Our Department

LUT is housed in two locations. Administration, Planning, and Land Development/Building Services are in the Public Services Building on First and Main in downtown Hillsboro. Capital Project Management, Engineering/Surveying, and Operations and Maintenance are at 1400 SW Walnut Street in west Hillsboro.

LUT employees provide a wide range of transportation, planning, permitting and road maintenance services for residents. Working in coordination with our city, regional and state governments, the staff of 365 provide the following public benefits:

Planning provides transportation planning, economic and demographic information services, and, in the urban unincorporated areas of Washington County, community land use planning.

Land Development & Building Services provides plan/development review, building inspection (structural, plumbing, electrical and mechanical), and code enforcement.

Engineering & Surveying oversees the county’s transportation system, including system design; maintenance of 325 signalized intersections; a school safety and neighborhood streets program; review of private development surveys, plats, and engineering plans; and recovery and maintenance of public land corners.

Capital Project Management brings roads, bridges, sidewalks, bikeways, and intersection improvement projects through the public involvement process, land and right-of-way acquisition, and construction management.

Operations & Maintenance maintains 1,279 miles of roadway, 191 bridges and 3,000 culverts; tends ditches, signs, striping and roadside vegetation; and oversees the Service District for Lighting, Adopt-a-Road program, and private construction activities in the public right-of-way.

Administrative Services coordinates LUT’s payroll, the budget, preparations for emergencies, provisions for the safety of employees, and public information and education. They are the liaisons with Human Resources and Information Technology Systems.

LUT works to meet the following challenges:

- Balancing preservation of community livability and opportunities for economic development
- Leading in innovation, use of technology, and intergovernmental cooperation
- Implementing a citizen participation process that is fair, representative and constructive
- Providing services in the most cost-effective and environmentally responsible manner

Thinking about getting involved?

An excellent way for citizens to be informed and have an impact on land use and transportation issues is to get involved in their local Citizen Participation Organization (CPO). There are 15 CPOs in Washington County, organized geographically and coordinated by Oregon State University’s County Extension Office. Call 503-725-2300 to be put on their mailing list. Visit http://extension.oregonstate.edu/washington/cpo/ for more information.

Directory of LUT Services

Office of the Director  503-846-3822
Public Affairs  503-846-4963

Administration  503-846-4530

Planning  503-846-3519

Land Development
- Development Review  503-846-8761
- Building Services  503-846-3470

Capital Project Management  503-846-7800
- Right-of-Way  503-846-7870

Engineering/Surveying
- Engineering  503-846-7900
- Surveying  503-846-8723
- Traffic Engineering  503-846-7950

Operations and Maintenance  503-846-7623
- Service District for Lighting  503-846-7626
- Adopt a Road  503-846-7619

Up-to-date information on road work can be found at www.wc-roads.com. For other information, check our website, www.co.washington.or.us

Citizen and local government efforts are fostering an exceptionally livable and economically strong future for Washington County, Oregon. To this end, the Department of Land Use and Transportation (LUT), under the direction of the Board of County Commissioners, works with residents and businesses, providing comprehensive land use and transportation services.
The Department of Land Use and Transportation's mission is twofold:

- To plan, build and maintain the county's transportation system
- To prepare, implement and enforce land use plans, policies and related state and regional mandates

The Comprehensive Framework Plan for the Urban Area includes policies and processes for citizen involvement, natural resource protection, urbanization, housing, and public facilities and services. This plan applies to urban unincorporated areas within the Urban Growth Boundary, a line around the metropolitan area that indicates land that already is or can be developed at urban densities.

Individual Community Plans require provision of necessary “urban” services - primarily sewer, water, and a balanced transportation system - for built-up and developing areas outside cities.

The Rural/Natural Resource Plan guides development outside the Urban Growth Boundary. The plan guides conservation and development according to the potential of the land and in accord with state and regional requirements.

The Comprehensive Plan is a set of documents that establishes general land use and transportation policies. It takes into account local concerns; social, economic, and environmental consequences; and the planning requirements of the region and the state.

The Building Code establishes minimum structural, mechanical, plumbing, electrical and fire/ life safety standards for construction that owners, builders and developers must meet to ensure safety. The Code is used statewide and is enforced by way of permitting, plan review, and inspections.

The Transportation Plan sets forth policies and strategies to meet countywide transportation needs. It classifies the county road system, identifies recommended improvements, and establishes priorities for system improvement and maintenance.

Uniform Road Improvement Design Standards provide direction for the private sector and county staff in the design and construction of public roads and associated improvements to the county’s transportation system.

How We Carry Out Our Mission

Washington County receives about $19 million per year from the state Road Fund (gas tax and vehicle registration fees). A one-cent local gas tax brings in about $1 million per year more to help maintain roads. The Board-adopted Transportation Plan includes a maintenance prioritization policy to ensure that gas tax money takes care of roads that see the most use, so the county has one of the best-maintained major road systems in Oregon. However, bridges, culverts and rural local roads suffer from lack of maintenance funding.

Washington County citizens and businesses provide more local resources to build and maintain needed roadway improvements:

- Operations and Maintenance
- URMD - brings in $3.3 million annually

The Urban Road Maintenance District (URMD) brings in property tax funds to maintain streets in urban unincorporated neighborhoods. Revenue is from a local property tax approved in 1994. URMD has brought 95% of urban unincorporated roads to good or better condition.

- Uniform Road Improvement Design Standards provide direction for the private sector and county staff in the design and construction of public roads and associated improvements to the county’s transportation system.

Transportation System Funding

- MSTIP - brings in about $25 million annually

The Major Streets Transportation Improvement Program (MSTIP) brings in property tax funds to help upgrade our transportation infrastructure. From 1986 to 2012 MSTIP will have built 111 projects that are heavily used by county residents and businesses, at a cost of $555 million. Major projects completed include Baseline, Cornell, Cornelius Pass, Evergreen, Oleson, Roy Rogers, Scholls Ferry and Tualatin-Sherwood roads, Murray Boulevard, 170th and 185th avenues, the Highway 47 Bypass, Brookwood Avenue, and bridges on Minter Bridge and Rood Bridge roads.

- TIF - contributes about $17 million annually

The Traffic Impact Fee (TIF) collects fees from new development based on its impact on the transportation system. TIF is generating an average of $17 million annually in fees, credits and interest earnings annually for Washington County local governments. Never designed to completely cover the impacts of new development – new residents also pay into MSTIP – TIF does help enhance traffic flow on the county’s road system. Countywide TIF has generated $231 million for system improvements since 1990. This has helped build more than 170 capital projects, including the Westside Light Rail and the Commuter Rail local matches, Forest Grove’s Highway 47 Bypass, the Nyberg Bridge widening over I-5, and the Cedar Hills Boulevard Extension.