



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

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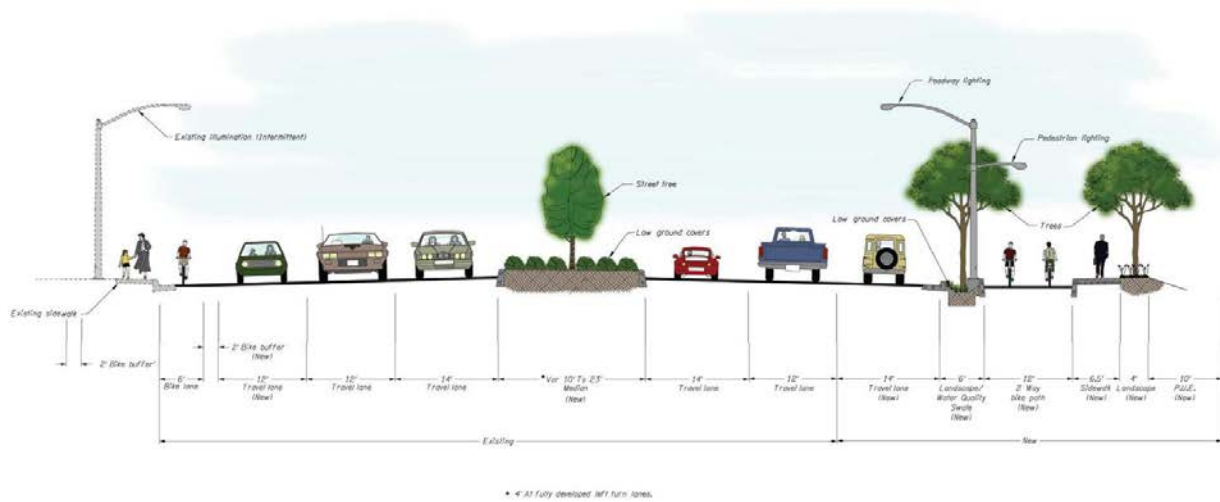
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TRANSPORTATION DEVELOPMENT TAX FISCAL YEAR 2013-2014 ANNUAL REPORT

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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

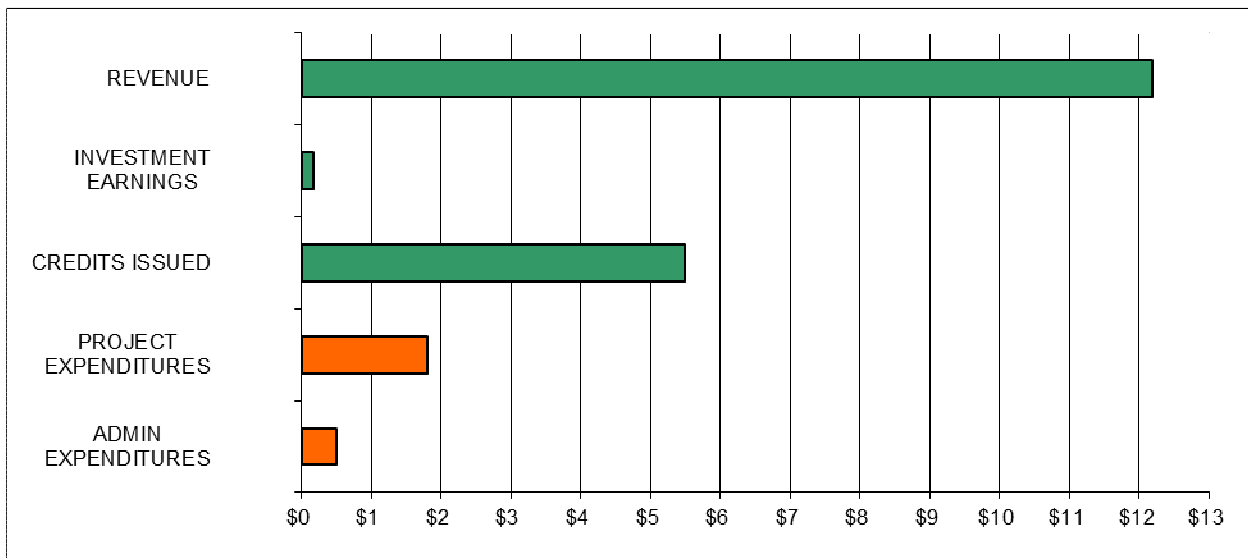
Countywide Total TDT Activity and Balance

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)

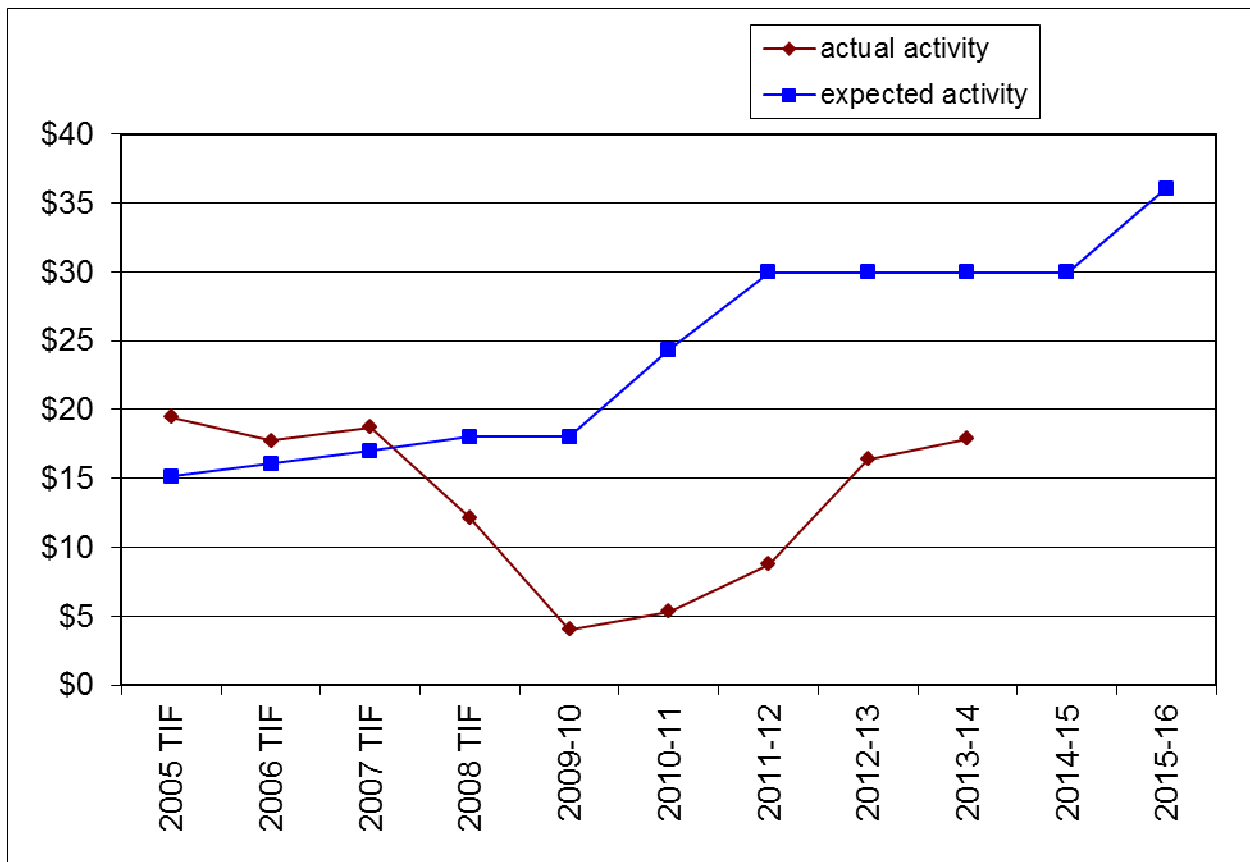


Actual vs. Expected Total TDT Activity

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)

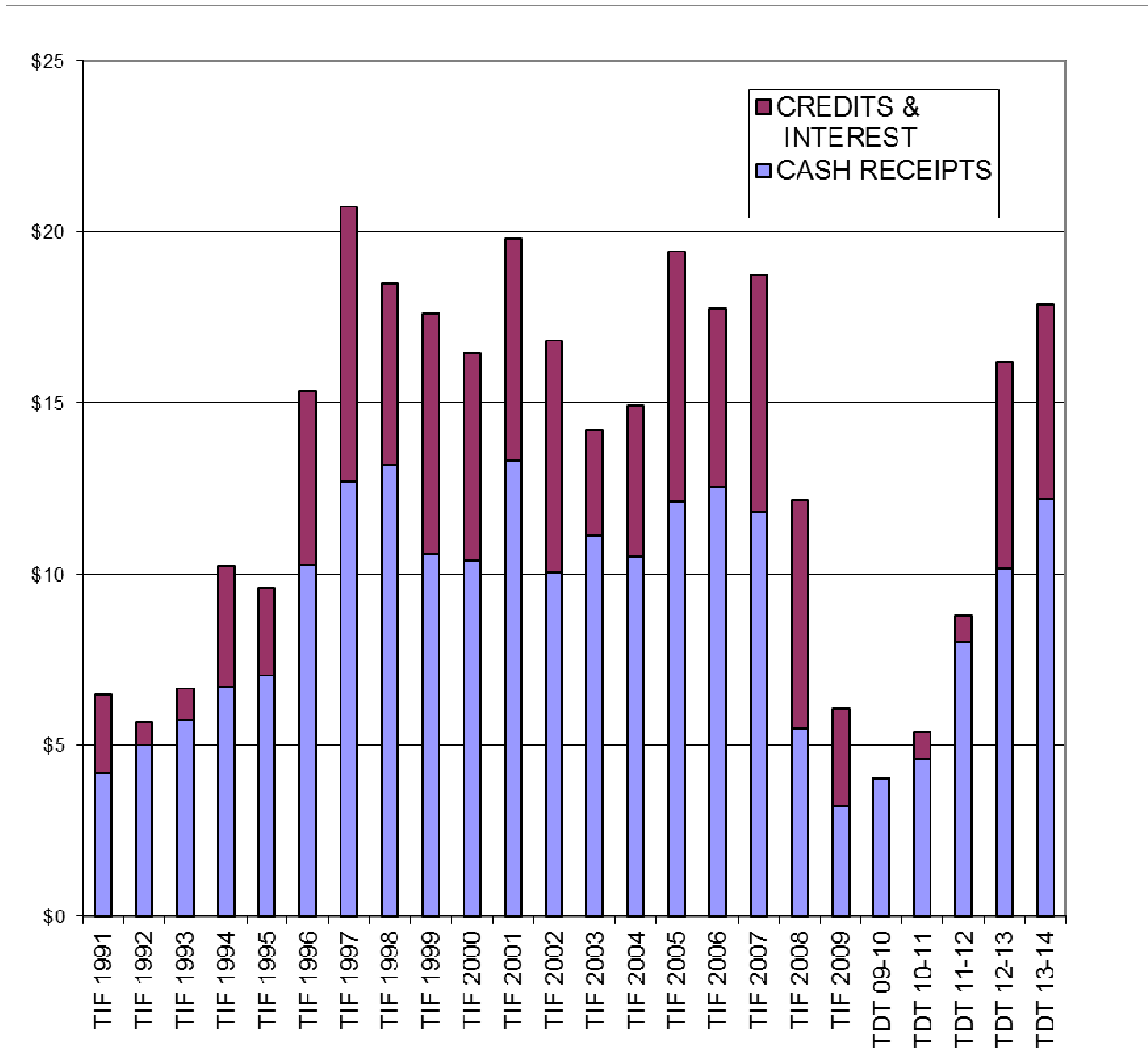


*"Activity" includes revenue collected, credits issued, and interest earned.

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.

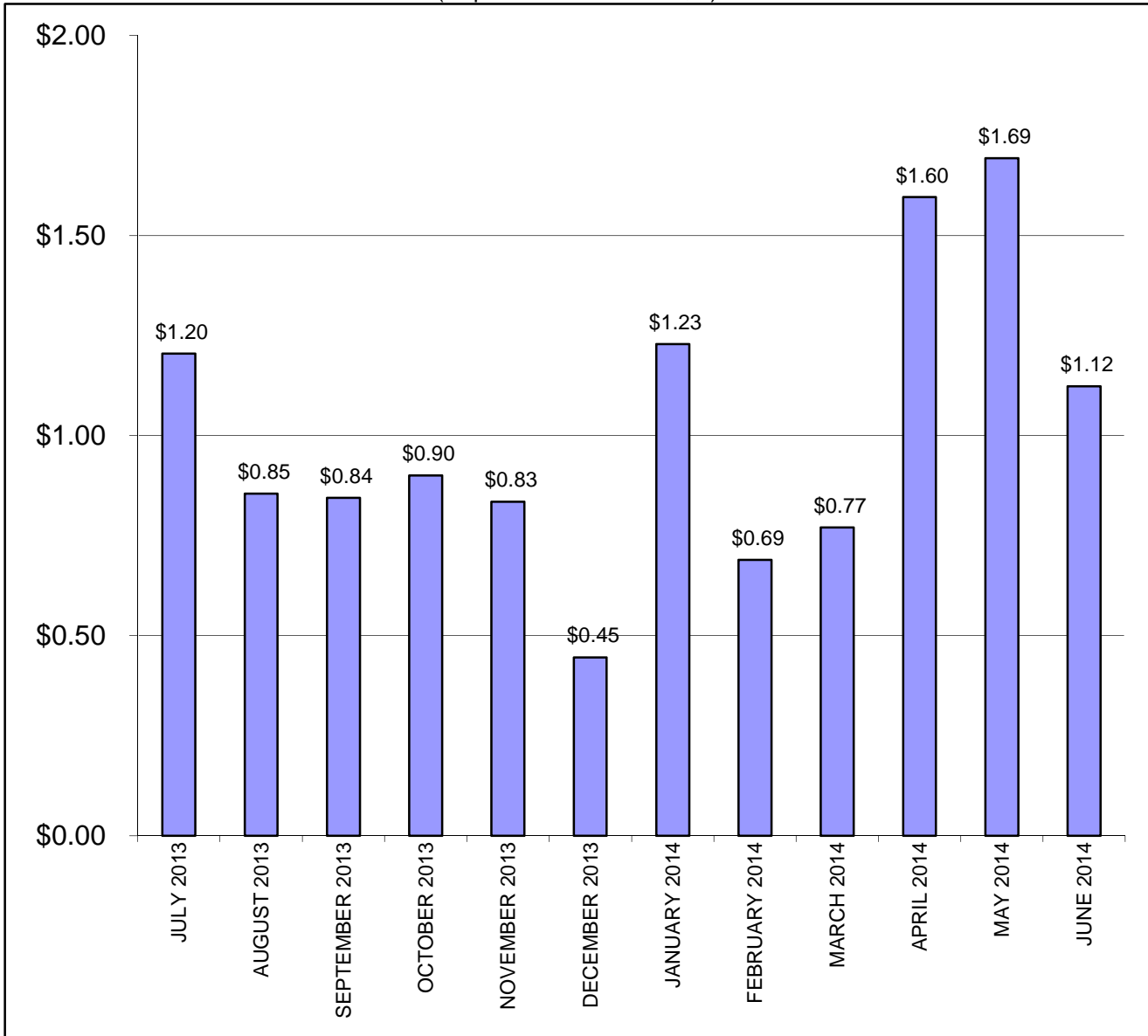
FIGURE 3: ANNUAL PROGRAM COMPARISON
(Reported in millions of \$'s)



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)

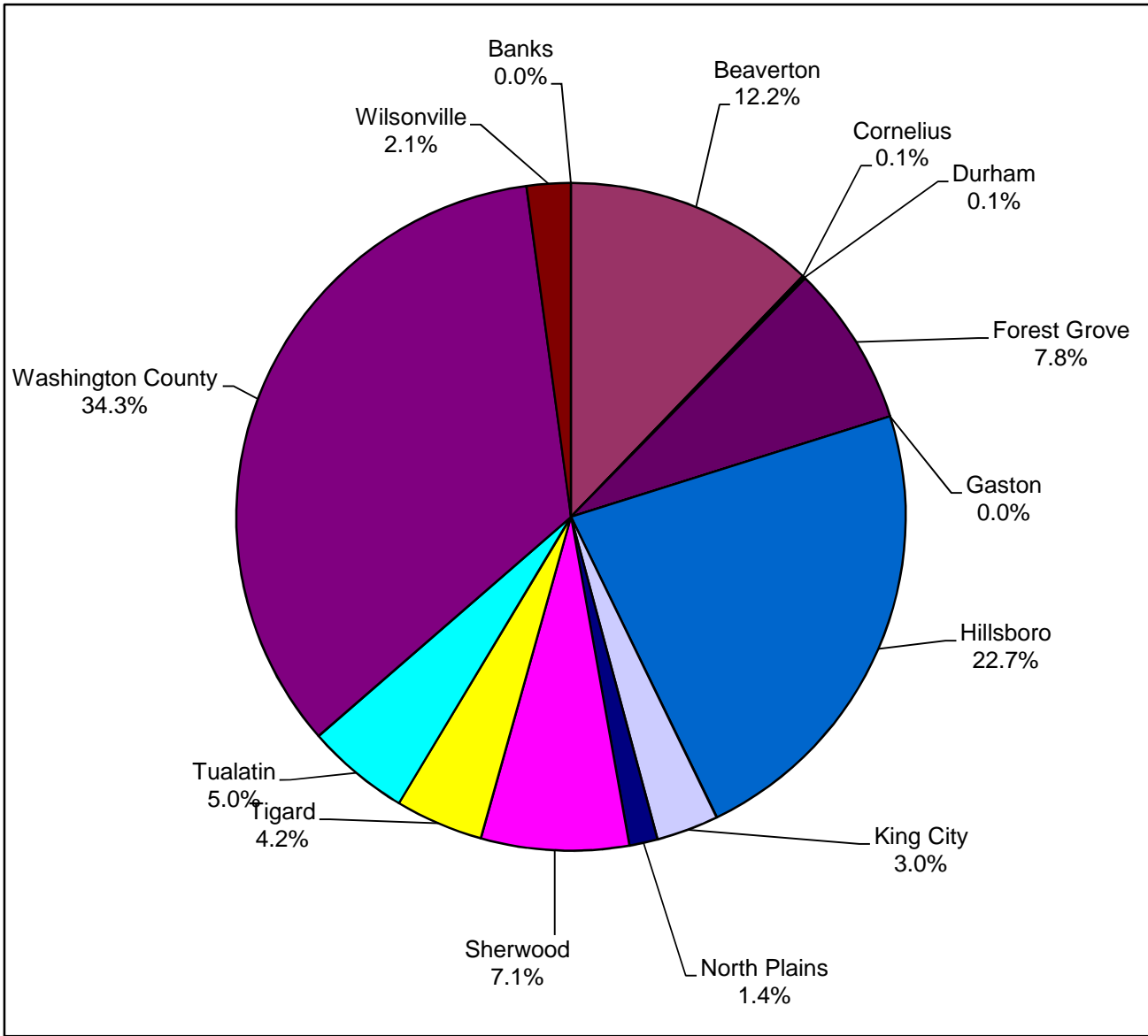
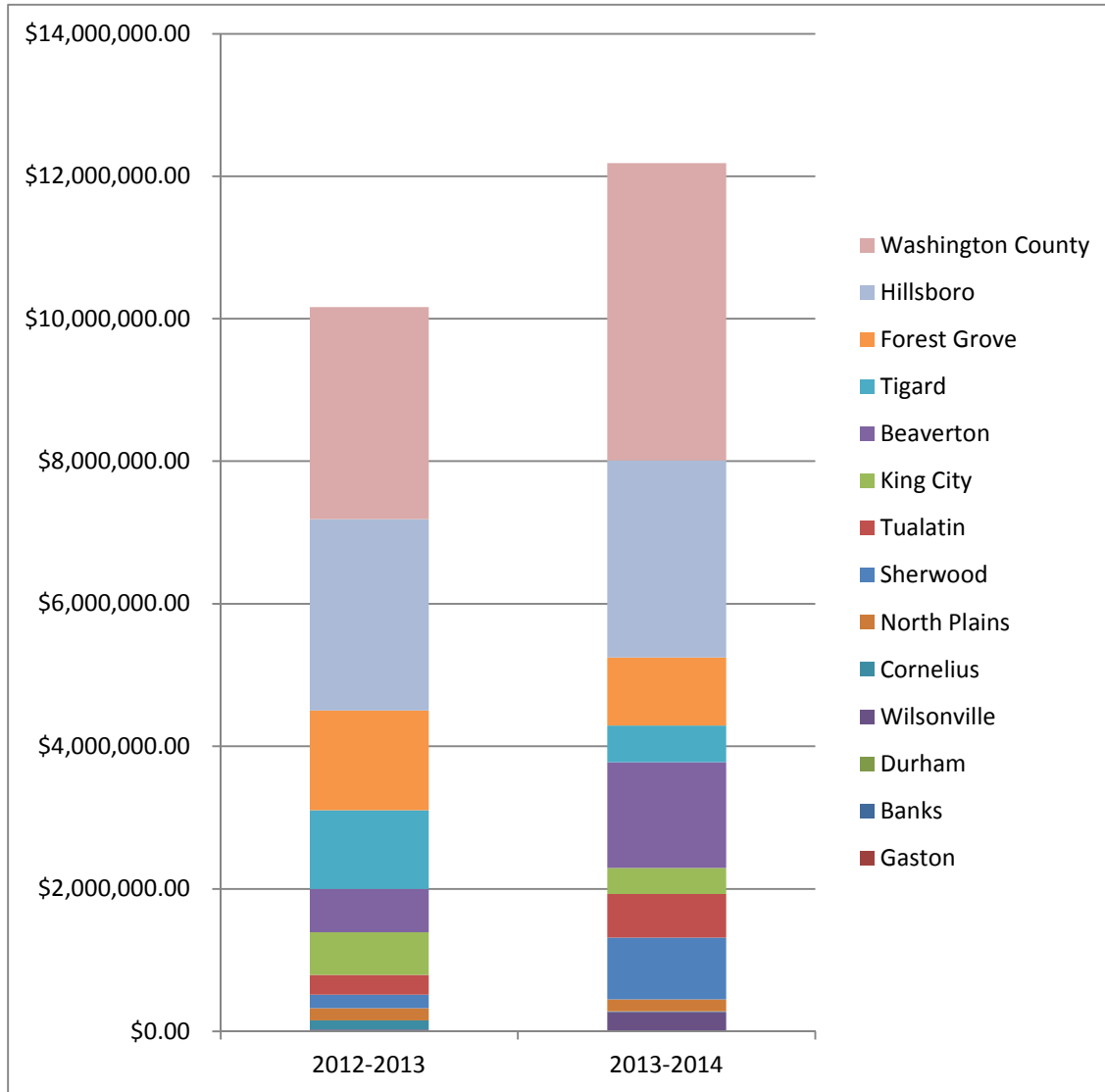


FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2012-2013 and FY 2013-2014
 (Does not include credits, interest earnings or fund transfers)



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	

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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
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+	\$ -		

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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	\$ -		

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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
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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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
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 separation 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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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
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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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
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+	\$ -		

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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 Separation	\$27,036,326	\$27,036,326	2018-2025	\$ -		
Wash CO	Beaverton-Hillsboro	Oleson 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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Wash CO	Cornell	Cornelius Pass		Grade Separation	\$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 Separation	\$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	Taylor's 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+	\$ -		

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
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	