AGENDA

1. Visitors Comments

✓ 2. Consideration of WCCC Minutes for May 11, 2015

✓ 3. Hillsboro TDT Expenditure Request
   Purpose: Take action on a request to use TDT funds to construct an extension of NE Cherry Drive
   Presenter: Don Odermott, City of Hillsboro

✓ 4. State Transportation Improvement Program Scenarios
   Purpose: Receive a presentation on funding allocations for the 2018-2021 Statewide Transportation Improvement Program (STIP)
   Presenter: Kelly Brooks, ODOT

* 5. TriMet Strategic Plan
   Purpose: Discuss the planning process, review recent changes in TriMet's financial picture and the additional funding needed to respond to growing ridership
   Presenter: Neil McFarlane, TriMet

✓ 6. Transportation Finance Concept for High Growth Areas
   Purpose: Receive a presentation on a proposal to develop a transportation finance mechanism for projects in new growth areas
   Presenter: Andrew Singelakis, and Steve Szigethy, Washington County

* 7. MPAC Agenda
   Presenter: Mayor Peter Truax, City of Forest Grove

* 8. JPACT Agenda
   Presenter: Mayor Denny Doyle, City of Beaverton

9. Other Business and Agency Updates

✓ Material included in packet

* Material will be distributed at the meeting

✓ Material available electronically and/or distributed in advance of the meeting

Department of Land Use & Transportation
Planning and Development Services • Long Range Planning
155 N First Avenue, Suite 350, MS 14, Hillsboro, OR 97124-3072
phone: 503-846-3519 • fax: 503-846-4412
www.co.washington.or.us/lut • lutplan@co.washington.or.us
<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday, July 6</td>
<td>Beaverton Library / Cathy Stanton Conference Room</td>
</tr>
<tr>
<td>Monday, August 10</td>
<td>Beaverton Library / Cathy Stanton Conference Room</td>
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<td>Monday, August 31</td>
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<tr>
<td>Monday, October 5</td>
<td>Beaverton City Hall / Council Chambers</td>
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<td>Monday, November 9</td>
<td>Beaverton City Hall / Council Chambers</td>
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<td>Monday, December 7</td>
<td>Beaverton Library / Cathy Stanton Conference Room</td>
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WASHINGTON COUNTY COORDINATING COMMITTEE
POLICY GROUP SUMMARY
May 11, 2015

Voting Members:
Brian Biehl, Banks
Marc San Soucie, Beaverton
Jef Dalin, Cornelius
Gery Schirado, Durham
Peter Truax, Forest Grove
Jerry Willey, Hillsboro

Dr. Bill Barber, King City
Krisanna Clark, Sherwood
Monique Beikman, Tualatin
Roy Rogers, Washington County
Mark Ottenad, Wilsonville

Non-Voting Members
Neil McFarlane, Tri-met
Craig Dirksen, Metro

Attendees:
Andrew Singelakis, Washington County
Steve Szigethy, Washington County
Dyami Valentine, Washington County
Susan Aguilar, Washington County
Joy Chang, Washington County
Todd Juhasz, City of Beaverton
Frank Angelo, Angelo Planning Group
Don Odermott, Hillsboro
John Goodhouse, Tigard
James Reitz, City of Forest Grove

Jon Kloor, HBA
Dan Kaempff, Metro
Grace Cho, Metro
Bernie Bottomly, Tri-met
Buff Brown, Tigard
Zoe Monahan, Tualatin
Anne Debbaut, DLCD
Rob Dixon, Hillsboro
Lisa Frank, BTA
Julia Hajduk, Sherwood

Chairman Roy Rogers called the Washington County Coordinating Committee (WCCC) meeting to order at 12:05 p.m.

Visitor Comments
None

Consideration of Minutes
Mayor Jerry Willey moved to approve the minutes from April 6, 2015, WCCC meeting. Mayor Peter Truax seconded. Vote: Unanimous
Sherwood Transportation Development Tax (TDT) and Traffic Impact Fee (TIF) Expenditure Request
The City of Sherwood requested expending TDT and TIF funds collected by the City of Sherwood on a regional trail project located within city limits. A letter was distributed in the WCCC meeting packet that provided detailed information summarizing the project and funding allocations.

Mayor Jerry Willey moved to approve the City of Sherwood’s request to expend the TDT and TIF funds. Mayor Gery Schirardo seconded. **Vote: Unanimous**

Major Streets Transportation Improvement Program (MSTIP) Opportunity Fund Request
Todd Juhasz from the City of Beaverton gave a presentation regarding the City of Beaverton’s request for $1.5 million of MSTIP Opportunity Funds as a match fund for a $10 million federal TIGER VII grant for the Canyon Road Safety & Complete Corridor project. This project aims to establish downtown Beaverton as a sustainable and pedestrian-friendly regional destination that will foster a vibrant retail and pedestrian street environment, and additional investment in housing and employment. The WCCC endorsed the project twice in the past. The TIGER VII funding will complete Phase 3 of the Canyon Road Safety & Complete Corridor project.

Discussion:
There was some concern that if successful, the MSTIP Opportunity Fund will have a zero balance and limit future matching opportunities. It was noted that perhaps the Board should consider a larger Opportunity Fund during future MSTIP rounds.

Mayor John Cook moved to approve the City of Beaverton’s request for $1.5 million of MSTIP Opportunity Funds, and Mayor Krisanna Clark seconded. **Vote: Unanimous**

2018-2021 Metropolitan Transportation Improvement Program (MTIP) and the 2019-2021 Regional Flexible Fund Allocation (RFFA) Policy Update
Grace Cho and Dan Kaempff from Metro provided information on goals, background, and timeline regarding updating the process for the next cycles of the MTIP, and the RFFA. The purpose for the policy update is to fulfill federal requirements to develop MTIP policy, and to develop a policy and process for allocating the federal funds awarded to Metro. MTIP is a tool that is used to implement the Regional Transportation Plan (RTP). The document identifies the federal investments the region is making towards the transportation system for the next four years.

Three workshops will be held through the spring and early summer to discuss policy refining, and update. Program staff will introduce and discuss the policy update process with various committees. There will be a 45-day public outreach period in July and August. Development and discussion of an initial draft will take place in the late summer and adoption will occur in the fall. Metro staff will plan on attending coordinating committees in August and September to report back on input heard during the public comment period.
Discussion:
Members expressed interest in more information about previous rounds and breakdown of program expenditures by county. Several members noted a preference for continuing a sub-regional allocation under Step 2.

**Washington County Transportation Futures Study**
Frank Angelo with Angelo Planning shared observations from the Taking Stock report a deliverable from the first task in the study. The report examined the last 40 years of key decisions and planning efforts that have shaped, and will continue to shape, the county and cities. This report helps set a foundation of understanding and frame some of the challenges and opportunities the county is facing.

**MPAC Agenda**
Mayor Peter Truax reported the May 13, 2015 meeting topics will include:
- Regional Communication and Relationships (Discussion)

**JPACT Agenda**
Mayor Jef Dalin reported the May 14, 2015 meeting topics will include:
- Briefing on the JPACT trip to Washington DC (Information / Discussion)
- Resolution No.15-4623 – Adopting the Fiscal Year 2015-16 Unified Planning Work Program and certifying that the Portland Metropolitan area is in compliance with the Federal Transportation Planning requirements (Action)
- Cost Congestion Study (Information)
- Oregon Clean Fuels Program (Information)

**Other Business and Agency Updates**

There being no other business, Chair Rogers adjourned the meeting at 1:25 p.m.

_____________________________________
Andrew Singelakis, Secretary
Washington County Coordinating Committee
PG 05/11/2015
Memorandum

Date: June 1, 2015

To: Washington County Coordinating Committee

From: Andrew Singelakis, Director

RE: City of Hillsboro TDT Expenditure Request

The City of Hillsboro has requested WCCC approval for expenditure of its Transportation Development Tax (TDT) revenue to provide a new collector street connection in the Orenco Station area. County staff have confirmed that the project is an eligible TDT expenditure as described in the attached memo from Hillsboro. At its May 28 meeting the WCCC TAC recommended WCCC approval of the request.

Attachments: City of Hillsboro Request to Approve TDT Expenditures on NE Cherry Drive Extension; project map
The City of Hillsboro requests approval from the Washington County Coordinating Committee to expend Transportation Development Tax (TDT) funds collected by the City on the extension of NE Cherry Drive (formerly Campus Ct) to NE Ray Circle within the City of Hillsboro. This is Project No. 3046 on the TDT Road Project list as amended January 20, 2015.

This project will extend a 2/3 lane improvement on NE Cherry Drive, which currently cul-de-sacs east of NE Ray Circle, west to connect with NE Ray Circle. This project provides parallel capacity to NE Cornell Road and relieves pressure on the intersection of 231st and Cornell Road. It will also provide alternative access to three new multi-story condominium projects located at the southwest corner of Cherry and 231st which are set to open within the next year.

This estimated cost for this project is $1.85 million which is proposed to be funded entirely with TDT. Please feel free to contact me at 503.681.6216 if you have any questions.
DATE: May 13, 2015

TO: Oregon Transportation Commission

[Original signature on file]

FROM: Matthew L. Garrett
Director

SUBJECT: Agenda F - 2018-2021 STIP Funding Scenarios

Requested Action:
Receive a presentation on funding allocations for the 2018-2021 Statewide Transportation Improvement Program (STIP) and provide input to ODOT staff for further refinement of a preferred STIP funding allocation scenario.

Background:
ODOT has developed funding scenarios for the 2018-2021 STIP that provide options for allocation of funds between various investment priorities. ODOT recommended two potential scenarios:

- Dedicating all funding beyond required non-highway setasides to Fix-It.
- Dedicating 87.5% of all funds to Fix-It, with 12.5% of funds going to Enhance.

As shown in the chart below, both of these scenarios were based on an assumption of a 10% reduction in federal funding in order to mitigate uncertainty and risk of losing federal funds. Building in this factor will lessen the likelihood that ODOT will have to cut projects already programmed in the STIP. (All numbers are approximate three year totals for 2019-2021.)

<table>
<thead>
<tr>
<th>Fix-It Share</th>
<th>Federal Funding</th>
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<tbody>
<tr>
<td>A: 100% Fix-It</td>
<td>$57m Non-Highway</td>
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<td></td>
<td>$788m Fix-It</td>
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<tr>
<td>B: 87.5% Fix-It</td>
<td>$106m Enhance</td>
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<td></td>
<td>$740m Fix-It</td>
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At its April meeting, the Commission provided ODOT feedback on a number of points that provide the assumptions going into this month’s discussion.

- Most of the funding available for Fix-It and Enhance will go into the Fix-It programs to preserve the state transportation system.
- Up to $106 million over three years—12.5% of available funds—will be provided for Enhance or similar programs. Of this, approximately $57 million must be spent on non-highway projects (bicycle, pedestrian, transit, transportation options) to meet federal and state requirements.
- ACTs should play a role in project selection under any Enhance-type program.

Using these assumptions and the high-level scenarios presented last month, ODOT has developed three funding scenarios and accompanying processes for distributing $106 million.

**Non-Highway Fix-It (all three scenarios include this)**
In recognition of the need to invest in Fix-It projects across all modes to preserve the system and its performance, all of these scenarios include a $27 million setaside for non-highway Fix-It projects. Recommended categories of investment could include:

- Bus purchases
- ADA ramps
- Non-highway leverage opportunities, including immediate opportunities to address non-highway needs and opportunities to add non-highway features to highway Fix-It projects

These programs have some base funding included in the STIP but could achieve better results from increased funding.
Proposed Scenarios

Scenario A: Minimum Enhance: Non-Highway Enhance and Fix-It Plus-Ups

**Funding:**
- $27 million for non-highway Fix-It projects
- $30 million for a non-highway Enhance program to fund bicycle, pedestrian, transit, transportation options, and other Enhance eligible non-highway projects
- $49 million to plus-up highway Fix-It programs, such as safety, bridges, pavement, culverts

**Selection Process:**
- Non-highway Enhance: Selected at regional level with input from ACTs
- Fix-It: Selected through management systems and ODOT staff

Scenario B: Enhance

**Funding:**
- $27 million for non-highway Fix-It projects
- $79 million put into an “all-modes” Enhance program to fund roads, transit, bicycle, pedestrian, transportation options, and other eligible Enhance projects
- Of the $79 million for Enhance, a minimum of $30 million must be for non-highway modes, leaving a maximum of $49 million that can be spent on highways, roads, streets
Selection Process:
Streamlined version of 2015-18 Enhance process through the ACTs to reflect a smaller amount of money

Scenario C: Non-Highway Enhance and OTC Discretionary Funding:
- $27 million for non-highway Fix-It projects
- $30 million for a non-highway Enhance program to fund bicycle, pedestrian, transit, transportation options, and other Enhance eligible non-highway projects
- $49 million for an OTC Discretionary program, similar to the program in the 2015-2018 STIP in which the OTC selected statewide priority projects. Recommended investment categories could include:
  - Intelligent Transportation Systems that improve highway operations (similar to RealTime on Highway 217)
  - Freight bottlenecks
  - Adding elements to non-highway projects or highway Fix-It projects

Selection Process:
- Non-highway Enhance: Selected at regional level with input from ACTs
- Highways: ODOT recommends to OTC based on input from ACTs

Off the Top Allocations
In the 2015-2018 STIP, the Commission approved an overall STIP framework in which allocations were made to a number of programs before allocating funds between Fix-It and Enhance. Most of these programs are federal highway program that are required by federal law, state law, or intergovernmental agreement to be dedicated to specific purposes, such as funding for metropolitan planning organizations or the Local Bridge Program.

As part of the final 2018-2021 STIP funding allocation, the Commission will be asked in June to validate these allocations. Attachment A provides a breakdown of these off the top allocations based on decisions the Commission made in the 2015-2018 STIP, federal laws, state laws, and intergovernmental agreements. While the Commission has limited or no discretion over most of these programs, the Commission can choose to modify funding for programs such as public transit, the Immediate Opportunity Fund and Transportation Growth Management, Active Transportation Discretionary and Safe Routes to School Education. ODOT staff recommends preserving the base funding levels for these programs but adding to some of them through the non-highway Fix-It allocation.
Feedback Requested

ODOT requests feedback and agreement on a single scenario, which might be a modification of one of these scenarios or a hybrid of multiple scenarios. ODOT also requests input on any modifications to the off the top allocations the Commission wishes to make.

With selection of a funding allocation scenario, ODOT will bring the Commission a more fully-developed funding allocation recommendation for approval at its June meeting. Once allocations are determined, additional refinement of processes for each program will take place at subsequent meetings.

Attachments:
- Attachment 1 - Off the Top Funding Allocations

Copies (w/attachments) to:
Jerri Bohard  Travis Brouwer  Tom Fuller  Clyde Saiki
### Off the Top Funding Allocations

<table>
<thead>
<tr>
<th>Program</th>
<th>2019-2021 Total*</th>
<th>Reason for setaside</th>
</tr>
</thead>
<tbody>
<tr>
<td>Immediate Opportunity Fund</td>
<td>10,500,000</td>
<td>OTC has discretion to set funding level; based on OTC setaside in 2015-2018 STIP</td>
</tr>
<tr>
<td>Transportation Growth Management</td>
<td>12,825,000</td>
<td>OTC has discretion to set funding level; based on OTC setaside in 2015-2018 STIP</td>
</tr>
<tr>
<td>Public Transit</td>
<td>31,500,000</td>
<td>OTC has discretion to set funding level; based on OTC setaside in 2015-2018 STIP</td>
</tr>
<tr>
<td>Safe Routes to School Education</td>
<td>1,500,000</td>
<td>OTC has discretion to set funding level; based on OTC setaside in 2015-2018 STIP</td>
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<tr>
<td>Active Transportation Discretionary</td>
<td>4,200,000</td>
<td>OTC has discretion to set funding level; based on OTC setaside in 2015-2018 STIP</td>
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<tr>
<td>State Planning and Research</td>
<td>58,500,000</td>
<td>Required under federal law and to meet federal/state planning requirements</td>
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<tr>
<td>MPO Planning (includes state match)</td>
<td>10,556,951</td>
<td>Required under federal law; state match portion is by OTC policy</td>
</tr>
<tr>
<td>Surface Transportation Program to large MPOs</td>
<td>85,417,662</td>
<td>Required under federal law</td>
</tr>
<tr>
<td>Transportation Alternatives Program to large MPOs</td>
<td>4,937,873</td>
<td>Required under federal law</td>
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<tr>
<td>Recreational Trails (to State Parks)</td>
<td>4,124,825</td>
<td>Required under federal law unless Governor opts out</td>
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<tr>
<td>Congestion Mitigation and Air Quality Improvement</td>
<td>47,718,339</td>
<td>Provided to local governments by agreement and federal law</td>
</tr>
<tr>
<td>Local Bridge</td>
<td>69,271,208</td>
<td>Provided to local governments by agreement and federal law</td>
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<tr>
<td>STP Allocation to Cities, MPOs &amp; Counties</td>
<td>73,683,378</td>
<td>Provided to local governments by agreement and federal law</td>
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<tr>
<td>Workforce Development/On Job Training</td>
<td>3,150,000</td>
<td>Required under state law</td>
</tr>
<tr>
<td>Rail-Highway Crossings-State</td>
<td>2,100,000</td>
<td>Required under state law</td>
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</table>

**Total Off the Top Allocations**  
419,985,237

*Based on assumption of 10% reduction in federal funding from current levels.
Memorandum

Date: June 1, 2015

To: Washington County Coordinating Committee

From: Andrew Singelakis, Director

RE: Transportation Finance Proposal for High-Growth Residential Areas

Introduction
Washington County is partnering with the cities of Beaverton, Hillsboro, and Tigard to develop a transportation finance mechanism for certain projects identified in the community plans and finance strategies for four high-growth residential areas in Washington County that are coming online simultaneously:

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

The Challenge
Existing capacity and safety deficiencies exist on major roads throughout the county. We must continue addressing that backlog. At the same time, about 18,000 new homes (and some commercial development) will add thousands of new vehicle trips to existing County roads as these areas build out over the next 20 years. There is a need to get ahead of the regional transportation issues resulting from this growth.

Providing timely improvements to the existing county roads adjacent to these areas could overwhelm the available Major Streets Transportation Improvement Program (MSTIP) funding allocation. The challenge before us is to address both of these needs concurrently.

Proposal
The County is proposing to bond for a portion of the county road improvements associated with these high-growth residential areas. Bonds would be paid back through the incremental increase in county property tax revenue transferred to MSTIP each year as a result of growth in countywide assessed valuation. The existing MSTIP allocation (approximately $35 million per year) will be preserved in order to fund other existing deficiencies throughout the county.
Cost sharing

Each of these communities’ finance strategies has identified a list of capacity and safety projects needed to serve these areas. For those projects located on county roads, the finance strategies indicate that county funding will be used (along with other funds) to implement the projects. However, the county cannot ensure that future rounds of MSTIP will be able to cover these needs in a timely manner.

This high-growth funding proposal includes a cost sharing provision, with cities funding one third of project costs through Transportation Development Tax (TDT) revenue, supplemental transportation system development charges (TSDCs), development improvements, or other provisions. The County would fund the remaining two thirds with the bond.

This split is based on travel forecast estimates showing that, on average, only one-third of the ultimate vehicle travel on the selected roads will result from the high-growth areas. The remaining traffic will stem from “regional travel” – trips originating and arriving from outside of the high-growth areas. This cost sharing provision helps both the County and cities leverage their transportation dollars without the need to increase property taxes or fees, and ensures development pays for a substantial share of the improvements.

Preserving current MSTIP allocation for other needs

Importantly, the proposed finance concept will preserve the core MSTIP funds to address existing deficiencies throughout all of Washington County. By separating out a number of growth-oriented projects and funding them through a MSTIP-backed bond, these projects will not compete for regular MSTIP funds when future rounds of the program are discussed. As such, the county is proposing that the identified high-growth projects be ineligible for consideration in MSTIP 3e – the next round of the program that will begin to be discussed this year.

Next Steps

Further details of the proposed finance concept are being negotiated with the cities and will be memorialized in Memorandums of Understanding (MOUs) with the affected cities, individual Intergovernmental Agreements (IGA) for each project, and a Board Resolution & Order.

Staff provided a PowerPoint presentation and project list (attached) with additional details on the finance concept and answered questions at the WCCC TAC meeting on May 28. The same presentation will be given at the WCCC meeting. The county is seeking WCCC comments on the proposed program.

Attachments: Draft MSTIP High-Growth Residential Area Project List and Map
<table>
<thead>
<tr>
<th>Road</th>
<th>Extent</th>
<th>Project*</th>
<th>Total Cost</th>
<th>County Cost (2/3)</th>
<th>Local Cost (1/3)</th>
<th>TDT Proj #</th>
<th>Area**</th>
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<tbody>
<tr>
<td>Springville Rd</td>
<td>185th - west of PCC entrance</td>
<td>Widen to 5 lanes, realign</td>
<td>$11,750,000</td>
<td>$7,833,333</td>
<td>$3,916,667</td>
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<td>WC</td>
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<td>185th Ave</td>
<td>Springville - West Union</td>
<td>Widen to 5 lanes, intersection</td>
<td>$6,000,000</td>
<td>$4,000,000</td>
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<td>Cornelius Pass Rd</td>
<td>Frances - TV Hwy</td>
<td>Widen to 5 lanes</td>
<td>$14,000,000</td>
<td>$9,333,333</td>
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<td>TV Hwy</td>
<td>Cornelius Pass Rd</td>
<td>Westbound right turn lane</td>
<td>$3,107,000</td>
<td>$2,071,333</td>
<td>$1,035,667</td>
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<tr>
<td>175th Ave</td>
<td>Kemmer Rd</td>
<td>Intersection improvement</td>
<td>$5,000,000</td>
<td>$3,333,333</td>
<td>$1,666,667</td>
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<td>175th Ave</td>
<td>E-W collector - Scholls Ferry</td>
<td>Widen to 5 lanes</td>
<td>$6,345,000</td>
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<td>Scholls Ferry - S of Bull Mountain</td>
<td>Widen to 5 lanes</td>
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<td><strong>Year 1-3 total</strong></td>
<td><strong>$71,102,000</strong></td>
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<td>Thompson Rd</td>
<td>Kenny - Saltzman</td>
<td>Realign, widen to 3 lanes</td>
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<td>$2,000,000</td>
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<td>NB/BSW</td>
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<td>TV Hwy</td>
<td>209th Ave</td>
<td>Intersection &amp; railroad improvement</td>
<td>$14,794,000</td>
<td>$9,862,667</td>
<td>$4,931,333</td>
<td>1020</td>
<td>WC</td>
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<tr>
<td>Blanton St</td>
<td>209th - 198th</td>
<td>Sidewalks, turn lanes as needed</td>
<td>$3,261,000</td>
<td>$2,174,000</td>
<td>$1,087,000</td>
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<td>SH</td>
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<td>Kinnaman Rd</td>
<td>198th Rd</td>
<td>Realign &amp; signalize offset intersection</td>
<td>$4,917,000</td>
<td>$3,278,000</td>
<td>$1,639,000</td>
<td>1054</td>
<td>SH</td>
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<td>Scholls Ferry Rd</td>
<td>N-S Collector - Roy Rogers</td>
<td>Widen to 5 lanes</td>
<td>$2,750,000</td>
<td>$1,833,333</td>
<td>$916,667</td>
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<td><strong>Year 4-6 total</strong></td>
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<tr>
<td>Thompson Rd</td>
<td>Saltzman - Marcotte</td>
<td>Widen to 3 lanes</td>
<td>$4,000,000</td>
<td>$2,666,667</td>
<td>$1,333,333</td>
<td>1072</td>
<td>WC</td>
</tr>
<tr>
<td>TV Hwy</td>
<td>Century Blvd</td>
<td>EB Bus Pullout</td>
<td>$10,473,000</td>
<td>$6,982,000</td>
<td>$3,491,000</td>
<td></td>
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</tr>
<tr>
<td>229th Ave</td>
<td>Butternut Creek</td>
<td>Signal modification</td>
<td>$450,000</td>
<td>$300,000</td>
<td>$150,000</td>
<td></td>
<td>SH</td>
</tr>
<tr>
<td>Scholls Ferry Rd</td>
<td>Tile Flat N-S Collector</td>
<td>Replace bridge, widen to 3 lanes</td>
<td>$5,827,000</td>
<td>$3,884,667</td>
<td>$1,942,333</td>
<td>3020</td>
<td>H</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Interim 3-lane and north side half street</td>
<td>$5,500,000</td>
<td>$3,666,667</td>
<td>$1,833,333</td>
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<td><strong>Year 7-10 total</strong></td>
<td><strong>$26,250,000</strong></td>
<td><strong>$17,500,000</strong></td>
<td><strong>$8,750,000</strong></td>
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<td><strong>Year 1-10 total</strong></td>
<td><strong>$136,668,000</strong></td>
<td><strong>$91,112,000</strong></td>
<td><strong>$45,556,000</strong></td>
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<tr>
<td>Roy Rogers Rd</td>
<td>Bull Mountain - UGB</td>
<td>Widen to 5 lanes</td>
<td>$15,000,000</td>
<td>$10,000,000</td>
<td>$5,000,000</td>
<td></td>
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<tr>
<td>Butternut Creek</td>
<td></td>
<td>Construct new 5-lane bridge</td>
<td>$9,423,000</td>
<td>$6,285,000</td>
<td>$3,140,000</td>
<td>3055</td>
<td>H</td>
</tr>
<tr>
<td>Kemmer Rd</td>
<td>185th - 198th</td>
<td>Widen to 5 lanes</td>
<td>$35,130,000</td>
<td>$23,420,000</td>
<td>$11,710,000</td>
<td>1036</td>
<td>WC</td>
</tr>
<tr>
<td>170th Ave</td>
<td>Kemmer - E-W collector</td>
<td>Realign, widen to 3 lanes</td>
<td>$11,275,000</td>
<td>$7,516,667</td>
<td>$3,758,333</td>
<td>1036</td>
<td>WC</td>
</tr>
<tr>
<td>Gassner - Kemmer</td>
<td>185th Ave</td>
<td>Construct new 3-lane roadway</td>
<td>$5,760,000</td>
<td>$3,840,000</td>
<td>$1,920,000</td>
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<td>SCM</td>
</tr>
<tr>
<td>Roy Rogers Rd</td>
<td>Bull Mountain - UGB</td>
<td>Realign curves as 3-lane roadway</td>
<td>$12,215,000</td>
<td>$8,147,667</td>
<td>$4,071,667</td>
<td>1037</td>
<td>SCM</td>
</tr>
<tr>
<td>Roy Rogers Rd</td>
<td>Bull Mountain - UGB</td>
<td>Widen to 3 lanes</td>
<td>$4,000,000</td>
<td>$2,666,667</td>
<td>$1,333,333</td>
<td>1027</td>
<td>WC</td>
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<td><strong>Year 11+ or other funding sources</strong></td>
<td><strong>$109,444,000</strong></td>
<td><strong>$72,962,667</strong></td>
<td><strong>$36,481,333</strong></td>
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<td><strong>Grand total</strong></td>
<td><strong>$246,112,000</strong></td>
<td><strong>$164,074,667</strong></td>
<td><strong>$82,037,333</strong></td>
<td></td>
</tr>
</tbody>
</table>

* "Widening" projects include pedestrian/bicycle facilities, lighting, stormwater, etc.

**NB/BSW = North Bethany / Bonny Slope West (unincorporated Washington County)

SH = South Hillsboro (City of Hillsboro)

SCM = South Cooper Mountain (City of Beaverton)

RT = River Terrace (City of Tigard)
The information on this map was derived from several databases and care was taken in its creation. Washington County cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties for this product. However, notification of any errors will be appreciated.