



Washington County Oregon

Transportation Development Tax

Fiscal Year 2011-2012
Annual Report

July 1, 2011 through June 30, 2012

Washington County
Department of Land Use
and Transportation

December 2012

Board of County Commissioners

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**TRANSPORTATION DEVELOPMENT TAX
FISCAL YEAR 2011-2012 ANNUAL REPORT**

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The Transportation Development Tax helped fund capacity improvements at the SW Boones Ferry Road / 95th Avenue / Commerce Circle intersection in Wilsonville.
Image: City of Wilsonville

I. EXECUTIVE SUMMARY

Reporting Requirements

Washington County's Transportation Development Tax (TDT) is a system development charge (SDC). The purpose of this report is to fulfill State of Oregon statutory requirements for SDC reporting as described in ORS 223.311. Furthermore, the TDT itself requires annual reporting as described in Washington County code section 3.17.140. These requirements include:

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

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

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

Transportation Development Tax Overview

On November 4, 2008 Washington County voters approved the TDT, with 70.25% of voters in favor. The TDT is governed by Washington County Code section 3.17 as instituted by A-Engrossed Ordinance 691 as amended. The TDT replaced the previous countywide transportation SDC, known as the Traffic Impact Fee (TIF), passed countywide in 1990. The TDT, effective July 1, 2009, increased the rates and updated and clarified various procedures. The TDT essentially doubled the transportation SDC developers pay for the impact new development has on the transportation system.

The TDT is imposed on all development within Washington County, including inside the cities of Banks, Beaverton, Cornelius, Durham, Forest Grove, Gaston, Hillsboro, King City, North Plains, Sherwood, Tigard, Tualatin, and Wilsonville. Each of these cities has signed an intergovernmental agreement with Washington County, giving the city authority to administer the TDT within its jurisdiction. Portland and Lake Oswego have opted to allow Washington County to administer the TDT within their jurisdictions.

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

The TDT is based on the average traffic generated by each type of development, as estimated in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th Edition. All revenue is dedicated to transportation capital improvements designed to accommodate growth. Eligible projects, shown on an official TDT Project List maintained by the county, are limited to major roads (arterials and collectors),

and include roadway expansions, intersection improvements, sidewalks, bike lanes and transit capital projects. Development applicants may receive credits to help offset their TDT if they construct eligible transportation improvements on the TDT Project List. Partial credit is allowed for improvements to arterials and collectors that are not on the list.

Rate Phase-In and Discounts

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

- **Ordinance 729**, approved October 20, 2009, provided a temporary discount of TDT rates during three of the four years of phase-in. The discount was 20% in Fiscal Year (FY) 2009-2010, 10% in FY 2010-2011 and 5% in FY 2011-2012.
- **Ordinance 741**, approved July 26, 2011, extended the period in the past for which applicants could claim a previous use to offset TDT obligation for a new use. Originally, applicants could claim a previous use from no more than 36 months in the past. Ordinance 741 pushed that time back to January 1, 2005, but not more than ten years in the past.
- **Ordinance 746**, approved January 17, 2012, delayed the final step increase that would have brought rates to the top level on July 1, 2012. Instead, top rates were delayed until July 1, 2015, and the FY 2011-2012 rates were maintained in the interim. However, the Board may opt to increase rates on July 1, 2013 or 2014, as described further on page 14.
- **Ordinance 751**, approved June 19, 2012, established a 50% or 75% discount for applicants changing the use of an older, previously occupied building to a higher-intensity commercial use. The discount, intended to encourage small- to medium- sized renovation or redevelopment of vacant spaces, expires on June 30, 2015.

Construction Cost Adjustments

In April 2013, the County must begin calculating annual TDT rate adjustments, even though rates may be held constant through June 30, 2015. The adjustments, based on an annual index specified in the TDT ordinance, will determine the rates to be charged starting on July 1, 2016, one year after the provisions of Ordinance 746 expire. The existing index includes a five-year moving average with three components: materials (weighted 50%), labor (weighted 30%), and right-of-way (weighted 20%). The TDT rate must follow the index up or down effective each July 1, with a maximum year-to-year increase of 10%.

The county is in the process of reworking the index because one of the key indicators – ODOT’s cost trend reports – has been discontinued. A revised index will be available before April 30, 2013.

Summary of Revenues and Expenditures

Highlights of TDT activity in FY 2011-2012 include the following:

- Between July 1, 2011 and June 30, 2012, Washington County and the cities collected a total of **\$8,024,457 in TDT cash proceeds**, a 77% increase over the previous fiscal year.
- The county and cities issued **TDT credits with a total value of \$659,900**. Of that amount, applicants redeemed \$207,769 to apply toward TDT obligations.
- County and city TDT accounts collectively generated **\$86,566 in interest and investment revenue**.
- Four cities – Beaverton, Forest Grove, Tigard and Wilsonville – collectively **invested \$251,227 of TDT in transportation capital projects**. The largest investment was the City of Beaverton's extension of SW Dawson Way to intersect with Hocken Avenue, a \$206,543 TDT expenditure. Countywide, over \$17 million in other revenue was invested in projects or portions of projects on the TDT Project List.
- **Administration and compliance expenditures totaled \$224,113**. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT.
- In total, county and city TDT accounts had an estimated **ending balance of \$16,114,614** as of June 30, 2012. The City of Hillsboro had the highest ending balance, at \$5.3 million.

II. COUNTYWIDE FINANCIAL ANALYSIS

Countywide Total Financial Activity and Balance

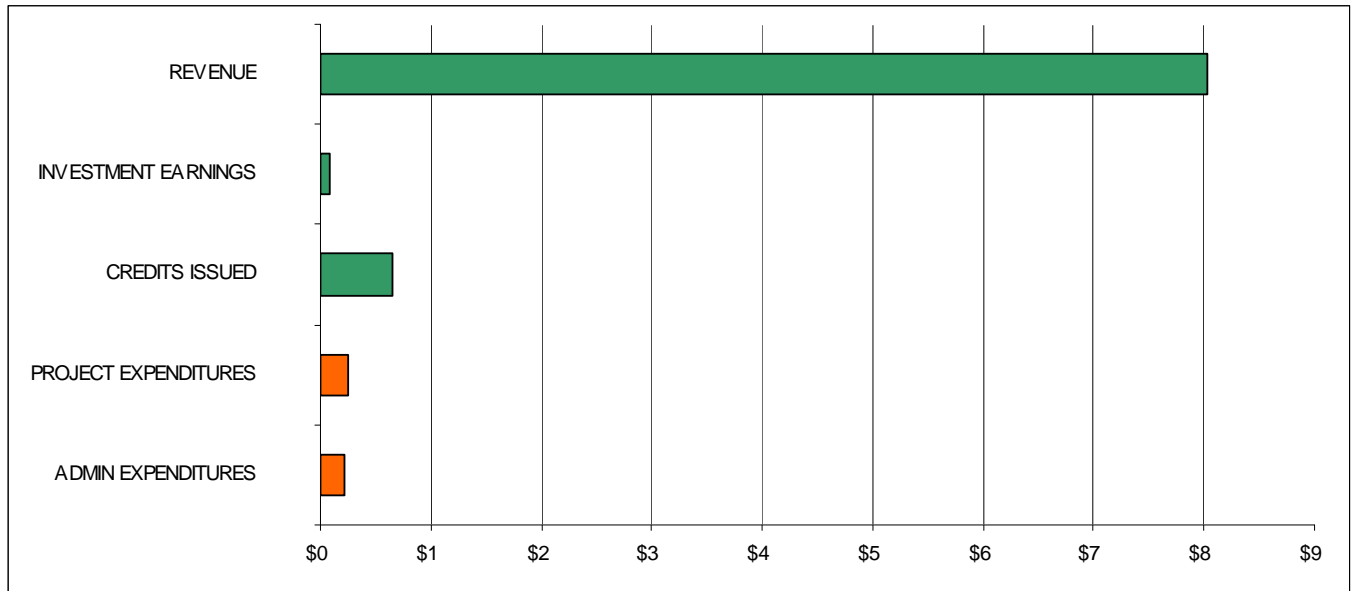
This section reviews FY 2011-2012 financial activity of the countywide TDT program. In FY 2011-2012, the county and cities collected \$8,024,457 in TDT revenue, a 77% increase over the previous fiscal year. County and city TDT accounts earned interest amounting to \$86,566. Jurisdictions issued eight different credits totaling \$659,900 in value. In total, cash payments, investment earnings and issued credits – called “total financial activity” in this report – was \$8,770,923 countywide in FY 2011-2012.

Expenditures on capital projects totaled \$251,227. This was the first fiscal year that TDT funds were drawn for capital projects. Administrative expenditures, including staff time and credit card charges in multiple jurisdictions, came to \$224,113. Further detail on expenditures is provided in section III.

When combined with activity in previous years, the countywide TDT balance on June 30, 2012 was estimated at \$16,114,614. That total does not include issued TDT credits or outstanding TDT credit balances.

Figure 1 below summarizes the countywide TDT financial activity for FY 2011-2012.

FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2011-2012
(reported in millions)

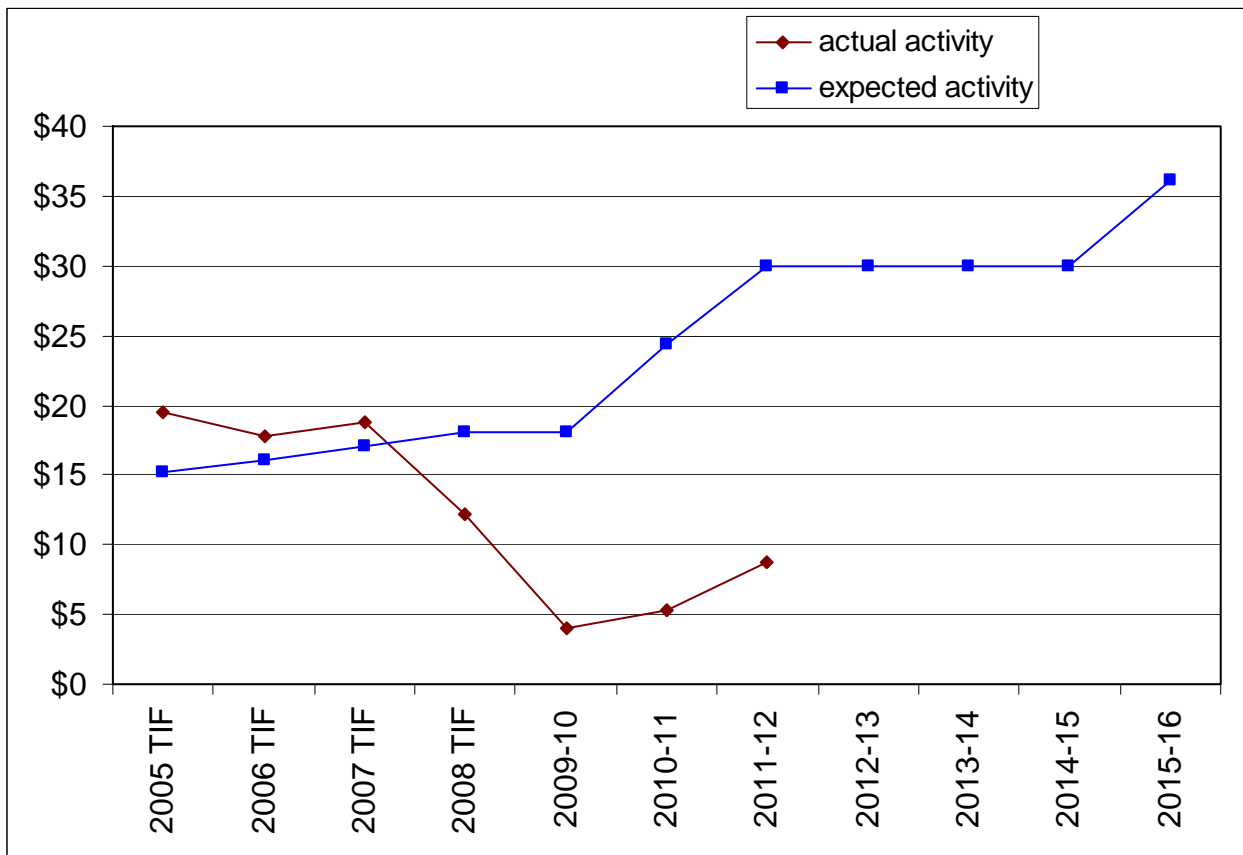


Actual vs. Expected Total Financial Activity

In 2008, the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues after the four-year phase-in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the County passed Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate, and reduced TDT obligations for eligible redeveloping properties. Factoring in the rate discounts (but not the reduced obligations or economic conditions), “expected” total financial activity for FY 2011-2012 would be \$29,982,000. Actual activity was \$8,770,923 – 29% of expected, but 65% more than the previous fiscal year.

Figure 2 compares actual annual TIF and TDT total financial activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent modest recovery are obvious in the line graph. Based on these trends, it is possible that actual activity could “catch up” with expected activity by 2015, assuming a continued positive trend in real estate and the overall economy.

FIGURE 2: ACTUAL vs. EXPECTED TOTAL FINANCIAL ACTIVITY*
(reported in millions)



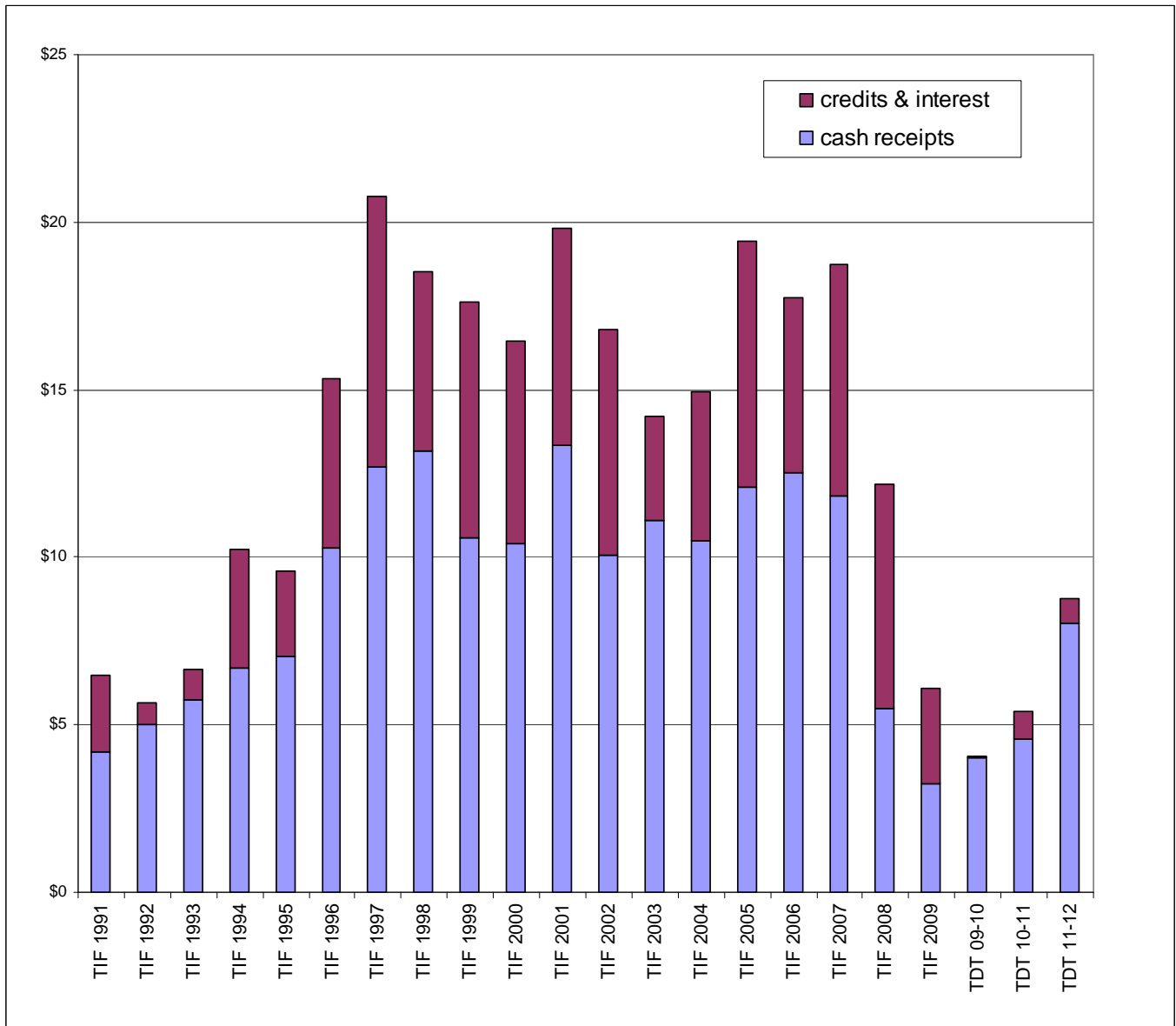
*Total financial activity includes revenue collected, credits issued, and interest earned.

Comparison of Annual Financial Activity

Figure 3 below compares TDT total financial activity in FY 2011-2012 with that of previous years, including TIF activity for calendar years prior to 2010. Some continuing TIF activity also took place during its phase-out years, ending on June 30, 2012. This activity, which was controlled by the transition provisions of the TDT, was limited and is not reflected in Figure 3 below.

As described earlier, TDT activity plunged due to the Great Recession, but is currently in a recovery trend. TDT activity “bottomed out” in FY 2009-2010, the lowest activity level since the implementation of TIF as a countywide program in 1990. TDT activity has since shown strong positive gains for two consecutive years.

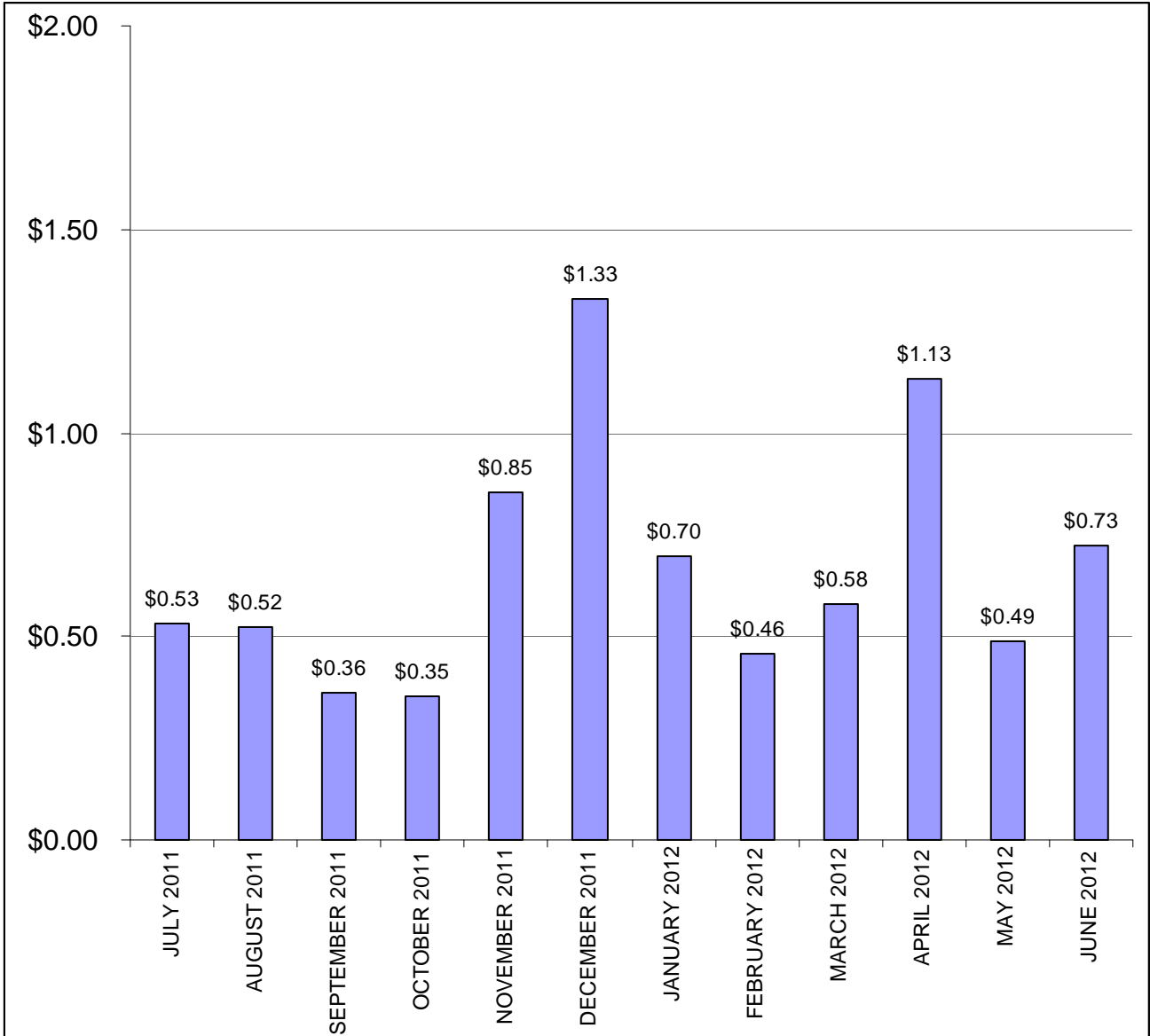
FIGURE 3: ANNUAL PROGRAM COMPARISON
(reported in millions)



Payment of TDT

Between July 1, 2011 and June 30, 2012, the county and cities collected \$8,024,457 in TDT cash payments. Payments fluctuate by month, as depicted in Figure 4 below. During FY 2011-2012, the highest revenue month was December 2011, with \$1.33 million in cash receipts, nearly \$1 million of which was collected by the City of Hillsboro.

FIGURE 4: CASH RECEIPTS BY MONTH
(reported in millions)



Interest Earned

During FY 2011-2012, the countywide TDT program collected \$86,566 in interest and investment earnings. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Refer to Table 5 on the next page for a breakdown of interest earnings by jurisdiction.

Credits

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

Full credit is generally available for improvements made to facilities on the TDT Project List. Reduced credits may be available for improvements to arterial or collector facilities identified as such on the applicable jurisdiction’s transportation system plan.

During FY 2011-2012, a total of eight separate TDT credits were issued, five of them in unincorporated Washington County. The eight credits totaled \$659,900 in eligible improvements to the transportation system, a \$74,000 reduction compared to the previous fiscal year. Those developers that received TDT credit in FY 2011-2012 subsequently returned \$207,769 of their credits to meet other TDT obligations. This does not include credits issued in previous years and used this year.

Revenue and Expenditures by Jurisdiction

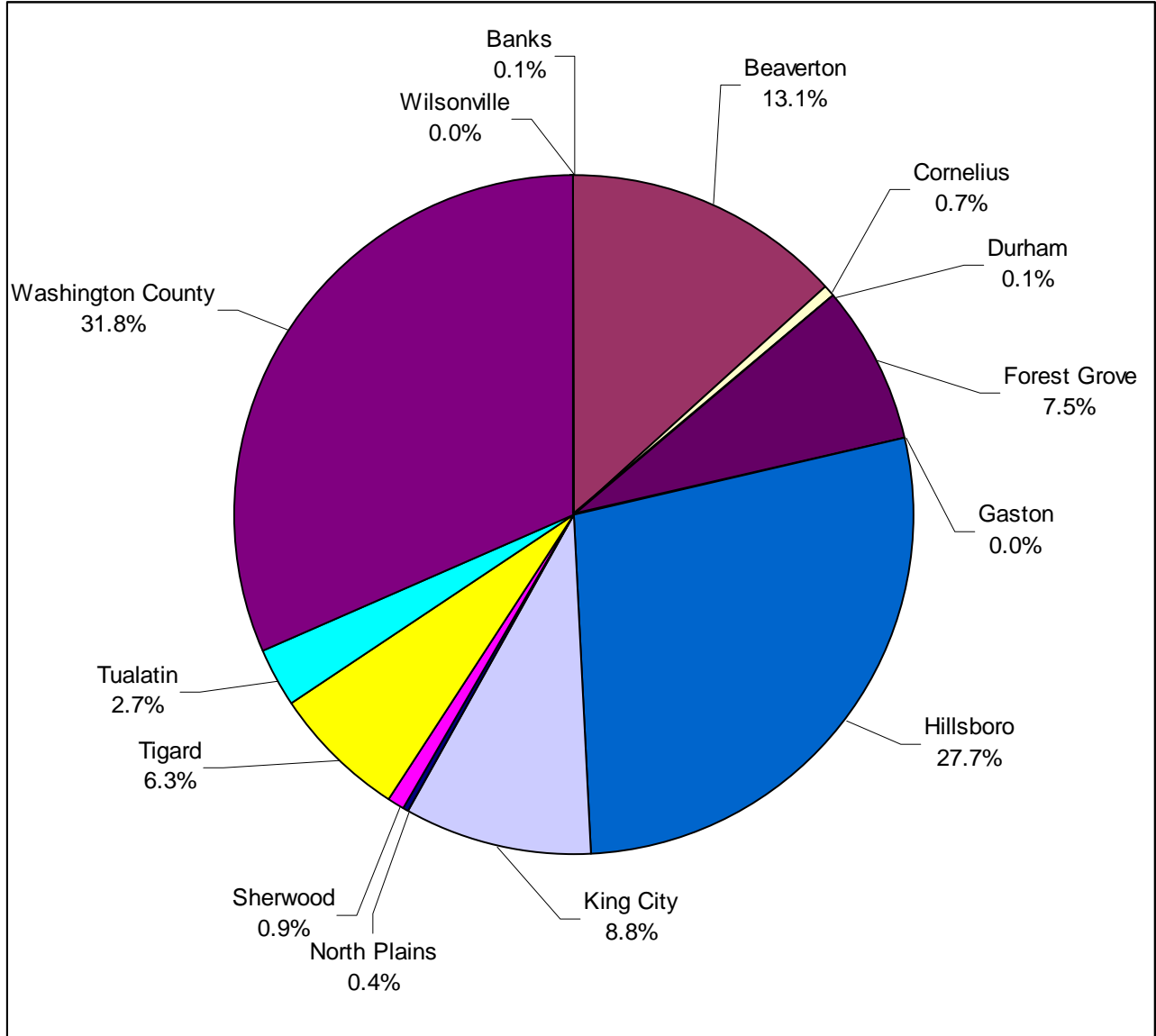
Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development there. Table 5 and Figure 6 summarize FY 2011-2012 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances. The jurisdictions with the highest cash receipts in FY 2011-2012 were Washington County (\$2.55 million, 32% of total), City of Hillsboro (\$2.22 million, 28% of total) and City of Beaverton (\$1.05 million, 13% of total).

In terms of expenditures, the City of Beaverton had the highest amount with \$266,302 – mostly associated with a capital project to extend SW Dawson Way. Estimated account balance as of June 30, 2012 was highest in the City of Hillsboro (\$5.3 million), followed by Washington County (\$4.5 million).

TABLE 5: REVENUE AND EXPENDITURES BY JURISDICTION
(rounded to nearest dollar)

Jurisdiction	Balance as of 6/30/11	Cash Receipts	Interest Earnings & Transfers	Project & Admin Expenses	Revenue Less Expenses	Balance as of 6/30/12
Banks	\$0	\$6,665	\$7	\$0	\$6,672	\$6,672
Beaverton	\$252,253	\$1,052,463	\$5,223	\$266,302	\$791,384	\$1,043,637
Cornelius	\$342,181	\$53,952	\$1,914	\$0	\$55,866	\$398,046
Durham	\$12,141	\$6,665	\$77	\$1,000	\$5,742	\$17,883
Forest Grove	\$409,543	\$603,647	\$3,444	\$2,155	\$604,936	\$1,014,479
Gaston	\$10,465	\$0	\$52	\$0	\$52	\$10,517
Hillsboro	\$3,007,144	\$2,222,909	\$40,819	\$5,672	\$2,258,056	\$5,265,199
King City	\$91,335	\$702,176	\$2,132	\$0	\$704,308	\$795,643
North Plains	\$54,646	\$33,367	\$389	\$0	\$33,756	\$88,402
Sherwood	\$262,887	\$73,496	\$1,485	\$0	\$74,981	\$337,868
Tigard	\$469,018	\$502,156	\$4,145	\$153	\$506,148	\$975,166
Tualatin	\$1,394,867	\$217,431	\$8,161	\$0	\$225,592	\$1,620,459
Washington County	\$2,130,597	\$2,549,531	\$18,197	\$157,682	\$2,410,046	\$4,540,643
Wilsonville	\$42,217	\$0	\$160	\$42,377	(\$42,217)	\$0
Countywide Total	\$8,479,293	\$8,024,457	\$86,205	\$475,340	\$7,635,322	\$16,114,614

FIGURE 6: SHARE OF CASH RECEIPTS BY JURISDICTION, FY 2011-2012
Does not include interest earnings or fund transfers



III. PROJECT EXPENDITURES

During FY 2011-2012, four cities used a combined total of \$251,227 in TDT funds to build capital improvements on the TDT Project List. Figures listed below account for FY 2011-2012 TDT expenditures only. Total project costs may include other funding sources as well as expenses from previous years.

- The City of Beaverton used \$206,543 in TDT funds to extend **SW Dawson Way** – previously a cul-de-sac street – 220 feet westward to intersect with SW Hocken Avenue. The project includes a new three-lane roadway, bike lanes, sidewalks, street lighting, underground utilities and a rain garden in the former cul-de-sac area. The extension helps improve street connectivity and traffic flow in the redeveloping area just north of Central Beaverton. Total project cost was \$238,119.
- The City of Forest Grove leveraged \$2,155 in TDT to extend and improve **26th Avenue** over Council Creek to an area of new development in the northeast portion of the city.
- The City of Tigard contributed an introductory \$153 in TDT to a conceptual design for intersection improvements at **SW Pacific Highway and Gaarde/McDonald Streets**. The project – a partnership with ODOT and Washington County – will add turn and through lanes to relieve congestion in this busy area of Tigard. The final conceptual design is due in 2013, to be followed by engineering and construction. The City of Tigard will be contributing additional TDT funds to the project in coming years, leveraging county Major Streets Transportation Improvement Program (MSTIP) funds and state funds for a \$5 million total project cost.
- The City of Wilsonville emptied its Washington County TDT account, which stood at \$42,377, to help fund intersection improvements at **SW Boones Ferry Road, 95th Avenue and Commerce Circle**. The project added two left turn lanes from Boones Ferry to 95th, provided two right turn lanes from 95th to Boones Ferry Road, limited Commerce Circle North to right in/right out movement, and reconfigured sidewalks, bike lanes and other travel lanes accordingly. The project, with a total cost of \$1.17 million, alleviates congestion and stacking issues on the subject roads and at the adjacent I-5/Elligsen Road interchange.

Other improvements or parts of improvements on the TDT Project List have been constructed using non-TDT funding sources including MSTIP, remaining TIF funds and state grants. In FY 2011-2012, jurisdictions invested approximately \$17.3 million in non-TDT funding resources for TDT-eligible projects. Examples this year include:

- \$5.2 million in MSTIP, TIF and City of Sherwood funds for constructing **SW Langer Farms Parkway** (previously known as SW Adams Avenue) from Tualatin-Sherwood Road to Oregon Street.
- \$4.4 million in MSTIP funds to widen and provide bike/ped facilities on **NW 185th Avenue** from West Union Road to Westview High School (total cost \$5.1 million over multiple years).
- \$1.6 million in MSTIP funds toward replacing the **bridge over Fanno Creek on Scholls Ferry Road** between Allen Boulevard and Denney Road (total cost \$5.9 million).
- \$1.1 million in remaining Washington County TIF funds for widening and providing bike/ped facilities on **NW Evergreen Road** between 25th and 253rd Avenues in Hillsboro (total cost \$6.5 million).

The TDT was developed with a target of providing 28.0% of the revenue necessary to complete eligible components of the projects on the TDT Project List. Due to investments from other sources, TDT is now anticipated to cover 28.78% of the cost of the TDT Project List once rates are fully phased in. One purpose of this report is to monitor changes in the need and percent of the need captured by the TDT.

An updated SDC Eligible Cost per Person Trip-End from the 2008 Methodology Report is included in Table 7 below. Comparing the new SDC Eligible Costs (\$2,264,269,188) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of \$1,398 per motor vehicle trip. The fully phased-in Captured Cost per New Person Trip-End remains at \$391, which would now be 28.78% of the eligible motor vehicle costs.

TABLE 7: SDC-ELIGIBLE COST PER PERSON TRIP-END
(Including completed projects)

Type of Cost	SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Capture Rate	Captured Cost per New Person Trip-End
Motor Vehicle	\$2,264,269,188	1,666,558	\$1,398	28.78%	\$391
Transit Cost	\$264,104,676	1,666,558	\$159	28.0%	\$45
Compliance Cost	\$5,234,000	1,666,558	\$3	100%	\$3
Total	\$2,533,607,864		\$1,560		\$439

Appendix A details the TDT Project List and the associated expenditures from TDT and other sources from FY 2009-2010 through FY 2011-2012.

IV. ANNUAL REVIEW

Review Requirements

The TDT program requires an annual review. Washington County code section 3.17.140 identifies the items that must be included. These include:

1. A list of the amount spent on each project funded, in whole or in part, with TDT revenues.
 - Four projects were funded in part by \$251,227 in TDT funds, as detailed in section III. An additional \$17.3 million in non-TDT funds were invested in projects eligible for TDT funding, as detailed in Appendix A.
2. The amount of revenue collected from each jurisdiction.
 - Jurisdictions collected a total of \$8,024,457 in TDT revenue. Individual jurisdiction revenue is reported on page 9.
 - Jurisdictions awarded a total of \$659,900 in TDT credit for eligible road improvements.
3. The costs of complying with the System Development Charge provisions (ORS 223.297 to 223.314) and/or other administrative expenses.
 - For FY 2011-2012, TDT administrative expenses were \$224,113 across all jurisdictions. In Washington County alone, they were \$157,682. These expenses include bank fees for accepting TDT payments via credit card, staff time administering routine TDT transactions, and staff time handling more complex TDT issues such as legal challenges, code interpretation and unusual land uses.

Ordinances Affecting TDT

Since the TDT became effective in July 2009, the Board has passed several ordinances affecting its provisions. Most of these ordinances have provided financial relief and additional flexibility in response to the Great Recession. Four ordinances have modified TDT: 729, 741, 746 and 751. Each is described below.

Ordinance 729

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

- Amended Washington County code section 3.17.080 to specifically identify that TIF credits may be issued to satisfy TDT obligations.

- Established procedures for refunds of TDT due between July 1, 2009 and December 1, 2009 for the difference between the discounted rate and the original rate. Refunds totaling \$148,650.43 were actually issued countywide.
- Established a 20% discount for charges paid between December 1, 2009 and June 30, 2010.
- Established a 10% discount for charges paid between July 1, 2010 and June 30, 2011.
- Established a 5% discount for charges paid between July 1, 2011 and June 30, 2012.
- Established provisions for residential TIF credit recalculation under the TDT credit procedures.

Ordinance 741

During the fall and winter of 2010, county staff worked with the cities and other parties to provide more temporal flexibility in the “previous use” definition within the TDT. Ordinance 741 was adopted July 26, 2011 and became effective August 26, 2011. Under the original TDT ordinance, a previous use was defined as “the most intensive lawful, permitted use existing at a particular property within the past 36 months prior to the date of application for a building permit.” Ordinance 741 replaced “past 36 months” with “on or after January 1, 2005 but not more than ten years.” By expanding this window of time, development applicants now theoretically have more opportunities to reduce their TDT obligation by claiming a previous use and subtracting the prior use’s TDT from the TDT obligation of the new use.

Ordinance 746

Ordinance 746, approved January 17, 2012, delayed the final step increase that would have brought rates to the top level on July 1, 2012. Instead, implementation of the top rates was delayed until as late as July 1, 2015, with the FY 2011-2012 rates to be maintained in the interim. An annual review of the TDT rate schedule is required each April 30 starting in 2013. Ordinance 746 provides the Board an opportunity to remove the rate cap and allow the final step-increase of the TDT to occur on July 1 of 2013 or 2014. Beginning July 1, 2016 the TDT rates will be affected each year by the TDT adjustment index, but not more than a 10% increase is allowed in any given year.

Ordinance 746 also adopted minor administrative changes that:

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

Ordinance 751

On June 19, 2012, at the request of the WCCC, the Board considered and approved Ordinance 751, which established an additional, temporary TDT discount. Effective July 19, 2012, the ordinance

established a 50% or 75% discount on TDT for applicants changing the use of an older, previously occupied building to a different commercial use with a higher TDT obligation. Discount eligibility is limited to buildings at least three years old that are changing to certain commercial, industrial or office uses. Discounts are applied to the first 5,000 square feet of floor area, and are calculated at 50% for buildings three years or older, and 75% for buildings 20 years or older. The discount, which is intended to encourage small- to medium- sized renovation or redevelopment of vacant spaces, expires on June 30, 2015.

Construction Cost Index

The Construction Cost Index provides an objective basis for adjusting TDT rates over time. In its current form it is a weighted index based on three factors: materials costs, labor costs and right-of-way costs. Although TDT rates will most likely be held constant through June 30, 2015 per Ordinance 746, the Construction Cost Index must be calculated and shared with the Board of County Commissioners annually on April 30 starting in 2013. This gives the Board the opportunity to review the index and, if desired, remove the rate cap established by Ordinance 746 effective July 1 of that year. The same opportunity occurs in 2014. In 2015 and subsequent years, the Board decides during the May-June period whether to approve the rate increases prescribed by the index.

The Oregon Department of Transportation (ODOT) has discontinued one of the cost trend reports Washington County originally specified to calculate the Construction Cost Index. County staff are determining a suitable replacement index or a continuation of the existing index using comparable data. The new index will be available by the April 30, 2013 deadline, and will appear in next year's TDT Annual Report.

**Appendix A:
Transportation Development Tax Project List Expenditures**

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Beaverton	Allen: Murray-Scholls, Cedar Hills: Farmington to north of Walker, Hall: Southbound Hwy. 217 ramp-Cedar Hills, Farmington: Southbound Hwy. 217 ramp-west of Murray			Adaptive signal systems	\$11,040,000						
Beaverton	Farmington Road	Murray	Hocken	widen to 5 lanes with multimodal improvements	\$9,299,886						
Beaverton	Hocken Ave.	TV Hwy	Farmington	widen to 5 lanes w/ multimodal	\$1,766,400						
Beaverton	Rose Biggi	Crescent	Hall via Westgate	extend 2-lane multimodal	\$3,864,000			\$34,687	TIF2		
Beaverton	Crescent	Rose Biggi	Cedar Hills	extend 2-lane multimodal	\$3,864,000	\$65,237	TIF2				
Beaverton	Dawson / Westgate	Rose Biggi	Hocken	extend 2-lane multimodal	\$9,825,600					\$238,119	TDT, other
Beaverton	Davies Road	Scholls Ferry	Barrows	extend 2-lane multimodal	\$5,409,600						
Beaverton	125th	Brockman	Hall	extend 2-lane multimodal	\$15,345,600	\$142,300	TIF2	\$827	TIF2		
Beaverton	Rose Biggi	TV Hwy	Broadway	extend 2-lane multimodal	\$3,312,000						
Beaverton	Millikan	Watson	114th	extend 2-lane multimodal	\$15,235,200						
Beaverton	New street	Broadway	115th	construct 2-lane multimodal	\$4,968,000						
Beaverton	114th/115th	LRT	BH/Griffith	construct 2-lane multimodal	\$11,040,000						
Beaverton	120th new street	Center	Canyon	construct 2-lane multimodal	\$9,825,600						
Beaverton	141st / 142nd / 144th	141st	144th	Extend and connect streets	\$7,065,600						
Beaverton	Sexton Mtn	155th	Sexton Mtn	extend 2-lane multimodal	\$2,760,000						
Beaverton	Nimbus	Hall	Denney	extend 2-lane multimodal	\$17,001,600						
Beaverton	Hall	Hall	Jenkins	construct 2 or 4 lane	\$15,897,600						
Beaverton	Hall	Cedar Hills	Hocken	extend 2-lane multimodal	\$6,072,000						
Beaverton	Scholls Ferry	Davies		add NB rt turn lane, close east end of Scholls Ferry @Barrows	\$331,200						
Beaverton	Cedar Hills	Walker		add double left turn lanes on all approaches, add EB rt turn lane	\$2,215,459						
Beaverton	Murray	Allen		turn lanes, signal imprvmts	\$1,052,480						
Beaverton	Hall	Center		turn lanes, signal imprvmts	\$121,440						
Beaverton	Scholls Ferry	Barrows (west end)		add SB rt turn lane	\$291,771						
Beaverton	Millikan	Murray		rt turn lane for WB Millikan	\$607,200						
Beaverton	Walker	173rd		turn lanes, signal imprvmts	\$2,324,211						
Beaverton	Walker	167th		signalize; add SB left turn lane	\$173,995						
Beaverton	Cedar Hills	Jenkins		turn lanes, signal imprvmts	\$2,550,240						
Beaverton	Cedar Hills	Hall		add NB rt turn lane	\$728,640						
Beaverton	Canyon	Cedar Hills		turn lanes, signal imprvmts	\$6,922,080						
Beaverton	Farmington	Cedar Hills		turn lanes, signal imprvmts	\$2,891,429						

Appendix A: Transportation Development Tax Project List Expenditures

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Beaverton	Hall	Allen		add EB&WB rt turn lanes, NB&SB double lefts	\$2,373,600						
Beaverton	Scholls Ferry	125th		add SB rt turn lane	\$1,280,640						
Beaverton	Scholls Ferry	Nimbus		turn lanes, signal imprvmts	\$1,533,286						
Beaverton	Farmington	Lombard		add NB rt turn lane	\$1,689,120						
Beaverton	BH Hwy	Western		turn lanes, signal imprvmts	\$2,064,480						
Beaverton	Hall	Denney		turn lanes, signal imprvmts	\$850,080						
Beaverton	Scholls Ferry	Allen		turn lanes, signal imprvmts	\$1,179,703						
Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	\$1,280,640						
Beaverton	Millikan	141st	Hocken	Add signal, turn lanes, bike & ped	\$2,870,400						
Beaverton	Denney	Hall	Scholls Ferry	Add turn lanes, bike lanes & signalize	\$6,734,400						
Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	\$6,955,200						
Beaverton	Cedar Hills	Farmington	Walker	Add turn lanes, bike lanes	\$19,362,462						
Beaverton	Millikan	TV Hwy	141st	Add turn lanes, signals, bike and ped	\$18,878,400						
Beaverton	Hall	500' south of Allen	12th	Add turn lanes, bike lanes	\$6,734,400						
Beaverton	Hall	Farmington	Cedar Hills	Add turn lanes, bike lanes	\$5,740,800						
Beaverton	Weir	155th	175th	Turn lanes, bike lanes, sidewalks	\$4,526,400						
Beaverton	Allen	Hwy 217	Murray	Add turn lanes, bike lanes, sidewalks & signalize	\$28,916,622						
Cornelius	Susbauer / 19th	TVHighway	Zion Church	Add new traffic signals at Holladay and Davis and widen existing travel lanes.	\$12,930,000			\$87,364	Road Cap	\$334	Road Cap
Cornelius	Cornelius-Schefflin	S. CL	Verboot Circle	Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes.	\$5,550,000	\$8,397,614	OTIA3 & MSTIP3	\$131,495	OTIA3 & MSTIP3	\$3,953	OTIA3 & MSTIP 3
Cornelius	10th	Adair/Main	Baseline	Add left & right turn lanes at couplet intersection approaches.	\$471,429			\$4,400	Cornelius		
Cornelius	14th	Holladay	Dogwood	Add signals at TV Hwy. and widen existing travel lanes.	\$2,100,000						
Cornelius	Forest Grove Connectivity	East Forest Grove City Limit	West Cornelius City Limit	Construct new 2 lane collector between Cornelius & Forest Grove	\$1,500,000						
Cornelius//Forest Grove	Holladay St Extension	4th Ave	Yew St	new 2 lane collector	\$10,764,871						
Cornelius	Holladay St Extension	10th Ave	Gray St	new 2 lane collector	\$1,300,000						
Cornelius	Holladay St Extension	Gray St	19th Ave	new 2 lane collector	\$1,300,000						
Cornelius	Davis St Extension	4th Ave	10th Ave	new 2 lane collector	\$2,500,000						
Cornelius	TV Highway Corridor	4th Ave	29th Ave	traffic signal system coordination	\$450,000						

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Cornelius	Baseline	10th Ave	20th Ave	Interconnect signals and consolidate access points.	\$540,000			\$8,200	Cornelius		
Durham	Upper Boones Ferry	Afton	Durham	Widen to accommodate extended left turn lane at Durham	\$276,000						
Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes	\$600,000						
Forest Grove	19th	Poplar	HWY 47	Extend 2 LN	\$1,517,156						
Forest Grove	23-24	Hawthorn	Quince	Construct 3 LN	\$16,574,964						
Forest Grove	26th	Juniper	Oak	Construct 3 LN	\$5,310,045					\$2,155	TDT
Forest Grove	B St	Hartford	David Hill	Extend 2 LN	\$6,068,623						
Forest Grove	David Hill	East Terminus	HWY 47	Complete 3 LN	\$6,428,075	\$160,024	MSTIP 3b	\$234,349	MSTIP 3b	\$655,559	MSTIP 3b
Forest Grove	Hartford			Extend to Thatcher	\$3,707,150						
Forest Grove	Hawthorn	26th	HWY 47	Complete 2 LN	\$7,885,582						
Forest Grove	Laurel	22nd	26th	Complete 2 LN	\$8,598,914						
Forest Grove	Main	Hartford	David Hill	Complete 2 LN	\$6,068,623						
Forest Grove	Thatcher	Gales Creek	Thatcher	Signalize Intersection	\$2,997,360						
Forest Grove	HWY 47	Elm	HWY 47	Signalize Intersection	\$224,853						
Forest Grove	Sunset	Willamina	Sunset	Add turn lanes / signal	\$1,198,406	\$4,423	MSTIP 3				
Forest Grove	HWY 47	Maple	HWY 47	Signalize Intersection	\$224,853						
Forest Grove	TV HWY	Quince		Add turn lanes / signal	\$4,294,293						
Forest Grove	Oak	Pacific	HWY 47	Upgrade to 2 LN Collector add Signal	\$4,650,591						
Forest Grove	Heather	Mountain View	HWY 47	Construct 2 LN Collector	\$6,375,830						
Forest Grove	E/Pacific/19th	19th	E	Extend 2 Lane couplet	\$5,264,808						
Hillsboro	Main	Main		Add westbound right turn	\$977,417						
Hillsboro	Imlay	at TV HWY		Signalize	\$366,531						
Hillsboro	Cornelius Pass	at TV HWY		Add 2nd eastbound left turn lane	\$2,101,446						
Hillsboro	Bentley	at Brookwood		Add eastbound left turn lane	\$772,466						
Hillsboro	Harewood	at Jackson School		Add EB right turn lane	\$772,466						
Hillsboro	TV HWY	185th	Cornelius Pass	Widen to 7 lanes	\$64,887,183						
Hillsboro	Witch Hazel	at River		signalize	\$289,675	\$220,480	MSTIP 3c			\$500	MSTIP 3b
Hillsboro	Minter Bridge	TV HWY		convert NB through-left lane to separate left turn lane and change N/S signal phasing to protected	\$635,321						
Hillsboro	Evergreen	at 229th		Add northbound/southbound right turn lanes, protected-permitted N/S signal	\$1,221,770						
Hillsboro	Grant	25th/28th		Add eastbound left turn lane	\$1,466,124						
Hillsboro	Grant	at Cornell		Add eastbound/westbound left turn lanes	\$977,417						

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Hillsboro	Cornell/Main	at 10th		Add northbound and southbound lanes	\$3,811,924	\$158,829	Road Cap	\$604	Road Cap		
Hillsboro	Cornell	at 185th		Add northbound and southbound double left turn lanes, Add northbound right turn lane	\$2,443,542						
Hillsboro	Aloclek	Amberwood	Cornelius Pass	Extend 3 lane	\$3,909,666			\$449,709	TIF2		
Hillsboro	Amberwood	206th	Cornelius Pass	Widen to 3 lane	\$2,932,250						
Hillsboro	Airport (Butler)	Shute	Brookwood	Widen to 3 lane	\$2,345,723						
Hillsboro	Cornell	Arrington	Main	widen 5 lane	\$11,728,998			\$21,396	TIF2		
Hillsboro	Amberglen	Walker	206th	New 3 lane	\$4,105,149						
Hillsboro	Evergreen	at Cornelius Pass		Add 2nd left turn lane on northbound/southbound/eastbound approaches, eastbound and westbound right turn lanes	\$5,864,499						
Hillsboro	Jackson School	Grant	Evergreen	Widen to 3 lanes	\$7,976,257						
Hillsboro	Edgeway (Salix Ext)	LRT	Walker	New 3 lane extension	\$8,405,782						
Hillsboro	10th	Walnut	Washington	Widen and turn lanes	\$8,806,118						
Hillsboro	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	\$309,490	MSTIP 3b	\$6,250	MSTIP 3b		
Hillsboro	Cornell	at 229th		add EB and SB right turn lans, add WB 2nd left turn lane	\$1,954,833						
Hillsboro	185th	at Walker		Add 2nd SB and EB left turn lanes, WB right turn lane	\$2,950,129						
Hillsboro	10th	Baseline		add turn lanes	\$3,176,603						
Hillsboro	13th	TV HWY	River	Add EB right turn lane and NB left turn lane	\$977,417						
Hillsboro	River	at Rood Bridge		Add eastbound right turn lane	\$742,756			\$24,069	MSTIP 3c	\$2,878	MSTIP 3c
Hillsboro	229th	at TV HWY		Add NB right turn lane	\$450,000						
Hillsboro	253rd	Evergreen		signalize	\$768,753						
Hillsboro	234th	Johnson		signal	\$337,500						

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Hillsboro	Brookwood	Cornell		Add Dedicated 2nd SB Thru Lane	\$2,443,542						
Hillsboro	Quatama	LRT	227th	Widen to 3 lanes	\$8,210,299			\$63,625	TIF2		
Hillsboro	Huffman	Shute	253rd	New 3 lane	\$1,853,920						
North Plains	208th	Pacific	Kaybern Extension	Construct new two-lane collector	\$500,000						
North Plains	289th	Pacific	West Union	Construct new two-lane collector	\$750,000						
North Plains	Pacific	289th	Jackson School	Construct new two-lane collector	\$1,750,000						
North Plains	309th	North	Future school site	Construct new two-lane collector	\$1,000,000						
North Plains	313th	North	Future school site	Construct new two-lane collector	\$750,000						
North Plains	Cottage	318th	Gordon	Construct new two-lane collector	\$4,762,500						
North Plains	Jackson School	Pacific	West Union	Construct new two-lane collector	\$750,000						
North Plains	Kaybern Extension	280th	West city limits	Construct new two-lane collector	\$2,750,000						
North Plains	Main	North	Tirmeric	Construct new two-lane collector	\$1,250,000						
North Plains	Mountaindale	309th	Tirmeric	Construct new two-lane collector	\$3,500,000						
North Plains	Pacific	307th	East city limits	Construct new two-lane collector	\$750,000						
North Plains	Tirmeric	North	Future school site	Construct new two-lane collector	\$1,000,000						
North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard	\$1,182,500						
North Plains	Yorkshire	309th	Tirmeric	Construct new two-lane collector	\$2,250,000						
North Plains	Pacific	Glencoe		Add new signal	\$222,827						
North Plains	Commercial	Glencoe		Add westbound left turn, eastbound right turn & signalize	\$299,959						
Sherwood	Oregon Street	Oregon St	at Tonquin Rd	Construct roundabout north of Oregon St/Murdock Roundabout	\$772,466						
Sherwood	Adams Street	Adams Ave	at T-S Rd Intersection	Install Traffic Signal	\$233,609						
Sherwood	Edy Road	Edy Rd	at Borchers Drive	Improve 3 leg intersection; possible roundabout	\$458,845						
Sherwood	Baler Way Signal	Tualatin-Sherwood	at Baler Way	Remove traffic signal, install raised median and allow right in right out only.	\$33,693						
Sherwood	Sherwood Boulevard	Sherwood Blvd	at Langer Drive	Remove Traffic Signal. Allow lefts in only (no lefts from Langer to Sherwood); capacity issues related to queing at 99W	\$57,935						
Sherwood	Sherwood Boulevard	Sherwood Blvd	at Century Drive	Improve intersection; possible roundabout in conjuncture with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at 99W	\$386,233						
Sherwood	Adams Ave South	1st & Oregon	Tualatin-Sherwood Rd	Construction of 3 lane road	\$9,115,104	\$139,954	Sherwood	\$4,957,940	Sherood & MSTIP 3c	\$5,153,695	TIF & other
Sherwood	Adams Ave North	Tualatin-Sherwood	Home Depot/99W	Construction of 3 lane road	\$3,244,359	\$257,936	Sherwood	\$121,339	Sherwood	\$121,339	TIF & other
Sherwood	Century Drive	Adams Ave	Tualatin-Sherwood Rd	Construction of 3 lane road	\$4,171,319						

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Sherwood	Oregon Street	Railroad Crossing	Murdock / Oregon Roundabout	Adds turn lanes and center median for capacity	\$4,171,319	\$24,243	Sherwood	\$42,757	Sherwood	\$42,757	TIF & other
Sherwood	Pine Street	Willamette	Sunset	New road extension across rail road tracks from RR Street to Willamette; Existing county road will be widened.	\$3,808,260	\$50,011	Sherwood	\$15,051	Sherwood	\$15,051	TIF & other
Sherwood	Elwert Road	ORE 99W	Kruger	Add lanes, turn lanes, and modify signal and phasing,	\$3,089,866						
Sherwood	Brookman Road	ORE 99W	Ladd Hill Road	Add turn lanes and center median	\$13,440,917						
Sherwood	Galbreath Drive	T-S Rd/Gerda Ln	Cipole Road	Construction of 2 lane collector road	\$2,317,399						
Sherwood	Cedar Brook Way	ORE 99W	ORE 99W	Construction of 2 lane road	\$5,561,759						
Sherwood	Smith Avenue	Meinecke Road	Woodhaven Drive	Construction of 2 lane road	\$849,713						
Sherwood	South Loop Road	ORE 99W	ORE 99W	Construction of 2 lane road	\$2,780,879						
Sherwood	Villa Road	Park St	Current terminus of Villa Rd	Construction of 2 lane road	\$1,467,686						
Sherwood	Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan)	Washington St.	Oregon St.	New road to improve access to old town	\$3,862,332						
Sherwood	Cannery Arterials (Phase 2 of the Downtown Sherwood Master Plan)	South of Railroad St.	Willamette St.	New road to improve access to old town	\$1,699,426						
Sherwood	Sunset Boulevard Road & Intersection Improvements	Aldergrove	Eucalyptus	Add turn lanes and center median for capacity at intersection of Main/Sunset; possibility of future signal	\$7,427,562						
Sherwood	Arrow Street	Adams Ave	Gerda Lane	construct new road to 2 lane collector standards	\$7,427,562						
Sherwood	Ladd Hill Road	Sunset Blvd	UGB south	Widen to 3 lanes plus turn lanes	\$8,913,075						
Sherwood	Edy Rd/Sherwood Blvd	Borchers Dr	3rd St	Add turn lanes and center median	\$7,427,562						
Sherwood	Edy Rd	Borchers Dr	City Limits west	Add turn lanes and center median	\$7,427,562						
Sherwood	Elwert Road	99W	Edy Rd	Add turn lanes and center median	\$14,855,124						
Tigard	72nd Ave	Durham	Bonita	widen to 5 lanes	\$6,712,467						
Tigard	72nd Ave	Bonita	Hunziker	widen to 5 lanes	\$7,261,185						
Tigard	72nd Ave	ORE 99W	Hunziker	widen to 5 lanes	\$9,269,598						

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Tigard	121st	Quail Creek Ln	Walnut	widen to 3 lanes	\$4,325,812						
Tigard	121st	North Dakota	Walnut	widen to 3 lanes	\$4,325,812						
Tigard	Bonita	Hall	I5	widen to 4 lanes	\$1,972,255						
Tigard	Burnham	Main	Hall	widen to 3 lanes	\$7,286,400			\$3,026,957	TIF2 & State Gas Tax		
Tigard	Commercial	95th	Main	2 lane improvement	\$1,544,933						
Tigard	Dartmouth	72nd	68th	widen to 4 lanes	\$1,853,920						
Tigard	Dartmouth Ext	Dartmouth	Hunziker	extend/realign road	\$23,173,994						
Tigard	Fonner	Walnut	115th	Widen to provide 2 full-width travel lanes, bikelanes & sidewalks	\$2,549,139						
Tigard	Greenburg	Teideman	ORE 99W	widen to 5 lanes	\$9,269,598						
Tigard	Greenburg	Teideman	Shady Lane	widen to 5 lanes	\$908,784						
Tigard	Washington Sq	Nimbus Ave.	South mall area (Locust St.)	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	\$39,781,536						
Tigard	Washington Sq	Nimbus Ave.	North mall area	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	\$39,781,536						
Tigard	Hunziker	Hall	72nd	widen to 3 lanes	\$4,634,799			\$4,983	City Gas Tax		
Tigard	Locust	Greenburg	Hall	Widen to 3 lanes	\$2,471,893						
Tigard	Nimbus Drive Ext	Scholls Ferry	Greenburg	3 lane extension	\$23,173,994						
Tigard	North Dakota	121st	Tiedeman	Widen to provide 2 full-width travel lanes, bikelanes & sidewalks	\$2,703,633						
Tigard	Wall Ext	Hunziker	Hall	Extend Wall St. across creek and RR to connect to Hunziker	\$10,814,531						
Tigard	Walnut	121st	Tiedeman	widen to 3 lanes	\$4,325,812					\$1,508	MSTIP 3d
Tigard	Walnut	Tiedeman	ORE 99W	Widen to 3 lanes	\$3,862,332						
Tigard	Walnut Ext	ORE 99W	Scoffins	New 3-lane collector	\$29,353,726						
Tigard	Upper Boones Ferry	Durham	I-5	widen to 5 lanes	\$4,634,799						
Tigard	Darmouth	72nd		Intersection expansion to 5 lanes & new signalization	\$2,491,204						
Tigard	McDonald	Hall		Right turn lane from Hall to McDonald & signal system upgrade	\$692,948						
Tigard	Scoffins	Hunziker	Hall	Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal	\$3,862,332						
Tigard	North Dakota	125th		right turn lane	\$695,220						
Tigard	Nimbus	Scholls Ferry		right turn lane	\$1,776,673						
Tigard	121st	Walnut	North Dakota	Widen to 3 lanes with sidewalks & bikelanes	\$3,321,606						

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Tigard	121st	North Dakota		New signal system	\$231,740						
Tigard	Greenburg	Olsen	Hall	2nd NB lane	\$849,713						
Tigard	Main	Greenburg	ORE 99W	Add protected left turn & eastbound lane on 99W	\$1,705,433			\$2,832,157	City Gas Tax		
Tigard	Greenburg	Teideman		Expand intersection to 5 lanes & signal upgrade	\$413,102						
Tigard	Dartmouth	ORE 99W		right turn lane	\$251,052						
Tigard	72nd Ave	ORE 99W		turn lanes	\$772,466						
Tigard	68th	ORE 99W		turn lanes	\$2,394,646						
Tigard	68th	Atlanta	Haines	New signal system	\$173,805						
Tigard	72nd Ave	ORE 217		Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes	\$29,710,249						
Tigard	72nd Ave	Bonita		Intersection widening to accommodate a 5-lane 72nd Avenue	\$386,536						
Tigard	72nd Ave	Carman		NB right turn lane	\$308,987						
Tigard	72nd Ave	Upper Boones Fy		Upgrade signal & expand to accommodate 5 lanes all directions	\$1,544,933						
Tigard	ORE 99W	McDonald	Gaarde	WB Right turn lane	\$560,753					\$153	TDT
Tigard	Walnut	ORE 99W		WB Right turn lane, protected left turn	\$939,275						
Tigard	72nd Ave	Hampton	Hunziker	Add southbound right turn & protected left turn phasing	\$386,233						
Tigard	Durham	Upper Boones Fy		Reconfigure intersection to make through route between Durham & I-5/Carman interchange	\$1,081,453						
Tigard	68th	Dartmouth		New signal system	\$173,805						
Tigard	Carman	I-5		turn lanes	\$294,726						
Tigard	Carman	I-5 NB		turn lanes	\$736,814						
Tigard	Atlanta Street	Haines	Dartmouth	Extension of Atlanta Street	\$5,520,000						
Tigard	Backage Road	68th Parkway	Atlanta Street	Creation of a backage road to provide access to properties fronting 99W	\$607,200						
Tigard	Beveland Street	69th Avenue	72nd Avenue	Widening to provide full two-lanes with sidewalks and planters	\$270,480						
Tigard	Highway 217 Overcrossing	Hunziker Street	72nd Avenue	Extend Hunziker over Hwy. 217 to connect to 72nd Avenue at Hampton.	\$10,637,040						
Tualatin	Sagert	65th		signal - new	\$354,047						
Tualatin	Avery	Teton		signal - new	\$254,914						
Tualatin	Cummins	Cipole		signal - new	\$254,914						
Tualatin	Cipole	Herman		signal & realign railroad	\$2,294,225						
Tualatin	Avery	105th		signal - new	\$191,185						

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Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Tualatin	Teton	Tualatin Rd		signal - new	\$157,936						
Tualatin	Leveton	108th		signal - new	\$191,185						
Tualatin	Grahams Ferry	Helenius		signal - new	\$191,185						
Tualatin	ORE 99W	130th		signal - new	\$191,185						
Tualatin	Blake	108th	105th	Widen to 3 lanes	\$1,461,507						
Tualatin	Hall	Tualatin Rd.	Durham Rd.	extension - 3 lanes & bridge	\$42,485,656						
Tualatin	Herman	Teton	Tualatin	Add left turn lane	\$2,889,025						
Tualatin	112th	Myslony	Tualatin-Sherwood	Add left turn lane & bike lanes	\$3,194,921						
Tualatin	Cipole	ORE 99W	Tualatin-Sherwood	Add left turn lane & bike lanes	\$4,588,451						
Tualatin	Herman	Cipole	124th Ave	Add left turn lane	\$1,563,472						
Tualatin	Leveton	108th	118th	widen to 5 lanes	\$1,699,426						
Tualatin	108th	Leveton	Herman	widen to 5 lanes	\$849,713						
Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	widen to 5 lanes	\$4,690,416						
Tualatin	McEwan	65th	Lake Oswego	widen to 3 lanes	\$3,908,680						
Tualatin	65th	Nyberg	Childs Rd	extension - 3 lanes & bridge	\$16,994,262						
Tualatin	ORE 99W	Cipole	River	widen to 6 lanes	\$6,797,705						
Tualatin	Tualatin	Herman	Boones Ferry	widen to 5 lanes	\$2,249,241						
Tualatin	65th	Sagert	Nyberg	widen to 5 lanes	\$3,582,957						
Tualatin	Sagert	Martinazzi	65th	widen to 5 lanes	\$2,714,361						
Tualatin	90th	Tualatin	Tualatin-Sherwood	widen to 5 lanes	\$2,039,311						
Tualatin	128th	Cummins	Leveton	extension - 2 lanes	\$5,101,253						
Tualatin	Loop Rd	Nyberg	Boones Ferry	new street - 2 lanes	\$4,248,566						
Tualatin	E-W connection	108th	112th	new street - 2 lanes	\$1,869,369						
Tualatin	Lower Boones Ferry	Tualatin	Boones Ferry	new street -3 lanes	\$23,791,967						
Tualatin	Boones Ferry	Martinazzi	Lower Boones Ferry	Widen to 5 lanes and bridge	\$12,265,084						
Wash CO	Barnes	Cedar Hills		Add 2 lefts, 2 thru & modify signal	\$2,560,175						
Wash CO	Baseline	Cornelius Pass		Add 2 thru & modify Signal	\$1,776,673						
Wash CO	Baseline	185th		Grade Separation	\$27,036,326						
Wash CO	Beaverton-Hillsboro	Olsen Rd	Scholls Ferry	Realign Oleson Rd. and reconfigure intersections with B-H Hwy. and Scholls Ferry Rd.	\$18,229,167			\$469,884	MSTIP 3c	\$98,232	MSTIP 3c
Wash CO	170th	Merlo	Alexandria	Widen to five lanes	\$16,627,341						
Wash CO	Bethany	Kaiser		Add turn lanes.	\$1,390,440	\$471,744	TIF2	\$1,753,207	TIF2		
Wash CO	173rd	Bronson	Cornell	Extend 173rd Ave. under US26 connecting to 174th Ave.	\$16,994,262						
Wash CO	174th	Bronson	Meadowgrass	Widen to three lanes	\$21,474,568						
Wash CO	Cornell	143rd		Reconfigure intersection	\$6,179,732						
Wash CO	185th	North of Westview High School	Springville Rd	Widen to five lanes	\$14,213,383			\$1,545,345	MSTIP 3c	\$4,363,129	MSTIP 3c
Wash CO	Cornell	Cornelius Pass		Grade Separation	\$23,173,994						

Appendix A: Transportation Development Tax Project List Expenditures

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Wash CO	209th	TV Highway	Farmington	Realign and widen to three lanes	\$32,443,592	\$1,928,670	Road Cap	\$19,168	Road Cap		
Wash CO	Kinnaman	198th		Add left turn	\$741,200						
Wash CO	Kinnaman	209th		Add signal	\$231,740						
Wash CO	Laidlaw	Bethany		Add signal	\$231,740						
Wash CO	197th/198th Ave.	T.V. Hwy.	Baseline	Widen to 3 lanes & eliminate offset	\$21,474,568						
Wash CO	Scholls Ferry	Hall		Add 2 right, 2 left & mod. Signal	\$2,549,139						
Wash CO	Scholls Ferry	Murray		Add 1 right, 1 left & mod. Signal	\$1,390,440						
Wash CO	Baseline	West of Lisa	Brookwood	Widen non-five lane sections to five lanes	\$11,582,951						
Wash CO	Tualatin-Sherwood Rd	Boones Ferry		Grade Separation	\$23,628,696						
Wash CO	Tualatin-Sherwood Rd	ORE 99W		Add right and left turn and signal	\$1,212,937						
Wash CO	TV HWY-Farmington	Murray		Grade separation	\$26,043,155						
Wash CO	Walker	158th		Add 2 right, 2 left, 1 thru & mod. Signal	\$2,100,939						
Wash CO	Cornell	113th	Leahy	Widen to three lanes	\$7,724,665						
Wash CO	Cornell	Murray	HWY26	Widen to five lanes	\$40,322,750	\$1,181,329	MSTIP 3b	\$3,396	MSTIP 3b	\$25,750	MSTIP 3b
Wash CO	Durham Rd	ORE 99W	Boones Ferry	widen to 5 lanes	\$15,314,688						
Wash CO	Farmington	170th	185th	Widen to five lanes	\$4,373,157						
Wash CO	Jenkins	Murray	158th	Widen to five lanes	\$2,960,478						
Wash CO	Johnson	185th	170h	New two lane extension	\$11,741,490						
Wash CO	Kaiser	Bethany	Cornell	Widen to 3 lanes	\$28,735,753	\$91,841	TIF2	\$14,430	TIF2	\$2,188	TIF2
Wash CO	Kaiser	Springville	Bethany	Widen to five lanes	\$7,106,692						
Wash CO	Springville	185th	PCC Access	widen to 5 lanes	\$5,870,745						
Wash CO	Springville	PCC Access	Kaiser Road	widen to 3 lanes	\$14,831,356						
Wash CO	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	\$179,829	TIF2	\$417,501	TIF2	\$349,742	MSTIP 3c & TIF2
Wash CO	Walker	185th	Stucki	Widen to five lanes	\$7,851,068						
Wash CO	Walker	185th	ORE 217	Widen to five lanes	\$55,710,614					\$7,238	MSTIP 3c
Wash CO	West Union	185th	143rd	widen to 3 lanes	\$32,907,072			\$5,301	MSTIP 3b	\$87	MSTIP 3b
Wash CO	Barnes	Hospital 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						

Appendix A: Transportation Development Tax Project List Expenditures

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Wash CO	185th	TV Highway	Farmington	Widen to five lanes	\$19,002,675	\$3,318,789	MSTIP 3c	\$2,024,041	MSTIP 3c	\$7,110	MSTIP 3c
Wash CO	185th	Farmington	Bany	Widen to three lanes	\$14,522,370						
Wash CO	Alexander	170th	209th	Widen to three lanes	\$23,637,474						
Wash CO	Johnson	185th	Cornelius Pass	Widen to three lanes	\$20,856,595						
Wash CO	198th	TV Highway	Baseline	Widen to three lanes	\$21,474,568						
Wash CO	175th	Outlook Ln	Horse Tale Dr.	Realign roadway	\$1,544,933						
Wash CO	Cornelius Pass	Amberwood	TV Highway	Widen to five lanes	\$43,149,977	\$2,297,767	MSTIP 3c	\$9,753,802	MSTIP 3c	\$1,489,496	MSTIP 3c & TIF 2
Wash CO	Grahams Ferry	Tonquin	Cutter	Widen to three lanes	\$12,977,437						
Wash CO/Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	\$5,561,759						
Wash CO/Wilsonville	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to three lanes	\$840,000						
Wash CO/Wilsonville	Grahams Ferry	Clutter		Construct turn pockets & signal	\$1,430,000						
Wash CO/Wilsonville	Kinsman	Day	Ridder	Construct 3 lane & improve to standard	\$2,820,000						
Wash CO/Wilsonville	Day	Kinsman		Construct left turn pocket & signal	\$880,000						
Wilsonville	Boones Ferry	95th		Add turn lanes	\$1,410,000					\$1,172,033	TDT & Roads SDC
Wash CO/Wilsonville	Ridder	Kinsman		Construct left turn pocket & signal	\$850,000						
Wash CO/Wilsonville	Boones Ferry	Day	I-5	Widen Boones Ferry/Day intersection & Boones Ferry to 5 lanes	\$2,490,000						
Wash CO/Wilsonville	Grahams Ferry	Railroad Crossing	Day	Widen & add double southbound left turn lane at Day	\$2,700,000						
Wash CO/Wilsonville	Grahams Ferry	Railroad Crossing		Widen to 3 lanes & upgrade crossing	\$4,000,000						
Wilsonville	Elligsen	Parkway Center Dr.	Canyon Creek North	Widen to 3 lanes	\$1,500,000						
Wash Co/Wilsonville	Elligsen	Canyon Creek	65th	Widen to 3 lanes. Add turn pockets & signal at 65th	\$3,000,000						
Wash CO	95th Extension	Barnes	Leahy	2 lane road	\$8,651,624						
Wash CO	Tonquin	Grahams Ferry	Oregon St	Realign and widen lanes to standard	\$7,724,665	\$618	MSTIP 3				
Wash CO	Glencoe	Evergreen	Jackson	Widen to three lanes	\$22,865,008						
Wash CO	205/206	Baseline	Quatama	Widen to 5 lanes	\$10,196,557			\$11,467	Road Cap	\$366,540	Road Cap
Wash CO	Kinnaman	Farmington	209th	Widen to three lanes	\$23,791,967						
Wash CO	Greenburg	Hall	Locust	Widen to five lanes	\$6,770,441						
Wash CO	Hall	Scholls Ferry	Durham	Widen to five lanes	\$37,953,853						
Wash CO	Scholls Ferry	HWY217	121st	widen to seven lanes	\$8,966,229					\$1,634,040	MSTIP 3c & Road Cap
Wash CO	113th	Rainmont	McDaniel	new 2 lane	\$5,098,279						

**Appendix A:
Transportation Development Tax Project List Expenditures**

Jurisdiction	Road	From	To	Project	Eligible SDC Amount	Eligible FY 09-10 expenditure	Source	Eligible FY 10-11 expenditure	Source	Eligible FY 11-12 expenditure	Source
Wash CO	Evergreen	East of 25th	West of 253rd	widen to 5 lanes	\$12,408,960	\$75,809	TIF2	\$459,217	TIF2	\$1,093,768	TIF 2
Wash CO	Tualatin-Sherwood	Teton	Borchers Drive	interconnect signals	\$332,212						
WashCo	Baltic Extension	Barnes	Spring Crest	Construct new 2 lane road and bridge	\$10,483,200						
Wash CO	Roshak	Bull Mountain		Reconfigure intersection	\$3,500,000			\$44,934	TIF2	\$667,082	TIF 2
TOTAL					\$2,329,850,413	\$19,476,937		\$28,589,852		\$17,514,436	

North Bethany Transportation System Development Charge Annual Report - Fiscal Year 2011-2012

The North Bethany Transportation System Development Charge (SDC) became effective November 29, 2010. It is a component of the larger North Bethany Funding Plan, which was subsequently established by the Board of County Commissioners on June 7, 2011. The purpose of the North Bethany Transportation SDC is to fund new or improved transportation infrastructure that will make development possible.

This page serves as the required Annual Report for the North Bethany Transportation SDC for Fiscal Year 2011-2012.

NORTH BETHANY TRANSPORTATION SDC FY 2011-2012 SUMMARY

	FY 2011 - 2012
Starting Balance 7/1/2011	\$0.00
Revenue	\$0.00
Investment Earnings	\$0.00
Expenditures	\$0.00
Ending Balance 6/30/2012	\$0.00

Additionally, no SDC credits have been issued and no projects have been completed or funded from other sources.



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