -	$ -	$ -
5002	Tigard	72nd	OR 99W		Turn lanes	$ 772,466	2025-2039			$ -	$ -	$ -
5003	Tigard	72nd	OR 99W	Hunziker	Widen to 5 lanes	$ 9,269,598	2014-2024			$ -	$ -	$ -
5004	Tigard	72nd	Hampton	Hunziker	Add southbound right turn & protected left turn phasing	$ 386,233	2025-2039			$ -	$ -	$ -
5005	Tigard	72nd	OR 217		Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes	$ 29,710,249	2014-2024			$ -	$ -	$ -
5006	Tigard	72nd	Hunziker	Bonita	Complete missing sidewalks and bike lanes	$ 7,261,185	2014-2024			$ -	$ -	$ -
5007	Tigard	72nd	Bonita		Intersection improvement	$ 998,380	2025-2039			$ -	$ -	$ -
5008	Tigard	72nd	Bonita	Durham	Widen to 5 lanes	$ 9,269,598	2014-2024			$ -	$ -	$ -
5009	Tigard	72nd	Carman		NB right turn lane	$ 308,987	2025-2039			$ -	$ -	$ -
5010	Tigard	72nd	Upper Boones Ferry		Intersection improvement & signal upgrade	$ 1,368,928	2025-2039			$ -	$ -	$ -
5011	Tigard	OR 99W	Walnut		Intersection improvements	$ 4,220,000	2014-2024			$ -	$ -	$ -
5012	Tigard	OR 99W	McDonald	Gaarde	WB right turn lane	$ 10,033,784	2025-2039	$ 232,209	$ 1,816,150	$ 880,916	$ 1,816,150	$ 2,697,066
5013	Tigard	OR 99W	Durham		Intersection improvements	$ 9,860,000	2014-2024			$ -	$ -	$ -
5014	Tigard	121st	North Dakota		New signal system	$ 231,740	2025-2039			$ -	$ -	$ -
5015	Tigard	121st	North Dakota	Walnut	Widen to 3 lanes with sidewalks & bikelanes	$ 7,647,418	2025-2039			$ -	$ -	$ -
5016	Tigard	121st	Walnut	Quail Creek	Widen with sidewalks and bike lanes	$ 4,325,812	2025-2039			$ -	$ -	$ -
5017	Tigard	Bonita	Hall	I-5	Widen to 4 lanes	$ 5,272,615	2014-2024			$ -	$ -	$ -

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5018	Tigard	Bonita	Sequoia		New traffic signal and turn lanes	$ 1,000,000	2014-2024			$ -	$ -	$ -
5019	Tigard	Carman	I-5		Turn lanes	$ 1,081,453	2025-2039			$ -	$ -	$ -
5020	Tigard	Dartmouth	OR 99W		Right turn lane	$ 308,987	2025-2039			$ -	$ -	$ -
5021	Tigard	Dartmouth	72nd	68th	Widen to 4 lanes	$ 1,853,920	2014-2024	$ 435,181	$ 1,566,986	$ 865,416	$ 1,566,986	$ 2,432,402
5022	Tigard	Durham	Upper Boones Ferry		Reconfigure intersection to make through route between Durham & I-5/Carman interchange	$ 1,368,928	2025-2039	$ 117,775		$ 117,775	$ -	$ 117,775
5023	Tigard	Greenburg	Olsen	Hall	2nd NB lane	$ 791,613	2014-2024			$ -	$ -	$ -
5024	Tigard	Greenburg	Shady	Tiedeman	Widen to 5 lanes	$ 6,745,098	2014-2024			$ -	$ -	$ -
5025	Tigard	Greenburg	Tiedeman		Expand intersection to 5 lanes & signal upgrade	$ 2,670,311	2025-2039			$ -	$ -	$ -
5026	Tigard	Greenburg	Tiedeman	OR 99W	Widen to 5 lanes	$ 9,269,598	2014-2024			$ -	$ -	$ -
5027	Tigard	Hall	Pfaffle		New traffic signal and turn lanes	$ 1,000,000	2014-2024			$ -	$ -	$ -
5028	Tigard	Hall	McDonald	Bonita	Turn lanes at both intersections; aux lanes between intersections; bike lanes and sidewalks	$ 8,277,000	2014-2024			$ -	$ -	$ -
5029	Tigard	Highway 217 Overcrossing	Hunziker	Tigard Triangle	Construct new complete street overcrossing of Hwy 217	$ 24,000,000	2014-2024			$ -	$ -	$ -
5030	Tigard	Locust	Greenburg	Hall	Widen to 3 lanes	$ 2,471,893	2025-2039			$ -	$ -	$ -
5031	Tigard	McDonald	Hall		Right turn lane from Hall to McDonald & signal system upgrade	$ 766,702	2025-2039			$ -	$ -	$ -
5032	Tigard	Nimbus	Scholls Ferry		Right turn lane	$ 1,776,673	2025-2039			$ -	$ -	$ -
5033	Tigard	Nimbus extension	Scholls Ferry	Greenburg	3-lane extension	$ 23,173,994	2014-2024			$ -	$ -	$ -
5034	Tigard	Scoffins	Hunziker	Hall	Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal	$ 3,862,332	2025-2039			$ -	$ -	$ -
5035	Tigard	Tiedeman / North Dakota	Tigard	Greenburg	Realign one or both streets so they intersect west of the railroad	$ 6,675,000	2014-2024			$ -	$ -	$ -
5036	Tigard	Upper Boones Ferry	Durham	I-5	Widen to 5 lanes	$ 4,106,784	2014-2024			$ 5,183	$ -	$ 5,183
5037	Tigard	Walnut	121st	Tiedeman	Widen to 3 lanes	$ 4,325,812	2025-2039		$ 651,226	$ -	$ 1,164,062	$ 1,164,062
5038	Tigard	Walnut	Tiedeman	OR 99W	Widen to 3 lanes	$ 3,862,332	2025-2039			$ -	$ -	$ -
5039	Tigard	Walnut	OR 99W		WB Right turn lane, protected left turn	$ 1,776,673	2025-2039			$ -	$ -	$ -
5040	Tigard	Walnut extension	OR 99W	Scoffins	New 3-lane collector	$ 29,353,726	2014-2024			$ -	$ -	$ -
5041	Tigard	Washington Square Overcrossing (South)	Nimbus	South mall area (Locust St.)	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$ 39,781,536	2025-2039			$ -	$ -	$ -
	Tigard	TOTAL				$ 283,805,807		$ 785,165	$ 4,034,362	$ 1,869,290	$ 4,547,198	$ 6,416,488
6000	Tualatin	65th	Nyberg Lane	I-205	Multi-use path	$ 8,023,973	2025-2039			$ -	$ -	$ -
6001	Tualatin	95th	Tualatin-Sherwood	Avery	Bike lanes	$ 2,920,000	2014-2024			$ -	$ -	$ -
6002	Tualatin	105th/Blake/ 108th	Avery	Willow	Widen to 3 lanes, bike lanes & sidewalk	$ 5,086,000	2014-2024			$ -	$ -	$ -
6003	Tualatin	115th	Blake	124th	New street - major collector	$ 21,446,000	2025-2039			$ -	$ -	$ -
6004	Tualatin	124th/Basalt Creek	Tualatin-Sherwood	Grahams Ferry	Widen to 5 lanes, pedestrian & bicycle facilities, signal at Tonquin/124th	$ 14,000,000	2014-2024			$ -	$ -	$ -

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6005	Tualatin	Avery	Tualatin-Sherwood	Teton	Widen to 3 lanes	$ 3,600,000	2025-2039			$ -	$ -	$ -
6006	Tualatin	Avery	105th		Signal - new	$ 191,185	2025-2039			$ -	$ -	$ -
6007	Tualatin	Avery	Teton		Signal - new	$ 254,914	2025-2039			$ -	$ -	$ -
6008	Tualatin	Basalt Creek East-West Arterial	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5.	$ 5,000,000	2040+			$ -	$ -	$ -
6009	Tualatin	Blake	124th	115th	New street - minor collector	$ 10,000,000	2025-2039			$ -	$ -	$ -
6010	Tualatin	Boones Ferry	Lower Boones Ferry		Fill sidewalk gaps	$ 10,000	2014-2024			$ -	$ -	$ -
6011	Tualatin	Boones Ferry	Lower Boones Ferry	Martinazzi	Widen to 5 lanes and bridge	$ 12,265,084	2014-2024			$ -	$ -	$ -
6012	Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	Widen to 3 lanes	$ 4,690,416	2014-2024			$ -	$ -	$ -
6013	Tualatin	Boones Ferry	Ibach	Norwood	Widen to 3 lanes	$ 660,000	2025-2039			$ -	$ -	$ -
6014	Tualatin	Boones Ferry	Tualatin High School	South city limits	Fill sidewalk gaps	$ 315,000	2014-2024			$ -	$ -	$ -
6015	Tualatin	Cipole	OR 99W	Tualatin-Sherwood	Add left turn lane & bike lanes	$ 10,196,557	2014-2024			$ -	$ -	$ -
6016	Tualatin	Cipole	Cummins		Signal - new	$ 254,914	2025-2039			$ -	$ -	$ -
6017	Tualatin	Cipole	Herman		Signal & realign railroad	$ 2,294,225	2014-2024			$ -	$ -	$ -
6018	Tualatin	Grahams Ferry	Ibach	Helenius	Widen to 3 lanes, fill sidewalk gaps	$ 4,980,000	2014-2024			$ -	$ -	$ -
6019	Tualatin	Grahams Ferry	Helenius		Signal - new	$ 191,185	2025-2039			$ -	$ -	$ -
6020	Tualatin	Hazelbrook	OR 99W	Jurgens	Widen to 3 lanes	$ 3,543,000	2025-2039			$ -	$ -	$ -
6021	Tualatin	Helenius	109th	Grahams Ferry	Widen to 3 lanes	$ 1,403,000	2025-2039			$ -	$ -	$ -
6022	Tualatin	Herman	Cipole	Tualatin	Fill sidewalk & bike lane gaps	$ 3,393,000	2014-2024			$ -	$ -	$ -
6023	Tualatin	Herman	Cipole	124th	Add left turn lane	$ 1,563,472	2014-2024			$ -	$ -	$ -
6024	Tualatin	Leveton	108th		Signal - new	$ 191,185	2025-2039			$ -	$ -	$ -
6025	Tualatin	Loop Road	Boones Ferry	Nyberg	New street - minor collector	$ 4,248,566	2025-2039			$ -	$ -	$ -
6026	Tualatin	Martinazzi	Boones Ferry	Warm Springs	Bike lane	$ 2,403,000	2014-2024			$ -	$ -	$ -
6027	Tualatin	Martinazzi	Sagert		Signal/roundabout - new	$ 1,551,750	2025-2039			$ -	$ -	$ -
6028	Tualatin	McEwan	65th	Lake Oswego city limit	Widen to 3 lanes	$ 3,908,680	2025-2039			$ -	$ -	$ -
6029	Tualatin	Myslony	124th	112th	Widen to 3 lanes, add bridge	$ 14,030,000	2014-2024			$ -	$ -	$ -
6030	Tualatin	Norwood	Boones Ferry	East city limits	Widen to 3 lanes, add sidewalks & bike lanes	$ 3,129,000	2014-2024			$ -	$ -	$ -
6031	Tualatin	Sagert	I-5 overpass	72nd	Bike lanes & sidewalks	$ 3,282,000	2014-2024			$ -	$ -	$ -
6032	Tualatin	Sagert	65th		Signal - new	$ 509,828	2014-2024			$ -	$ -	$ -
6033	Tualatin	Teton	Tualatin		Signal - new	$ 456,750	2014-2024			$ -	$ -	$ -
6034	Tualatin	Teton	Herman	Tualatin-Sherwood	Widen to 3 lanes	$ 2,464,000	2025-2039			$ -	$ -	$ -
6035	Tualatin	Teton	Tualatin-Sherwood		Add SB right turn lane	$ 890,000	2014-2024			$ -	$ -	$ -
6036	Tualatin	Tualatin	115th		Signal - new	$ 456,750	2025-2039			$ -	$ -	$ -
6037	Tualatin	Tualatin-Sherwood	Boones Ferry		Add EB right turn lane	$ 792,000	2014-2024			$ -	$ -	$ -
	Tualatin	TOTAL				$ 154,595,436		$ -	$ -	$ -	$ -	$ -
1000	Wash Co	80th	Oleson	Oak	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 11,700,000	2040+			$ -	$ -	$ -
1001	Wash Co	92nd/Allen	Scholls Ferry	Garden Home	Widen to 3 lanes	$ 3,325,673	2025-2039			$ -	$ -	$ -
1002	Wash Co	113th	McDaniel	Rainmont	New 2-lane collector road	$ 6,000,000	2025-2039			$ -	$ -	$ -

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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
1003	Wash Co	113th	Rainmont	Cornell	Sidewalk infill	$ 5,670,000	2025-2039			$ -	$ -	$ -
1004	Wash Co	119th	McDaniel	Cornell	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 10,800,000	2040+			$ -	$ -	$ -
1005	Wash Co	160th	TV Hwy	Farmington	Widen to 3 lanes	$ 15,000,000	2025-2039			$ -	$ -	$ -
1006	Wash Co	170th	Merlo	Alexander	Widen to 4/5 lanes with enhanced bicycle & pedestrian facilities; replace bridge over Beaverton Creek	$ 12,839,181	2014-2024			$ -	$ -	$ -
1007	Wash Co	173rd	Bronson	Cornell	Extend 173rd Ave under or over US 26 connecting to 174th Ave	$ 58,640,000	2025-2039			$ -	$ -	$ -
1008	Wash Co	174th	Meadowgrass	Bronson	Widen to 3 lanes	$ 16,230,000	2025-2039			$ -	$ -	$ -
1009	Wash Co	175th	Rigert	Weir	Widen to 3 lanes	$ 13,950,000	2014-2024			$ -	$ -	$ -
1010	Wash Co	175th	Kemmer		Intersection improvement	$ 2,500,000	2014-2024			$ -	$ -	$ -
1011	Wash Co	175th	Outlook	Horse Tale	Realign roadway, improve to standard	$ 1,500,000	2025-2039			$ -	$ -	$ -
1012	Wash Co	185th	UGB	Springville	Widen to 3 lanes	$ 5,000,000	2025-2039			$ -	$ -	$ -
1013	Wash Co	185th	Springville	West Union	Widen to 5 lanes	$ 4,948,515	2014-2024			$ -	$ 5,985,834	$ 5,985,834
1014	Wash Co	185th	Blanton	Farmington	Widen to 5 lanes	$ 12,163,000	2025-2039			$ -	$ -	$ -
1015	Wash Co	185th	Farmington	Bany	Widen to 3 lanes	$ 14,522,370	2025-2039			$ -	$ -	$ -
1016	Wash Co	197th/198th	Baseline	Alexander	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset	$ 16,200,000	2040+			$ -	$ -	$ -
1017	Wash Co	198th	Alexander	Blanton	Widen to 5 lanes; add 2nd WB and EB left turn lanes on TV Hwy	$ 10,450,000	2014-2024			$ -	$ -	$ -
1018	Wash Co	198th	Blanton	Farmington	Widen to 3 lanes	$ 27,900,000	2014-2024			$ -	$ -	$ -
1019	Wash Co	205th/206th	Quatama	Baseline	Widen to 5 lanes; replace bridge over Beaverton Creek	$ 31,000,000	2025-2039			$ -	$ 409,467	$ 409,467
1020	Wash Co	209th	TV Hwy	Farmington	Widen to 5 lanes; reconstruct rail crossing and signal, add EB right turn lane at TV Hwy; widen Butternut Creek bridge	$ 44,396,000	2014-2024			$ -	$ 1,947,838	$ 1,947,838
1021	Wash Co	Alexander	192nd	178th	Add sidewalks, streetscape features, bicycle facilities, signal at 185th Ave, turn lanes at major intersections	$ 8,363,700	2014-2024			$ -	$ -	$ -
1022	Wash Co	Barnes	119th	Cedar Hills	Widen to 5 lanes	$ 3,072,464	2014-2024			$ -	$ -	$ -
1023	Wash Co	Barnes	Catlin Gabel entrance	Miller	Widen to 5 lanes	$ 15,824,176	2014-2024			$ -	$ -	$ -
1024	Wash Co	Barnes	Miller	County line	Widen to 3 lanes	$ 8,800,000	2025-2039			$ -	$ -	$ -
1025	Wash Co	Basalt Creek East-West Arterial	Grahams Ferry	Boones Ferry	Construct new 4/5-lane arterial	$ 30,000,000	2025-2039			$ -	$ -	$ -
1026	Wash Co	Beef Bend	150th	131st	Widen to 3 lanes	$ 15,000,000	2040+			$ -	$ -	$ -
1027	Wash Co	Bull Mountain	Roy Rogers	OR 99W	Widen to 3 lanes	$ 28,697,248	2040+		$ 236	$ -	$ 236	$ 236
1028	Wash Co	Butner	Murray	Cedar Hills	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 11,457,223	2040+			$ -	$ -	$ -
1029	Wash Co	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to 3 lanes	$ 840,000	2025-2039			$ -	$ -	$ -
1030	Wash Co	Cornelius Pass	Frances	TV Highway	Widen to 5 lanes	$ 11,307,000	2014-2024			$ -	$ -	$ -
1031	Wash Co	Cornell	US 26	Murray	Widen to 5 lanes	$ 40,620,000	2025-2039			$ -	$ 1,210,641	$ 1,210,641

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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
1032	Wash Co	Cornell	143rd / Science Park		Reconfigure intersection	$ 12,400,000	2025-2039			$ -	$ -	$ -
1033	Wash Co	Cornell	102nd	County line	Widen to 3 lanes	$ 18,000,000	2040+			$ -	$ -	$ -
1034	Wash Co	Elligsen	Wilsonville city limit	65th	Widen to 3 lanes, add turn pockets & signal at 65th	$ 3,000,000	2025-2039			$ -	$ -	$ -
1035	Wash Co	Evergreen	East of 25th	West of 253rd	Multi-modal improvements	$ 1,800,000	2008-2017		$ 679	$ -	$ 679	$ 679
1036	Wash Co	Farmington	209th	185th	Widen to 5 lanes	$ 35,853,659	2025-2039			$ -	$ -	$ -
1037	Wash Co	Farmington	185th	Kinnaman	Widen to 5 lanes	$ 26,944,468	2025-2039			$ -	$ -	$ -
1038	Wash Co	Fischer	131st	OR 99W	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 4,122,000	2025-2039		$ 51,500	$ -	$ 51,500	$ 51,500
1039	Wash Co	Garden Home	92nd	Oleson	Widen to 3 lanes	$ 9,000,000	2025-2039			$ -	$ -	$ -
1040	Wash Co	Germantown	Cornelius Pass		Intersection improvement	$ 3,000,000	2025-2039			$ -	$ -	$ -
1041	Wash Co	Germantown	185th		Intersection improvement	$ 3,000,000	2025-2039			$ -	$ -	$ -
1042	Wash Co	Glencoe/1st	Harewood	Jackson	Widen to 3 lanes	$ 10,700,000	2025-2039			$ -	$ -	$ -
1043	Wash Co	Grahams Ferry	Helenius	Clay	Widen to 3 lanes; add signal and improve geometry at Tonquin Rd	$ 11,100,000	2025-2039			$ -	$ -	$ -
1044	Wash Co	Grahams Ferry	Cahalin	County line	Widen to 3 lanes; upgrade railroad crossing; add signal at Clutter Rd	$ 9,700,000	2025-2039			$ -	$ -	$ -
1045	Wash Co	Greenburg	Hall	Locust	Widen to 5 lanes	$ 21,445,518	2025-2039			$ -	$ -	$ -
1046	Wash Co	Hall	Scholls Ferry	Oleson	Widen to 5 lanes	$ 2,401,000	2025-2039			$ -	$ -	$ -
1047	Wash Co	Hall	Oleson	OR 99W	Widen to 3 lanes	$ 13,164,474	2025-2039			$ -	$ -	$ -
1048	Wash Co	Hall	OR 99W	Durham	Widen to 5 lanes	$ 39,022,727	2025-2039			$ -	$ -	$ -
1049	Wash Co	Jenkins	158th	Murray	Widen to 5 lanes	$ 12,253,028	2014-2024		$ 408,105	$ -	$ 408,105	$ 408,105
1050	Wash Co	Johnson	Cornelius Pass	185th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 21,899,700	2025-2039			$ -	$ -	$ -
1051	Wash Co	Johnson	185th	170th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; complete missing section over drainage	$ 13,325,650	2025-2039			$ -	$ -	$ -
1052	Wash Co	Kaiser/143rd	Bethany	Cornell	Widen to 3 lanes	$ 38,357,000	2025-2039			$ -	$ 108,459	$ 108,459
1053	Wash Co	Kinnaman	209th	Farmington	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 24,129,000	2025-2039			$ -	$ -	$ -
1054	Wash Co	Kinnaman	198th		Realign offset intersection, signalize or add roundabout	$ 4,971,000	2014-2024			$ -	$ -	$ -
1055	Wash Co	Laidlaw	Skycrest	Lakeview	Straighten curves; add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 9,000,000	2025-2039			$ -	$ -	$ -
1056	Wash Co	Laidlaw	Saltzman	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 19,800,000	2025-2039			$ -	$ -	$ -
1057	Wash Co	Leahy/90th/ 107th	Cornell	Barnes	Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes	$ 9,000,000	2040+			$ -	$ -	$ -
1058	Wash Co	McDaniel	119th	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 18,900,000	2040+			$ -	$ -	$ -
1059	Wash Co	Merlo/158th	170th	Walker	Widen to 5 lanes	$ 24,735,000	2014-2024		$ 107,328	$ -	$ 107,328	$ 107,328

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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
1060	Wash Co	Miller Hill	Farmington	Gassner	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	$ 8,100,000	2025-2039			$ -	$ -	$ -
1061	Wash Co	Oleson	Scholls Ferry	Fanno Creek bridge	Realign Oleson Rd and reconfigure intersections with Scholls Ferry Rd and B-H Hwy	$ 34,200,000	2014-2024		$ 2,040,691	$ -	$ 3,174,290	$ 3,174,290
1062	Wash Co	River	Farmington		Intersection improvement	$ 3,000,000	2025-2039			$ -	$ -	$ -
1063	Wash Co	Saltzman	Laidlaw	Bayonne	Realign 2/3-lane collector road, including bridge over Bronson Creek	$ 11,100,000	2014-2024			$ -	$ -	$ -
1064	Wash Co	Saltzman	Bayonne	Bauer Woods	Widen to 3 lanes	$ 8,000,000	2025-2039			$ -	$ -	$ -
1065	Wash Co	Scholls Ferry	Beaverton-Hillsdale	Allen	Widen to 3 lanes	$ 22,587,000	2025-2039			$ -	$ -	$ -
1066	Wash Co	Scholls Ferry	Hall		Intersection capacity and signal improvements	$ 2,549,139	2025-2039			$ -	$ -	$ -
1067	Wash Co	Scholls Ferry	OR 217	121st	Widen to 7 lanes	$ 18,745,186	2040+			$ -	$ 1,644,864	$ 1,644,864
1068	Wash Co	Scholls Ferry	Murray		Intersection capacity and signal improvements	$ 1,390,440	2025-2039			$ -	$ -	$ -
1069	Wash Co	Springville	185th	PCC entrance	Widen to 5 lanes	$ 11,100,000	2014-2024	$ 118,833		$ 442,548	$ -	$ 442,548
1070	Wash Co	Springville	PCC entrance	Kaiser	Widen to 3 lanes	$ 3,600,000	2014-2024			$ -	$ -	$ -
1071	Wash Co	Taylors Ferry	Oleson	Washington	New 2/3-lane road	$ 4,390,000	2025-2039			$ -	$ -	$ -
1072	Wash Co	Thompson	Saltzman	County line	Widen to 3 lanes	$ 37,000,000	2040+			$ -	$ -	$ -
1073	Wash Co	Tonquin	124th	Grahams Ferry	Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd	$ 10,500,000	2018-2025			$ -	$ 618	$ 618
1074	Wash Co	Tualatin-Sherwood	Langer Farms	Teton	Widen to 5 lanes	$ 49,150,000	2014-2024			$ -	$ 2,151,468	$ 2,151,468
1075	Wash Co	Tualatin-Sherwood	Baler		Reconfigure intersection at Baler Way and construct north leg of intersection	$ 1,000,000	2014-2024			$ -	$ -	$ -
1076	Wash Co	Walker	194th extension	185th	Widen to 5 lanes, right-of-way for turn/auxiliary lanes	$ 20,000,000	2025-2039			$ -	$ -	$ -
1077	Wash Co	Walker	185th	173rd	Widen to 5 lanes	$ 9,277,449	2014-2024			$ -	$ -	$ -
1078	Wash Co	Walker	158th		Intersection capacity and signal improvements	$ 2,549,139	2014-2024			$ -	$ -	$ -
1079	Wash Co	Walker	Murray	OR 217	Widen to 5 lanes	$ 29,758,929	2014-2024		$ 655,185	$ -	$ 2,587,663	$ 2,587,663
1080	Wash Co	West Union	Cornelius Pass	185th	Widen to 5 lanes	$ 26,192,000	2014-2024			$ -	$ -	$ -
1081	Wash Co	West Union	185th	143rd	Widen to 3 lanes	$ 34,870,000	2025-2039			$ -	$ 15,244	$ 15,244
	Wash Co	TOTAL				$ 1,268,800,052		$ 118,833	$ 3,263,725	$ 442,548	$ 19,804,234	$ 20,246,783
8600	Wilsonville	Boones Ferry	Basalt Creek East-West Arterial	Day	Widen to 5 lanes	$ 1,100,000	2025-2039			$ -	$ -	$ -
8601	Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	$ 4,640,000	2025-2039			$ -	$ -	$ -
8602	Wilsonville	Day	Kinsman		Construct left turn pocket & signal	$ 880,000	2014-2024			$ -	$ -	$ -
8603	Wilsonville	Day	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5	$ 5,000,000	2040+			$ -	$ -	$ -
8604	Wilsonville	Elligsen	Parkway Center	Wilsonville city limit	Widen to 3 lanes	$ 1,800,000	2014-2024			$ -	$ -	$ -
8605	Wilsonville	Grahams Ferry	Clay	Calahin	Widen to 3 lanes, add double southbound left turn lane at Day	$ 4,260,000	2014-2024			$ -	$ -	$ -
8606	Wilsonville	Kinsman	Day	Ridder	Construct 3-lane road	$ 10,400,000	2014-2024			$ -	$ -	$ -
8607	Wilsonville	Ridder	Kinsman		Construct left turn pocket & signal	$ 850,000	2014-2024			$ -	$ -	$ -

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	Wilsonville	TOTAL				$ 28,930,000		$ -	$ -	$ -	$ -	$ -
	TOTAL					**$ 2,744,066,972**		**$ 970,163**	**$ 13,129,218**	**$ 3,175,925**	**$ 43,403,400**	**$ 46,579,325**

Appendix B: TDT Transit Project List Expenditures
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Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other
Bus Line and Bus Stop Improvements														
100	185th / Farmington Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 52)	$ 2,503,000	0%	$ 2,503,000	100%	$ 2,503,000	100%	$ 2,503,000	58%	$ 1,441,728	2014-2024		
101	B-H Hwy Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 54)	$ 753,000	0%	$ 753,000	100%	$ 753,000	100%	$ 753,000	58%	$ 433,728	2014-2024		
102	Beaverton - Tualatin Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Lines 76/78)	$ 2,835,000	0%	$ 2,835,000	100%	$ 2,835,000	100%	$ 2,835,000	58%	$ 1,632,960	2014-2024		
103	Century Blvd Bus Line Infrastructure	Shelter and stop infrastructure for new north-south frequent service bus line along Century Blvd (or interim route on Cornelius Pass Rd)	$ 1,240,000	0%	$ 1,240,000	100%	$ 1,240,000	100%	$ 1,240,000	58%	$ 714,240	2014-2024		
104	Cornell Rd Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 48)	$ 2,933,000	0%	$ 2,933,000	100%	$ 2,933,000	100%	$ 2,933,000	58%	$ 1,689,408	2014-2024		
105	Hillsboro-Bethany Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 47)	$ 1,875,000	0%	$ 1,875,000	100%	$ 1,875,000	100%	$ 1,875,000	58%	$ 1,080,000	2014-2024		
106	Pacific Hwy Near-Term Improvements	Pacific Hwy near-term shelter, stop and other improvements leading up to SW Corridor HCT	$ 400,000	0%	$ 400,000	100%	$ 400,000	100%	$ 400,000	58%	$ 230,400	2014-2024		
107	TV Hwy Near-Term Improvements	TV Hwy near-term shelter, stop and other improvements leading up to TV Hwy HCT	$ 4,043,000	0%	$ 4,043,000	100%	$ 4,043,000	100%	$ 4,043,000	58%	$ 2,328,768	2014-2024		
108	Other Bus Stop Improvements	Other shelter, stop and street improvements to support bus service as needed throughout Washington County	$ 3,500,000	20%	$ 2,800,000	100%	$ 2,800,000	100%	$ 2,800,000	58%	$ 1,612,800	2014-2024		
Subtotal			$ 20,082,000		$ 19,382,000		$ 19,382,000		$ 19,382,000		$ 11,164,032			
Transit Priority Treatments														
200	Streamline Bus Efficiency Improvements	Bus efficiency treatments such as signal priority, queue bypasses, dedicated bus stops and other treatments to enhance efficiency and improve or preserve service speeds for Frequent Service and key bus lines throughout county	$ 2,750,000	0%	$ 2,750,000	100%	$ 2,750,000	100%	$ 2,750,000	58%	$ 1,584,000	2014-2024		
Subtotal			$ 2,750,000		$ 2,750,000		$ 2,750,000		$ 2,750,000		$ 1,584,000			
Park & Rides / Transit Centers														
300	P&R expansion	Expand park & ride capacities in smaller lots on sites within Washington County with direct transit service to Portland and/or Washington County employment areas	$ 15,000,000	0%	$ 15,000,000	100%	$ 15,000,000	100%	$ 15,000,000	58%	$ 8,640,000	2014-2024		
Subtotal			$ 15,000,000		$ 15,000,000		$ 15,000,000		$ 15,000,000		$ 8,640,000			
Pedestrian/Bicycle Access to Transit														
400	65th Ave Multi-Use Trail	Ped/bike pathway connecting Tualatin River Greenway and multi-family neighborhoods with #76 bus service at Legacy Meridian Park Medical Center	$ 3,796,000	0%	$ 3,796,000	100%	$ 3,796,000	90%	$ 3,416,400	100%	$ 3,416,400	2025-2039		
401	95th Ave Ped/Bike Connection	Ped/bike pathway connecting Springcrest Drive with Sunset Transit Center, including grade-separated ped/bike crossing of Barnes Rd	$ 11,546,000	0%	$ 11,546,000	100%	$ 11,546,000	90%	$ 10,391,400	100%	$ 10,391,400	2014-2024		
402	Crescent Connection: Cedar Hills to Lombard	Construct a multi-use use path along Beaverton Creek from Cedar Hills Blvd to Beaverton Transit Center, providing access to Beaverton Central MAX station and Beaverton Transit Center	$ 1,230,000	0%	$ 1,230,000	100%	$ 1,230,000	75%	$ 922,500	100%	$ 922,500	2014-2024		
403	TV Hwy Access to Transit	Enhanced bikeway facilities, sidewalks, pedestrian crossings, multi-use trail	$ 11,667,500	0%	$ 11,667,500	100%	$ 11,667,500	90%	$ 10,500,750	100%	$ 10,500,750	2014-2024		

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Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other
404	Washington Square Overcrossing (North)	Pedestrian/bicycle overcrossing of Hwy 217 and Scholls Ferry Rd between Nimbus Dr and north mall area, connecting to Hall/Nimbus WES commuter rail station	$ 39,781,536	0%	$ 39,781,536	100%	$ 39,781,536	90%	$ 35,803,382	100%	$ 35,803,382	2025-2039		
405	Westside Trail: Cornell to Greenbrier	Multi-use trail connecting business park to Cornell Rd bus line, including grade-separated overcrossing of US 26	$ 9,000,000	0%	$ 9,000,000	100%	$ 9,000,000	90%	$ 8,100,000	100%	$ 8,100,000	2014-2024		
406	Bike & Rides	Enclosed, key card accessed bicycle parking at high capcity transit or frequent service bus stops	$ 1,000,000	0%	$ 1,000,000	100%	$ 1,000,000	100%	$ 1,000,000	100%	$ 1,000,000	2014-2024		
407	Other Access to Transit Improvements	Other pedestrian and bicycle improvements to support access to transit in Washington County, including sidewalks, pedestrian crossings, bike lanes, multi-use paths and bike parking.	$ 3,500,000	20%	$ 2,800,000	100%	$ 2,800,000	90%	$ 2,520,000	100%	$ 2,520,000	2014-2024		
Subtotal			$ 81,521,036		$ 80,821,036		$ 80,821,036		$ 72,654,432		$ 72,654,432			
Transit System Requirements														
500	Merlo Bus Operating Base Expansion	Long-term expansion of bus service in Washington County requires additional capacity at bus storage and maintenance shops.	$ 1,001,000	0%	$ 1,001,000	100%	$ 1,001,000	100%	$ 1,001,000	58%	$ 576,576	2014-2024		
501	Elmonica LRV Expansion	Expansion of light rail vehicle yard and maintanance facility for increased service.	$ 4,000,000	0%	$ 4,000,000	100%	$ 4,000,000	100%	$ 4,000,000	58%	$ 2,304,000	2025-2039		
502	Electric Bus Supportive Capital Improvements	Capital improvements to support operation and maintenance of electric buses.	$ 10,000,000	50%	$ 5,000,000	32%	$ 1,600,000	50%	$ 800,000	58%	$ 460,800	2025-2039		
503	South Hillsboro Transit Improvements	Bus pullouts, shelters, bus layover	$ 4,830,000	0%	$ 4,830,000	100%	$ 4,830,000	100%	$ 4,830,000	100%	$ 4,830,000	2025-2039		
Subtotal			$ 19,831,000		$ 14,831,000		$ 11,431,000		$ 10,631,000		$ 8,171,376			
High Capacity Transit (HCT)														
600	Amber Glen Streetcar loop circulator or Red Line extension	Amber Glen LRT spur. (Pending development with sufficient density) Alternative would be a streetcar circulator. Lower end of estimated project cost range is shown because detailed project scoping has not been developed.	$ 150,000,000	50%	$ 75,000,000	100%	$ 75,000,000	100%	$ 75,000,000	100%	$ 75,000,000	2025-2039		
601	Red Line to Fair Complex/ Hillsboro Airport	Add a third track and switches and upgrade signals to allow for the Red Line MAX to be extended to the Fair Complex/Hillsboro Airport MAX Station	$ 6,000,000	50%	$ 3,000,000	100%	$ 3,000,000	100%	$ 3,000,000	58%	$ 1,728,000	2014-2024		
602	Southwest Corridor HCT	Portland, Sylvania, Tigard and Tualatin high-capacity transit.	$ 1,075,000,000	50%	$ 537,500,000	60%	$ 322,500,000	100%	$ 322,500,000	58%	$ 185,760,000	2014-2024		$ 480,762
603	Sunset Highway HCT	East-west HCT connecting Hillsboro and Tanasbourne, STC, and St. Vincent's. Detailed project scoping has not been developed.	$ 150,000,000	50%	$ 75,000,000	100%	$ 75,000,000	100%	$ 75,000,000	58%	$ 43,200,000	2025-2039		
604	TV Highway HCT	East-west bus rapid transit linking Forest Grove, Cornelius, Hillsboro, Aloha-Reedville and Beaverton Transit Center via the TV Highway corridor. Hillsboro-Beaverton segment includes westbound Business Access & Transit Lane, eastbound bus pullouts, enhanced bikeway facilities, sidewalks, pedestrian crossings, signal modifications on TV Hwy.	$ 150,000,000	50%	$ 75,000,000	100%	$ 75,000,000	100%	$ 75,000,000	58%	$ 43,200,000	2014-2024		

Appendix B: TDT Transit Project List Expenditures
FY 2014-15

List as amended by
Resolution and Order 15-3
January 20, 2015

Project ID	Project Name	Project Description	Total Cost (2014$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other
605	WES Commuter Rail Upgrades	Capital improvements to allow future service upgrades including double-tracking (for improved frequency and span of service.) Detailed project scoping has not been developed.	$ 250,000,000	50%	$ 125,000,000	80%	$ 100,000,000	100%	$ 100,000,000	58%	$ 57,600,000	2025-2039		
Subtotal			$ 1,781,000,000		$ 890,500,000		$ 650,500,000		$ 650,500,000		$ 406,488,000		$ -	$ 480,762
TOTAL			**$ 1,920,184,036**		**$ 1,023,284,036**		**$ 779,884,036**		**$ 770,917,432**		**$ 508,701,840**		**$ -**	**$ 480,762**

Appendix C:
North Bethany
Transportation System Development Charge

Annual Report

Fiscal Year 2014-2015
July 2014 – June 2015

Overview

The North Bethany Transportation System Development Charge (NBTSDC) became effective November 29, 2010. It is a component of the larger North Bethany Funding Plan, which was subsequently established by the Board of County Commissioners on June 7, 2011. The purpose of the NBTSDC is to fund new or improved capacity-increasing transportation capital infrastructure. The NBTSDC is dedicated solely to fund transportation facilities necessary to serve the North Bethany subarea.

Fiscal year 2014 –2015 marks the first fiscal year with any financial activity in the North Bethany Transportation System Development Charge (NBTSDC) account. Development within North Bethany may have been approved prior to July 2014 but no payments had been received and no credits for improvements had been issued prior to July 2014.

A comprehensive review of the North Bethany Transportation Funding Plan is scheduled for the 2015-2016 fiscal year.

Revenue

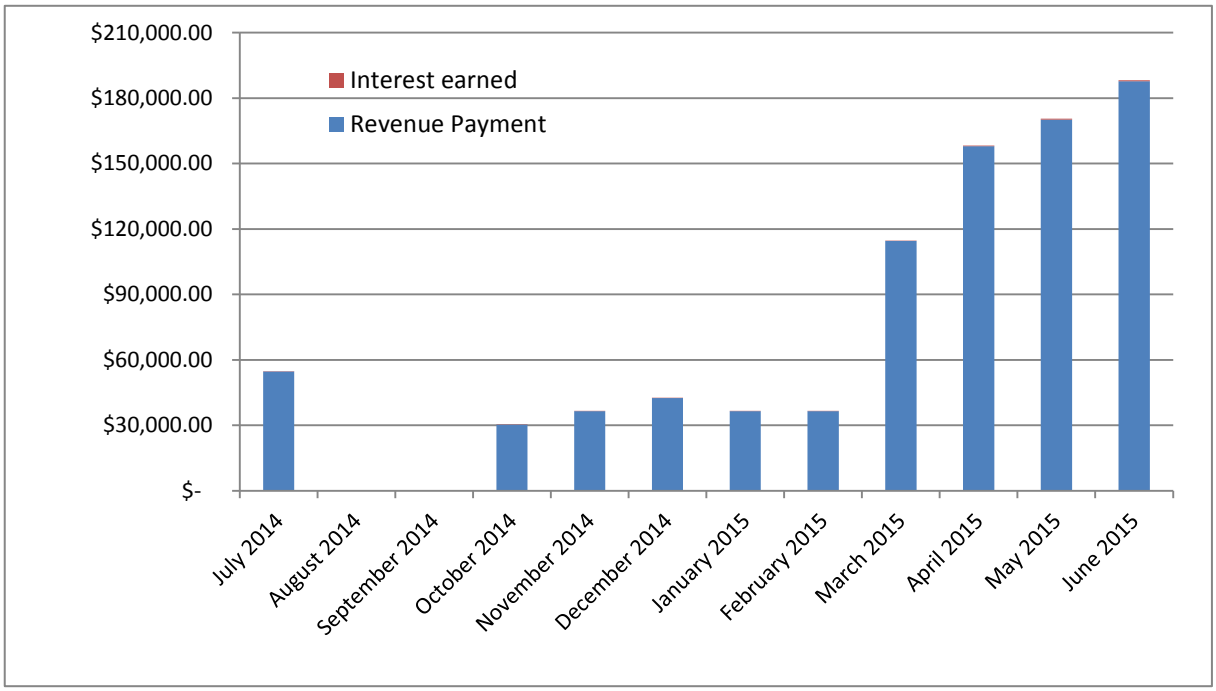
Table 1 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2014 through June 2015 fiscal year. The revenue paid into the NBTSDC account generates interest and the interest earned on the account is also included in on the table.

Table 1 – Revenue Receipts by Month

Month	Revenue Payment	Interest Earned
July 2014	$54,711	$23.41
August 2014		$28.58
September 2014		$28.09
October 2014	$30,395	$32.64
November 2014	$36,474	$42.83
December 2014	$42,553	$69.69
January 2015	$36,474	$103.56
February 2015	$36,474	$99.47
March 2015	$114,512	$175.70
April 2015	$158,054	$238.39
May 2015	$170,212	$340.05
June 2015	$187,816	$439.38
Total	**$867,675**	**$1,621.79**

Figure 1 displays the revenue receipts by month graphically.

Figure 1 – Revenue Receipts by Month



Credits

Credits are issued for cost of constructing eligible transportation improvements. Credit transfers are allowed within the NBTSDC area – such transfers are documented by issuance of a new credit voucher. Credits maybe used in lieu of paying the North Bethany Transportation System Development Charge.

Table 2 – Credits

Credit Number	Improvement	Property	Name of Development	Credit Amount issued	Issue Date	Credit Used in FY 14-15	Credit Remaining on 6/30/15	Notes
NB14-01	NW 160th: Springville to Brugger	West Hills Development	North Bethany Creek	$180,397	10 / 23 / 2014	$180,397 Transfer to NB14-01A	$0	Entire amount transferred to NB14-01A
NB14-01A	From NB14-01	DR Horton		Transfer from NB14-01 $180,397	12 / 30 / 2014	$180,397	$0	
NB14-02	Brugger & ROW dedication	West Hills Development	North Bethany Creek	$77,822	11 / 24 / 2014	$77,822 Transfer to NB14-02A	$0	Entire amount transferred to NB14-02A
NB14-02A	From NB14-02	DR Horton		Transfer from NB14-02 $77,822	12 / 30 / 2014	$77,822	$0	
Total				**$258,219**		**$258,219**		

Credits are an important component of the NBTSDC. The credits issued represent investments that have occurred on NBTSDC eligible facilities. The credits used represent potential revenue that has been invested as improvements in lieu of cash receipts.

Expenditures

No expenditures of the NBTSDC occurred between July 2014 and June 2015.

Construction Cost Index

The NBTSDC index adjustment provides an automatic non-discretionary adjustment to reflect changes in constructions costs. The adjustment occurs on July 1 of each year and no Board action is necessary or required.

The NBTSDC Construction Cost Index follows the Transportation Development Tax (TDT) Construction Cost Index. In 2013 Washington County adjusted both the TDT and NBTSDC Construction Cost Index because the Oregon Department of Transportation discontinued the calculation of the Oregon Composite Construction Cost index. The Oregon Composite Construction Cost Index served as the materials component for both the TDT and NBTSDC Construction Cost Index. After researching a number of alternatives, the Board replaced Oregon Composite Construction Cost Index with the National Highway Construction Cost Index as the materials component of both the TDT and NBTSDC Construction Cost Indexes (RO 13-37 approved 4/23/13). The other two components (Labor and Materials) of the Construction Cost Index and the weighting of all three components remain the same.

The NBTSDC Construction Cost Index using the National Highway Construction Cost Index for the materials component is displayed in Table 3.

Table 3 – Construction Cost Index

Year	2002	2003	2004	2005	2006	2007	2008	2009	2010*	2011	2012	2013	2014
Materials Component (50%)													
National Highway Construction Cost Index		1.0031	1.0664	1.1788	1.3492	1.2899	1.2948	1.097	1.0617	1.0728	1.1624	1.1029	1.103
% Annual Change			6.31%	10.54%	14.45%	-4.39%	0.38%	-15.28%	-3.22%	1.04%	5.00%	-2.09%	0.04%
Average 5-Year Change							4.96%	0.50%	-1.89%	-4.54%	-2.81%	-3.40%	0.12%
Labor Component (30%)													
BLS Employment Cost Index	90.1	93.5	96.7	100	103.6	107.6	110.9	111.7	113.6	116.4	117.6	118.6	120.7
% Annual Change		3.77%	3.42%	3.41%	3.60%	3.86%	3.07%	0.72%	1.70%	2.46%	1.03%	0.85%	1.77%
Average 5-Year Change						3.61%	3.47%	2.93%	2.59%	2.36%	1.80%	1.35%	1.56%
Right of Way Component (20%)													
Ave. Total Real Market Value	$270,176	$279,865	$308,772	$315,784	$342,179	$399,958	$435,632	$412,268	$391,972	$374,992	365,516	$407,690	$453,046
% Annual Change		3.59%	10.33%	2.27%	8.36%	16.89%	8.92%	-5.36%	-4.92%	-4.35%	-2.51%	11.54%	11.13%
Average 5-Year Change						8.29%	9.35%	6.21%	4.78%	2.23%	-1.65%	-1.12%	2.18%
Weighted Average Index						**2.74%**	**5.39%**	**2.37%**	**0.79%**	**-1.113%**	**-1.195%**	**-1.516%**	**0.962%**

*Note: the NBTSDC Construction Cost Index is based on the 5-year moving average. Prior years are shown for reference only.

Washington County
Oregon

Transportation Development Tax

Fiscal Year 2013-2014
Annual Report
July 1, 2013 through June 30, 2014

Washington County
Department of Land Use
& Transportation

December 2014

Board of County Commissioners
Andy Duyck, Chair
Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation
Andrew Singelakis, Director
Andy Back, Manager, Planning and Development Services
Gary Stockhoff, County Engineer

Project Staff
Nancy Abdill, Management Analyst
Steve L. Kelley, Senior Planner
Dan Mulcahy, Management Analyst
Karen Savage, Senior Planner
Steve Szigethy, Principal Planner

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TRANSPORTATION DEVELOPMENT TAX

FISCAL YEAR 2013-2014 ANNUAL REPORT

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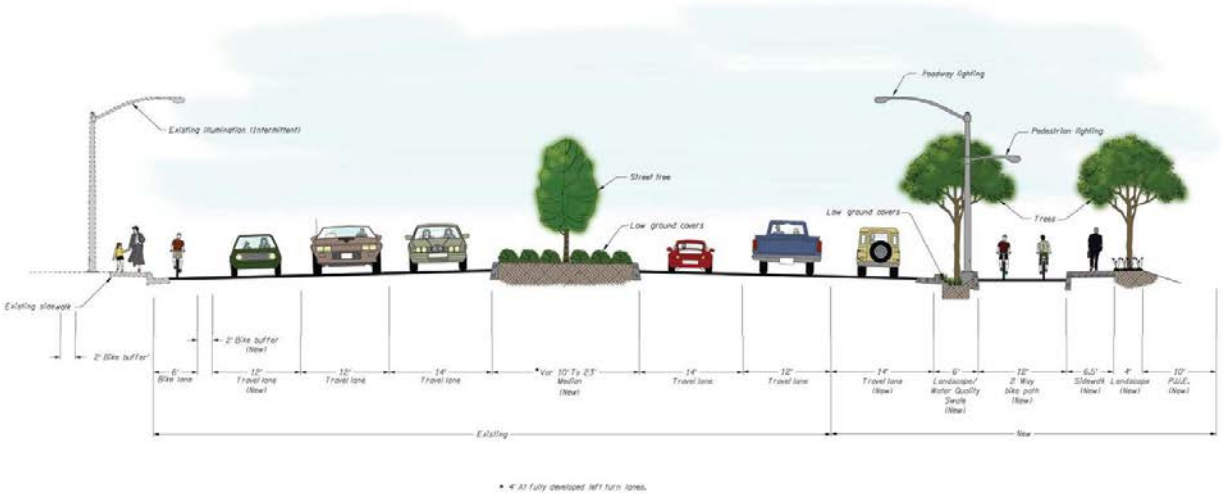
Appendix A: TDT Road Project List Expenditures



Hillsboro TDT funds are leveraging Major Streets Transportation Improvement Program (MSTIP) funds and private development to design and construct improvements to NW Cornelius Pass Road between Highway 26 and Cornell Road. The rebuilt roadway will feature six vehicle travel lanes, a separated two-way cycle track, sidewalks, street lighting and landscaping. The project is intended to accommodate traffic related to major employment growth in the north Hillsboro area. The total project cost is $21.2 million.

I. EXECUTIVE SUMMARY

The Washington County Transportation Development Tax (TDT) is a one-time, countywide tax on development that functions like a system development charge (SDC). The TDT was approved by Washington County voters in 2008 and became effective July 1, 2009. It replaced a previous SDC called the Traffic Impact Fee (TIF) and effectively doubled rates with the intent of increasing investments in growth-accommodating transportation infrastructure. Uniform TDT rates apply across all local jurisdictions within Washington County – incorporated, unincorporated, urban and rural. TDT charges are calculated according to the type and size of development and are based on formulas in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Some development applicants are able to reduce their TDT obligation by deducting for previous land uses or by building public improvements. Additional discounts and delays in the full phase-in of TDT rates were subsequently adopted by the Board of County Commissioners in response to the economic downturn of the late 2000s. On August 5, 2014 the Board of County Commissioners adopted A-Engrossed Ordinance 793, which ended the temporary discounts, effective October 1, 2014.

This annual report is required by county code based on state statutes governing SDCs. Highlights of TDT activity in Fiscal Year (FY) 2013-2014 (July 1, 2013 through June 30, 2014) include the following:

- Washington County and the cities collected **$12.2 million in TDT cash proceeds**, a 20% increase over the previous fiscal year.

- The county and cities issued **TDT credits with a total value of $5.5 million**; which is a slight drop from the nearly $6 million issued in FY 2012-2013.

- County and city TDT accounts collectively generated over **$182,000 in interest and investment income.**

- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as **"total TDT activity," was approximately $17.9 million**, an increase of over 10 percent over the previous fiscal year.

- In FY 2013-2014 Hillsboro, Cornelius, Durham, North Plains, Tigard and Washington County collectively **invested over $1.8 million of TDT in transportation capital projects**. The City of Tigard invested the most TDT funds, including a combined $860,000 for intersection improvements at Pacific Highway (99W) and Gaarde/McDonald streets and at 72nd Avenue and Dartmouth Street. Countywide, nearly $8 million in other revenue was used to build projects or portions of projects on the TDT Project List.

- **Administration and compliance expenditures totaled approximately $500,000**. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT. County staff time included work on a project list update and a new ordinance amending TDT policy.

- TDT accounts across the county had a **total balance of about $35.6 million on June 30, 2014**.

II. TDT POLICY REVIEW

Reporting Requirements

This report fulfills State of Oregon statutory requirements for SDC reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in Washington County code section 3.17.140. These requirements include:

- Annual accounting, showing total revenues and expenditures over the past fiscal year;
- A list of projects that were funded by the TDT in the past fiscal year;
- The amount of funds spent (from TDT and from other sources) on each project; and
- The amount of funds attributed to administration of the TDT.

County code also requires this report to consider whether additional revenues should be generated to provide extra capacity improvements needed to address new development, and whether revenues exceed identified demands. In so doing, the county must consider:

- Construction of facilities on the project list by federal, state or other revenue sources;
- Receipt of unanticipated funds from other sources for construction of facilities on the project list;
- New information provided by the Institute of Transportation Engineers adjusting trip rates; and
- The impact of TDT credits.

Transportation Development Tax Overview

On November 4, 2008 Washington County voters approved the TDT, with 70.25% of voters in favor. The TDT is governed by Washington County Code section 3.17 as instituted by A-Engrossed Ordinance No. 691 as amended. In addition, the TDT is governed by Oregon Revised Statutes 223.297 through 223.314.

The TDT replaced the previous countywide transportation SDC, known as the Traffic Impact Fee (TIF), passed countywide in 1990. The TDT, effective July 1, 2009, increased the rates and updated and clarified various procedures. The TDT essentially doubled the transportation SDC developers pay for the impacts new development has on the transportation system. The TDT is imposed on all development within Washington County, including inside the cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville. Each of these cities has signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. Portland and Lake Oswego have opted to allow Washington County to administer the TDT within their jurisdictions.

The TDT is not a property tax. It is a one-time tax on development structured like a SDC. New development is required to pay the tax when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly discussed and reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, county commissioners and other elected officials representing local governments.

The TDT is based on the average traffic generated by each type of development, as estimated in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 7th Edition*. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects, shown on an

official TDT Capital Improvement Projects List ("TDT Project List") maintained by the county, are currently limited to improvements on major roads (arterials and collectors) and selected transit capital projects. Examples of eligible projects include roadway expansions, intersection improvements, sidewalks, bike lanes and bus stop enhancements. Developers may receive credits to help offset their TDT obligation if they construct eligible transportation improvements on the TDT Project List. Partial credit is allowed for improvements to arterials and collectors that are not on the list.

Rate Phase-In and Discounts

The county initially intended to phase in TDT rates over a four-year period, with rates stepping up each year and the full rate taking effect on July 1, 2012. However, in response to the "Great Recession" and subsequent slow recovery, the county took deliberate steps to phase in TDT rates more slowly, apply additional discounts, and provide other accommodations. Accordingly, the Board of County Commissioners ("the Board") approved the following ordinances.

Ordinance 729

Ordinance 729 was developed conceptually by the WCCC and adopted by the Board, effective December 1, 2009. The primary effect of Ordinance 729 was to discount the TDT rates during the phase-in period (through June 30, 2012). The ordinance helped alleviate the impact that national economic conditions had on the development industry. The provisions of Ordinance 729 did the following:

- Established a 20% discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10% discount for charges paid between July 1, 2010 and June 30, 2011.
- Established a 5% discount for charges paid between July 1, 2011 and June 30, 2012.
- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discounted rate and the original rate. Refunds totaling $148,650 were actually issued countywide.
- Amended Washington County code section 3.17.080 to specify that TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Because the 20%, 10% and 5% discounts applied to pre-existing step increases, the effective discounts were even greater compared to the fully phased-in rate. For example, the TDT rate for a single-family home was 55%, 36% and 19% of the fully phased-in rate during the respective fiscal years.

Ordinance 741

During the fall and winter of 2010, county staff worked with the cities and other parties to provide more temporal flexibility in the "previous use" definition within the TDT. Ordinance 741 was adopted July 26, 2011 and became effective August 26, 2011. Under the original TDT ordinance, a previous use was defined as "the most intensive lawful, permitted use existing at a particular property within the past 36 months prior to the date of application for a building permit." Ordinance 741 changed that time frame to "on or after January 1, 2005 but not more than ten years." By expanding this window of time,

development applicants theoretically have more opportunities to reduce their TDT obligation by claiming a previous use and subtracting the prior use's TDT from the TDT obligation of the new use.

A-Engrossed Ordinance 746

A-Engrossed Ordinance 746, approved January 17, 2012, delayed the final step increase that would have brought rates to the top level on July 1, 2012. Instead, implementation of the top rates was delayed until as late as July 1, 2015, with the FY 2011-2012 rates to be maintained in the interim. These interim rates were approximately 20% below the top rates.

A-Engrossed Ordinance 746 provided the Board two opportunities to remove the rate cap early and allow the final step-increase of TDT to occur on July 1, 2013 or July 1, 2014. It required the Board to hold a public hearing no later than April 30 of the respective year to determine whether the discount should be continued or terminated. In making its determination, the Board had to consider the recommendation of the WCCC.

In April 2013 the Board decided to leave the discount in place. In April 2014 the Board decided to maintain the discount tentatively but directed staff to develop a new ordinance that would implement full rates sometime between July 1, 2014 and July 1, 2015. The result, A-Engrossed Ordinance 793, is described later in this section.

A-Engrossed Ordinance 746 also adopted minor administrative changes that:

- Established procedures to replace Construction Cost Index factors when specific information sources are no longer available;
- Required any request to defer payment of TDT to occupancy to be signed by the owner of the property; and
- Established administrative provisions for uncollectable taxes.

Ordinance 751

On June 19, 2012, at the request of the WCCC, the Board considered and adopted Ordinance 751, which established an additional TDT discount for certain building reuses. Effective July 19, 2012, the ordinance established a 50% or 75% discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to a use with a TDT rate that is calculated per thousand square feet of gross floor area or gross leasable area – primarily commercial and industrial uses. Discounts are applied to the first 5,000 square feet of floor area, and are calculated at 50% for buildings three years or older, and 75% for buildings 20 years or older. The discount is intended to encourage small- to medium-sized renovation or redevelopment of vacant buildings and spaces. The discount was set to expire on June 30, 2015 but was later extended indefinitely by A-Engrossed Ordinance 793.

A-Engrossed Ordinance 793

Work on A-Engrossed Ordinance 793 began in FY 2013-2014 but was ultimately approved by the Board on August 5, 2014.

On March 18, 2014 the Board held a public hearing for the annual review of the TDT discount, as required by A-Engrossed Ordinance No. 746. At that time LUT staff presented information describing recent economic trends and communicated the recommendation of the WCCC regarding the TDT rates. The WCCC discussed the TDT rate discount at its February 10, 2014 meeting and voted unanimously (with one abstention) to advise the Board to continue the TDT discount until July 2015.

Following the staff presentation on March 18, the Board voted to continue the TDT rate discount, but directed staff that the discount should be terminated prior to June 30, 2015. In addition, some commissioners stated a desire to address other aspects of the TDT, including extending the Change-in-Use Discount and locking in discounted TDT rates for applicants who are already in the development process. The Board directed staff to prepare a new ordinance for adoption later in the year. This direction was memorialized in Resolution & Order 14-27. Subsequently, staff prepared Ordinance 793.

The first reading of Ordinance 793 occurred on July 15, 2014. At that time the Board directed staff to engross Ordinance 793 in order to make the effective date of the ordinance October 1, 2014, rather than September 4, 2014. In all, the ordinance made three adjustments to the countywide TDT. The ordinance:

- Ended the temporary discount on TDT rates that was established by Ordinance 729 in 2009, extended by A-Engrossed Ordinance 746 in 2012, and continued through Board resolutions in 2013 and 2014.

- Adjusted the timing of TDT calculations for applicants that have obtained building permits and have deferred some TDT until building occupancy. Applicants would be allowed to pay the TDT rate in effect at the time of building permit acquisition and TDT deferral. Prior to the effective date of A-Engrossed Ordinance 793 applicants that deferred payment to occupancy had to pay the rate that was in effect at the time of occupancy.

- Made permanent the Change-in-Use Discount enacted through Ordinance 751 in 2012. This discount was previously set to expire on July 1, 2015. This discount applies to existing, previously occupied buildings changing to certain commercial and industrial uses.

The provisions of A-Engrossed Ordinance 793 became effective October 1, 2014 (FY 2014-2015).

Construction Cost Index

The Construction Cost Index provides an objective basis for adjusting TDT rates over time. It is a weighted index based on three factors: change in materials costs (weighted 50%), change in labor costs (weighted 30%) and change in right-of-way costs (weighted 20%), averaged over the last five years. Even during the delayed rate phase-in caused by Ordinance 746, the Construction Cost Index must be calculated and shared with the Board of County Commissioners annually no later than April 30 starting in 2013. This gives the Board the opportunity to review the index and, if desired, remove the rate cap established by Ordinance 746 effective July 1 of the respective year. As mentioned previously, A-Engrossed Ordinance 793 removed the rate cap, effective October 1, 2014. In 2015 and subsequent years, the Board decides during the May-June period whether to approve rate increases prescribed by the index.

In 2013 county staff had to reformulate the Construction Cost Index because the Oregon Department of Transportation (ODOT) discontinued the cost trend report originally used to calculate the materials component of the index. After researching a number of alternatives and conferring with the WCCC,

county staff replaced the ODOT index with the National Highway Construction Cost Index. The other two components of the index, and the weighting of all three components, remain the same.

The Construction Cost Index (CCI) did not affect TDT rates in FY 2013-2014; it was applied for the first time on October 1, 2014 when full rates went into effect. The CCI had the effect of adjusting the "full" TDT rate downward 1.195 percent due to a significant drop in the National Highway Construction Cost Index that occurred in 2009 and was still affecting the five-year average. A rate adjustment of -1.195% was applied to TDT rates effective October 1, 2014 to June 30, 2015. Based on the latest available information the CCI continues to trend downward as shown in Table 1 below. However, more up-to-date information will be available in spring 2015 and may result in a different outcome.

TABLE 1: TDT CONSTRUCTION COST INDEX CALCULATION

Cost Change Index using National Highway Construction Cost Index

YEAR	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Index Components												
Materials Component												
National Highway CCI		1.0031	1.0664	1.1788	1.3492	1.2899	1.2948	1.0970	1.0617	1.0728	1.1624	1.1029
% Annual Change			6.31%	10.54%	14.45%	-4.39%	0.38%	-15.28%	-3.22%	1.04%	5.00%	-2.09%
Avg. 5-Year Change							4.96%	0.50%	-1.89%	-4.54%	-2.81%	-3.40%
Labor Component												
BLS Employment Cost Index	90.1	93.5	96.7	100	103.6	107.6	110.9	111.7	113.6	116.4	117.6	119.1
% Annual Change		3.77%	3.42%	3.41%	3.60%	3.86%	3.07%	0.72%	1.70%	2.46%	1.03%	1.28%
Avg. 5-Year Change						3.61%	3.47%	2.93%	2.59%	2.36%	1.80%	1.44%
Right-of-Way Component												
Avg. Total Real Market Value	$270,176	$279,865	$308,772	$315,784	$342,179	$399,958	$435,632	$412,268	$391,972	$374,922	$365,516	$407,690
% Annual Change		3.59%	10.33%	2.27%	8.36%	16.89%	8.92%	-5.36%	-4.92%	-4.35%	-2.51%	11.54%
Avg. 5-Year Change						8.29%	9.35%	6.21%	4.78%	2.23%	-1.65%	-1.12%
Weighted Average Index						**2.74%**	**5.39%**	**2.37%**	**0.79%**	**-1.113%**	**-1.195%**	**-1.490%**
								<----------Five-year running average---------->				

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective October 1, 2014) was $8,036, down from the $8,225 originally intended as the full rate. Prior to October 1, 2014, including all of FY 2013-2014, the single-family charge was $6,665.

Project List Changes

The TDT Project List – consisting of a Road Project List and a Transit Project List – identifies the transportation improvements eligible for TDT expenditures and credits. Some projects are wholly related to growth and are therefore 100% eligible for TDT expenditures; other projects address both growth and non-growth needs and are partially eligible for TDT expenditures. Occasionally circumstances require amendments to the TDT Project List to respond to changing conditions such as a new transportation plan or a specific opportunity associated with development. The TDT code language allows the Board of County Commissioners to amend the list by Resolution and Order. This has occurred twice – once in 2011 and again in 2013. Another set of amendments is underway and is scheduled to be adopted in January 2015.

Amendments in FY 2013-2014 came from four jurisdictions: City of Beaverton, City of Hillsboro, City of Tualatin and Washington County. The WCCC Transportation Advisory Committee and Policy Group discussed the proposed amendments and recommended their approval by the Board of County Commissioners. The Board approved the amendments by Resolution and Order 13-78 on August 20, 2013; they are incorporated into the TDT Project List for FY 2013-2014. The amendments added 19 projects, removed 13 projects, and changed one project on the TDT Road Project List. All of the changes

are consistent with adopted transportation system plans. No changes were made to the TDT Transit Project List. The amended TDT Road Project List is shown in Appendix A.

III. COUNTYWIDE FINANCIAL ANALYSIS

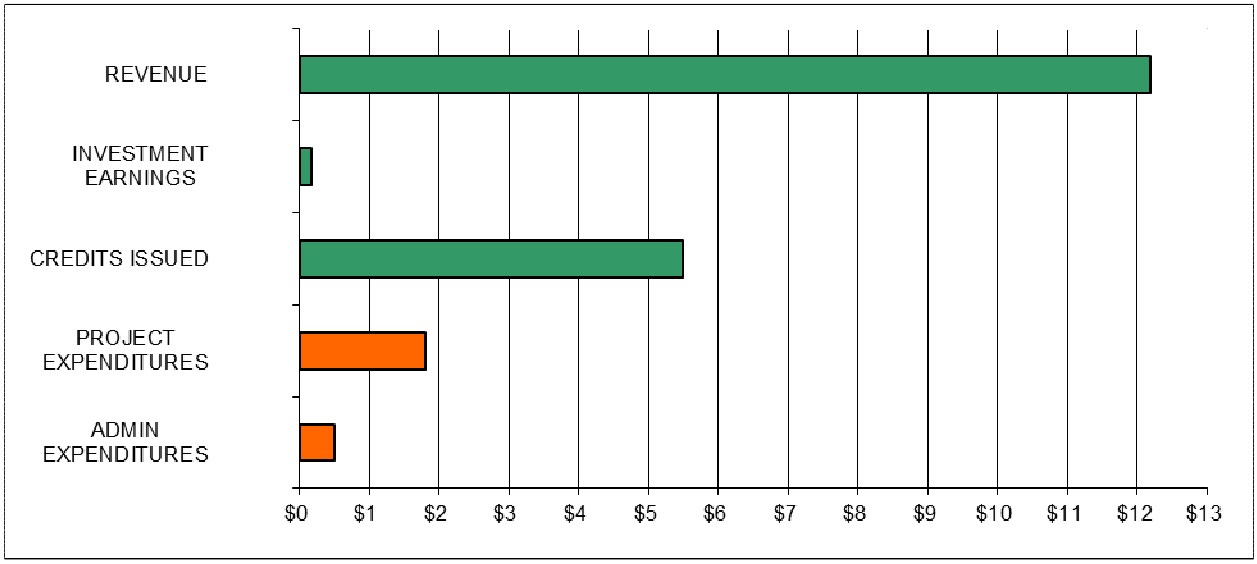
Countywide Total TDT Activity and Balance

In FY 2013-2014, the county and cities collected $12,184,965 in TDT revenue, a 20% increase over the previous fiscal year. County and city TDT accounts earned interest amounting to $182,972. Jurisdictions issued 14 different credits totaling $5,500,927 in value. The total of cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was $17,868,864 countywide in FY 2013-2014.

Expenditures on capital projects (which may include design), totaled $1,809,495. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to $503,317. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2014 were added together for all jurisdictions across the county, the total "account balance" would be $35,595,984. That total does not include issued TDT credits or outstanding TDT credit balances. To date there has been significantly more TDT revenue than expenditures – a situation that will likely change in coming years. Jurisdictions may be saving TDT for major expenditures in the future, or may still be drawing down their TIF accounts before drawing significant funds from their TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2013-2014.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2013-2014
(Reported in millions of $'s)

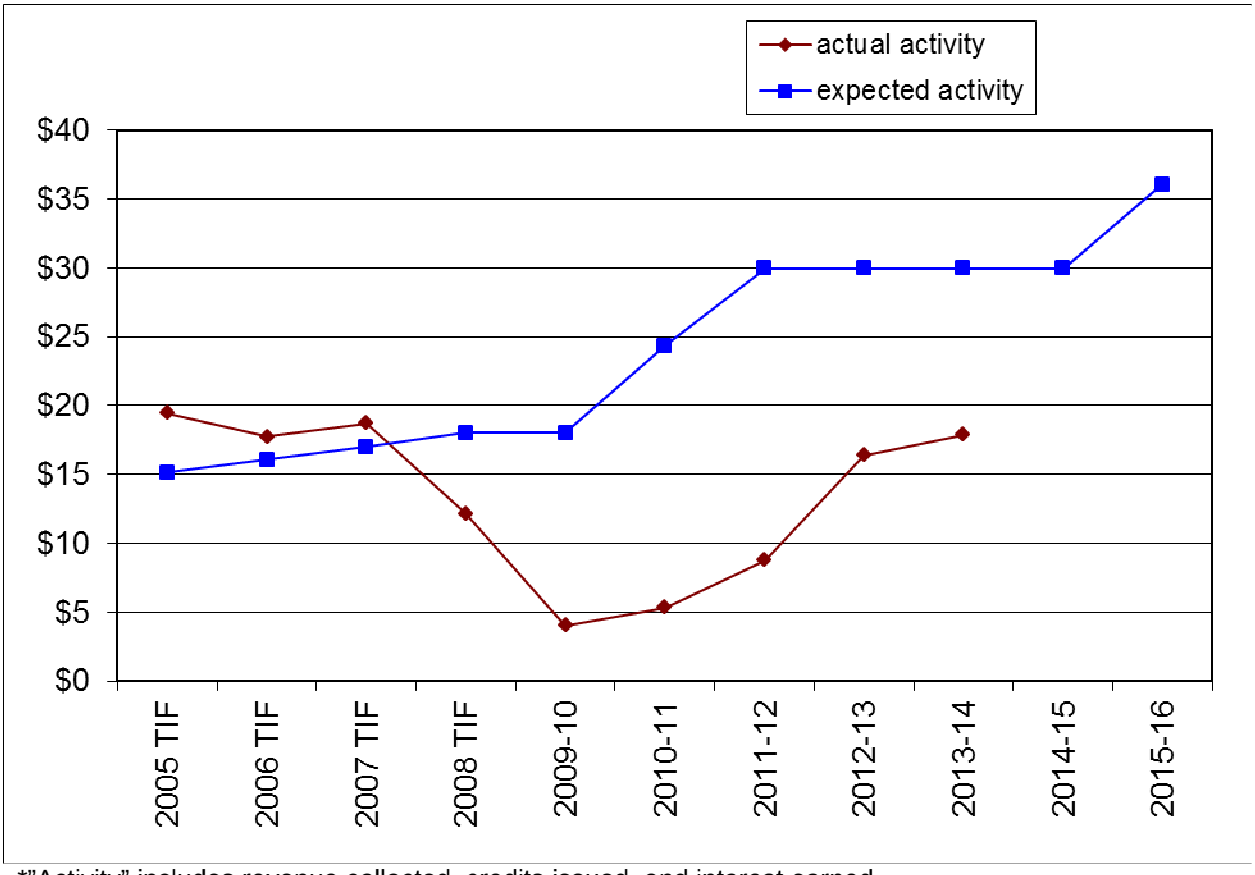


Actual vs. Expected Total TDT Activity

In 2008 the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues once the TDT was completely phased in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the Board approved Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate, and reduced TDT obligations for eligible redeveloping properties (as described in Section II). Based on pre-recession assumptions, "expected" total TDT activity for FY 2013-2014 should have been around $30 million. Actual activity was $17.9 million, or approximately 60 percent of that expectation. Total TDT activity in FY 2013-2014 was up by 10 percent over FY 2012-2013.

Figure 2 compares actual annual TIF and TDT total activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent recovery are obvious in the line graph. Based on recent trends, it is possible that actual activity could eventually "catch up" with expected activity, assuming a continued positive trend in real estate and the overall economy, and full phase-in of TDT rates with the implementation A-Engrossed Ordinance No. 793.

FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY*
(Reported in millions of $'s)

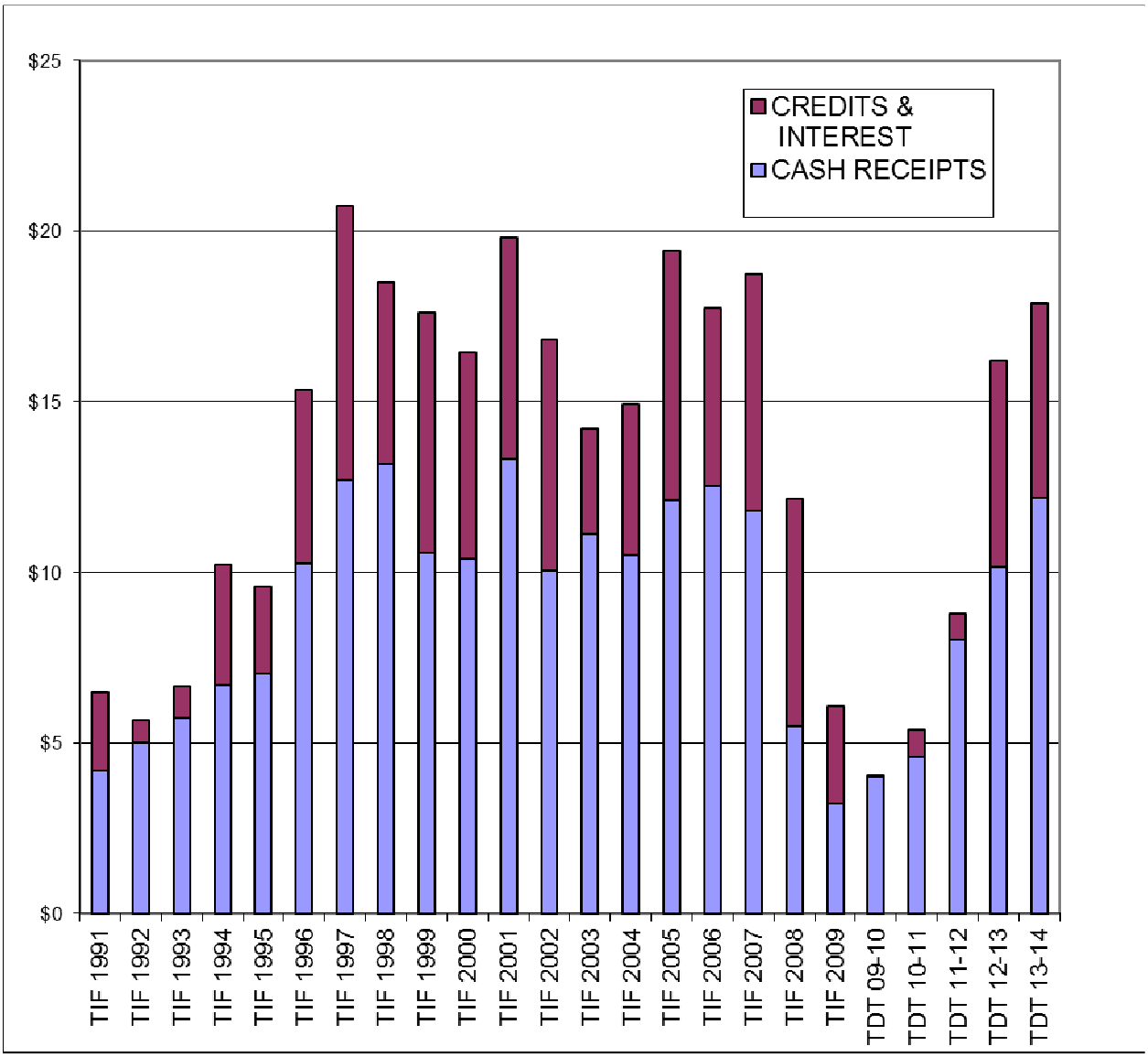


*"Activity" includes revenue collected, credits issued, and interest earned.

Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2013-2014 with that of previous years, including TIF activity for calendar years prior to 2010. TDT activity is showing strong recovery from the Great Recession, with increasing gains every year since bottoming out in FY 2009-2010. While the 10% increase from FY 2012-2013 to FY 2013-2014 was not as dramatic as increases in the prior two years, total TDT activity showed continued growth and is getting closer to pre-recession levels of activity.

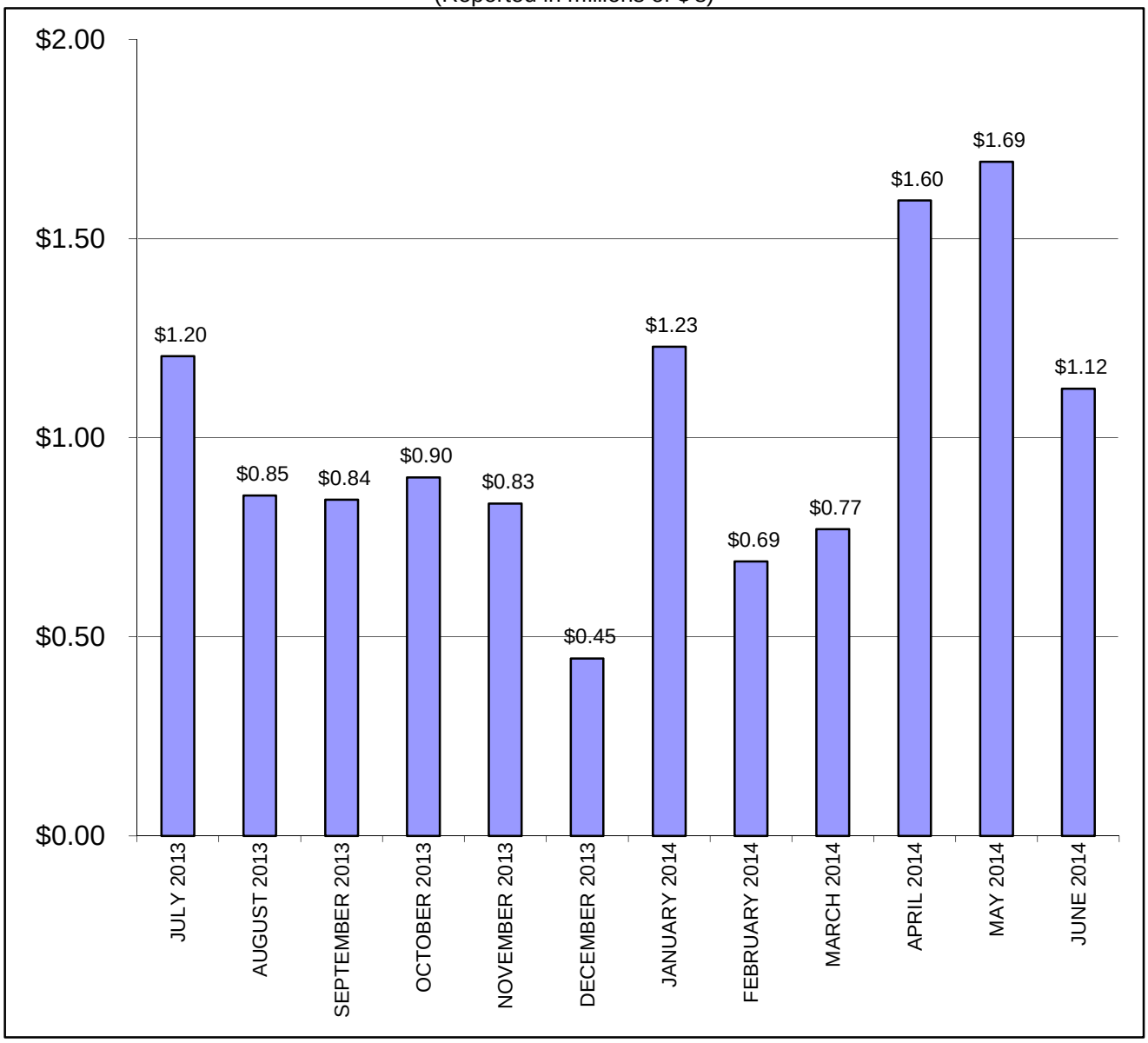
FIGURE 3: ANNUAL PROGRAM COMPARISON
(Reported in millions of $'s)



TDT Payments by Month

TDT payments fluctuate by month, as depicted in Figure 4 below. Variations are due to the seasonality of the construction industry as well as occasional large TDT payments for major development projects. During FY 2013-2014, the highest revenue month was May 2014, with $1.7 million in cash receipts – 70 percent of which collected by the City of Hillsboro.

FIGURE 4: TDT CASH RECEIPTS BY MONTH
(Reported in millions of $'s)



Interest Earned

During FY 2013-2014, the countywide TDT program collected $182,972 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Table 2 on the next page includes a breakdown of interest earnings by jurisdiction.

Credits

The TDT program provides opportunities for developers to reduce or eliminate TDT charges by improving eligible transportation facilities and/or dedicating right-of-way for future TDT-eligible improvements. After a developer improves a facility or dedicates right-of-way, the improvement is "accepted" by the applicable jurisdiction, and the developer then has 90 days to request a TDT credit. Each request is reviewed by the jurisdiction in order to ensure that the project meets eligibility requirements, that the actual construction costs were reasonable, and that right-of-way values were calculated per code. If all criteria are met, the jurisdiction issues a credit voucher for the specific property and for a specific dollar amount. During the ten years following the issuance of credit, the developer of the subject property may submit a credit voucher in lieu of paying TDT. Credit vouchers may also be transferred to other properties in the vicinity, with some restrictions.

Full credit is generally available for improvements made to facilities listed on the TDT Project List. Partial credit may be available for improvements that are not on the TDT Project List but are on a facility designated as an arterial or collector in the applicable jurisdiction's transportation system plan. During FY 2013-2014, a total of 14 separate TDT credits were issued: one each in Forest Grove and North Plains, two in Sherwood, three each in Hillsboro and Tigard, and four in unincorporated Washington County. The 14 credits represent $5,500,927 in eligible improvements to the transportation system, down slightly from the amount of credit issued during the previous fiscal year. Much of the credit activity took place in Hillsboro, including $1.46 million for the Butler Street roundabout and widening near the Intel Ronler Acres campus. Developers used about $4.4 million in TDT credit vouchers to pay for TDT obligations, some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 2 and Figures 6 and 7 summarize FY 2013-2014 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances. The jurisdictions with the highest cash receipts in FY 2013-2014, in order, were Washington County ($4.2 million, 34% of total), City of Hillsboro ($2.8 million, 23% of total) and Beaverton ($1.5 million, 12% of total). However, if credits are included, Hillsboro had the most TDT activity, with $5.4 million; unincorporated Washington County had a total of $4.5 million in total TDT activity.

In terms of expenditures, Tigard had the highest amount with $865,652 for capital projects (for a variety of different projects), plus $15,057 in administration expenses; this was followed by Cornelius, with $447,492 in capital project expenditures, and Hillsboro with $252,141 in projects. Greater detail on TDT expenditures is provided in section IV.

The estimated TDT account balance as of June 30, 2014 was highest in Washington County ($10.9 million), followed by the City of Hillsboro ($10.6 million) and Forest Grove ($3.4 million.).

TABLE 2: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2013-2014
(Rounded to nearest dollar)

Jurisdiction	Balance as of 6/30/13	Cash Receipts	Interest Earnings & Transfers	Credits Issued	"Total Activity"	Project & Admin Expenses	Balance as of 6/30/14
Banks	$11,376	$0	$58	$0	$58	$0	$11,434
Beaverton	$1,606,324	$1,482,957	$12,316	$0	$1,495,273	$146,754	$2,954,843
Cornelius	$527,410	$6,665	$2,942		$9,607	$447,492	$89,525
Durham	$23,175	$13,330	$107		$13,437	$24,500	$12,112
Forest Grove	$2,426,178	$950,257	$15,922		$966,179	$0	$3,392,358
Gaston	$10,574	$0	$58		$58	$0	$10,632
Hillsboro	$8,104,540	$2,765,463	$51,811	$2,543,858	$5,361,132	$282,757	$10,639,057
King City	$1,401,375	$366,575	$8,356		$374,931	$0	$1,776,306
North Plains	$236,325	$166,527	$1,706		$168,233	$35,291	$369,267
Sherwood	$529,208	$870,161	$4,646	$2,546,963	$3,421,770	$0	$1,404,015
Tigard	$1,619,239	$517,727	$2,306	$92,181	$612,214	$880,709	$1,258,563
Tualatin	$1,909,569	$610,600	$11,526		$622,126	$0	$2,531,695
Washington County	$7,118,691	$4,175,879	$70,421	$242,094	$4,488,394	$495,310	$10,869,680
Wilsonville	$16,875	$258,825	$797		$259,622	$0	$276,497
Countywide Total	$25,540,860	$12,184,965	$182,972	$5,425,096	$17,793,033	$2,312,812	$35,595,984

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2013-2014
(Does not include credits, interest earnings or fund transfers)

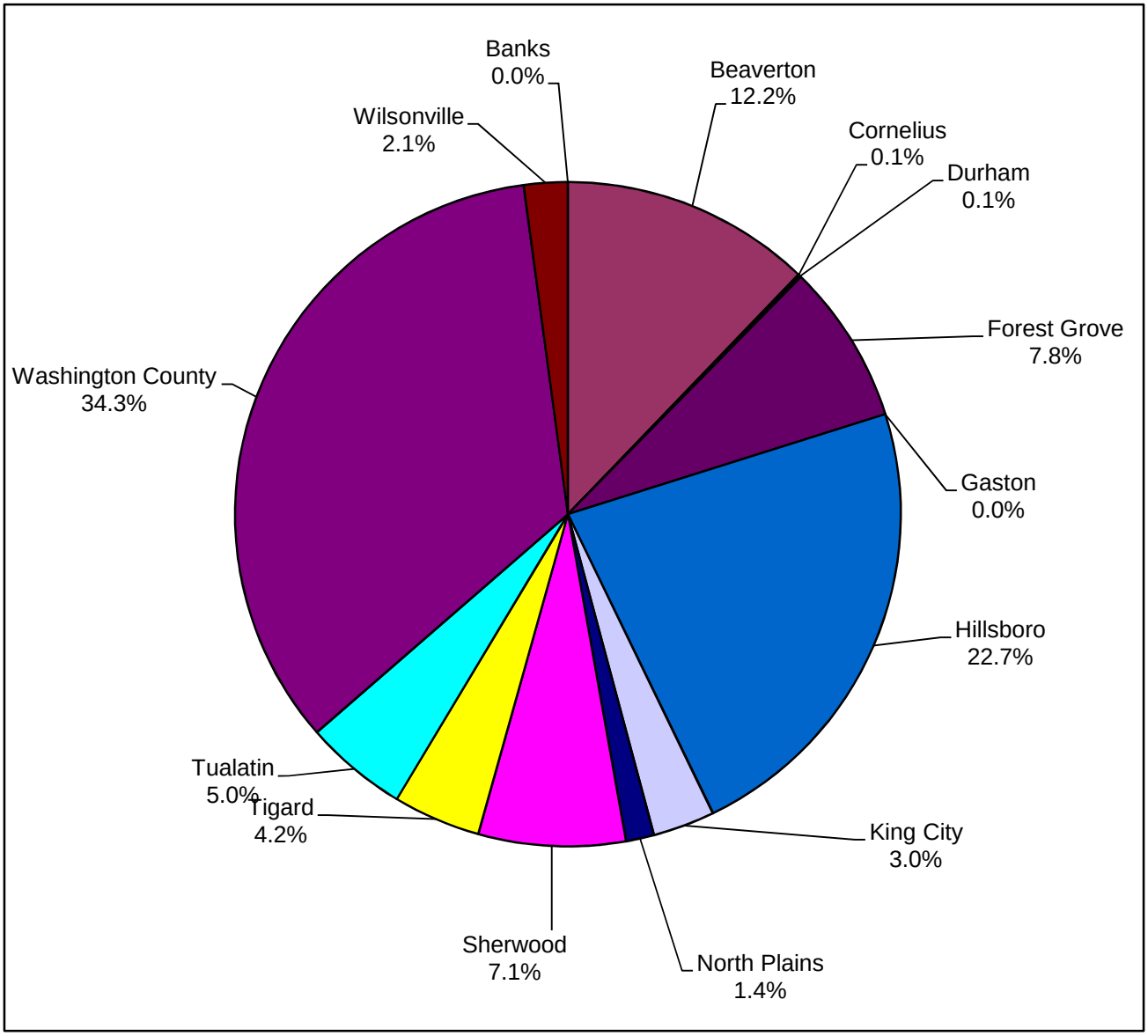
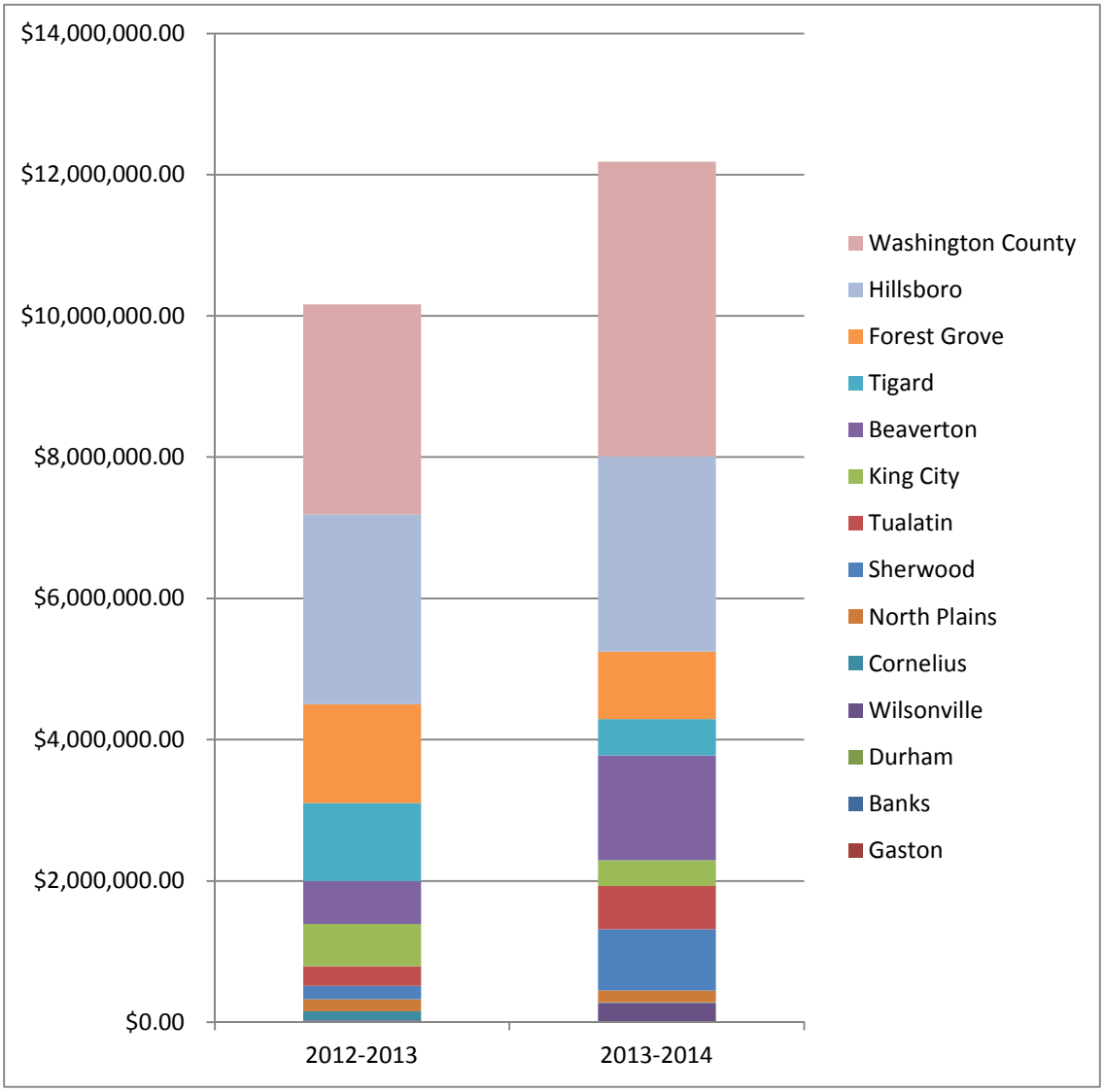


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2012-2013 and FY 2013-2014
(Does not include credits, interest earnings or fund transfers)



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2013-2014, five cities and Washington County invested a combined total of $1,840,112 in TDT funds to design and/or build capital improvements on the TDT Project List. Figures listed below account for FY 2013-2014 expenditures only.

- The City of Cornelius used $447,492 for **traffic signal improvements on Baseline Street (Highway 8)** between 10th and 19th Avenues.

- The City of Hillsboro used $282,757 in TDT funds (in addition to other city funds) for a number of projects, including right-of-way acquisition for **widening NW Cornelius Pass Road to six through lanes** between Sunset Highway and Cornell Road, and designing an **extension of NE Campus Court** to NE Ray Circle in the Orenco area.
- North Plains used $32,677 in TDT funds for **improvements at Highland Court and 307th Avenue**.
- The City of Tigard used $860,469 in TDT for two intersection improvements: the **Pacific Highway / Gaarde Street / McDonald Street** project and the **72nd Avenue / Dartmouth Street** project. Both projects will improve operations and capacity at congested intersections by adding turn lanes. Sidewalk, crosswalk and bike lane relocations are included.
- Washington County used $188,534 in TDT funds for the design of **NW Springville Road between 185th and 173rd Avenues** project near Portland Community College Rock Creek campus. The project will add roadway capacity and include bicycle and pedestrian facilities. Construction funding sources and scheduling are to be determined.

Non-TDT Expenditures

Other improvements or portions of improvements on the TDT Project List have been constructed using non-TDT funding sources including MSTIP, remaining TIF funds, local general funds, and state grants. In FY 2013-2014, jurisdictions invested approximately $7.8 million in non-TDT funding resources for projects on the TDT List. Examples include:

- $1.5 million in Washington County MSTIP3c funds for designing improvements to Walker Road west of Murray Boulevard (total cost $10.1 million).

- $1.8 million in Washington County MSTIP3d funds for designing improvements to Farmington Road between Murray Boulevard and Hocken Avenue in the City of Beaverton (total cost $6.5 million).

Appendix A details the TDT Road Project List with associated expenditures from TDT and other sources from FY 2009-2010 through FY 2013-2014. In total, $9.6 million in TDT and other funds have been invested in eligible projects since 2009. There have been no expenditures associated with the TDT Transit Project List.

TDT Cost Capture

One purpose of this report is to monitor changes in transportation infrastructure needs and to track the percentage of those needs that is "captured" by the TDT. When the TDT was developed, staff estimated that it would raise 28 percent of the revenue necessary to complete eligible components of the projects on the TDT Project List. It assumes that other revenue will come from sources such as the gas tax and the county's property tax-funded Major Streets Transportation Improvement Program and that some needs will remain unfunded. As of the end of FY 2013-2014, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is now anticipated to cover 29.58% of the eligible costs on the TDT Project List once rates are fully phased in.

The 2008 TDT Methodology Report estimates how these growth-related infrastructure costs get passed onto new users of the system and provides a basis for TDT rates. It divides the total cost of the TDT Project List by the increase in average daily motor vehicle and transit trip-ends as forecast by the Metro Regional Travel Demand Model. This calculation is repeated each year in the annual report to monitor changes in the cost per trip-end due to investments in TDT-eligible projects from all sources and/or changes to the TDT Project List.

Comparing the total cost of TDT-eligible projects that remain unfunded ($2,203,236,423) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of $1,322 per motor vehicle trip. The fully phased-in Captured Cost per New Person Trip-End remains at $391, which would now be 29.58% of the eligible motor vehicle costs, as shown in Table 3 below. Transit and compliance costs have remained static.

TABLE 3: SDC-ELIGIBLE COST PER PERSON TRIP-END
(Including completed projects)

Type of Cost	SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Captured Cost per New Person Trip-End	Capture Rate
Motor Vehicle Cost	***$2,203,236,423***	1,666,558	***$1,322***	$391	***29.58%***
Transit Cost	$264,412,104	1,666,558	$159	$45	28.0%
Compliance Cost	$5,234,000	1,666,558	$3	$3	100%
Total	$2,482,520,743		$1,560	$439	

Appendix A: TDT Road Project List Expenditures FY 13-14

List as amended by
Resolution and Order 13-78
August 20, 2013

Jurisdiction	Road	From	To	Project	Project Cost (2008$)	Eligible SDC Amount	Estimated Project Completion Timeframe	Prior Expenditures 2009-2013	Eligible FY 13-14 Expenditure	Source
Beaverton	Allen: Murray-Scholls, Cedar Hills: Farmington to north of Walker, Hall: Southbound Hwy. 217 ramp-Cedar Hills, Farmington: Southbound Hwy. 217 ramp-west of Murray			Adaptive signal systems	$11,040,000	$11,040,000	2018-2025	$ -		
Beaverton	Farmington Road	Murray	Hocken	widen to 5 lanes with multimodal improvements	$9,604,800	$9,299,886	2008-2017	$ -	$ 1,839,996	MSTIP 3d
Beaverton	Hocken Ave.	TV Hwy	Farmington	widen to 5 lanes w/ multimodal	$1,766,400	$1,766,400	2018-2025	$ -		
Beaverton	Rose Biggi	Crescent	Hall via Westgate	extend 2-lane multimodal	$3,864,000	$3,864,000	2008-2017	$ 34,687		
Beaverton	Crescent	Rose Biggi	Cedar Hills	extend 2-lane multimodal	$3,864,000	$3,864,000	2008-2017	$ 65,237		
Beaverton	Dawson / Westgate	Rose Biggi	Hocken	extend 2-lane multimodal	$9,825,600	$9,825,600	2008-2017	$ 251,713		
Beaverton	Davies Road	Scholls Ferry	Barrows	extend 2-lane multimodal	$5,409,600	$5,409,600	2008-2017	$ -		
Beaverton	125th	Brockman	Hall	extend 2-lane multimodal	$15,345,600	$15,345,600	2008-2017	$ 143,127		
Beaverton	Rose Biggi	TV Hwy	Broadway	extend 2-lane multimodal	$3,312,000	$3,312,000	2008-2017	$ -		
Beaverton	Millikan	Watson	114th	extend 2-lane multimodal	$15,235,200	$15,235,200	2018-2025	$ -		
Beaverton	New street	Broadway	115th	construct 2-lane multimodal	$4,968,000	$4,968,000	2018-2025	$ -		
Beaverton	114th/115th	LRT	BH/Griffith	construct 2-lane multimodal	$11,040,000	$11,040,000	2008-2017	$ -		
Beaverton	120th new street	Center	Canyon	construct 2-lane multimodal	$9,825,600	$9,825,600	2018-2025	$ -		
Beaverton	141st / 142nd / 144th	141st	144th	Extend and connect streets	$7,065,600	$7,065,600	2008-2017	$ -		
Beaverton	Sexton Mtn	155th	Sexton Mtn	extend 2-lane multimodal	$2,760,000	$2,760,000	2018-2025	$ -		
Beaverton	Nimbus	Hall	Denney	extend 2-lane multimodal	$17,001,600	$17,001,600	2008-2017	$ -		
Beaverton	Hall	Hall	Jenkins	construct 2 or 4 lane	$15,897,600	$15,897,600	2026+	$ -		
Beaverton	Hall	Cedar Hills	Hocken	extend 2-lane multimodal	$6,072,000	$6,072,000	2008-2017	$ -		
Beaverton	Scholls Ferry	Davies		add NB rt turn lane, close east end of Scholls Ferry @Barrows	$331,200	$331,200	2026+	$ -		
Beaverton	Cedar Hills	Walker		add double left turn lanes on all approaches, add EB rt turn lane	$3,643,200	$2,215,459	2026+	$ -		
Beaverton	Murray	Allen		turn lanes, signal imprvmts	$1,578,720	$1,052,480	2026+	$ -		
Beaverton	Hall	Center		turn lanes, signal imprvmts	$121,440	$121,440	2026+	$ -		
Beaverton	Scholls Ferry	Barrows (west end)		add SB rt turn lane	$331,200	$291,771	2026+	$ -		
Beaverton	Millikan	Murray		rt turn lane for WB Millikan	$607,200	$607,200	2026+	$ -		
Beaverton	Walker	173rd		turn lanes, signal imprvmts	$2,760,000	$2,324,211	2026+	$ -		
Beaverton	Walker	167th		signalize; add SB left turn lane	$187,680	$173,995	2026+	$ -		

Appendix A: TDT Road Project List Expenditures FY 13-14

List as amended by
Resolution and Order 13-78
August 20, 2013

Jurisdiction	Road	From	To	Project	Project Cost (2008$)	Eligible SDC Amount	Estimated Project Completion Timeframe	Prior Expenditures 2009-2013	Eligible FY 13-14 Expenditure	Source
Beaverton	Cedar Hills	Jenkins		turn lanes, signal imprvmts	$2,550,240	$2,550,240	2026+	$ -		
Beaverton	Cedar Hills	Hall		add NB rt turn lane	$728,640	$728,640	2026+	$ -		
Beaverton	Canyon	Cedar Hills		turn lanes, signal imprvmts	$6,922,080	$6,922,080	2026+	$ -		
Beaverton	Farmington	Cedar Hills		turn lanes, signal imprvmts	$3,036,000	$2,891,429	2026+	$ -		
Beaverton	Hall	Allen		add EB&WB rt turn lanes, NB&SB double lefts	$2,373,600	$2,373,600	2026+	$ -		
Beaverton	Scholls Ferry	125th		add SB rt turn lane	$1,280,640	$1,280,640	2026+	$ -		
Beaverton	Scholls Ferry	Nimbus		turn lanes, signal imprvmts	$1,733,280	$1,533,286	2026+	$ -		
Beaverton	Farmington	Lombard		add NB rt turn lane	$1,689,120	$1,689,120	2026+	$ -		
Beaverton	BH Hwy	Western		turn lanes, signal imprvmts	$2,064,480	$2,064,480	2026+	$ -		
Beaverton	Hall	Denney		turn lanes, signal imprvmts	$850,080	$850,080	2026+	$ -		
Beaverton	Scholls Ferry	Allen		turn lanes, signal imprvmts	$4,128,960	$1,179,703	2026+	$ -		
Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	$1,280,640	$1,280,640	2026+	$ -		
Beaverton	Millikan	141st	Hocken	Add signal, turn lanes, bike & ped	$2,870,400	$2,870,400	2018-2025	$ -		
Beaverton	Denney	Hall	Scholls Ferry	Add turn lanes, bike lanes & signalize	$6,734,400	$6,734,400	2018-2025	$ -		
Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	$6,955,200	$6,955,200	2018-2025	$ -		
Beaverton	Cedar Hills	Farmington	Walker	Add turn lanes, bike lanes	$20,976,000	$19,362,462	2018-2025	$ -		
Beaverton	Millikan	TV Hwy	141st	Add turn lanes, signals, bike and ped	$18,878,400	$18,878,400	2018-2025	$ -		
Beaverton	Hall	500' south of Allen	12th	Add turn lanes, bike lanes	$6,734,400	$6,734,400	2018-2025	$ -		
Beaverton	Hall	Farmington	Cedar Hills	Add turn lanes, bike lanes	$5,740,800	$5,740,800	2018-2025	$ -		
Beaverton	Weir	155th	175th	Turn lanes, bike lanes, sidewalks	$4,526,400	$4,526,400	2018-2025	$ -		
Beaverton	Allen	Hwy 217	Murray	Add turn lanes, bike lanes, sidewalks & signalize	$45,926,400	$28,916,622	2008-2017	$ -		
Beaverton	Canyon Rd	170th	OR 217	Access Management	$1,000,000	$1,000,000	2014-2017	$ -		
Cornelius	Susbauer / 19th	TVHighway	Zion Church	Add new traffic signals at Holladay and Davis and widen existing travel lanes.	$17,240,000	$12,930,000	2008-2017	$ 87,698		
Cornelius	Cornelius-Schefflin	S. CL	Verboort Circle	Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes.	$7,400,000	$5,550,000	2008-2017	$ 8,585,995	$ 425,295	MSTIP 3 & MSTIP 3d
Cornelius	10th	Adair/Main	Baseline	Add left & right turn lanes at couplet intersection approaches.	$2,200,000	$471,429	2018-2025	$ 4,400		
Cornelius	14th	Holladay	Dogwood	Add signals at TV Hwy. and widen existing travel lanes.	$2,800,000	$2,100,000	2026+	$ -		
Cornelius	Forest Grove Connectivity	East Forest Grove City Limit	West Cornelius City Limit	Construct new 2 lane collector between Cornelius & Forest Grove	$1,500,000	$1,500,000	2026+	$ -		
Cornelius//Forest Grove	Holladay St Extension	4th Ave	Yew St	new 2 lane collector	$10,764,871	$10,764,871	2018-2025	$ -		
Cornelius	Holladay St Extension	10th Ave	Gray St	new 2 lane collector	$1,300,000	$1,300,000	2008-2017	$ -		
Cornelius	Holladay St Extension	Gray St	19th Ave	new 2 lane collector	$1,300,000	$1,300,000	2018-2025	$ -		

Appendix A: TDT Road Project List Expenditures FY 13-14

List as amended by
Resolution and Order 13-78
August 20, 2013

Jurisdiction	Road	From	To	Project	Project Cost (2008$)	Eligible SDC Amount	Estimated Project Completion Timeframe	Prior Expenditures 2009-2013	Eligible FY 13-14 Expenditure	Source
Cornelius	Davis St Extension	4th Ave	10th Ave	new 2 lane collector	$2,500,000	$2,500,000	2018-2025	$ -		
Cornelius	TV Highway Corridor	4th Ave	29th Ave	traffic signal system coordination	$450,000	$450,000	2008-2017	$ -		
Cornelius	Baseline	10th Ave	20th Ave	Interconnect signals and consolidate access points.	$3,600,000	$540,000	2008-2017	$ 8,200	$ 447,492	TDT
Durham	Upper Boones Ferry	Afton	Durham	Widen to accommodate extended left turn lane at Durham	$276,000	$276,000	2008-2017	$ -	$ 23,000	TDT
Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes	$600,000	$600,000	2018-2025	$ -		
Forest Grove	19th	Poplar	HWY 47	Extend 2 LN	$1,517,156	$1,517,156	2008-2017	$ -		
Forest Grove	23-24	Hawthorn	Quince	Construct 3 LN	$16,574,964	$16,574,964	2008-2017	$ -		
Forest Grove	26th	Juniper	Oak	Construct 3 LN	$5,310,045	$5,310,045	2008-2017	$ 264,748		
Forest Grove	B St	Hartford	David Hill	Extend 2 LN	$6,068,623	$6,068,623	2008-2017	$ -		
Forest Grove	David Hill	East Terminus	HWY 47	Complete 3 LN	$6,428,075	$6,428,075	2008-2017	$ 1,060,874	$ 1,782	MSTIP 3b
Forest Grove	Hartford			Extend to Thatcher	3,707,150	$3,707,150	2026+	$ -		
Forest Grove	Hawthorn	26th	HWY 47	Complete 2 LN	$7,885,582	$7,885,582	2008-2017	$ -		
Forest Grove	Laurel	22nd	26th	Complete 2 LN	$8,598,914	$8,598,914	2008-2017	$ -		
Forest Grove	Main	Hartford	David Hill	Complete 2 LN	$6,068,623	$6,068,623	2008-2017	$ -		
Forest Grove	Thatcher	Gales Creek	Thatcher	Signalize Intersection	$3,996,480	$2,997,360	2008-2017	$ -		
Forest Grove	HWY 47	Elm	HWY 47	Signalize Intersection	$299,804	$224,853	2008-2017	$ -		
Forest Grove	Sunset	Willamina	Sunset	Add turn lanes / signal	$1,525,244	$1,198,406	2026+	$ 4,423		
Forest Grove	HWY 47	Maple	HWY 47	Signalize Intersection	$299,804	$224,853	2008-2017	$ -		
Forest Grove	TV HWY	Quince		Add turn lanes / signal	$4,294,293	$4,294,293	2008-2017	$ -		
Forest Grove	Oak	Pacific	HWY 47	Upgrade to 2 LN Collector add Signal	$6,200,788	$4,650,591	2008-2017	$ -		
Forest Grove	Heather	Mountain View	HWY 47	Construct 2 LN Collector	$6,375,830	$6,375,830	2008-2017	$ -		
Forest Grove	E/Pacific/19th	19th	E	Extend 2 Lane couplet	$5,264,808	$5,264,808	2008-2017	$ -		
Hillsboro	Main	Main		Add westbound right turn	$977,417	$977,417	2026+	$ -		
Hillsboro	Imlay	at TV HWY		Signalize	$488,709	$366,531	2026+	$ -		
Hillsboro	Cornelius Pass	at TV HWY		Add 2nd eastbound left turn lane	$2,443,542	$2,101,446	2026+	$ -		
Hillsboro	Bentley	at Brookwood		Add eastbound left turn lane	$772,466	$772,466	2026+	$ -		
Hillsboro	Harewood	at Jackson School		Add EB right turn lane	$772,466	$772,466	2026+	$ -		
Hillsboro	TV HWY	185th	Cornelius Pass	Widen to 7 lanes	$77,246,647	$64,887,183	2026+	$ -	$ 46,363	TDT
Hillsboro	Witch Hazel	at River		signalize	$386,233	$289,675	2026+	$ 220,980		
Hillsboro	Minter Bridge	TV HWY		convert NB through-left lane to separate left turn lane and change N/S signal phasing to protected	$635,321	$635,321	2026+	$ -		

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Hillsboro	Evergreen	at 229th		Add northbound/southbound right turn lanes, protected-permitted N/S signal	$1,221,770	$1,221,770	2026+	$ -		
Hillsboro	Grant	25th/28th		Add eastbound left turn lane	$1,466,124	$1,466,124	2026+	$ -		
Hillsboro	Grant	at Cornell		Add eastbound/westbound left turn lanes	$977,417	$977,417	2026+	$ -		
Hillsboro	Cornell/Main	at 10th		Add northbound and southbound lanes	$3,811,924	$3,811,924	2026+	$ 159,433		
Hillsboro	Cornell	at 185th		Add northbound and southbound double left turn lanes, Add northbound right turn lane	$2,443,542	$2,443,542	2026+	$ -		
Hillsboro	Aloclek	Amberwood	Cornelius Pass	Extend 3 lane	$3,909,666	$3,909,666	2018-2025	$ 449,709		
Hillsboro	Amberwood	206th	Cornelius Pass	Widen to 3 lane	$2,932,250	$2,932,250	2018-2025	$ -		
Hillsboro	Airport (Butler)	Shute	Brookwood	Widen to 3 lane	$2,345,723	$2,345,723	2026+	$ -		
Hillsboro	Cornell	Arrington	Main	widen 5 lane	$11,728,998	$11,728,998	2018-2025	$ 45,343	$ 367	TIF 2 Road Con.
Hillsboro	Amberglen	Walker	206th	New 3 lane	$4,105,149	$4,105,149	2008-2017	$ -		
Hillsboro	Evergreen	at Cornelius Pass		Add 2nd left turn lane on northbound/southbound/eastbound approaches, eastbound and westbound right turn lanes	$5,864,499	$5,864,499	2026+	$ -		
Hillsboro	Jackson School	Grant	Evergreen	Widen to 3 lanes	$7,976,257	$7,976,257	2018-2025	$ -		
Hillsboro	Edgeway (Salix Ext)	LRT	Walker	New 3 lane extension	$8,405,782	$8,405,782	2018-2025	$ -		
Hillsboro	10th	Walnut	Washington	Widen and turn lanes	$8,806,118	$8,806,118	2026+	$ -		
Hillsboro	Wilkins	Cornelius Pass	Edgeway	new 3 lane	$6,797,705	$6,797,705	2026+	$ -		
Hillsboro	Century	Baseline	Lois	New 3 lane bridge over Rock Creek	$29,817,206	$29,817,206	2018-2025	$ -		
Hillsboro	231st	LRT	Baseline	widen 3 lanes	$10,814,531	$10,814,531	2008-2017	$ -		
Hillsboro	1st/Glencoe	at Grant		Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant	$4,887,086	$4,887,086	2026+	$ -		
Hillsboro	Century Blvd/229th	Evergreen	West Union	extend 3 lane, including Hwy 26 overcrossing	$14,676,863	$14,676,863	2018-2025	$ -	$ 38,288	TDT
Hillsboro	Cornelius Pass	TV HWY	209th	Extend as new 3 lane/including grade seperation at TV HWY	$27,367,662	$27,367,662	2018-2025	$ -		
Hillsboro	69th (Quatama)	227th	Baseline	New 3 lane extension	$4,943,785	$4,943,785	2026+	$ -		
Hillsboro	Grant	Brookwood	28th	new 3 lane	$13,904,396	$13,904,396	2026+	$ -		
Hillsboro	28th	Baseline	Cornell	widen 3 lanes	$4,943,785	$4,943,785	2018-2025	$ -		
Hillsboro	Brookwood	TV HWY	River	Ext 3 lane	$15,449,329	$15,449,329	2008-2017	$ 321,135	$ 45	MSTIP 3b
Hillsboro	Cornell	at 229th		add EB and SB right turn lanes, add WB 2nd left turn lane	$1,954,833	$1,954,833	2026+	$ -		

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Hillsboro	185th	at Walker		Add 2nd SB and EB left turn lanes, WB right turn lane	$4,398,375	$2,950,129	2026+	$ -		
Hillsboro	10th	Baseline		add turn lanes	$3,176,603	$3,176,603	2026+	$ -		
Hillsboro	13th	TV HWY	River	Add EB right turn lane and NB left turn lane	$977,417	$977,417	2026+	$ -		
Hillsboro	River	at Rood Bridge		Add eastbound right turn lane	$742,756	$742,756	2026+	$ 26,947		
Hillsboro	229th	at TV HWY		Add NB right turn lane	$450,000	$450,000	2026+	$ -		
Hillsboro	253rd	Evergreen		signalize	$1,025,004	$768,753	2026+	$ -		
Hillsboro	234th	Johnson		signal	$450,000	$337,500	2026+	$ -		
Hillsboro	Brookwood	Cornell		Add Dedicated 2nd SB Thru Lane	$2,443,542	$2,443,542	2026+	$ -		
Hillsboro	Quatama	LRT	227th	Widen to 3 lanes	$8,210,299	$8,210,299	2026+	$ 63,625		
Hillsboro	Huffman	Shute	253rd	New 3 lane	$1,853,920	$1,853,920	2008-2017	$ -		
Hillsboro	New Collector	229th	Cornelius Pass	New 3 lane	$3,200,000	$3,200,000	2008-2017	$ -	$ 108,255	TDT
Hillsboro	Evergreen	Cornelius Pass	215th	Add bicycle lanes, including rail crossing removal/grade adjustments. Add WB right turn lane at Cornelius Pass, including Ped island	$1,200,000	$1,080,000	2017	$ -		
Hillsboro	231st	Campus Way	Cornell	widen to 5 lanes with multimodal improvements	$500,000	$170,000	2017	$ -	$ 33,425	TDT
Hillsboro	231st	Cherry	Campus Way	Construct Southbound Cycletrack and west pedestrian improvements	$160,000	$60,000	2017	$ -		
Hillsboro	231st	LRT Crossing		signal & pedestrian crossing improvements	$250,000	$225,000	2017	$ -		
Hillsboro	Campus Ct extension	existing	Ray Circle	Construct new 2/3 lane collector	$1,800,000	$1,700,000	2017	$ -	$ 31,648	TDT
Hillsboro	Cornelius Pass	Cornell	HWY 26	NB right turn lane to US26 East, and multimodal enhancements	$1,950,000	$665,000	2017	$ 108,961	$ 1,423,926	TDT + MSTIP 3d
North Plains	208th	Pacific	Kaybern Extension	Construct new two-lane collector	$500,000	$500,000	2026+	$ -		
North Plains	289th	Pacific	West Union	Construct new two-lane collector	$750,000	$750,000	2026+	$ -		
North Plains	Pacific	289th	Jackson School	Construct new two-lane collector	$1,750,000	$1,750,000	2026+	$ -		
North Plains	309th	North	Future school site	Construct new two-lane collector	$1,000,000	$1,000,000	2026+	$ -		
North Plains	313th	North	Future school site	Construct new two-lane collector	$750,000	$750,000	2026+	$ -		
North Plains	Cottage	318th	Gordon	Construct new two-lane collector	$4,762,500	$4,762,500	2026+	$ -		
North Plains	Jackson School	Pacific	West Union	Construct new two-lane collector	$750,000	$750,000	2026+	$ -		
North Plains	Kaybern Extension	280th	West city limits	Construct new two-lane collector	$2,750,000	$2,750,000	2026+	$ -		
North Plains	Main	North	Tirmeric	Construct new two-lane collector	$1,250,000	$1,250,000	2026+	$ -		
North Plains	Mountaindale	309th	Tirmeric	Construct new two-lane collector	$3,500,000	$3,500,000	2026+	$ -		

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North Plains	Pacific	307th	East city limits	Construct new two-lane collector	$750,000	$750,000	2026+	$ -	$ 46,145	TDT, Street Fund SDCs
North Plains	Tirmeric	North	Future school site	Construct new two-lane collector	$1,000,000	$1,000,000	2026+	$ -		
North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard	$2,365,000	$1,182,500	2026+	$ -		
North Plains	Yorkshire	309th	Tirmeric	Construct new two-lane collector	$2,250,000	$2,250,000	2026+	$ -		
North Plains	Pacific	Glencoe		Add new signal	$297,102	$222,827	2026+	$ -		
North Plains	Commercial	Glencoe		Add westbound left turn, eastbound right turn & signalize	$371,378	$299,959	2026+	$ -		
Sherwood	Oregon Street	Oregon St	at Tonquin Rd	Construct roundabout north of Oregon St/Murdock Roundabout	$772,466	$772,466	2026+	$ -		
Sherwood	Adams Street	Adams Ave	at T-S Rd Intersection	Install Traffic Signal	$386,233	$233,609	2008-2017	$ -		
Sherwood	Edy Road	Edy Rd	at Borchers Drive	Improve 3 leg intersection; possible roundabout	$458,845	$458,845	2026+	$ -		
Sherwood	Baler Way Signal	Tualatin-Sherwood	at Baler Way	Remove traffic signal, install raised median and allow right in right out only.	$154,493	$33,693	2026+	$ -		
Sherwood	Sherwood Boulevard	Sherwood Blvd	at Langer Drive	Remove Traffic Signal. Allow lefts in only (no lefts from Langer to Sherwood); capacity issues related to queing at 99W	$231,740	$57,935	2026+	$ -		
Sherwood	Sherwood Boulevard	Sherwood Blvd	at Century Drive	Improve intersection; possible roundabout in conjuncture with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at 99W	$386,233	$386,233	2026+	$ -		
Sherwood	Adams Ave South	1st & Oregon	Tualatin-Sherwood Rd	Construction of 3 lane road	$9,115,104	$9,115,104	2008-2017	$ 10,251,889		
Sherwood	Adams Ave North	Tualatin-Sherwood	Home Depot/99W	Construction of 3 lane road	$3,244,359	$3,244,359	2018-2025	$ 500,614		
Sherwood	Century Drive	Adams Ave	Tualatin-Sherwood Rd	Construction of 3 lane road	$4,171,319	$4,171,319	2008-2017	$ -		
Sherwood	Oregon Street	Railroad Crossing	Murdock / Oregon Roundabout	Adds turn lanes and center median for capacity	$4,171,319	$4,171,319	2026+	$ 109,757		
Sherwood	Pine Street	Willamette	Sunset	New road extension across rail road tracks from RR Street to Willamette; Existing county road will be widened.	$3,808,260	$3,808,260	2008-2017	$ 80,113		
Sherwood	Elwert Road	ORE 99W	Kruger	Add lanes, turn lanes, and modify signal and phasing,	$3,089,866	$3,089,866	2018-2025	$ -		
Sherwood	Brookman Road	ORE 99W	Ladd Hill Road	Add turn lanes and center median	$13,440,917	$13,440,917	2018-2025	$ -		

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Sherwood	Galbreath Drive	T-S Rd/Gerda Ln	Cipole Road	Construction of 2 lane collector road	$2,317,399	$2,317,399	2018-2025	$ -		
Sherwood	Cedar Brook Way	ORE 99W	ORE 99W	Construction of 2 lane road	$5,561,759	$5,561,759	2008-2017	$ -		
Sherwood	Smith Avenue	Meinecke Road	Woodhaven Drive	Construction of 2 lane road	$849,713	$849,713	2018-2025	$ -		
Sherwood	South Loop Road	ORE 99W	ORE 99W	Construction of 2 lane road	$2,780,879	$2,780,879	2018-2025	$ -		
Sherwood	Villa Road	Park St	Current terminus of Villa Rd	Construction of 2 lane road	$1,467,686	$1,467,686	2026+	$ -		
Sherwood	Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan)	Washington St.	Oregon St.	New road to improve access to old town	$3,862,332	$3,862,332	2008-2017	$ -		
Sherwood	Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan)	South of Railroad St.	Willamette St.	New road to improve access to old town	$1,699,426	$1,699,426	2008-2017	$ -		
Sherwood	Sunset Boulevard Road & Intersection Improvements	Aldergrove	Eucalyptus	Add turn lanes and center median for capacity at intersection of Main/Sunset; possibility of future signal	$7,427,562	$7,427,562	2026+	$ -		
Sherwood	Arrow Street	Adams Ave	Gerda Lane	construct new road to 2 lane collector standards	$7,427,562	$7,427,562	2026+	$ -		
Sherwood	Ladd Hill Road	Sunset Blvd	UGB south	Widen to 3 lanes plus turn lanes	$8,913,075	$8,913,075	2026+	$ -		
Sherwood	Edy Rd/Sherwood Blvd	Borchers Dr	3rd St	Add turn lanes and center median	$7,427,562	$7,427,562	2018-2025	$ -		
Sherwood	Edy Rd	Borchers Dr	City Limits west	Add turn lanes and center median	$7,427,562	$7,427,562	2008-2017	$ -		
Sherwood	Elwert Road	99W	Edy Rd	Add turn lanes and center median	$14,855,124	$14,855,124	2018-2025	$ -		
Tigard	72nd Ave	Durham	Bonita	widen to 5 lanes	$9,269,598	$6,712,467	2008-2017	$ -		
Tigard	72nd Ave	Bonita	Hunziker	widen to 5 lanes	$7,261,185	$7,261,185	2008-2017	$ -		
Tigard	72nd Ave	ORE 99W	Hunziker	widen to 5 lanes	$9,269,598	$9,269,598	2008-2017	$ -		
Tigard	121st	Quail Creek Ln	Walnut	widen to 3 lanes	$4,325,812	$4,325,812	2026+	$ -		
Tigard	121st	North Dakota	Walnut	widen to 3 lanes	$4,325,812	$4,325,812	2026+	$ -		
Tigard	Bonita	Hall	I5	widen to 4 lanes	$6,179,732	$1,972,255	2008-2017	$ -		

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Tigard	Burnham	Main	Hall	widen to 3 lanes	$7,286,400	$7,286,400	2026+	$ 3,026,957		
Tigard	Commercial	95th	Main	2 lane improvement	$1,544,933	$1,544,933	2026+	$ -		
Tigard	Dartmouth	72nd	68th	widen to 4 lanes	$1,853,920	$1,853,920	2008-2017	$ -		
Tigard	Dartmouth Ext	Dartmouth	Hunziker	extend/realign road	$23,173,994	$23,173,994	2018-2025	$ -		
Tigard	Fonner	Walnut	115th	Widen to provide 2 full-width travel lanes, bikelanes & sidewalks	$5,098,279	$2,549,139	2026+	$ -		
Tigard	Greenburg	Teideman	ORE 99W	widen to 5 lanes	$9,269,598	$9,269,598	2018-2025	$ -		
Tigard	Greenburg	Teideman	Shady Lane	widen to 5 lanes	$3,089,866	$908,784	2008-2017	$ -		
Tigard	Washington Sq	Nimbus Ave.	South mall area (Locust St.)	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$39,781,536	$39,781,536	2018-2025	$ -		
Tigard	Washington Sq	Nimbus Ave.	North mall area	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$39,781,536	$39,781,536	2026+	$ -		
Tigard	Hunziker	Hall	72nd	widen to 3 lanes	$4,634,799	$4,634,799	2026+	$ 4,983		
Tigard	Locust	Greenburg	Hall	Widen to 3 lanes	$2,471,893	$2,471,893	2026+	$ -		
Tigard	Nimbus Drive Ext	Scholls Ferry	Greenburg	3 lane extension	$23,173,994	$23,173,994	2018-2025	$ -		
Tigard	North Dakota	121st	Tiedeman	Widen to provide 2 full-width travel lanes, bikelanes & sidewalks	$5,407,265	$2,703,633	2026+	$ -		
Tigard	Wall Ext	Hunziker	Hall	Extend Wall St. across creek and RR to connect to Hunziker	$10,814,531	$10,814,531	2026+	$ -		
Tigard	Walnut	121st	Tiedeman	widen to 3 lanes	$4,325,812	$4,325,812	2026+	$ 57,884	$ 454,952	MSTIP 3d
Tigard	Walnut	Tiedeman	ORE 99W	Widen to 3 lanes	$3,862,332	$3,862,332	2026+	$ -		
Tigard	Walnut Ext	ORE 99W	Scoffins	New 3-lane collector	$29,353,726	$29,353,726	2008-2017	$ -		
Tigard	Upper Boones Ferry	Durham	I-5	widen to 5 lanes	$4,634,799	$4,634,799	2008-2017	$ -	$ 5,183	TDT
Tigard	Darmouth	72nd		Intersection expansion to 5 lanes & new signalization	$2,549,139	$2,491,204	2026+	$ -	$ 430,235	TDT
Tigard	McDonald	Hall		Right turn lane from Hall to McDonald & signal system upgrade	$772,466	$692,948	2026+	$ -		
Tigard	Scoffins	Hunziker	Hall	Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal	$3,862,332	$3,862,332	2026+	$ -		
Tigard	North Dakota	125th		right turn lane	$695,220	$695,220	2026+	$ -		
Tigard	Nimbus	Scholls Ferry		right turn lane	$1,776,673	$1,776,673	2026+	$ -		
Tigard	121st	Walnut	North Dakota	Widen to 3 lanes with sidewalks & bikelanes	$3,321,606	$3,321,606	2026+	$ -		
Tigard	121st	North Dakota		New signal system	$231,740	$231,740	2026+	$ -		
Tigard	Greenburg	Olsen	Hall	2nd NB lane	$849,713	$849,713	2008-2017	$ -		

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Tigard	Main	Greenburg	ORE 99W	Add protected left turn & eastbound lane on 99W	$4,968,000	$1,705,433	2026+	$ 2,832,157		
Tigard	Greenburg	Teideman		Expand intersection to 5 lanes & signal upgrade	$3,167,113	$413,102	2026+	$ -		
Tigard	Dartmouth	ORE 99W		right turn lane	$308,987	$251,052	2026+	$ -		
Tigard	72nd Ave	ORE 99W		turn lanes	$772,466	$772,466	2026+	$ -		
Tigard	68th	ORE 99W		turn lanes	$2,394,646	$2,394,646	2026+	$ -		
Tigard	68th	Atlanta	Haines	New signal system	$231,740	$173,805	2026+	$ -		
Tigard	72nd Ave	ORE 217		Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes	$29,710,249	$29,710,249	2008-2017	$ -		
Tigard	72nd Ave	Bonita		Intersection widening to accommodate a 5-lane 72nd Avenue	$1,114,134	$386,536	2026+	$ -		
Tigard	72nd Ave	Carman		NB right turn lane	$308,987	$308,987	2026+	$ -		
Tigard	72nd Ave	Upper Boones Fy		Upgrade signal & expand to accommodate 5 lanes all directions	$1,544,933	$1,544,933	2026+	$ -		
Tigard	ORE 99W	McDonald	Gaarde	WB Right turn lane	$1,081,453	$560,753	2026+	$ 200,153	$ 448,554	TDT + MSTIP 3d
Tigard	Walnut	ORE 99W		WB Right turn lane, protected left turn	$1,776,673	$939,275	2026+	$ -		
Tigard	72nd Ave	Hampton	Hunziker	Add southbound right turn & protected left turn phasing	$386,233	$386,233	2026+	$ -		
Tigard	Durham	Upper Boones Fy		Reconfigure intersection to make through route between Durham & I-5/Carman interchange	$1,544,933	$1,081,453	2026+	$ -		
Tigard	68th	Dartmouth		New signal system	$231,740	$173,805	2026+	$ -		
Tigard	Carman	I-5		turn lanes	$308,987	$294,726	2026+	$ -		
Tigard	Carman	I-5 NB		turn lanes	$772,466	$736,814	2026+	$ -		
Tigard	Atlanta Street	Haines	Dartmouth	Extension of Atlanta Street	$5,520,000	$5,520,000	2026+	$ -		
Tigard	Backage Road	68th Parkway	Atlanta Street	Creation of a backage road to provide access to properties fronting 99W	$2,428,800	$607,200	2026+	$ -		
Tigard	Beveland Street	69th Avenue	72nd Avenue	Widening to provide full two-lanes with sidewalks and planters	$540,960	$270,480	2026+	$ -		
Tigard	Highway 217 Overcrossing	Hunziker Street	72nd Avenue	Extend Hunziker over Hwy. 217 to connect to 72nd Avenue at Hampton.	$10,637,040	$10,637,040	2018-2025	$ -		
Tualatin	Sagert	65th		signal - new	$679,770	$354,047	2008-2017	$ -		
Tualatin	Avery	Teton		signal - new	$339,885	$254,914	2026+	$ -		
Tualatin	Cummins	Cipole		signal - new	$339,885	$254,914	2026+	$ -		
Tualatin	Cipole	Herman		signal & realign railroad	$3,058,967	$2,294,225	2018-2025	$ -		
Tualatin	Avery	105th		signal - new	$254,914	$191,185	2026+	$ -		
Tualatin	Teton	Tualatin Rd		signal - new	$254,914	$157,936	2018-2025	$ -		
Tualatin	Leveton	108th		signal - new	$254,914	$191,185	2026+	$ -		

Appendix A: TDT Road Project List Expenditures FY 13-14

List as amended by
Resolution and Order 13-78
August 20, 2013

Jurisdiction	Road	From	To	Project	Project Cost (2008$)	Eligible SDC Amount	Estimated Project Completion Timeframe	Prior Expenditures 2009-2013	Eligible FY 13-14 Expenditure	Source
Tualatin	Grahams Ferry	Helenius		signal - new	$254,914	$191,185	2026+	$ -		
Tualatin	ORE 99W	130th		signal - new	$254,914	$191,185	2026+	$ -		
Tualatin	Blake	108th	105th	Widen to 3 lanes	$1,461,507	$1,461,507	2026+	$ -		
Tualatin	Cipole	ORE 99W	Tualatin-Sherwood	Add left turn lane & bike lanes	$10,196,557	$4,588,451	2018-2025	$ -		
Tualatin	Herman	Cipole	124th Ave	Add left turn lane	$1,563,472	$1,563,472	2008-2017	$ -		
Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	widen to 3 lanes	$5,098,279	$4,690,416	2008-2017	$ -		
Tualatin	McEwan	65th	Lake Oswego	widen to 3 lanes	$3,908,680	$3,908,680	2026+	$ -		
Tualatin	ORE 99W	Cipole	River	widen to 6 lanes	$6,797,705	$6,797,705	2026+	$ -		
Tualatin	Loop Rd	Nyberg	Boones Ferry	new street - 2 lanes	$4,248,566	$4,248,566	2026+	$ -		
Tualatin	Boones Ferry	Martinazzi	Lower Boones Ferry	Widen to 5 lanes and bridge	$13,579,200	$12,265,084	2018-2025	$ -		
Tualatin	Hazelbrook Rd	99W	Jurgens Ave	Widen to 3 lanes	$3,543,000	$3,543,000	2026+	$ -		
Tualatin	Teton	Herman	Tualatin-Sherwood	Widen to 3 lanes	$2,464,000	$2,464,000	2026+	$ -		
Tualatin	Myslony	124th Ave	112th Ave	Widen to 3 lanes, add bridge	$14,030,000	$14,030,000	2013-2020	$ -		
Tualatin	Avery	Teton	Tualatin-Sherwood	Widen to 3 lanes	$3,600,000	$3,600,000	2026+	$ -		
Tualatin	Boones Ferry	Ibach	Norwood	Widen to 3 lanes	$660,000	$660,000	2026+	$ -		
Tualatin	Helenius	109th Terrace	Grahams Ferry	Widen to 3 lanes	$1,403,000	$1,403,000	2026+	$ -		
Tualatin	Norwood	Boones Ferry Rd	East city limits	Widen to 3 lanes	$2,824,000	$2,824,000	2026+	$ -		
Tualatin	115th Ave	Blake St	124th Ave	New street	$21,446,000	$21,446,000	2026+	$ -		
Tualatin	E-W connection	115th	124th Ave	New street	$10,000,000	$10,000,000	2026+	$ -		
Tualatin	Grahams Ferry	Ibach	Helenius	Widen to 3 lanes	$3,300,000	$3,300,000	2026+	$ -		
Tualatin	Tualatin Rd	115th		signal - new	$609,000	$456,750	2026+	$ -		
Wash CO	Barnes	Cedar Hills		Add 2 lefts, 2 thru & modify signal	$2,780,879	$2,560,175	2026+	$ -		
Wash CO	Baseline	Cornelius Pass		Add 2 thru & modify Signal	$1,776,673	$1,776,673	2026+	$ -		
Wash CO	Baseline	185th		Grade Seperation	$27,036,326	$27,036,326	2018-2025	$ -		
Wash CO	Beaverton-Hillsboro	Olesen Rd	Scholls Ferry	Realign Oleson Rd. and reconfigure intersections with B-H Hwy. and Scholls Ferry Rd.	$31,000,000	$18,229,167	2018-2025	$ 1,087,653	$ 45,945	MSTIP 3c
Wash CO	170th	Merlo	Alexandria	Widen to five lanes	$19,002,675	$16,627,341	2018-2025	$ -		
Wash CO	Bethany	Kaiser		Add turn lanes.	$1,390,440	$1,390,440	2026+	$ 2,224,951		
Wash CO	173rd	Bronson	Cornell	Extend 173rd Ave. under US26 connecting to 174th Ave.	$16,994,262	$16,994,262	2018-2025	$ -		
Wash CO	174th	Bronson	Meadowgrass	Widen to three lanes	$21,474,568	$21,474,568	2018-2025	$ -		
Wash CO	Cornell	143rd		Reconfigure intersection	$6,179,732	$6,179,732	2008-2017	$ -		
Wash CO	185th	North of Westview High School	Springville Rd	Widen to five lanes	$14,213,383	$14,213,383	2018-2025	$ 5,984,691	$ 1,143	MSTIP 3c

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Jurisdiction	Road	From	To	Project	Project Cost (2008$)	Eligible SDC Amount	Estimated Project Completion Timeframe	Prior Expenditures 2009-2013	Eligible FY 13-14 Expenditure	Source
Wash CO	Cornell	Cornelius Pass		Grade Seperation	$23,173,994	$23,173,994	2026+	$ -		
Wash CO	209th	TV Highway	Farmington	Realign and widen to three lanes	$32,443,592	$32,443,592	2008-2017	$ 1,947,838		
Wash CO	Kinnaman	198th		Add left turn	$1,004,206	$741,200	2026+	$ -		
Wash CO	Kinnaman	209th		Add signal	$231,740	$231,740	2026+	$ -		
Wash CO	Laidlaw	Bethany		Add signal	$231,740	$231,740	2026+	$ -		
Wash CO	197th/198th Ave.	T.V. Hwy.	Baseline	Widen to 3 lanes & eliminate offset	$21,474,568	$21,474,568	2026+	$ -		
Wash CO	Scholls Ferry	Hall		Add 2 right, 2 left & mod. Signal	$2,549,139	$2,549,139	2026+	$ -		
Wash CO	Scholls Ferry	Murray		Add 1 right, 1 left & mod. Signal	$1,390,440	$1,390,440	2026+	$ -		
Wash CO	Baseline	West of Lisa	Brookwood	Widen non-five lane sections to five lanes	$35,328,000	$11,582,951	2026+	$ 300,306	$ 1,051,016	MSTIP 3d
Wash CO	Tualatin-Sherwood Rd	Boones Ferry		Grade Seperation	$24,178,201	$23,628,696	2026+	$ -		
Wash CO	Tualatin-Sherwood Rd	ORE 99W		Add right and left turn and signal	$1,390,440	$1,212,937	2026+	$ -		
Wash CO	TV HWY-Farmington	Murray		Grade separation	$30,898,659	$26,043,155	2026+	$ -		
Wash CO	Walker	158th		Add 2 right, 2 left, 1 thru & mod. Signal	$2,549,139	$2,100,939	2026+	$ -		
Wash CO	Cornell	113th	Leahy	Widen to three lanes	$7,724,665	$7,724,665	2018-2025	$ -		
Wash CO	Cornell	Murray	HWY26	Widen to five lanes	$40,322,750	$40,322,750	2018-2025	$ 1,210,475	$ 166	MSTIP 3b
Wash CO	Durham Rd	ORE 99W	Boones Ferry	widen to 5 lanes	$33,181,824	$15,314,688	2018-2025	$ -		
Wash CO	Farmington	170th	185th	Widen to five lanes	$13,904,396	$4,373,157	2008-2017	$ -		
Wash CO	Jenkins	Murray	158th	Widen to five lanes	$11,278,010	$2,960,478	2018-2025	$ -		
Wash CO	Johnson	185th	170h	New two lane extension	$11,741,490	$11,741,490	2026+	$ -		
Wash CO	Kaiser	Bethany	Cornell	Widen to 3 lanes	$28,735,753	$28,735,753	2018-2025	$ 108,459		
Wash CO	Kaiser	Springville	Bethany	Widen to five lanes	$7,106,692	$7,106,692	2018-2025	$ -		
Wash CO	Springville	185th	PCC Access	widen to 5 lanes	$5,870,745	$5,870,745	2018-2025	$ 135,181	$ 188,534	TDT
Wash CO	Springville	PCC Access	Kaiser Road	widen to 3 lanes	$14,831,356	$14,831,356	2018-2025	$ -		
Wash CO	Taylors Ferry Rd	Oleson	Washington Dr	New 2 lane extension	$3,089,866	$3,089,866	2026+	$ -		
Wash CO	Tualatin-Sherwood	ORE 99W	Teton	widen to 5 lanes	$49,437,854	$25,244,862	2018-2025	$ 1,412,842	$ 738,626	MSTIP 3c
Wash CO	Walker	185th	Stucki	Widen to five lanes	$13,286,423	$7,851,068	2018-2025	$ -		
Wash CO	Walker	185th	ORE 217	Widen to five lanes	$80,954,486	$55,710,614	2018-2025	$ 382,978	$ 1,549,500	MSTIP 3c
Wash CO	West Union	185th	143rd	widen to 3 lanes	$32,907,072	$32,907,072	2026+	$ 5,388	$ 9,856	MSTIP 3b
Wash CO	Barnes	Hospital entrance	Leahy	Widen to five lanes	$6,179,732	$4,731,357	2018-2025	$ -		
Wash CO	Barnes	Leahy	County Line	Widen to three lanes	$11,586,997	$10,275,262	2026+	$ -		
Wash CO	Bethany	Kaiser Rd	West Union	Widen to 5 lanes	$24,338,784	$24,338,784	2018-2025	$ -		
Wash CO	Farmington	185th	209th	Widen to three lanes	$17,303,249	$14,674,907	2026+	$ -		
Wash CO	West Union	Cornelius Pass	185th	widen to 5 lanes	$19,157,168	$19,157,168	2026+	$ -		
Wash CO	Scholls Ferry	Allen	Beaverton-Hillsdale	Widen to three lanes	$20,547,608	$13,919,347	2026+	$ -		
Wash CO	Merlo/158th	170th	Walker Rd	Widen to five lanes	$19,620,648	$15,328,632	2018-2025	$ -		

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Wash CO	Millikan	Hocken	Murray	Widen to 3 lanes	$7,415,678	$7,415,678	2026+	$ -		
Wash CO	Barnes	Cedar Hills	119th	Widen to five lanes	$5,000,000	$4,603,175	2008-2017	$ -		
Wash CO	Butner	Murray	Cedar Hills	Widen to 3 lanes	$15,912,809	$15,912,809	2026+	$ -		
Wash CO	185th	TV Highway	Farmington	Widen to five lanes	$19,002,675	$19,002,675	2026+	$ 5,353,990		
Wash CO	185th	Farmington	Bany	Widen to three lanes	$14,522,370	$14,522,370	2026+	$ -		
Wash CO	Alexander	170th	209th	Widen to three lanes	$23,637,474	$23,637,474	2026+	$ -		
Wash CO	Johnson	185th	Cornelius Pass	Widen to three lanes	$20,856,595	$20,856,595	2026+	$ -		
Wash CO	198th	TV Highway	Baseline	Widen to three lanes	$21,474,568	$21,474,568	2026+	$ -		
Wash CO	175th	Outlook Ln	Horse Tale Dr.	Realign roadway	$6,179,732	$1,544,933	2026+	$ -		
Wash CO	Cornelius Pass	Amberwood	TV Highway	Widen to five lanes	$45,421,028	$43,149,977	2008-2017	$ 20,331,019	$ 122,802	MSTIP 3c & TIF 2 Road Con.
Wash CO	Grahams Ferry	Tonquin	Cutter	Widen to three lanes	$12,977,437	$12,977,437	2008-2017	$ -		
Wash CO/Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	$6,952,198	$5,561,759	2026+	$ -		
Wash CO/Wilsonville	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to three lanes	$2,100,000	$840,000	2026+	$ -		
Wash CO/Wilsonville	Grahams Ferry	Clutter		Construct turn pockets & signal	$1,430,000	$1,430,000	2008-2017	$ -		
Wash CO/Wilsonville	Kinsman	Day	Ridder	Construct 3 lane & improve to standard	$6,000,000	$2,820,000	2008-2017	$ -		
Wash CO/Wilsonville	Day	Kinsman		Construct left turn pocket & signal	$880,000	$880,000	2008-2017	$ -		
Wilsonville	Boones Ferry	95th		Add turn lanes	$1,410,000	$1,410,000	2008-2017	$ 1,172,033		
Wash CO/Wilsonville	Ridder	Kinsman		Construct left turn pocket & signal	$850,000	$850,000	2008-2017	$ -		
Wash CO/Wilsonville	Boones Ferry	Day	I-5	Widen Boones Ferry/Day intersection & Boones Ferry to 5 lanes	$2,490,000	$2,490,000	2008-2017	$ -		
Wash CO/Wilsonville	Grahams Ferry	Railroad Crossing	Day	Widen & add double southbound left turn lane at Day	$4,500,000	$2,700,000	2008-2017	$ -		
Wash CO/Wilsonville	Grahams Ferry	Railroad Crossing		Widen to 3 lanes & upgrade crossing	$4,000,000	$4,000,000	2008-2017	$ -		
Wilsonville	Elligsen	Parkway Center Dr.	Canyon Creek North	Widen to 3 lanes	$2,500,000	$1,500,000	2008-2017	$ -		
Wash Co/Wilsonville	Elligsen	Canyon Creek	65th	Widen to 3 lanes. Add turn pockets & signal at 65th	$5,000,000	$3,000,000	2026+	$ -		
Wash CO	95th Extension	Barnes	Leahy	2 lane road	$8,651,624	$8,651,624	2018-2025	$ -		
Wash CO	Tonquin	Grahams Ferry	Oregon St	Realign and widen lanes to standard	$30,898,659	$7,724,665	2018-2025	$ 618		
Wash CO	Glencoe	Evergreen	Jackson	Widen to three lanes	$22,865,008	$22,865,008	2018-2025	$ -		
Wash CO	205/206	Baseline	Quatama	Widen to 5 lanes	$10,196,557	$10,196,557	2008-2017	$ 409,467		
Wash CO	Kinnaman	Farmington	209th	Widen to three lanes	$23,791,967	$23,791,967	2026+	$ -		

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Wash CO	Greenburg	Hall	Locust	Widen to five lanes	$23,019,501	$6,770,441	2026+	$ -		
Wash CO	Hall	Scholls Ferry	Durham	Widen to five lanes	$50,982,787	$37,953,853	2018-2025	$ -		
Wash CO	Scholls Ferry	HWY217	121st	widen to seven lanes	$20,547,608	$8,966,229	2018-2025	$ 1,634,040	$ 10,824	TIF2
Wash CO	113th	Rainmont	McDaniel	new 2 lane	$5,098,279	$5,098,279	2026+	$ -		
Wash CO	Evergreen	East of 25th	West of 253rd	widen to 5 lanes	$12,408,960	$12,408,960	2008-2017	$ 4,871,699	$ 17,164	TIF 2 Road Con.
Wash CO	Tualatin-Sherwood	Teton	Borchers Drive	interconnect signals	$3,272,584	$332,212	2008-2017	$ -		
WashCo	Baltic Extension	Barnes	Spring Crest	Construct new 2 lane road and bridge	$10,483,200	$10,483,200	2008-2017	$ -		
Wash CO	Roshak	Bull Mountain		Reconfigure intersection	$3,500,000	$3,500,000	2008-2017	$ 1,795,692	$ 97,688	TIF 2 Road Con.
Wash CO	Tualatin-Sherwood Rd			Reconfigure Intersection at Baler Way and construct north leg of intersection	$1,000,000	$1,000,000	2013+	$ -		
TOTAL					**$2,621,549,433**	**$2,292,215,700**		**$ 79,341,062**	**$ 9,638,215**	

Washington County
Oregon

Transportation Development Tax

Fiscal Year 2012-2013
Annual Report

July 1, 2012 through June 30, 2013

Washington County
Department of Land Use
and Transportation

December 2013

Board of County Commissioners
Andy Duyck, Chair
Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation
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TRANSPORTATION DEVELOPMENT TAX

FISCAL YEAR 2012-2013 ANNUAL REPORT

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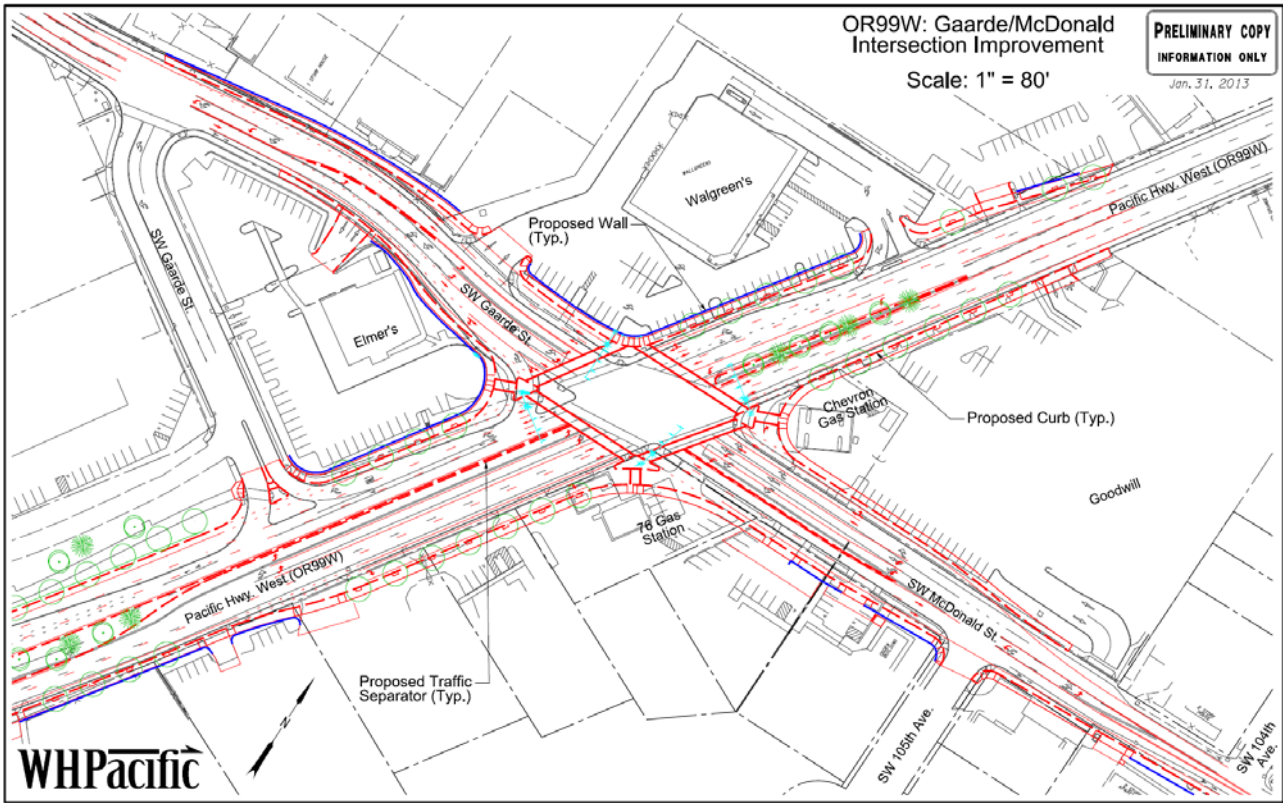
Appendix A: TDT Road Project List Expenditures



The City of Tigard is using Transportation Development Tax funds to leverage federal, state and county funds for a project that improves capacity and reduces congestion at the busy intersection of Pacific Highway, Gaarde Street and McDonald Street. Fiscal Year 2012-2013 TDT funds were used for project design and engineering. *Image: W.H. Pacific / City of Tigard*

I. EXECUTIVE SUMMARY

The Washington County Transportation Development Tax (TDT) is a one-time, countywide tax on development that functions like a system development charge (SDC). The TDT was approved by Washington County voters in 2008 and became effective July 1, 2009. It replaced a previous SDC called the Traffic Impact Fee (TIF) and effectively doubled rates with the intent of investing more in growth-accommodating transportation infrastructure. Uniform TDT rates apply across all local jurisdictions within Washington County – incorporated, unincorporated, urban and rural. TDT charges are calculated according to the type and size of development and are based on formulas in the Institute of Transportation Engineers (ITE) Trip Generation Manual. Some development applicants are able to reduce their TDT obligation by deducting for previous land uses or by building public improvements. Additional discounts and delays in the full phase-in of TDT rates were subsequently adopted by the Board of County Commissioners in response to the economic downturn of the late 2000s. TDT rates are currently about 20% below the top rates that were originally intended to be in effect by now.

This annual report is required by county code based on state statutes governing SDCs. Highlights of TDT activity in Fiscal Year (FY) 2012-2013 (July 1, 2012 through June 30, 2013) include the following:

- Washington County and the cities collected **nearly $10.2 million in TDT cash proceeds**, a 27% increase over the previous fiscal year.

- The county and cities issued **TDT credits with a total value of over $5.9 million**, more than nine times as much credit than was issued in the previous fiscal year.

- County and city TDT accounts collectively generated over **$100,000 in interest and investment income.**

- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as **"total TDT activity," was approximately $16.2 million**, nearly double the previous fiscal year.

- In FY 2012-2013 Beaverton, Hillsboro, Tigard and Washington County collectively **invested over $450,000 of TDT in transportation capital projects**. The largest investment was $200,000 by the City of Tigard, used to design intersection improvements at Pacific Highway (99W) and Gaarde/McDonald streets. Countywide, over $13 million in other revenue was leveraged to build projects or portions of projects on the TDT Project List.

- **Administration and compliance expenditures totaled approximately $360,000**. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT.

- TDT accounts across the county had a **total balance of about $25.5 million on June 30, 2013**. Many jurisdictions are still drawing down TIF funds as they transition to spending funds from their relatively new TDT accounts.

II. TDT POLICY REVIEW

Reporting Requirements

This report fulfills State of Oregon statutory requirements for SDC reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in Washington County code section 3.17.140. These requirements include:

- Annual accounting, showing total revenues and expenditures over the past fiscal year;
- A list of projects that were funded by the TDT in the past fiscal year;
- The amount of funds spent (from TDT and from other sources) on each project; and
- The amount of funds attributed to administration of the TDT.

County code also requires this report to consider whether additional revenues should be generated to provide extra capacity improvements needed to address new development, and whether revenues exceed identified demands. In so doing, the county must consider:

- Construction of facilities on the project list by federal, state or other revenue sources;
- Receipt of unanticipated funds from other sources for construction of facilities on the project list;
- New information provided by the Institute of Transportation Engineers adjusting trip rates; and
- The impact of TDT credits.

Transportation Development Tax Overview

On November 4, 2008 Washington County voters approved the TDT, with 70.25% of voters in favor. The TDT is governed by Washington County Code section 3.17 as instituted by A-Engrossed Ordinance No. 691 as amended. The TDT replaced the previous countywide transportation SDC, known as the Traffic Impact Fee (TIF), passed countywide in 1990. The TDT, effective July 1, 2009, increased the rates and updated and clarified various procedures. The TDT essentially doubled the transportation SDC developers pay for the impact new development has on the transportation system.

The TDT is imposed on all development within Washington County, including inside the cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville. Each of these cities has signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. Portland and Lake Oswego have opted to allow Washington County to administer the TDT within their jurisdictions.

The TDT is not a property tax. It is a one-time tax on development structured like an SDC. New development is required to pay the tax when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly discussed and reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, county commissioners and other elected officials representing local governments.

The TDT is based on the average traffic generated by each type of development, as estimated in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th Edition. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects, shown on an official TDT Capital Improvement Projects List ("TDT Project List") maintained by the county, are currently limited to improvements on major roads (arterials and collectors) and selected transit capital

projects. Examples of eligible projects include roadway expansions, intersection improvements, sidewalks, bike lanes and bus stop enhancements. Development applicants may receive credits to help offset their TDT obligation if they construct eligible transportation improvements on the TDT Project List. Partial credit is allowed for improvements to arterials and collectors that are not on the list.

Rate Phase-In and Discounts

The county initially intended to phase in TDT rates over a four-year period, with rates "stepping up" each year and the full rate taking effect on July 1, 2012. However, in response to the "Great Recession" and subsequent slow recovery, the county took deliberate steps to phase in TDT rates more slowly, apply additional discounts, and provide other accommodations. The Board of County Commissioners ("the Board") approved the following ordinances accordingly:

Ordinance 729

Ordinance 729 was developed conceptually by the WCCC and adopted by the Board, effective December 1, 2009. The primary effect of Ordinance 729 was to discount the TDT rates during the phase-in period (through June 30, 2012). The ordinance helped alleviate the impact that national economic conditions had on the development industry. The provisions of Ordinance 729 did the following:

- Established a 20% discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10% discount for charges paid between July 1, 2010 and June 30, 2011.
- Established a 5% discount for charges paid between July 1, 2011 and June 30, 2012.
- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discounted rate and the original rate. Refunds totaling $148,650.43 were actually issued countywide.
- Amended Washington County code section 3.17.080 to specify that TIF credits may be issued to satisfy TDT obligations.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Because the 20%, 10% and 5% discounts applied to pre-existing step increases, the effective discounts were even greater compared to the fully phased-in rate. For example, the TDT rate for a single-family home was 55%, 36% and 19% of the fully phased-in rate during the respective fiscal years.

Ordinance 741

During the fall and winter of 2010, county staff worked with the cities and other parties to provide more temporal flexibility in the "previous use" definition within the TDT. Ordinance 741 was adopted July 26, 2011 and became effective August 26, 2011. Under the original TDT ordinance, a previous use was defined as "the most intensive lawful, permitted use existing at a particular property within the past 36 months prior to the date of application for a building permit." Ordinance 741 changed that time frame to "on or after January 1, 2005 but not more than ten years." By expanding this window of time,

development applicants now theoretically have more opportunities to reduce their TDT obligation by claiming a previous use and subtracting the prior use's TDT from the TDT obligation of the new use.

Ordinance 746

Ordinance 746, approved January 17, 2012, delayed the final step increase that would have brought rates to the top level on July 1, 2012. Instead, implementation of the top rates was delayed until as late as July 1, 2015, with the FY 2011-2012 rates to be maintained in the interim. These interim rates are approximately 20% below the top rates.

Ordinance 746 provided the Board two opportunities to remove the rate cap early and allow the final step-increase of TDT to occur: on July 1, 2013 or July 1, 2014. The Board must hold a public hearing no later than April 30 of the respective year to determine whether the discount should be continued or terminated. In making its determination, the Board must consider the recommendation of the WCCC.

In April 2013 the Board decided to leave the rate cap in place. The Board has another opportunity to remove or maintain the cap in April 2014. On June 30, 2015, if the cap is still in place, it gets removed the following day and rates rise to the full amount, plus or minus any necessary adjustments in the Construction Cost Index (described on page 4). In each subsequent year TDT rates are adjusted by the Construction Cost Index, with a maximum change of 10% allowed in any given year.

Ordinance 746 also adopted minor administrative changes that:

- Established procedures to replace Construction Cost Index factors when specific information sources are no longer available;
- Required any request to defer payment of TDT to occupancy to be signed by the owner of the property; and
- Established administrative provisions for uncollectable taxes.

Ordinance 751

On June 19, 2012, at the request of the WCCC, the Board considered and adopted Ordinance 751, which established an additional TDT discount for certain building reuses. Effective July 19, 2012, the ordinance established a 50% or 75% discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to a use with a TDT rate that is calculated per thousand square feet of gross floor area or gross leasable area – primarily commercial and industrial uses. Discounts are applied to the first 5,000 square feet of floor area, and are calculated at 50% for buildings three years or older, and 75% for buildings 20 years or older. The discount, which is intended to encourage small- to medium- sized renovation or redevelopment of vacant spaces, expires on June 30, 2015 if no further action is taken.

Section V of this report provides information on how the Change of Use Discount has been applied throughout the county since its adoption.

Construction Cost Index

The Construction Cost Index provides an objective basis for adjusting TDT rates over time. It is a weighted index based on three factors: change in materials costs (weighted 50%), change in labor costs (weighted 30%) and change in right-of-way costs (weighted 20%), averaged over the last five years. Even with the delayed rate phase-in caused by Ordinance 746, the Construction Cost Index must be calculated and shared with the Board of County Commissioners annually no later than April 30 starting in 2013. This gives the Board the opportunity to review the index and, if desired, remove the rate cap established by Ordinance 746 effective July 1 of the respective year. In 2015 and subsequent years, the Board decides during the May-June period whether to approve the rate increases prescribed by the index.

In 2013 county staff had to reformulate the Construction Cost Index because the Oregon Department of Transportation (ODOT) discontinued the cost trend report originally used to calculate the materials component of the index. After researching a number of alternatives and conferring with the WCCC, county staff replaced the ODOT index with the National Highway Construction Cost Index. The other two components of the index, and the weighting of all three components, remain the same.

As shown in Table 1 below, the Construction Cost Index is trending downward, primarily due to a 15% drop in the National Highway Construction Cost Index that occurred in 2009 and is still affecting the five-year average. A rate adjustment of -1.195% would be applied to FY 2014-2015 TDT rates if the Board decides to remove the discounts associated with Ordinances 729 and 746. If the discounts remain in place, the Construction Cost Index will not affect TDT rates.

TABLE 1: TDT CONSTRUCTION COST INDEX CALCULATION

YEAR	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Index Components											
Materials Component											
National Highway CCI		1.0031	1.0664	1.1788	1.3492	1.2899	1.2948	1.0970	1.0617	1.0728	1.1624
% Annual Change			6.31%	10.54%	14.45%	-4.39%	0.38%	-15.28%	-3.22%	1.04%	5.00%
Avg. 5-Year Change							4.96%	0.50%	-1.89%	-4.54%	-2.81%
Labor Component											
BLS Employment Cost Index	90.1	93.5	96.7	100	103.6	107.6	110.9	111.7	113.6	116.4	117.6
% Annual Change		3.77%	3.42%	3.41%	3.60%	3.86%	3.07%	0.72%	1.70%	2.46%	1.03%
Avg. 5-Year Change						3.61%	3.47%	2.93%	2.59%	2.36%	1.80%
Right-of-Way Component											
Avg. Total Real Market Value	$270,176	$279,865	$308,772	$315,784	$342,179	$399,958	$435,632	$412,268	$391,972	$374,922	$365,516
% Annual Change		3.59%	10.33%	2.27%	8.36%	16.89%	8.92%	-5.36%	-4.92%	-4.35%	-2.51%
Avg. 5-Year Change						8.29%	9.35%	6.21%	4.78%	2.23%	-1.65%
Weighted Average Index						**2.74%**	**5.39%**	**2.37%**	**0.79%**	**-1.113%**	**-1.195%**

<----------Five-year running average---------->

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (if discounts are removed) would be $8,036 in FY 2013-2014, down from the $8,225 originally intended for FY 2012-2013. The charge is currently $6,665.

Project List Changes

The TDT Project List – consisting of a Road Project List and a Transit Project List – identifies the transportation improvements eligible for TDT expenditures and credits. Some projects are wholly related to growth and are therefore 100% eligible for TDT expenditures, while other projects address both growth and non-growth needs and are partially eligible for TDT expenditures.

Occasionally circumstances require amendments to the TDT Project List to respond to changing conditions such as a new transportation plan or a specific opportunity associated with development. The TDT code language allows the Board of County Commissioners to amend the list by Resolution and Order. This has occurred twice – once in 2011 and again in 2013.

The most recent requests came from four jurisdictions: City of Beaverton, City of Hillsboro, City of Tualatin and Washington County, at the end of FY 2012-2013. The WCCC Transportation Advisory Committee and Policy Group discussed the proposed amendments and recommended their approval by the Board of County Commissioners. The Board approved the amendments by Resolution and Order 13-78 on August 20, 2013; they are now incorporated into the TDT Project List. Although this action occurred after the close of FY 2012-2013, the amended TDT Project List is included in this report in order to accurately represent assumptions moving forward.

The amendments added 19 projects, removed 13 projects, and changed one project on the TDT Road Project List. All of the changes are consistent with adopted transportation system plans. The amended TDT Road Project List is shown in Appendix A.

III. COUNTYWIDE FINANCIAL ANALYSIS

Countywide Total TDT Activity and Balance

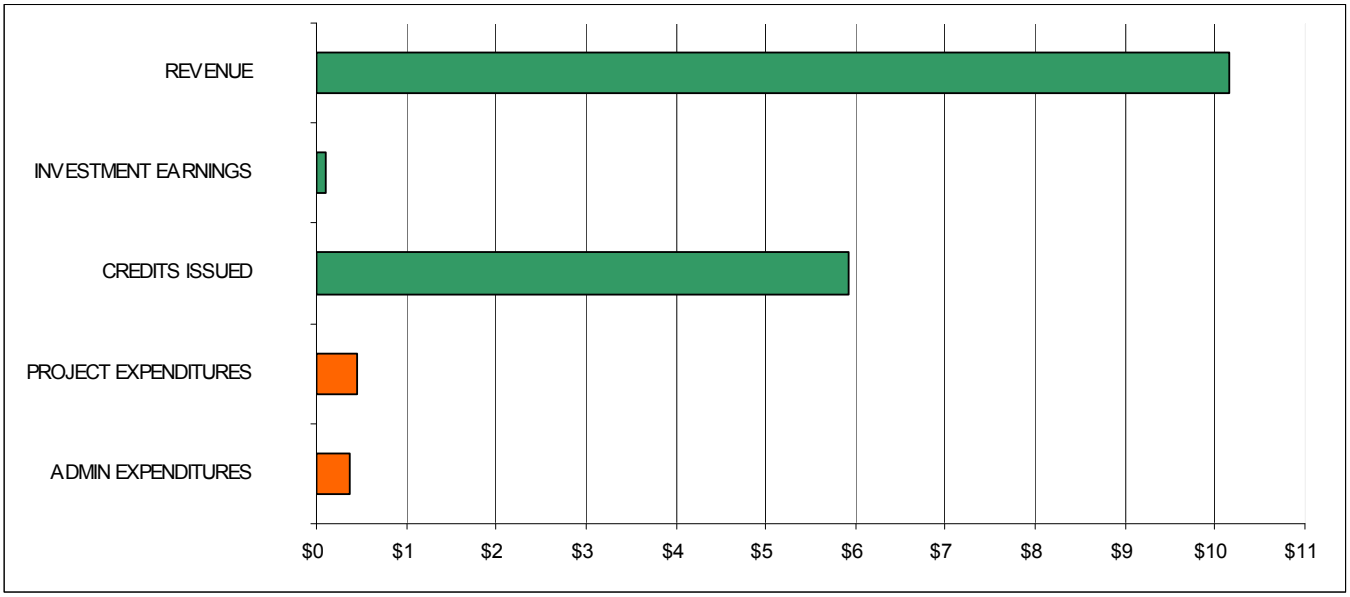
In FY 2012-2013, the county and cities collected $10,161,118 in TDT revenue, a 27% increase over the previous fiscal year. County and city TDT accounts earned interest amounting to $103,832. Jurisdictions issued ten different credits totaling $5,922,157 in value. In total, cash payments, investment earnings and issued credits – called "total TDT activity" in this report – was $16,188,936 countywide in FY 2012-2013.

Expenditures on capital projects (which may include design), totaled $457,736. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to $363,473. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2013 were added together for all jurisdictions across the county, the total "account balance" would be $25,549,966. That total does not include issued TDT credits or outstanding TDT credit balances. Many jurisdictions are still drawing down their TIF accounts before drawing significant funds from their TDT accounts. This has resulted in significantly more TDT revenue than expenditures – a situation that will change in coming years.

Figure 1 below summarizes the countywide TDT activity for FY 2012-2013.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2012-2013
(reported in millions)

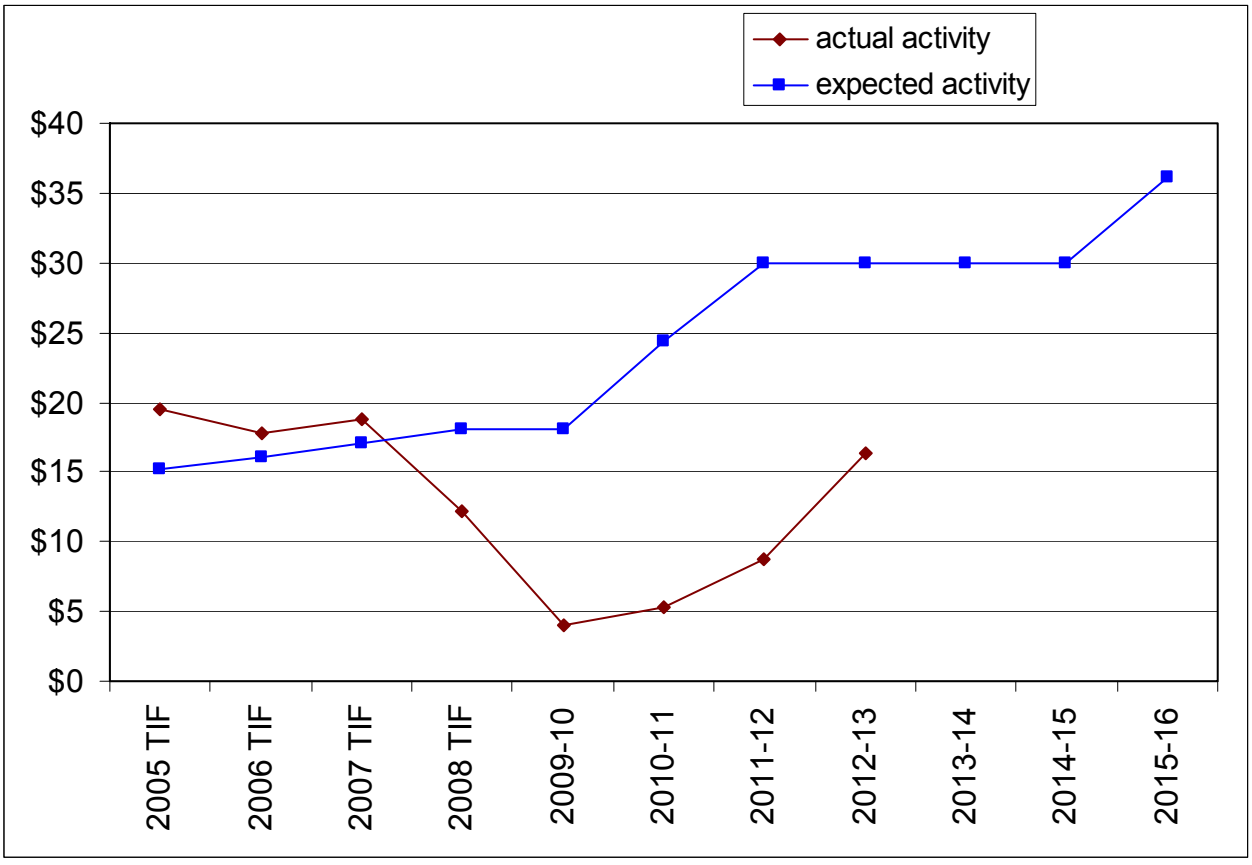


Actual vs. Expected Total TDT Activity

In 2008 the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues once the TDT was completely phased in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the Board approved Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate, and reduced TDT obligations for eligible redeveloping properties (as described in Section II). Based on pre-recession assumptions, "expected" total TDT activity for FY 2012-2013 should have been around $30 million. Actual activity was $16.2 million – just more than half of that expectation, but more than double the activity of the previous fiscal year.

Figure 2 compares actual annual TIF and TDT total activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent modest recovery are obvious in the line graph. Based on these trends, it is possible that actual activity could "catch up" with expected activity by 2015, assuming a continued positive trend in real estate and the overall economy, and assuming phase-in of the top TDT rates in 2014 or 2015.

FIGURE 2: ACTUAL vs. EXPECTED TOTAL TDT ACTIVITY*
(reported in millions)

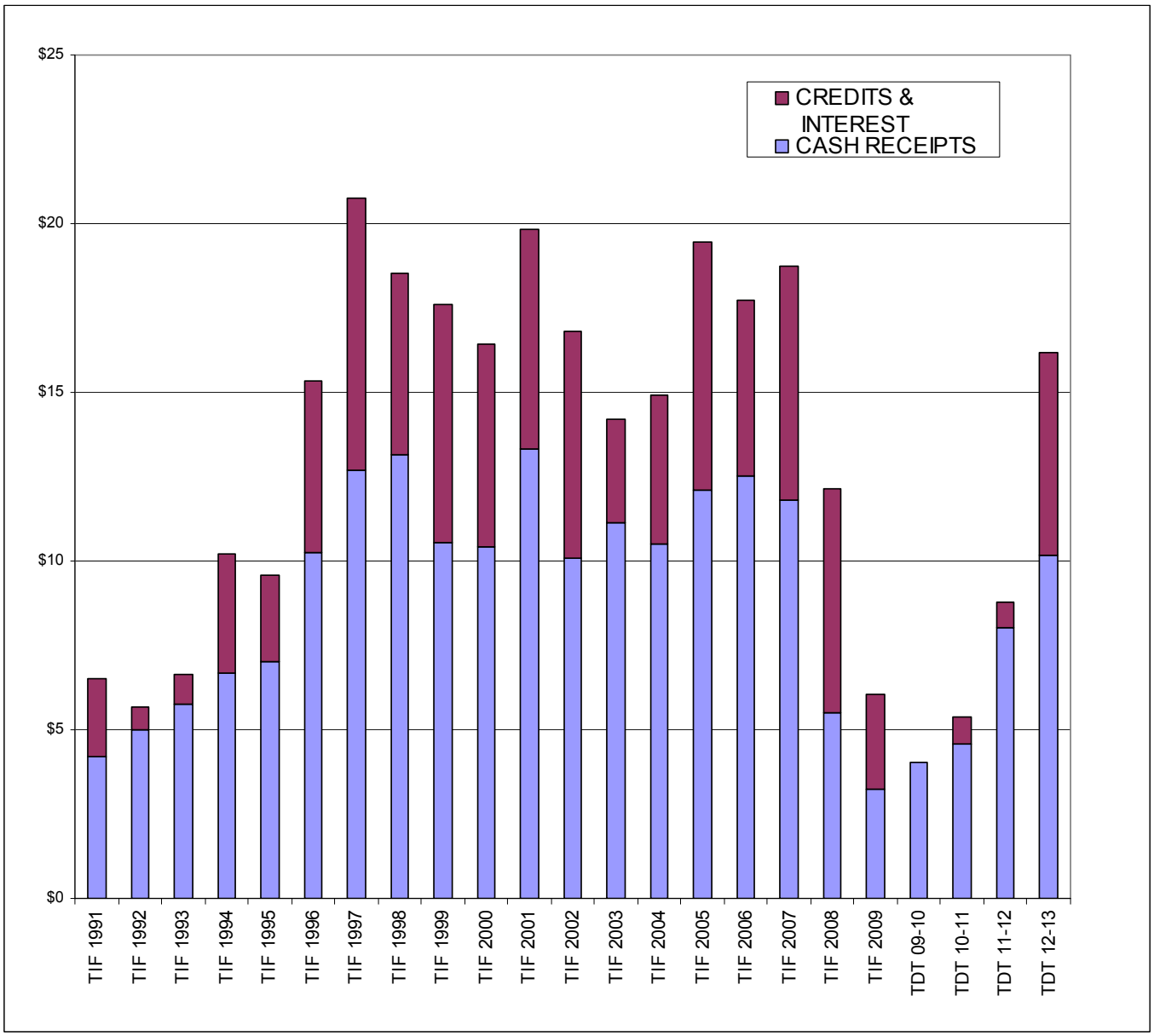


*Total financial activity includes revenue collected, credits issued, and interest earned.

Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2012-2013 with that of previous years, including TIF activity for calendar years prior to 2010. TDT activity is showing strong recovery from the Great Recession, with increasing gains every year since bottoming out in FY 2009-2010. FY 2012-2013 total TDT activity nearly doubled that of the previous fiscal year and is close to pre-recession levels.

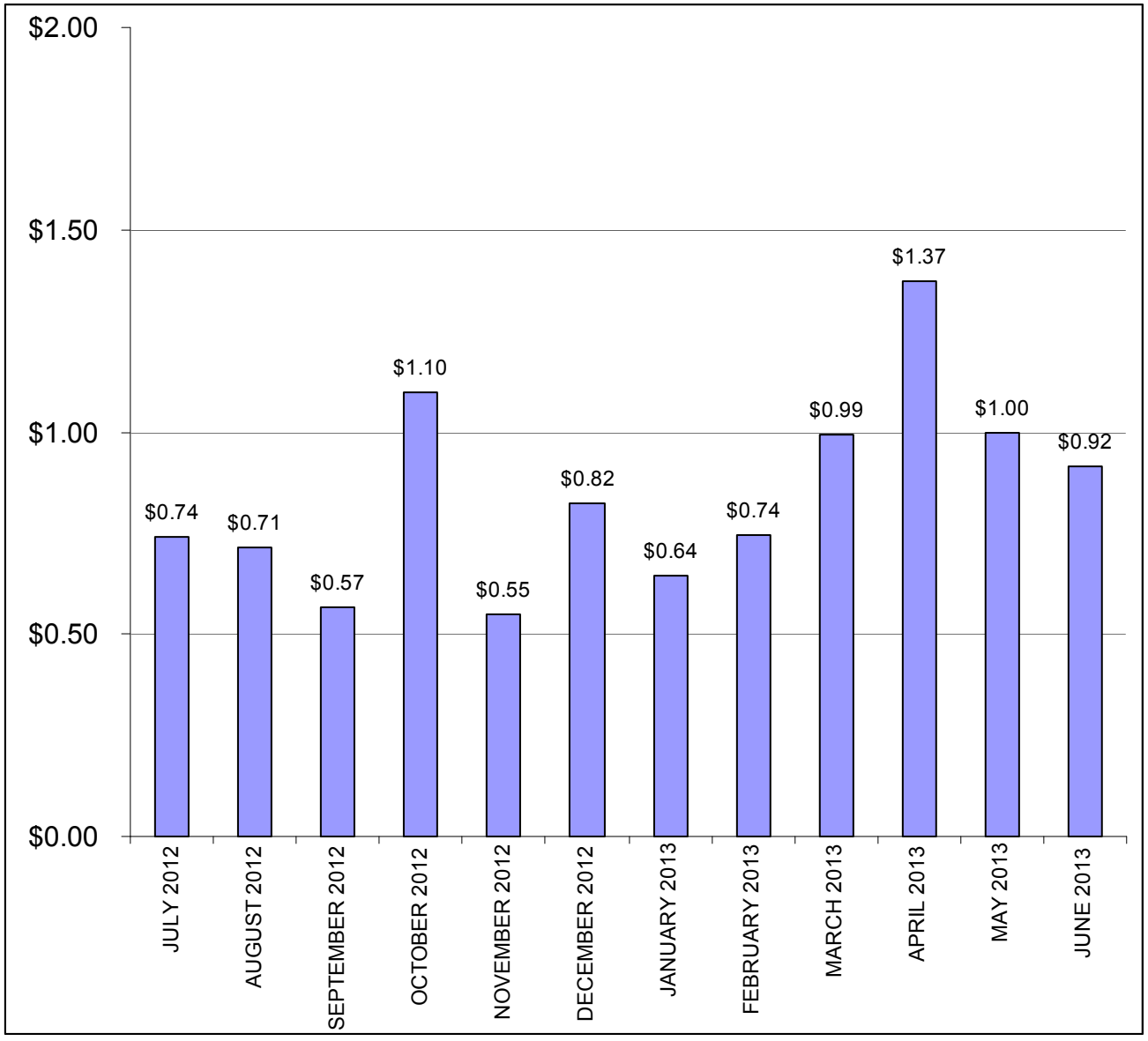
FIGURE 3: ANNUAL PROGRAM COMPARISON
(reported in millions)



TDT Payments by Month

TDT payments fluctuate by month, as depicted in Figure 4 below. Variations are due to the seasonality of the construction industry as well as occasional large TDT payments for major development projects. During FY 2012-2013, the highest revenue month was April 2013, with $1.37 million in cash receipts, about half of which was collected by the City of Hillsboro.

FIGURE 4: TDT CASH RECEIPTS BY MONTH
(reported in millions)



Interest Earned

During FY 2012-2013, the countywide TDT program collected $103,832 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Refer to Table 2 on the next page for a breakdown of interest earnings by jurisdiction.

Credits

The TDT program provides opportunities for developers to reduce or eliminate TDT charges by improving eligible transportation facilities and/or dedicating right-of-way for future TDT-eligible improvements. After a developer improves a facility or dedicates right-of-way, the improvement is "accepted" by the applicable jurisdiction, and the developer then has 90 days to request a TDT credit. Each request is reviewed by the jurisdiction in order to ensure that the project meets eligibility requirements, that the actual construction costs were reasonable, and that right-of-way values were calculated per code. If all criteria are met, the jurisdiction issues a credit voucher for the specific property and for a specific dollar amount. During the ten years following the issuance of credit, the developer of the subject property may submit a credit voucher in lieu of paying TDT. Credit vouchers may also be transferred to other properties in the vicinity, with some restrictions.

Full credit is generally available for improvements made to facilities on the TDT Project List. Partial credit may be available for improvements that are not on the TDT Project List but are on a facility designated as an arterial or collector in the applicable jurisdiction's transportation system plan.

During FY 2012-2013, a total of ten separate TDT credits were issued: one each in Beaverton, Sherwood and Tigard, two in Hillsboro, and five in unincorporated Washington County. The ten credits represent $5,922,157 in eligible improvements to the transportation system, more than nine times the amount of credit issued during the previous fiscal year. Much of the credit activity took place in Hillsboro, including $3.4 million for the construction of Ronler Drive, a new road leading to Intel's Ronler Acres Campus.

Developers also "cashed in" about $3.9 million in TDT credit vouchers, some of which were issued in previous years.

Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 2 and Figure 6 summarize FY 2012-2013 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances. The jurisdictions with the highest cash receipts in FY 2012-2013, in order, were Washington County ($2.97 million, 29% of total), City of Hillsboro ($2.69 million, 26% of total) and City of Forest Grove ($1.40 million, 14% of total). However, if credits are included, Hillsboro by far had the most TDT activity, with $6.3 million.

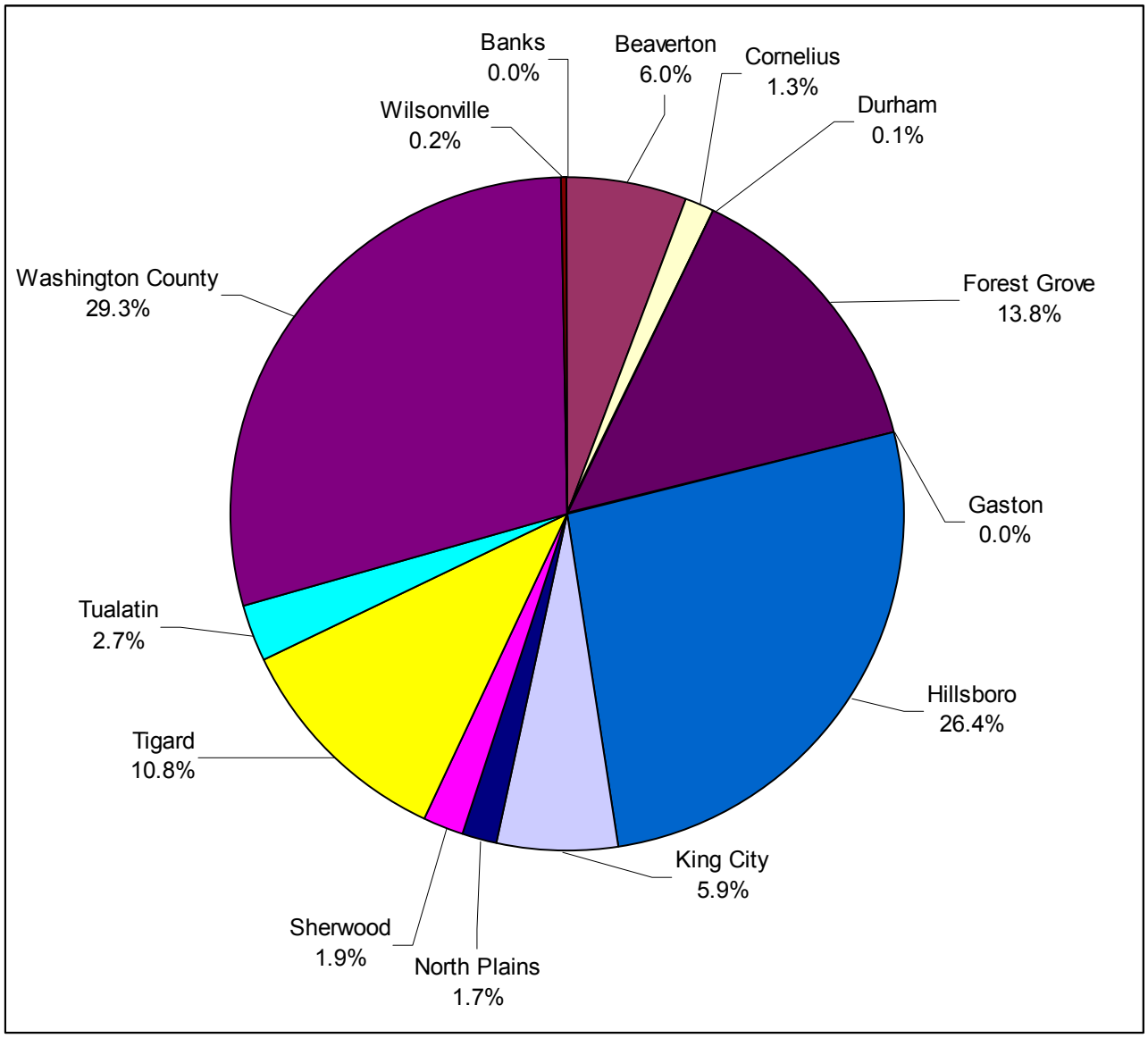
In terms of expenditures, Washington County had the highest amount with $427,791. This included design work on the Springville Road project as well as general administrative expenses and bank charges. If considering project expenses only, Tigard invested the most, with $200,000 going toward intersection improvements at Pacific Highway and McDonald/Gaarde streets. Greater detail on TDT expenditures is provided in section IV.

Estimated TDT account balance as of June 30, 2013 was highest in the City of Hillsboro ($7.8 million), followed by Washington County ($7.1 million).

TABLE 2: TDT REVENUE AND EXPENDITURES BY JURISDICTION
(rounded to nearest dollar)

Jurisdiction	Balance as of 6/30/12	Cash Receipts	Interest Earnings & Transfers	Credits Issued	"Total Activity"	Project & Admin Expenses	Balance as of 6/30/13
Banks	$6,672	$0	$39		$39	$0	$6,711
Beaverton	$1,043,637	$605,346	$9,440	$780,951	$1,395,737	$52,098	$1,606,325
Cornelius	$398,046	$127,156	$2,208		$129,364	$0	$527,410
Durham	$17,883	$6,665	$128		$6,793	$1,500	$23,175
Forest Grove	$1,014,479	$1,400,394	$11,305		$1,411,699	$0	$2,426,178
Gaston	$10,517	$0	$57		$57	$0	$10,574
Hillsboro	$5,265,199	$2,687,013	$36,666	$3,594,362	$6,318,041	$115,661	$7,873,217
King City	$795,643	$599,850	$5,882		$605,732	$0	$1,401,375
North Plains	$88,402	$174,326	$597		$174,923	$0	$263,325
Sherwood	$337,868	$189,135	$2,205	$1,180,651	$1,371,991	$0	$529,208
Tigard	$951,050	$1,101,901	$2,659	$2,575	$1,107,135	$224,158	$1,831,451
Tualatin	$1,620,459	$278,887	$10,223		$289,110	$0	$1,909,569
Washington County	$4,554,541	$2,973,569	$24,244	$363,618	$3,361,431	$427,791	$7,124,563
Wilsonville	$0	$16,875	$8		$16,883	$0	$16,883
Countywide Total	$16,104,395	$10,161,118	$105,662	$5,922,157	$16,188,936	$821,208	$25,549,966

FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2012-2013
Does not include credits, interest earnings or fund transfers



IV. PROJECT EXPENDITURES

TDT Project Expenditures

During FY 2012-2013, three cities and Washington County invested a combined total of $457,736 in TDT funds to design and/or build capital improvements on the TDT Project List. Figures listed below account for FY 2012-2013 expenditures only.

- The City of Beaverton completed the **SW Dawson Way** project, extending a former dead-end street to intersect with SW Hocken Avenue. The city used $13,594 in TDT funds in FY 2012-2013, capping a more substantial $206,000 investment from the previous fiscal year. The project includes a new section of two-lane roadway, bike lanes, sidewalks, street lighting, underground utilities and a rain garden in the former cul-de-sac area. The extension helps improve street connectivity and traffic flow in the redeveloping area just north of Central Beaverton. Total project cost was approximately $238,000.

- The City of Hillsboro used $108,961 in TDT funds (in addition to other city funds) for right-of-way acquisition for the widening of **NW Cornelius Pass Road to six through lanes** between Sunset Highway and Cornell Road. The project – a collaboration between the City of Hillsboro, Washington County, State of Oregon and Intel Corporation – will also include bicycle and pedestrian facilities, street lighting and a landscaped median. Total project cost is estimated to be $21 million.

- The City of Tigard contributed $200,000 in TDT for **SW Pacific Highway / Gaarde Street / McDonald Street Intersection Improvements**. The ODOT-managed project, which was in the design phase in FY 2012-2013, will improve operations and capacity at this congested intersection. It will add a third southbound lane and northbound right and dual left turn lanes on Pacific Highway and widen the Gaarde and McDonald Street approaches to the intersection. Sidewalks and bike lanes will be constructed throughout the project area and the crosswalk on the north side of the intersection will be reopened. The project is funded through a combination of TDT, federal, state, and county Major Streets Transportation Improvement Program (MSTIP) funds. Total project cost is estimated to be $9 million and construction is scheduled for 2015.

- Washington County used $135,181 in TDT funds for the design of **NW Springville Road between 185th and 173rd Avenues** near Portland Community College Rock Creek campus. The project will add roadway capacity and include bicycle and pedestrian facilities. Construction funding sources and scheduling are to be determined.

Non-TDT Expenditures

Other improvements or portions of improvements on the TDT Project List have been constructed using non-TDT funding sources including MSTIP, remaining TIF funds and state grants. In FY 2012-2013, jurisdictions invested approximately $13.5 million in non-TDT funding resources for projects on the TDT List. Examples include:

- $6.8 million in Washington County TIF funds for widening to five lanes and providing bike lanes and sidewalks on **NW Cornelius Pass Road** between Wilkins Street and Alocleck Drive in Hillsboro (total cost $10.1 million; funding also included MSTIP).

- $3.2 million in Washington County TIF funds for widening to five lanes and providing buffered bike lanes on **NW Evergreen Road** between 25th and 253rd Avenues in Hillsboro (total cost $6.5 million).

- $263,000 in Forest Grove TIF funds for the **extension of 26th Avenue**, including a bridge over Council Creek, to serve developing residential areas in northern Forest Grove.

Appendix A details the TDT Road Project List and the associated expenditures from TDT and other sources from FY 2009-2010 through FY 2012-2013. There have been no expenditures associated with the TDT Transit Project List.

TDT Cost Capture

One purpose of this report is to monitor changes in transportation infrastructure needs and to track the percentage of those needs that is captured by the TDT. The TDT was developed with a target of providing 28% of the revenue necessary to complete eligible components of the projects on the TDT Project List. It assumes that other revenue will come from sources such as the gas tax and the county's property tax-funded Major Streets Transportation Improvement Program and that some needs will remain unfunded. As of the end of FY 2012-2013, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is now anticipated as to cover 29.45% of the cost of the TDT Project List once rates are fully phased in.

The 2008 TDT Methodology Report estimates how these growth-related infrastructure costs get passed onto new users of the system and provides a basis for TDT rates. It divides the total cost of the TDT Project List by the increase in average daily motor vehicle and transit trip-ends as forecast by the Metro Regional Travel Demand Model. This calculation is repeated each year in the annual report to monitor changes in the cost per trip-end due to investments in TDT-eligible projects from all sources and/or changes to the TDT Project List.

Comparing the total cost of TDT-eligible projects that remain unfunded ($2,212,874,639) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of $1,328 per motor vehicle trip. The fully phased-in Captured Cost per New Person Trip-End remains at $391, which would now be 29.45% of the eligible motor vehicle costs. Transit and compliance costs have remained static.

TABLE 3: SDC-ELIGIBLE COST PER PERSON TRIP-END
(Including completed projects)

Type of Cost	SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Captured Cost per New Person Trip-End	Capture Rate
Motor Vehicle Cost	***$2,212,874,639***	1,666,558	***$1,328***	$391	***29.45%***
Transit Cost	$264,412,104	1,666,558	$159	$45	28.0%
Compliance Cost	$5,234,000	1,666,558	$3	$3	100%
Total	$2,482,520,743		$1,560	$439	

V. REDEVELOPMENT ANALYSIS

A unique feature of this year's TDT Annual Report is an analysis of the Change of Use Discount and a broader look at TDT reductions associated with redevelopment. This information is intended to help the WCCC and Board as they prepare to make decisions about TDT rates in 2014.

Deduction vs. Discount

Two different types of TDT reductions are currently available in the context of property redevelopment:

- Deduction: Under TDT code section 3.17.050-B, development applicants are allowed to reduce their TDT obligation by calculating and deducting a theoretical TDT amount associated with previous uses on the site. The definition of previous use, which was made more flexible through Ordinance 741 in 2011, is "the most intensive lawful, permitted use existing at a particular property on or after January 1, 2005 but not more than ten years prior to the date of application for a building permit."

  For example, someone redeveloping a 2,000-square foot single-family home into an office could have their TDT reduced from $13,738 down to $7,073 by deducting the $6,665 charge associated with the old house – a 49% discount. In cases where the new use is less "intense" than the old use (as defined by the TDT rate table), the deduction may be enough to result in no TDT charge at all. An example would be a medical office building converting to a general office building.

- Change of Use Discount: Ordinance 751, adopted in 2012, established a deeper discount for some of the deductions described above. Effective July 19, 2012, the ordinance established a 50% or 75% discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to certain commercial, industrial or office uses. The discount applies only to the first 5,000 square feet of floor area, and is calculated at 50% for buildings three years or older, and 75% for buildings 20 years or older. The discount, which is intended to encourage small- to medium- sized renovation or redevelopment of vacant spaces, will expire on June 30, 2015 if no further action is taken.

  In the above example of a house redeveloping into an office, the $7,073 charge (already reduced through deduction) could be further discounted by 75% if the house is more than 20 years old, resulting in a TDT charge of $1,768.25. In this case, the combined effect of the deduction and discount is an 87% reduction in the applicant's TDT obligation.

Redevelopment Analysis

In attempt to gauge how redevelopment fits into the larger picture of TDT activity, county staff analyzed all TDT notices issued for non-single-family residential development in unincorporated Washington County during FY 2012-2013. These cases represent 24 different development projects and brought in approximately $1.9 million in TDT revenue (representing about two thirds of Washington County's TDT cash proceeds in FY 2012-2013). The developments can be classified into four types:

- 16 developments involved **no change of use deduction**, meaning that the property was previously vacant or had unlawful structures that were ineligible for any deductions or discounts.

- 4 developments involved a **standard change of use deduction** that still resulted in a TDT charge because the new use was more intense and/or larger than the old use.

- 2 developments involved a **change of use discount** that reduced the original charge by up to 75%.

- 2 developments involved a standard change of use deduction that resulted in a **zero TDT charge** because the new use was less intense and/or smaller than the old use.

Taken together, about one third of development applications in unincorporated Washington County (not considering single-family homes) involved some sort of TDT deduction or discount due to redevelopment. Had these reductions not been applied to the projects above, the $1.9 million in TDT payments would have been closer to $2.9 million. Put another way, development applicants saved one third of their money because of the available reductions.

The above sample was taken from unincorporated Washington County. Redevelopment may represent a greater proportion of development in the incorporated cities, but information was not available to test this hypothesis. However, county staff did collect information on countywide participation in the Change of Use Discount option, described below.

Change of Use Discount Participation

In FY 2012-2013 (the first year the Change of Use Discount was available), eight applicants used the discount, including three applicants each in Hillsboro and Tigard and two applicants in unincorporated Washington County. These applicants received discounts ranging from 4% to 75% off of their original TDT calculation and 52% on average. They collectively saved $88,000, or about $11,000 per application.

In the most beneficial case, a renovation of a general office building in Tigard to accommodate medical offices resulted in savings of more than $60,000 off of a TDT charge that was originally $90,000. Other examples included a conversion of a single family residence into a church, a specialty retail space into a high-turnover restaurant, and a warehouse into a light industrial operation.

Participation in the Change of Use Discount was very small compared to the total volume of TDT transactions countywide. Without more detailed research and interviews, reasons for this low participation rate can only be guessed. Explanations may include:

- a general unfamiliarity with the discount;

- inadequate documentation of the previous use on the part of applicants (which would make those applicants ineligible for the discount); or

- a general trend toward development of “greenfield” sites and demolition of buildings, both of which are not eligible for the discount.

The Change of Use Discount ends on June 30, 2015 if no further action is taken by the Board.

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Appendix A: TDT Road Project List Expenditures

List as amended by
Resolution and Order 13-78
August 20, 2013

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
Beaverton	Allen: Murray-Scholls, Cedar Hills: Farmington to north of Walker, Hall: Southbound Hwy. 217 ramp-Cedar Hills, Farmington: Southbound Hwy. 217 ramp-west of Murray			Adaptive signal systems	$11,040,000	$ -		
Beaverton	Farmington Road	Murray	Hocken	widen to 5 lanes with multimodal improvements	$9,299,886	$ -		
Beaverton	Hocken Ave.	TV Hwy	Farmington	widen to 5 lanes w/ multimodal	$1,766,400	$ -		
Beaverton	Rose Biggi	Crescent	Hall via Westgate	extend 2-lane multimodal	$3,864,000	$ 34,687		
Beaverton	Crescent	Rose Biggi	Cedar Hills	extend 2-lane multimodal	$3,864,000	$ 65,237		
Beaverton	Dawson / Westgate	Rose Biggi	Hocken	extend 2-lane multimodal	$9,825,600	$ 238,119	$ 13,594	TDT
Beaverton	Davies Road	Scholls Ferry	Barrows	extend 2-lane multimodal	$5,409,600	$ -		
Beaverton	125th	Brockman	Hall	extend 2-lane multimodal	$15,345,600	$ 143,127		
Beaverton	Rose Biggi	TV Hwy	Broadway	extend 2-lane multimodal	$3,312,000	$ -		
Beaverton	Millikan	Watson	114th	extend 2-lane multimodal	$15,235,200	$ -		
Beaverton	New street	Broadway	115th	construct 2-lane multimodal	$4,968,000	$ -		
Beaverton	114th/115th	LRT	BH/Griffith	construct 2-lane multimodal	$11,040,000	$ -		
Beaverton	120th new street	Center	Canyon	construct 2-lane multimodal	$9,825,600	$ -		
Beaverton	141st / 142nd / 144th	141st	144th	Extend and connect streets	$7,065,600	$ -		
Beaverton	Sexton Mtn	155th	Sexton Mtn	extend 2-lane multimodal	$2,760,000	$ -		
Beaverton	Nimbus	Hall	Denney	extend 2-lane multimodal	$17,001,600	$ -		
Beaverton	Hall	Hall	Jenkins	construct 2 or 4 lane	$15,897,600	$ -		
Beaverton	Hall	Cedar Hills	Hocken	extend 2-lane multimodal	$6,072,000	$ -		
Beaverton	Scholls Ferry	Davies		add NB rt turn lane, close east end of Scholls Ferry @Barrows	$331,200	$ -		

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
Beaverton	Cedar Hills	Walker		add double left turn lanes on all approaches, add EB rt turn lane	$2,215,459	$ -		
Beaverton	Murray	Allen		turn lanes, signal imprvmts	$1,052,480	$ -		
Beaverton	Hall	Center		turn lanes, signal imprvmts	$121,440	$ -		
Beaverton	Scholls Ferry	Barrows (west end)		add SB rt turn lane	$291,771	$ -		
Beaverton	Millikan	Murray		rt turn lane for WB Millikan	$607,200	$ -		
Beaverton	Walker	173rd		turn lanes, signal imprvmts	$2,324,211	$ -		
Beaverton	Walker	167th		signalize; add SB left turn lane	$173,995	$ -		
Beaverton	Cedar Hills	Jenkins		turn lanes, signal imprvmts	$2,550,240	$ -		
Beaverton	Cedar Hills	Hall		add NB rt turn lane	$728,640	$ -		
Beaverton	Canyon	Cedar Hills		turn lanes, signal imprvmts	$6,922,080	$ -		
Beaverton	Farmington	Cedar Hills		turn lanes, signal imprvmts	$2,891,429	$ -		
Beaverton	Hall	Allen		add EB&WB rt turn lanes, NB&SB double lefts	$2,373,600	$ -		
Beaverton	Scholls Ferry	125th		add SB rt turn lane	$1,280,640	$ -		
Beaverton	Scholls Ferry	Nimbus		turn lanes, signal imprvmts	$1,533,286	$ -		
Beaverton	Farmington	Lombard		add NB rt turn lane	$1,689,120	$ -		
Beaverton	BH Hwy	Western		turn lanes, signal imprvmts	$2,064,480	$ -		
Beaverton	Hall	Denney		turn lanes, signal imprvmts	$850,080	$ -		
Beaverton	Scholls Ferry	Allen		turn lanes, signal imprvmts	$1,179,703	$ -		
Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	$1,280,640	$ -		
Beaverton	Millikan	141st	Hocken	Add signal, turn lanes, bike & ped	$2,870,400	$ -		
Beaverton	Denney	Hall	Scholls Ferry	Add turn lanes, bike lanes & signalize	$6,734,400	$ -		
Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	$6,955,200	$ -		
Beaverton	Cedar Hills	Farmington	Walker	Add turn lanes, bike lanes	$19,362,462	$ -		
Beaverton	Millikan	TV Hwy	141st	Add turn lanes, signals, bike and ped	$18,878,400	$ -		
Beaverton	Hall	500' south of Allen	12th	Add turn lanes, bike lanes	$6,734,400	$ -		
Beaverton	Hall	Farmington	Cedar Hills	Add turn lanes, bike lanes	$5,740,800	$ -		
Beaverton	Weir	155th	175th	Turn lanes, bike lanes, sidewalks	$4,526,400	$ -		
Beaverton	Allen	Hwy 217	Murray	Add turn lanes, bike lanes, sidewalks & signalize	$28,916,622	$ -		
Beaverton	Canyon Rd	170th	OR 217	Access Management	$1,000,000	$ -		
Cornelius	Susbauer / 19th	TVHighway	Zion Church	Add new traffic signals at Holladay and Davis and widen existing travel lanes.	$12,930,000	$ 87,698		

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Cornelius	Cornelius-Schefflin	S. CL	Verboort Circle	Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes.	$5,550,000	$ 8,533,062	$ 52,933	OTIA3 & MSTIP3
Cornelius	10th	Adair/Main	Baseline	Add left & right turn lanes at couplet intersection approaches.	$471,429	$ 4,400		
Cornelius	14th	Holladay	Dogwood	Add signals at TV Hwy. and widen existing travel lanes.	$2,100,000	$ -		
Cornelius	Forest Grove Connectivity	East Forest Grove City Limit	West Cornelius City Limit	Construct new 2 lane collector between Cornelius & Forest Grove	$1,500,000	$ -		
Cornelius//Forest Grove	Holladay St Extension	4th Ave	Yew St	new 2 lane collector	$10,764,871	$ -		
Cornelius	Holladay St Extension	10th Ave	Gray St	new 2 lane collector	$1,300,000	$ -		
Cornelius	Holladay St Extension	Gray St	19th Ave	new 2 lane collector	$1,300,000	$ -		
Cornelius	Davis St Extension	4th Ave	10th Ave	new 2 lane collector	$2,500,000	$ -		
Cornelius	TV Highway Corridor	4th Ave	29th Ave	traffic signal system coordination	$450,000	$ -		
Cornelius	Baseline	10th Ave	20th Ave	Interconnect signals and consolidate access points.	$540,000	$ 8,200		
Durham	Upper Boones Ferry	Afton	Durham	Widen to accommodate extended left turn lane at Durham	$276,000	$ -		
Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes	$600,000	$ -		
Forest Grove	19th	Poplar	HWY 47	Extend 2 LN	$1,517,156	$ -		
Forest Grove	23-24	Hawthorn	Quince	Construct 3 LN	$16,574,964	$ -		
Forest Grove	26th	Juniper	Oak	Construct 3 LN	$5,310,045	$ 2,155	$ 262,593	TIF
Forest Grove	B St	Hartford	David Hill	Extend 2 LN	$6,068,623	$ -		
Forest Grove	David Hill	East Terminus	HWY 47	Complete 3 LN	$6,428,075	$ 1,049,932	$ 10,942	MSTIP 3b
Forest Grove	Hartford			Extend to Thatcher	$3,707,150	$ -		
Forest Grove	Hawthorn	26th	HWY 47	Complete 2 LN	$7,885,582	$ -		
Forest Grove	Laurel	22nd	26th	Complete 2 LN	$8,598,914	$ -		
Forest Grove	Main	Hartford	David Hill	Complete 2 LN	$6,068,623	$ -		
Forest Grove	Thatcher	Gales Creek	Thatcher	Signalize Intersection	$2,997,360	$ -		
Forest Grove	HWY 47	Elm	HWY 47	Signalize Intersection	$224,853	$ -		

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Forest Grove	Sunset	Willamina	Sunset	Add turn lanes / signal	$1,198,406	$ 4,423		
Forest Grove	HWY 47	Maple	HWY 47	Signalize Intersection	$224,853	$ -		
Forest Grove	TV HWY	Quince		Add turn lanes / signal	$4,294,293	$ -		
Forest Grove	Oak	Pacific	HWY 47	Upgrade to 2 LN Collector add Signal	$4,650,591	$ -		
Forest Grove	Heather	Mountain View	HWY 47	Construct 2 LN Collector	$6,375,830	$ -		
Forest Grove	E/Pacific/19th	19th	E	Extend 2 Lane couplet	$5,264,808	$ -		
Hillsboro	Main	Main		Add westbound right turn	$977,417	$ -		
Hillsboro	Imlay	at TV HWY		Signalize	$366,531	$ -		
Hillsboro	Cornelius Pass	at TV HWY		Add 2nd eastbound left turn lane	$2,101,446	$ -		
Hillsboro	Bentley	at Brookwood		Add eastbound left turn lane	$772,466	$ -		
Hillsboro	Harewood	at Jackson School		Add EB right turn lane	$772,466	$ -		
Hillsboro	TV HWY	185th	Cornelius Pass	Widen to 7 lanes	$64,887,183	$ -		
Hillsboro	Witch Hazel	at River		signalize	$289,675	$ 220,980		
Hillsboro	Minter Bridge	TV HWY		convert NB through-left lane to separate left turn lane and change N/S signal phasing to protected	$635,321	$ -		
Hillsboro	Evergreen	at 229th		Add northbound/southbound right turn lanes, protected-permitted N/S signal	$1,221,770	$ -		
Hillsboro	Grant	25th/28th		Add eastbound left turn lane	$1,466,124	$ -		
Hillsboro	Grant	at Cornell		Add eastbound/westbound left turn lanes	$977,417	$ -		
Hillsboro	Cornell/Main	at 10th		Add northbound and southbound lanes	$3,811,924	$ 159,433		
Hillsboro	Cornell	at 185th		Add northbound and southbound double left turn lanes, Add northbound right turn lane	$2,443,542	$ -		
Hillsboro	Aloclek	Amberwood	Cornelius Pass	Extend 3 lane	$3,909,666	$ 449,709		
Hillsboro	Amberwood	206th	Cornelius Pass	Widen to 3 lane	$2,932,250	$ -		
Hillsboro	Airport (Butler)	Shute	Brookwood	Widen to 3 lane	$2,345,723	$ -		
Hillsboro	Cornell	Arrington	Main	widen 5 lane	$11,728,998	$ 21,396	$ 23,947	TIF2
Hillsboro	Amberglen	Walker	206th	New 3 lane	$4,105,149	$ -		

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Hillsboro	Evergreen	at Cornelius Pass		Add 2nd left turn lane on northbound/southbound/eastbound approaches, eastbound and westbound right turn lanes	$5,864,499	$ -		
Hillsboro	Jackson School	Grant	Evergreen	Widen to 3 lanes	$7,976,257	$ -		
Hillsboro	Edgeway (Salix Ext)	LRT	Walker	New 3 lane extension	$8,405,782	$ -		
Hillsboro	10th	Walnut	Washington	Widen and turn lanes	$8,806,118	$ -		
Hillsboro	Wilkins	Cornelius Pass	Edgeway	new 3 lane	$6,797,705	$ -		
Hillsboro	Century	Baseline	Lois	New 3 lane bridge over Rock Creek	$29,817,206	$ -		
Hillsboro	231st	LRT	Baseline	widen 3 lanes	$10,814,531	$ -		
Hillsboro	1st/Glencoe	at Grant		Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant	$4,887,086	$ -		
Hillsboro	Century Blvd/229th	Evergreen	West Union	extend 3 lane, including Hwy 26 overcrossing	$14,676,863	$ -		
Hillsboro	Cornelius Pass	TV HWY	209th	Extend as new 3 lane/including grade seperation at TV HWY	$27,367,662	$ -		
Hillsboro	69th (Quatama)	227th	Baseline	New 3 lane extension	$4,943,785	$ -		
Hillsboro	Grant	Brookwood	28th	new 3 lane	$13,904,396	$ -		
Hillsboro	28th	Baseline	Cornell	widen 3 lanes	$4,943,785	$ -		
Hillsboro	Brookwood	TV HWY	River	Ext 3 lane	$15,449,329	$ 315,740	$ 5,395	MSTIP 3b
Hillsboro	Cornell	at 229th		add EB and SB right turn lanes, add WB 2nd left turn lane	$1,954,833	$ -		
Hillsboro	185th	at Walker		Add 2nd SB and EB left turn lanes, WB right turn lane	$2,950,129	$ -		
Hillsboro	10th	Baseline		add turn lanes	$3,176,603	$ -		
Hillsboro	13th	TV HWY	River	Add EB right turn lane and NB left turn lane	$977,417	$ -		
Hillsboro	River	at Rood Bridge		Add eastbound right turn lane	$742,756	$ 26,947		
Hillsboro	229th	at TV HWY		Add NB right turn lane	$450,000	$ -		
Hillsboro	253rd	Evergreen		signalize	$768,753	$ -		
Hillsboro	234th	Johnson		signal	$337,500	$ -		
Hillsboro	Brookwood	Cornell		Add Dedicated 2nd SB Thru Lane	$2,443,542	$ -		

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Hillsboro	Quatama	LRT	227th	Widen to 3 lanes	$8,210,299	$ 63,625		
Hillsboro	Huffman	Shute	253rd	New 3 lane	$1,853,920	$ -		
Hillsboro	New Collector	229th	Cornelius Pass	New 3 lane	$3,200,000	$ -		
Hillsboro	Evergreen	Cornelius Pass	215th	Add bicycle lanes, including rail crossing removal/grade adjustments. Add WB right turn lane at Cornelius Pass, including Ped island	$1,080,000	$ -		
Hillsboro	231st	Campus Way	Cornell	widen to 5 lanes with multimodal improvements	$170,000	$ -		
Hillsboro	231st	Cherry	Campus Way	Construct Southbound Cycletrack and west pedestrian improvements	$60,000	$ -		
Hillsboro	231st	LRT Crossing		signal & pedestrian crossing improvements	$225,000	$ -		
Hillsboro	Campus Ct extension	existing	Ray Circle	Construct new 2/3 lane collector	$1,700,000	$ -		
Hillsboro	Cornelius Pass	Cornell	HWY 26	NB right turn lane to US26 East, and multimodal enhancements	$665,000	$ -	$ 108,961	Hillsboro General Fund & TIF
North Plains	208th	Pacific	Kaybern Extension	Construct new two-lane collector	$500,000	$ -		
North Plains	289th	Pacific	West Union	Construct new two-lane collector	$750,000	$ -		
North Plains	Pacific	289th	Jackson School	Construct new two-lane collector	$1,750,000	$ -		
North Plains	309th	North	Future school site	Construct new two-lane collector	$1,000,000	$ -		
North Plains	313th	North	Future school site	Construct new two-lane collector	$750,000	$ -		
North Plains	Cottage	318th	Gordon	Construct new two-lane collector	$4,762,500	$ -		
North Plains	Jackson School	Pacific	West Union	Construct new two-lane collector	$750,000	$ -		
North Plains	Kaybern Extension	280th	West city limits	Construct new two-lane collector	$2,750,000	$ -		
North Plains	Main	North	Tirmeric	Construct new two-lane collector	$1,250,000	$ -		
North Plains	Mountaindale	309th	Tirmeric	Construct new two-lane collector	$3,500,000	$ -		
North Plains	Pacific	307th	East city limits	Construct new two-lane collector	$750,000	$ -		
North Plains	Tirmeric	North	Future school site	Construct new two-lane collector	$1,000,000	$ -		
North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard	$1,182,500	$ -		
North Plains	Yorkshire	309th	Tirmeric	Construct new two-lane collector	$2,250,000	$ -		
North Plains	Pacific	Glencoe		Add new signal	$222,827	$ -		

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North Plains	Commercial	Glencoe		Add westbound left turn, eastbound right turn & signalize	$299,959	$ -		
Sherwood	Oregon Street	Oregon St	at Tonquin Rd	Construct roundabout north of Oregon St/Murdock Roundabout	$772,466	$ -		
Sherwood	Adams Street	Adams Ave	at T-S Rd Intersection	Install Traffic Signal	$233,609	$ -		
Sherwood	Edy Road	Edy Rd	at Borchers Drive	Improve 3 leg intersection; possible roundabout	$458,845	$ -		
Sherwood	Baler Way Signal	Tualatin-Sherwood	at Baler Way	Remove traffic signal, install raised median and allow right in right out only.	$33,693	$ -		
Sherwood	Sherwood Boulevard	Sherwood Blvd	at Langer Drive	Remove Traffic Signal. Allow lefts in only (no lefts from Langer to Sherwood); capacity issues related to queing at 99W	$57,935	$ -		
Sherwood	Sherwood Boulevard	Sherwood Blvd	at Century Drive	Improve intersection; possible roundabout in conjuncture with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at 99W	$386,233	$ -		
Sherwood	Adams Ave South	1st & Oregon	Tualatin-Sherwood Rd	Construction of 3 lane road	$9,115,104	$ 10,251,589	$ 300	MSTIP 3c
Sherwood	Adams Ave North	Tualatin-Sherwood	Home Depot/99W	Construction of 3 lane road	$3,244,359	$ 500,614		
Sherwood	Century Drive	Adams Ave	Tualatin-Sherwood Rd	Construction of 3 lane road	$4,171,319	$ -		
Sherwood	Oregon Street	Railroad Crossing	Murdock / Oregon Roundabout	Adds turn lanes and center median for capacity	$4,171,319	$ 109,757		
Sherwood	Pine Street	Willamette	Sunset	New road extension across rail road tracks from RR Street to Willamette; Existing county road will be widened.	$3,808,260	$ 80,113		
Sherwood	Elwert Road	ORE 99W	Kruger	Add lanes, turn lanes, and modify signal and phasing,	$3,089,866	$ -		
Sherwood	Brookman Road	ORE 99W	Ladd Hill Road	Add turn lanes and center median	$13,440,917	$ -		
Sherwood	Galbreath Drive	T-S Rd/Gerda Ln	Cipole Road	Construction of 2 lane collector road	$2,317,399	$ -		

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Sherwood	Cedar Brook Way	ORE 99W	ORE 99W	Construction of 2 lane road	$5,561,759	$ -		
Sherwood	Smith Avenue	Meinecke Road	Woodhaven Drive	Construction of 2 lane road	$849,713	$ -		
Sherwood	South Loop Road	ORE 99W	ORE 99W	Construction of 2 lane road	$2,780,879	$ -		
Sherwood	Villa Road	Park St	Current terminus of Villa Rd	Construction of 2 lane road	$1,467,686	$ -		
Sherwood	Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan)	Washington St.	Oregon St.	New road to improve access to old town	$3,862,332	$ -		
Sherwood	Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan)	South of Railroad St.	Willamette St.	New road to improve access to old town	$1,699,426	$ -		
Sherwood	Sunset Boulevard Road & Intersection Improvements	Aldergrove	Eucalyptus	Add turn lanes and center median for capacity at intersection of Main/Sunset; possibility of future signal	$7,427,562	$ -		
Sherwood	Arrow Street	Adams Ave	Gerda Lane	construct new road to 2 lane collector standards	$7,427,562	$ -		
Sherwood	Ladd Hill Road	Sunset Blvd	UGB south	Widen to 3 lanes plus turn lanes	$8,913,075	$ -		
Sherwood	Edy Rd/Sherwood Blvd	Borchers Dr	3rd St	Add turn lanes and center median	$7,427,562	$ -		
Sherwood	Edy Rd	Borchers Dr	City Limits west	Add turn lanes and center median	$7,427,562	$ -		
Sherwood	Elwert Road	99W	Edy Rd	Add turn lanes and center median	$14,855,124	$ -		
Tigard	72nd Ave	Durham	Bonita	widen to 5 lanes	$6,712,467	$ -		
Tigard	72nd Ave	Bonita	Hunziker	widen to 5 lanes	$7,261,185	$ -		
Tigard	72nd Ave	ORE 99W	Hunziker	widen to 5 lanes	$9,269,598	$ -		

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Tigard	121st	Quail Creek Ln	Walnut	widen to 3 lanes	$4,325,812	$ -		
Tigard	121st	North Dakota	Walnut	widen to 3 lanes	$4,325,812	$ -		
Tigard	Bonita	Hall	I5	widen to 4 lanes	$1,972,255	$ -		
Tigard	Burnham	Main	Hall	widen to 3 lanes	$7,286,400	$ 3,026,957		
Tigard	Commercial	95th	Main	2 lane improvement	$1,544,933	$ -		
Tigard	Dartmouth	72nd	68th	widen to 4 lanes	$1,853,920	$ -		
Tigard	Dartmouth Ext	Dartmouth	Hunziker	extend/realign road	$23,173,994	$ -		
Tigard	Fonner	Walnut	115th	Widen to provide 2 full-width travel lanes, bikelanes & sidewalks	$2,549,139	$ -		
Tigard	Greenburg	Teideman	ORE 99W	widen to 5 lanes	$9,269,598	$ -		
Tigard	Greenburg	Teideman	Shady Lane	widen to 5 lanes	$908,784	$ -		
Tigard	Washington Sq	Nimbus Ave.	South mall area (Locust St.)	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$39,781,536	$ -		
Tigard	Washington Sq	Nimbus Ave.	North mall area	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$39,781,536	$ -		
Tigard	Hunziker	Hall	72nd	widen to 3 lanes	$4,634,799	$ 4,983		
Tigard	Locust	Greenburg	Hall	Widen to 3 lanes	$2,471,893	$ -		
Tigard	Nimbus Drive Ext	Scholls Ferry	Greenburg	3 lane extension	$23,173,994	$ -		
Tigard	North Dakota	121st	Tiedeman	Widen to provide 2 full-width travel lanes, bikelanes & sidewalks	$2,703,633	$ -		
Tigard	Wall Ext	Hunziker	Hall	Extend Wall St. across creek and RR to connect to Hunziker	$10,814,531	$ -		
Tigard	Walnut	121st	Tiedeman	widen to 3 lanes	$4,325,812	$ 1,508	$ 56,376	MSTIP 3d
Tigard	Walnut	Tiedeman	ORE 99W	Widen to 3 lanes	$3,862,332	$ -		
Tigard	Walnut Ext	ORE 99W	Scoffins	New 3-lane collector	$29,353,726	$ -		
Tigard	Upper Boones Ferry	Durham	I-5	widen to 5 lanes	$4,634,799	$ -		
Tigard	Darmouth	72nd		Intersection expansion to 5 lanes & new signalization	$2,491,204	$ -		

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Tigard	McDonald	Hall		Right turn lane from Hall to McDonald & signal system upgrade	$692,948	$ -		
Tigard	Scoffins	Hunziker	Hall	Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal	$3,862,332	$ -		
Tigard	North Dakota	125th		right turn lane	$695,220	$ -		
Tigard	Nimbus	Scholls Ferry		right turn lane	$1,776,673	$ -		
Tigard	121st	Walnut	North Dakota	Widen to 3 lanes with sidewalks & bikelanes	$3,321,606	$ -		
Tigard	121st	North Dakota		New signal system	$231,740	$ -		
Tigard	Greenburg	Olsen	Hall	2nd NB lane	$849,713	$ -		
Tigard	Main	Greenburg	ORE 99W	Add protected left turn & eastbound lane on 99W	$1,705,433	$ 2,832,157		
Tigard	Greenburg	Teideman		Expand intersection to 5 lanes & signal upgrade	$413,102	$ -		
Tigard	Dartmouth	ORE 99W		right turn lane	$251,052	$ -		
Tigard	72nd Ave	ORE 99W		turn lanes	$772,466	$ -		
Tigard	68th	ORE 99W		turn lanes	$2,394,646	$ -		
Tigard	68th	Atlanta	Haines	New signal system	$173,805	$ -		
Tigard	72nd Ave	ORE 217		Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes	$29,710,249	$ -		
Tigard	72nd Ave	Bonita		Intersection widening to accommodate a 5-lane 72nd Avenue	$386,536	$ -		
Tigard	72nd Ave	Carman		NB right turn lane	$308,987	$ -		
Tigard	72nd Ave	Upper Boones Fy		Upgrade signal & expand to accommodate 5 lanes all directions	$1,544,933	$ -		
Tigard	ORE 99W	McDonald	Gaarde	WB Right turn lane	$560,753	$ 153	$ 200,000	TDT
Tigard	Walnut	ORE 99W		WB Right turn lane, protected left turn	$939,275	$ -		
Tigard	72nd Ave	Hampton	Hunziker	Add southbound right turn & protected left turn phasing	$386,233	$ -		
Tigard	Durham	Upper Boones Fy		Reconfigure intersection to make through route between Durham & I-5/Carman interchange	$1,081,453	$ -		

Appendix A: TDT Road Project List Expenditures

List as amended by
Resolution and Order 13-78
August 20, 2013

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
Tigard	68th	Dartmouth		New signal system	$173,805	$ -		
Tigard	Carman	I-5		turn lanes	$294,726	$ -		
Tigard	Carman	I-5 NB		turn lanes	$736,814	$ -		
Tigard	Atlanta Street	Haines	Dartmouth	Extension of Atlanta Street	$5,520,000	$ -		
Tigard	Backage Road	68th Parkway	Atlanta Street	Creation of a backage road to provide access to properties fronting 99W	$607,200	$ -		
Tigard	Beveland Street	69th Avenue	72nd Avenue	Widening to provide full two-lanes with sidewalks and planters	$270,480	$ -		
Tigard	Highway 217 Overcrossing	Hunziker Street	72nd Avenue	Extend Hunziker over Hwy. 217 to connect to 72nd Avenue at Hampton.	$10,637,040	$ -		
Tualatin	Sagert	65th		signal - new	$354,047	$ -		
Tualatin	Avery	Teton		signal - new	$254,914	$ -		
Tualatin	Cummins	Cipole		signal - new	$254,914	$ -		
Tualatin	Cipole	Herman		signal & realign railroad	$2,294,225	$ -		
Tualatin	Avery	105th		signal - new	$191,185	$ -		
Tualatin	Teton	Tualatin Rd		signal - new	$157,936	$ -		
Tualatin	Leveton	108th		signal - new	$191,185	$ -		
Tualatin	Grahams Ferry	Helenius		signal - new	$191,185	$ -		
Tualatin	ORE 99W	130th		signal - new	$191,185	$ -		
Tualatin	Blake	108th	105th	Widen to 3 lanes	$1,461,507	$ -		
Tualatin	Cipole	ORE 99W	Tualatin-Sherwood	Add left turn lane & bike lanes	$4,588,451	$ -		
Tualatin	Herman	Cipole	124th Ave	Add left turn lane	$1,563,472	$ -		
Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	widen to 3 lanes	$4,690,416	$ -		
Tualatin	McEwan	65th	Lake Oswego	widen to 3 lanes	$3,908,680	$ -		
Tualatin	ORE 99W	Cipole	River	widen to 6 lanes	$6,797,705	$ -		
Tualatin	Loop Rd	Nyberg	Boones Ferry	new street - 2 lanes	$4,248,566	$ -		
Tualatin	Boones Ferry	Martinazzi	Lower Boones Ferry	Widen to 5 lanes and bridge	$12,265,084	$ -		
Tualatin	Hazelbrook Rd	99W	Jurgens Ave	Widen to 3 lanes	$3,543,000	$ -		
Tualatin	Teton	Herman	Tualatin-Sherwood	Widen to 3 lanes	$2,464,000	$ -		
Tualatin	Myslony	124th Ave	112th Ave	Widen to 3 lanes, add bridge	$14,030,000	$ -		
Tualatin	Avery	Teton	Tualatin-Sherwood	Widen to 3 lanes	$3,600,000	$ -		
Tualatin	Boones Ferry	Ibach	Norwood	Widen to 3 lanes	$660,000	$ -		
Tualatin	Helenius	109th Terrace	Grahams Ferry	Widen to 3 lanes	$1,403,000	$ -		

Appendix A: TDT Road Project List Expenditures

List as amended by
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August 20, 2013

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
Tualatin	Norwood	Boones Ferry Rd	East city limits	Widen to 3 lanes	$2,824,000	$ -		
Tualatin	115th Ave	Blake St	124th Ave	New street	$21,446,000	$ -		
Tualatin	E-W connection	115th	124th Ave	New street	$10,000,000	$ -		
Tualatin	Grahams Ferry	Ibach	Helenius	Widen to 3 lanes	$3,300,000	$ -		
Tualatin	Tualatin Rd	115th		signal - new	$456,750	$ -		
Wash CO	Barnes	Cedar Hills		Add 2 lefts, 2 thru & modify signal	$2,560,175	$ -		
Wash CO	Baseline	Cornelius Pass		Add 2 thru & modify Signal	$1,776,673	$ -		
Wash CO	Baseline	185th		Grade Seperation	$27,036,326	$ -		
Wash CO	Beaverton-Hillsboro	Olesen Rd	Scholls Ferry	Realign Oleson Rd. and reconfigure intersections with B-H Hwy. and Scholls Ferry Rd.	$18,229,167	$ 568,116	$ 519,537	MSTIP 3c
Wash CO	170th	Merlo	Alexandria	Widen to five lanes	$16,627,341	$ -		
Wash CO	Bethany	Kaiser		Add turn lanes.	$1,390,440	$ 2,224,951		
Wash CO	173rd	Bronson	Cornell	Extend 173rd Ave. under US26 connecting to 174th Ave.	$16,994,262	$ -		
Wash CO	174th	Bronson	Meadowgrass	Widen to three lanes	$21,474,568	$ -		
Wash CO	Cornell	143rd		Reconfigure intersection	$6,179,732	$ -		
Wash CO	185th	North of Westview High School	Springville Rd	Widen to five lanes	$14,213,383	$ 5,908,474	$ 76,217	MSTIP 3c
Wash CO	Cornell	Cornelius Pass		Grade Seperation	$23,173,994	$ -		
Wash CO	209th	TV Highway	Farmington	Realign and widen to three lanes	$32,443,592	$ 1,947,838		
Wash CO	Kinnaman	198th		Add left turn	$741,200	$ -		
Wash CO	Kinnaman	209th		Add signal	$231,740	$ -		
Wash CO	Laidlaw	Bethany		Add signal	$231,740	$ -		
Wash CO	197th/198th Ave.	T.V. Hwy.	Baseline	Widen to 3 lanes & eliminate offset	$21,474,568	$ -		
Wash CO	Scholls Ferry	Hall		Add 2 right, 2 left & mod. Signal	$2,549,139	$ -		
Wash CO	Scholls Ferry	Murray		Add 1 right, 1 left & mod. Signal	$1,390,440	$ -		
Wash CO	Baseline	West of Lisa	Brookwood	Widen non-five lane sections to five lanes	$11,582,951	$ -	$ 300,306	MSTIP 3d
Wash CO	Tualatin-Sherwood Rd	Boones Ferry		Grade Seperation	$23,628,696	$ -		

Appendix A: TDT Road Project List Expenditures

List as amended by
Resolution and Order 13-78
August 20, 2013

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
Wash CO	Tualatin-Sherwood Rd	ORE 99W		Add right and left turn and signal	$1,212,937	$ -		
Wash CO	TV HWY-Farmington	Murray		Grade separation	$26,043,155	$ -		
Wash CO	Walker	158th		Add 2 right, 2 left, 1 thru & mod. Signal	$2,100,939	$ -		
Wash CO	Cornell	113th	Leahy	Widen to three lanes	$7,724,665	$ -		
Wash CO	Cornell	Murray	HWY26	Widen to five lanes	$40,322,750	$ 1,210,475		
Wash CO	Durham Rd	ORE 99W	Boones Ferry	widen to 5 lanes	$15,314,688	$ -		
Wash CO	Farmington	170th	185th	Widen to five lanes	$4,373,157	$ -		
Wash CO	Jenkins	Murray	158th	Widen to five lanes	$2,960,478	$ -		
Wash CO	Johnson	185th	170h	New two lane extension	$11,741,490	$ -		
Wash CO	Kaiser	Bethany	Cornell	Widen to 3 lanes	$28,735,753	$ 108,459		
Wash CO	Kaiser	Springville	Bethany	Widen to five lanes	$7,106,692	$ -		
Wash CO	Springville	185th	PCC Access	widen to 5 lanes	$5,870,745	$ -	$ 135,181	
Wash CO	Springville	PCC Access	Kaiser Road	widen to 3 lanes	$14,831,356	$ -		
Wash CO	Taylors Ferry Rd	Oleson	Washington Dr	New 2 lane extension	$3,089,866	$ -		
Wash CO	Tualatin-Sherwood	ORE 99W	Teton	widen to 5 lanes	$25,244,862	$ 947,072	$ 465,770	MSTIP 3c
Wash CO	Walker	185th	Stucki	Widen to five lanes	$7,851,068	$ -		
Wash CO	Walker	185th	ORE 217	Widen to five lanes	$55,710,614	$ 7,238	$ 375,740	MSTIP 3c
Wash CO	West Union	185th	143rd	widen to 3 lanes	$32,907,072	$ 5,388		
Wash CO	Barnes	Hospital entrance	Leahy	Widen to five lanes	$4,731,357	$ -		
Wash CO	Barnes	Leahy	County Line	Widen to three lanes	$10,275,262	$ -		
Wash CO	Bethany	Kaiser Rd	West Union	Widen to 5 lanes	$24,338,784	$ -		
Wash CO	Farmington	185th	209th	Widen to three lanes	$14,674,907	$ -		
Wash CO	West Union	Cornelius Pass	185th	widen to 5 lanes	$19,157,168	$ -		
Wash CO	Scholls Ferry	Allen	Beaverton-Hillsdale	Widen to three lanes	$13,919,347	$ -		
Wash CO	Merlo/158th	170th	Walker Rd	Widen to five lanes	$15,328,632	$ -		
Wash CO	Millikan	Hocken	Murray	Widen to 3 lanes	$7,415,678	$ -		
Wash CO	Barnes	Cedar Hills	119th	Widen to five lanes	$4,603,175	$ -		
Wash CO	Butner	Murray	Cedar Hills	Widen to 3 lanes	$15,912,809	$ -		
Wash CO	185th	TV Highway	Farmington	Widen to five lanes	$19,002,675	$ 5,349,940	$ 4,050	MSTIP 3c
Wash CO	185th	Farmington	Bany	Widen to three lanes	$14,522,370	$ -		
Wash CO	Alexander	170th	209th	Widen to three lanes	$23,637,474	$ -		
Wash CO	Johnson	185th	Cornelius Pass	Widen to three lanes	$20,856,595	$ -		

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
Wash CO	198th	TV Highway	Baseline	Widen to three lanes	$21,474,568	$ -		
Wash CO	175th	Outlook Ln	Horse Tale Dr.	Realign roadway	$1,544,933	$ -		
Wash CO	Cornelius Pass	Amberwood	TV Highway	Widen to five lanes	$43,149,977	$ 13,541,065	$ 6,789,954	MSTIP 3c & TIF2
Wash CO	Grahams Ferry	Tonquin	Cutter	Widen to three lanes	$12,977,437	$ -		
Wash CO/Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	$5,561,759	$ -		
Wash CO/Wilsonville	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to three lanes	$840,000	$ -		
Wash CO/Wilsonville	Grahams Ferry	Clutter		Construct turn pockets & signal	$1,430,000	$ -		
Wash CO/Wilsonville	Kinsman	Day	Ridder	Construct 3 lane & improve to standard	$2,820,000	$ -		
Wash CO/Wilsonville	Day	Kinsman		Construct left turn pocket & signal	$880,000	$ -		
Wilsonville	Boones Ferry	95th		Add turn lanes	$1,410,000	$ 1,172,033		
Wash CO/Wilsonville	Ridder	Kinsman		Construct left turn pocket & signal	$850,000	$ -		
Wash CO/Wilsonville	Boones Ferry	Day	I-5	Widen Boones Ferry/Day intersection & Boones Ferry to 5 lanes	$2,490,000	$ -		
Wash CO/Wilsonville	Grahams Ferry	Railroad Crossing	Day	Widen & add double southbound left turn lane at Day	$2,700,000	$ -		
Wash CO/Wilsonville	Grahams Ferry	Railroad Crossing		Widen to 3 lanes & upgrade crossing	$4,000,000	$ -		
Wilsonville	Elligsen	Parkway Center Dr.	Canyon Creek North	Widen to 3 lanes	$1,500,000	$ -		
Wash Co/Wilsonville	Elligsen	Canyon Creek	65th	Widen to 3 lanes. Add turn pockets & signal at 65th	$3,000,000	$ -		
Wash CO	95th Extension	Barnes	Leahy	2 lane road	$8,651,624	$ -		
Wash CO	Tonquin	Grahams Ferry	Oregon St	Realign and widen lanes to standard	$7,724,665	$ 618		
Wash CO	Glencoe	Evergreen	Jackson	Widen to three lanes	$22,865,008	$ -		
Wash CO	205/206	Baseline	Quatama	Widen to 5 lanes	$10,196,557	$ 378,007	$ 31,460	Road Cap
Wash CO	Kinnaman	Farmington	209th	Widen to three lanes	$23,791,967	$ -		
Wash CO	Greenburg	Hall	Locust	Widen to five lanes	$6,770,441	$ -		

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
Wash CO	Hall	Scholls Ferry	Durham	Widen to five lanes	$37,953,853	$ -		
Wash CO	Scholls Ferry	HWY217	121st	widen to seven lanes	$8,966,229	$ 1,634,040		
Wash CO	113th	Rainmont	McDaniel	new 2 lane	$5,098,279	$ -		
Wash CO	Evergreen	East of 25th	West of 253rd	widen to 5 lanes	$12,408,960	$ 1,628,794	$ 3,242,905	TIF2
Wash CO	Tualatin-Sherwood	Teton	Borchers Drive	interconnect signals	$332,212	$ -		
WashCo	Baltic Extension	Barnes	Spring Crest	Construct new 2 lane road and bridge	$10,483,200	$ -		
Wash CO	Roshak	Bull Mountain		Reconfigure intersection	$3,500,000	$ 712,016	$ 1,083,676	TIF2
Wash CO	Tualatin-Sherwood Rd			Reconfigure Intersection at Baler Way and construct north leg of intersection	$1,000,000	$ -		
TOTAL					**$2,292,215,700**	**$ 65,581,225**	**$ 13,759,837**	

Washington County
Oregon

Transportation Development Tax

Fiscal Year 2011-2012
Annual Report

July 1, 2011 through June 30, 2012

Washington County
Department of Land Use
and Transportation

December 2012

Board of County Commissioners
Andy Duyck, Chair
Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation
Andrew Singelakis, Director
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TRANSPORTATION DEVELOPMENT TAX

FISCAL YEAR 2011-2012 ANNUAL REPORT

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Appendix A: Transportation Development Tax Project List Expenditures

The Transportation Development Tax helped fund capacity improvements at the SW Boones Ferry Road / 95th Avenue / Commerce Circle intersection in Wilsonville.
Image: City of Wilsonville

I. EXECUTIVE SUMMARY

Reporting Requirements

Washington County's Transportation Development Tax (TDT) is a system development charge (SDC). The purpose of this report is to fulfill State of Oregon statutory requirements for SDC reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in Washington County code section 3.17.140. These requirements include:

- Annual accounting, showing total revenues and expenditures over the past fiscal year;
- A list of projects that were funded by the TDT in the past fiscal year;
- The amount of funds spent (from TDT and from other sources) on each project; and
- The amount of funds attributed to administration of the TDT.

County code also requires this report to consider whether additional revenues should be generated to provide extra capacity improvements needed to address new development, and whether revenues exceed identified demands. In so doing, the County must consider:

- Construction of facilities on the project list by federal, state or other revenue sources;
- Receipt of unanticipated funds from other sources for construction of facilities on the project list;
- New information provided by the Institute of Transportation Engineers adjusting trip rates; and
- The impact of TDT credits.

Transportation Development Tax Overview

On November 4, 2008 Washington County voters approved the TDT, with 70.25% of voters in favor. The TDT is governed by Washington County Code section 3.17 as instituted by A-Engrossed Ordinance 691 as amended. The TDT replaced the previous countywide transportation SDC, known as the Traffic Impact Fee (TIF), passed countywide in 1990. The TDT, effective July 1, 2009, increased the rates and updated and clarified various procedures. The TDT essentially doubled the transportation SDC developers pay for the impact new development has on the transportation system.

The TDT is imposed on all development within Washington County, including inside the cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville. Each of these cities has signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. Portland and Lake Oswego have opted to allow Washington County to administer the TDT within their jurisdictions.

The TDT is not a property tax. It is a one-time tax on development structured like an SDC. New development is required to pay the tax when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, county commissioners and other elected officials representing local governments.

The TDT is based on the average traffic generated by each type of development, as estimated in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th Edition. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects, shown on an official TDT Project List maintained by the county, are limited to major roads (arterials and collectors),

and include roadway expansions, intersection improvements, sidewalks, bike lanes and transit capital projects. Development applicants may receive credits to help offset their TDT if they construct eligible transportation improvements on the TDT Project List. Partial credit is allowed for improvements to arterials and collectors that are not on the list.

Rate Phase-In and Discounts

The County initially intended to phase in TDT rates over a four-year period, with the full rate taking effect on July 1, 2012. However, in response to the Great Recession and subsequent slow recovery, the County has taken deliberate steps to phase in TDT rates more slowly, apply additional discounts, and provide other accommodations. The Board of County Commissioners ("the Board") approved the following ordinances accordingly:

- **Ordinance 729**, approved October 20, 2009, provided a temporary discount of TDT rates during three of the four years of phase-in. The discount was 20% in Fiscal Year (FY) 2009-2010, 10% in FY 2010-2011 and 5% in FY 2011-2012.

- **Ordinance 741**, approved July 26, 2011, extended the period in the past for which applicants could claim a previous use to offset TDT obligation for a new use. Originally, applicants could claim a previous use from no more than 36 months in the past. Ordinance 741 pushed that time back to January 1, 2005, but not more than ten years in the past.

- **Ordinance 746**, approved January 17, 2012, delayed the final step increase that would have brought rates to the top level on July 1, 2012. Instead, top rates were delayed until July 1, 2015, and the FY 2011-2012 rates were maintained in the interim. However, the Board may opt to increase rates on July 1, 2013 or 2014, as described further on page 14.

- **Ordinance 751**, approved June 19, 2012, established a 50% or 75% discount for applicants changing the use of an older, previously occupied building to a higher-intensity commercial use. The discount, intended to encourage small- to medium- sized renovation or redevelopment of vacant spaces, expires on June 30, 2015.

Construction Cost Adjustments

In April 2013, the County must begin calculating annual TDT rate adjustments, even though rates may be held constant through June 30, 2015. The adjustments, based on an annual index specified in the TDT ordinance, will determine the rates to be charged starting on July 1, 2016, one year after the provisions of Ordinance 746 expire. The existing index includes a five-year moving average with three components: materials (weighted 50%), labor (weighted 30%), and right-of-way (weighted 20%). The TDT rate must follow the index up or down effective each July 1, with a maximum year-to-year increase of 10%.

The county is in the process of reworking the index because one of the key indicators – ODOT's cost trend reports – has been discontinued. A revised index will be available before April 30, 2013.

Summary of Revenues and Expenditures

Highlights of TDT activity in FY 2011-2012 include the following:

- Between July 1, 2011 and June 30, 2012, Washington County and the cities collected a total of **$8,024,457 in TDT cash proceeds**, a 77% increase over the previous fiscal year.

- The county and cities issued **TDT credits with a total value of $659,900**. Of that amount, applicants redeemed $207,769 to apply toward TDT obligations.

- County and city TDT accounts collectively generated **$86,566 in interest and investment revenue.**

- Four cities – Beaverton, Forest Grove, Tigard and Wilsonville – collectively **invested $251,227 of TDT in transportation capital projects**. The largest investment was the City of Beaverton's extension of SW Dawson Way to intersect with Hocken Avenue, a $206,543 TDT expenditure. Countywide, over $17 million in other revenue was invested in projects or portions of projects on the TDT Project List.

- **Administration and compliance expenditures totaled $224,113**. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT.

- In total, county and city TDT accounts had an estimated **ending balance of $16,114,614** as of June 30, 2012. The City of Hillsboro had the highest ending balance, at $5.3 million.

II. COUNTYWIDE FINANCIAL ANALYSIS

Countywide Total Financial Activity and Balance

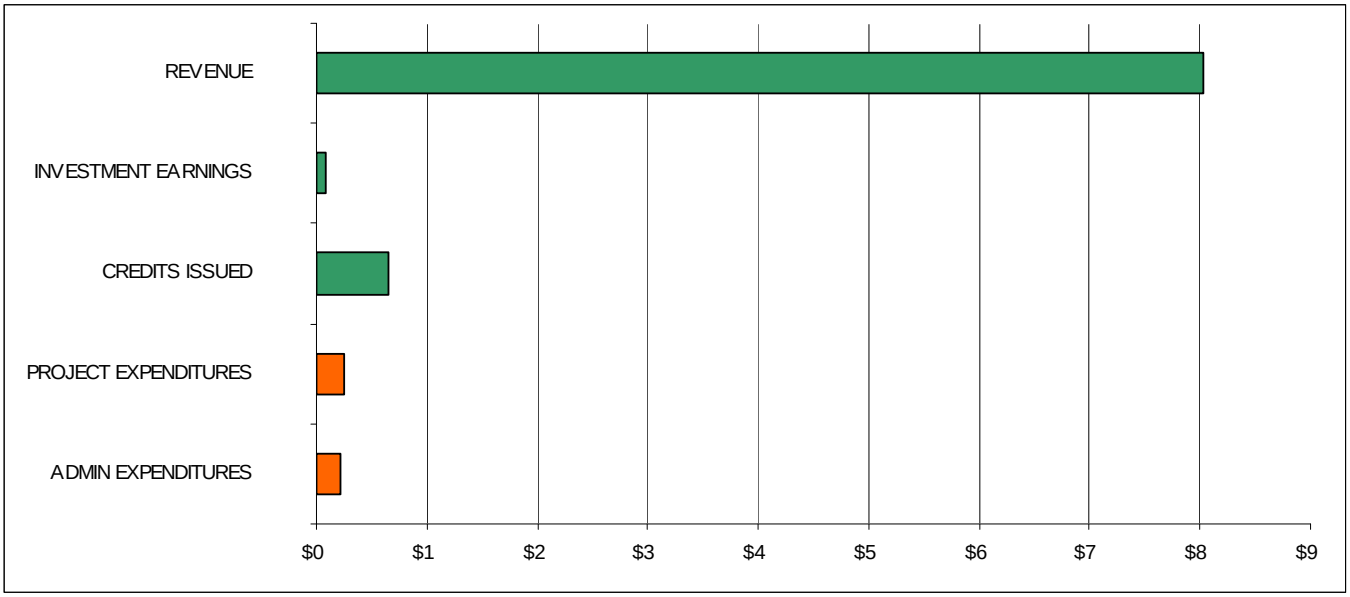
This section reviews FY 2011-2012 financial activity of the countywide TDT program. In FY 2011-2012, the county and cities collected $8,024,457 in TDT revenue, a 77% increase over the previous fiscal year. County and city TDT accounts earned interest amounting to $86,566. Jurisdictions issued eight different credits totaling $659,900 in value. In total, cash payments, investment earnings and issued credits – called "total financial activity" in this report – was $8,770,923 countywide in FY 2011-2012.

Expenditures on capital projects totaled $251,227. This was the first fiscal year that TDT funds were drawn for capital projects. Administrative expenditures, including staff time and credit card charges in multiple jurisdictions, came to $224,113. Further detail on expenditures is provided in section III.

When combined with activity in previous years, the countywide TDT balance on June 30, 2012 was estimated at $16,114,614. That total does not include issued TDT credits or outstanding TDT credit balances.

Figure 1 below summarizes the countywide TDT financial activity for FY 2011-2012.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2011-2012
(reported in millions)

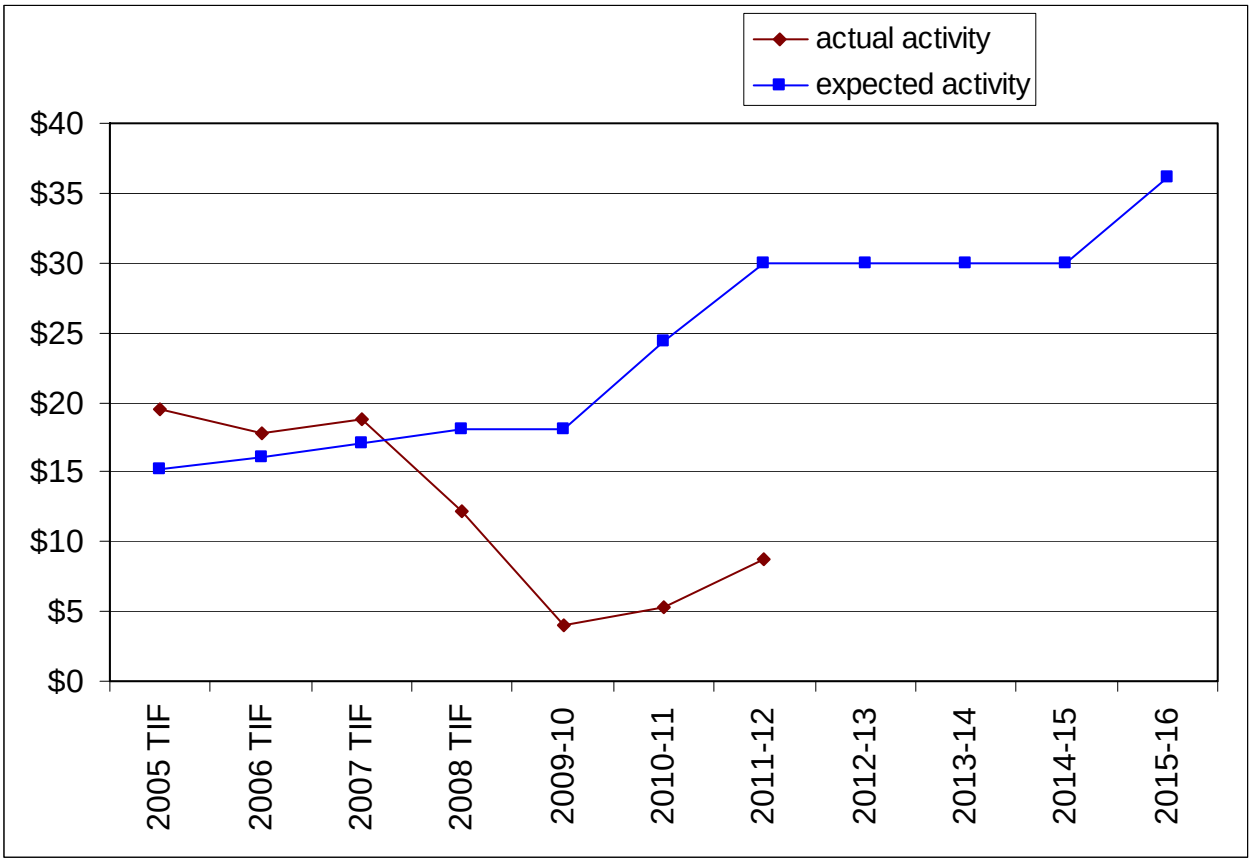


Actual vs. Expected Total Financial Activity

In 2008, the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues after the four-year phase-in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the County passed Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate, and reduced TDT obligations for eligible redeveloping properties. Factoring in the rate discounts (but not the reduced obligations or economic conditions), "expected" total financial activity for FY 2011-2012 would be $29,982,000. Actual activity was $8,770,923 – 29% of expected, but 65% more than the previous fiscal year.

Figure 2 compares actual annual TIF and TDT total financial activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent modest recovery are obvious in the line graph. Based on these trends, it is possible that actual activity could "catch up" with expected activity by 2015, assuming a continued positive trend in real estate and the overall economy.

FIGURE 2: ACTUAL vs. EXPECTED TOTAL FINANCIAL ACTIVITY*
(reported in millions)



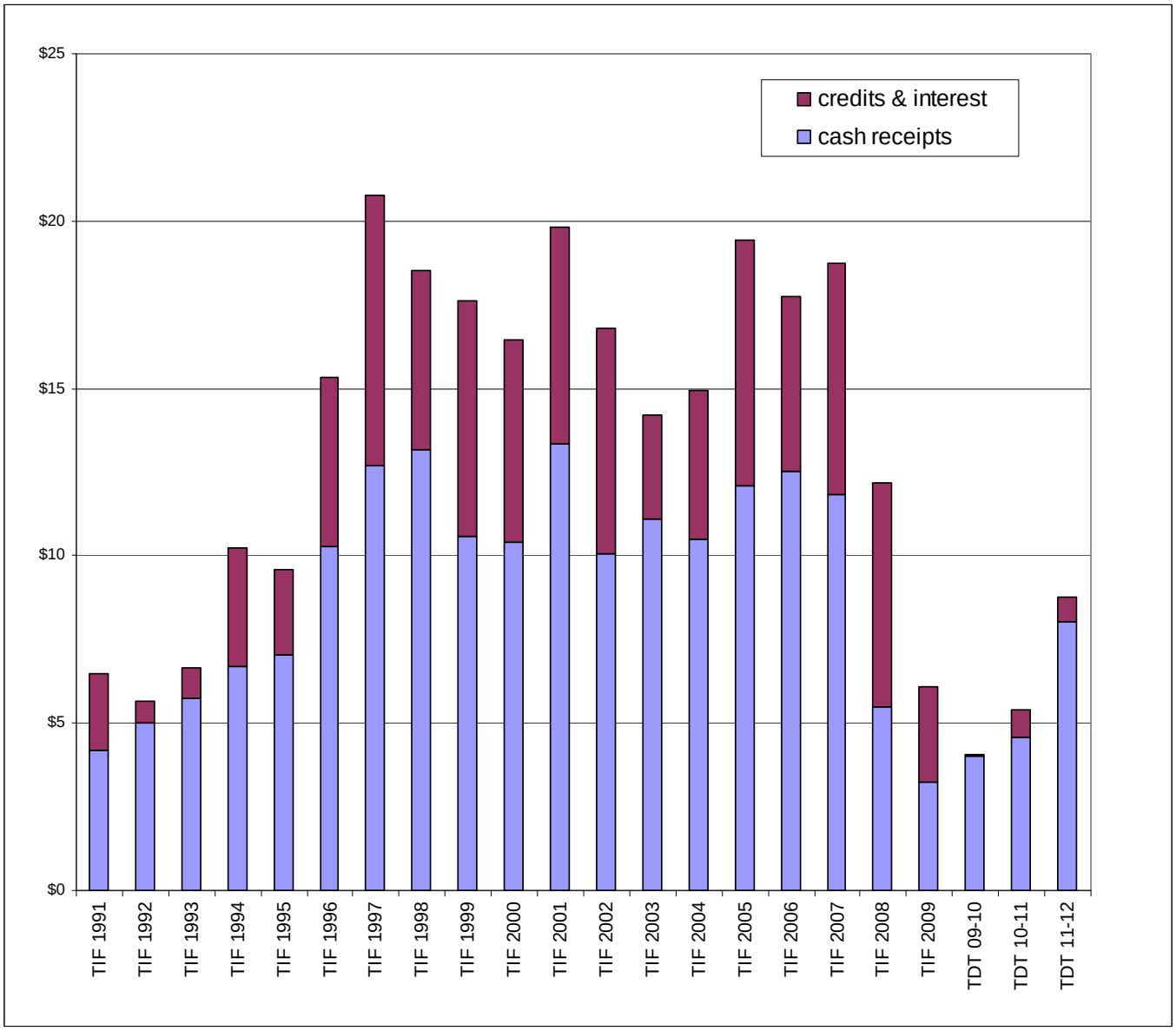
*Total financial activity includes revenue collected, credits issued, and interest earned.

Comparison of Annual Financial Activity

Figure 3 below compares TDT total financial activity in FY 2011-2012 with that of previous years, including TIF activity for calendar years prior to 2010. Some continuing TIF activity also took place during its phase-out years, ending on June 30, 2012. This activity, which was controlled by the transition provisions of the TDT, was limited and is not reflected in Figure 3 below.

As described earlier, TDT activity plunged due to the Great Recession, but is currently in a recovery trend. TDT activity "bottomed out" in FY 2009-2010, the lowest activity level since the implementation of TIF as a countywide program in 1990. TDT activity has since shown strong positive gains for two consecutive years.

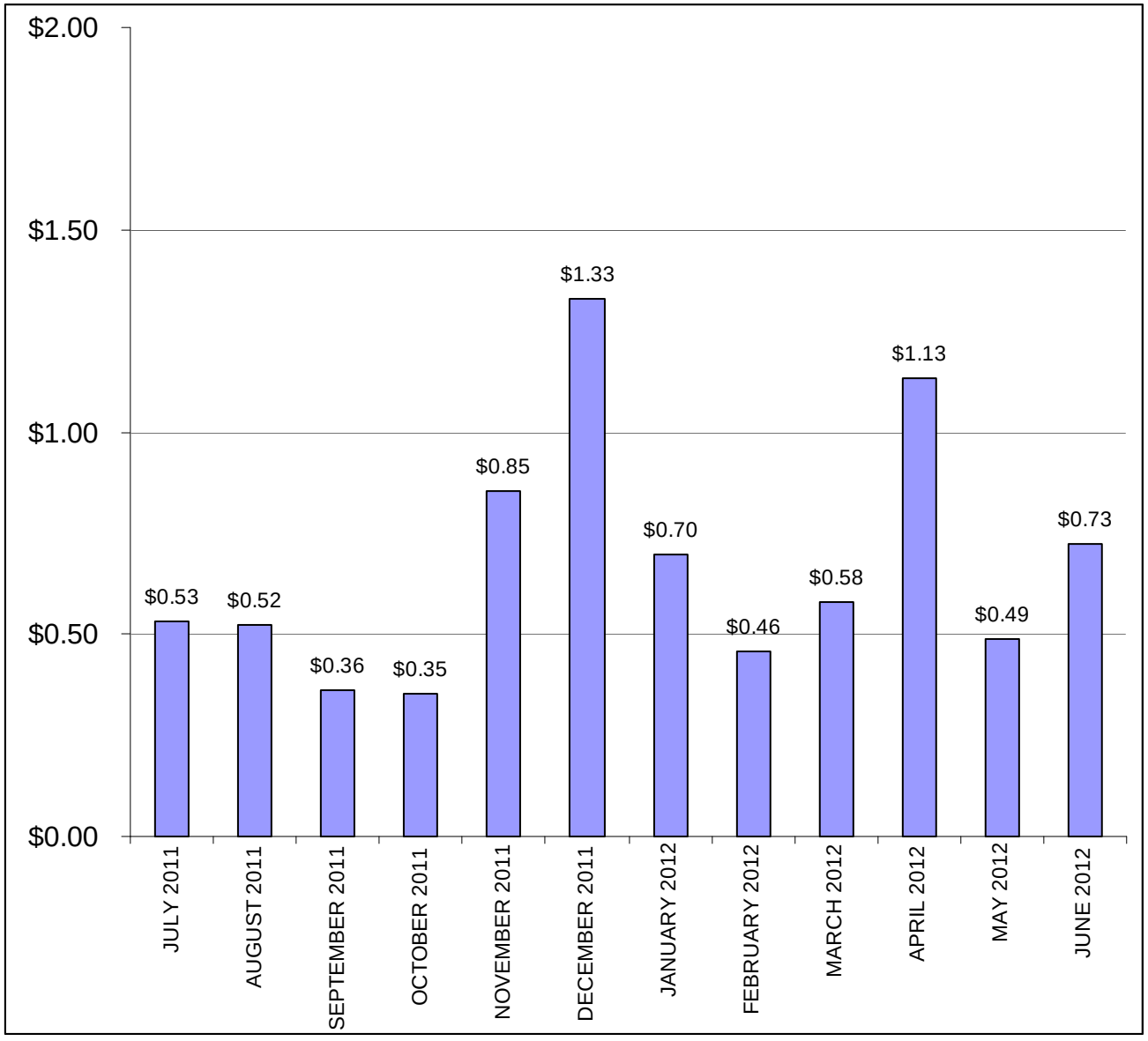
FIGURE 3: ANNUAL PROGRAM COMPARISON
(reported in millions)



Payment of TDT

Between July 1, 2011 and June 30, 2012, the county and cities collected $8,024,457 in TDT cash payments. Payments fluctuate by month, as depicted in Figure 4 below. During FY 2011-2012, the highest revenue month was December 2011, with $1.33 million in cash receipts, nearly $1 million of which was collected by the City of Hillsboro.

FIGURE 4: CASH RECEIPTS BY MONTH
(reported in millions)



Interest Earned

During FY 2011-2012, the countywide TDT program collected $86,566 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Refer to Table 5 on the next page for a breakdown of interest earnings by jurisdiction.

Credits

The TDT program provides opportunities for developers to reduce or eliminate TDT charges by improving eligible transportation facilities and/or dedicating right-of-way for future TDT-eligible improvements. After a developer improves a facility or dedicates right-of-way, the improvement is "accepted" by the applicable jurisdiction, and the developer then has 90 days to request a TDT credit. Each request is reviewed by the applicable jurisdiction in order to ensure that the project meets eligibility requirements, that the actual construction costs were reasonable, and that right-of-way values were calculated per code. If all criteria are met, the jurisdiction issues a credit voucher for the applicable property for a specific dollar amount. During the ten years following the issuance of credit, the developer of the subject property may submit a credit voucher in lieu of payment of TDT. Credit vouchers may also be transferred to other properties in the vicinity, with some restrictions.

Full credit is generally available for improvements made to facilities on the TDT Project List. Reduced credits may be available for improvements to arterial or collector facilities identified as such on the applicable jurisdiction's transportation system plan.

During FY 2011-2012, a total of eight separate TDT credits were issued, five of them in unincorporated Washington County. The eight credits totaled $659,900 in eligible improvements to the transportation system, a $74,000 reduction compared to the previous fiscal year. Those developers that received TDT credit in FY 2011-2012 subsequently returned $207,769 of their credits to meet other TDT obligations. This does not include credits issued in previous years and used this year.

Revenue and Expenditures by Jurisdiction

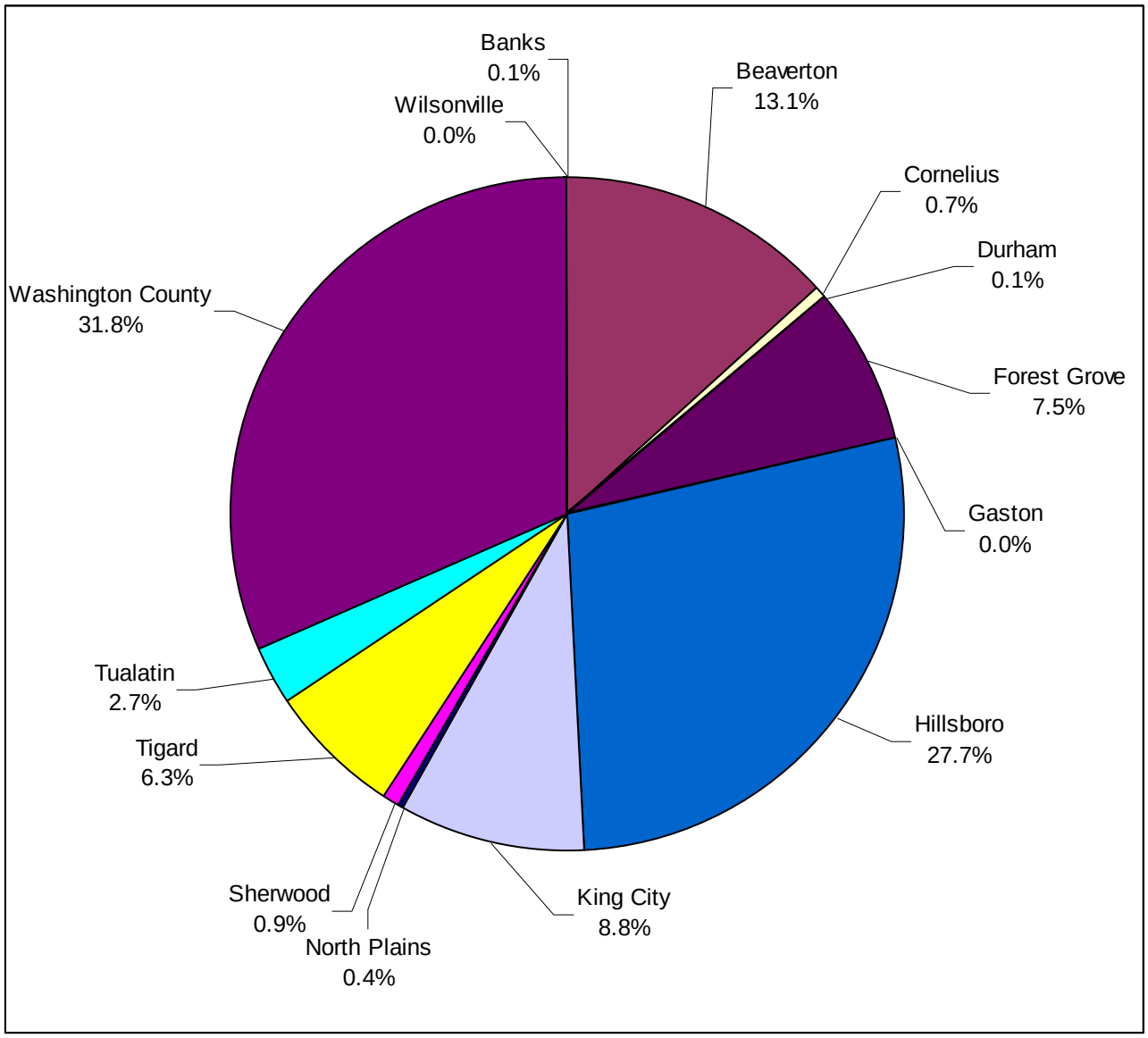
Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development there. Table 5 and Figure 6 summarize FY 2011-2012 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances. The jurisdictions with the highest cash receipts in FY 2011-2012 were Washington County ($2.55 million, 32% of total), City of Hillsboro ($2.22 million, 28% of total) and City of Beaverton ($1.05 million, 13% of total).

In terms of expenditures, the City of Beaverton had the highest amount with $266,302 – mostly associated with a capital project to extend SW Dawson Way. Estimated account balance as of June 30, 2012 was highest in the City of Hillsboro ($5.3 million), followed by Washington County ($4.5 million).

TABLE 5: REVENUE AND EXPENDITURES BY JURISDICTION
(rounded to nearest dollar)

Jurisdiction	Balance as of 6/30/11	Cash Receipts	Interest Earnings & Transfers	Project & Admin Expenses	Revenue Less Expenses	Balance as of 6/30/12
Banks	$0	$6,665	$7	$0	$6,672	$6,672
Beaverton	$252,253	$1,052,463	$5,223	$266,302	$791,384	$1,043,637
Cornelius	$342,181	$53,952	$1,914	$0	$55,866	$398,046
Durham	$12,141	$6,665	$77	$1,000	$5,742	$17,883
Forest Grove	$409,543	$603,647	$3,444	$2,155	$604,936	$1,014,479
Gaston	$10,465	$0	$52	$0	$52	$10,517
Hillsboro	$3,007,144	$2,222,909	$40,819	$5,672	$2,258,056	$5,265,199
King City	$91,335	$702,176	$2,132	$0	$704,308	$795,643
North Plains	$54,646	$33,367	$389	$0	$33,756	$88,402
Sherwood	$262,887	$73,496	$1,485	$0	$74,981	$337,868
Tigard	$469,018	$502,156	$4,145	$153	$506,148	$975,166
Tualatin	$1,394,867	$217,431	$8,161	$0	$225,592	$1,620,459
Washington County	$2,130,597	$2,549,531	$18,197	$157,682	$2,410,046	$4,540,643
Wilsonville	$42,217	$0	$160	$42,377	($42,217)	$0
Countywide Total	$8,479,293	$8,024,457	$86,205	$475,340	$7,635,322	$16,114,614

FIGURE 6: SHARE OF CASH RECEIPTS BY JURISDICTION, FY 2011-2012
Does not include interest earnings or fund transfers



III. PROJECT EXPENDITURES

During FY 2011-2012, four cities used a combined total of $251,227 in TDT funds to build capital improvements on the TDT Project List. Figures listed below account for FY 2011-2012 TDT expenditures only. Total project costs may include other funding sources as well as expenses from previous years.

- The City of Beaverton used $206,543 in TDT funds to extend **SW Dawson Way** – previously a cul-de-sac street – 220 feet westward to intersect with SW Hocken Avenue. The project includes a new three-lane roadway, bike lanes, sidewalks, street lighting, underground utilities and a rain garden in the former cul-de-sac area. The extension helps improve street connectivity and traffic flow in the redeveloping area just north of Central Beaverton. Total project cost was $238,119.

- The City of Forest Grove leveraged $2,155 in TDT to extend and improve **26th Avenue** over Council Creek to an area of new development in the northeast portion of the city.

- The City of Tigard contributed an introductory $153 in TDT to a conceptual design for intersection improvements at **SW Pacific Highway and Gaarde/McDonald Streets**. The project – a partnership with ODOT and Washington County – will add turn and through lanes to relieve congestion in this busy area of Tigard. The final conceptual design is due in 2013, to be followed by engineering and construction. The City of Tigard will be contributing additional TDT funds to the project in coming years, leveraging county Major Streets Transportation Improvement Program (MSTIP) funds and state funds for a $5 million total project cost.

- The City of Wilsonville emptied its Washington County TDT account, which stood at $42,377, to help fund intersection improvements at **SW Boones Ferry Road, 95th Avenue and Commerce Circle**. The project added two left turn lanes from Boones Ferry to 95th, provided two right turn lanes from 95th to Boones Ferry Road, limited Commerce Circle North to right in/right out movement, and reconfigured sidewalks, bike lanes and other travel lanes accordingly. The project, with a total coast of $1.17 million, alleviates congestion and stacking issues on the subject roads and at the adjacent I-5/Elligsen Road interchange.

Other improvements or parts of improvements on the TDT Project List have been constructed using non-TDT funding sources including MSTIP, remaining TIF funds and state grants. In FY 2011-2012, jurisdictions invested approximately $17.3 million in non-TDT funding resources for TDT-eligible projects. Examples this year include:

- $5.2 million in MSTIP, TIF and City of Sherwood funds for constructing **SW Langer Farms Parkway** (previously known as SW Adams Avenue) from Tualatin-Sherwood Road to Oregon Street.

- $4.4 million in MSTIP funds to widen and provide bike/ped facilities on **NW 185th Avenue** from West Union Road to Westview High School (total cost $5.1 million over multiple years).

- $1.6 million in MSTIP funds toward replacing the **bridge over Fanno Creek on Scholls Ferry Road** between Allen Boulevard and Denney Road (total cost $5.9 million).

- $1.1 million in remaining Washington County TIF funds for widening and providing bike/ped facilities on **NW Evergreen Road** between 25th and 253rd Avenues in Hillsboro (total cost $6.5 million).

The TDT was developed with a target of providing 28.0% of the revenue necessary to complete eligible components of the projects on the TDT Project List. Due to investments from other sources, TDT is now anticipated to cover 28.78% of the cost of the TDT Project List once rates are fully phased in. One purpose of this report is to monitor changes in the need and percent of the need captured by the TDT.

An updated SDC Eligible Cost per Person Trip-End from the 2008 Methodology Report is included in Table 7 below. Comparing the new SDC Eligible Costs ($2,264,269,188) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of $1,398 per motor vehicle trip. The fully phased-in Captured Cost per New Person Trip-End remains at $391, which would now be 28.78% of the eligible motor vehicle costs.

TABLE 7: SDC-ELIGIBLE COST PER PERSON TRIP-END
(Including completed projects)

Type of Cost	SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Capture Rate	Captured Cost per New Person Trip-End
Motor Vehicle	***$2,264,269,188***	1,666,558	***$1,398***	***28.78%***	$391
Transit Cost	$264,104,676	1,666,558	$159	28.0%	$45
Compliance Cost	$5,234,000	1,666,558	$3	100%	$3
Total	$2,533,607,864		$1,560		$439

Appendix A details the TDT Project List and the associated expenditures from TDT and other sources from FY 2009-2010 through FY 2011-2012.

IV. ANNUAL REVIEW

Review Requirements

The TDT program requires an annual review. Washington County code section 3.17.140 identifies the items that must be included. These include:

1. A list of the amount spent on each project funded, in whole or in part, with TDT revenues.

    - Four projects were funded in part by $251,227 in TDT funds, as detailed in section III. An additional $17.3 million in non-TDT funds were invested in projects eligible for TDT funding, as detailed in Appendix A.

2. The amount of revenue collected from each jurisdiction.

    - Jurisdictions collected a total of $8,024,457 in TDT revenue. Individual jurisdiction revenue is reported on page 9.

    - Jurisdictions awarded a total of $659,900 in TDT credit for eligible road improvements.

3. The costs of complying with the System Development Charge provisions (ORS 223.297 to 223.314) and/or other administrative expenses.

    - For FY 2011-2012, TDT administrative expenses were $224,113 across all jurisdictions. In Washington County alone, they were $157,682. These expenses include bank fees for accepting TDT payments via credit card, staff time administering routine TDT transactions, and staff time handling more complex TDT issues such as legal challenges, code interpretation and unusual land uses.

Ordinances Affecting TDT

Since the TDT became effective in July 2009, the Board has passed several ordinances affecting its provisions. Most of these ordinances have provided financial relief and additional flexibility in response to the Great Recession. Four ordinances have modified TDT: 729, 741, 746 and 751. Each is described below.

Ordinance 729

Ordinance 729 was developed conceptually by the WCCC and adopted by the Board, effective December 1, 2009. The primary effect of Ordinance 729 was to discount the TDT rates during the phase-in period (through June 30, 2012). The Ordinance was adopted to help alleviate the impact that national economic conditions had upon the construction industry. The provisions of Ordinance 729 did the following:

- Amended Washington County code section 3.17.080 to specifically identify that TIF credits may be issued to satisfy TDT obligations.

- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discounted rate and the original rate. Refunds totaling $148,650.43 were actually issued countywide.

- Established a 20% discount for charges paid between December 1, 2009 and June 30, 2010.

- Established a 10% discount for charges paid between July 1, 2010 and June 30, 2011.

- Established a 5% discount for charges paid between July 1, 2011 and June 30, 2012.

- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Ordinance 741

During the fall and winter of 2010, county staff worked with the cities and other parties to provide more temporal flexibility in the "previous use" definition within the TDT. Ordinance 741 was adopted July 26, 2011 and became effective August 26, 2011. Under the original TDT ordinance, a previous use was defined as "the most intensive lawful, permitted use existing at a particular property within the past 36 months prior to the date of application for a building permit." Ordinance 741 replaced "past 36 months" with "on or after January 1, 2005 but not more than ten years." By expanding this window of time, development applicants now theoretically have more opportunities to reduce their TDT obligation by claiming a previous use and subtracting the prior use's TDT from the TDT obligation of the new use.

Ordinance 746

Ordinance 746, approved January 17, 2012, delayed the final step increase that would have brought rates to the top level on July 1, 2012. Instead, implementation of the top rates was delayed until as late as July 1, 2015, with the FY 2011-2012 rates to be maintained in the interim. An annual review of the TDT rate schedule is required each April 30 starting in 2013. Ordinance 746 provides the Board an opportunity to remove the rate cap and allow the final step-increase of the TDT to occur on July 1 of 2013 or 2014. Beginning July 1, 2016 the TDT rates will be affected each year by the TDT adjustment index, but not more than a 10% increase is allowed in any given year.

Ordinance 746 also adopted minor administrative changes that:

- Established administrative procedures to replace Construction Cost Index factors when specific information sources are no longer available;

- Required any request to defer payment of TDT to occupancy to be signed by the owner of the property; and

- Established administrative provisions for uncollectable taxes.

Ordinance 751

On June 19, 2012, at the request of the WCCC, the Board considered and approved Ordinance 751, which established an additional, temporary TDT discount. Effective July 19, 2012, the ordinance

established a 50% or 75% discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to certain commercial, industrial or office uses. Discounts are applied to the first 5,000 square feet of floor area, and are calculated at 50% for buildings three years or older, and 75% for buildings 20 years or older. The discount, which is intended to encourage small- to medium- sized renovation or redevelopment of vacant spaces, expires on June 30, 2015.

Construction Cost Index

The Construction Cost Index provides an objective basis for adjusting TDT rates over time. In its current form it is a weighted index based on three factors: materials costs, labor costs and right-of-way costs. Although TDT rates will most likely be held constant through June 30, 2015 per Ordinance 746, the Construction Cost Index must be calculated and shared with the Board of County Commissioners annually on April 30 starting in 2013. This gives the Board the opportunity to review the index and, if desired, remove the rate cap established by Ordinance 746 effective July 1 of that year. The same opportunity occurs in 2014. In 2015 and subsequent years, the Board decides during the May-June period whether to approve the rate increases prescribed by the index.

The Oregon Department of Transportation (ODOT) has discontinued one of the cost trend reports Washington County originally specified to calculate the Construction Cost Index. County staff are determining a suitable replacement index or a continuation of the existing index using comparable data. The new index will be available by the April 30, 2013 deadline, and will appear in next year's TDT Annual Report.

Adopted by
A-Engrossed Ordinance 691
on August 29, 2008

Appendix A:
Transportation Development Tax Project List Expenditures

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Beaverton	Allen: Murray-Scholls, Cedar Hills: Farmington to north of Walker, Hall: Southbound Hwy. 217 ramp-Cedar Hills, Farmington: Southbound Hwy. 217 ramp-west of Murray			Adaptive signal systems	$11,040,000						
Beaverton	Farmington Road	Murray	Hocken	widen to 5 lanes with multimodal improvements	$9,299,886						
Beaverton	Hocken Ave.	TV Hwy	Farmington	widen to 5 lanes w/ multimodal	$1,766,400						
Beaverton	Rose Biggi	Crescent	Hall via Westgate	extend 2-lane multimoal	$3,864,000			$34,687	TIF2		
Beaverton	Crescent	Rose Biggi	Cedar Hills	extend 2-lane multimodal	$3,864,000	$65,237	TIF2				
Beaverton	Dawson / Westgate	Rose Biggi	Hocken	extend 2-lane multimodal	$9,825,600					$238,119	TDT, other
Beaverton	Davies Road	Scholls Ferry	Barrows	extend 2-lane multimodal	$5,409,600						
Beaverton	125th	Brockman	Hall	extend 2-lane multimodal	$15,345,600	$142,300	TIF2	$827	TIF2		
Beaverton	Rose Biggi	TV Hwy	Broadway	extend 2-lane multimodal	$3,312,000						
Beaverton	Millikan	Watson	114th	extend 2-lane multimodal	$15,235,200						
Beaverton	New street	Broadway	115th	construct 2-lane multimodal	$4,968,000						
Beaverton	114th/115th	LRT	BH/Griffith	construct 2-lane multimodal	$11,040,000						
Beaverton	120th new street	Center	Canyon	construct 2-lane multimodal	$9,825,600						
Beaverton	141st / 142nd / 144th	141st	144th	Extend and connect streets	$7,065,600						
Beaverton	Sexton Mtn	155th	Sexton Mtn	extend 2-lane multimodal	$2,760,000						
Beaverton	Nimbus	Hall	Denney	extend 2-lane multimodal	$17,001,600						
Beaverton	Hall	Hall	Jenkins	construct 2 or 4 lane	$15,897,600						
Beaverton	Hall	Cedar Hills	Hocken	extend 2-lane multimodal	$6,072,000						
Beaverton	Scholls Ferry	Davies		add NB rt turn lane, close east end of Scholls Ferry @Barrows	$331,200						
Beaverton	Cedar Hills	Walker		add double left turn lanes on all approaches, add EB rt turn lane	$2,215,459						
Beaverton	Murray	Allen		turn lanes, signal imprvmts	$1,052,480						
Beaverton	Hall	Center		turn lanes, signal imprvmts	$121,440						
Beaverton	Scholls Ferry	Barrows (west end)		add SB rt turn lane	$291,771						
Beaverton	Millikan	Murray		rt turn lane for WB Millikan	$607,200						
Beaverton	Walker	173rd		turn lanes, signal imprvmts	$2,324,211						
Beaverton	Walker	167th		signalize; add SB left turn lane	$173,995						
Beaverton	Cedar Hills	Jenkins		turn lanes, signal imprvmts	$2,550,240						
Beaverton	Cedar Hills	Hall		add NB rt turn lane	$728,640						
Beaverton	Canyon	Cedar Hills		turn lanes, signal imprvmts	$6,922,080						
Beaverton	Farmington	Cedar Hills		turn lanes, signal imprvmts	$2,891,429						

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Beaverton	Hall	Allen		add EB&WB rt turn lanes, NB&SB double lefts	$2,373,600						
Beaverton	Scholls Ferry	125th		add SB rt turn lane	$1,280,640						
Beaverton	Scholls Ferry	Nimbus		turn lanes, signal imprvmts	$1,533,286						
Beaverton	Farmington	Lombard		add NB rt turn lane	$1,689,120						
Beaverton	BH Hwy	Western		turn lanes, signal imprvmts	$2,064,480						
Beaverton	Hall	Denney		turn lanes, signal imprvmts	$850,080						
Beaverton	Scholls Ferry	Allen		turn lanes, signal imprvmts	$1,179,703						
Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	$1,280,640						
Beaverton	Millikan	141st	Hocken	Add signal, turn lanes, bike & ped	$2,870,400						
Beaverton	Denney	Hall	Scholls Ferry	Add turn lanes, bike lanes & signalize	$6,734,400						
Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	$6,955,200						
Beaverton	Cedar Hills	Farmington	Walker	Add turn lanes, bike lanes	$19,362,462						
Beaverton	Millikan	TV Hwy	141st	Add turn lanes, signals, bike and ped	$18,878,400						
Beaverton	Hall	500' south of Allen	12th	Add turn lanes, bike lanes	$6,734,400						
Beaverton	Hall	Farmington	Cedar Hills	Add turn lanes, bike lanes	$5,740,800						
Beaverton	Weir	155th	175th	Turn lanes, bike lanes, sidewalks	$4,526,400						
Beaverton	Allen	Hwy 217	Murray	Add turn lanes, bike lanes, sidewalks & signalize	$28,916,622						
Cornelius	Susbauer / 19th	TVHighway	Zion Church	Add new traffic signals at Holladay and Davis and widen existing travel lanes.	$12,930,000			$87,364	Road Cap	$334	Road Cap
Cornelius	Cornelius-Schefflin	S. CL	Verboot Circle	Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes.	$5,550,000	$8,397,614	OTIA3 & MSTIP3	$131,495	OTIA3 & MSTIP3	$3,953	OTIA3 & MSTIP 3
Cornelius	10th	Adair/Main	Baseline	Add left & right turn lanes at couplet intersection approaches.	$471,429			$4,400	Cornelius		
Cornelius	14th	Holladay	Dogwood	Add signals at TV Hwy. and widen existing travel lanes.	$2,100,000						
Cornelius	Forest Grove Connectivity	East Forest Grove City Limit	West Cornelius City Limit	Construct new 2 lane collector between Cornelius & Forest Grove	$1,500,000						
Cornelius//Forest Grove	Holladay St Extension	4th Ave	Yew St	new 2 lane collector	$10,764,871						
Cornelius	Holladay St Extension	10th Ave	Gray St	new 2 lane collector	$1,300,000						
Cornelius	Holladay St Extension	Gray St	19th Ave	new 2 lane collector	$1,300,000						
Cornelius	Davis St Extension	4th Ave	10th Ave	new 2 lane collector	$2,500,000						
Cornelius	TV Highway Corridor	4th Ave	29th Ave	traffic signal system coordination	$450,000						

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Cornelius	Baseline	10th Ave	20th Ave	Inteconnect signals and consolidate access points.	$540,000			$8,200	Cornelius		
Durham	Upper Boones Ferry	Afton	Durham	Widen to accommodate extended left turn lane at Durham	$276,000						
Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes	$600,000						
Forest Grove	19th	Poplar	HWY 47	Extend 2 LN	$1,517,156						
Forest Grove	23-24	Hawthorn	Quince	Construct 3 LN	$16,574,964						
Forest Grove	26th	Juniper	Oak	Construct 3 LN	$5,310,045					$2,155	TDT
Forest Grove	B St	Hartford	David Hill	Extend 2 LN	$6,068,623						
Forest Grove	David Hill	East Terminus	HWY 47	Complete 3 LN	$6,428,075	$160,024	MSTIP 3b	$234,349	MSTIP 3b	$655,559	MSTIP 3b
Forest Grove	Hartford			Extend to Thatcher	$3,707,150						
Forest Grove	Hawthorn	26th	HWY 47	Complete 2 LN	$7,885,582						
Forest Grove	Laurel	22nd	26th	Complete 2 LN	$8,598,914						
Forest Grove	Main	Hartford	David Hill	Complete 2 LN	$6,068,623						
Forest Grove	Thatcher	Gales Creek	Thatcher	Signalize Intersection	$2,997,360						
Forest Grove	HWY 47	Elm	HWY 47	Signalize Intersection	$224,853						
Forest Grove	Sunset	Willamina	Sunset	Add turn lanes / signal	$1,198,406	$4,423	MSTIP 3				
Forest Grove	HWY 47	Maple	HWY 47	Signalize Intersection	$224,853						
Forest Grove	TV HWY	Quince		Add turn lanes / signal	$4,294,293						
Forest Grove	Oak	Pacific	HWY 47	Upgrade to 2 LN Collector add Signal	$4,650,591						
Forest Grove	Heather	Mountain View	HWY 47	Construct 2 LN Collector	$6,375,830						
Forest Grove	E/Pacific/19th	19th	E	Extend 2 Lane couplet	$5,264,808						
Hillsboro	Main	Main		Add westbound right turn	$977,417						
Hillsboro	Imlay	at TV HWY		Signalize	$366,531						
Hillsboro	Cornelius Pass	at TV HWY		Add 2nd eastbound left turn lane	$2,101,446						
Hillsboro	Bentley	at Brookwood		Add eastbound left turn lane	$772,466						
Hillsboro	Harewood	at Jackson School		Add EB right turn lane	$772,466						
Hillsboro	TV HWY	185th	Cornelius Pass	Widen to 7 lanes	$64,887,183						
Hillsboro	Witch Hazel	at River		signalize	$289,675	$220,480	MSTIP 3c			$500	MSTIP 3b
Hillsboro	Minter Bridge	TV HWY		convert NB through-left lane to separate left turn lane and change N/S signal phasing to protected	$635,321						
Hillsboro	Evergreen	at 229th		Add northbound/southbound right turn lanes, protected-permitted N/S signal	$1,221,770						
Hillsboro	Grant	25th/28th		Add eastbound left turn lane	$1,466,124						
Hillsboro	Grant	at Cornell		Add eastbound/westbound left turn lanes	$977,417						

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Hillsboro	Cornell/Main	at 10th		Add northbound and southbound lanes	$3,811,924	$158,829	Road Cap	$604	Road Cap		
Hillsboro	Cornell	at 185th		Add northbound and southbound double left turn lanes, Add northbound right turn lane	$2,443,542						
Hillsboro	Aloclek	Amberwood	Cornelius Pass	Extend 3 lane	$3,909,666			$449,709	TIF2		
Hillsboro	Amberwood	206th	Cornelius Pass	Widen to 3 lane	$2,932,250						
Hillsboro	Airport (Butler)	Shute	Brookwood	Widen to 3 lane	$2,345,723						
Hillsboro	Cornell	Arrington	Main	widen 5 lane	$11,728,998			$21,396	TIF2		
Hillsboro	Amberglen	Walker	206th	New 3 lane	$4,105,149						
Hillsboro	Evergreen	at Cornelius Pass		Add 2nd left turn lane on northbound/southbound/eastbound approaches, eastbound and westbound right turn lanes	$5,864,499						
Hillsboro	Jackson School	Grant	Evergreen	Widen to 3 lanes	$7,976,257						
Hillsboro	Edgeway (Salix Ext)	LRT	Walker	New 3 lane extension	$8,405,782						
Hillsboro	10th	Walnut	Washington	Widen and turn lanes	$8,806,118						
Hillsboro	Wilkens	Cornelius Pass	Edgeway	new 3 lane	$6,797,705						
Hillsboro	Century	Baseline	Lois	New 3 lane $ bridge over Rock Creek	$29,817,206						
Hillsboro	231st	LRT	Baseline	widen 3 lanes	$10,814,531						
Hillsboro	1st/Glencoe	at Grant		Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant	$4,887,086						
Hillsboro	Century Blvd/229th	Evergreen	West Union	extend 3 lane, including Hwy 26 overcrossing	$14,676,863						
Hillsboro	Cornelius Pass	TV HWY	209th	Extend as new 3 lane/including grade seperation at TV HWY	$27,367,662						
Hillsboro	69th (Quatama)	227th	Baseline	New 3 lane extension	$4,943,785						
Hillsboro	Grant	Brookwood	28th	new 3 lane	$13,904,396						
Hillsboro	28th	Baseline	Cornell	widen 3 lanes	$4,943,785						
Hillsboro	Brookwood	TV HWY	River	Ext 3 lane	$15,449,329	$309,490	MSTIP 3b	$6,250	MSTIP 3b		
Hillsboro	Cornell	at 229th		add EB and SB right turn lans, add WB 2nd left turn lane	$1,954,833						
Hillsboro	185th	at Walker		Add 2nd SB and EB left turn lanes, WB right turn lane	$2,950,129						
Hillsboro	10th	Baseline		add turn lanes	$3,176,603						
Hillsboro	13th	TV HWY	River	Add EB right turn lane and NB left turn lane	$977,417						
Hillsboro	River	at Rood Bridge		Add eastbound right turn lane	$742,756			$24,069	MSTIP 3c	$2,878	MSTIP 3c
Hillsboro	229th	at TV HWY		Add NB right turn lane	$450,000						
Hillsboro	253rd	Evergreen		signalize	$768,753						
Hillsboro	234th	Johnson		signal	$337,500						

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Hillsboro	Brookwood	Cornell		Add Dedicated 2nd SB Thru Lane	$2,443,542						
Hillsboro	Quatama	LRT	227th	Widen to 3 lanes	$8,210,299			$63,625	TIF2		
Hillsboro	Huffman	Shute	253rd	New 3 lane	$1,853,920						
North Plains	208th	Pacific	Kaybern Extension	Construct new two-lane collector	$500,000						
North Plains	289th	Pacific	West Union	Construct new two-lane collector	$750,000						
North Plains	Pacific	289th	Jackson School	Construct new two-lane collector	$1,750,000						
North Plains	309th	North	Future school site	Construct new two-lane collector	$1,000,000						
North Plains	313th	North	Future school site	Construct new two-lane collector	$750,000						
North Plains	Cottage	318th	Gordon	Construct new two-lane collector	$4,762,500						
North Plains	Jackson School	Pacific	West Union	Construct new two-lane collector	$750,000						
North Plains	Kaybern Extension	280th	West city limits	Construct new two-lane collector	$2,750,000						
North Plains	Main	North	Tirmeric	Construct new two-lane collector	$1,250,000						
North Plains	Mountaindale	309th	Tirmeric	Construct new two-lane collector	$3,500,000						
North Plains	Pacific	307th	East city limits	Construct new two-lane collector	$750,000						
North Plains	Tirmeric	North	Future school site	Construct new two-lane collector	$1,000,000						
North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard	$1,182,500						
North Plains	Yorkshire	309th	Tirmeric	Construct new two-lane collector	$2,250,000						
North Plains	Pacific	Glencoe		Add new signal	$222,827						
North Plains	Commercial	Glencoe		Add westbound left turn, eastbound right turn & signalize	$299,959						
Sherwood	Oregon Street	Oregon St	at Tonquin Rd	Construct roundabout north of Oregon St/Murdock Roundabout	$772,466						
Sherwood	Adams Street	Adams Ave	at T-S Rd Intersection	Install Traffic Signal	$233,609						
Sherwood	Edy Road	Edy Rd	at Borchers Drive	Improve 3 leg intersection; possible roundabout	$458,845						
Sherwood	Baler Way Signal	Tualatin-Sherwood	at Baler Way	Remove traffic signal, install raised median and allow right in right out only.	$33,693						
Sherwood	Sherwood Boulevard	Sherwood Blvd	at Langer Drive	Remove Traffic Signal. Allow lefts in only (no lefts from Langer to Sherwood); capacity issues related to queing at 99W	$57,935						
Sherwood	Sherwood Boulevard	Sherwood Blvd	at Century Drive	Improve intersection; possible roundabout in conjuncture with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at 99W	$386,233						
Sherwood	Adams Ave South	1st & Oregon	Tualatin-Sherwood Rd	Construction of 3 lane road	$9,115,104	$139,954	Sherwood	$4,957,940	Sherood & MSTIP 3c	$5,153,695	TIF & other
Sherwood	Adams Ave North	Tualatin-Sherwood	Home Depot/99W	Construction of 3 lane road	$3,244,359	$257,936	Sherwood	$121,339	Sherwood	$121,339	TIF & other
Sherwood	Century Drive	Adams Ave	Tualatin-Sherwood Rd	Construction of 3 lane road	$4,171,319						

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Sherwood	Oregon Street	Railroad Crossing	Murdock / Oregon Roundabout	Adds turn lanes and center median for capacity	$4,171,319	$24,243	Sherwood	$42,757	Sherwood	$42,757	TIF & other
Sherwood	Pine Street	Willamette	Sunset	New road extension across rail road tracks from RR Street to Willamette; Existing county road will be widened.	$3,808,260	$50,011	Sherwood	$15,051	Sherwood	$15,051	TIF & other
Sherwood	Elwert Road	ORE 99W	Kruger	Add lanes, turn lanes, and modify signal and phasing,	$3,089,866						
Sherwood	Brookman Road	ORE 99W	Ladd Hill Road	Add turn lanes and center median	$13,440,917						
Sherwood	Galbreath Drive	T-S Rd/Gerda Ln	Cipole Road	Construction of 2 lane collector road	$2,317,399						
Sherwood	Cedar Brook Way	ORE 99W	ORE 99W	Construction of 2 lane road	$5,561,759						
Sherwood	Smith Avenue	Meinecke Road	Woodhaven Drive	Construction of 2 lane road	$849,713						
Sherwood	South Loop Road	ORE 99W	ORE 99W	Construction of 2 lane road	$2,780,879						
Sherwood	Villa Road	Park St	Current terminus of Villa Rd	Construction of 2 lane road	$1,467,686						
Sherwood	Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan)	Washington St.	Oregon St.	New road to improve access to old town	$3,862,332						
Sherwood	Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan)	South of Railroad St.	Willamette St.	New road to improve access to old town	$1,699,426						
Sherwood	Sunset Boulevard Road & Intersection Improvements	Aldergrove	Eucalyptus	Add turn lanes and center median for capacity at intersection of Main/Sunset; possibility of future signal	$7,427,562						
Sherwood	Arrow Street	Adams Ave	Gerda Lane	construct new road to 2 lane collector standards	$7,427,562						
Sherwood	Ladd Hill Road	Sunset Blvd	UGB south	Widen to 3 lanes plus turn lanes	$8,913,075						
Sherwood	Edy Rd/Sherwood Blvd	Borchers Dr	3rd St	Add turn lanes and center median	$7,427,562						
Sherwood	Edy Rd	Borchers Dr	City Limits west	Add turn lanes and center median	$7,427,562						
Sherwood	Elwert Road	99W	Edy Rd	Add turn lanes and center median	$14,855,124						
Tigard	72nd Ave	Durham	Bonita	widen to 5 lanes	$6,712,467						
Tigard	72nd Ave	Bonita	Hunziker	widen to 5 lanes	$7,261,185						
Tigard	72nd Ave	ORE 99W	Hunziker	widen to 5 lanes	$9,269,598						

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Tigard	121st	Quail Creek Ln	Walnut	widen to 3 lanes	$4,325,812						
Tigard	121st	North Dakota	Walnut	widen to 3 lanes	$4,325,812						
Tigard	Bonita	Hall	I5	widen to 4 lanes	$1,972,255						
Tigard	Burnham	Main	Hall	widen to 3 lanes	$7,286,400			$3,026,957	TIF2 & State Gas Tax		
Tigard	Commercial	95th	Main	2 lane improvement	$1,544,933						
Tigard	Dartmouth	72nd	68th	widen to 4 lanes	$1,853,920						
Tigard	Dartmouth Ext	Dartmouth	Hunziker	extend/realign road	$23,173,994						
Tigard	Fonner	Walnut	115th	Widen to provide 2 full-width travel lanes, bikelanes & sidewalks	$2,549,139						
Tigard	Greenburg	Teideman	ORE 99W	widen to 5 lanes	$9,269,598						
Tigard	Greenburg	Teideman	Shady Lane	widen to 5 lanes	$908,784						
Tigard	Washington Sq	Nimbus Ave.	South mall area (Locust St.)	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$39,781,536						
Tigard	Washington Sq	Nimbus Ave.	North mall area	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$39,781,536						
Tigard	Hunziker	Hall	72nd	widen to 3 lanes	$4,634,799			$4,983	City Gas Tax		
Tigard	Locust	Greenburg	Hall	Widen to 3 lanes	$2,471,893						
Tigard	Nimbus Drive Ext	Scholls Ferry	Greenburg	3 lane extension	$23,173,994						
Tigard	North Dakota	121st	Tiedeman	Widen to provide 2 full-width travel lanes, bikelanes & sidewalks	$2,703,633						
Tigard	Wall Ext	Hunziker	Hall	Extend Wall St. across creek and RR to connect to Hunziker	$10,814,531						
Tigard	Walnut	121st	Tiedeman	widen to 3 lanes	$4,325,812					$1,508	MSTIP 3d
Tigard	Walnut	Tiedeman	ORE 99W	Widen to 3 lanes	$3,862,332						
Tigard	Walnut Ext	ORE 99W	Scoffins	New 3-lane collector	$29,353,726						
Tigard	Upper Boones Ferry	Durham	I-5	widen to 5 lanes	$4,634,799						
Tigard	Darmouth	72nd		Intersection expansion to 5 lanes & new signalization	$2,491,204						
Tigard	McDonald	Hall		Right turn lane from Hall to McDonald & signal system upgrade	$692,948						
Tigard	Scoffins	Hunziker	Hall	Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal	$3,862,332						
Tigard	North Dakota	125th		right turn lane	$695,220						
Tigard	Nimbus	Scholls Ferry		right turn lane	$1,776,673						
Tigard	121st	Walnut	North Dakota	Widen to 3 lanes with sidewalks & bikelanes	$3,321,606						

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Tigard	121st	North Dakota		New signal system	$231,740						
Tigard	Greenburg	Olsen	Hall	2nd NB lane	$849,713						
Tigard	Main	Greenburg	ORE 99W	Add protected left turn & eastbound lane on 99W	$1,705,433			$2,832,157	City Gas Tax		
Tigard	Greenburg	Teideman		Expand intersection to 5 lanes & signal upgrade	$413,102						
Tigard	Dartmouth	ORE 99W		right turn lane	$251,052						
Tigard	72nd Ave	ORE 99W		turn lanes	$772,466						
Tigard	68th	ORE 99W		turn lanes	$2,394,646						
Tigard	68th	Atlanta	Haines	New signal system	$173,805						
Tigard	72nd Ave	ORE 217		Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes	$29,710,249						
Tigard	72nd Ave	Bonita		Intersection widening to accommodate a 5-lane 72nd Avenue	$386,536						
Tigard	72nd Ave	Carman		NB right turn lane	$308,987						
Tigard	72nd Ave	Upper Boones Fy		Upgrade signal & expand to accommodate 5 lanes all directions	$1,544,933						
Tigard	ORE 99W	McDonald	Gaarde	WB Right turn lane	$560,753					$153	TDT
Tigard	Walnut	ORE 99W		WB Right turn lane, protected left turn	$939,275						
Tigard	72nd Ave	Hampton	Hunziker	Add southbound right turn & protected left turn phasing	$386,233						
Tigard	Durham	Upper Boones Fy		Reconfigure intersection to make through route between Durham & I-5/Carman interchange	$1,081,453						
Tigard	68th	Dartmouth		New signal system	$173,805						
Tigard	Carman	I-5		turn lanes	$294,726						
Tigard	Carman	I-5 NB		turn lanes	$736,814						
Tigard	Atlanta Street	Haines	Dartmouth	Extension of Atlanta Street	$5,520,000						
Tigard	Backage Road	68th Parkway	Atlanta Street	Creation of a backage road to provide access to properties fronting 99W	$607,200						
Tigard	Beveland Street	69th Avenue	72nd Avenue	Widening to provide full two-lanes with sidewalks and planters	$270,480						
Tigard	Highway 217 Overcrossing	Hunziker Street	72nd Avenue	Extend Hunziker over Hwy. 217 to connect to 72nd Avenue at Hampton.	$10,637,040						
Tualatin	Sagert	65th		signal - new	$354,047						
Tualatin	Avery	Teton		signal - new	$254,914						
Tualatin	Cummins	Cipole		signal - new	$254,914						
Tualatin	Cipole	Herman		signal & realign railroad	$2,294,225						
Tualatin	Avery	105th		signal - new	$191,185						

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Tualatin	Teton	Tualatin Rd		signal - new	$157,936						
Tualatin	Leveton	108th		signal - new	$191,185						
Tualatin	Grahams Ferry	Helenius		signal - new	$191,185						
Tualatin	ORE 99W	130th		signal - new	$191,185						
Tualatin	Blake	108th	105th	Widen to 3 lanes	$1,461,507						
Tualatin	Hall	Tualatin Rd.	Durham Rd.	extension - 3 lanes & bridge	$42,485,656						
Tualatin	Herman	Teton	Tualatin	Add left turn lane	$2,889,025						
Tualatin	112th	Myslony	Tualatin-Sherwood	Add left turn lane & bike lanes	$3,194,921						
Tualatin	Cipole	ORE 99W	Tualatin-Sherwood	Add left turn lane & bike lanes	$4,588,451						
Tualatin	Herman	Cipole	124th Ave	Add left turn lane	$1,563,472						
Tualatin	Leveton	108th	118th	widen to 5 lanes	$1,699,426						
Tualatin	108th	Leveton	Herman	widen to 5 lanes	$849,713						
Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	widen to 5 lanes	$4,690,416						
Tualatin	McEwan	65th	Lake Oswego	widen to 3 lanes	$3,908,680						
Tualatin	65th	Nyberg	Childs Rd	extension - 3 lanes & bridge	$16,994,262						
Tualatin	ORE 99W	Cipole	River	widen to 6 lanes	$6,797,705						
Tualatin	Tualatin	Herman	Boones Ferry	widen to 5 lanes	$2,249,241						
Tualatin	65th	Sagert	Nyberg	widen to 5 lanes	$3,582,957						
Tualatin	Sagert	Martinazzi	65th	widen to 5 lanes	$2,714,361						
Tualatin	90th	Tualatin	Tualatin-Sherwood	widen to 5 lanes	$2,039,311						
Tualatin	128th	Cummins	Leveton	extension - 2 lanes	$5,101,253						
Tualatin	Loop Rd	Nyberg	Boones Ferry	new street - 2 lanes	$4,248,566						
Tualatin	E-W connection	108th	112th	new street - 2 lanes	$1,869,369						
Tualatin	Lower Boones Ferry	Tualatin	Boones Ferry	new street -3 lanes	$23,791,967						
Tualatin	Boones Ferry	Martinazzi	Lower Boones Ferry	Widen to 5 lanes and bridge	$12,265,084						
Wash CO	Barnes	Cedar Hills		Add 2 lefts, 2 thru & modify signal	$2,560,175						
Wash CO	Baseline	Cornelius Pass		Add 2 thru & modify Signal	$1,776,673						
Wash CO	Baseline	185th		Grade Seperation	$27,036,326						
Wash CO	Beaverton-Hillsboro	Olsen Rd	Scholls Ferry	Realign Oleson Rd. and reconfigure intersections with B-H Hwy. and Scholls Ferry Rd.	$18,229,167			$469,884	MSTIP 3c	$98,232	MSTIP 3c
Wash CO	170th	Merlo	Alexandria	Widen to five lanes	$16,627,341						
Wash CO	Bethany	Kaiser		Add turn lanes.	$1,390,440	$471,744	TIF2	$1,753,207	TIF2		
Wash CO	173rd	Bronson	Cornell	Extend 173rd Ave. under US26 connecting to 174th Ave.	$16,994,262						
Wash CO	174th	Bronson	Meadowgrass	Widen to three lanes	$21,474,568						
Wash CO	Cornell	143rd		Reconfigure intersection	$6,179,732						
Wash CO	185th	North of Westview High School	Springville Rd	Widen to five lanes	$14,213,383			$1,545,345	MSTIP 3c	$4,363,129	MSTIP 3c
Wash CO	Cornell	Cornelius Pass		Grade Seperation	$23,173,994						

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Wash CO	209th	TV Highway	Farmington	Realign and widen to three lanes	$32,443,592	$1,928,670	Road Cap	$19,168	Road Cap		
Wash CO	Kinnaman	198th		Add left turn	$741,200						
Wash CO	Kinnaman	209th		Add signal	$231,740						
Wash CO	Laidlaw	Bethany		Add signal	$231,740						
Wash CO	197th/198th Ave.	T.V. Hwy.	Baseline	Widen to 3 lanes & eliminate offset	$21,474,568						
Wash CO	Scholls Ferry	Hall		Add 2 right, 2 left & mod. Signal	$2,549,139						
Wash CO	Scholls Ferry	Murray		Add 1 right, 1 left & mod. Signal	$1,390,440						
Wash CO	Baseline	West of Lisa	Brookwood	Widen non-five lane sections to five lanes	$11,582,951						
Wash CO	Tualatin-Sherwood Rd	Boones Ferry		Grade Seperation	$23,628,696						
Wash CO	Tualatin-Sherwood Rd	ORE 99W		Add right and left turn and signal	$1,212,937						
Wash CO	TV HWY-Farmington	Murray		Grade separation	$26,043,155						
Wash CO	Walker	158th		Add 2 right, 2 left, 1 thru & mod. Signal	$2,100,939						
Wash CO	Cornell	113th	Leahy	Widen to three lanes	$7,724,665						
Wash CO	Cornell	Murray	HWY26	Widen to five lanes	$40,322,750	$1,181,329	MSTIP 3b	$3,396	MSTIP 3b	$25,750	MSTIP 3b
Wash CO	Durham Rd	ORE 99W	Boones Ferry	widen to 5 lanes	$15,314,688						
Wash CO	Farmington	170th	185th	Widen to five lanes	$4,373,157						
Wash CO	Jenkins	Murray	158th	Widen to five lanes	$2,960,478						
Wash CO	Johnson	185th	170h	New two lane extension	$11,741,490						
Wash CO	Kaiser	Bethany	Cornell	Widen to 3 lanes	$28,735,753	$91,841	TIF2	$14,430	TIF2	$2,188	TIF2
Wash CO	Kaiser	Springville	Bethany	Widen to five lanes	$7,106,692						
Wash CO	Springville	185th	PCC Access	widen to 5 lanes	$5,870,745						
Wash CO	Springville	PCC Access	Kaiser Road	widen to 3 lanes	$14,831,356						
Wash CO	Taylors Ferry Rd	Oleson	Washington Dr	New 2 lane extension	$3,089,866						
Wash CO	Tualatin-Sherwood	ORE 99W	Teton	widen to 5 lanes	$25,244,862	$179,829	TIF2	$417,501	TIF2	$349,742	MSTIP 3c & TIF2
Wash CO	Walker	185th	Stucki	Widen to five lanes	$7,851,068						
Wash CO	Walker	185th	ORE 217	Widen to five lanes	$55,710,614					$7,238	MSTIP 3c
Wash CO	West Union	185th	143rd	widen to 3 lanes	$32,907,072			$5,301	MSTIP 3b	$87	MSTIP 3b
Wash CO	Barnes	Hospital enterance	Leahy	Widen to five lanes	$4,731,357						
Wash CO	Barnes	Leahy	County Line	Widen to three lanes	$10,275,262						
Wash CO	Bethany	Kaiser Rd	West Union	Widen to 5 lanes	$24,338,784						
Wash CO	Farmington	185th	209th	Widen to three lanes	$14,674,907						
Wash CO	West Union	Cornelius Pass	185th	widen to 5 lanes	$19,157,168						
Wash CO	Scholls Ferry	Allen	Beaverton-Hillsdale	Widen to three lanes	$13,919,347						
Wash CO	Merlo/158th	170th	Walker Rd	Widen to five lanes	$15,328,632						
Wash CO	Millikan	Hocken	Murray	Widen to 3 lanes	$7,415,678						
Wash CO	Barnes	Cedar Hills	119th	Widen to five lanes	$4,603,175						
Wash CO	Butner	Murray	Cedar Hills	Widen to 3 lanes	$15,912,809						

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Wash CO	185th	TV Highway	Farmington	Widen to five lanes	$19,002,675	$3,318,789	MSTIP 3c	$2,024,041	MSTIP 3c	$7,110	MSTIP 3c
Wash CO	185th	Farmington	Bany	Widen to three lanes	$14,522,370						
Wash CO	Alexander	170th	209th	Widen to three lanes	$23,637,474						
Wash CO	Johnson	185th	Cornelius Pass	Widen to three lanes	$20,856,595						
Wash CO	198th	TV Highway	Baseline	Widen to three lanes	$21,474,568						
Wash CO	175th	Outlook Ln	Horse Tale Dr.	Realign roadway	$1,544,933						
Wash CO	Cornelius Pass	Amberwood	TV Highway	Widen to five lanes	$43,149,977	$2,297,767	MSTIP 3c	$9,753,802	MSTIP 3c	$1,489,496	MSTIP 3c & TIF 2
Wash CO	Grahams Ferry	Tonquin	Cutter	Widen to three lanes	$12,977,437						
Wash CO/Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	$5,561,759						
Wash CO/Wilsonville	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to three lanes	$840,000						
Wash CO/Wilsonville	Grahams Ferry	Clutter		Construct turn pockets & signal	$1,430,000						
Wash CO/Wilsonville	Kinsman	Day	Ridder	Construct 3 lane & improve to standard	$2,820,000						
Wash CO/Wilsonville	Day	Kinsman		Construct left turn pocket & signal	$880,000						
Wilsonville	Boones Ferry	95th		Add turn lanes	$1,410,000					$1,172,033	TDT & Roads SDC
Wash CO/Wilsonville	Ridder	Kinsman		Construct left turn pocket & signal	$850,000						
Wash CO/Wilsonville	Boones Ferry	Day	I-5	Widen Boones Ferry/Day intersection & Boones Ferry to 5 lanes	$2,490,000						
Wash CO/Wilsonville	Grahams Ferry	Railroad Crossing	Day	Widen & add double southbound left turn lane at Day	$2,700,000						
Wash CO/Wilsonville	Grahams Ferry	Railroad Crossing		Widen to 3 lanes & upgrade crossing	$4,000,000						
Wilsonville	Elligsen	Parkway Center Dr.	Canyon Creek North	Widen to 3 lanes	$1,500,000						
Wash Co/Wilsonville	Elligsen	Canyon Creek	65th	Widen to 3 lanes. Add turn pockets & signal at 65th	$3,000,000						
Wash CO	95th Extension	Barnes	Leahy	2 lane road	$8,651,624						
Wash CO	Tonquin	Grahams Ferry	Oregon St	Realign and widen lanes to standard	$7,724,665	$618	MSTIP 3				
Wash CO	Glencoe	Evergreen	Jackson	Widen to three lanes	$22,865,008						
Wash CO	205/206	Baseline	Quatama	Widen to 5 lanes	$10,196,557			$11,467	Road Cap	$366,540	Road Cap
Wash CO	Kinnaman	Farmington	209th	Widen to three lanes	$23,791,967						
Wash CO	Greenburg	Hall	Locust	Widen to five lanes	$6,770,441						
Wash CO	Hall	Scholls Ferry	Durham	Widen to five lanes	$37,953,853						
Wash CO	Scholls Ferry	HWY217	121st	widen to seven lanes	$8,966,229					$1,634,040	MSTIP 3c & Road Cap
Wash CO	113th	Rainmont	McDaniel	new 2 lane	$5,098,279						

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Wash CO	Evergreen	East of 25th	West of 253rd	widen to 5 lanes	$12,408,960	$75,809	TIF2	$459,217	TIF2	$1,093,768	TIF 2
Wash CO	Tualatin-Sherwood	Teton	Borchers Drive	interconnect signals	$332,212						
WashCo	Baltic Extension	Barnes	Spring Crest	Construct new 2 lane road and bridge	$10,483,200						
Wash CO	Roshak	Bull Mountain		Reconfigure intersection	$3,500,000			$44,934	TIF2	$667,082	TIF 2
TOTAL					**$2,329,850,413**	**$19,476,937**		**$28,589,852**		**$17,514,436**	

North Bethany Transportation System Development Charge
Annual Report - Fiscal Year 2011-2012

The North Bethany Transportation System Development Charge (SDC) became effective November 29, 2010. It is a component of the larger North Bethany Funding Plan, which was subsequently established by the Board of County Commissioners on June 7, 2011. The purpose of the North Bethany Transportation SDC is to fund new or improved transportation infrastructure that will make development possible.

This page serves as the required Annual Report for the North Bethany Transportation SDC for Fiscal Year 2011-2012.

NORTH BETHANY TRANSPORTATION SDC FY 2011-2012 SUMMARY

	FY 2011 - 2012
Starting Balance 7/1/2011	$0.00
Revenue	$0.00
Investment Earnings	$0.00
Expenditures	$0.00
Ending Balance 6/30/2012	$0.00

Additionally, no SDC credits have been issued and no projects have been completed or funded from other sources.

Washington County
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Washington County
Oregon

Countywide
Transportation Development Tax

2010/2011 Fiscal Year
Annual Report

July 1, 2010 through June 30, 2011

Washington County
Department of Land Use
and Transportation
Planning Division

December 2011

Board of County Commissioners

Andy Duyck, Chair
Dick Schouten • Greg Malinowski • Roy Rogers • Bob Terry

Department of Land Use & Transportation

Andrew Singelakis, Director
Brent Curtis, Long Range Planning Manager
Gary Stockhoff, County Engineer
Andy Back, Principal Planner

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COUNTYWIDE

TRANSPORTATION DEVELOPMENT TAX

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Appendix A: Transportation Development Tax Project List Expenditures

I. EXECUTIVE SUMMARY

Transportation Development Tax Overview

On November 4, 2008 the voters of Washington County approved a Transportation Development Tax (TDT). The TDT is governed by the Washington County Code section 3.17 as instituted by A-Engrossed Ordinance 691 as amended. The TDT replaced the previous tax, known as the Traffic Impact Fee (TIF), passed county-wide in 1990. The TDT went into effect on July 1, 2009, increasing the previous TIF rates as well as updating and clarifying various procedures. The TDT essentially doubled the TIF rates developers pay for the impact new development has on the transportation system.

The TDT is levied throughout Washington County including within the Cities. The new rate is phased in over four years, through July 1, 2012. After July 1, 2013 the rates can increase at a rate of no more than 10% per year, based on an index tracking the costs of road construction material, labor, and right-of-way. Non-residential developments which had land use approvals prior to July 1, 2009 are charged based on the prior TIF rates until July 1, 2012. Developments may also receive credits for constructing eligible public transportation improvements.

The TDT is based on the estimated traffic generated by each type of development. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects are on major roads, including sidewalks and bike lanes, as well as transit capital projects.

The TDT is not a property tax. It is a tax on development, structured like a system development charge (SDC). New development is required to pay the tax when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, County Commissioners and other elected officials representing local governments. The WCCC was formed in the 1980s to make recommendations about transportation issues of countywide significance.

Ordinance 729

In light of current economic conditions, Ordinance 729 was approved by the County Board of County Commissioners on October 20, 2009, and became effective December 1, 2009. Ordinance 729 provides a temporary discount of the TDT rates during the phase-in period. The rate schedule and other documents below have been revised to reflect the discounts enacted by Ordinance 729.

Reporting Requirements

The purpose of this TDT Annual Report is to fulfill the state statutory requirements for System Development Charge reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in Washington County code section 3.17.140. In summary those requirements include:

- An annual accounting, showing the total amount of revenues collected,
- The projects that were funded by the TDT in the previous fiscal year,
- A list of the amount spent on each project funded, and
- The amount of revenue attributed to the costs of administering the charge.

The county code requires the review to consider whether additional revenues should be generated to provide extra capacity improvements needed to address new development and whether revenues exceed identified demands. In so doing, the county shall consider:

- Construction of facilities on the project list by federal, state or other revenue sources,
- Receipt of unanticipated funds from other sources for construction of facilities on the project list,
- New information provided by the Institute of Transportation Engineers adjusting trip rates, and
- The impact of credits.

Summary of Revenues and Expenditures

Between July 1, 2010 and June 30, 2011 the Transportation Development Tax (TDT) collected $4,531,035 in cash proceeds. No projects were funded with TDT revenues. TDT credit worth $734,049 towards TDT obligations was issued, of that $615,211 was used as of June 30, 2011. TDT revenue may be applied towards compliance and administration, and $118,845 was spent on miscellaneous compliance charges relating to administration of the fund (much of which was bank charges necessitated from payments made via credit card). Countywide, the TDT accounts generated $63,241 in interest and investment revenue. Ordinance 729 reduced the TDT rates by 10% effective during this fiscal year. The balance of all the TDT accounts was estimated as $8,509,163 as of June 30, 2011.

Over $48 million in revenue from other sources has been invested in projects on the TDT project list since it was developed and enacted in 2008.

Rate Phase-in Schedule and Construction Cost Adjustments

The TDT includes a phase-in period starting July 1, 2009 through June 2013. The phase-in schedule resulted in a total increase of 100%, divided equally among the four years.

Ordinance 729 adjusted the effective rates during the phase-in period. Fiscal year 2010/2011 rates were reduced 20%, and allowed for refunds of the tax increase for payments between July 1, 2009 and the effective date of Ordinance 729. The fiscal year 2010/2011 rates were reduced by 10%, and the fiscal year 2011/2012 rates will be reduced by 5%. The rates after the phase-in period are scheduled to follow the annual index as described below.

Beginning in July of 2013, the rates are to be adjusted based on the annual index. The index includes the five-year moving average with three components: Materials (weighted 50%), Labor (weighted 30%), and Right-of-Way (weighted 20%). The TDT rate shall follow the index up or down effective each July 1. However, in no event can an increase be greater than 10% per year.

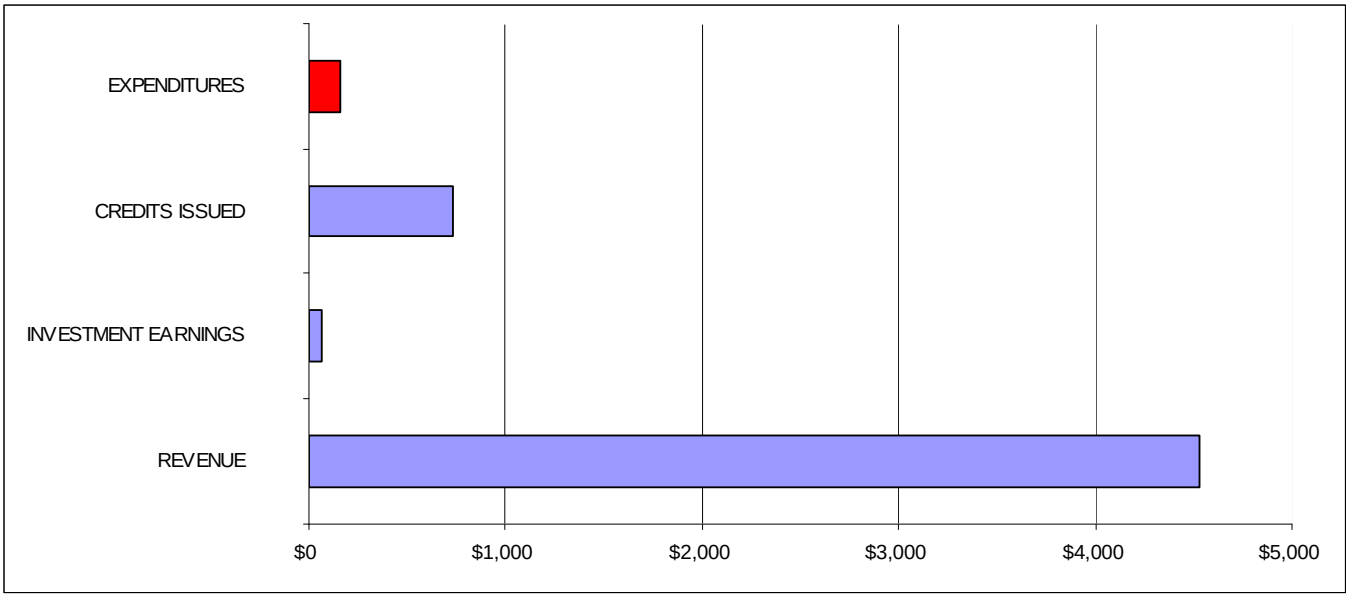
II. COUNTYWIDE FINANCIAL ANALYSIS

Countywide Total Financial Activity and Balance

This section reviews the financial activity of the countywide TDT program for fiscal year 2010/2011. Figure II.1 shows a summary of TDT financial activity. In 2010/2011, $4,531,035 in TDT revenue was collected countywide. Interest amounting to $63,241 was earned by the TDT accounts. Six different credits worth a total of $734,049 were issued during FY 10/11. Therefore, the total cash payments, investment earnings and credits issued for the first fiscal year (2010/2011) of the Countywide program is $5,328,325. Expenditures, including payment of receipts via credit card, accounted for $118,845. When combined with the prior year revenue, the countywide TDT balance on June 30, 2011 was estimated as: $8,509,163. That total does not include improvements made and issued credit, or outstanding credit balances.

Figure II.1 below summarizes the countywide TDT financial activity for the 2010/2011 fiscal year.

FIGURE II.1
COUNTYWIDE FINANCIAL ACTIVITY
2010/2011 SUMMARY
(THOUSANDS)



The TDT is imposed on all development within Washington County, including inside the cities. The cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville have signed Intergovernmental Agreements with Washington County to administer the TDT within their jurisdictions. Other cities, including Portland and Lake Oswego, have decided to allow Washington County to administer the TDT within their jurisdictions.

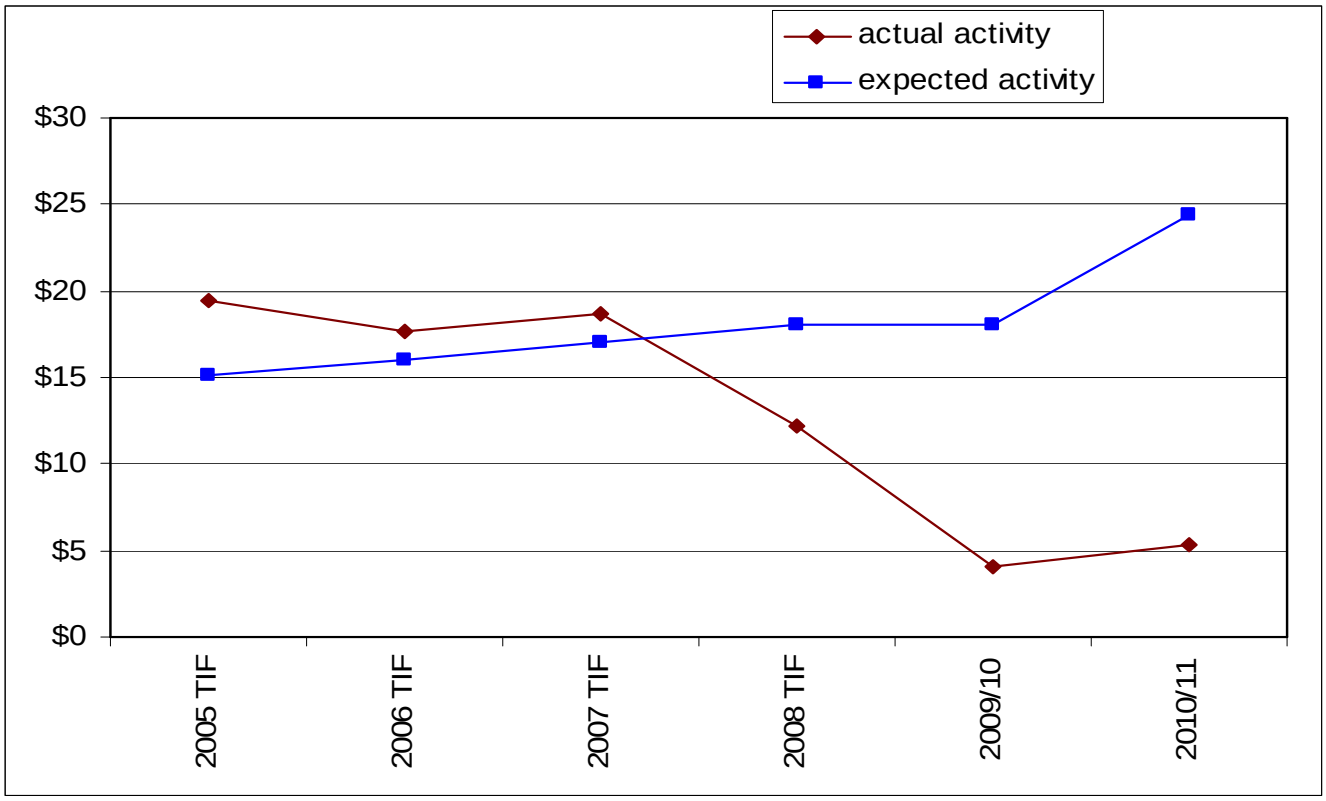
Actual vs. Expected Total Financial Activity

In 2008, the countywide TDT program anticipated annual revenues that would approximately double the TIF revenues after the four year phase-in. Ordinance 729 created a 10% discount in TDT rates due to economic conditions during this fiscal year. The resulting expected reduced financial activity of the TDT for the 2010/2011 fiscal year would be $24,346,000.

The substantial reduction in development has resulted in substantially less revenue than would have been generated at the prior level of activity. Total activity for FY 2010/11 (including credits) was about $5,328,000.

Figure II.2 compares the actual annual revenues with the expected financial activity since 2005.

FIGURE II.2
ACTUAL vs. EXPECTED TOTAL FINANCIAL ACTIVITY*
(MILLIONS)

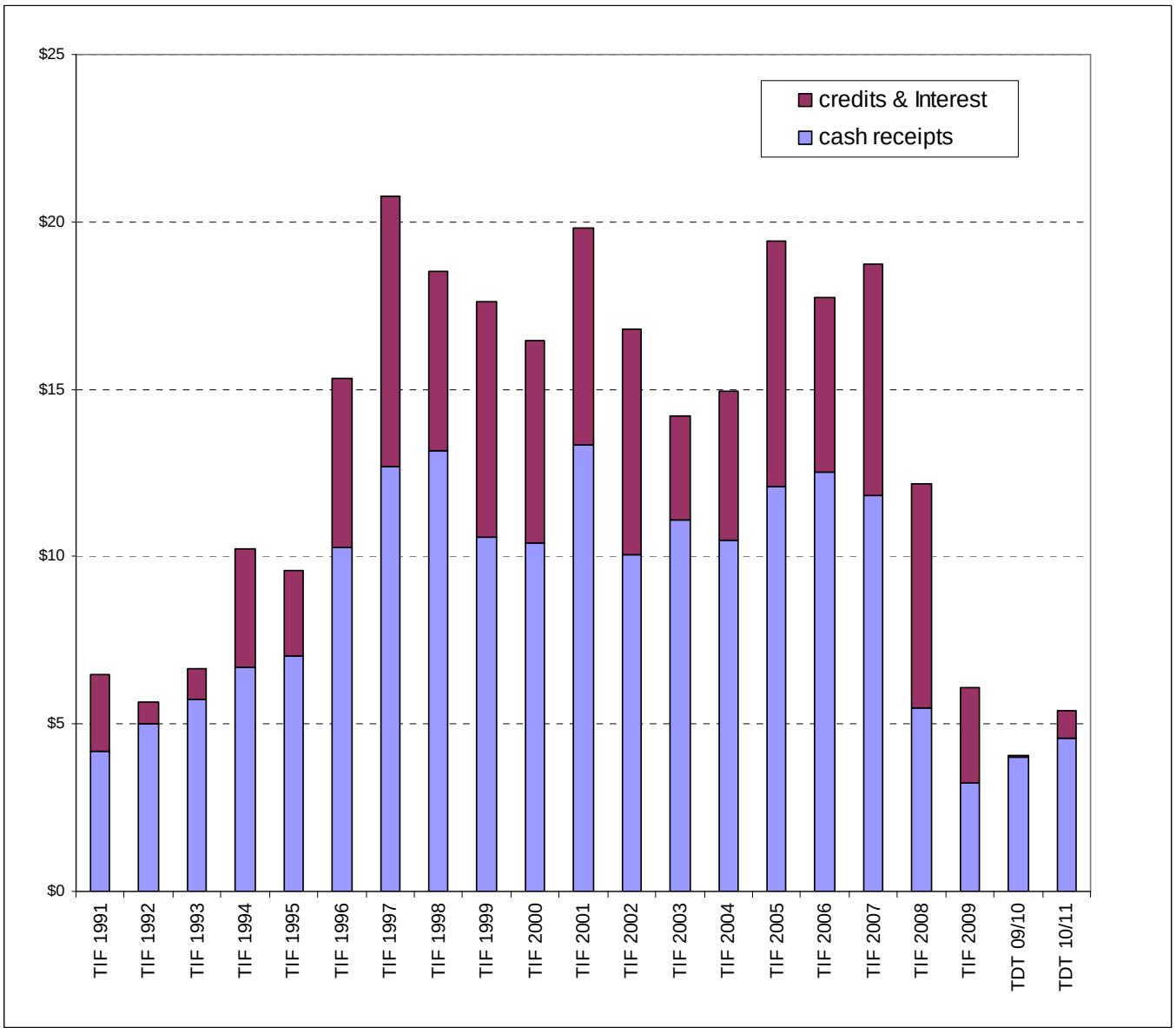


*Total includes revenue, credits issued, and interest

Comparison of Annual Financial Activity

Figure II.3 below compares the total countywide TDT activity for the TDT fiscal year 2010/2011 with Traffic Impact Fee (TIF) activity from prior calendar years. Some continuing TIF activity also took place during the fiscal year. This activity is limited and controlled by the transition provisions of the TDT. The 2010/2011 TDT activity is down significantly from prior years due to the current economic conditions. The TDT revenue generated during fiscal year 2009/2010 was the lowest year on record since the implementation of TIF as a countywide program in 1990. TDT revenue for FY 10/11 is up slightly from FY 09/10.

FIGURE II.3
ANNUAL PROGRAM COMPARISON
(MILLIONS)

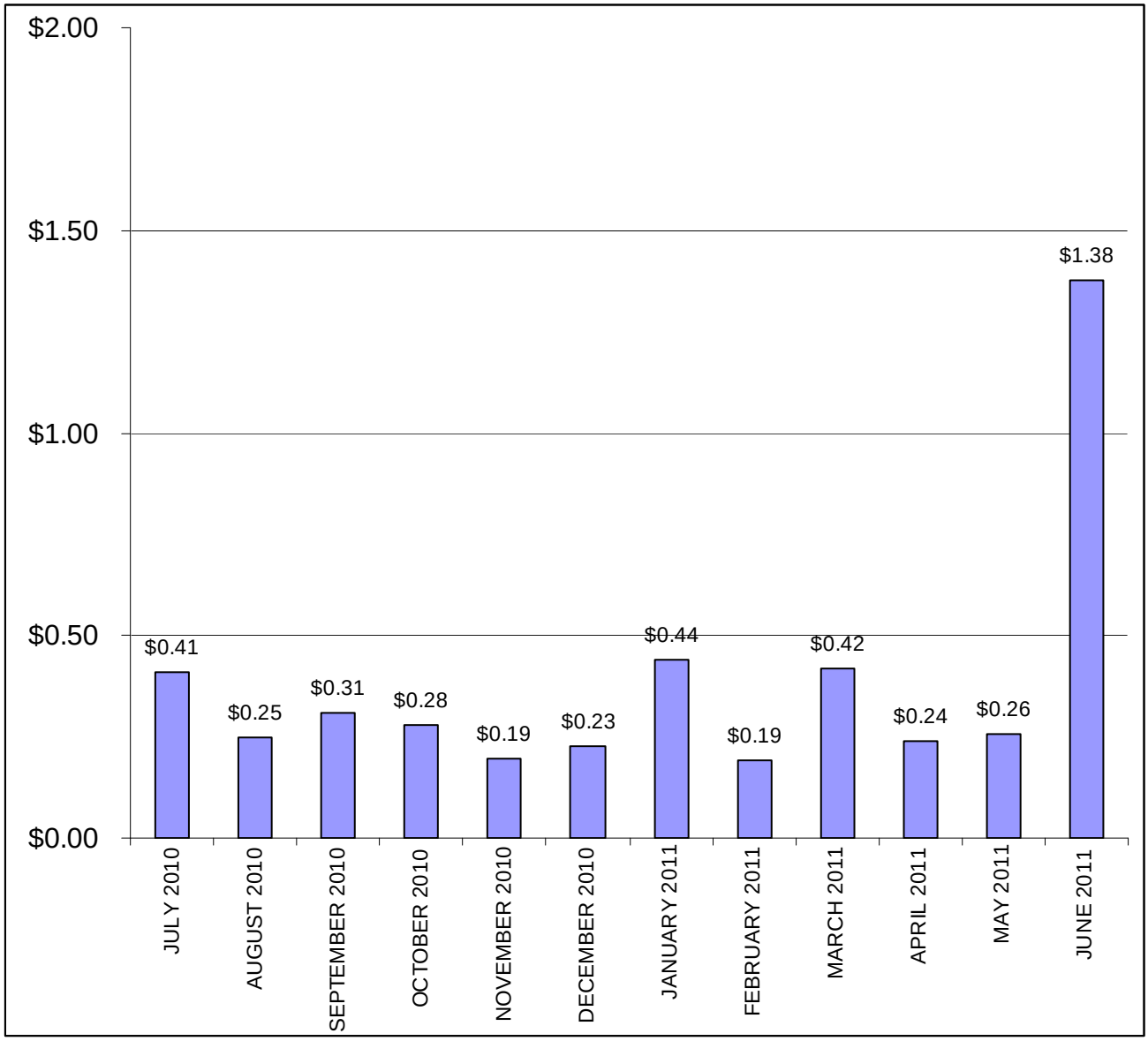


Additional TIF revenue during the 2010/2011 fiscal year may be reported in the 2011 countywide TIF report.

Payment of Fees at Issuance of Building Permits

Between July 1, 2010 and June 30, 2011, the Transportation Development Tax (TDT) program collected $4,531,035 in cash payments. Figure II.4 depicts the monthly flow of TIF revenues. This figure shows that revenues were highest during the month of June 2011 with $1.38 million in cash receipts collected. The figures for June may perhaps be partly due to record keeping and end-of-fiscal-year account updating.

FIGURE II.4
CASH RECEIPTS BY MONTH
(MILLIONS)



Interest Earned

During the first fiscal year 2010/2011, the countywide TDT)program collected interest as payments were deposited within the accounts. These dedicated funds earned a total of $63,241 in interest revenue. Each jurisdiction in the county invests TDT funds through its own individual investment program. Refer to table II.5 for a breakdown of each jurisdiction's interest earnings.

Credits

The countywide TDT program provides opportunities for developers to reduce or eliminate TDT charges by improving facilities. As facilities are improved by developers and project acceptance obtained, a request for credit eligibility is submitted. Each request is reviewed by the applicable jurisdiction in order to ensure that the project meets eligibility requirements, and that the actual construction costs incurred are reasonable. If all criteria are met, the jurisdiction issues credits for the applicable properties for a specific dollar amount. During the next 10 years following the issuance of credits, the developer of the subject properties may submit credit vouchers in lieu of payment of TDT.

Credit may be available for improvements made to projects identified on the TDT project list. Reduced credits may be available and issued for improvements to arterial or collector facilities identified as such on the jurisdiction's transportation system plan. Limited transfer of TDT credits may be allowed.

A total of six separate TDT credits were issued during between July 1, 2011 and June 30, 2010. These credits totaled $734,049 in eligible improvements to the roadway system.

Revenue by Jurisdiction

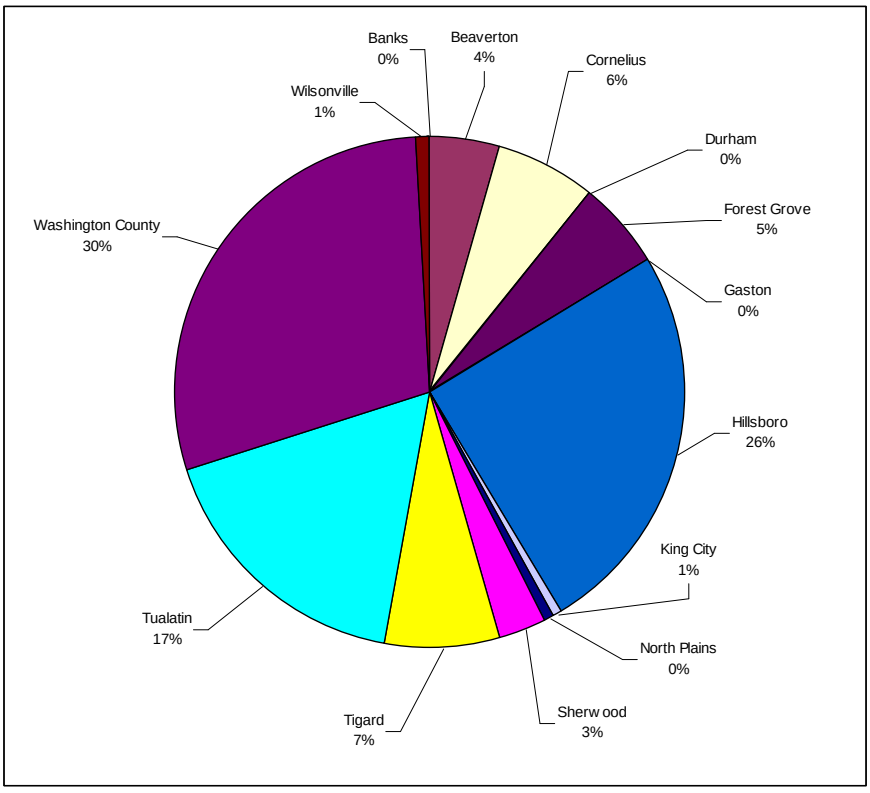
Table II.5 and Figure II.6 below summarize the TDT revenue, interest and expenses by jurisdiction during fiscal year 2010/2011. Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing the countywide TDT.

TABLE II.5
FINANCIAL ACTIVITY BY JURISDICTION

(rounded to nearest dollar)

Jurisdiction	Balance as June 30, 2010	Receipts	Interest Earnings & Transfers	Expenses	FY 2010 / 2011 Total	Balance as of June 30, 2011
Banks	0	0	0	0	0	0
Beaverton	$125,285	$200,337	$1,123	$74,793	$126,967	$252,252
Cornelius	$45,483	$292,555	$4,142	0	$296,697	$342,180
Durham	$7,371	$5,227	$42	$500	$4,770	$12,141
Forest Grove	$160,387	$242,366	$1,563	0	$243,929	$404,316
Gaston	$4,280	$5,226	0	0	$5,226	$9,506
Hillsboro	$1,861,672	$1,113,081	$32,391	$361	$1,145,111	$3,006,782
King City	$59,607	$31,362	$366	0	$31,728	$91,335
North Plains	$36,918	$17,498	$229	0	$17,728	$54,646
Sherwood	$112,815	$149,274	$798	0	$150,072	$262,887
Tigard	$179,029	$325,297	$1,095	$36,403	$289,989	$469,018
Tualatin	$607,401	$783,643	$3,822	0	$787,465	$1,394,866
Washington County	$833,485	$1,322,952	$17,652	$43,491	$1,297,112	$2,130,597
Wilsonville	0	$42,217	$18	0	$42,235	$42,235
Countywide Total	$4,033,733	$4,525,809	$63,241	$118,845	$4,470,204	$8,503,937

FIGURE II.6
ANNUAL FINANCIAL ACTIVITY COMPARISON (FY 2009/2010)



III. PROJECT EXPENDITURES

During fiscal year 2009/2010 no public improvements were constructed using TDT funds.

The TDT project list was developed during 2008, and some listed improvements or parts of listed improvements have been constructed with non-TDT funding since the project list was developed. Since the list was developed in 2008, $19.4 million had been invested in improvements on the project list through June 30, 2010. Between July 1, 2010 and June 30, 2011, another $28.6 million was invested in improvements on the project list. All of this revenue has been from other sources than the TDT. These investments represent less than 1% of the total TDT eligible project list.

The TDT was developed with a target of providing 28.0% of the revenue necessary to complete eligible components of the projects on the project list. Due to investments from other sources the TDT, once fully phased in, to now cover 28.56% of the TDT project list. One purpose of this report is monitor changes in the need and percent of the need captured by the TDT.

For informational purposes only, an updated SDC Eligible Cost per Person Trip-End from the 2008 Methodology Report is included below (Table III.1). Comparing the new SDC Eligible Costs ($2,281,783,624) to the Total New Person Trip-Ends (1,666,558); results in an SDC-Eligible Cost per New Person Trip-End of $1,369 per motor vehicle trip. The fully phased-in Captured Cost per New Person Trip-End remains at $391, which would now be 28.56% of the eligible motor vehicle costs.

TABLE III
SDC-ELIGIBLE COST PER PERSON TRIP-END
(Including completed projects)

Type of Cost	SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Capture Rate	Captured Cost per New Person Trip-End
Motor Vehicle	***$2,281,783,624***	1,666,558	***$1,386***	***28.56%***	$391
Transit Cost	***$264,104,676***	1,666,558	***$159***	***28.0%***	$44
Compliance Cost	$5,234,000	1,666,558	$3	100%	$3
Total	$2,551,429,728		$1,560		$439

Appendix A, details the TDT project list and expenditures for TDT-eligible projects.

IV. ANNUAL REVIEW

Review Requirements

The TDT program requires an annual review. Washington County code section 3.17.140 identifies the items the annual review shall include:

1. A list of the amount spent on each project funded, in whole or in part, with TDT revenues.
   - No projects were funded with TDT revenues. However, 28.6 million in non-TDT revenue was invested towards projects eligible for TDT funding.

2. The amount of revenue collected from each jurisdiction.
   - A total of $4,531,035 in revenue was collected, see page 8.
   - A total of $734,049 in TDT credit was issued for eligible road improvements.

3. The costs of complying with the System Development Charge provisions (ORS 223.297 to 223.314) and/or other administrative expenses.
   - For fiscal year 2010/2011, countywide TDT administrative expenses were: $118,845. A significant portion of these expenses were incurred accepting TDT payments via credit card, which facilitated collection.

Ordinance 729

Ordinance 729 was developed conceptually by the Washington County Coordinating Committee (WCCC), and adopted by the Washington County Board of Commissioners (BCC). Ordinance 729 became effective on December 1, 2009. The primary effect of Ordinance 729 was to discount the TDT rates during the phase-in period (through June 30, 2012). The Ordinance was adopted to help alleviate the impact that national economic conditions had upon the construction industry. The provisions of Ordinance 729 include:

- Amended Washington County code section 3.17.080 to specifically identify that TIF credits may be issued to satisfy TDT obligations.
- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discount rate and the initial rate. A total of $148,650.43 in refunds were actually issued.
- Established a 20% discount for charges paid between December 1, 2009 and June 30, 2010.
- **Established a 10% discount for charges paid between July 1, 2010 and June 30, 2011.**
- Established a 5% discount for charges paid between July 1, 2011 and June 30, 2012.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Phase-in schedule

The Washington County Coordinating Committee and Board of County Commissioners addressed concerns regarding the economic impact the TDT rate structure might have on current development activity by establishing a phase-in rate schedule. The phase-in schedule substitutes for the annual index between July 1, 2009 and June 30, 2012. The phase-in schedule accounts for the automatic six percent (6%) annual Traffic Impact Fee increase.

The phase-in schedule was adjusted by Ordinance 729, see page 10.

Construction Cost Index

Although the Construction Cost Index does not go into effect until July 1, 2013, tracking the construction cost index during the phase-in period provides greater information about the history of the index. See Table V.1 on page 12. Please note that the ODOT cost trend reports have been discontinued. A suitable replacement or continuation using comparable data is being discussed.

Previous Use / Ordinance 741

During the fall of 2010 County staff began working with the jurisdictions and other parties to refine the “previous use” definition within the TDT. Ordinance 741 was adopted July 26 and became effective August 26, 2011, and therefore it does not affect the time period of this report. Ordinance 741 changes the definition of “Previous use” for the TDT as follows:

Section 3.17.030.AA is hereby amended to read as follows: New matter is underlined, and deleted matter is ~~stricken~~.

> "AA. "Previous use" means the most intensive lawful, permitted use existing at a particular property ~~within the past 36 months~~ on or after January 1, 2005 but not more than ten years prior to the date of application for a building permit. Where the site was used simultaneously for several different uses (mixed use) then, for the purposes of this Chapter, all of the specific use categories shall be considered. Where the previous use is composed of a primary use with one or more ancillary uses that support the primary use and are owned and operated in common, that primary use shall be deemed to be the sole use of the property."

V. ANNUAL CONSTRUCTION COST ADJUSTMENT

Table V.1
Construction Cost Adjustment

Year	2002	2003	2004	2005	2006	2007	2008	2009	2010
Materials Component (50%)									
Oregon Construction Cost Index[1]	164.3	171.7	161.7	205.8	248.0	240.9	243.8	220.9	220.9
% Annual Change		4.5%	-5.8%	27.3%	20.5%	-2.9%	1.2%	-9.4%	0%
Ave. 5-year Change						8.7%	8.1%	7.3%	1.9%
Labor Component (30%)									
BLS Employment Cost Index[2]	90.1	93.5	96.7	100	103.6	107.6	110.9	111.7	113.6
% Annual Change		3.8%	3.4%	3.4%	3.6%	3.9%	3.1%	0.7%	1.7%
Ave. 5-year Change						3.6%	3.5%	2.9%	2.6%
Right-of-Way Component (20%)									
Ave. Total Real Market Value[3]	$270,176	$279,865	$308,772	$315,784	$342,179	$399,958	$435,632	$412,268	$391,972
% Annual Change		3.6%	10.3%	2.3%	8.4%	16.9%	8.9%	-5.4%	-4.9%
Ave. 5-year Change						8.3%	9.4%	6.1%	4.8%
Weighted Average Index[4]						**7.1%**	**6.9%**	**5.8%**	**2.7%**

Footnotes:

1. Construction Cost Trends, Composite Index (Oregon Dept of Transportation). Please note that the ODOT cost trend reports have been discontinued.
2. March 2001 – June 2011 Table 5. Employment Cost Index for Total Compensation, for private industry workers by occupational group and industry, construction group (Bureau of Labor Statistics).
3. Calculated as: (Total Real Market Value) / (Total Property Accounts – Personal Property Accounts – Public Utility Accounts). Source: Annual Summary of Assessment & Tax Roll, Total Value on the Tax Role and Total Taxes Extended on the Roll tables (Washington County Dept. of Assessment & Taxation).
4. Weighted Avg. = ((Materials % Ave Annual 5-year Change x 0.5) + (Labor % Ave Annual 5-year Change x 0.3) + (Right-of-Way % Ave Annual 5-year Change x 0.2)).

The Annual Construction Cost Adjustment is reported for informational purposes only. The Transportation Development Tax (TDT) rates are based on the established phase-in schedule through June 30, 2012.

Adopted by
A-Engrossed Ordinance 691
on August 29, 2008

Appendix A
Transportation Development Tax Road Project List Expenditures

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09 - 10 expenditure	Source	Eligible FY 10 - 11 expenditure	Source
Beaverton	Allen: Murray-Scholls, Cedar Hills: Farmington to north of Walker, Hall: Southbound Hwy. 217 ramp-Cedar Hills, Farmington: Southbound Hwy. 217 ramp-west of Murray			Adaptive signal systems	$11,040,000				
Beaverton	Farmington Road	Murray	Hocken	widen to 5 lanes with multimodal improvements	$9,299,886				
Beaverton	Hocken Ave.	TV Hwy	Farmington	widen to 5 lanes w/ multimodal	$1,766,400				
Beaverton	Rose Biggi	Crescent	Hall via Westgate	extend 2-lane multimoal	$3,864,000			$34,687	TIF2
Beaverton	Crescent	Rose Biggi	Cedar Hills	extend 2-lane multimodal	$3,864,000	$65,237	TIF2		
Beaverton	Dawson / Westgate	Rose Biggi	Hocken	extend 2-lane multimodal	$9,825,600				
Beaverton	Davies Road	Scholls Ferry	Barrows	extend 2-lane multimodal	$5,409,600				
Beaverton	125th	Brockman	Hall	extend 2-lane multimodal	$15,345,600	$142,300	TIF2	$827	TIF2
Beaverton	Rose Biggi	TV Hwy	Broadway	extend 2-lane multimodal	$3,312,000				
Beaverton	Millikan	Watson	114th	extend 2-lane multimodal	$15,235,200				
Beaverton	New street	Broadway	115th	construct 2-lane multimodal	$4,968,000				
Beaverton	114th/115th	LRT	BH/Griffith	construct 2-lane multimodal	$11,040,000				
Beaverton	120th new street	Center	Canyon	construct 2-lane multimodal	$9,825,600				
Beaverton	141st / 142nd / 144th	141st	144th	Extend and connect streets	$7,065,600				
Beaverton	Sexton Mtn	155th	Sexton Mtn	extend 2-lane multimodal	$2,760,000				
Beaverton	Nimbus	Hall	Denney	extend 2-lane multimodal	$17,001,600				
Beaverton	Hall	Hall	Jenkins	construct 2 or 4 lane	$15,897,600				
Beaverton	Hall	Cedar Hills	Hocken	extend 2-lane multimodal	$6,072,000				
Beaverton	Scholls Ferry	Davies		add NB rt turn lane, close east end of Scholls Ferry @Barrows	$331,200				
Beaverton	Cedar Hills	Walker		add double left turn lanes on all approaches, add EB rt turn lane	$2,215,459				
Beaverton	Murray	Allen		turn lanes, signal imprvmts	$1,052,480				
Beaverton	Hall	Center		turn lanes, signal imprvmts	$121,440				

Adopted by
A-Engrossed Ordinance 691
on August 29, 2008

Appendix A
Transportation Development Tax Road Project List Expenditures

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09 - 10 expenditure	Source	Eligible FY 10 - 11 expenditure	Source
Beaverton	Scholls Ferry	Barrows (west end)		add SB rt turn lane	$291,771				
Beaverton	Millikan	Murray		rt turn lane for WB Millikan	$607,200				
Beaverton	Walker	173rd		turn lanes, signal imprvmts	$2,324,211				
Beaverton	Walker	167th		signalize; add SB left turn lane	$173,995				
Beaverton	Cedar Hills	Jenkins		turn lanes, signal imprvmts	$2,550,240				
Beaverton	Cedar Hills	Hall		add NB rt turn lane	$728,640				
Beaverton	Canyon	Cedar Hills		turn lanes, signal imprvmts	$6,922,080				
Beaverton	Farmington	Cedar Hills		turn lanes, signal imprvmts	$2,891,429				
Beaverton	Hall	Allen		add EB&WB rt turn lanes, NB&SB double lefts	$2,373,600				
Beaverton	Scholls Ferry	125th		add SB rt turn lane	$1,280,640				
Beaverton	Scholls Ferry	Nimbus		turn lanes, signal imprvmts	$1,533,286				
Beaverton	Farmington	Lombard		add NB rt turn lane	$1,689,120				
Beaverton	BH Hwy	Western		turn lanes, signal imprvmts	$2,064,480				
Beaverton	Hall	Denney		turn lanes, signal imprvmts	$850,080				
Beaverton	Scholls Ferry	Allen		turn lanes, signal imprvmts	$1,179,703				
Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	$1,280,640				
Beaverton	Millikan	141st	Hocken	Add signal, turn lanes, bike & ped	$2,870,400				
Beaverton	Denney	Hall	Scholls Ferry	Add turn lanes, bike lanes & signalize	$6,734,400				
Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	$6,955,200				
Beaverton	Cedar Hills	Farmington	Walker	Add turn lanes, bike lanes	$19,362,462				
Beaverton	Millikan	TV Hwy	141st	Add turn lanes, signals, bike and ped	$18,878,400				
Beaverton	Hall	500' south of Allen	12th	Add turn lanes, bike lanes	$6,734,400				
Beaverton	Hall	Farmington	Cedar Hills	Add turn lanes, bike lanes	$5,740,800				
Beaverton	Weir	155th	175th	Turn lanes, bike lanes, sidewalks	$4,526,400				
Beaverton	Allen	Hwy 217	Murray	Add turn lanes, bike lanes, sidewalks & signalize	$28,916,622				
Cornelius	Susbauer / 19th	TVHighway	Zion Church	Add new traffic signals at Holladay and Davis and widen existing travel lanes.	$12,930,000			$87,364	Road Cap
Cornelius	Cornelius-Schefflin	S. CL	Verboot Circle	Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes.	$5,550,000	$8,397,614	OTIA3 & MSTIP3	$131,495	OTIA3 & MSTIP3

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09 - 10 expenditure	Source	Eligible FY 10 - 11 expenditure	Source
Cornelius	10th	Adair/Main	Baseline	Add left & right turn lanes at couplet intersection approaches.	$471,429			$4,400	Cornelius
Cornelius	14th	Holladay	Dogwood	Add signals at TV Hwy. and widen existing travel lanes.	$2,100,000				
Cornelius	Forest Grove Connectivity	East Forest Grove City Limit	West Cornelius City Limit	Construct new 2 lane collector between Cornelius & Forest Grove	$1,500,000				
Cornelius//Forest Grove	Holladay St Extension	4th Ave	Yew St	new 2 lane collector	$10,764,871				
Cornelius	Holladay St Extension	10th Ave	Gray St	new 2 lane collector	$1,300,000				
Cornelius	Holladay St Extension	Gray St	19th Ave	new 2 lane collector	$1,300,000				
Cornelius	Davis St Extension	4th Ave	10th Ave	new 2 lane collector	$2,500,000				
Cornelius	TV Highway Corridor	4th Ave	29th Ave	traffic signal system coordination	$450,000				
Cornelius	Baseline	10th Ave	20th Ave	Inteconnect signals and consolidate access points.	$540,000			$8,200	Cornelius
Durham	Upper Boones Ferry	Afton	Durham	Widen to accommodate extended left turn lane at Durham	$276,000				
Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes	$600,000				
Forest Grove	19th	Poplar	HWY 47	Extend 2 LN	$1,517,156				
Forest Grove	23-24	Hawthorn	Quince	Construct 3 LN	$16,574,964				
Forest Grove	26th	Juniper	Oak	Construct 3 LN	$5,310,045				
Forest Grove	B St	Hartford	David Hill	Extend 2 LN	$6,068,623				
Forest Grove	David Hill	East Terminus	HWY 47	Complete 3 LN	$6,428,075	$160,024	MSTIP 3b	$234,349	MSTIP 3b
Forest Grove	Hartford			Extend to Thatcher	$3,707,150				
Forest Grove	Hawthorn	26th	HWY 47	Complete 2 LN	$7,885,582				
Forest Grove	Laurel	22nd	26th	Complete 2 LN	$8,598,914				
Forest Grove	Main	Hartford	David Hill	Complete 2 LN	$6,068,623				
Forest Grove	Thatcher	Gales Creek	Thatcher	Signalize Intersection	$2,997,360				
Forest Grove	HWY 47	Elm	HWY 47	Signalize Intersection	$224,853				
Forest Grove	Sunset	Willamina	Sunset	Add turn lanes / signal	$1,198,406	$4,423	MSTIP 3		
Forest Grove	HWY 47	Maple	HWY 47	Signalize Intersection	$224,853				
Forest Grove	TV HWY	Quince		Add turn lanes / signal	$4,294,293				

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09 - 10 expenditure	Source	Eligible FY 10 - 11 expenditure	Source
Forest Grove	Oak	Pacific	HWY 47	Upgrade to 2 LN Collector add Signal	$4,650,591				
Forest Grove	Heather	Mountain View	HWY 47	Construct 2 LN Collector	$6,375,830				
Forest Grove	E/Pacific/19th	19th	E	Extend 2 Lane couplet	$5,264,808				
Hillsboro	Main	Main		Add westbound right turn	$977,417				
Hillsboro	Imlay	at TV HWY		Signalize	$366,531				
Hillsboro	Cornelius Pass	at TV HWY		Add 2nd eastbound left turn lane	$2,101,446				
Hillsboro	Bentley	at Brookwood		Add eastbound left turn lane	$772,466				
Hillsboro	Harewood	at Jackson School		Add EB right turn lane	$772,466				
Hillsboro	TV HWY	185th	Cornelius Pass	Widen to 7 lanes	$64,887,183				
Hillsboro	Witch Hazel	at River		signalize	$289,675	$220,480	MSTIP 3c		
Hillsboro	Minter Bridge	TV HWY		convert NB through-left lane to separate left turn lane and change N/S signal phasing to protected	$635,321				
Hillsboro	Evergreen	at 229th		Add northbound/southbound right turn lanes, protected-permitted N/S signal	$1,221,770				
Hillsboro	Grant	25th/28th		Add eastbound left turn lane	$1,466,124				
Hillsboro	Grant	at Cornell		Add eastbound/westbound left turn lanes	$977,417				
Hillsboro	Cornell/Main	at 10th		Add northbound and southbound lanes	$3,811,924	$158,829	Road Cap	$604	Road Cap
Hillsboro	Cornell	at 185th		Add northbound and southbound double left turn lanes, Add northbound right turn lane	$2,443,542				
Hillsboro	Aloclek	Amberwood	Cornelius Pass	Extend 3 lane	$3,909,666			$449,709	TIF2
Hillsboro	Amberwood	206th	Cornelius Pass	Widen to 3 lane	$2,932,250				
Hillsboro	Airport (Butler)	Shute	Brookwood	Widen to 3 lane	$2,345,723				
Hillsboro	Cornell	Arrington	Main	widen 5 lane	$11,728,998			$21,396	TIF2
Hillsboro	Amberglen	Walker	206th	New 3 lane	$4,105,149				
Hillsboro	Evergreen	at Cornelius Pass		Add 2nd left turn lane on northbound/southbound/eastbound approaches, eastbound and westbound right turn lanes	$5,864,499				

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09 - 10 expenditure	Source	Eligible FY 10 - 11 expenditure	Source
Hillsboro	Jackson School	Grant	Evergreen	Widen to 3 lanes	$7,976,257				
Hillsboro	Edgeway (Salix Ext)	LRT	Walker	New 3 lane extension	$8,405,782				
Hillsboro	10th	Walnut	Washington	Widen and turn lanes	$8,806,118				
Hillsboro	Wilkens	Cornelius Pass	Edgeway	new 3 lane	$6,797,705				
Hillsboro	Century	Baseline	Lois	New 3 lane $ bridge over Rock Creek	$29,817,206				
Hillsboro	231st	LRT	Baseline	widen 3 lanes	$10,814,531				
Hillsboro	1st/Glencoe	at Grant		Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant	$4,887,086				
Hillsboro	Century Blvd/229th	Evergreen	West Union	extend 3 lane, including Hwy 26 overcrossing	$14,676,863				
Hillsboro	Cornelius Pass	TV HWY	209th	Extend as new 3 lane/including grade seperation at TV HWY	$27,367,662				
Hillsboro	69th (Quatama)	227th	Baseline	New 3 lane extension	$4,943,785				
Hillsboro	Grant	Brookwood	28th	new 3 lane	$13,904,396				
Hillsboro	28th	Baseline	Cornell	widen 3 lanes	$4,943,785				
Hillsboro	Brookwood	TV HWY	River	Ext 3 lane	$15,449,329	$309,490	MSTIP 3b	$6,250	MSTIP 3b
Hillsboro	Cornell	at 229th		add EB and SB right turn lans, add WB 2nd left turn lane	$1,954,833				
Hillsboro	185th	at Walker		Add 2nd SB and EB left turn lanes, WB right turn lane	$2,950,129				
Hillsboro	10th	Baseline		add turn lanes	$3,176,603				
Hillsboro	13th	TV HWY	River	Add EB right turn lane and NB left turn lane	$977,417				
Hillsboro	River	at Rood Bridge		Add eastbound right turn lane	$742,756			$24,069	MSTIP 3c
Hillsboro	229th	at TV HWY		Add NB right turn lane	$450,000				
Hillsboro	253rd	Evergreen		signalize	$768,753				
Hillsboro	234th	Johnson		signal	$337,500				
Hillsboro	Brookwood	Cornell		Add Dedicated 2nd SB Thru Lane	$2,443,542				
Hillsboro	Quatama	LRT	227th	Widen to 3 lanes	$8,210,299			$63,625	TIF2
Hillsboro	Huffman	Shute	253rd	New 3 lane	$1,853,920				
North Plains	208th	Pacific	Kaybern Extension	Construct new two-lane collector	$500,000				
North Plains	289th	Pacific	West Union	Construct new two-lane collector	$750,000				

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North Plains	Pacific	289th	Jackson School	Construct new two-lane collector	$1,750,000				
North Plains	309th	North	Future school site	Construct new two-lane collector	$1,000,000				
North Plains	313th	North	Future school site	Construct new two-lane collector	$750,000				
North Plains	Cottage	318th	Gordon	Construct new two-lane collector	$4,762,500				
North Plains	Jackson School	Pacific	West Union	Construct new two-lane collector	$750,000				
North Plains	Kaybern Extension	280th	West city limits	Construct new two-lane collector	$2,750,000				
North Plains	Main	North	Tirmeric	Construct new two-lane collector	$1,250,000				
North Plains	Mountaindale	309th	Tirmeric	Construct new two-lane collector	$3,500,000				
North Plains	Pacific	307th	East city limits	Construct new two-lane collector	$750,000				
North Plains	Tirmeric	North	Future school site	Construct new two-lane collector	$1,000,000				
North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard	$1,182,500				
North Plains	Yorkshire	309th	Tirmeric	Construct new two-lane collector	$2,250,000				
North Plains	Pacific	Glencoe		Add new signal	$222,827				
North Plains	Commercial	Glencoe		Add westbound left turn, eastbound right turn & signalize	$299,959				
Sherwood	Oregon Street	Oregon St	at Tonquin Rd	Construct roundabout north of Oregon St/Murdock Roundabout	$772,466				
Sherwood	Adams Street	Adams Ave	at T-S Rd Intersection	Install Traffic Signal	$233,609				
Sherwood	Edy Road	Edy Rd	at Borchers Drive	Improve 3 leg intersection; possible roundabout	$458,845				
Sherwood	Baler Way Signal	Tualatin-Sherwood	at Baler Way	Remove traffic signal, install raised median and allow right in right out only.	$33,693				
Sherwood	Sherwood Boulevard	Sherwood Blvd	at Langer Drive	Remove Traffic Signal. Allow lefts in only (no lefts from Langer to Sherwood); capacity issues related to queing at 99W	$57,935				
Sherwood	Sherwood Boulevard	Sherwood Blvd	at Century Drive	Improve intersection; possible roundabout in conjuncture with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at 99W	$386,233				
Sherwood	Adams Ave South	1st & Oregon	Tualatin-Sherwood Rd	Construction of 3 lane road	$9,115,104	$139,954	Sherwood	$4,957,940	Sherood & MSTIP 3c
Sherwood	Adams Ave North	Tualatin-Sherwood	Home Depot/99W	Construction of 3 lane road	$3,244,359	$257,936	Sherwood	$121,339	Sherwood

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09 - 10 expenditure	Source	Eligible FY 10 - 11 expenditure	Source
Sherwood	Century Drive	Adams Ave	Tualatin-Sherwood Rd	Construction of 3 lane road	$4,171,319				
Sherwood	Oregon Street	Railroad Crossing	Murdock / Oregon Roundabout	Adds turn lanes and center median for capacity	$4,171,319	$24,243	Sherwood	$42,757	Sherwood
Sherwood	Pine Street	Willamette	Sunset	New road extension across rail road tracks from RR Street to Willamette; Existing county road will be widened.	$3,808,260	$50,011	Sherwood	$15,051	Sherwood
Sherwood	Elwert Road	ORE 99W	Kruger	Add lanes, turn lanes, and modify signal and phasing,	$3,089,866				
Sherwood	Brookman Road	ORE 99W	Ladd Hill Road	Add turn lanes and center median	$13,440,917				
Sherwood	Galbreath Drive	T-S Rd/Gerda Ln	Cipole Road	Construction of 2 lane collector road	$2,317,399				
Sherwood	Cedar Brook Way	ORE 99W	ORE 99W	Construction of 2 lane road	$5,561,759				
Sherwood	Smith Avenue	Meinecke Road	Woodhaven Drive	Construction of 2 lane road	$849,713				
Sherwood	South Loop Road	ORE 99W	ORE 99W	Construction of 2 lane road	$2,780,879				
Sherwood	Villa Road	Park St	Current terminus of Villa Rd	Construction of 2 lane road	$1,467,686				
Sherwood	Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan)	Washington St.	Oregon St.	New road to improve access to old town	$3,862,332				
Sherwood	Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan)	South of Railroad St.	Willamette St.	New road to improve access to old town	$1,699,426				
Sherwood	Sunset Boulevard Road & Intersection Improvements	Aldergrove	Eucalyptus	Add turn lanes and center median for capacity at intersection of Main/Sunset; possibility of future signal	$7,427,562				

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09 - 10 expenditure	Source	Eligible FY 10 - 11 expenditure	Source
Sherwood	Arrow Street	Adams Ave	Gerda Lane	construct new road to 2 lane collector standards	$7,427,562				
Sherwood	Ladd Hill Road	Sunset Blvd	UGB south	Widen to 3 lanes plus turn lanes	$8,913,075				
Sherwood	Edy Rd/Sherwood Blvd	Borchers Dr	3rd St	Add turn lanes and center median	$7,427,562				
Sherwood	Edy Rd	Borchers Dr	City Limits west	Add turn lanes and center median	$7,427,562				
Sherwood	Elwert Road	99W	Edy Rd	Add turn lanes and center median	$14,855,124				
Tigard	72nd Ave	Durham	Bonita	widen to 5 lanes	$6,712,467				
Tigard	72nd Ave	Bonita	Hunziker	widen to 5 lanes	$7,261,185				
Tigard	72nd Ave	ORE 99W	Hunziker	widen to 5 lanes	$9,269,598				
Tigard	121st	Quail Creek Ln	Walnut	widen to 3 lanes	$4,325,812				
Tigard	121st	North Dakota	Walnut	widen to 3 lanes	$4,325,812				
Tigard	Bonita	Hall	I5	widen to 4 lanes	$1,972,255				
Tigard	Burnham	Main	Hall	widen to 3 lanes	$7,286,400			$3,026,957	TIF2 & State Gas Tax
Tigard	Commercial	95th	Main	2 lane improvement	$1,544,933				
Tigard	Dartmouth	72nd	68th	widen to 4 lanes	$1,853,920				
Tigard	Dartmouth Ext	Dartmouth	Hunziker	extend/realign road	$23,173,994				
Tigard	Fonner	Walnut	115th	Widen to provide 2 full-width travel lanes, bikelanes & sidewalks	$2,549,139				
Tigard	Greenburg	Teideman	ORE 99W	widen to 5 lanes	$9,269,598				
Tigard	Greenburg	Teideman	Shady Lane	widen to 5 lanes	$908,784				
Tigard	Washington Sq	Nimbus Ave.	South mall area (Locust St.)	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$39,781,536				
Tigard	Washington Sq	Nimbus Ave.	North mall area	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	$39,781,536				
Tigard	Hunziker	Hall	72nd	widen to 3 lanes	$4,634,799			$4,983	City Gas Tax
Tigard	Locust	Greenburg	Hall	Widen to 3 lanes	$2,471,893				
Tigard	Nimbus Drive Ext	Scholls Ferry	Greenburg	3 lane extension	$23,173,994				

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Tigard	North Dakota	121st	Tiedeman	Widen to provide 2 full-width travel lanes, bikelanes & sidewalks	$2,703,633				
Tigard	Wall Ext	Hunziker	Hall	Extend Wall St. across creek and RR to connect to Hunziker	$10,814,531				
Tigard	Walnut	121st	Tiedeman	widen to 3 lanes	$4,325,812				
Tigard	Walnut	Tiedeman	ORE 99W	Widen to 3 lanes	$3,862,332				
Tigard	Walnut Ext	ORE 99W	Scoffins	New 3-lane collector	$29,353,726				
Tigard	Upper Boones Ferry	Durham	I-5	widen to 5 lanes	$4,634,799				
Tigard	Darmouth	72nd		Intersection expansion to 5 lanes & new signalization	$2,491,204				
Tigard	McDonald	Hall		Right turn lane from Hall to McDonald & signal system upgrade	$692,948				
Tigard	Scoffins	Hunziker	Hall	Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal	$3,862,332				
Tigard	North Dakota	125th		right turn lane	$695,220				
Tigard	Nimbus	Scholls Ferry		right turn lane	$1,776,673				
Tigard	121st	Walnut	North Dakota	Widen to 3 lanes with sidewalks & bikelanes	$3,321,606				
Tigard	121st	North Dakota		New signal system	$231,740				
Tigard	Greenburg	Olsen	Hall	2nd NB lane	$849,713				
Tigard	Main	Greenburg	ORE 99W	Add protected left turn & eastbound lane on 99W	$1,705,433			$2,832,157	City Gas Tax
Tigard	Greenburg	Teideman		Expand intersection to 5 lanes & signal upgrade	$413,102				
Tigard	Dartmouth	ORE 99W		right turn lane	$251,052				
Tigard	72nd Ave	ORE 99W		turn lanes	$772,466				
Tigard	68th	ORE 99W		turn lanes	$2,394,646				
Tigard	68th	Atlanta	Haines	New signal system	$173,805				
Tigard	72nd Ave	ORE 217		Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes	$29,710,249				
Tigard	72nd Ave	Bonita		Intersection widening to accommodate a 5-lane 72nd Avenue	$386,536				

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Tigard	72nd Ave	Carman		NB right turn lane	$308,987				
Tigard	72nd Ave	Upper Boones Fy		Upgrade signal & expand to accommodate 5 lanes all directions	$1,544,933				
Tigard	ORE 99W	McDonald	Gaarde	WB Right turn lane	$560,753				
Tigard	Walnut	ORE 99W		WB Right turn lane, protected left turn	$939,275				
Tigard	72nd Ave	Hampton	Hunziker	Add southbound right turn & protected left turn phasing	$386,233				
Tigard	Durham	Upper Boones Fy		Reconfigure intersection to make through route between Durham & I-5/Carman interchange	$1,081,453				
Tigard	68th	Dartmouth		New signal system	$173,805				
Tigard	Carman	I-5		turn lanes	$294,726				
Tigard	Carman	I-5 NB		turn lanes	$736,814				
Tigard	Atlanta Street	Haines	Dartmouth	Extension of Atlanta Street	$5,520,000				
Tigard	Backage Road	68th Parkway	Atlanta Street	Creation of a backage road to provide access to properties fronting 99W	$607,200				
Tigard	Beveland Street	69th Avenue	72nd Avenue	Widening to provide full two-lanes with sidewalks and planters	$270,480				
Tigard	Highway 217 Overcrossing	Hunziker Street	72nd Avenue	Extend Hunziker over Hwy. 217 to connect to 72nd Avenue at Hampton.	$10,637,040				
Tualatin	Sagert	65th		signal - new	$354,047				
Tualatin	Avery	Teton		signal - new	$254,914				
Tualatin	Cummins	Cipole		signal - new	$254,914				
Tualatin	Cipole	Herman		signal & realign railroad	$2,294,225				
Tualatin	Avery	105th		signal - new	$191,185				
Tualatin	Teton	Tualatin Rd		signal - new	$157,936				
Tualatin	Leveton	108th		signal - new	$191,185				
Tualatin	Grahams Ferry	Helenius		signal - new	$191,185				
Tualatin	ORE 99W	130th		signal - new	$191,185				
Tualatin	Blake	108th	105th	Widen to 3 lanes	$1,461,507				
Tualatin	Hall	Tualatin Rd.	Durham Rd.	extension - 3 lanes & bridge	$42,485,656				
Tualatin	Herman	Teton	Tualatin	Add left turn lane	$2,889,025				
Tualatin	112th	Myslony	Tualatin-Sherwood	Add left turn lane & bike lanes	$3,194,921				
Tualatin	Cipole	ORE 99W	Tualatin-Sherwood	Add left turn lane & bike lanes	$4,588,451				

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Tualatin	Herman	Cipole	124th Ave	Add left turn lane	$1,563,472				
Tualatin	Leveton	108th	118th	widen to 5 lanes	$1,699,426				
Tualatin	108th	Leveton	Herman	widen to 5 lanes	$849,713				
Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	widen to 5 lanes	$4,690,416				
Tualatin	McEwan	65th	Lake Oswego	widen to 3 lanes	$3,908,680				
Tualatin	65th	Nyberg	Childs Rd	extension - 3 lanes & bridge	$16,994,262				
Tualatin	ORE 99W	Cipole	River	widen to 6 lanes	$6,797,705				
Tualatin	Tualatin	Herman	Boones Ferry	widen to 5 lanes	$2,249,241				
Tualatin	65th	Sagert	Nyberg	widen to 5 lanes	$3,582,957				
Tualatin	Sagert	Martinazzi	65th	widen to 5 lanes	$2,714,361				
Tualatin	90th	Tualatin	Tualatin-Sherwood	widen to 5 lanes	$2,039,311				
Tualatin	128th	Cummins	Leveton	extension - 2 lanes	$5,101,253				
Tualatin	Loop Rd	Nyberg	Boones Ferry	new street - 2 lanes	$4,248,566				
Tualatin	E-W connection	108th	112th	new street - 2 lanes	$1,869,369				
Tualatin	Lower Boones Ferry	Tualatin	Boones Ferry	new street -3 lanes	$23,791,967				
Tualatin	Boones Ferry	Martinazzi	Lower Boones Ferry	Widen to 5 lanes and bridge	$12,265,084				
Wash CO	Barnes	Cedar Hills		Add 2 lefts, 2 thru & modify signal	$2,560,175				
Wash CO	Baseline	Cornelius Pass		Add 2 thru & modify Signal	$1,776,673				
Wash CO	Baseline	185th		Grade Seperation	$27,036,326				
Wash CO	Beaverton-Hillsboro	Olsen Rd	Scholls Ferry	Realign Oleson Rd. and reconfigure intersections with B-H Hwy. and Scholls Ferry Rd.	$18,229,167			$469,884	MSTIP 3c
Wash CO	170th	Merlo	Alexandria	Widen to five lanes	$16,627,341				
Wash CO	Bethany	Kaiser		Add turn lanes.	$1,390,440	$471,744	TIF2	$1,753,207	TIF2
Wash CO	173rd	Bronson	Cornell	Extend 173rd Ave. under US26 connecting to 174th Ave.	$16,994,262				
Wash CO	174th	Bronson	Meadowgrass	Widen to three lanes	$21,474,568				
Wash CO	Cornell	143rd		Reconfigure intersection	$6,179,732				
Wash CO	185th	North of Westview High School	Springville Rd	Widen to five lanes	$14,213,383			$1,545,345	MSTIP 3c
Wash CO	Cornell	Cornelius Pass		Grade Seperation	$23,173,994				
Wash CO	209th	TV Highway	Farmington	Realign and widen to three lanes	$32,443,592	$1,928,670	Road Cap	$19,168	Road Cap

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Appendix A
Transportation Development Tax Road Project List Expenditures

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09 - 10 expenditure	Source	Eligible FY 10 - 11 expenditure	Source
Wash CO	Kinnanman	198th		Add left turn	$741,200				
Wash CO	Kinnanman	209th		Add signal	$231,740				
Wash CO	Laidlaw	Bethany		Add signal	$231,740				
Wash CO	197th/198th Ave.	T.V. Hwy.	Baseline	Widen to 3 lanes & eliminate offset	$21,474,568				
Wash CO	Scholls Ferry	Hall		Add 2 right, 2 left & mod. Signal	$2,549,139				
Wash CO	Scholls Ferry	Murray		Add 1 right, 1 left & mod. Signal	$1,390,440				
Wash CO	Baseline	West of Lisa	Brookwood	Widen non-five lane sections to five lanes	$11,582,951				
Wash CO	Tualatin-Sherwood Rd	Boones Ferry		Grade Seperation	$23,628,696				
Wash CO	Tualatin-Sherwood Rd	ORE 99W		Add right and left turn and signal	$1,212,937				
Wash CO	TV HWY-Farmington	Murray		Grade separation	$26,043,155				
Wash CO	Walker	158th		Add 2 right, 2 left, 1 thru & mod. Signal	$2,100,939				
Wash CO	Cornell	113th	Leahy	Widen to three lanes	$7,724,665				
Wash CO	Cornell	Murray	HWY26	Widen to five lanes	$40,322,750	$1,181,329	MSTIP 3b	$3,396	MSTIP 3b
Wash CO	Durham Rd	ORE 99W	Boones Ferry	widen to 5 lanes	$15,314,688				
Wash CO	Farmington	170th	185th	Widen to five lanes	$4,373,157				
Wash CO	Jenkins	Murray	158th	Widen to five lanes	$2,960,478				
Wash CO	Johnson	185th	170h	New two lane extension	$11,741,490				
Wash CO	Kaiser	Bethany	Cornell	Widen to 3 lanes	$28,735,753	$91,841	TIF2	$14,430	TIF2
Wash CO	Kaiser	Springville	Bethany	Widen to five lanes	$7,106,692				
Wash CO	Springville	185th	PCC Access	widen to 5 lanes	$5,870,745				
Wash CO	Springville	PCC Access	Kaiser Road	widen to 3 lanes	$14,831,356				
Wash CO	Taylors Ferry Rd	Oleson	Washington Dr	New 2 lane extension	$3,089,866				
Wash CO	Tualatin-Sherwood	ORE 99W	Teton	widen to 5 lanes	$25,244,862	$179,829	TIF2	$417,501	TIF2
Wash CO	Walker	185th	Stucki	Widen to five lanes	$7,851,068				
Wash CO	Walker	185th	ORE 217	Widen to five lanes	$55,710,614				
Wash CO	West Union	185th	143rd	widen to 3 lanes	$32,907,072			$5,301	MSTIP 3b
Wash CO	Barnes	Hospital enterance	Leahy	Widen to five lanes	$4,731,357				
Wash CO	Barnes	Leahy	County Line	Widen to three lanes	$10,275,262				
Wash CO	Bethany	Kaiser Rd	West Union	Widen to 5 lanes	$24,338,784				
Wash CO	Farmington	185th	209th	Widen to three lanes	$14,674,907				

Adopted by
A-Engrossed Ordinance 691
on August 29, 2008

Appendix A
Transportation Development Tax Road Project List Expenditures

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09 - 10 expenditure	Source	Eligible FY 10 - 11 expenditure	Source
Wash CO	West Union	Cornelius Pass	185th	widen to 5 lanes	$19,157,168				
Wash CO	Scholls Ferry	Allen	Beaverton-Hillsdale	Widen to three lanes	$13,919,347				
Wash CO	Merlo/158th	170th	Walker Rd	Widen to five lanes	$15,328,632				
Wash CO	Millikan	Hocken	Murray	Widen to 3 lanes	$7,415,678				
Wash CO	Barnes	Cedar Hills	119th	Widen to five lanes	$4,603,175				
Wash CO	Butner	Murray	Cedar Hills	Widen to 3 lanes	$15,912,809				
Wash CO	185th	TV Highway	Farmington	Widen to five lanes	$19,002,675	$3,318,789	MSTIP 3c	$2,024,041	MSTIP 3c
Wash CO	185th	Farmington	Bany	Widen to three lanes	$14,522,370				
Wash CO	Alexander	170th	209th	Widen to three lanes	$23,637,474				
Wash CO	Johnson	185th	Cornelius Pass	Widen to three lanes	$20,856,595				
Wash CO	198th	TV Highway	Baseline	Widen to three lanes	$21,474,568				
Wash CO	175th	Outlook Ln	Horse Tale Dr.	Realign roadway	$1,544,933				
Wash CO	Cornelius Pass	Amberwood	TV Highway	Widen to five lanes	$43,149,977	$2,297,767	MSTIP 3c	$9,753,802	MSTIP 3c
Wash CO	Grahams Ferry	Tonquin	Cutter	Widen to three lanes	$12,977,437				
Wash CO/Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	$5,561,759				
Wash CO/Wilsonville	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to three lanes	$840,000				
Wash CO/Wilsonville	Grahams Ferry	Clutter		Construct turn pockets & signal	$1,430,000				
Wash CO/Wilsonville	Kinsman	Day	Ridder	Construct 3 lane & improve to standard	$2,820,000				
Wash CO/Wilsonville	Day	Kinsman		Construct left turn pocket & signal	$880,000				
Wilsonville	Boones Ferry	95th		Add turn lanes	$1,410,000				
Wash CO/Wilsonville	Ridder	Kinsman		Construct left turn pocket & signal	$850,000				
Wash CO/Wilsonville	Boones Ferry	Day	I-5	Widen Boones Ferry/Day intersection & Boones Ferry to 5 lanes	$2,490,000				
Wash CO/Wilsonville	Grahams Ferry	Railroad Crossing	Day	Widen & add double southbound left turn lane at Day	$2,700,000				
Wash CO/Wilsonville	Grahams Ferry	Railroad Crossing		Widen to 3 lanes & upgrade crossing	$4,000,000				
Wilsonville	Elligsen	Parkway Center Dr.	Canyon Creek North	Widen to 3 lanes	$1,500,000				

Adopted by
A-Engrossed Ordinance 691
on August 29, 2008

Appendix A
Transportation Development Tax Road Project List Expenditures

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09 - 10 expenditure	Source	Eligible FY 10 - 11 expenditure	Source
Wash Co/Wilsonville	Elligsen	Canyon Creek	65th	Widen to 3 lanes. Add turn pockets & signal at 65th	$3,000,000				
Wash CO	95th Extension	Barnes	Leahy	2 lane road	$8,651,624				
Wash CO	Tonquin	Grahams Ferry	Oregon St	Realign and widen lanes to standard	$7,724,665	$618	MSTIP 3		
Wash CO	Glencoe	Evergreen	Jackson	Widen to three lanes	$22,865,008				
Wash CO	205/206	Baseline	Quatama	Widen to 5 lanes	$10,196,557			$11,467	Road Cap
Wash CO	Kinnanman	Farmington	209th	Widen to three lanes	$23,791,967				
Wash CO	Greenburg	Hall	Locust	Widen to five lanes	$6,770,441				
Wash CO	Hall	Scholls Ferry	Durham	Widen to five lanes	$37,953,853				
Wash CO	Scholls Ferry	HWY217	121st	widen to seven lanes	$8,966,229				
Wash CO	113th	Rainmont	McDaniel	new 2 lane	$5,098,279				
Wash CO	Evergreen	East of 25th	West of 253rd	widen to 5 lanes	$12,408,960	$75,809	TIF2	$459,217	TIF2
Wash CO	Tualatin-Sherwood	Teton	Borchers Drive	interconnect signals	$332,212				
WashCo	Baltic Extension	Barnes	Spring Crest	Construct new 2 lane road and bridge	$10,483,200				
Wash CO	Roshak	Bull Mountain		Reconfigure intersection	$3,500,000			$44,934	TIF2
TOTAL					**$2,329,850,413**	**$19,476,937**		**$28,589,852**	

Washington County
Oregon

Countywide
Transportation Development Tax

2009/2010 Fiscal Year
Annual Report

July 1, 2009 through June 30, 2010

Washington County
Department of Land Use
and Transportation
Planning Division

December 2010

Board of County Commissioners
Tom Brian, Chair
Dick Schouten • Desari Strader • Roy Rogers • Andy Duyck

Planning Commission
Marc San Soucie, Chair
Aaron Crowley • Liles Garcia • Herbert Hirst
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Greg Miller, County Engineer
Andy Back, Principal Planner

Project Staff
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COUNTYWIDE

TRANSPORTATION DEVELOPMENT TAX

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I. EXECUTIVE SUMMARY

Transportation Development Tax Overview

On November 4, 2008 the voters of Washington County approved a Transportation Development Tax (TDT). The TDT is governed by the Washington County Code section 3.17 as instituted by A-Engrossed Ordinance 691 as amended. The TDT replaced the previous tax, known as the Traffic Impact Fee (TIF), passed county-wide in 1990. The TDT went into effect on July 1, 2009, increasing the previous TIF rates as well as updating and clarifying various procedures. The TDT essentially doubled the TIF rates developers pay for the impact new development has on the transportation system.

The TDT is levied throughout Washington County including within the Cities. The new rate is phased in over four years, through July 1, 2012. After July 1, 2013 the rates can increase at a rate of no more than 10% per year, based on an index tracking the costs of road construction material, labor, and right-of-way. Non-residential developments which had land use approvals prior to July 1, 2009 are charged based on the prior TIF rates until July 1, 2012. Developments may also receive credits for constructing eligible public transportation improvements.

The TDT is based on the estimated traffic generated by each type of development. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects are on major roads, including sidewalks and bike lanes, as well as transit capital projects.

The TDT is not a property tax. It is a tax on development, structured like a system development charge (SDC). New development is required to pay the tax when a building permit or occupancy permit is issued. Remodeling, temporary uses, and state and federal government buildings are exempt. The TDT was thoroughly reviewed by the Washington County Coordinating Committee (WCCC), a partnership of mayors, County Commissioners and other elected officials representing local governments. The WCCC was formed in the 1980s to make recommendations about transportation issues of countywide significance.

Ordinance 729

In light of current economic conditions, Ordinance 729 was approved by the County Board of County Commissioners on October 20, 2009, and became effective December 1, 2009. Ordinance 729 provides a temporary discount of the TDT rates during the phase-in period. The Board will review the discount schedule annually. The rate schedule and other documents below have been revised to reflect the discounts enacted by Ordinance 729.

Reporting Requirements

The purpose of this Transportation Development Tax (TDT) Annual Report is to fulfill the state statutory requirements for System Development Charge reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in section 3.17.140. In summary those requirements include:

- An annual accounting, showing the total amount of revenues collected,
- The projects that were funded by the TDT in the previous fiscal year,
- A list of the amount spent on each project funded, and
- The amount of revenue attributed to the costs of administering the charge.

The county code requires the review to consider whether additional revenues should be generated to provide extra capacity improvements needed to address new development and whether revenues exceed identified demands. In so doing, the county shall consider:

- Construction of facilities on the project list by federal, state or other revenue sources,
- Receipt of unanticipated funds from other sources for construction of facilities on the project list,
- New information provided by the Institute of Transportation Engineers adjusting trip rates, and
- The impact of credits.

Summary of Revenues and Expenditures

Between July 1, 2009 and June 30, 2010 the Transportation Development Tax (TDT) collected $4,166,572 in cash proceeds. No projects were funded with TDT revenues, and no TDT credits were issued. $9,263 dollars were spent on miscellaneous compliance charges relating to administration of the fund (mostly charges necessitated from payments via credit card). Countywide the TDT accounts generated $25,232 in interest and investment revenue. Ordinance 729 reduced TDT rates by 20% effective December 1, 2009. Furthermore, Ordinance 729 allowed refunds of the difference between the July 1 rate and the December rate. The TDT program refunded $148,650 in compliance with Ordinance 729. The countywide TDT account balance was $4,033,891 as of June 30, 2010.

Over $19.4 million in revenue from other sources was invested in projects on the TDT project list since it was developed and enacted in 2008.

Rate Phase-in Schedule and Construction Cost Adjustments

The Transportation Development Tax (TDT) includes a phase-in period starting July 1, 2009 through June 2013. The phase-in schedule resulted in a total increase of 100%, divided equally among the four years.

Ordinance 729 adjusted the effective rates during the phase-in period. Fiscal year 2009/2010 rates were reduced 20%, and allowed for refunds of the tax increase for payments between July 1, 2009 and the effective date. The fiscal year 2010/2011 rates were reduced 10%, and the fiscal year 2011/2012 rates were reduced 5%. The rates after the phase-in period will follow the annual index as described below.

Beginning in July of 2013, the rates are to be adjusted based on the annual index. The index includes the five-year moving average with three components: Materials (weighted 50%), Labor (weighted 30%), and Right-of-Way (weighted 20%). The TDT rate shall follow the index up or down effective each July 1. However, in no event can an increase be greater than 10% per year.

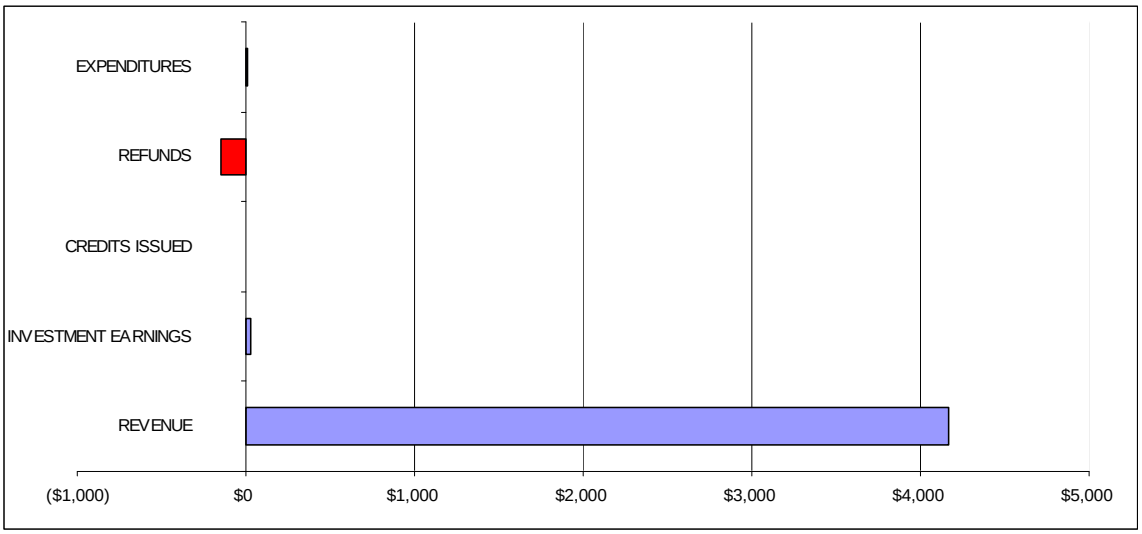
II. COUNTYWIDE FINANCIAL ANALYSIS

Countywide Total Financial Activity and Balance

This section reviews the financial activity of the countywide Transportation Development Tax (TDT) program for fiscal year 2009/2010. Figure II.1 shows a summary of TDT financial activity. In 2009/2010, $4,166,572 in TDT revenue was collected countywide. Interest amounting to $25,275 was earned by the TDT accounts. No TDT credits have been issued. One time refunds under Ordinance 729 amounted to $148,650. Therefore, the total cash payments, investment earnings and credits issued for the first fiscal year (2009/2010) of the Countywide program is $4,043,197. Expenditures, including payment of receipts via credit card, accounted for $9,263. Therefore the countywide TDT balance on June 30, 2010 was: $4,033,933.

Figure II.1 below summarizes the countywide TDT financial activity for the 2009/2010 fiscal year.

FIGURE II.1
COUNTYWIDE FINANCIAL ACTIVITY
2009/2010 SUMMARY
(THOUSANDS)



The TDT is imposed on all development within Washington County, including inside the cities. The cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville have signed Intergovernmental Agreements with Washington County to administer the TDT within their jurisdiction. Other cities including Portland and Lake Oswego have decided to allow Washington County to administer the TDT within their jurisdiction.

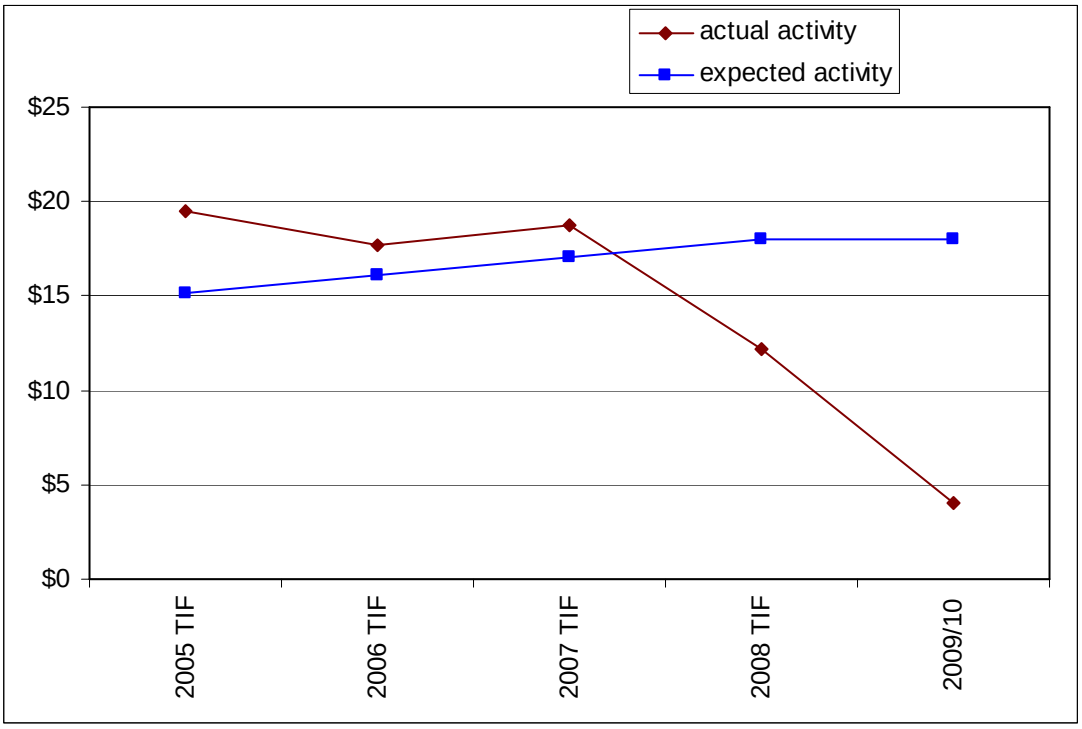
Actual vs. Expected Total Financial Activity

In 2008, the countywide Transportation Development Tax (TDT) program anticipated annual revenues that would approximately double the TIF revenues after the four year phase-in. Ordinance 729 created a 20% discount in TDT rates due to economic conditions. The expected reduced financial activity of the TDT of the 2009/2010 fiscal year would be $18,034,000.

The substantial reduction in development has resulted in substantially less revenue than would have been generated at the prior level of activity.

Figure II.2 compares the actual annual revenues with the expected financial activity.

FIGURE II.2
ACTUAL vs. EXPECTED TOTAL FINANCIAL ACTIVITY*
(MILLIONS)

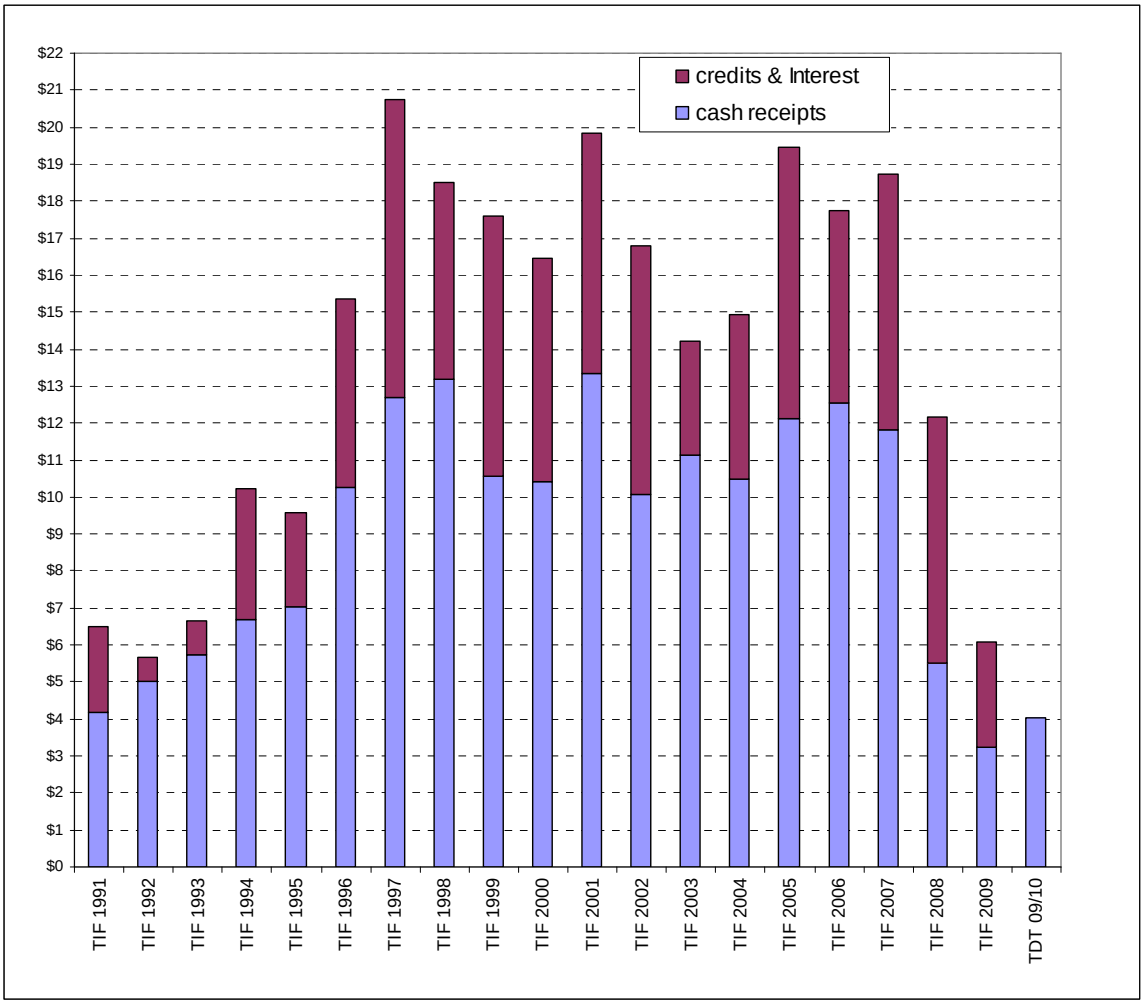


*Total includes revenue, credits issued, and interest

Comparison of Annual Financial Activity

Figure II.3 below compares the total countywide Transportation Development Tax (TDT) activity for the TDT fiscal year 2009/2010 with TIF activity from prior calendar years. Some continuing Traffic Impact Fee (TIF) activity also took place during the fiscal year. This activity is limited and controlled by the transition provisions of the TDT. The 2009/2010 TDT activity is down significantly from prior TIF activity. The TDT revenue generated during fiscal year 2009/2010 is the lowest year on record since the implementation of TIF as a countywide program in 1990.

FIGURE II.3
ANNUAL PROGRAM COMPARISON
(MILLIONS)

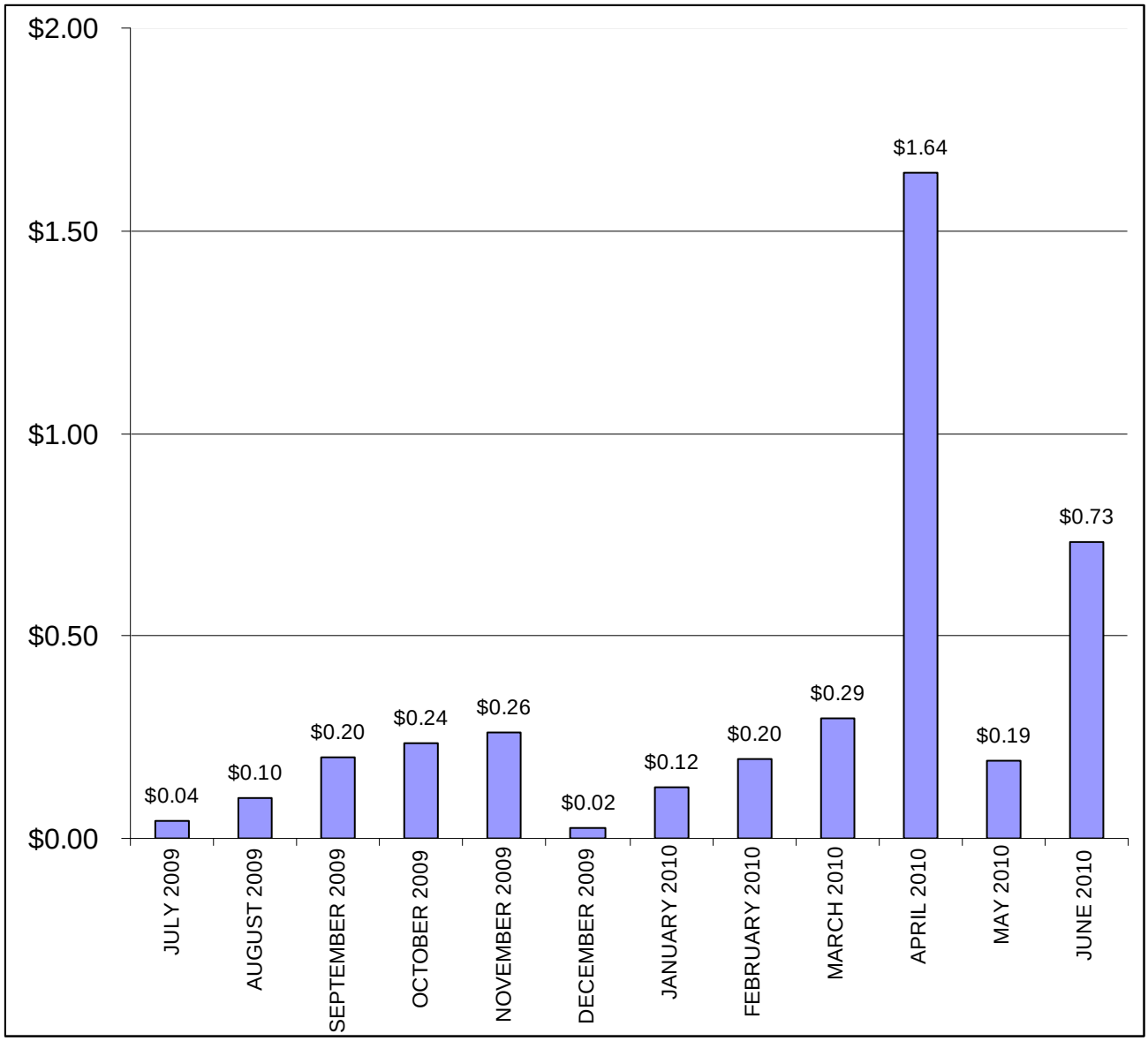


Countywide TIF also collected $1,036,420 in revenue between July 1, 2009 and December 30, 2009. Additional TIF revenue during the 2009/2010 fiscal year may be reported in the 2010 countywide TIF report. Including the $1,036,420 in TIF revenue collected with the $4,008,616 in TDT revenue collected (after rebates and investment earnings) would increase the total combined revenue collected to $5,045,036 during the fiscal year.

Payment of Fees at Issuance of Building Permits

Between July 1, 2009 and June 30, 2010, the Transportation Development Tax (TDT) program collected $4,162,292 in cash payments and refunded $148,650 of these payments as directed by Ordinance 729. Figure II.4 depicts the monthly flow of TIF revenues. This figure shows that revenues were highest during the month of April 2010 with $1.64 million in cash receipts collected.

FIGURE II.4
CASH RECEIPTS BY MONTH
(MILLIONS)



Interest Earned

During the first fiscal year 2009/2010, the countywide Transportation Development Tax (TDT) program collected interest as payments were deposited within the accounts. These dedicated funds earned a total of $25,232 in interest revenue. Each jurisdiction in the county invests TDT funds through its own individual investment program. Refer to table II.5 for a breakdown of each jurisdiction's interest earnings.

Credits

The countywide Transportation Development Tax (TDT) program provides opportunities for developers to reduce or eliminate TDT charges by improving facilities. As facilities are improved by developers and project acceptance obtained, a request for credit eligibility is submitted. Each request is reviewed by the applicable jurisdiction in order to ensure that the project meets eligibility requirements, and that the actual construction costs incurred are reasonable. If all criteria are met, the jurisdiction issues credits for the applicable properties for a specific dollar amount. During the next 10 years following the issuance of credits, the developer of the subject properties may submit credit vouchers in lieu of payment of TDT.

Credit may be available for improvements made to projects identified on the TDT project list. Reduced credits may be available and issued for improvements to arterial or collector facilities identified as such on the jurisdiction's transportation system plan. Limited transfer of TDT credits may be allowed.

No credits were issued during the 2009/2010 fiscal year.

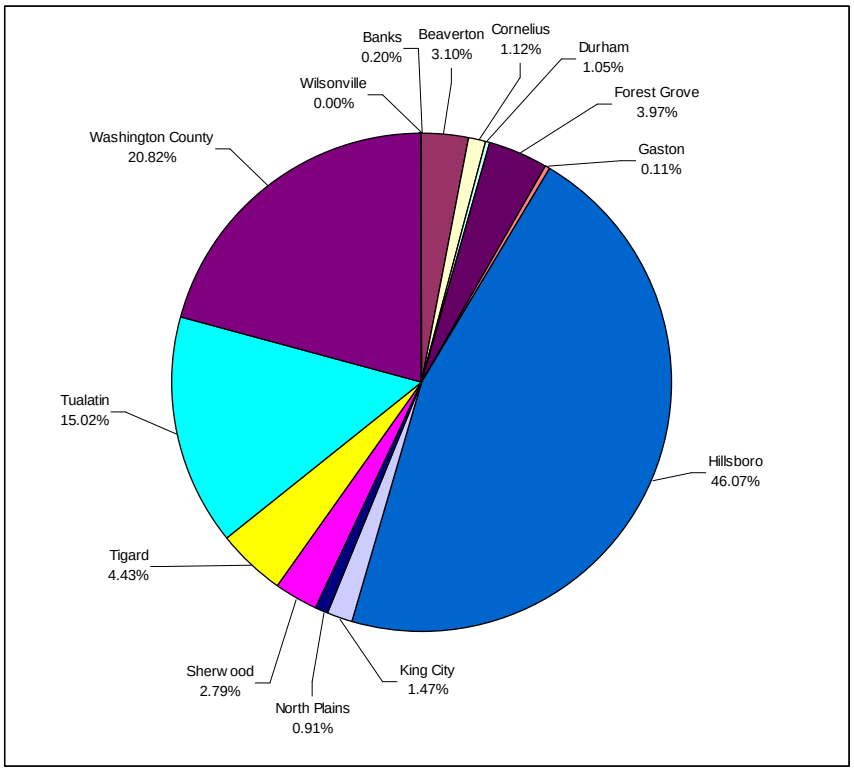
Jurisdiction Comparison

Table II.5 and Figure II.6 below summarize the Transportation Development Tax (TDT) financial activity by jurisdiction during fiscal year 2009/2010. Each jurisdiction in the county is responsible for collecting, monitoring and utilizing the countywide TDT individually.

TABLE II.5
FINANCIAL ACTIVITY BY JURISDICTION
(rounded to nearest dollar)

Jurisdiction	Balance as June 30, 2009	Receipts	Interest Earnings & Transfers	Expenses & Refunds	FY 2009 / 2010 Total	Balance as of June 30, 2010
Banks	0	0	0	0	0	0
Beaverton	0	$142,694	$340	$17,749	$125,285	$125,285
Cornelius	0	$44,149	$1,334	0	$45,483	$45,483
Durham	0	$7,358	0	0	$7,358	$7,358
Forest Grove	0	$160,040	$346	0	$160,386	$160,386
Gaston	0	$4,280	0	0	$4,280	$4,280
Hillsboro	0	$1,895,429	$15,629	$49,387	$1,861,671	$1,861,671
King City	0	$59,424	$182	0	$59,606	$59,606
North Plains	0	$40,470	$128	$3,680	$36,918	$36,918
Sherwood	0	$121,454	$247	$8,887	$112,814	$112,814
Tigard	0	$189,502	0	$10,259	$179,243	$179,243
Tualatin	0	$607,012	$389	0	$607,401	$607,401
Washington County	0	$894,758	$6,677	$67,951	$833,484	$833,484
Wilsonville	0	0	0	0	0	0
Countywide Total	0	$4,166,572	$25,275	$157,913	$4,033,933	$4,033,933

FIGURE II.6
ANNUAL FINANCIAL ACTIVITY COMPARISON (FY 2009/2010)



III. PROJECT EXPENDITURES

During fiscal year 2009/2010 no public improvements were constructed using TDT funds.

The TDT project list was developed during 2008, and some listed improvements or parts of listed improvements have been constructed with non-TDT funding since the project list was developed. Over $19.4 million have been invested in improvements on the project list; all of this revenue has been from other sources than the TDT. The $19.4 million dollars represents less than 1% of the total TDT eligible project list.

The TDT was developed with a target of providing about 28.0% of the revenue necessary to complete eligible components of the projects on the project list. Completion of these improvements from other sources will allow the TDT, once fully phased in, to cover 28.2% of the TDT project list.

For informational purposes only, an updated SDC Eligible Cost per Person Trip-End from the 2008 Methodology Report is included below (Table III.1). Comparing the new SDC Eligible Costs ($2,310,373,476) to the Total New Person Trip-Ends (1,666,558); results in an SDC-Eligible Cost per New Person Trip-End of $1,386 per motor vehicle trip. The phased-in Captured Cost per New Person Trip-End remains at $391, which would now be 28.2% of the eligible motor vehicle costs.

TABLE III.1
SDC-ELIGIBLE COST PER PERSON TRIP-END
(Including completed projects)

Type of Cost	SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Capture Rate	Captured Cost per New Person Trip-End
Motor Vehicle	***$2,310,373,476***	1,666,558	***$1,386***	***28.2%***	$391
Transit Cost	***$264,104,676***	1,666,558	***$159***	***28.0%***	$44
Compliance Cost	$5,234,000	1,666,558	$3	100%	$3
Total	$2,599,496,517		$1,560		$439

Table III.2 below details the TDT project expenditures for TDT-eligible roadway projects on the TDT list.
Table III.3 below details the TDT project expenditures for TDT-eligible transit projects on the TDT list.

TABLE III.2

DETAILED TDT ELIGIBLE PROJECT LIST EXPENDITURES

Jurisdiction	Road: From / To	Project	SDC Eligible Amount (2008 estimate)	TDT Expended	Expended from Other Sources	Source and Year
Beaverton	Crescent from Hall to Westgate	Extend 2-lane multimodal	$3,864,000	$0	$65,237	TIF 2009/10
Beaverton	125th from Brockman to Hall	Extend 2-lane multimodal	$15,345,600	$0	$142,300	TIF 2009/10
Cornelius	Cornelius-Schefflin from S. City Limit to Verboot Circle	Add new traffic signals and widen existing lanes	$5,550,000	$0	$4,536,627 Plus $3,860,987 on East-leg (estimated as 45% eligible)	OTIA 3 & MSTIP3 2009/10
Forest Grove	David Hill E Terminus to HWY47	Complete 3 lane	$6,428,075	$0	$160,024	MSTIP3b 2009/10
Forest Grove	Sunset at Willamina	Add Turn lanes and signal	$1,198,406	$0	$4,423 from another improvement estimated 2% eligible	MSTIP3 2009/10
Hillsboro	Witch Hazel Road at River Road	Signalize	$289,675	$0	$220,480	MSTIP3c 2009/10
Hillsboro	Cornell/Main at 10th	Add lanes	$3,811,924	$0	$158,829	Road Fund 2009/10
Hillsboro	Brookwood from TV HWY to River Road	Extend as 3 lane	$15,449,329	$0	$309,490	MSTIP3b 2009/10
Sherwood	Adams Ave South from 1st & Oregon to Tualatin-Sherwood	Construct 3 lane road	$9,115,104	$0	$139,954	Sherwood 2009/10
Sherwood	Adams Ave North from Tualatin-Sherwood to 99W	Construct 3 lane road	$3,244,359	$0	$257,936	Sherwood 2009/10
Sherwood	Oregon St from Railroad Crossing to Murdock Roundabout	Add turn lanes and center median	$4,171,319	$0	$24,243	Sherwood 2009/10
Sherwood	Pine St from Willamette to Sunset	New Rd extension and widening across railroad track	$3,808,260	$0	$50,011	Sherwood 2009/10
Washington County	Bethany Blvd at Kaiser	Add turn lanes	$1,390,440	$0	$471,744	TIF 2009/10
Washington County	209th from TV HWY to Farmington	Realign and widen to 3 lanes	$32,443,592	$0	$1,928,670	Road Fund 2009/10
Washington County	Cornell from Murray to HWY26	Widen to 5 lanes	$40,322,750	$0	$1,181,329	MSTIP3b 2009/10

TABLE III.2

DETAILED TDT ELIGIBLE PROJECT LIST EXPENDITURES

Jurisdiction	Road: From / To	Project	SDC Eligible Amount (2008 estimate)	TDT Expended	Non-TDT Expended (eligible for TDT)	Source and Year
Washington County	Kaiser from Bethany to Cornell	Widen to 3 lanes	$28,735,753	$0	$91,841	TIF 2009/10
Washington County	Tualatin-Sherwood from 99W to Teton	Widen to 5 lanes	$25,244,862	$0	$179,829	TIF 2009/10
Washington County	185th from TV HWY to Farmington	Widen to 5 lanes	$19,002,675	$0	$3,318,789	MSTIP3c 2009/10
Washington County	Cornelius Pass from Amberwood to TV HWY	Widen to 5 lanes	$45,421,028	$0	$2,297,767	MSTIP3c 2009/10
Washington County	Tonquin Rd from Grahams Ferry to Oregon St	Realign and widen to standard	$7,724,665	$0	$618 from another improvement estimated 1% eligible	MSTIP3 2009/10
Washington County	Evergreen from East of 25th to West of 253rd	Widen to 5 lanes	$12,408,906	$0	$75,809	TIF 2009/10
			TOTAL	**$0**	**$19,476,937**	

Note: 2009/10 improvements include eligible expenditures made prior to the 2009/10 fiscal year.

TABLE III.3

DETAILED TDT ELIGIBLE TRANSIT PROJECT LIST EXPENDITURES

Project Name	Project Description	SDC Eligible Amount (2008 estimate)	TDT Expended	Non-TDT Expended	Non-TDT Expended (eligible for TDT)*	Source and Year
Bus Stop Improvements: TV HWY	TV HWY near-term curb and land improvements	$82,170	$0	$400,000	$219,200	2009
Hall & Nimbus Bus Stop Improvements	Bus pull-outs and shelters for stops near Washington Square	$136,950	$0	$160,000	$87,680	2009
Park & Ride Lot Expansion	Expand Park & Ride capacities in smaller lots on sites within Washington County with direct transit service to Portland and/or Washington County employment corridors	$8,217,000	$0	$1,000	$548	2009
		TOTAL	**$0**	**$561,000**	**$307,428**	

*All transit projects were estimated as 54.8% future growth related, therefore the eligible for TDT will be 54.8% of the Non-TDT expended.

IV. ANNUAL REVIEW

Review Requirements

The Countywide Transportation Development Tax (TDT) program requires an annual review. Section 3.17.140 identifies the items the annual review shall include:

1. A list of the amount spent on each project funded, in whole or in part, with TDT revenues.
   - No projects were funded with TDT revenues. However, 21 TDT eligible projects were funded from other sources.

2. The amount of revenue collected from each jurisdiction.
   - A total of $4,166,572 in revenue was collected, see figure II.5 above.

3. The costs of complying with the System Development Charge provisions (ORS 223.297 to 223.314), and/or other administrative expenses.
   - For fiscal year 2009/2010 TDT administrative expenses countywide were: **$9,263**. The majority of these expenses were incurred accepting TDT payments via credit card, which facilitated collection.

4. The TDT requires that the TIF annual review continue.
   - This is completed as a separate annual report each spring.

Ordinance 729

Ordinance 729 was developed conceptually by the Washington County Coordinating Committee (WCCC), and passed by the Washington County Board of Commissioners (BCC). Ordinance 729 became effective on December 1, 2009. The primary effect of Ordinance 729 was to discount the Transportation Development Tax (TDT) rates during the phase-in period (through June 30, 2012). The Ordinance was passed to account impact that national economic conditions had upon the construction industry. The provisions of Ordinance 729 include:

- Amended section 3.17.080 to specifically identify that TIF credits may be issued to satisfy TDT obligations.
- Establish procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discount rate and the initial rate. A total of **$148,650.43** in refunds were actually issued.
- Established a 20% discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10% discount for charges paid between July 1, 2010 and June 30, 2011 – subject to review by the WCCC and the BCC (note WCCC and the BCC conducted this review and elected to continue the discount).
- Established a 5% discount for charges paid between July 1, 2011 and June 30, 2012 – subject to review by the WCCC and the BCC – the outcome of this review shall be included in the FY 2010/11 annual report.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Phase-in schedule

The Washington County Coordinating Committee and Board of County Commissioners addressed concerns regarding the economic impact the Transportation Development Tax (TDT) rate structure might have on current development activity by establishing a phase-in rate schedule. The phase-in schedule substitutes for the annual index between July 1, 2009 and June 30, 2012. The phase-in schedule accounts for the automatic six percent (6%) annual Traffic Impact Fee increase.

The phase in schedule was adjusted by Ordinance 729, see above.

Construction Cost Index

Although the Construction Cost Index does not go into effect until July 1, 2013, tracking the construction cost index during the phase-in period provides greater information about the history of the index. See Table V.1 on page 14.

Other Issues

During the fall of 2010 County staff has begun working with jurisdictions and the homebuilders to refine the “previous use” definition and administration within the Transportation Development Tax (TDT). The outcome of those discussions shall be reviewed in the 2010/11 annual report.

V. ANNUAL CONSTRUCTION COST ADJUSTMENT

Table V.1
Construction Cost Adjustment

Year	2002	2003	2004	2005	2006	2007	2008	2009
Materials Component (50%)								
Oregon Construction Cost Index[1]	164.3	171.7	161.7	205.8	248.0	240.9	243.8	220.9
% Annual Change		4.5%	-5.8%	27.3%	20.5%	-2.9%	1.2%	-9.4%
Ave. 5-year Change						8.7%	8.1%	7.3%
Labor Component (30%)								
BLS Employment Cost Index[2]	90.1	93.5	96.7	100	103.6	107.6	110.9	111.7
% Annual Change		3.8%	3.4%	3.4%	3.6%	3.9%	3.1%	0.7%
Ave. 5-year Change						3.6%	3.5%	2.9%
Right-of-Way Component (20%)								
Ave. Total Real Market Value[3]	$270,176	$279,865	$308,772	$315,784	$342,179	$399,958	$435,632	$409,972
% Annual Change		3.6%	10.3%	2.3%	8.4%	16.9%	8.9%	-5.9%
Ave. 5-year Change						8.3%	9.4%	6.1%
Weighted Average Index[4]						**7.1%**	**6.9%**	**5.8%**

Foot Notes:

1. Construction Cost Trends, Composite Index (Oregon Dept of Transportation
2. March 2001 – December 2007 Table 5. Employment Cost Index for Total Compensation, for private industry workers by occupational group and industry, construction group (Bureau of Labor Statistics).
3. Calculated as: (Total Real Market Value) / (Total Property Accounts – Personal Property Accounts – Public Utility Accounts). Source: Annual Summary of Assessment & Tax Roll, Total Value on the Tax Role and Total Taxes Extended on the Roll tables (Washington County Dept. of Assessment & Taxation).
4. Weighted Avg. = ((Materials % Ave Annual 5-year Change x 0.5) + (Labor % Ave Annual 5-year Change x 0.3) + (Right-of-Way % Ave Annual 5-year Change x 0.2)).

Note:

The Annual Construction Cost Adjustment is reported for informational purposes only. The Transportation Development Tax (TDT) rates are based on the established phase-in schedule through June 30, 2012.