



# Washington County Oregon

## Transportation Development Tax

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Fiscal Year 2014-2015  
Annual Report  
July 1, 2014 through June 30, 2015

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Washington County  
Department of Land Use  
& Transportation

December 2015

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**TRANSPORTATION DEVELOPMENT TAX  
FISCAL YEAR 2014-2015 ANNUAL REPORT**

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City of Tigard TDT funds leveraged state funds and county MSTIP funds to complete a capacity project at the intersection of Highway 99W, McDonald Street and Gaarde Street. The project added a second left turn lane onto Gaarde Street, a right turn lane onto McDonald Street, a southbound auxiliary lane on Highway 99W between Gaarde Street and Bull Mountain Road, and improvements to sidewalks, bike lanes and lighting in the vicinity. *Image: Barbara Sherman, The Regal-Courier (Pamplin Media Group)*

## I. EXECUTIVE SUMMARY

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

This annual report is required by county code based on state statutes governing SDCs. Highlights of TDT activity in Fiscal Year (FY) 2014-15 (July 1, 2014 through June 30, 2015) include the following:

- Washington County and the cities collected **\$20.3 million in TDT cash proceeds**, a 66 percent increase over the previous fiscal year (\$12.2 million).
- The county and cities issued **TDT credits with a total value of \$1.8 million**, which is about one third the value of credits issued in FY 2013-14.
- County and city TDT accounts collectively generated over **\$315,000 in interest, investment and transfer income**.
- The sum of all TDT cash proceeds, credits and investment income, referred to in this report as **“total TDT activity,” was approximately \$22.4 million**, a 25 percent increase over the previous fiscal year, and the highest-ever total since the Traffic Impact Fee (the predecessor of TDT) went countywide in 1990.
- Durham, Hillsboro, North Plains, Tigard and Washington County collectively **invested over \$970,000 of TDT funds in transportation capital projects**. The City of Tigard invested the most TDT funds, totaling over \$785,000 for intersection improvements at Highway 99W/Gaarde/McDonald, 72<sup>nd</sup> Avenue/Dartmouth Street and Upper Boones Ferry/Durham Roads. Countywide, more than **\$13 million in other revenue** was used to build projects or portions of projects on the TDT Project List.
- **Administration and compliance expenditures totaled approximately \$718,000**. These expenditures include bank charges for payments made by credit card, as well as staff time (in multiple jurisdictions) administering the TDT. County staff time included work on project list update, time addressing questions and concerns from development applicants, and amending TDT policy and project lists.
- TDT accounts across the county had a **total balance of about \$54.5 million** on June 30, 2015.

## II. TDT POLICY REVIEW

### Reporting Requirements

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

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

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

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

### Transportation Development Tax Overview

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

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

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

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

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

### **Rate Phase-In, Discounts and Other Policy Changes**

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

#### Ordinance 729

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

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

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

#### Ordinance 741

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

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

#### A-Engrossed Ordinance 746

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

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

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

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

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

#### Ordinance 751

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

In FY 2014-15 several applicants used the change in use discount, including one applicant in Beaverton (general office building changed to a library), one in Hillsboro (multipurpose arcade changed to a mini storage facility), and six in Tigard (typically office or retail changed to a variety of uses such as



restaurants, a veterinary clinic, and medical offices). The total “savings” for developers based on reported change in use discounts in FY 2014-15 was at least \$182,000.

### A-Engrossed Ordinance 793

A-Engrossed Ordinance 793, adopted by the Board on August 5, 2014, made three adjustments to the countywide TDT. The ordinance:

- Ended the temporary discount on TDT rates that was established by Ordinance 729 in 2009, extended by A-Engrossed Ordinance 746 in 2012, and continued through Board resolutions in 2013 and 2014.
- Adjusted the timing of TDT calculations for applicants that have obtained building permits and have deferred some TDT until building occupancy. Applicants are now allowed to pay the TDT rate in effect at the time of building permit acquisition and TDT deferral. Prior to the effective date of A-Engrossed Ordinance 793 applicants that deferred payment to occupancy had to pay the rate that was in effect at the time of occupancy.
- Made permanent the Change-in-Use Discount enacted through Ordinance 751 in 2012. This discount was previously set to expire on July 1, 2015. This discount applies to existing, previously occupied buildings changing to certain commercial and industrial uses.

The first reading of Ordinance 793 occurred on July 15, 2014. At that time the Board directed staff to engross Ordinance 793 in order to make the effective date of the ordinance October 1, 2014, rather than September 4, 2014. Full TDT rates became effective on that date.

### **Construction Cost Index**

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

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

The Index was applied for the first time on October 1, 2014 when full rates went into effect. The Index had the effect of adjusting the “full” TDT rate downward 1.195 percent due to a significant drop in the National Highway Construction Cost Index that occurred in 2009 and was still affecting the five-year average. A rate adjustment of -1.195 percent was applied to TDT rates effective October 1, 2014 to June 30, 2015.

In spring 2015 as required by the TDT code, staff again calculated the TDT index. This time it resulted in a 0.962% increase, as shown in Table 1 below. The Board adopted the increase on April 21, 2015 and it went into effect on July 1, 2015 at the start of FY 2015-16.

**TABLE 1: CONSTRUCTION COST INDEX**

YEAR	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014*
<b>Index Components</b>													
<b>Materials Component</b>													
National Highway CCI		1.0031	1.0664	1.1788	1.3492	1.2899	1.2948	1.0970	1.0617	1.0728	1.1624	1.1029	1.103
% Annual Change			6.31%	10.54%	14.45%	-4.39%	0.38%	-15.28%	-3.22%	1.04%	5.00%	-2.09%	0.04%
Avg. 5-Year Change							4.96%	0.50%	-1.89%	-4.54%	-2.81%	-3.40%	0.12%
<b>Labor Component</b>													
BLS Employment Cost Index	90.1	93.5	96.7	100	103.6	107.6	110.9	111.7	113.6	116.4	117.6	118.6	120.7
% Annual Change		3.77%	3.42%	3.41%	3.60%	3.86%	3.07%	0.72%	1.70%	2.46%	1.03%	0.85%	1.77%
Avg. 5-Year Change						3.61%	3.47%	2.93%	2.59%	2.36%	1.80%	1.35%	1.56%
<b>Right-of-Way Component</b>													
Avg. Total Real Market Value	\$270,176	\$279,865	\$308,772	\$315,784	\$342,179	\$399,958	\$435,632	\$412,268	\$391,972	\$374,922	\$365,516	\$407,690	\$453,046
% Annual Change		3.59%	10.33%	2.27%	8.36%	16.89%	8.92%	-5.36%	-4.92%	-4.35%	-2.51%	11.54%	11.13%
Avg. 5-Year Change						8.29%	9.35%	6.21%	4.78%	2.23%	-1.65%	-1.12%	2.18%
<b>Weighted Average Index</b>						<b>2.74%</b>	<b>5.39%</b>	<b>2.37%</b>	<b>0.79%</b>	<b>-1.113%</b>	<b>-1.195%</b>	<b>-1.516%</b>	<b>0.962%</b>

←-----Five-year running average----->

As an example of how the Construction Cost Index affects TDT rates, the TDT charge for a single-family detached home (effective July 1, 2015) was \$8,113, up from the \$8,036 charged between October 1, 2014 and June 30, 2015. Prior to October 1, 2014 when full rates were implemented by A-Engrossed Ordinance 793, the single-family charge was \$6,665.

**Project List Changes**

The TDT Project List – consisting of a *Road Project List* and a *Transit Project List* – identifies the transportation improvements eligible for TDT expenditures and credits. Some projects are wholly related to growth and are therefore 100 percent eligible for TDT expenditures; other projects address both growth and non-growth needs and are partially eligible for TDT expenditures. Occasionally circumstances require amendments to the TDT Project List to respond to changing conditions such as a new transportation system plan (TSP) or a specific opportunity associated with development. The TDT code language allows the Board of County Commissioners to amend the list by Resolution and Order. This has occurred three times – in 2011, in 2013, and in January 2015.

The January 2015 amendments constituted the most significant update to the Project List since the TDT became effective in 2009. Requests for approximately 400 Project List changes were submitted by ten jurisdictions (Beaverton, Durham, Forest Grove, Hillsboro, North Plains, Sherwood, Tigard, Tualatin, Washington County and Wilsonville). Several of these jurisdictions had recently updated their TSPs and/or added new growth areas, resulting in significant changes. In addition, the Transit Project List was updated in coordination with TriMet. County staff assembled both lists and evaluated and confirmed the proportion of each project related to capacity and future growth (a code requirement based on state statute). The WCCC approved the amendments on January 5, 2015, and forwarded them to the Board of County Commissioners, which adopted them on January 20, 2015 by Resolution & Order 15-03.

The net effect of the January 2015 amendments was to add \$452 million in eligible project costs to the Road Project List (a 20 percent increase) and \$244 million in eligible project costs to the Transit Project List (a 92 percent increase). While these are significant increases, they reflect an updated picture of growth-related multi-modal transportation needs consistent with local TSPs and the *2014 Regional Transportation Plan*. Table 2 summarizes the Project List changes by jurisdiction.

**TABLE 2: TDT PROJECT LIST – SUMMARY OF CHANGES - 1/20/2015**

<b>Jurisdiction</b>	<b>Additions</b>	<b>Deletions</b>	<b>Modifications</b>
Beaverton	23	3	13
Cornelius			2
Durham		1	
Forest Grove	1	2	14
Hillsboro	65	8	33
North Plains	2	13	1
Sherwood	15	7	12
Tigard	6	17	19
Tualatin	12	2	7
Washington County	33	23	44
Wilsonville	3	3	4
<b>TOTAL</b>	<b>160</b>	<b>79</b>	<b>149</b>

Work began on yet another TDT Project List amendment toward the end of FY 2014-15, culminating in Board adoption on October 20, 2015 (FY 2015-16). However, the January 20, 2015 TDT Project List is used for the purposes of this year's Annual Report. The modified version of the list is included as Appendices A and B to this report.

### III. COUNTYWIDE FINANCIAL ANALYSIS

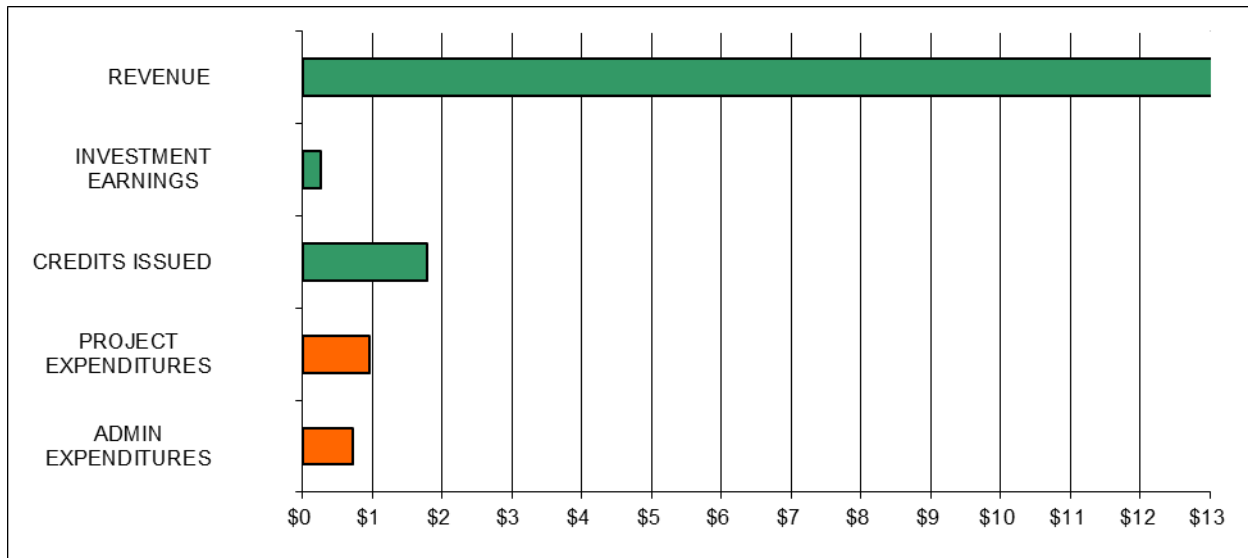
#### Countywide Total TDT Activity and Balance

In FY 2014-15, the county and cities collected \$20,302,835 in TDT revenue, a 66 percent increase over the previous fiscal year. County and city TDT accounts earned interest amounting to \$268,658. Adding in a singular fund transfer in the City of Tigard, that value increases to \$315,699. Jurisdictions issued 11 different credits totaling \$1,792,362 in value. The total of cash payments, investment earnings and issued credits – called “total TDT activity” in this report – was \$22,410,896 countywide in FY 2014-15.

Expenditures on capital projects (which may include design), totaled \$970,163. Expenditures related to general TDT administration, including staff time and bank charges in multiple jurisdictions, came to \$717,569. Further detail on expenditures is provided in section IV.

If TDT ending balances on June 30, 2015 were added together for all jurisdictions across the county, the total “account balance” would be \$54,538,650. That total does not include issued TDT credits or outstanding TDT credit balances. To date there has been significantly more TDT revenue than expenditures – a situation that will likely change in coming years. Jurisdictions may be saving TDT for major expenditures in the future, or may still be drawing down their TIF accounts before drawing significant funds from their TDT accounts. Figure 1 below summarizes the countywide TDT activity for FY 2014-15.

**FIGURE 1: COUNTYWIDE TDT FINANCIAL ACTIVITY SUMMARY, FY 2014-15**  
(Reported in millions of \$'s)

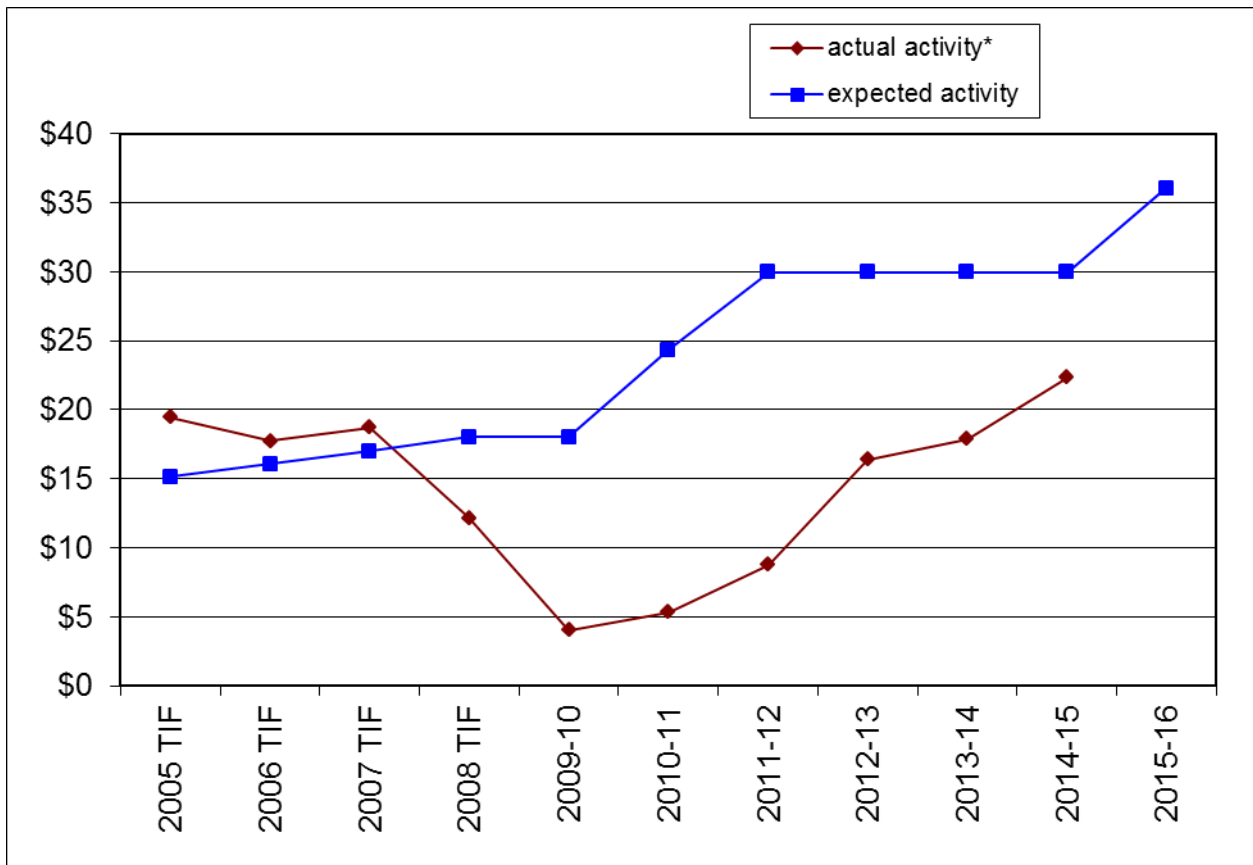


**Actual vs. Expected Total TDT Activity**

In 2008 the county anticipated that annual TDT revenues would approximately double previous annual TIF revenues once the TDT was completely phased in. However, the Great Recession brought development activity to a virtual standstill for several years. In addition, the Board approved Ordinances 729, 741, 746 and 751, which collectively discounted TDT rates, delayed the phase-in of the full rate, and reduced TDT obligations for eligible redeveloping properties (as described in Section II). Based on pre-recession assumptions, “expected” total TDT activity for FY 2014-15 should have been around \$30 million. Actual activity was \$22.4 million, or approximately 75 percent of that expectation. Total TDT activity in FY 2014-15 was up by 25 percent over FY 2013-14.

Figure 2 compares actual annual TIF and TDT total activity (revenue, credits and interest) with expected activity since 2005. The effects of the Great Recession and the subsequent recovery are obvious in the line graph. Based on recent trends and the fact that TDT rates are now fully phased in, it is possible that actual activity could eventually “catch up” with expected activity.

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

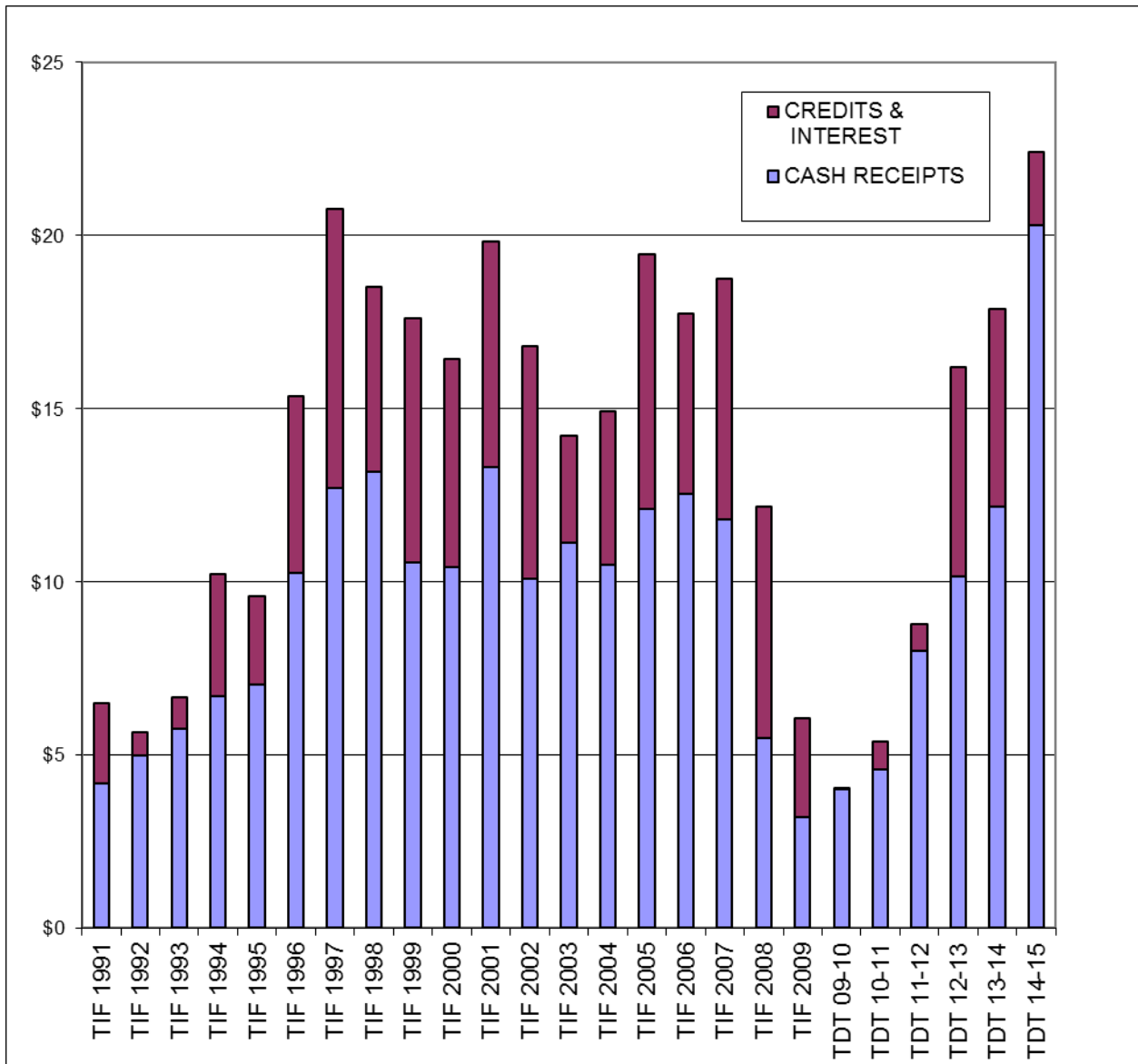


\*"Activity" includes revenue collected, credits issued, and interest earned.

### Comparison of Annual TDT Activity

Figure 3 below compares total TDT activity in FY 2014-15 with that of previous years, including TIF activity for calendar years prior to 2010. FY 2014-15 generated the most revenue and the most total activity since the TIF program went countywide in 1990. Much of the gain can be attributed to the implementation of full TDT rates on October 1, 2014, after years of discounted rates. In addition, development activity continues to be strong after the Great Recession. While the 25 percent increase from FY 2013-14 to FY 2014-15 was not as dramatic as some increases in past years (e.g., 2011-12 to 2012-13), total TDT activity has now exceeded that of all pre-recession years.

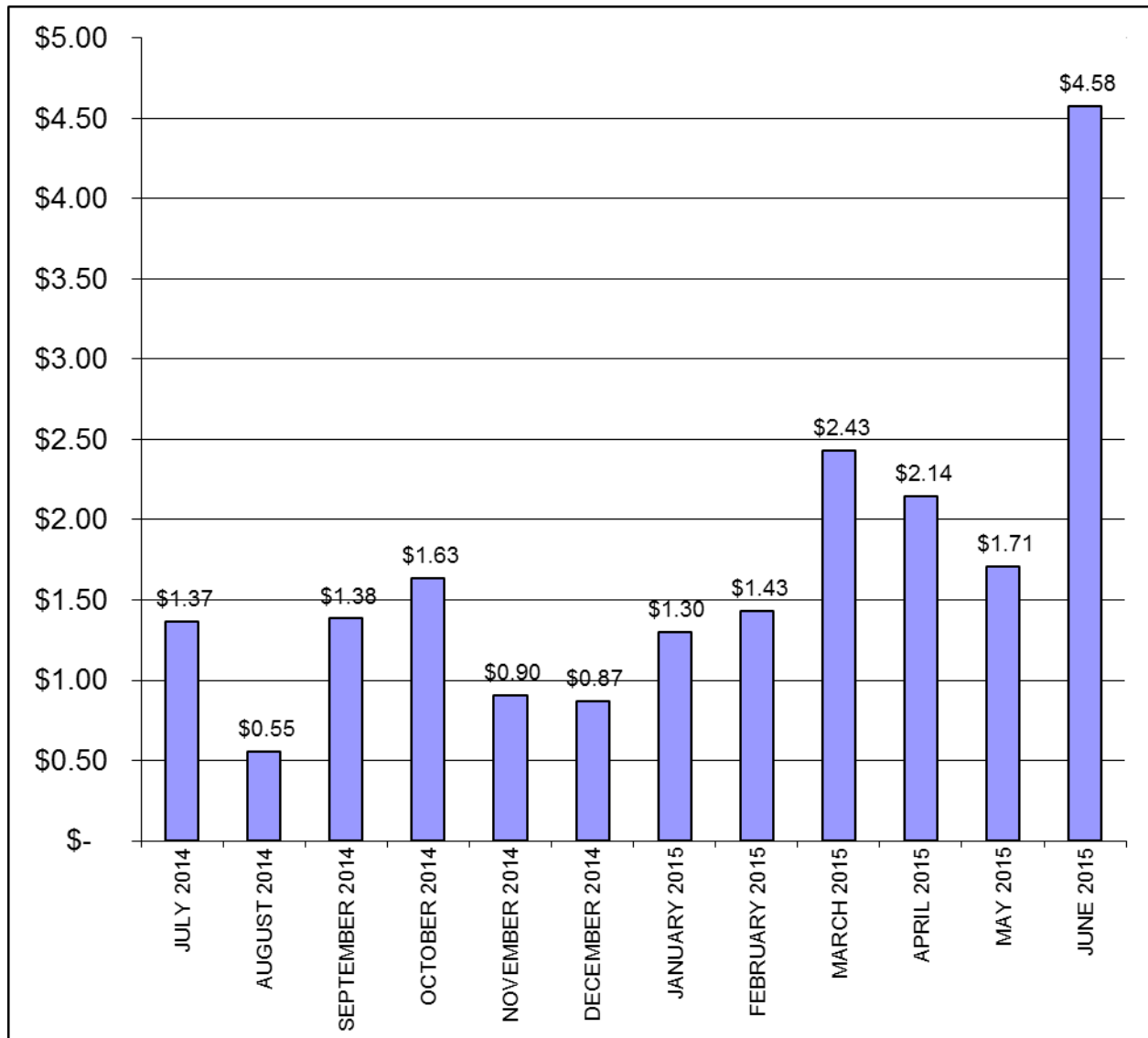
**FIGURE 3: ANNUAL PROGRAM COMPARISON**  
(Reported in millions of \$'s)



### TDT Payments by Month

TDT payments fluctuate by month, as depicted in Figure 4 below. Variations are due to the seasonality of the construction industry as well as occasional large TDT payments for major development projects. During FY 2014-15, the highest revenue month by far was June 2015, with \$4.6 million in cash receipts. This was spread over several jurisdictions in 2014-15, with Washington County leading (\$1.84 million), followed by Tualatin (\$972,000), Hillsboro (\$917,000), and Beaverton (\$514,000).

**FIGURE 4: TDT CASH RECEIPTS BY MONTH – FY 2014-15**  
(Reported in millions of \$'s)



## Interest Earned

During FY 2014-15, the countywide TDT program collected \$268,658 in interest and investment earnings. Adding in fund transfers, of which there was just one (in the City of Tigard), that value increases to \$315,699. Each jurisdiction in the county invests TDT funds through its own individual investment portfolio. Table 3 on the next page includes a breakdown of interest earnings by jurisdiction, along with other information.

## Credits

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

Full credit is generally available for eligible improvements made to facilities listed on the TDT Project List. Partial credit may be available for improvements that are not on the TDT Project List but are on a facility designated as an arterial or collector in the applicable jurisdiction’s transportation system plan. During FY 2014-15, a total of 11 separate TDT credits were issued: one each in Beaverton, Hillsboro and North Plains, and eight in unincorporated Washington County. The 11 credits represent \$1,792,362 in eligible improvements to the transportation system, about one third the amount of credit issued during the previous fiscal year. Much of the credit activity took place in unincorporated Washington County, including \$541,815 for improvements to 205<sup>th</sup> Avenue as part of the Baseline Woods apartment development. Developers used about \$2.41 million in TDT credit vouchers to pay for TDT obligations; some of which were issued in previous years.

## Revenue and Expenditures by Jurisdiction

Each jurisdiction in the county is individually responsible for collecting, monitoring and utilizing TDT funds generated by development within its borders. Table 3 and Figures 6 and 7 summarize FY 2014-2015 TDT revenue and expenditures by jurisdiction, including beginning-of-year and end-of-year account balances. The jurisdictions with the highest cash receipts in FY 2014-15, in order, were unincorporated Washington County (\$8.5 million, 42 percent of total), City of Hillsboro (\$4.6 million, 23 percent of total) and Beaverton (\$3.5 million, 17 percent of total). If credits are included, unincorporated Washington County still had the most TDT activity, with \$9.8 million; followed by Hillsboro with \$4.7 million in total TDT activity.

In terms of expenditures, Tigard had the highest amount, with \$812,322 for capital projects and administrative expenses; this was followed by unincorporated Washington County, with \$436,555 in expenditures, and Hillsboro with \$229,313 in expenditures. Greater detail on TDT expenditures is provided in section IV.

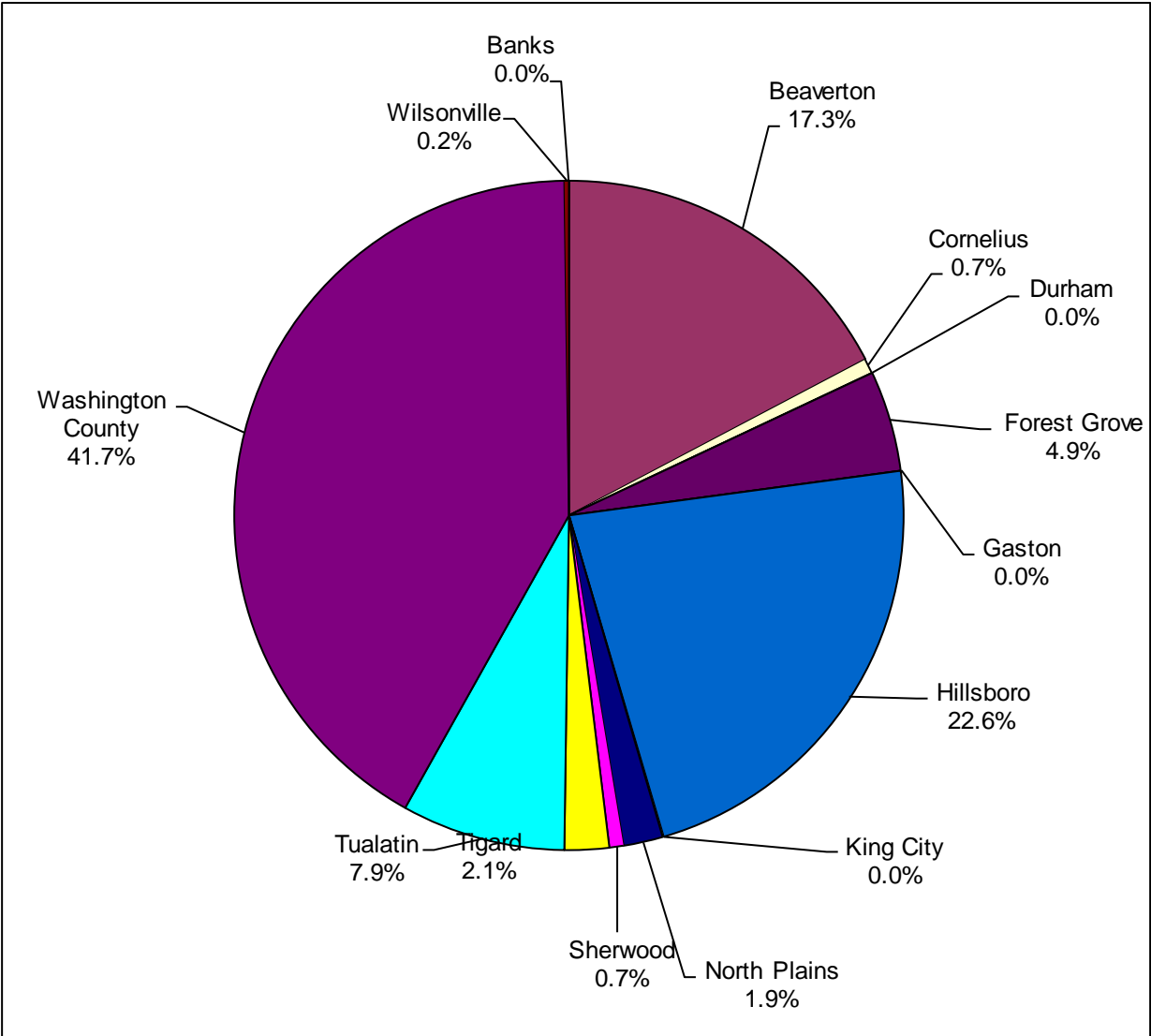
The estimated TDT account balance as of June 30, 2015 was highest in Washington County (\$19.0 million), followed by the City of Hillsboro (\$14.9 million) and Beaverton (\$6.3 million).



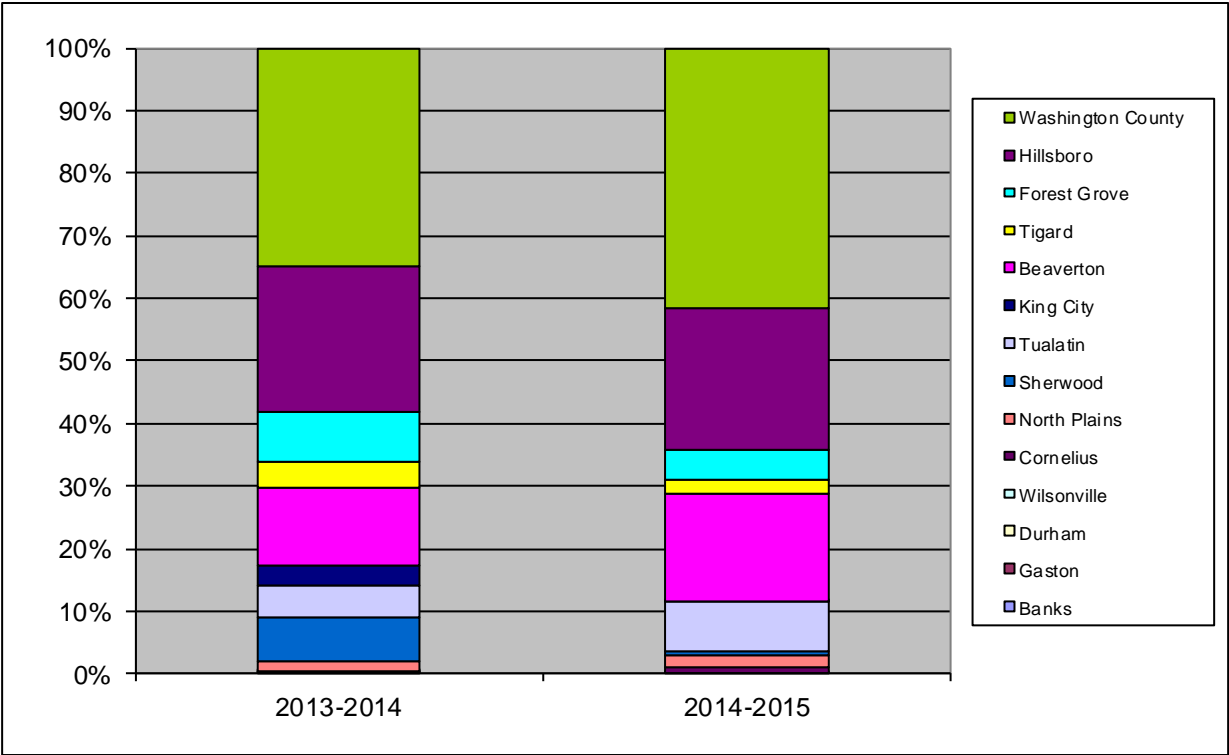
**TABLE 3: TDT REVENUE AND EXPENDITURES BY JURISDICTION – FY 2014-15**  
(Rounded to nearest dollar)

Jurisdiction	Balance as of 6/30/14	Cash Receipts	Interest Earnings & Transfers	Credits Issued*	"Total Activity"	Project & Admin Expenses	Balance as of 6/30/15
Banks	\$ 11,434	\$ -	\$ 58	\$ -	\$ 58	\$ -	\$ 11,491
Beaverton	\$ 2,954,843	\$ 3,510,352	\$ 22,599	\$ 390,098	\$ 3,923,050	\$ 165,398	\$ 6,322,397
Cornelius	\$ 89,525	\$ 144,636	\$ 373	\$ -	\$ 145,009	\$ -	\$ 234,534
Durham	\$ 12,112	\$ -	\$ 32	\$ -	\$ 32	\$ 12,000	\$ 144
Forest Grove	\$ 3,392,358	\$ 986,970	\$ 20,243	\$ -	\$ 1,007,213	\$ -	\$ 4,399,571
Gaston	\$ 10,632	\$ -	\$ 64	\$ -	\$ 64	\$ -	\$ 10,697
Hillsboro	\$10,407,735	\$ 4,584,400	\$ 88,159	\$ 13,814	\$ 4,686,373	\$ 229,312	\$ 14,850,981
King City	\$ 1,776,306	\$ 6,665	\$ 9,110	\$ -	\$ 15,775	\$ -	\$ 1,792,081
North Plains	\$ 396,267	\$ 389,271	\$ 2,364	\$ 114,383	\$ 506,018	\$ 32,144	\$ 755,758
Sherwood	\$ 1,404,016	\$ 138,590	\$ 7,640	\$ -	\$ 146,229	\$ -	\$ 1,550,245
Tigard	\$ 1,474,749	\$ 435,910	\$ 49,863	\$ -	\$ 485,773	\$ 812,322	\$ 1,148,200
Tualatin	\$ 2,531,695	\$ 1,602,357	\$ 24,600	\$ -	\$ 1,626,957	\$ -	\$ 4,158,652
Washington County	\$10,869,680	\$ 8,459,982	\$ 89,117	\$ 1,274,067	\$ 9,823,166	\$ 436,555	\$ 18,982,224
Wilsonville	\$ 276,497	\$ 43,702	\$ 1,476	\$ -	\$ 45,178	\$ -	\$ 321,675
<b>Countywide Total</b>	<b>\$35,607,849</b>	<b>\$20,302,835</b>	<b>\$ 315,699</b>	<b>\$ 1,792,362</b>	<b>\$22,410,896</b>	<b>\$ 1,687,731</b>	<b>\$ 54,538,650</b>

**FIGURE 6: SHARE OF TDT CASH RECEIPTS BY JURISDICTION, FY 2014-15**  
(Does not include credits, interest earnings or fund transfers)



**FIGURE 7: TOTAL TDT CASH RECEIPTS BY JURISDICTION – FY 2013-14 and FY 2014-15**  
(Does not include credits, interest earnings or fund transfers)



## IV. PROJECT EXPENDITURES

### TDT Project Expenditures

During FY 2014-15, four cities and Washington County invested a combined total of \$970,163 in TDT funds to design and/or construct capital improvements on the TDT Project List. Figures listed below account for FY 2014-15 expenditures only.

- The City of Durham used \$11,000 for close-out work on the Upper Boones Ferry Road complete street project.
- The City of Hillsboro used \$23,021 for a number of projects, including extensions of Century Boulevard and Cherry Drive, new roads in the South Hillsboro area, and an intersection project at Brookwood Parkway and Bentley Avenue.
- North Plains used \$32,144 for improvements along West Union Road.
- The City of Tigard used \$785,165 for three projects: the Pacific Highway/Gaarde Street/McDonald Street intersection project, the 72<sup>nd</sup> Avenue/Dartmouth Street intersection project, and a traffic signal at Upper Boones Ferry/Durham Roads. These projects are intended to improve operations and capacity at congested intersections by adding turn lanes. Sidewalk, crosswalk and bike lane relocations are also included.
- Washington County used \$118,833 in TDT funds for the NW Springville Road project between 185<sup>th</sup> and 173<sup>rd</sup> Avenues near Portland Community College Rock Creek campus. The Springville Road project will add roadway capacity and include bicycle and pedestrian facilities. Construction funding sources will include TDT and the MSTIP Residential High Growth Areas Transportation Funding program.

### Non-TDT Expenditures

Projects or portions of projects on the TDT Project List have been constructed using non-TDT funding sources including MSTIP, remaining TIF funds, local road funds or general funds, and state grants. In FY 2014-15, jurisdictions invested at least \$13.1 million in non-TDT funding resources for projects on the TDT List. Examples include:

- \$2.7 million in Washington County Road Fund for the Brookwood Parkway widening project between Highway 26 and Evergreen Parkway.
- Over \$2 million in MSTIP 3c and Washington County Road Fund for the Oleson Road bridge replacement in unincorporated Raleigh Hills.
- \$1.8 million in MSTIP 3d and City of Tigard gas tax and TIF funds for the Highway 99w/McDonald/Gaarde project.
- \$480,000 in MSTIP funds for project development on the Southwest Corridor High Capacity Transit project, which is included on the TDT Transit Project List.

Appendices A and B to this report detail the TDT Road and Transit Project Lists with associated expenditures from TDT and other sources from FY 2009-10 through FY 2014-15. In total, \$47.1 million

has been invested in eligible projects on the TDT Project List since 2009, including \$3.2 million in TDT funds and \$43.9 million in other funds.

**TDT Cost Capture**

One purpose of this report is to monitor changes in transportation infrastructure needs and to track the percentage of those needs that is “captured” by the TDT. When the TDT was developed, staff estimated that it would raise 28 percent of the revenue necessary to complete eligible components of the projects on the TDT Project List. It assumes that other revenue will come from sources such as the gas tax and the county’s property tax-funded Major Streets Transportation Improvement Program and that some needs will remain unfunded. As of the end of FY 2014-15, due to TDT expenditures, investments from other sources and amendments to the project list, TDT is anticipated to cover 24.16 percent of the eligible costs on the TDT Project List. This change is largely due to the significant Project List amendments that occurred in January 2015, which resulted in a net increase in project needs.

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

Comparing the total cost of TDT-eligible projects that remain unfunded (including nearly \$2.7 billion in road projects and over \$500 million in transit projects) to the Total New Person Trip-Ends (1,666,558) results in an SDC-Eligible Cost per New Person Trip-End of \$1,619 per motor vehicle trip and \$305 per transit trip. The Captured Cost per New Person Trip-End values (second to last column) remain constant, but now represent 24% of the eligible motor vehicle costs and 15% of eligible transit costs, as shown in Table 4 below. Compliance costs have remained static.

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

Type of Cost	Remaining SDC Eligible Costs	Total New ADT Person Trip-Ends	SDC-Eligible Cost per New Person Trip-End	Captured Cost per New Person Trip-End	Capture Rate
Motor Vehicle Cost	\$2,697,487,646	1,666,558	\$1,619	\$391	24.16%
Transit Cost	\$508,221,079	1,666,558	\$305	\$45	14.76%
Compliance Cost	\$5,234,000	1,666,558	\$3	\$3	100%
Total	\$3,210,942,725		\$1,927	\$439	N/A

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



## Appendix A: TDT Road Project List Expenditures FY 2014-15

List as amended by  
Resolution and Order 15-3  
January 20, 2015

Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
2000	Beaverton	114th/115th	MAX Light Rail	Beaverton-Hillsdale/Griffith	Construct 2-lane multimodal	\$ 11,040,000	2014-2024			\$ -	\$ -	\$ -
2001	Beaverton	120th	Center	Canyon	Construct 2-lane multimodal	\$ 9,825,600	2014-2024			\$ -	\$ -	\$ -
2002	Beaverton	125th	Brockman	Hall	Extend 2-lane multimodal	\$ 15,345,600	2014-2024			\$ -	\$ 143,127	\$ 143,127
2003	Beaverton	Allen	Hwy 217	Western	Add turn lanes, signals, bike/ped	\$ 6,955,200	2014-2024			\$ -	\$ -	\$ -
2004	Beaverton	Allen	Murray	Hwy 217	Add turn lanes, bike lanes, sidewalks & signalize	\$ 45,926,400	2014-2024			\$ -	\$ -	\$ -
2005	Beaverton	Allen: Murray to Scholls Ferry; Cedar Hills: Farmington to north of Walker; Hall: SB OR 217 ramp to Cedar Hills; Farmington: SB OR 217 ramp to west of Murray			Adaptive signal systems	\$ 11,040,000	2014-2024			\$ -	\$ -	\$ -
2006	Beaverton	Baltic	US26 WB	Barnes	Add NB aux lane; Add SB aux lane	\$ 570,000	2025-2039			\$ -	\$ -	\$ -
2007	Beaverton	Barnes	117th	Baltic	Bus pullouts, shelters, and transit amenities	\$ 700,000	2014-2024			\$ -	\$ -	\$ -
2008	Beaverton	Barnes	116th		Construct traffic signal; Construct 2nd WB left turn lane	\$ 384,058	2014-2024			\$ -	\$ -	\$ -
2009	Beaverton	Barnes	Cedar Hills		Add 2nd EB to SB right turn lane	\$ 450,000	2014-2024			\$ -	\$ -	\$ -
2010	Beaverton	Barnes	Cedar Hills	Valeria	Add WB aux lane; modify signals	\$ 1,250,000	2014-2024			\$ -	\$ -	\$ -
2011	Beaverton	Barnes	Station North/Holly		Construct signal and interconnect; Add WB right turn lane	\$ 600,000	2014-2024			\$ -	\$ -	\$ -
2012	Beaverton	Barnes	Station North/Holly	Lois	Add EB and WB aux lanes; Modify traffic signal and interconnect	\$ 1,900,000	2014-2024			\$ -	\$ -	\$ -
2013	Beaverton	Barnes	Lois	OR217	Add NB aux lane; Add 2nd SB left turn lane; Modify transit station entrance; Modify traffic signal	\$ 600,000	2014-2024			\$ -	\$ -	\$ -
2014	Beaverton	Barnes	OR 217		Add NB right turn lane; Add NB aux lane; Add Wb right turn lane; Add WB aux lane to US 26 WB; Modify traffic signal	\$ 2,100,000	2014-2024			\$ -	\$ -	\$ -
2015	Beaverton	Barnes	OR 217	Leahy	Interconnect traffic signals	\$ 175,824	2025-2039			\$ -	\$ -	\$ -
2016	Beaverton	Barnes	Baltic		Add EB right turn lane, Add WB left turn lane; Add WB aux lane; Add NB left turn lane; Add NB aux lane; Add dual NB right turn lane; Modify traffic signal	\$ 2,700,000	2014-2024			\$ -	\$ -	\$ -
2017	Beaverton	Barnes	Baltic	Monterey PI	Add WB aux lane; Modify traffic signals	\$ 600,000	2025-2039			\$ -	\$ -	\$ -
2018	Beaverton	Barnes	Monterey		Add EB left turn lane; Modify traffic signal	\$ 439,560	2025-2039			\$ -	\$ -	\$ -
2019	Beaverton	Barnes	Miller		Add aux lanes at all intersection approaches; Modify Miller SB lane approaches; Modify Miller SB lane assignments; Modify traffic signals	\$ 2,500,000	2025-2039			\$ -	\$ -	\$ -
2020	Beaverton	Beaverton-Hillsdale	Western		Turn lanes, signal improvements	\$ 2,064,480	2025-2039			\$ -	\$ -	\$ -

## Appendix A: TDT Road Project List Expenditures FY 2014-15

List as amended by  
Resolution and Order 15-3  
January 20, 2015

Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
2021	Beaverton	Butner	Cedar Hills		Add dual EB left turn lanes; Add single EB right turn lane; Modify signal; Interconnect to US26 interchange signals	\$ 1,430,000	2014-2024			\$ -	\$ -	\$ -
2022	Beaverton	Canyon	170th	OR 217	Access management	\$ 1,000,000	2014-2024			\$ -	\$ -	\$ -
2023	Beaverton	Canyon	Cedar Hills		Turn lanes, signal improvements	\$ 6,922,080	2025-2039			\$ -	\$ -	\$ -
2024	Beaverton	Cedar Hills	300' north of Celeste	Barnes	Add NB and SB aux lanes, extend 300' north of Celeste	\$ 2,330,000	2014-2024			\$ -	\$ -	\$ -
2025	Beaverton	Cedar Hills	Barnes	US 26 WB	Add SB multi-use bike/ped facility	\$ 250,000	2014-2024			\$ -	\$ -	\$ -
2026	Beaverton	Cedar Hills	US 26 WB		Add NB aux lane to Barnes; Add bike/ped tunnel under WB on ramp; Modify WB offramp lane assignments; Modify and interconnect signals	\$ 1,000,000	2014-2024			\$ -	\$ -	\$ -
2027	Beaverton	Cedar Hills	US 26 WB	US 26 EB	Construct sidewalks and bike lanes	\$ 670,000	2014-2024			\$ -	\$ -	\$ -
2028	Beaverton	Cedar Hills	US 26 EB		Construct dual SB left turn lanes and EB aux lane; Construct EB left and right turn lanes; Construct signals and interconnect	\$ 1,770,000	2014-2024			\$ -	\$ -	\$ -
2029	Beaverton	Cedar Hills	US 26 EB	Butner	Convert NB right turn lane into Th-Rt Aux lane to US26 EB with ped island; Add sidewalk and bike lanes	\$ 448,000	2014-2024			\$ -	\$ -	\$ -
2030	Beaverton	Cedar Hills	Walker		Add double left turn lanes on all approaches, add EB rt turn lane	\$ 3,545,614	2025-2039			\$ -	\$ -	\$ -
2031	Beaverton	Cedar Hills	Walker	Farmington	Add turn lanes, bike lanes	\$ 20,976,000	2014-2024			\$ -	\$ -	\$ -
2032	Beaverton	Cedar Hills	Jenkins		Turn lanes, signal improvements	\$ 2,550,240	2025-2039			\$ -	\$ -	\$ -
2033	Beaverton	Cedar Hills	Hall		Add NB rt turn lane	\$ 728,640	2025-2039			\$ -	\$ -	\$ -
2034	Beaverton	Cornell	113th		Add aux lanes at all intersection approaches; Modify traffic signal	\$ 700,000	2014-2024			\$ -	\$ -	\$ -
2035	Beaverton	Cornell	107th		Construct traffic signal	\$ 360,000	2014-2024			\$ -	\$ -	\$ -
2036	Beaverton	Crescent	Rose Biggi	Cedar Hills	Extend 2-lane multimodal	\$ 3,864,000	2014-2024			\$ -	\$ 65,237	\$ 65,237
2037	Beaverton	Davies	Scholls Ferry	Barrows	Extend 2-lane multimodal	\$ 5,409,600	2014-2024			\$ -	\$ -	\$ -
2038	Beaverton	Dawson/Westgate	Rose Biggi	Hocken	Extend 2-lane multimodal	\$ 9,825,600	2014-2024			\$ 220,137	\$ 31,576	\$ 251,713
2039	Beaverton	Denney	Hall	Scholls Ferry	Add turn lanes, bike lanes & signalize	\$ 6,734,400	2014-2024			\$ -	\$ -	\$ -
2040	Beaverton	Farmington	Cedar Hills		Turn lanes, signal improvements	\$ 3,036,000	2025-2039			\$ -	\$ -	\$ -
2041	Beaverton	Farmington	Lombard		Add NB rt turn lane	\$ 1,689,120	2025-2039			\$ -	\$ -	\$ -
2042	Beaverton	Hall extension	to Jenkins		Construct 2 or 4 lane	\$ 15,897,600	2025-2039			\$ -	\$ -	\$ -
2043	Beaverton	Hall	Hocken	Cedar Hills	Extend 2-lane multimodal	\$ 6,072,000	2014-2024			\$ -	\$ -	\$ -
2044	Beaverton	Hall	Cedar Hills	Farmington	Add turn lanes, bike lanes	\$ 5,740,800	2014-2024			\$ -	\$ -	\$ -
2045	Beaverton	Hall	Center		Turn lanes, signal improvements	\$ 121,440	2025-2039			\$ -	\$ -	\$ -
2046	Beaverton	Hall	Allen		Add EB&WB rt turn lanes, NB&SB double lefts	\$ 2,373,600	2025-2039			\$ -	\$ -	\$ -
2047	Beaverton	Hall	Denney		Turn lanes, signal improvements	\$ 850,080	2025-2039			\$ -	\$ -	\$ -
2048	Beaverton	Hall	500' south of Allen	12th	Add turn lanes, bike lanes	\$ 6,734,400	2014-2024			\$ -	\$ -	\$ -
2049	Beaverton	Millikan	TV Hwy	141st	Add turn lanes, signals, bike and ped	\$ 18,878,400	2014-2024			\$ -	\$ -	\$ -



## Appendix A: TDT Road Project List Expenditures FY 2014-15

List as amended by  
Resolution and Order 15-3  
January 20, 2015

Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
2050	Beaverton	Millikan	Murray		Rt turn lane for WB Millikan	\$ 607,200	2025-2039			\$ -	\$ -	\$ -
2051	Beaverton	Millikan	141st	Hocken	Add signal, turn lanes, bike & ped	\$ 2,870,400	2014-2024			\$ -	\$ -	\$ -
2052	Beaverton	Millikan	Watson	114th	Extend 2-lane multimodal	\$ 15,235,200	2014-2024			\$ -	\$ -	\$ -
2053	Beaverton	Murray	Allen		Turn lanes, signal improvements	\$ 1,578,720	2025-2039			\$ -	\$ -	\$ -
2054	Beaverton	Murray	Brockman		Add WB & SB rt turn lanes	\$ 1,280,640	2025-2039			\$ -	\$ -	\$ -
2055	Beaverton	New street	Broadway	115th	Construct 2-lane multimodal	\$ 4,968,000	2014-2024			\$ -	\$ -	\$ -
2056	Beaverton	Nimbus	Denney	Hall	Extend 2-lane multimodal	\$ 17,001,600	2014-2024			\$ -	\$ -	\$ -
2057	Beaverton	Rose Biggi/ Westgate	Hall	Crescent	Extend 2-lane multimodal	\$ 3,864,000	2014-2024			\$ -	\$ 34,687	\$ 34,687
2058	Beaverton	Rose Biggi	TV Hwy	Broadway	Extend 2-lane multimodal	\$ 3,312,000	2014-2024			\$ -	\$ -	\$ -
2059	Beaverton	Scholls Ferry	Allen		Turn lanes, signal improvements	\$ 3,929,172	2025-2039			\$ -	\$ -	\$ -
2060	Beaverton	Scholls Ferry	Nimbus		Turn lanes, signal improvements	\$ 1,733,280	2025-2039			\$ -	\$ -	\$ -
2061	Beaverton	Scholls Ferry	125th		Add SB rt turn lane	\$ 1,280,640	2025-2039			\$ -	\$ -	\$ -
2062	Beaverton	Scholls Ferry	Davies		Add NB rt turn lane, close east end of Scholls Ferry @Barrows	\$ 331,200	2025-2039			\$ -	\$ -	\$ -
2063	Beaverton	Scholls Ferry	Barrows (west end)		Add SB rt turn lane	\$ 331,200	2025-2039			\$ -	\$ -	\$ -
2064	Beaverton	Sexton Mountain	160th	155th	Extend 2-lane multimodal	\$ 2,760,000	2014-2024			\$ -	\$ -	\$ -
2065	Beaverton	Walker	173rd		Turn lanes, signal improvements	\$ 2,760,000	2025-2039			\$ -	\$ -	\$ -
2066	Beaverton	Walker	167th		Signalize, add SB left turn lane	\$ 187,680	2025-2039			\$ -	\$ -	\$ -
2067	Beaverton	Weir	155th	175th	Turn lanes, bike lanes, sidewalks	\$ 4,526,400	2014-2024			\$ -	\$ -	\$ -
Beaverton TOTAL						\$ 317,631,668		\$ -	\$ -	\$ 220,137	\$ 274,627	\$ 494,764
7000	Cornelius	10th	Adair/Main	Baseline	Add left & right turn lanes at couplet intersection approaches	\$ 1,320,000	2014-2024		\$ 451,605	\$ -	\$ 456,005	\$ 456,005
7001	Cornelius	14th	Holladay	Dogwood	Add signals at TV Hwy and widen existing travel lanes	\$ 2,100,000	2025-2039			\$ -	\$ -	\$ -
7002	Cornelius	Baseline	10th	20th	Inteconnect signals and consolidate access points	\$ 540,000	2014-2024			\$ 447,492	\$ 8,200	\$ 455,692
7003	Cornelius	Cornelius-Schefflin	Verboort Circle	South city limit	Add new traffic signals at Heather, Dogwood, Davis and Holladay and widen existing travel lanes	\$ 5,550,000	2014-2024		\$ 3,948	\$ -	\$ 9,015,238	\$ 9,015,238
7004	Cornelius	Davis St Extension	4th	10th	New 2-lane collector	\$ 2,500,000	2014-2024			\$ -	\$ -	\$ -
7005	Cornelius	Forest Grove Connectivity	East Forest Grove city limit	West Cornelius city limit	Construct new 2-lane collector between Cornelius & Forest Grove	\$ 1,500,000	2025-2039			\$ -	\$ -	\$ -
7006	Cornelius	Holladay St Extension	Yew (Forest Grove)	4th	New 2-lane collector	\$ 10,764,871	2014-2024			\$ -	\$ -	\$ -
7007	Cornelius	Holladay St Extension	10th	Gray	New 2-lane collector	\$ 1,300,000	2014-2024			\$ -	\$ -	\$ -
7008	Cornelius	Holladay St Extension	Gray	19th	New 2-lane collector	\$ 1,300,000	2014-2024			\$ -	\$ -	\$ -
7009	Cornelius	Susbauer / 19th	TV Hwy	Zion Church	Add new traffic signals at Holladay and Davis and widen existing travel lanes	\$ 12,930,000	2014-2024			\$ -	\$ 87,698	\$ 87,698
7010	Cornelius	TV Highway Corridor	4th	29th	Traffic signal system coordination	\$ 450,000	2014-2024			\$ -	\$ -	\$ -
Cornelius TOTAL						\$ 40,254,871		\$ -	\$ 455,553	\$ 447,492	\$ 9,567,141	\$ 10,014,633

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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
8000	Durham	Upper Boones Ferry	At Tualatin River		Add 2 through lanes (Durham share of cost only)	\$ 342,857	2014-2024	\$ 11,000		\$ 11,000	\$ -	\$ 11,000
Durham TOTAL						\$ 342,857		\$ 11,000	\$ -	\$ 11,000	\$ -	\$ 11,000
7500	Forest Grove	19th	Poplar	HWY 47	Extend 2-lane collector	\$ 1,517,156	2014-2024			\$ -	\$ -	\$ -
7501	Forest Grove	23rd/24th	Hawthorne	Quince	Construct 2-lane collector	\$ 4,260,000	2025-2039			\$ -	\$ -	\$ -
7502	Forest Grove	26th	Sunset	Oak	Extend 2-lane collector and improve 26th Ave to city standards	\$ 9,310,000	2014-2024			\$ 2,155	\$ 262,593	\$ 264,748
7503	Forest Grove	OR 47	Maple		Construct improvements (e.g. traffic signal including interconnect with rail crossing in longer term)	\$ 3,750,000	2014-2024			\$ -	\$ -	\$ -
7504	Forest Grove	OR 47	Elm		Construct improvements (e.g. traffic signal)	\$ 390,000	2014-2024			\$ -	\$ -	\$ -
7505	Forest Grove	B	David Hill	Hartford	Extend 2-lane collector	\$ 6,068,623	2014-2024			\$ -	\$ -	\$ -
7506	Forest Grove	David Hill	East terminus	OR 47	Construct 3-lane arterial	\$ 1,361,000	2014-2024		\$ 1,652	\$ -	\$ 1,064,308	\$ 1,064,308
7507	Forest Grove	E/Pacific/19th	E	19th	Extend 2-lane couplet	\$ 4,940,000	2014-2024			\$ -	\$ -	\$ -
7508	Forest Grove	Hawthorne	26th	Willamina	Extend 2-lane collector	\$ 7,885,582	2014-2024			\$ -	\$ -	\$ -
7509	Forest Grove	Heather	OR 47	Mountain View	Extend 2-lane collector	\$ 1,730,000	2014-2024			\$ -	\$ -	\$ -
7510	Forest Grove	Laurel	26th	22nd	Extend 2-lane collector	\$ 8,598,914	2014-2024			\$ -	\$ -	\$ -
7511	Forest Grove	Main	David Hill	Hartford	Extend 2-lane collector	\$ 6,068,623	2014-2024			\$ -	\$ -	\$ -
7512	Forest Grove	Oak	OR 47	Pacific	Upgrade to 2-lane collector; add signal	\$ 4,650,591	2014-2024			\$ -	\$ -	\$ -
7513	Forest Grove	Thatcher	Gales Creek	David Hill	Realign and signalize intersection; road improvements from Gales Creek to David Hill	\$ 10,907,405	2014-2024			\$ -	\$ -	\$ -
7514	Forest Grove	TV Hwy	Quince		Add turn lanes / signal	\$ 1,073,573	2014-2024			\$ -	\$ -	\$ -
7515	Forest Grove	Willamina	Main	Sunset	Improve collector to city standards	\$ 2,059,722	2014-2025			\$ -	\$ 4,423	\$ 4,423
Forest Grove TOTAL						\$ 74,571,188		\$ -	\$ 1,652	\$ 2,155	\$ 1,331,324	\$ 1,333,479
3000	Hillsboro	1st/Glencoe	Grant		Install traffic signal/ widen Glencoe for southbound left turn lane, add left turn lane on Grant	\$ 2,000,000	2025-2039			\$ -	\$ -	\$ -
3001	Hillsboro	13th/River	TV Hwy		Add EB right turn lane and NB left turn lane	\$ 4,500,000	2025-2039			\$ -	\$ -	\$ -
3002	Hillsboro	28th	Cornell	Main	Widen 3 lanes Main to Hyde Circle, Widen to 5-lanes Hyde Circle to Cornell, Modify LRT Crossing equipment	\$ 5,000,000	2014-2024			\$ -	\$ -	\$ -
3003	Hillsboro	69th (Quatama)	227th	Baseline	New 3 lane extension	\$ 4,943,785	2025-2039			\$ -	\$ -	\$ -
3004	Hillsboro	185th	Walker		Intersection capacity and signal improvements	\$ 6,000,000	2025-2039			\$ -	\$ -	\$ -
3005	Hillsboro	194th Extension	Cornell	Amberwood Extension	New 3-lane collector, Remove segment Amberglenn Pkwy	\$ 2,250,000	2014-2024			\$ -	\$ -	\$ -
3006	Hillsboro	194th Extension	Stucki Extension		Signalize or construct roundabout	\$ 1,100,000	2025-2039			\$ -	\$ -	\$ -
3007	Hillsboro	194th Extension	Stucki Extension	Wilkins	New 3-lane collector	\$ 3,500,000	2025-2039			\$ -	\$ -	\$ -
3008	Hillsboro	194th Extension	Wilkins		Signalize	\$ 364,000	2025-2039			\$ -	\$ -	\$ -
3009	Hillsboro	205th/John Olson	Wilkins	MAX Light Rail	Complete bike lanes	\$ 200,000	2014-2024			\$ -	\$ -	\$ -

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January 20, 2015

Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
3010	Hillsboro	209th	Blanton		Signalize; turn lane improvements	\$ 671,000	2014-2024			\$ -	\$ -	\$ -
3011	Hillsboro	209th	Kinnaman		Signalize; turn lane improvements	\$ 1,016,000	2014-2024			\$ -	\$ -	\$ -
3012	Hillsboro	209th	McInnis Lane		Construct traffic signal or roundabout	\$ 1,574,000	2014-2024			\$ -	\$ -	\$ -
3013	Hillsboro	209th	Butternut Creek Pkwy		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3014	Hillsboro	209th	Deline		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3015	Hillsboro	209th	Vermont		Signalize	\$ 364,000	2025-2039			\$ -	\$ -	\$ -
3016	Hillsboro	209th	Murphy Lane		Signalize	\$ 364,000	2025-2039			\$ -	\$ -	\$ -
3017	Hillsboro	229th	TV Hwy		Close south leg and modify signal	\$ 935,000	2014-2024			\$ -	\$ -	\$ -
3018	Hillsboro	229th	Alexander	Kinnaman	Widen to 3 lanes	\$ 4,126,000	2014-2024			\$ -	\$ -	\$ -
3019	Hillsboro	229th/Century	Kinnaman		construct roundabout	\$ 1,027,000	2014-2024			\$ -	\$ -	\$ -
3020	Hillsboro	229th	Kinnaman	Rosedale	Widen to 3 lanes; Realign and construct Butternut Creek bridge	\$ 16,007,000	2025-2039			\$ -	\$ -	\$ -
3021	Hillsboro	229th	Vermont		Construct roundabout	\$ 1,046,000	2025-2039			\$ -	\$ -	\$ -
3022	Hillsboro	231st	MAX Light Rail	Baseline	Widen to 3 lanes	\$ 6,800,000	2014-2024			\$ -	\$ -	\$ -
3023	Hillsboro	231st	Cornell	Campus Way	Widen to 5 lanes with multimodal improvements	\$ 170,000	2014-2024			\$ 33,425	\$ -	\$ 33,425
3024	Hillsboro	231st	Campus Way	Cherry	Construct southbound cycle track and west pedestrian improvements	\$ 60,000	2014-2024			\$ -	\$ -	\$ -
3025	Hillsboro	231st	MAX Light Rail		Signal & pedestrian crossing improvements	\$ 225,000	2014-2024			\$ -	\$ -	\$ -
3026	Hillsboro	234th	Johnson		Signalize	\$ 364,000	2025-2039			\$ -	\$ -	\$ -
3027	Hillsboro	253rd	Meek	Evergreen	New 3-lane collector	\$ 12,000,000	2014-2024			\$ -	\$ -	\$ -
3028	Hillsboro	253rd	Huffman		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3029	Hillsboro	253rd	Evergreen		Signalize	\$ 364,000	2025-2039			\$ -	\$ -	\$ -
3030	Hillsboro	25th Ave	Cornell		Intersection capacity and signal imp	\$ 1,000,000	2014-2024			\$ -	\$ -	\$ -
3031	Hillsboro	264th	Meek	Evergreen	New 3 lane collector	\$ 14,000,000	2014-2024			\$ -	\$ -	\$ -
3032	Hillsboro	264th	Huffman		Signalize	\$ 364,000	2025-2039			\$ -	\$ -	\$ -
3033	Hillsboro	264th	Evergreen		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3034	Hillsboro	Airport (Butler)	Brookwood	Dawson Cr	Widen to 3 lane	\$ 600,000	2025-2039			\$ -	\$ -	\$ -
3035	Hillsboro	Alexander/Blanton	229th	209th	New 3 lane collector	\$ 12,521,000	2014-2024			\$ -	\$ -	\$ -
3036	Hillsboro	Alexander Extension	Town Center Drive		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3037	Hillsboro	Alexander Extension	West Neighborhood Route		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3038	Hillsboro	Aloclek	Amberwood	Cornelius Pass	Extend 3 lane	\$ 3,909,666	2014-2024			\$ -	\$ 449,709	\$ 449,709
3039	Hillsboro	Amberwood	Cornelius Pass	206th	Widen to 3 lane	\$ 2,932,250	2014-2024			\$ -	\$ -	\$ -
3040	Hillsboro	Amberwood Extension	Amberbrook	194th extension	Extend 3 lanes	\$ 1,400,000	2014-2024			\$ -	\$ -	\$ -
3041	Hillsboro	Amberwood Extension	194th		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3042	Hillsboro	Bentley	Brookwood		Add east approach, Add EB Left turn lane and Signalize	\$ 1,100,000	2025-2039	\$ 652		\$ 652	\$ -	\$ 652
3043	Hillsboro	Blanton Extension	East Neighborhood Route		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -

**Appendix A: TDT Road Project List Expenditures  
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List as amended by  
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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
3044	Hillsboro	Brookwood	US 26	Evergreen	Widen to 7 lanes, add turn lanes and aux lanes at Evergreen	\$ 15,000,000	2014-2024		\$ 2,697,586	\$ -	\$ 2,697,586	\$ 2,697,586
3045	Hillsboro	Brookwood	Cornell		Add SB through lane, Add EB and WB 2nd Left Turn Lanes	\$ 5,500,000	2014-2024			\$ -	\$ -	\$ -
3046	Hillsboro	Campus Ct extension	West terminus	Ray Circle	Construct new 2/3 lane collector	\$ 1,700,000	2014-2024	\$ 14,784		\$ 46,432	\$ -	\$ 46,432
3047	Hillsboro	Century	Baseline	Lois	New 3 lane and bridge over Rock Creek	\$ 16,500,000	2014-2024			\$ -	\$ -	\$ -
3048	Hillsboro	Century/229th	West Union	Evergreen	Extend 3 lane, including Hwy 26 overcrossing	\$ 21,000,000	2014-2024	\$ 1,374	\$ 16,135	\$ 39,662	\$ 16,135	\$ 55,797
3049	Hillsboro	Century	Johnson	Alexander	Widen to 5 lanes; Reconstruct Railroad crossing, Add EB right turn lane, EB bus pullout, Modify TV Hwy signal	\$ 7,943,000	2014-2024			\$ -	\$ -	\$ -
3050	Hillsboro	Century	Alexander		Signalize	\$ 364,000	2025-2039			\$ -	\$ -	\$ -
3051	Hillsboro	Century	Alexander	Old UGB	Construct multi-modal improvements	\$ 519,000	2025-2039			\$ -	\$ -	\$ -
3052	Hillsboro	Century	Davis	229th	New 3 lane collector	\$ 5,127,000	2014-2024			\$ -	\$ -	\$ -
3053	Hillsboro	Cornelius Pass	Cornell	HWY 26	2nd NB right turn lane to US26 East, and multimodal enhancements	\$ 665,000	2014-2024		\$ 2,057,206	\$ 24,778	\$ 3,565,315	\$ 3,590,093
3054	Hillsboro	Cornelius Pass	TV Hwy		Extend Cornelius Pass Road south, Construct at-grade rail crossing and close private crossings, Add intersection capacity, modify signal	\$ 27,429,000	2014-2024			\$ -	\$ -	\$ -
3055	Hillsboro	Cornelius Pass	TV Hwy	Rosedale	Extend as new 5 lane to Murphy Lane, 3-lane in 5-lane ROW to Rosedale, 7-lane ROW TV Hwy to Alexander-Blanton; Construct Butternut Creek 5-lane bridge	\$ 45,848,000	2014-2024	\$ 6,212	\$ 168,175	\$ 6,212	\$ 168,175	\$ 174,387
3056	Hillsboro	Cornelius Pass	Town Center X-ing		Construct signalized Z-crossing	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3057	Hillsboro	Cornelius Pass	Alexander/Blanton		Signalize and add turn lanes	\$ 724,000	2014-2024			\$ -	\$ -	\$ -
3058	Hillsboro	Cornelius Pass	Kinnaman		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3059	Hillsboro	Cornelius Pass	McInnis Lane		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3060	Hillsboro	Cornelius Pass	Butternut Creek		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3061	Hillsboro	Cornelius Pass	Deline		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3062	Hillsboro	Cornelius Pass	Vermont		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3063	Hillsboro	Cornelius Pass	Murphy Lane		Signalize	\$ 364,000	2025-2039			\$ -	\$ -	\$ -
3064	Hillsboro	Cornelius Pass	Rosedale		Construct roundabout	\$ 1,408,000	2025-2039			\$ -	\$ -	\$ -
3065	Hillsboro	Cornell	Arrington	Main	Widen 5 lane, Construct Intersection capacity/signal improvements	\$ 15,000,000	2025-2039			\$ -	\$ 45,710	\$ 45,710
3066	Hillsboro	Cornell	229th		Add EB and NB right turn lanes, add WB 2nd left turn lane	\$ 2,150,000	2014-2024			\$ -	\$ -	\$ -
3067	Hillsboro	Cornell	Amberbrook		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3068	Hillsboro	Cornell	185th		Add EB right turn lane and 3rd SB through lane	\$ 1,200,000	2025-2039			\$ -	\$ -	\$ -
3069	Hillsboro	Davis Extn	River Rd	South CWS boundary	construct 2/3 lane collector, modify traffic signal	\$ 1,040,000	2014-2024			\$ -	\$ -	\$ -

## Appendix A: TDT Road Project List Expenditures FY 2014-15

List as amended by  
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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
3070	Hillsboro	Edgeway (Salix Ext)	Holly	Walker	New 3 lane extension	\$ 4,000,000	2014-2024			\$ -	\$ -	\$ -
3071	Hillsboro	Evergreen	Jackson School (south)	15th	Widen to 5 lanes	\$ 6,500,000	2025-2039			\$ -	\$ -	\$ -
3072	Hillsboro	Evergreen	229th		Add 2nd EB/WB Left turn lanes, Add NB Right Turn lane, and modify traffic signal	\$ 2,500,000	2014-2024			\$ -	\$ -	\$ -
3073	Hillsboro	Evergreen	Imbrie		Add second eastbound left turn lane	\$ 2,000,000	2014-2024			\$ -	\$ -	\$ -
3074	Hillsboro	Evergreen	Cornelius Pass		Add 2nd SB, and NB Left Turn Lanes, Add NB and WB Right Turn Lanes	\$ 1,700,000	2014-2024			\$ -	\$ -	\$ -
3075	Hillsboro	Evergreen	Cornelius Pass	215th	Add bicycle lanes, including rail crossing removal/grade adjustments. Add WB right turn lane at Cornelius Pass, including Ped island	\$ 1,080,000	2014-2024			\$ -	\$ -	\$ -
3076	Hillsboro	Farmington	209th		Modify signal, add SB right turn lane, add 2nd SB left turn lane; add NB Right turn lane	\$ 1,067,000	2025-2039			\$ -	\$ -	\$ -
3077	Hillsboro	Grant	Cornell		Add eastbound/westbound left turn lanes	\$ 1,000,000	2025-2039			\$ -	\$ -	\$ -
3078	Hillsboro	Harewood	at Jackson School		Add EB right turn lane	\$ 772,466	2025-2039			\$ -	\$ -	\$ -
3079	Hillsboro	Huffman	West UGB	Brookwood	Construct 3-lane Collector, Widen to 5-lane at approaches to Brookwood	\$ 18,500,000	2014-2024			\$ -	\$ -	\$ -
3080	Hillsboro	Imbrie	Evergreen	Cornelius Pass	Widen to accommodate second EB lane	\$ 2,500,000	2014-2024			\$ -	\$ -	\$ -
3081	Hillsboro	Imlay	TV Hwy		Signalize	\$ 273,000	2025-2039			\$ -	\$ -	\$ -
3082	Hillsboro	Jackson School	Evergreen	Grant	Widen to 3 lanes	\$ 2,000,000	2014-2024		\$ 434,824	\$ -	\$ 434,824	\$ 434,824
3083	Hillsboro	Jacobson	Century		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3084	Hillsboro	Jacobson	Croeni		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3085	Hillsboro	Kinnaman	229th	209th	New 3 lane collector	\$ 9,916,000	2014-2024			\$ -	\$ -	\$ -
3086	Hillsboro	Kinnaman	West Neighborhood Route		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3087	Hillsboro	Kinnaman	East Neighborhood Route		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -
3088	Hillsboro	Main	1st		Add westbound right turn	\$ 250,000	2014-2024			\$ -	\$ -	\$ -
3089	Hillsboro	Meek	West UGB	253rd	Widen to 3 lanes	\$ 6,500,000	2025-2039			\$ -	\$ -	\$ -
3090	Hillsboro	Minter Bridge	River Rd	South UGB	Construct ped/bike improvements	\$ 2,250,000	2014-2024			\$ -	\$ -	\$ -
3091	Hillsboro	Quatama	227th	205th	Widen to 3 lanes	\$ 8,210,299	2025-2039			\$ -	\$ 63,625	\$ 63,625
3092	Hillsboro	River	Rood Bridge		Add eastbound right turn lane	\$ 750,000	2025-2039			\$ -	\$ 26,947	\$ 26,947
3093	Hillsboro	Rosedale	River Rd		Construct roundabout	\$ 1,031,000	2025-2039			\$ -	\$ -	\$ -
3094	Hillsboro	Rosedale	River Rd	229th	Widen 2-lane, add shoulder improvements	\$ 1,321,000	2025-2039			\$ -	\$ -	\$ -
3095	Hillsboro	Rosedale	229th		Add EB left turn lane	\$ 380,000	2025-2039			\$ -	\$ -	\$ -
3096	Hillsboro	Rosedale	229th	209th	Widen to 3 lanes	\$ 4,986,000	2025-2039			\$ -	\$ -	\$ -
3097	Hillsboro	Rosedale	209th		Signalize	\$ 364,000	2014-2024			\$ -	\$ -	\$ -

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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
3098	Hillsboro	Stucki Extension	Walker	Wilkins	New 3-lane Collector with Multi-modal improvements; 5-lane at Walker Road approach, Realign Stucki North of Walker	\$ 15,000,000	2025-2039			\$ -	\$ -	\$ -
3099	Hillsboro	Stucki Extension	Wilkins Extension		Signalize	\$ 364,000	2025-2039			\$ -	\$ -	\$ -
3100	Hillsboro	Stucki Extension	Wilkins	205th/206th	New 3-lane collector with Multi-modal improvements	\$ 6,500,000	2025-2039			\$ -	\$ -	\$ -
3101	Hillsboro	Stucki extension	205th/206th		Signalize or construct roundabout	\$ 1,100,000	2025-2039			\$ -	\$ -	\$ -
3102	Hillsboro	Vermont	229th	209th	New 3 lane collector	\$ 9,047,000	2014-2024			\$ -	\$ -	\$ -
3103	Hillsboro	Wilkins	194th extension	185th	New 3 lane extension	\$ 16,000,000	2025-2039			\$ -	\$ -	\$ -
3104	Hillsboro	Witch Hazel	River		signalize	\$ 364,000	2025-2039			\$ -	\$ 220,980	\$ 220,980
<b>Hillsboro TOTAL</b>						<b>\$ 419,420,466</b>		<b>\$ 23,021</b>	<b>\$ 5,373,926</b>	<b>\$ 151,160</b>	<b>\$ 7,689,006</b>	<b>\$ 7,840,165</b>
9600	North Plains	Commercial	313th	Glencoe	Widen street, add parking, bike and pedestrian facilities	\$ 1,800,000	2014-2024			\$ -	\$ -	\$ -
9601	North Plains	Cottage	West of 324th	321st	Construct new two-lane collector	\$ 800,000	2025-2039			\$ -	\$ -	\$ -
9602	North Plains	Main	Commercial	Pacific	Widen street, add parking, bike and pedestrian facilities	\$ 1,250,000	2014-2024			\$ -	\$ -	\$ -
9603	North Plains	Pacific	Glencoe		Add new signal	\$ 222,827	2025-2039			\$ -	\$ -	\$ -
9604	North Plains	West Union	Glencoe	Jackson School	Widen existing travel lanes to standard and add pedestrian and bicycle trails	\$ 1,182,500	2025-2039	\$ 32,144		\$ 32,144	\$ -	\$ 32,144
<b>North Plains TOTAL</b>						<b>\$ 5,255,327</b>		<b>\$ 32,144</b>	<b>\$ -</b>	<b>\$ 32,144</b>	<b>\$ -</b>	<b>\$ 32,144</b>
4000	Sherwood	OR 99W	Edy	Sunset	Install missing pedestrian crossings at existing signalized intersections.	\$ 7,000	2014-2024			\$ -	\$ -	\$ -
4001	Sherwood	OR 99W	Ice Age Tonquin Trail		Install Hwy 99W pedestrian regional trail undercrossing, includes stream and animal corridor sections	\$ 13,300,000	2025-2035			\$ -	\$ -	\$ -
4002	Sherwood	Arrow	Langer Farms	Gerda	Construct new 2-lane road to collector standards	\$ 7,427,562	2025-2039			\$ -	\$ -	\$ -
4003	Sherwood	Arrow/Galbreath	Gerda	Cipole	Construct 2-lane collector road	\$ 2,317,399	2014-2024			\$ -	\$ -	\$ -
4004	Sherwood	Baker	Sunset	UGB south	Upgrade road to 2-lane arterial with bike lanes, sidewalks, and planter strips.	\$ 779,000	2014-2024			\$ -	\$ -	\$ -
4005	Sherwood	Baler	Tualatin-Sherwood	Langer Farms	Construct 2-lane collector status road with bike lanes, sidewalks, and planter strips	\$ 3,802,000	2025-2039			\$ -	\$ -	\$ -
4006	Sherwood	Brookman	OR 99W		Realign Brookman Road to intersection with Hwy 99W north of existing location, install signalized intersection on Hwy 99W, install grade seperated railroad crossing	\$ 7,020,000	2014-2024			\$ -	\$ -	\$ -
4007	Sherwood	Brookman	OR 99W	Ladd Hill	Add turn lanes and center median	\$ 13,440,917	2014-2024			\$ -	\$ -	\$ -
4008	Sherwood	Brookman	Middleton		Traffic control improvements; add turn lane and relocate stop signage	\$ 187,500	2025-2039			\$ -	\$ -	\$ -

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4009	Sherwood	Cedar Brook	Elwert	Handley	Construct 2-lane collector road	\$ 13,000,000	2025-2039			\$ -	\$ -	\$ -
4010	Sherwood	Edy	Borchers		Improve 3-leg intersection, possible roundabout	\$ 2,000,000	2025-2039			\$ -	\$ -	\$ -
4011	Sherwood	Edy	City limit west	Borchers	Widen to a 3-lane collector status with bike lanes, sidewalks, and planter strips.	\$ 8,600,000	2014-2024			\$ -	\$ -	\$ -
4012	Sherwood	Edy/Sherwood	Borchers	3rd	Add turn lanes and center median	\$ 7,427,562	2014-2024			\$ -	\$ -	\$ -
4013	Sherwood	Edy	OR 99W		Capacity improvements include adding turn lanes, eliminating split phase timing, and adding Hwy 99W crossing on south approach	\$ 1,070,000	2014-2024			\$ -	\$ -	\$ -
4014	Sherwood	Edy to Roy Rogers Connector	Edy	Roy Rogers	Construct 2-lane collector status road located between Lynnly Way and Cedarview Way	\$ 3,400,000	2025-2039			\$ -	\$ -	\$ -
4015	Sherwood	Elwert	Edy	OR 99W	Widen to 3-lane arterial status with turn lanes, bike lanes, sidewalks, and planter strip.	\$ 11,430,000	2014-2024			\$ -	\$ -	\$ -
4016	Sherwood	Elwert	Kruger	OR 99W	Add lanes, turn lanes, modify signal and phasing at intersection with Hwy 99W, and install roundabout at intersection of Cedar Brook Way extension with Elwert	\$ 4,639,866	2014-2024			\$ -	\$ -	\$ -
4017	Sherwood	Elwert	Edy		Install single lane roundabout	\$ 1,500,000	2014-2024			\$ -	\$ -	\$ -
4018	Sherwood	Herman	Langer Farms	Cipole	Construct collector status road to connect Cipole Road to Langer Farms Parkway North, includes bike lanes, sidewalks, and planter strips	\$ 8,190,000	2025-2039			\$ -	\$ -	\$ -
4019	Sherwood	Ladd Hill	Sunset	UGB south	Widen to 3-lane arterial status with bike lanes, sidewalks, and planter strips.	\$ 6,340,000	2014-2024			\$ -	\$ -	\$ -
4020	Sherwood	Langer	Baler	Sherwood	Construct improvements consistent with Town Center Plan; buffered bike lanes, on-street parking, wider sidewalks, narrower travel lanes, removal of center turn lane, landscaping	\$ 2,000,000	2014-2024			\$ -	\$ -	\$ -
4021	Sherwood	Langer Farms	North and west of intersection with OR 99W	OR 99W	Construct 2-lane collector status road.	\$ 3,243,000	2025-2039			\$ -	\$ -	\$ -
4022	Sherwood	Oregon	Railroad crossing	Murdock	Upgrade Oregon Street to 3-lane collector with sidewalk (south side), multi-use path (north side), bike lanes, and planter strips	\$ 6,712,000	2014-2024			\$ -	\$ 109,757	\$ 109,757
4023	Sherwood	Oregon	Tonquin		Construct roundabout north of Oregon St/Murdock Roundabout	\$ 2,940,000	2014-2024			\$ -	\$ -	\$ -



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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
4024	Sherwood	Pine	Willamette	Sunset	New road extension across railroad tracks from Railroad Street to Willamette Street, existing County road to be widened	\$ 3,808,260	2014-2024			\$ -	\$ 80,113	\$ 80,113
4025	Sherwood	Sherwood	Langer		Remove traffic signal. Allow left-in turns only (no lefts from Langer to Sherwood Blvd); capacity issues related to queing at Hwy 99W	\$ 225,000	2014-2024			\$ -	\$ -	\$ -
4026	Sherwood	Sherwood	Century		Improve intersection, possible roundabout in conjunction with 1050-30 (roundabout at Edy and Borchers); capacity issues related to queing at Hwy 99W	\$ 386,233	2025-2039			\$ -	\$ -	\$ -
4027	Sherwood	Sunset	Main		Install Traffic Signal	\$ 250,000	2025-2039			\$ -	\$ -	\$ -
4028	Sherwood	Sunset	Eucalyptus	Aldergrove	Upgrade road to 3-lane arterial with bike lanes, sidewalks, planter strips. Address vertical sight distance issue near Pine Street.	\$ 8,316,000	2014-2024			\$ -	\$ -	\$ -
4029	Sherwood	Sunset	Timbrel		Install single lane roundabout	\$ 300,000	2025-2039			\$ -	\$ -	\$ -
4030	Sherwood	Tonquin Employment Area East/West Collector	Oregon	124th	Construct collector status road to serve Tonquin Employment Area and connect Oregon Street to SW 124th Avenue	\$ 6,400,000	2025-2039			\$ -	\$ -	\$ -
<b>Sherwood TOTAL</b>						<b>\$ 150,459,299</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 189,870</b>	<b>\$ 189,870</b>
5000	Tigard	68th	OR 99W		Turn lanes	\$ 2,394,646	2025-2039			\$ -	\$ -	\$ -
5001	Tigard	68th	Atlanta	Haines	New signal system	\$ 173,805	2025-2039			\$ -	\$ -	\$ -
5002	Tigard	72nd	OR 99W		Turn lanes	\$ 772,466	2025-2039			\$ -	\$ -	\$ -
5003	Tigard	72nd	OR 99W	Hunziker	Widen to 5 lanes	\$ 9,269,598	2014-2024			\$ -	\$ -	\$ -
5004	Tigard	72nd	Hampton	Hunziker	Add southbound right turn & protected left turn phasing	\$ 386,233	2025-2039			\$ -	\$ -	\$ -
5005	Tigard	72nd	OR 217		Expand the 217 overpass at 72nd Ave. to accommodate 5 lanes	\$ 29,710,249	2014-2024			\$ -	\$ -	\$ -
5006	Tigard	72nd	Hunziker	Bonita	Complete missing sidewalks and bike lanes	\$ 7,261,185	2014-2024			\$ -	\$ -	\$ -
5007	Tigard	72nd	Bonita		Intersection improvement	\$ 998,380	2025-2039			\$ -	\$ -	\$ -
5008	Tigard	72nd	Bonita	Durham	Widen to 5 lanes	\$ 9,269,598	2014-2024			\$ -	\$ -	\$ -
5009	Tigard	72nd	Carman		NB right turn lane	\$ 308,987	2025-2039			\$ -	\$ -	\$ -
5010	Tigard	72nd	Upper Boones Ferry		Intersection improvement & signal upgrade	\$ 1,368,928	2025-2039			\$ -	\$ -	\$ -
5011	Tigard	OR 99W	Walnut		Intersection improvements	\$ 4,220,000	2014-2024			\$ -	\$ -	\$ -
5012	Tigard	OR 99W	McDonald	Gaarde	WB right turn lane	\$ 10,033,784	2025-2039	\$ 232,209	\$ 1,816,150	\$ 880,916	\$ 1,816,150	\$ 2,697,066
5013	Tigard	OR 99W	Durham		Intersection improvements	\$ 9,860,000	2014-2024			\$ -	\$ -	\$ -
5014	Tigard	121st	North Dakota		New signal system	\$ 231,740	2025-2039			\$ -	\$ -	\$ -
5015	Tigard	121st	North Dakota	Walnut	Widen to 3 lanes with sidewalks & bikelanes	\$ 7,647,418	2025-2039			\$ -	\$ -	\$ -
5016	Tigard	121st	Walnut	Quail Creek	Widen with sidewalks and bike lanes	\$ 4,325,812	2025-2039			\$ -	\$ -	\$ -
5017	Tigard	Bonita	Hall	I-5	Widen to 4 lanes	\$ 5,272,615	2014-2024			\$ -	\$ -	\$ -



## Appendix A: TDT Road Project List Expenditures FY 2014-15

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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
5018	Tigard	Bonita	Sequoia		New traffic signal and turn lanes	\$ 1,000,000	2014-2024			\$ -	\$ -	\$ -
5019	Tigard	Carman	I-5		Turn lanes	\$ 1,081,453	2025-2039			\$ -	\$ -	\$ -
5020	Tigard	Dartmouth	OR 99W		Right turn lane	\$ 308,987	2025-2039			\$ -	\$ -	\$ -
5021	Tigard	Dartmouth	72nd	68th	Widen to 4 lanes	\$ 1,853,920	2014-2024	\$ 435,181	\$ 1,566,986	\$ 865,416	\$ 1,566,986	\$ 2,432,402
5022	Tigard	Durham	Upper Boones Ferry		Reconfigure intersection to make through route between Durham & I-5/Carman interchange	\$ 1,368,928	2025-2039	\$ 117,775		\$ 117,775	\$ -	\$ 117,775
5023	Tigard	Greenburg	Olsen	Hall	2nd NB lane	\$ 791,613	2014-2024			\$ -	\$ -	\$ -
5024	Tigard	Greenburg	Shady	Tiedeman	Widen to 5 lanes	\$ 6,745,098	2014-2024			\$ -	\$ -	\$ -
5025	Tigard	Greenburg	Tiedeman		Expand intersection to 5 lanes & signal upgrade	\$ 2,670,311	2025-2039			\$ -	\$ -	\$ -
5026	Tigard	Greenburg	Tiedeman	OR 99W	Widen to 5 lanes	\$ 9,269,598	2014-2024			\$ -	\$ -	\$ -
5027	Tigard	Hall	Pfaffle		New traffic signal and turn lanes	\$ 1,000,000	2014-2024			\$ -	\$ -	\$ -
5028	Tigard	Hall	McDonald	Bonita	Turn lanes at both intersections; aux lanes between intersections; bike lanes and sidewalks	\$ 8,277,000	2014-2024			\$ -	\$ -	\$ -
5029	Tigard	Highway 217 Overcrossing	Hunziker	Tigard Triangle	Construct new complete street overcrossing of Hwy 217	\$ 24,000,000	2014-2024			\$ -	\$ -	\$ -
5030	Tigard	Locust	Greenburg	Hall	Widen to 3 lanes	\$ 2,471,893	2025-2039			\$ -	\$ -	\$ -
5031	Tigard	McDonald	Hall		Right turn lane from Hall to McDonald & signal system upgrade	\$ 766,702	2025-2039			\$ -	\$ -	\$ -
5032	Tigard	Nimbus	Scholls Ferry		Right turn lane	\$ 1,776,673	2025-2039			\$ -	\$ -	\$ -
5033	Tigard	Nimbus extension	Scholls Ferry	Greenburg	3-lane extension	\$ 23,173,994	2014-2024			\$ -	\$ -	\$ -
5034	Tigard	Scoffins	Hunziker	Hall	Reconfigure Scoffins to intersect Hall at Hunziker & modify to 4-way signal	\$ 3,862,332	2025-2039			\$ -	\$ -	\$ -
5035	Tigard	Tiedeman / North Dakota	Tigard	Greenburg	Realign one or both streets so they intersect west of the railroad	\$ 6,675,000	2014-2024			\$ -	\$ -	\$ -
5036	Tigard	Upper Boones Ferry	Durham	I-5	Widen to 5 lanes	\$ 4,106,784	2014-2024			\$ 5,183	\$ -	\$ 5,183
5037	Tigard	Walnut	121st	Tiedeman	Widen to 3 lanes	\$ 4,325,812	2025-2039		\$ 651,226	\$ -	\$ 1,164,062	\$ 1,164,062
5038	Tigard	Walnut	Tiedeman	OR 99W	Widen to 3 lanes	\$ 3,862,332	2025-2039			\$ -	\$ -	\$ -
5039	Tigard	Walnut	OR 99W		WB Right turn lane, protected left turn	\$ 1,776,673	2025-2039			\$ -	\$ -	\$ -
5040	Tigard	Walnut extension	OR 99W	Scoffins	New 3-lane collector	\$ 29,353,726	2014-2024			\$ -	\$ -	\$ -
5041	Tigard	Washington Square Overcrossing (South)	Nimbus	South mall area (Locust St.)	2-lane overcrossing of Hwy. 217 with sidewalks & bikelanes	\$ 39,781,536	2025-2039			\$ -	\$ -	\$ -
Tigard TOTAL						\$ 283,805,807		\$ 785,165	\$ 4,034,362	\$ 1,869,290	\$ 4,547,198	\$ 6,416,488
6000	Tualatin	65th	Nyberg Lane	I-205	Multi-use path	\$ 8,023,973	2025-2039			\$ -	\$ -	\$ -
6001	Tualatin	95th	Tualatin-Sherwood	Avery	Bike lanes	\$ 2,920,000	2014-2024			\$ -	\$ -	\$ -
6002	Tualatin	105th/Blake/108th	Avery	Willow	Widen to 3 lanes, bike lanes & sidewalk	\$ 5,086,000	2014-2024			\$ -	\$ -	\$ -
6003	Tualatin	115th	Blake	124th	New street - major collector	\$ 21,446,000	2025-2039			\$ -	\$ -	\$ -
6004	Tualatin	124th/Basalt Creek	Tualatin-Sherwood	Grahams Ferry	Widen to 5 lanes, pedestrian & bicycle facilities, signal at Tonquin/124th	\$ 14,000,000	2014-2024			\$ -	\$ -	\$ -

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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
6005	Tualatin	Avery	Tualatin-Sherwood	Teton	Widen to 3 lanes	\$ 3,600,000	2025-2039			\$ -	\$ -	\$ -
6006	Tualatin	Avery	105th		Signal - new	\$ 191,185	2025-2039			\$ -	\$ -	\$ -
6007	Tualatin	Avery	Teton		Signal - new	\$ 254,914	2025-2039			\$ -	\$ -	\$ -
6008	Tualatin	Basalt Creek East-West Arterial	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5.	\$ 5,000,000	2040+			\$ -	\$ -	\$ -
6009	Tualatin	Blake	124th	115th	New street - minor collector	\$ 10,000,000	2025-2039			\$ -	\$ -	\$ -
6010	Tualatin	Boones Ferry	Lower Boones Ferry		Fill sidewalk gaps	\$ 10,000	2014-2024			\$ -	\$ -	\$ -
6011	Tualatin	Boones Ferry	Lower Boones Ferry	Martinazzi	Widen to 5 lanes and bridge	\$ 12,265,084	2014-2024			\$ -	\$ -	\$ -
6012	Tualatin	Boones Ferry	Tualatin-Sherwood	Ibach	Widen to 3 lanes	\$ 4,690,416	2014-2024			\$ -	\$ -	\$ -
6013	Tualatin	Boones Ferry	Ibach	Norwood	Widen to 3 lanes	\$ 660,000	2025-2039			\$ -	\$ -	\$ -
6014	Tualatin	Boones Ferry	Tualatin High School	South city limits	Fill sidewalk gaps	\$ 315,000	2014-2024			\$ -	\$ -	\$ -
6015	Tualatin	Cipole	OR 99W	Tualatin-Sherwood	Add left turn lane & bike lanes	\$ 10,196,557	2014-2024			\$ -	\$ -	\$ -
6016	Tualatin	Cipole	Cummins		Signal - new	\$ 254,914	2025-2039			\$ -	\$ -	\$ -
6017	Tualatin	Cipole	Herman		Signal & realign railroad	\$ 2,294,225	2014-2024			\$ -	\$ -	\$ -
6018	Tualatin	Grahams Ferry	Ibach	Helenius	Widen to 3 lanes, fill sidewalk gaps	\$ 4,980,000	2014-2024			\$ -	\$ -	\$ -
6019	Tualatin	Grahams Ferry	Helenius		Signal - new	\$ 191,185	2025-2039			\$ -	\$ -	\$ -
6020	Tualatin	Hazelbrook	OR 99W	Jurgens	Widen to 3 lanes	\$ 3,543,000	2025-2039			\$ -	\$ -	\$ -
6021	Tualatin	Helenius	109th	Grahams Ferry	Widen to 3 lanes	\$ 1,403,000	2025-2039			\$ -	\$ -	\$ -
6022	Tualatin	Herman	Cipole	Tualatin	Fill sidewalk & bike lane gaps	\$ 3,393,000	2014-2024			\$ -	\$ -	\$ -
6023	Tualatin	Herman	Cipole	124th	Add left turn lane	\$ 1,563,472	2014-2024			\$ -	\$ -	\$ -
6024	Tualatin	Leveton	108th		Signal - new	\$ 191,185	2025-2039			\$ -	\$ -	\$ -
6025	Tualatin	Loop Road	Boones Ferry	Nyberg	New street - minor collector	\$ 4,248,566	2025-2039			\$ -	\$ -	\$ -
6026	Tualatin	Martinazzi	Boones Ferry	Warm Springs	Bike lane	\$ 2,403,000	2014-2024			\$ -	\$ -	\$ -
6027	Tualatin	Martinazzi	Sagert		Signal/roundabout - new	\$ 1,551,750	2025-2039			\$ -	\$ -	\$ -
6028	Tualatin	McEwan	65th	Lake Oswego city limit	Widen to 3 lanes	\$ 3,908,680	2025-2039			\$ -	\$ -	\$ -
6029	Tualatin	Myslony	124th	112th	Widen to 3 lanes, add bridge	\$ 14,030,000	2014-2024			\$ -	\$ -	\$ -
6030	Tualatin	Norwood	Boones Ferry	East city limits	Widen to 3 lanes, add sidewalks & bike lanes	\$ 3,129,000	2014-2024			\$ -	\$ -	\$ -
6031	Tualatin	Sagert	I-5 overpass	72nd	Bike lanes & sidewalks	\$ 3,282,000	2014-2024			\$ -	\$ -	\$ -
6032	Tualatin	Sagert	65th		Signal - new	\$ 509,828	2014-2024			\$ -	\$ -	\$ -
6033	Tualatin	Teton	Tualatin		Signal - new	\$ 456,750	2014-2024			\$ -	\$ -	\$ -
6034	Tualatin	Teton	Herman	Tualatin-Sherwood	Widen to 3 lanes	\$ 2,464,000	2025-2039			\$ -	\$ -	\$ -
6035	Tualatin	Teton	Tualatin-Sherwood		Add SB right turn lane	\$ 890,000	2014-2024			\$ -	\$ -	\$ -
6036	Tualatin	Tualatin	115th		Signal - new	\$ 456,750	2025-2039			\$ -	\$ -	\$ -
6037	Tualatin	Tualatin-Sherwood	Boones Ferry		Add EB right turn lane	\$ 792,000	2014-2024			\$ -	\$ -	\$ -
Tualatin TOTAL						\$ 154,595,436		\$ -	\$ -	\$ -	\$ -	\$ -
1000	Wash Co	80th	Oleson	Oak	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 11,700,000	2040+			\$ -	\$ -	\$ -
1001	Wash Co	92nd/Allen	Scholls Ferry	Garden Home	Widen to 3 lanes	\$ 3,325,673	2025-2039			\$ -	\$ -	\$ -
1002	Wash Co	113th	McDaniel	Rainmont	New 2-lane collector road	\$ 6,000,000	2025-2039			\$ -	\$ -	\$ -

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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
1003	Wash Co	113th	Rainmont	Cornell	Sidewalk infill	\$ 5,670,000	2025-2039			\$ -	\$ -	\$ -
1004	Wash Co	119th	McDaniel	Cornell	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 10,800,000	2040+			\$ -	\$ -	\$ -
1005	Wash Co	160th	TV Hwy	Farmington	Widen to 3 lanes	\$ 15,000,000	2025-2039			\$ -	\$ -	\$ -
1006	Wash Co	170th	Merlo	Alexander	Widen to 4/5 lanes with enhanced bicycle & pedestrian facilities; replace bridge over Beaverton Creek	\$ 12,839,181	2014-2024			\$ -	\$ -	\$ -
1007	Wash Co	173rd	Bronson	Cornell	Extend 173rd Ave under or over US 26 connecting to 174th Ave	\$ 58,640,000	2025-2039			\$ -	\$ -	\$ -
1008	Wash Co	174th	Meadowgrass	Bronson	Widen to 3 lanes	\$ 16,230,000	2025-2039			\$ -	\$ -	\$ -
1009	Wash Co	175th	Rigert	Weir	Widen to 3 lanes	\$ 13,950,000	2014-2024			\$ -	\$ -	\$ -
1010	Wash Co	175th	Kemmer		Intersection improvement	\$ 2,500,000	2014-2024			\$ -	\$ -	\$ -
1011	Wash Co	175th	Outlook	Horse Tale	Realign roadway, improve to standard	\$ 1,500,000	2025-2039			\$ -	\$ -	\$ -
1012	Wash Co	185th	UGB	Springville	Widen to 3 lanes	\$ 5,000,000	2025-2039			\$ -	\$ -	\$ -
1013	Wash Co	185th	Springville	West Union	Widen to 5 lanes	\$ 4,948,515	2014-2024			\$ -	\$ 5,985,834	\$ 5,985,834
1014	Wash Co	185th	Blanton	Farmington	Widen to 5 lanes	\$ 12,163,000	2025-2039			\$ -	\$ -	\$ -
1015	Wash Co	185th	Farmington	Bany	Widen to 3 lanes	\$ 14,522,370	2025-2039			\$ -	\$ -	\$ -
1016	Wash Co	197th/198th	Baseline	Alexander	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; eliminate offset	\$ 16,200,000	2040+			\$ -	\$ -	\$ -
1017	Wash Co	198th	Alexander	Blanton	Widen to 5 lanes; add 2nd WB and EB left turn lanes on TV Hwy	\$ 10,450,000	2014-2024			\$ -	\$ -	\$ -
1018	Wash Co	198th	Blanton	Farmington	Widen to 3 lanes	\$ 27,900,000	2014-2024			\$ -	\$ -	\$ -
1019	Wash Co	205th/206th	Quatama	Baseline	Widen to 5 lanes; replace bridge over Beaverton Creek	\$ 31,000,000	2025-2039			\$ -	\$ 409,467	\$ 409,467
1020	Wash Co	209th	TV Hwy	Farmington	Widen to 5 lanes; reconstruct rail crossing and signal, add EB right turn lane at TV Hwy; widen Butternut Creek bridge	\$ 44,396,000	2014-2024			\$ -	\$ 1,947,838	\$ 1,947,838
1021	Wash Co	Alexander	192nd	178th	Add sidewalks, streetscape features, bicycle facilities, signal at 185th Ave, turn lanes at major intersections	\$ 8,363,700	2014-2024			\$ -	\$ -	\$ -
1022	Wash Co	Barnes	119th	Cedar Hills	Widen to 5 lanes	\$ 3,072,464	2014-2024			\$ -	\$ -	\$ -
1023	Wash Co	Barnes	Catlin Gabel entrance	Miller	Widen to 5 lanes	\$ 15,824,176	2014-2024			\$ -	\$ -	\$ -
1024	Wash Co	Barnes	Miller	County line	Widen to 3 lanes	\$ 8,800,000	2025-2039			\$ -	\$ -	\$ -
1025	Wash Co	Basalt Creek East-West Arterial	Grahams Ferry	Boones Ferry	Construct new 4/5-lane arterial	\$ 30,000,000	2025-2039			\$ -	\$ -	\$ -
1026	Wash Co	Beef Bend	150th	131st	Widen to 3 lanes	\$ 15,000,000	2040+			\$ -	\$ -	\$ -
1027	Wash Co	Bull Mountain	Roy Rogers	OR 99W	Widen to 3 lanes	\$ 28,697,248	2040+		\$ 236	\$ -	\$ 236	\$ 236
1028	Wash Co	Butner	Murray	Cedar Hills	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 11,457,223	2040+			\$ -	\$ -	\$ -
1029	Wash Co	Clutter/Ridder	Grahams Ferry	Garden Acres	Widen to 3 lanes	\$ 840,000	2025-2039			\$ -	\$ -	\$ -
1030	Wash Co	Cornelius Pass	Frances	TV Highway	Widen to 5 lanes	\$ 11,307,000	2014-2024			\$ -	\$ -	\$ -
1031	Wash Co	Cornell	US 26	Murray	Widen to 5 lanes	\$ 40,620,000	2025-2039			\$ -	\$ 1,210,641	\$ 1,210,641

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Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
1032	Wash Co	Cornell	143rd / Science Park		Reconfigure intersection	\$ 12,400,000	2025-2039			\$ -	\$ -	\$ -
1033	Wash Co	Cornell	102nd	County line	Widen to 3 lanes	\$ 18,000,000	2040+			\$ -	\$ -	\$ -
1034	Wash Co	Elligsen	Wilsonville city limit	65th	Widen to 3 lanes, add turn pockets & signal at 65th	\$ 3,000,000	2025-2039			\$ -	\$ -	\$ -
1035	Wash Co	Evergreen	East of 25th	West of 253rd	Multi-modal improvements	\$ 1,800,000	2008-2017		\$ 679	\$ -	\$ 679	\$ 679
1036	Wash Co	Farmington	209th	185th	Widen to 5 lanes	\$ 35,853,659	2025-2039			\$ -	\$ -	\$ -
1037	Wash Co	Farmington	185th	Kinnaman	Widen to 5 lanes	\$ 26,944,468	2025-2039			\$ -	\$ -	\$ -
1038	Wash Co	Fischer	131st	OR 99W	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 4,122,000	2025-2039		\$ 51,500	\$ -	\$ 51,500	\$ 51,500
1039	Wash Co	Garden Home	92nd	Oleson	Widen to 3 lanes	\$ 9,000,000	2025-2039			\$ -	\$ -	\$ -
1040	Wash Co	Germantown	Cornelius Pass		Intersection improvement	\$ 3,000,000	2025-2039			\$ -	\$ -	\$ -
1041	Wash Co	Germantown	185th		Intersection improvement	\$ 3,000,000	2025-2039			\$ -	\$ -	\$ -
1042	Wash Co	Glencoe/1st	Harewood	Jackson	Widen to 3 lanes	\$ 10,700,000	2025-2039			\$ -	\$ -	\$ -
1043	Wash Co	Grahams Ferry	Helenius	Clay	Widen to 3 lanes; add signal and improve geometry at Tonquin Rd	\$ 11,100,000	2025-2039			\$ -	\$ -	\$ -
1044	Wash Co	Grahams Ferry	Cahalin	County line	Widen to 3 lanes; upgrade railroad crossing; add signal at Clutter Rd	\$ 9,700,000	2025-2039			\$ -	\$ -	\$ -
1045	Wash Co	Greenburg	Hall	Locust	Widen to 5 lanes	\$ 21,445,518	2025-2039			\$ -	\$ -	\$ -
1046	Wash Co	Hall	Scholls Ferry	Oleson	Widen to 5 lanes	\$ 2,401,000	2025-2039			\$ -	\$ -	\$ -
1047	Wash Co	Hall	Oleson	OR 99W	Widen to 3 lanes	\$ 13,164,474	2025-2039			\$ -	\$ -	\$ -
1048	Wash Co	Hall	OR 99W	Durham	Widen to 5 lanes	\$ 39,022,727	2025-2039			\$ -	\$ -	\$ -
1049	Wash Co	Jenkins	158th	Murray	Widen to 5 lanes	\$ 12,253,028	2014-2024		\$ 408,105	\$ -	\$ 408,105	\$ 408,105
1050	Wash Co	Johnson	Cornelius Pass	185th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 21,899,700	2025-2039			\$ -	\$ -	\$ -
1051	Wash Co	Johnson	185th	170th	Add sidewalks and bike lanes; add turn lanes at appropriate intersections; complete missing section over drainage	\$ 13,325,650	2025-2039			\$ -	\$ -	\$ -
1052	Wash Co	Kaiser/143rd	Bethany	Cornell	Widen to 3 lanes	\$ 38,357,000	2025-2039			\$ -	\$ 108,459	\$ 108,459
1053	Wash Co	Kinnaman	209th	Farmington	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 24,129,000	2025-2039			\$ -	\$ -	\$ -
1054	Wash Co	Kinnaman	198th		Realign offset intersection, signalize or add roundabout	\$ 4,971,000	2014-2024			\$ -	\$ -	\$ -
1055	Wash Co	Laidlaw	Skycrest	Lakeview	Straighten curves; add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 9,000,000	2025-2039			\$ -	\$ -	\$ -
1056	Wash Co	Laidlaw	Saltzman	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 19,800,000	2025-2039			\$ -	\$ -	\$ -
1057	Wash Co	Leahy/90th/107th	Cornell	Barnes	Add sidewalks and bike lanes; add turn lanes at Cornell and at Barnes	\$ 9,000,000	2040+			\$ -	\$ -	\$ -
1058	Wash Co	McDaniel	119th	County line	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 18,900,000	2040+			\$ -	\$ -	\$ -
1059	Wash Co	Merlo/158th	170th	Walker	Widen to 5 lanes	\$ 24,735,000	2014-2024		\$ 107,328	\$ -	\$ 107,328	\$ 107,328

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1060	Wash Co	Miller Hill	Farmington	Gassner	Add sidewalks and bike lanes; add turn lanes at appropriate intersections	\$ 8,100,000	2025-2039			\$ -	\$ -	\$ -
1061	Wash Co	Oleson	Scholls Ferry	Fanno Creek bridge	Realign Oleson Rd and reconfigure intersections with Scholls Ferry Rd and B-H Hwy	\$ 34,200,000	2014-2024		\$ 2,040,691	\$ -	\$ 3,174,290	\$ 3,174,290
1062	Wash Co	River	Farmington		Intersection improvement	\$ 3,000,000	2025-2039			\$ -	\$ -	\$ -
1063	Wash Co	Saltzman	Laidlaw	Bayonne	Realign 2/3-lane collector road, including bridge over Bronson Creek	\$ 11,100,000	2014-2024			\$ -	\$ -	\$ -
1064	Wash Co	Saltzman	Bayonne	Bauer Woods	Widen to 3 lanes	\$ 8,000,000	2025-2039			\$ -	\$ -	\$ -
1065	Wash Co	Scholls Ferry	Beaverton-Hillsdale	Allen	Widen to 3 lanes	\$ 22,587,000	2025-2039			\$ -	\$ -	\$ -
1066	Wash Co	Scholls Ferry	Hall		Intersection capacity and signal improvements	\$ 2,549,139	2025-2039			\$ -	\$ -	\$ -
1067	Wash Co	Scholls Ferry	OR 217	121st	Widen to 7 lanes	\$ 18,745,186	2040+			\$ -	\$ 1,644,864	\$ 1,644,864
1068	Wash Co	Scholls Ferry	Murray		Intersection capacity and signal improvements	\$ 1,390,440	2025-2039			\$ -	\$ -	\$ -
1069	Wash Co	Springville	185th	PCC entrance	Widen to 5 lanes	\$ 11,100,000	2014-2024	\$ 118,833		\$ 442,548	\$ -	\$ 442,548
1070	Wash Co	Springville	PCC entrance	Kaiser	Widen to 3 lanes	\$ 3,600,000	2014-2024			\$ -	\$ -	\$ -
1071	Wash Co	Taylor's Ferry	Oleson	Washington	New 2/3-lane road	\$ 4,390,000	2025-2039			\$ -	\$ -	\$ -
1072	Wash Co	Thompson	Saltzman	County line	Widen to 3 lanes	\$ 37,000,000	2040+			\$ -	\$ -	\$ -
1073	Wash Co	Tonquin	124th	Grahams Ferry	Widen to 3 lanes, grade separate at railroad, improve geometry at Grahams Ferry Rd	\$ 10,500,000	2018-2025			\$ -	\$ 618	\$ 618
1074	Wash Co	Tualatin-Sherwood	Langer Farms	Teton	Widen to 5 lanes	\$ 49,150,000	2014-2024			\$ -	\$ 2,151,468	\$ 2,151,468
1075	Wash Co	Tualatin-Sherwood	Baler		Reconfigure intersection at Baler Way and construct north leg of intersection	\$ 1,000,000	2014-2024			\$ -	\$ -	\$ -
1076	Wash Co	Walker	194th extension	185th	Widen to 5 lanes, right-of-way for turn/auxiliary lanes	\$ 20,000,000	2025-2039			\$ -	\$ -	\$ -
1077	Wash Co	Walker	185th	173rd	Widen to 5 lanes	\$ 9,277,449	2014-2024			\$ -	\$ -	\$ -
1078	Wash Co	Walker	158th		Intersection capacity and signal improvements	\$ 2,549,139	2014-2024			\$ -	\$ -	\$ -
1079	Wash Co	Walker	Murray	OR 217	Widen to 5 lanes	\$ 29,758,929	2014-2024		\$ 655,185	\$ -	\$ 2,587,663	\$ 2,587,663
1080	Wash Co	West Union	Cornelius Pass	185th	Widen to 5 lanes	\$ 26,192,000	2014-2024			\$ -	\$ -	\$ -
1081	Wash Co	West Union	185th	143rd	Widen to 3 lanes	\$ 34,870,000	2025-2039			\$ -	\$ 15,244	\$ 15,244
Wash Co TOTAL						\$ 1,268,800,052		\$ 118,833	\$ 3,263,725	\$ 442,548	\$ 19,804,234	\$ 20,246,783
8600	Wilsonville	Boones Ferry	Basalt Creek East-West Arterial	Day	Widen to 5 lanes	\$ 1,100,000	2025-2039			\$ -	\$ -	\$ -
8601	Wilsonville	Day	Grahams Ferry	Boones Ferry	Widen from 3 to 5 lanes	\$ 4,640,000	2025-2039			\$ -	\$ -	\$ -
8602	Wilsonville	Day	Kinsman		Construct left turn pocket & signal	\$ 880,000	2014-2024			\$ -	\$ -	\$ -
8603	Wilsonville	Day	Boones Ferry	I-5	Extend 4/5-lane arterial to I-5	\$ 5,000,000	2040+			\$ -	\$ -	\$ -
8604	Wilsonville	Elligsen	Parkway Center	Wilsonville city limit	Widen to 3 lanes	\$ 1,800,000	2014-2024			\$ -	\$ -	\$ -
8605	Wilsonville	Grahams Ferry	Clay	Calahin	Widen to 3 lanes, add double southbound left turn lane at Day	\$ 4,260,000	2014-2024			\$ -	\$ -	\$ -
8606	Wilsonville	Kinsman	Day	Ridder	Construct 3-lane road	\$ 10,400,000	2014-2024			\$ -	\$ -	\$ -
8607	Wilsonville	Ridder	Kinsman		Construct left turn pocket & signal	\$ 850,000	2014-2024			\$ -	\$ -	\$ -

## Appendix A: TDT Road Project List Expenditures FY 2014-15

List as amended by  
Resolution and Order 15-3  
January 20, 2015

Project ID	Jurisdiction	Facility	From	To	Project	Eligible SDC Amount	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other	TDT 2009-Present	Other 2009-Present	Total 2009-Present
Wilsonville		TOTAL				\$ 28,930,000		\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>						<b>\$ 2,744,066,972</b>		<b>\$ 970,163</b>	<b>\$ 13,129,218</b>	<b>\$ 3,175,925</b>	<b>\$ 43,403,400</b>	<b>\$ 46,579,325</b>

**Appendix B: TDT Transit Project List Expenditures  
FY 2014-15**

List as amended by  
Resolution and Order 15-3  
January 20, 2015

Project ID	Project Name	Project Description	Total Cost (2014\$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other
<b>Bus Line and Bus Stop Improvements</b>														
100	185th / Farmington Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 52)	\$ 2,503,000	0%	\$ 2,503,000	100%	\$ 2,503,000	100%	\$ 2,503,000	58%	\$ 1,441,728	2014-2024		
101	B-H Hwy Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 54)	\$ 753,000	0%	\$ 753,000	100%	\$ 753,000	100%	\$ 753,000	58%	\$ 433,728	2014-2024		
102	Beaverton - Tualatin Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Lines 76/78)	\$ 2,835,000	0%	\$ 2,835,000	100%	\$ 2,835,000	100%	\$ 2,835,000	58%	\$ 1,632,960	2014-2024		
103	Century Blvd Bus Line Infrastructure	Shelter and stop infrastructure for new north-south frequent service bus line along Century Blvd (or interim route on Cornelius Pass Rd)	\$ 1,240,000	0%	\$ 1,240,000	100%	\$ 1,240,000	100%	\$ 1,240,000	58%	\$ 714,240	2014-2024		
104	Cornell Rd Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 48)	\$ 2,933,000	0%	\$ 2,933,000	100%	\$ 2,933,000	100%	\$ 2,933,000	58%	\$ 1,689,408	2014-2024		
105	Hillsboro-Bethany Bus Line Upgrades	Shelter and stop improvements to support continued development of frequent service network (Line 47)	\$ 1,875,000	0%	\$ 1,875,000	100%	\$ 1,875,000	100%	\$ 1,875,000	58%	\$ 1,080,000	2014-2024		
106	Pacific Hwy Near-Term Improvements	Pacific Hwy near-term shelter, stop and other improvements leading up to SW Corridor HCT	\$ 400,000	0%	\$ 400,000	100%	\$ 400,000	100%	\$ 400,000	58%	\$ 230,400	2014-2024		
107	TV Hwy Near-Term Improvements	TV Hwy near-term shelter, stop and other improvements leading up to TV Hwy HCT	\$ 4,043,000	0%	\$ 4,043,000	100%	\$ 4,043,000	100%	\$ 4,043,000	58%	\$ 2,328,768	2014-2024		
108	Other Bus Stop Improvements	Other shelter, stop and street improvements to support bus service as needed throughout Washington County	\$ 3,500,000	20%	\$ 2,800,000	100%	\$ 2,800,000	100%	\$ 2,800,000	58%	\$ 1,612,800	2014-2024		
Subtotal			\$ 20,082,000		\$ 19,382,000		\$ 19,382,000		\$ 19,382,000		\$ 11,164,032			
<b>Transit Priority Treatments</b>														
200	Streamline Bus Efficiency Improvements	Bus efficiency treatments such as signal priority, queue bypasses, dedicated bus stops and other treatments to enhance efficiency and improve or preserve service speeds for Frequent Service and key bus lines throughout county	\$ 2,750,000	0%	\$ 2,750,000	100%	\$ 2,750,000	100%	\$ 2,750,000	58%	\$ 1,584,000	2014-2024		
Subtotal			\$ 2,750,000		\$ 2,750,000		\$ 2,750,000		\$ 2,750,000		\$ 1,584,000			
<b>Park &amp; Rides / Transit Centers</b>														
300	P&R expansion	Expand park & ride capacities in smaller lots on sites within Washington County with direct transit service to Portland and/or Washington County employment areas	\$ 15,000,000	0%	\$ 15,000,000	100%	\$ 15,000,000	100%	\$ 15,000,000	58%	\$ 8,640,000	2014-2024		
Subtotal			\$ 15,000,000		\$ 15,000,000		\$ 15,000,000		\$ 15,000,000		\$ 8,640,000			
<b>Pedestrian/Bicycle Access to Transit</b>														
400	65th Ave Multi-Use Trail	Ped/bike pathway connecting Tualatin River Greenway and multi-family neighborhoods with #76 bus service at Legacy Meridian Park Medical Center	\$ 3,796,000	0%	\$ 3,796,000	100%	\$ 3,796,000	90%	\$ 3,416,400	100%	\$ 3,416,400	2025-2039		
401	95th Ave Ped/Bike Connection	Ped/bike pathway connecting Springcrest Drive with Sunset Transit Center, including grade-separated ped/bike crossing of Barnes Rd	\$ 11,546,000	0%	\$ 11,546,000	100%	\$ 11,546,000	90%	\$ 10,391,400	100%	\$ 10,391,400	2014-2024		
402	Crescent Connection: Cedar Hills to Lombard	Construct a multi-use use path along Beaverton Creek from Cedar Hills Blvd to Beaverton Transit Center, providing access to Beaverton Central MAX station and Beaverton Transit Center	\$ 1,230,000	0%	\$ 1,230,000	100%	\$ 1,230,000	75%	\$ 922,500	100%	\$ 922,500	2014-2024		
403	TV Hwy Access to Transit	Enhanced bikeway facilities, sidewalks, pedestrian crossings, multi-use trail	\$ 11,667,500	0%	\$ 11,667,500	100%	\$ 11,667,500	90%	\$ 10,500,750	100%	\$ 10,500,750	2014-2024		



**Appendix B: TDT Transit Project List Expenditures  
FY 2014-15**

List as amended by  
Resolution and Order 15-3  
January 20, 2015

Project ID	Project Name	Project Description	Total Cost (2014\$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other
404	Washington Square Overcrossing (North)	Pedestrian/bicycle overcrossing of Hwy 217 and Scholls Ferry Rd between Nimbus Dr and north mall area, connecting to Hall/Nimbus WES commuter rail station	\$ 39,781,536	0%	\$ 39,781,536	100%	\$ 39,781,536	90%	\$ 35,803,382	100%	\$ 35,803,382	2025-2039		
405	Westside Trail: Cornell to Greenbrier	Multi-use trail connecting business park to Cornell Rd bus line, including grade-separated overcrossing of US 26	\$ 9,000,000	0%	\$ 9,000,000	100%	\$ 9,000,000	90%	\$ 8,100,000	100%	\$ 8,100,000	2014-2024		
406	Bike & Rides	Enclosed, key card accessed bicycle parking at high capacity transit or frequent service bus stops	\$ 1,000,000	0%	\$ 1,000,000	100%	\$ 1,000,000	100%	\$ 1,000,000	100%	\$ 1,000,000	2014-2024		
407	Other Access to Transit Improvements	Other pedestrian and bicycle improvements to support access to transit in Washington County, including sidewalks, pedestrian crossings, bike lanes, multi-use paths and bike parking.	\$ 3,500,000	20%	\$ 2,800,000	100%	\$ 2,800,000	90%	\$ 2,520,000	100%	\$ 2,520,000	2014-2024		
<b>Subtotal</b>			<b>\$ 81,521,036</b>		<b>\$ 80,821,036</b>		<b>\$ 80,821,036</b>		<b>\$ 72,654,432</b>		<b>\$ 72,654,432</b>			
<b>Transit System Requirements</b>														
500	Merlo Bus Operating Base Expansion	Long-term expansion of bus service in Washington County requires additional capacity at bus storage and maintenance shops.	\$ 1,001,000	0%	\$ 1,001,000	100%	\$ 1,001,000	100%	\$ 1,001,000	58%	\$ 576,576	2014-2024		
501	Elmonica LRV Expansion	Expansion of light rail vehicle yard and maintenance facility for increased service.	\$ 4,000,000	0%	\$ 4,000,000	100%	\$ 4,000,000	100%	\$ 4,000,000	58%	\$ 2,304,000	2025-2039		
502	Electric Bus Supportive Capital Improvements	Capital improvements to support operation and maintenance of electric buses.	\$ 10,000,000	50%	\$ 5,000,000	32%	\$ 1,600,000	50%	\$ 800,000	58%	\$ 460,800	2025-2039		
503	South Hillsboro Transit Improvements	Bus pullouts, shelters, bus layover	\$ 4,830,000	0%	\$ 4,830,000	100%	\$ 4,830,000	100%	\$ 4,830,000	100%	\$ 4,830,000	2025-2039		
<b>Subtotal</b>			<b>\$ 19,831,000</b>		<b>\$ 14,831,000</b>		<b>\$ 11,431,000</b>		<b>\$ 10,631,000</b>		<b>\$ 8,171,376</b>			
<b>High Capacity Transit (HCT)</b>														
600	Amber Glen Streetcar loop circulator or Red Line extension	Amber Glen LRT spur. (Pending development with sufficient density) Alternative would be a streetcar circulator. Lower end of estimated project cost range is shown because detailed project scoping has not been developed.	\$ 150,000,000	50%	\$ 75,000,000	100%	\$ 75,000,000	100%	\$ 75,000,000	100%	\$ 75,000,000	2025-2039		
601	Red Line to Fair Complex/ Hillsboro Airport	Add a third track and switches and upgrade signals to allow for the Red Line MAX to be extended to the Fair Complex/Hillsboro Airport MAX Station	\$ 6,000,000	50%	\$ 3,000,000	100%	\$ 3,000,000	100%	\$ 3,000,000	58%	\$ 1,728,000	2014-2024		
602	Southwest Corridor HCT	Portland, Sylvania, Tigard and Tualatin high-capacity transit.	\$ 1,075,000,000	50%	\$ 537,500,000	60%	\$ 322,500,000	100%	\$ 322,500,000	58%	\$ 185,760,000	2014-2024		\$ 480,762
603	Sunset Highway HCT	East-west HCT connecting Hillsboro and Tanasbourne, STC, and St. Vincent's. Detailed project scoping has not been developed.	\$ 150,000,000	50%	\$ 75,000,000	100%	\$ 75,000,000	100%	\$ 75,000,000	58%	\$ 43,200,000	2025-2039		
604	TV Highway HCT	East-west bus rapid transit linking Forest Grove, Cornelius, Hillsboro, Aloha-Reedville and Beaverton Transit Center via the TV Highway corridor. Hillsboro-Beaverton segment includes westbound Business Access & Transit Lane, eastbound bus pullouts, enhanced bikeway facilities, sidewalks, pedestrian crossings, signal modifications on TV Hwy.	\$ 150,000,000	50%	\$ 75,000,000	100%	\$ 75,000,000	100%	\$ 75,000,000	58%	\$ 43,200,000	2014-2024		



**Appendix B: TDT Transit Project List Expenditures  
FY 2014-15**

List as amended by  
Resolution and Order 15-3  
January 20, 2015

Project ID	Project Name	Project Description	Total Cost (2014\$)	Expected Federal/State Share	Total Non-Federal/State Cost	% within Washington Co.	Total Non-Federal/State Cost within Wash. Co.	Capacity %	Total Non-Federal/State Cost within Wash. Co. Capacity Related	Future Growth Share	Eligible SDC Amount (Total Non-Federal/State Cost within Wash. Co. Future Capacity Related)	Estimated Project Completion Timeframe	FY 14-15 TDT	FY 14-15 Other
605	WES Commuter Rail Upgrades	Capital improvements to allow future service upgrades including double-tracking (for improved frequency and span of service.) Detailed project scoping has not been developed.	\$ 250,000,000	50%	\$ 125,000,000	80%	\$ 100,000,000	100%	\$ 100,000,000	58%	\$ 57,600,000	2025-2039		
Subtotal			\$ 1,781,000,000		\$ 890,500,000		\$ 650,500,000		\$ 650,500,000		\$ 406,488,000		\$ -	\$ 480,762
<b>TOTAL</b>			<b>\$ 1,920,184,036</b>		<b>\$ 1,023,284,036</b>		<b>\$ 779,884,036</b>		<b>\$ 770,917,432</b>		<b>\$ 508,701,840</b>		<b>\$ -</b>	<b>\$ 480,762</b>



**Appendix C:  
North Bethany  
Transportation System Development Charge  
Annual Report  
Fiscal Year 2014-2015  
July 2014 – June 2015**

## **Overview**

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

Fiscal year 2014 –2015 marks the first fiscal year with any financial activity in the North Bethany Transportation System Development Charge (NBTSDC) account. Development within North Bethany may have been approved prior to July 2014 but no payments had been received and no credits for improvements had been issued prior to July 2014.

A comprehensive review of the North Bethany Transportation Funding Plan is scheduled for the 2015-2016 fiscal year.

**Revenue**

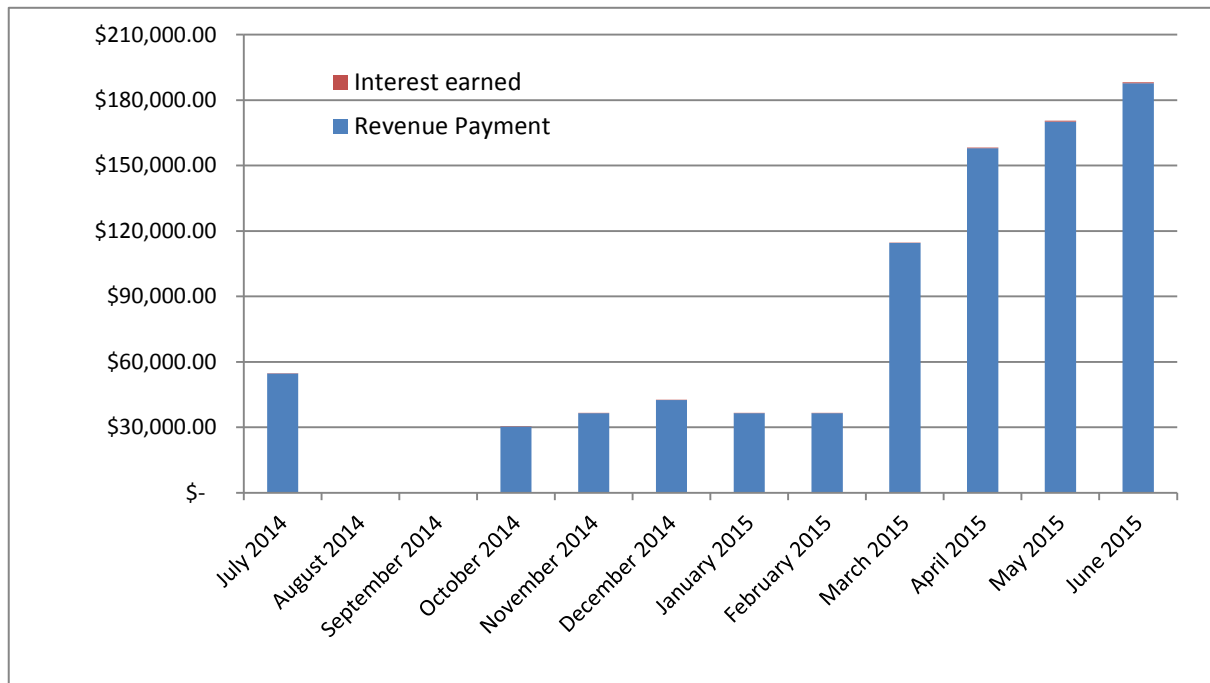
Table 1 summarizes the amount of revenue paid by month into the NBTSDC account during the July 2014 through June 2015 fiscal year. The revenue paid into the NBTSDC account generates interest and the interest earned on the account is also included in on the table.

**Table 1 – Revenue Receipts by Month**

Month	Revenue Payment	Interest Earned
July 2014	\$54,711	\$23.41
August 2014		\$28.58
September 2014		\$28.09
October 2014	\$30,395	\$32.64
November 2014	\$36,474	\$42.83
December 2014	\$42,553	\$69.69
January 2015	\$36,474	\$103.56
February 2015	\$36,474	\$99.47
March 2015	\$114,512	\$175.70
April 2015	\$158,054	\$238.39
May 2015	\$170,212	\$340.05
June 2015	\$187,816	\$439.38
<b>Total</b>	<b>\$867,675</b>	<b>\$1,621.79</b>

Figure 1 displays the revenue receipts by month graphically.

**Figure 1 – Revenue Receipts by Month**



## Credits

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

**Table 2 – Credits**

Credit Number	Improvement	Property	Name of Development	Credit Amount issued	Issue Date	Credit Used in FY 14-15	Credit Remaining on 6/30/15	Notes
NB14-01	NW 160 <sup>th</sup> : Springville to Brugger	West Hills Development	North Bethany Creek	\$180,397	10 / 23 / 2014	<b>\$180,397</b> Transfer to NB14-01A	\$0	Entire amount transferred to NB14-01A
NB14-01A	From NB14-01	DR Horton		Transfer from NB14-01 <b>\$180,397</b>	12 / 30 / 2014	\$180,397	\$0	
NB14-02	Brugger & ROW dedication	West Hills Development	North Bethany Creek	\$77,822	11 / 24 / 2014	<b>\$77,822</b> Transfer to NB14-02A	\$0	Entire amount transferred to NB14-02A
NB14-02A	From NB14-02	DR Horton		Transfer from NB14-02 <b>\$77,822</b>	12 / 30 / 2014	\$77,822	\$0	
<b>Total</b>				<b>\$258,219</b>		<b>\$258,219</b>		

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

## Expenditures

No expenditures of the NBTSDC occurred between July 2014 and June 2015.

## Construction Cost Index

The NBTSDC index adjustment provides an automatic non-discretionary adjustment to reflect changes in construction costs. The adjustment occurs on July 1 of each year and no Board action is necessary or required.

The NBTSDC Construction Cost Index follows the Transportation Development Tax (TDT) Construction Cost Index. In 2013 Washington County adjusted both the TDT and NBTSDC Construction Cost Index because the Oregon Department of Transportation discontinued the calculation of the Oregon Composite Construction Cost index. The Oregon Composite Construction Cost Index served as the materials component for both the TDT and NBTSDC Construction Cost Index. After researching a number of alternatives, the Board replaced Oregon Composite Construction Cost Index with the National Highway Construction Cost Index as the materials component of both the TDT and NBTSDC Construction Cost Indexes (RO 13-37 approved 4/23/13). The other two components (Labor and Materials) of the Construction Cost Index and the weighting of all three components remain the same.

The NBTSDC Construction Cost Index using the National Highway Construction Cost Index for the materials component is displayed in Table 3.

**Table 3 – Construction Cost Index**

Year	2002	2003	2004	2005	2006	2007	2008	2009	2010*	2011	2012	2013	2014
<b>Materials Component (50%)</b>													
National Highway Construction Cost Index		1.0031	1.0664	1.1788	1.3492	1.2899	1.2948	1.097	1.0617	1.0728	1.1624	1.1029	1.103
% Annual Change			6.31%	10.54%	14.45%	-4.39%	0.38%	-15.28%	-3.22%	1.04%	5.00%	-2.09%	0.04%
Average 5-Year Change						4.96%	0.50%		-1.89%	-4.54%	-2.81%	-3.40%	0.12%
<b>Labor Component (30%)</b>													
BLS Employment Cost Index	90.1	93.5	96.7	100	103.6	107.6	110.9	111.7	113.6	116.4	117.6	118.6	120.7
% Annual Change		3.77%	3.42%	3.41%	3.60%	3.86%	3.07%	0.72%	1.70%	2.46%	1.03%	0.85%	1.77%
Average 5-Year Change						3.61%	3.47%	2.93%	2.59%	2.36%	1.80%	1.35%	1.56%
<b>Right of Way Component (20%)</b>													
Ave. Total Real Market Value	\$270,176	\$279,865	\$308,772	\$315,784	\$342,179	\$399,958	\$435,632	\$412,268	\$391,972	\$374,992	365,516	\$407,690	\$453,046
% Annual Change		3.59%	10.33%	2.27%	8.36%	16.89%	8.92%	-5.36%	-4.92%	-4.35%	-2.51%	11.54%	11.13%
Average 5-Year Change						8.29%	9.35%	6.21%	4.78%	2.23%	-1.65%	-1.12%	2.18%
<b>Weighted Average Index</b>						<b>2.74%</b>	<b>5.39%</b>	<b>2.37%</b>	<b>0.79%</b>	<b>-1.113%</b>	<b>-1.195%</b>	<b>-1.516%</b>	<b>0.962%</b>

\*Note: the NBTSDC Construction Cost Index is based on the 5-year moving average. Prior years are shown for reference only.

