



# Washington County Oregon

## Transportation Development Tax

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Fiscal Year 2012-2013  
Annual Report  
July 1, 2012 through June 30, 2013

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Washington County  
Department of Land Use  
and Transportation

December 2013

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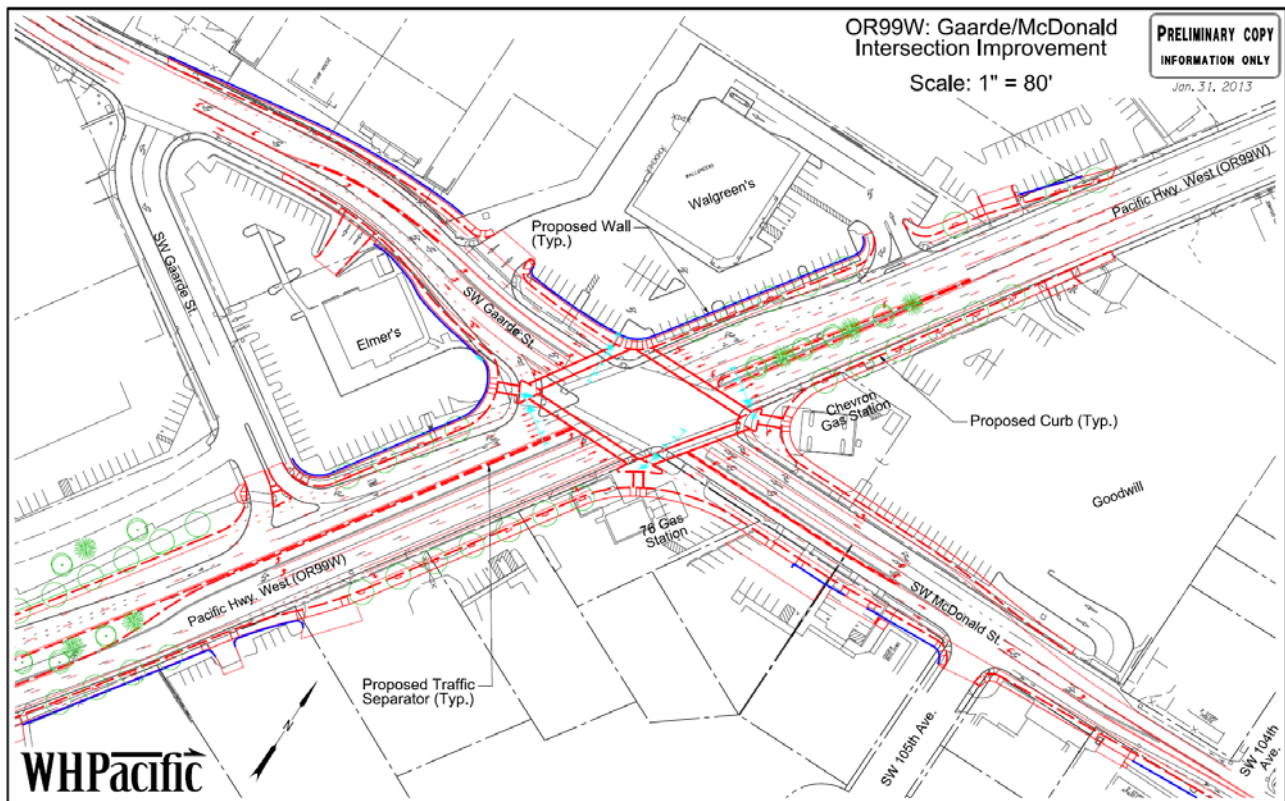
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**TRANSPORTATION DEVELOPMENT TAX  
FISCAL YEAR 2012-2013 ANNUAL REPORT**

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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
<b>Index Components</b>											
<b>Materials Component</b>											
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%
<b>Labor Component</b>											
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%
<b>Right-of-Way Component</b>											
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%
<b>Weighted Average Index</b>						<b>2.74%</b>	<b>5.39%</b>	<b>2.37%</b>	<b>0.79%</b>	<b>-1.113%</b>	<b>-1.195%</b>

-----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

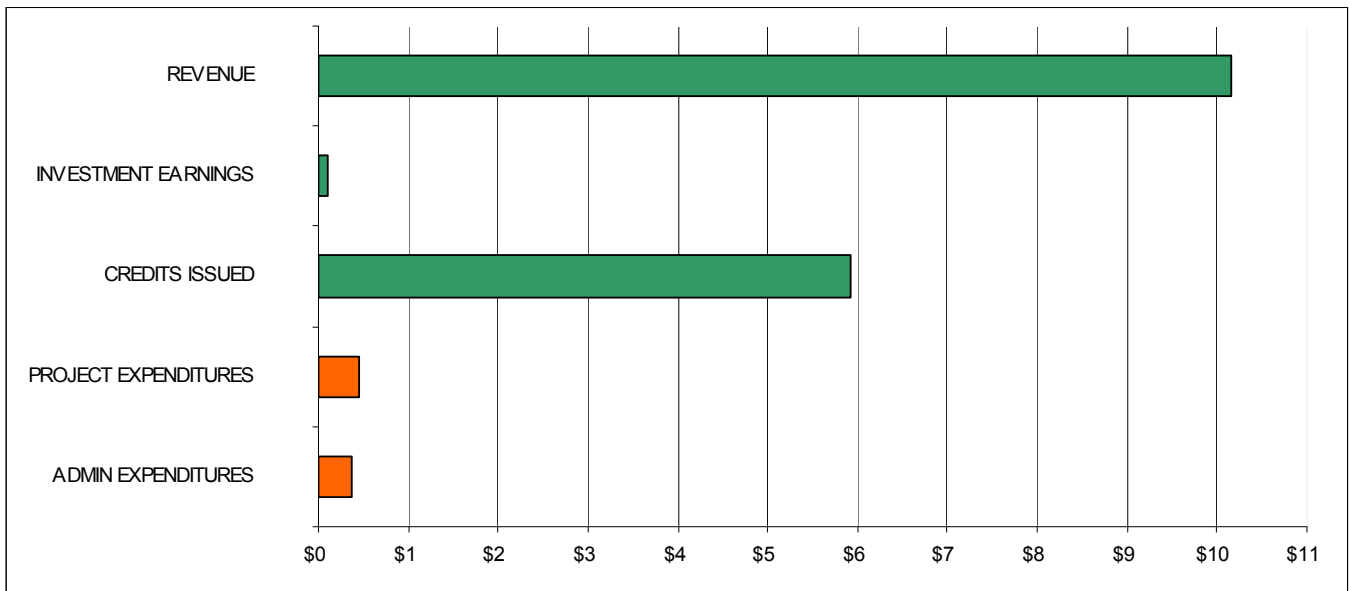
In FY 2012-2013, the county and cities collected \$10,161,118 in TDT revenue, a 27% increase over the previous fiscal year. County and city TDT accounts earned interest amounting to \$103,832. Jurisdictions issued ten different credits totaling \$5,922,157 in value. In total, cash payments, investment 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)

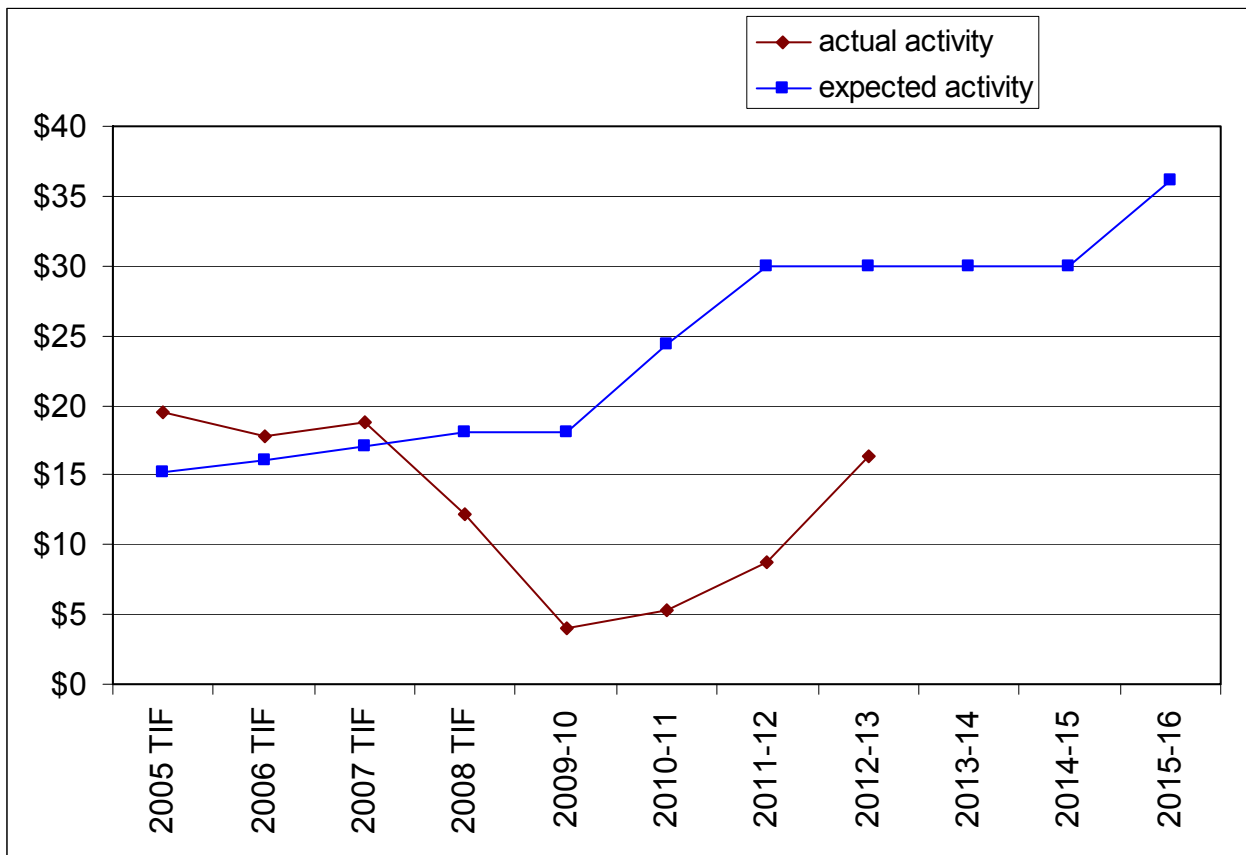


**Actual vs. Expected Total TDT Activity**

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)

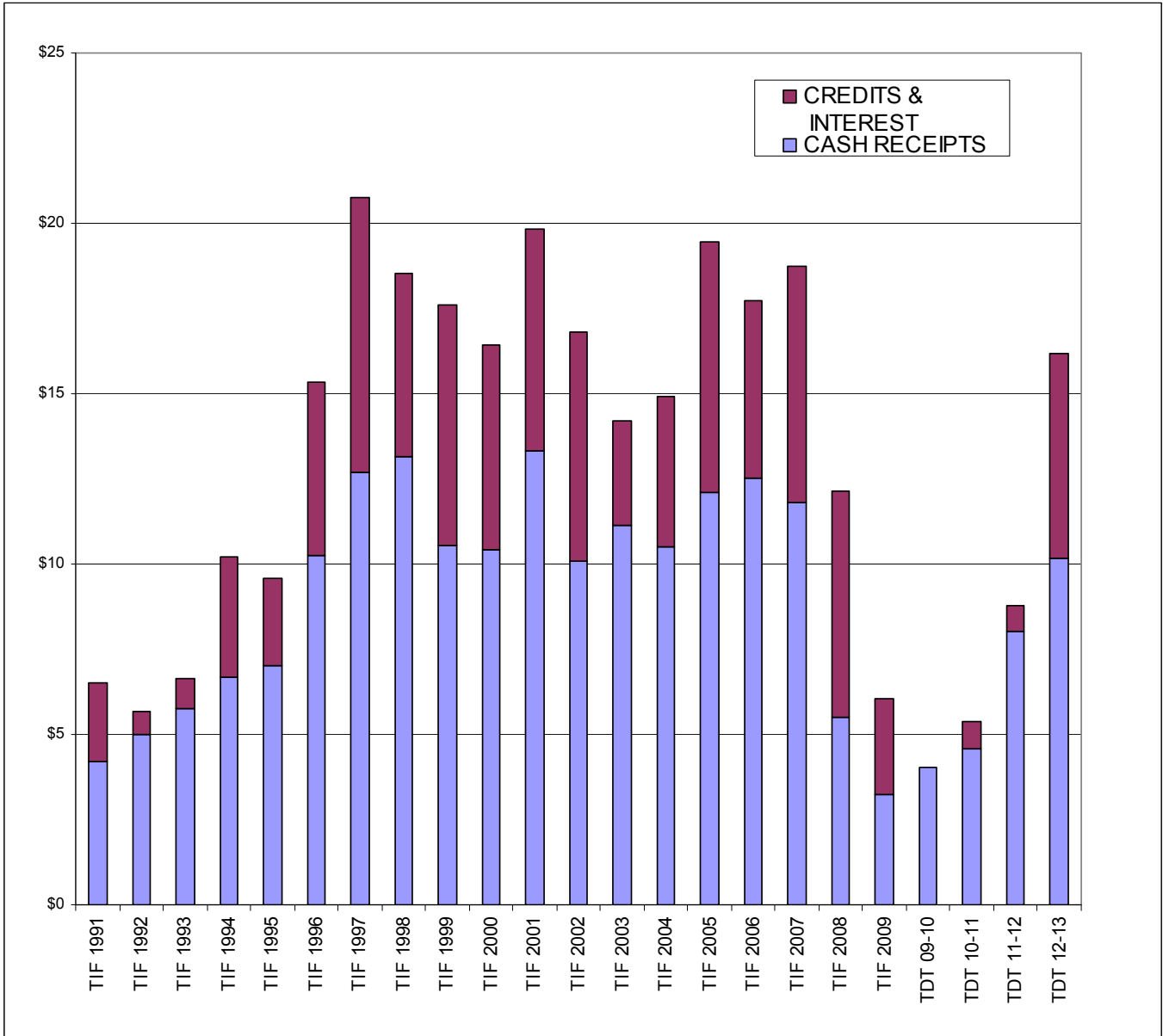


\*Total financial activity includes revenue collected, credits issued, and interest earned.

### 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.

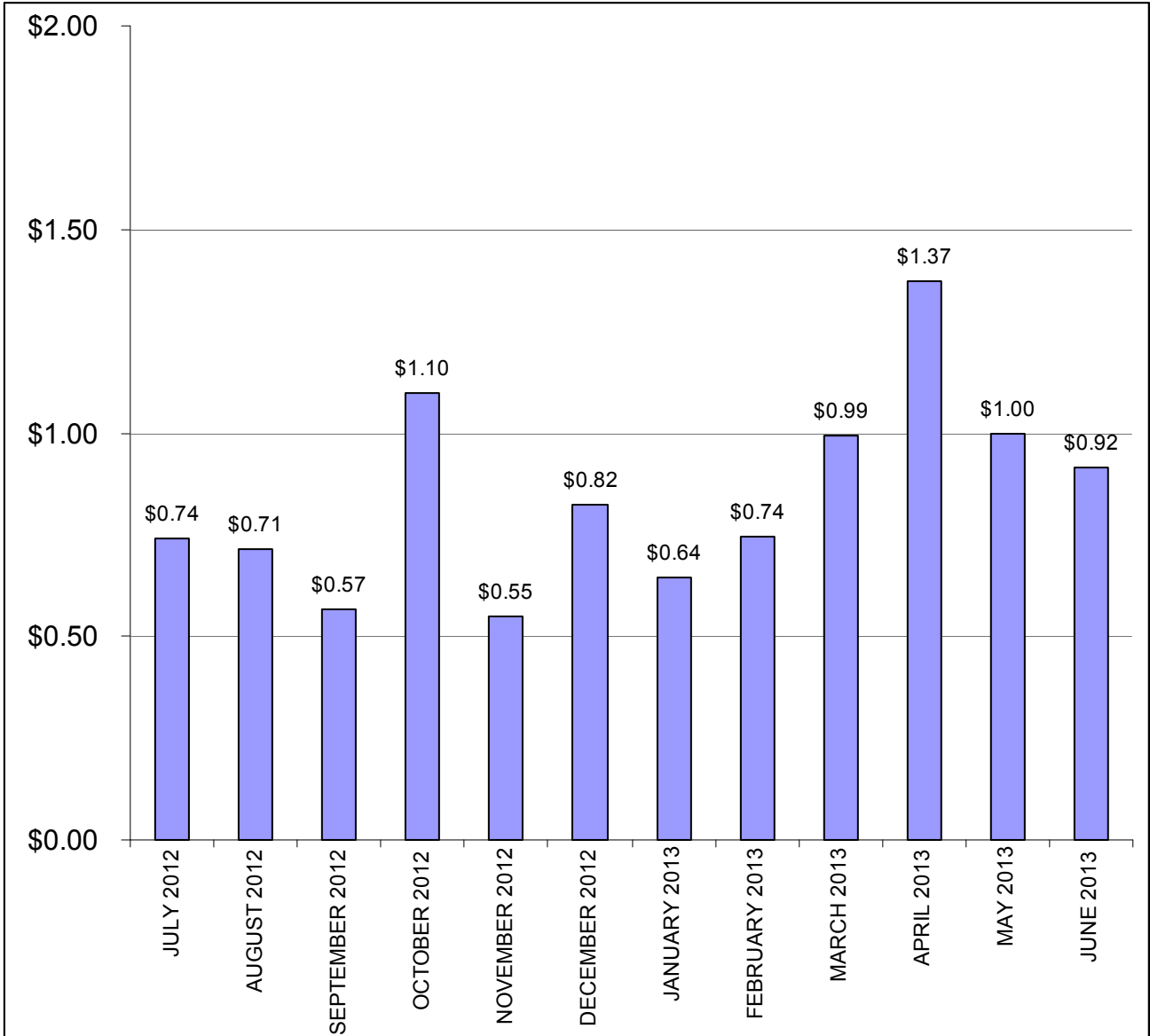
**FIGURE 3: ANNUAL PROGRAM COMPARISON**  
(reported in millions)



**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.

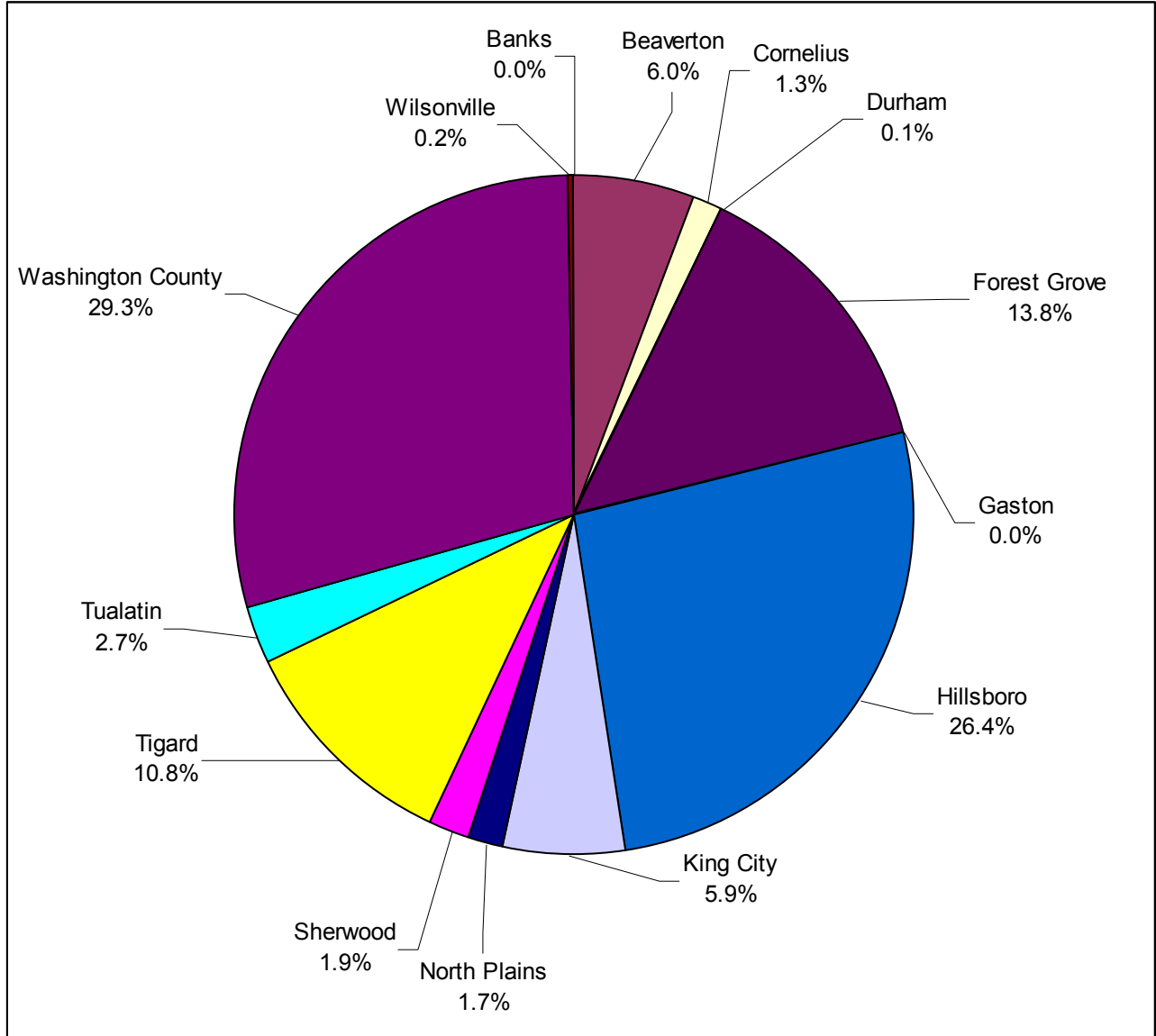
Estimated TDT account balance as of June 30, 2013 was highest in the City of Hillsboro (\$7.8 million), followed by Washington County (\$7.1 million).

**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 185<sup>th</sup> and 173<sup>rd</sup> 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 26<sup>th</sup> 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	<b>\$2,212,874,639</b>	1,666,558	<b>\$1,328</b>	\$391	<b>29.45%</b>
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  
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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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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
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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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
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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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
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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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
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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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
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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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
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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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Prior Expenditures 2009-2012	Eligible FY 12-13 Expenditure	Source
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	\$ -		



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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	\$ -		

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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 Separation	\$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 Separation	\$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 Separation	\$23,628,696	\$ -		

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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	Taylor's 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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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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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	\$ -		
<b>TOTAL</b>					<b>\$2,292,215,700</b>	<b>\$ 65,581,225</b>	<b>\$ 13,759,837</b>	